

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes no

Property Name: Vienna Historic District Inventory Number: D-652
Address: Roughly Water Street to Gay Street and Old Ocean City: Vienna Zip Code: 21869
County: Dorchester USGS Topographic Map: Mardela Springs
Owner: various Is the property being evaluated a district? yes
Tax Parcel Number: _____ Tax Map Number: _____ Tax Account ID Number: _____
Project: Extension of Market Street Agency: CDBG
Site visit by MHT staff: no yes Name: Tania Tully Date: 03/20/2003
Is the property is located within a historic district? yes no

If the property is within a district District Inventory Number: _____
NR-listed district yes Eligible district yes Name of District: _____
Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context yes
If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible yes no

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

Documentation on the property/district is presented in:
MIHP form

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The town of Vienna, located on the western side of the Nanticoke River off of MD Rte 50, was established in 1706 by legislative enactment. The historic core of the town incorporates three NE to SW oriented streets (Water, Middle and Market Streets) and two NW to SE oriented streets (Race and Church Streets).

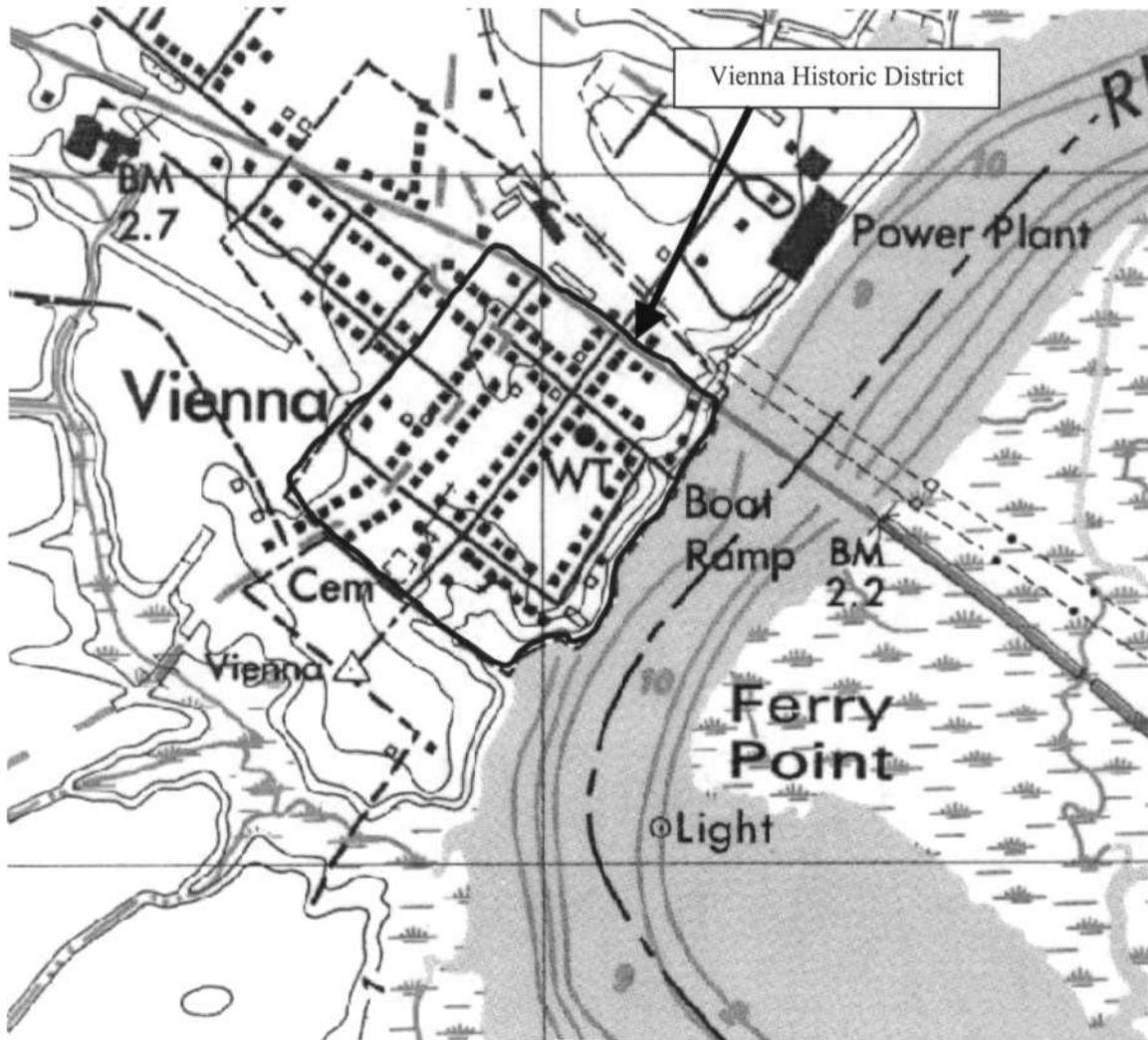
Today the town contains many good examples of early and late 19th century architecture as well some examples form the early twentieth century. With few exceptions, the historic core is primarily residential. The residences are frame, mostly simple buildings, though there are a couple of high-style Victorians extant. Despite some gaps where buildings seemed to have been demolished over time, the town maintains a cohesiveness and architectural integrity. The narrow streets and views of the river bind the historic core.

The Vienna Historic District is eligible for the National Register as an example of a small river town on the Eastern Shore.

Prepared by: Tania Georgiou Tully Date Prepared: 03/26/2003

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
MHT Comments	
<u>Tania Georgiou Tully</u> Reviewer, Office of Preservation Services	<u>March 26, 2003</u> Date
<u>[Signature]</u> Reviewer, NR Program	<u>3/27/03</u> Date

D-652
Vienna Historic District
Mardella Springs Quadrangle







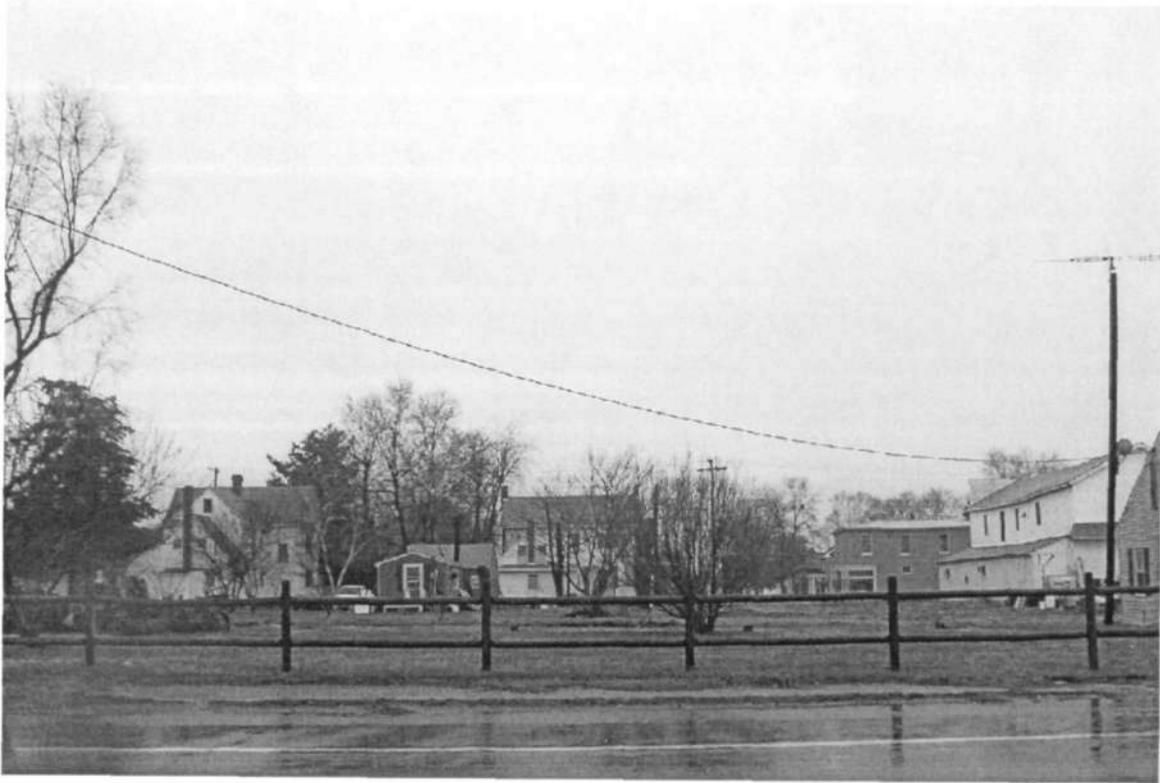












D-652

Vienna

Eighteenth, nineteenth and twentieth centuries

Public and private

The town of Vienna is the second oldest municipality in Dorchester County, and its founding is tied to an act of Maryland's General Assembly passed in 1706. As part of the proprietors's thirty-year legislative effort to control trade in and out of the province, Vienna was established at the end that period following earlier attempts across the region. In Dorchester County, places such as Dorchester Town or Islington, were located on the tip of Town Neck peninsula formed by the Little Choptank River and Fishing Creek. Even though these towns were located on the Little Choptank, they were far distant by land to any other place, and as a result, they did not last very long. Speculation and development moved elsewhere

Vienna's success was not doubt due to several factors, principally its location on a high, elevated site long used by the native Nanticokes and called "Emperour's Landing." As Indian rights to land on the Eastern Shore were contracted into well defined reservations during the seventeenth and eighteenth centuries, patents for the best land as well as proprietary manors soon obligated the lion-share of the region, especially along its major river drainages. In 1706, the newly designated town of Vienna at Emperour's Landing was situated in the midst of the tremendous 6,000-acre proprietary expanse known as Nanticoke Manor.

The high, well-drained nature of the town proper, and its deep moorage not far from shore, were features long recognized by the native Americans as a landing place, and for the 17th century colonists, it served as the western terminus of the Nanticoke

River ferry, established by provincial assembly in 1671. Once on the north side of the Nanticoke, travelers could take one of two routes, the westerly road led to Cambridge, established in 1684, and the northerly route proceeded to the Crotcher's Ferry crossing of the North West Fork of the Nanticoke and northern Dorchester, or to points beyond in what were the lower counties of Pennsylvania, later the State of Delaware.

At Vienna's founding, an ambitious plan of one hundred narrow lots were laid out in a tight grid along three principal streets. Thames Street (later Water Street) fronted on the Nanticoke, while High Street (later Middle Street) was followed by Back Street (later Market Street). Building activity on the new lots, similar to most legislated towns, was sporadic, and in early Vienna, building activities were hampered by a lack of good materials. One of the most prominent land owners in Vienna during the first quarter of the 18th century was merchant, planter, and legislator Thomas Ennalls (d. 1718), who operated a store near the ferry. At his death, the inventory of his estate included an old shallop and its gear, the rigging for a sloop, 850 bushels of salt, 75 feet of window glass, two handscrews, and close to L125 of new goods that had lately arrived. Thomas Ennalls died without direct heirs, and part of his Vienna land holdings passed to his nephew William, and then to William Ennalls' daughter, Anne Ennalls Hooper, wife of Henry Hooper.

Given its prominent location on the edge of the Nanticoke with sufficient draft for large, ocean going vessels, the town was ideally suited for commerce and shipbuilding. In 1747, it was decided by the provincial leaders to establish a tobacco inspection station on one of the lots held by Henry Hooper. Shipbuilding was surely an early activity in Vienna, and by the time of the American Revolution, it was a center of

the boat building on the lower Shore. Reflective of its importance in shipbuilding was the British attack on Vienna in 1780. British troops landed without contest and destroyed much of what was in the course of construction, events related by Somerset countian Joseph Dashiell, whose property was counted among the losses.

The British revisited Vienna in March 1781, Colonel Henry Hooper wrote of the events surrounding the attack to Governor Thomas Sim Lee:

On Saturday morning last, a Brigg and two Sloops of the Enemy came up to Vienna and began a heavy Fire on the Town with round and grape Shot, we had previously collected a party of Militia and posted them on the Bank to oppose the Enemies landing who kept up a brisk fire on one of the Enemies Barges which was rowing a Shore full of Men till they were drove from their Stations by the Hot Fire....on their Retreat the Enemy landed, our party killed one and wounded three of the Enemy, we had one man wounded, who is since dead of his wound. When the Enemy drew up on Shore, they sent a Flagg to inform us they wanted nothing more than the Grain in Town and if we would give that up they would leave a part for the Inhabitants and would not plunder anything more & would pay the market price for the Grain, but if we should not agree to that and still continue Hostilities they would burn down the Town and destroy every Thing in it. As we could defend nothing, the Town and Grain lying under the command of their Vessels we agreed to the Terms they offered except that of receiving a price for the Grain and they accordingly took off between nine hundred and a thousand Bushels of Indian Corn...

With its exposed location, Vienna was plundered further in August 1781, although that engagement, according to Colonel Hooper, produced a captured barge and some prisoners who were forwarded to Annapolis.

During and after the Revolutionary War, commerce and investment in Vienna appears to have waned for at least two decades. The most evocative description of the town's malaise during the post Revolutionary War decades was written by Joseph Scott, who authored a geographical description of Maryland and Delaware in 1807. He wrote of the Nanticoke River town:

Vienna, a small post town, agreeably situated on the W[est] side of the Nanticoke river upon a plain elevated about 12 or 13 feet above the surface of the river.

It contains 13 dwellings, principally, in a state of decay, four respectable stores, several granaries, two taverns, a collector's office, and an impaired brick Episcopal church, in which divine service is sometimes celebrated. Two wharves extend into the river, at which vessels of any burthen may load. The town commands very little trade, although advantageously situated for both foreign and domestic. Its decline has originated, in the absence of enterprising and active inhabitants, the obstruction of navigation of the river to its extremities, the commercial importance of Baltimore, and above all the prevailing opinion that the situation of the town is unhealthy; but the character of unhealthiness it no longer deserves; for the excluding by ditches, the tide, which supported a morass on the S[outh] bodies of stagnant water, which lay in the bottom of the town, have been removed, by which the situation has become more healthy.

After the Revolution, agricultural production on the lower Eastern Shore turned to large cash crops in corn and wheat rather than tobacco, and the profits in the grain trade during the early nineteenth century fostered a wave of new construction in Vienna as well as across the peninsula. By his testimony, Joseph Scott described the storage facilities, known as granaries, were already lining the wharf, and four "respectable" stores did business in town to serve the growing rural population. The new generation of housing erected along Water, Middle and Market streets during the first and second quarters of the nineteenth century followed the prevailing national taste. Two-story, side hall or center hall plan dwellings with formal passages, parlors and dining rooms were enhanced with gouge decorated staircases, mantels, and trim that were emblems of the Federal architectural style that swept the eastern United States between 1790 and 1830.

During the same period new efforts were put in place to improve the religious life in Vienna, which according to the Methodist minister and evangelist, Francis Asbury, was classified in his eyes as a "dead and dark place for religion" when he crossed the Nanticoke in 1786. Over twenty years later, in 1807, Joseph Scott mentioned the

"impaired brick Episcopal church" in which divine service was sometimes celebrated.

Evidently the religious life in Vienna did not improve for some years to come. Reverend Meyer Lewin, a Methodist missionary to the lower Shore wrote of his experiences in the river-front town in 1845:

I officiated at Vienna by appointment of the Bishop, every other Sunday from June 1844 to January 1845. There are not more than 10 to 12 to call themselves churchmen, who provide a room for the missionary to hold services in. The parish has been almost entirely neglected for the last twenty years; of the few church people that remain 4 are communicants. Good might be done here by a missionary; though they will have to encounter much opposition from "ignorance and prejudice," the services are always attended less than could have been expected...I resigned this situation with very great reluctance.

The Protestant Episcopal Church suffered in membership during the post Revolutionary War decades, especially due to the growth of Methodism across the peninsula, which siphoned off many former Anglicans as the new evangelism spread and gained momentum. An early Methodist meeting house was built on the lands of Bartholomew Ennalls between Vienna and Cambridge by the 1780s, and a congregation had formed in the town sometime after 1800. Following a schism in the Methodist Church nationally, a second congregation, the Vienna Methodist Protestant congregation, formed in 1849.

The population of Vienna grew at a slow pace during the second half of the nineteenth century, never exceeding more than 350 residents. When *The Maryland Directory*, a business publication, was printed in Baltimore in 1878, it described the town by the following entry:

[Vienna] Is 8 miles from Linkwood on the D & D. R. R. and is pleasantly situated on the west bank of the Nanticoke River, in a temperate and healthy climate. Land white clay loam, mostly cleared, can be bought at from \$10 to \$50 per acre; yields 15 to 25 bus. of wheat, 20 to 40 oats, 100 to 200 potatoes, 20 to 50 corn, and 2 to 4 tons hay. Vienna Lodge 73, K[nights] of P[ythias], Churches, M.E.,

M. P., P.E., and Baptist, Two public schools, Population 350. Jas. A. Higgins, Postmaster.

The 1877 Vienna town map, published in the Lake, Griffing, and Stevenson atlas of Talbot and Dorchester counties, identifies approximately 60 dwellings and the four churches along with a waterfront that consisted of wharves, granaries, a steamboat wharf station, and the ferry location at the foot of Race Street where it had been for two centuries. A large steam grist mill operation, owned by Thomas Higgins & Son, stood on the lot across Water Street from the ferry landing. The post office and several shops and stores were sited along Market and Race streets on the northwest side of town.

The most significant economic boost to Vienna came late in the century with the construction of the Baltimore & Eastern Shore Railroad between Claiborne, in Talbot County, and Salisbury, in adjacent Wicomico. The exciting events associated with the completion of the railroad were written by a correspondent from Vienna and printed in the *Democrat & News*, on July 26, 1890:

Track laying on our grand Trunk Line, the B. & E. S. Railroad, is now complete, the last rail having been laid at 3:15 o'clock last Friday afternoon. Men who have spent pretty much their whole lives working on railroads, unhesitatingly declare that this is the best built new road they ever worked upon. Nearly every man, woman and child within our corporate limits were assembled at our beautiful depot, watching with eyes, heart, and soul, the steady advance of the "construction train" as it finished its glorious work to this place, thus showing the intelligent appreciation of the part of the people of this, the grandest work of internal improvement since the days of the first settlement of our pretty little town.

We are very proud of the fact that by our railroad this town is now within three hours of Baltimore city and only four or five from Philadelphia.

The regular schedules of steamboats and schooners on the Nanticoke, and the newly built Baltimore & Eastern Shore Railroad, which was subsumed into the larger Baltimore, Chesapeake, & Atlantic Railroad in 1894, spurred on industrial and

commercial ventures in Vienna as elsewhere across the Shore. An early venture in the canning industry for Vienna was established by Isaac H. Houston in 1887, and he was followed by a host of others during the early decades of the twentieth century. John W. T. Webb processed his Nanticoke Brand tomatoes with business directory listings beginning in 1903. Five years later, in 1908, Albert Webb started a cannery on the Nanticoke that lasted his lifetime, and well as that of his son Clay's, and which also passed to his sons, Clay M., Jr. and Walter Webb.

The early twentieth century was a period of great optimism across the Eastern Shore, and Vienna shared in positive, progressive attitudes despite several fires that swept the town. On January 22, 1922, a fire, pushed by a northeasterly wind, ignited many of the dwellings on Water Street, including the Tavern house owned by Clay M. Webb at the time. The most dramatic event to touch Vienna during the early twentieth century was the construction of the Eastern Shore Gas & Electric power plant in 1926-27. The massive brick power house complex, costing \$1,500,000, housed two kilowatt steam turbines, enough power, it was hoped, to generate enough electricity for the entire peninsula.

Following the stock market failure in October 1929, and the attendant Depression that ensued, Vienna, like most places across the Eastern Shore, settled into a slow decline economically, particularly as nearby Cambridge and Salisbury and larger cities drew residents away for work. In 1931, the construction of a new concrete two-lane bridge across the Nanticoke River was a distinct improvement for the region and the town's residents. Since World War II, Vienna has remained a quiet riverfront town with a strong interest in capitalizing on its rich historic and architectural past.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. D-652

1. Name of Property (indicate preferred name)

historic Vienna
other Vienna Survey District, Vienna Historic District

2. Location

street and number Various streets not for publication
city, town _____ vicinity _____
county _____

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

name Various property owners
street and number _____ telephone _____
city, town _____ state _____ zip code _____

4. Location of Legal Description

courthouse, registry of deeds, etc. Dorchester County Clerk of Court liber _____ folio _____
city, town Cambridge tax map _____ tax parcel _____ tax ID number _____

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>115</u>	<u>37</u> buildings
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	<input checked="" type="checkbox"/> religion	_____	_____ sites
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	<input type="checkbox"/> social	_____	_____ structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____	_____ objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>115</u>	<u>37</u> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	

7. Description

Inventory No. D-652

Condition

excellent deteriorated
 good ruins
 fair altered

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

DESCRIPTION SUMMARY

Vienna, Maryland, laid out in 1706, is the second oldest municipality in Dorchester County. Laid out on a level on the north side of the Nanticoke River, the modern town consists of three principal parallel streets, Water, Middle and Market streets. At the time of the town's founding these streets were known as Thames, High, and Back streets respectively. Intersecting on the northeast side of town is Race Street, and on the southwest is Church Street. With the rerouting of US Route 50 in the early 21st century, the highway corridor passed north of the town proper in a realignment of the divided road bed that included the construction of a new, elevated span across the Nanticoke River. Old US Route 50 formerly passed through the town on its northeastern side, adjacent to the former crossing of the B..C. & A. Railroad, originally the Baltimore & Eastern Shore Railroad that was completed in 1890. Vienna is defined by approximately one-hundred and fifteen (115) contributing resources, and approximately thirty-seven (37) non-contributing resources. The non-contributing resources are mostly associated with the houses and structures erected after the period of historic context.

GENERAL DESCRIPTION

Even though the town was founded as early as 1706, the stock of historic structures that define the modern town largely date from the nineteenth and early twentieth centuries. There are approximately one-hundred and fifteen (115) contributing resources that line the grid plan of streets. The old commercial district, largely located around the intersection of Race and Market streets, includes the current Hebron Savings Bank, a single-story neoclassical brick structure erected around 1910-11 as the Vienna branch of the Eastern Shore Savings. (D-200) On the opposite corner is the former Thomas Higgins & Son General Store, a two-story frame structure dating to the late nineteenth century. (D-783) Across Race Street is the former Webster store building (D-786), which survives with a remnant of an early twentieth century cast iron storefront produced by C. L. Mesker and Company of Evansville, Indiana. (D-786) A small office building assembled in mass-produced concrete blocks was erected for Winfield Webster around 1923-24.(D-784) Another early twentieth century commercial structure is the Hurst Brother's Service Station (D-787), a single-story frame structure with a canopied front shelter, has been converted into a town museum.

The oldest surviving structures in the town include a small collection of first quarter of the nineteenth century dwellings that stand along Water and Middle streets. Dating between 1810 and 1830, these two-story, three- or five-bay houses are distinctive for the Federal carved gougework used in exterior and interior woodwork. The former residence of Thomas Holiday Hicks, is a prominent two-story side hall/double pile frame dwelling that dominates the corner of Water and Church Streets (D-145). Although covered with vinyl siding, the sizable frame house retains a delicately carved Federal entrance surround and a pair of common bond brick chimneys that rise against the southwest gable end. Also featuring expertly carved Federal woodwork is the dwelling historically known as the Tavern House (D-156), which is enhanced with a Federal entrance as well as an expertly crafted Federal

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Maryland Inventory of Historic Properties Form

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Name Vienna Historic District
Continuation Sheet

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staircase and numerous mantels, doors, chair rail and baseboard moldings common to the early nineteenth century. Other houses in this collection include the Dr. William Jackson house (D-167), a two-story, five-bay center hall plan dwelling that retains a drill decorated main cornice that is also enhanced with a scalloped bottom edge. Distinctive to the Jackson house is an attached hyphen and story-and-a-half kitchen that retain beaded exterior weatherboards and ovolo molded backband surrounds typical of the first decade of the nineteenth century. Also on Middle Street is the another early nineteenth century structure, the Thomas Byrn house, also Piercy house, that retains a hyphen and kitchen as an extension to the two-story, three-bay main block. All of these dwellings share similarly crafted exterior, common bond brick chimney stacks with corbelled shoulders at the second floor level.

Continuing the exterior common bond brick chimney construction feature is a smaller group of mid nineteenth century Greek Revival inspired frame dwellings, including the Dr. Sylvester Sourin Ewell house at Water and Race streets (D-181), the Dr. James W. Henry house (D-160), and the Elizabeth Webb house (D-157), both of which stand on Water Street. Greek Revival corner block surrounds and mid nineteenth neoclassical mantels enhance these two-story side hall/double pile dwellings.

Ushering in a new style to Vienna at the cusp of the start of the Civil War is the James K. Lewis house (D-146) at the corner of Water and Church streets. Built in beautifully laid pressed brick with narrow butter joints, the three-story, side hall/parlor plan dwelling was influenced by the emergent Italianate style that was sweeping the country during the second and third quarters of the nineteenth century. Dated to 1861, the brick dwelling is one of the earliest known examples of these popular revival style in Dorchester County. Following the Civil War, merchant and mill owner Thomas Higgins financed the construction of a bracketed Italianate influenced frame dwelling on Market Street near its intersection with Church.

While these individual dwellings stand out as some of the earliest and best built, there are dozens of other smaller nineteenth century houses that follow traditional vernacular forms with two-story, two-bay or three-bay façades with low brick foundations and various sheathings of plain weatherboards to artificial siding in asbestos, aluminum or vinyl. Decorative elements are often limited to turned post front porches and decorated eaves with pierced or sawn bargeboards. There are several examples of the asymmetrically oriented tee- or ell-shaped frame dwellings common to the late nineteenth century pattern books that influenced construction across the country.

The early twentieth century brought with it a new range of building types that are well represented in Vienna. The early twentieth century bungalow and four-square house forms found expression as a wave of construction accompanied the building of the new Eastern Shore Gas & Electric plant in 1926-27. Bungalows or two-story or story-and-a-half Colonial Revival influenced frame dwellings surfaced on

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Name Vienna Historic District

Continuation Sheet

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side streets and along modest lots that were subdivided on the north, east and west sides of the town as it expanded slightly during the first quarter of the twentieth century.

The mid twentieth century introduced a wave of house forms common to the period, particularly single-story ranch style dwellings erected on the north side of the town and additional expressions of Colonial Revival inspired dwellings.

There are two churches in Vienna, both located on Church Street. The St. Paul's P. E. Church (D-164), and the Vienna United Methodist Church (D-781), were erected during the last decades of the nineteenth century under the influence of the nationally popular Gothic Revival.

8. Significance

Inventory No. D-652

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
1900-1999	<input type="checkbox"/> art	entertainment/ recreation	<input type="checkbox"/> landscape architecture	religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1706 (Founding) 1833 (Incorporation) Architect/Builder

Construction dates

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

SIGNIFICANCE SUMMARY

Situated atop a level plain above the Nanticoke River, the town of Vienna is the second oldest municipality in Dorchester County with its official formation by an act of provincial assembly dating to 1706. Prior to Anglo-American colonization, the native tribes occupied the high, well-drained productive ground on the north side of the Nanticoke, and the site that later became the town of Vienna was called "Emperour's Landing." Colonial settlement and development of Vienna occurred at the outset of its formation with a focus on local and international trade and shipbuilding prior to the Revolutionary War. As a principal crossing of the Nanticoke between Dorchester and Somerset counties, it was the location of transportation related improvements such as an early ferry and taverns for traveling passersby. Despite what appears to be steady activity and investments in improving Vienna during the early to mid eighteenth century, the town does not retain any structures that are datable to the colonial period. Vienna did not experience significant new investment until the blossoming of the grain trade. Profits from the export of cash crops of corn and wheat sponsored a wave of re-investment in Vienna as it did across the entire Eastern Shore. Significant examples of Federal era dwellings, and later Greek Revival influenced dwellings, constitute the oldest housing stock in the river-side town. Several of the houses standing along Water and Middle streets retain expertly carved examples of exterior and interior neoclassical gougework common to the Federal period on the Eastern Shore. The Thomas Holiday Hicks house (D-145), Tavern House (D-156), and the Dr. William Jackson house (D-167). Substantial third quarter of the nineteenth century houses with obvious references to the Greek Revival style include the Dr. Sylvester Sourin Ewell house (D-181) and the Dr. James W. Henry house (D-160). Reflective the early romantic revivals of the mid to late nineteenth century is the James K. Lewis house (D-146), a three-story brick dwelling reflecting the Italianate style with its low pitched roof and heavy cornice built in 1861. A post-bellum example of the Italianate style is the finely built Higgins house (D-165) on Market Street.

The commercial buildings that define Vienna date mostly from the mid to late 19th and early 20th centuries. Originally, the principal commercial focus of the town was along Water Street, which was

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Name Vienna Historic District
Continuation Sheet

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dotted by a combination of private dwellings, stores, offices and shops. The James K. Lewis Wharf office (D-147), is the oldest surviving commercial building that was used during the 1850s as the town's customs office. Still standing on the Vienna shoreline is the last example of a waterfront granary, built around 1825-40 during the ownership of Thomas Holiday Hicks. While the river-front retained a commercial and industrial focus for shipping grain and timber from private wharves, the locations of mercantile and shops were shifted to lots along Market and Race streets as roads improved and the local population expanded over the course of the early to mid 19th century. Coupled with a new generation of houses erected after the Civil War, was a new crop of churches to serve the Episcopal (D-164), Methodist (D-781), and Baptist congregations.

The most significant historical event to influence the town of Vienna during the late 19th century was the completion of the Baltimore & Eastern Shore Railroad from Claiborne in Talbot County to Salisbury in September 1890. However, the only transportation related building to survive in Vienna from the late 19th century is the former Ferryman's house (D-791), a single story one-room frame structure resited to a new location on Race Street.

During the early 20th century, Vienna maintained a constant size and never exceeded a 400 residents. The most dramatic event of the early 20th century was the construction of the Eastern Shore Gas & Electric Company complex on north edge of town in 1926-27, although the original brick power plant no longer stands. Similar to the rest of the region, the town's commerce and economic vitality were significantly curtailed after the 1929 stock market failure and ensuing Depression. While a sluggish economy pervaded much of the region during the 1930s, a major improvement to Vienna came in 1931 with the construction of a concrete span across the Nanticoke River.

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Name Vienna Historic District
Continuation Sheet

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HISTORIC CONTEXT AND SUPPORT

The town of Vienna is the second oldest municipality to remain in Dorchester County, and its founding is tied to an act of Maryland's General Assembly passed in 1706. As part of the proprietor's thirty-year legislative effort to control trade in and out of the province, Vienna was established at the end of that effort following earlier attempts such as Dorchester Town or Islington on the tip of the Town Neck peninsula formed by the Little Choptank River and Fishing Creek. Neither of these towns lasted very long, Vienna's success was no doubt due to several factors, principally its location on a high, elevated site long used by the native Nanticokes and called "Emperour's Landing." As Indian rights to land on the Eastern Shore were contracted into well defined reservations during the late 17th and early 18th centuries, patents for Maryland's early colonists as well as proprietary manors soon obligated the best and most strategically sited tracts of land. The newly designated town at Emperour's Landing was sited in the midst of the tremendous 6,000-acre proprietary expanse of Nanticoke Manor.

The high, well-drained nature of the land on which Vienna was laid out, and its deep moorage not far from shore, were features long recognized by the native Americans as a landing place, and for the 17th and 18th centuries, these features contributed to its viability as a trading location. From Vienna, the early roads on the north side of the Nanticoke provided access to two routes, the westerly road led to Cambridge and the north route provided access to the Crotcher's Ferry crossing of the North West Fork and northeastern Dorchester County. By the time that the act of Maryland's assembly formally created Vienna in 1706, Nanticoke Manor had been leased to a James Anderson and tenanted by a William Marrett, both of whom along with Lord Baltimore had to be compensated in due measure with the sale of the town lots.¹

One hundred narrow lots were laid out in a tight grid along three principal streets. Thames Street (later Water Street) fronted the Nanticoke, while High Street (later Middle) was followed next by Back Street (later Market). Building activity on the new lots, similar to most legislated towns, was sporadic, and in early Vienna apparently hampered by the lack of construction materials.² One of the most prominent land owners in Vienna during the first quarter of the 18th century was merchant, planter, and provincial leader Thomas Ennalls (d. 1718), who operated a store in the early town. At his death, the inventory of the store included an old shallop and its gear, the rigging for a sloop, 850 bushels of salt, 75 feet of window glass, two handscrews, and close to L125 of new goods that had lately arrived.³ Thomas Ennalls died without direct heirs, and part of his Vienna land holdings passed to his nephew William, and then to his daughter Anne Ennalls Hooper, the wife of Henry Hooper.

¹ Joseph Brown Thomas, Jr., *Settlement, Community, and Economy: The Development of Towns on Maryland's Lower Eastern Shore, 1660-1775*, Phd Dissertation, University of Maryland, 1994, p. 185.

² *Archives of Maryland*, Vol. 27, pp. 162-63 as cited in Thomas, p. 189.

³ Maryland Prerogative Court Wills: 2: 4, See Biographical Dictionary of Maryland, 1:311)

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. D-652

Name Vienna Historic District
Continuation Sheet

Number 8 Page 3

It was in 1747 that a tobacco inspection station was established on one of the lots held by Henry Hooper.⁴ Given its prominent location on the edge of the Nanticoke with sufficient draft for large, ocean going vessels, the town was ideally situated for commerce as well as shipbuilding. At the time of the Revolutionary War, Somerset countian Joseph Dashiell wrote Governor Thomas Sim Lee of losses incurred on the Nanticoke in 1780:

*I will now Indivour to give you a Detail: of the Conduc of the people of Vienna upon the appearance of the Enemy's Boats which I am informed they saw sum time before they Landed Instead of flying to armes: the Inhabitants more in number than the Enemy: suffer them to Land without offering them the least opposition; and permitted Twelve white men & Twenty one negro men to Stay at Vianna.... in which time they Burn'd a new brigantine of Messrs. Robert Dashiell and my one, a Vesel Belonging to Mr. James Shaw; one Vesel Belonging to One Traver: and hove down a New Vessel of Pritchett Willis that was Building and Distroy'd all the Tools the poore man had & did him much more Damage, they Left One new Vesel on the Stock & a sloop Belonging to one Mr. Hopkins & I cant heare that they Ignored any one else at that place, Except taking away some negroes...*⁵

In March 1781, Vienna planter and merchant Henry Hooper wrote Governor Lee on further depredations against Dorchester County by way of the Nanticoke:

*On Saturday morning last, a Brigg and two Sloops of the Enemy came up to Vienna and began a heavy Fire on the Town with round and grape Shot, we had previously collected a party of Militia and posted them on the Bank to oppose the Enemies landing who kept up a brisk Fire on one of the Enemies Barges which was rowing a Shore full of Men til they were drove from their Stations by the Hot Fire.... on their Retreat the Enemy landed, our party killed one and wounded three of the Enemy, we had one man wounded, who is since dead of his wound. When the Enemy drew up on Shore, they sent a Flag to inform us they wanted nothing more than the Grain in Town and if we would give that up they would leave a part for the Inhabitants and would not plunder anything more & would pay the market price for the Grain, but if we should not agree to that and still continue Hostilities they would burn down the Town and destroy every Thing in it. As we could defend nothing, the Town and Grain lying under the command of their Vessels we agree to the Terms they offered except that of receiving a price for the Grain and they accordingly took off between nine hundred and a thousand Bushels of Indian Corn...*⁶

With its exposed location, Vienna was plundered further in August 1781, although that engagement,

⁴ Bernard Christian Steiner, ed. *Archives of Maryland, XLIV, Proceedings and Acts of the General Assembly, 1745-47*, Baltimore: Maryland Historical Society, 1925, p. 609.

⁵ Bernard Christian Steiner, ed. *Archives of Maryland, XLV, Journal of Correspondence of the State Council of Maryland, 1780-81*, Baltimore, MD: Maryland Historical Society, 1927, pp. 127-28.

⁶ J. Hall Pleasants, Ed. *Archives of Maryland, XLVII, Journal of Correspondence of the State Council of Maryland: Letters to the Governor and Council, 1781*. Baltimore: Maryland Historical Society, 1930, pp. 122-23.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. D-652

Name Vienna Historic District
Continuation Sheet

Number 8 Page 4

according to Henry Hooper, produced a captured barge and some prisoners who were forwarded to Annapolis.⁷

During and after the Revolutionary War, commerce and investment in Vienna appears to have waned for at least two decades, and the due to confiscation of British property and apparent inactivity, the original size of Vienna was significantly reduced in surveys executed in 1778 and again in 1785 with almost complete abandonment of the original 1706 town plan. Large blocks of consolidated lots, one known as "Bachelors Hall" obligated a large portion of the Water Street river frontage. One of the most provocative verbal images of the town following the Revolution was provided by Joseph Scott, who wrote a geographical description of Maryland and Delaware that was published in Philadelphia in 1807. He wrote of the Nanticoke River town:

Vienna, a small post town, agreeably situated on the W[est] side of the Nanticoke river upon a plain elevated about 12 or 13 feet above the surface of the river.

It contains 13 dwellings, principally, in a state of decay, four respectable stores, several granaries, two taverns, a collector's office, and an impaired brick Episcopal church, in which divine service is sometimes celebrated. Two wharves extend into the river, at which vessels of any burthen may load.

The town commands very little trade, although advantageously situated for both foreign and domestic. Its decline has originated, in the absence of enterprising and active inhabitants, the obstruction of navigation of the river to its extremities, the commercial importance of Baltimore, and above all the prevailing opinion that the situation of the town is unhealthy; but the character of unhealthiness it no longer deserves; for the excluding my ditches, the tide, which supported a morass on the S[outh] bodies of stagnant water, which lay in the bottom of the town, have been removed, by which the situation has become more healthy.⁸

After the Revolution, agricultural production on the Eastern Shore turned fully to large cash crops in corn and wheat rather than tobacco, a process that had been underway well before the war. The profits amassed in the grain trade during the early 19th century fostered a wave of new construction in Vienna as well as across the peninsula. By testimony of Joseph Scott, granaries were already lining the wharf, and four "respectable" stores did business in town. The new generation of housing erected along Water, Middle and Market streets during the first quarter of the 19th century followed the prevailing taste in nearby urban areas. Two story, side hall or center hall plan dwellings with formal passages, parlors and dining rooms embellished with gouge decorated staircases, mantels and trim were emblems of the Federal architectural style that swept the Eastern United States between 1790 and 1830.

One of the early efforts to improve transportation and access to Vienna during the early nineteenth

⁷ *Ibid*, p. 462.

⁸ Joseph Scott, *A Geographical Description of the States of Maryland and Delaware; Also the Counties, Towns, Rivers, Bays, and Islands with a List of the Hundreds of Each County*, Philadelphia: Kimber, Conrad and Company, 1807, pp. 106-07.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. D-652

Name Vienna Historic District
Continuation Sheet

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century was the incorporation of the Nanticoke Bridge Company in 1818, and it evidently took ten years to build the wooden span, opening in 1828. Designated on the 1849 United States Coastal survey map of the Nanticoke River, the Vienna bridge intersected Water Street across from the Tavern house, and it stretched the 900 foot width of the river with a causeway on the Somerset County side built across extensive marsh. The bridge lasted until 1860 when its narrow opening, less than 30 feet wide, proved too constrictive for larger ships to pass through without damage. Transportation across the river reverted to a ferry.

During the early to mid nineteenth century, new efforts were put in place to improve the religious life of Vienna, which according to the Methodist minister and evangelist Francis Asbury, was classified in his eyes, as "a dead and dark place for religion,"⁹ when he crossed the Nanticoke in 1786. Over twenty years later, in 1807, Joseph Scott mentioned the "impaired brick Episcopal church" in which divine service was sometimes celebrated. Evidently the religious life in Vienna did not improve a great deal for some years to come. Reverend Meyer Lewin, a Methodist missionary to the lower Shore wrote of his experiences in 1845,

I officiated at Vienna by appointment of the Bishop, every other Sunday for June 1844 to January 1845. There are not more than 10 to 12 to call themselves churchmen, who provide a room for the missionary to hold services in. The parish has been almost entirely neglected for the last twenty years; of the few church people that remain 4 are communicants. Good might be done here by a missionary, though they will have to encounter much opposition from "ignorance and prejudice," the services are always attended less than could have been expected...I resigned this station with very great reluctance.¹⁰

The Protestant Episcopal Church suffered in membership during the post Revolutionary War decades, especially due to the growth of Methodism on the peninsula, which siphoned off many former Anglicans as the new evangelism spread. An early Methodist meeting house was built on the lands of Bartholomew Ennalls between Vienna and Cambridge by the 1780s, and a congregation had formed in Vienna sometime after 1800. Following a schism in the Methodist Church nationally, a second congregation, the Vienna Methodist Protestant congregation, formed in 1849.¹¹

The population of Vienna grew at a slow pace during the second half of the nineteenth century, never exceeding more than 350 residents. When the *Maryland Directory*, a business publication, was printed in Baltimore in 1878 it described Vienna by the following entry:

[Vienna] Is 8 miles from Linkwood on the D & D R.R., and is pleasantly situated on the west bank of Nanticoke River, in a temperate and healthy climate. Land white clay loam, mostly cleared, can be

⁹ Francis Asbury, *The Journal of Rev. Francis Asbury: Bishop of the Methodist Episcopal Church*, Bedford, Mass: Applewood Books, Reprint of 1821 Original Volume, p. 5.

¹⁰ William H. Wroton, ed. *Journal of the Convention of the Protestant Episcopal Church, 1845*, as printed in the *Maryland Historical Magazine*, XLV 2, June 1950, pp. 124-25.

¹¹ E. C. Hallman, *The Garden of Methodism*, 1947, p. 311.

Maryland Historical Trust

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Name Vienna Historic District
Continuation Sheet

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Bought at from \$10 to \$50 per acre; yields 15 to 25 bus. of wheat, 20 to 40 oats, 100 to 200 potatoes, 20 to 50 corn, and 2 to 4 tons hay. Vienna Lodge 73, K[nights] of P[ythias], Churches, M. E., M. P., P.E., and Baptist, Two public schools, Population 350. Jas. A. Higgins, Postmaster.¹²

The 1877 Vienna town map, published in the Lake, Griffing, and Stevenson atlas of Talbot and Dorchester counties, identifies approximately 60 dwellings and the four churches along with a waterfront that consisted of wharves, granaries, a steamboat wharf and the ferry location at the foot of Race Street where it had been for the previous two centuries. A large steam grist mill operation, owned by Thomas Higgins & Son, stood on the lot across Water Street from the ferry landing.¹³ The post office and several shops and stores were sited along Market and Race streets on the northwest side of the town.

The most significant economic boost to Vienna came late in the century with the construction of the Baltimore & Eastern Shore Railroad between Claiborne, in Talbot County, and Salisbury, in adjacent Wicomico. The exciting events associated with the completion of the railroad were written by a correspondent from Vienna and printed in the *Democrat & News*, on July 26, 1890:

Track laying on our grand Trunk Line, the B. & E. S. Railroad, is now complete, the last rail having been laid at 3:15 o'clock last Friday afternoon. Men who have spent pretty much their whole lives working on railroads, unhesitatingly declare that this is the best built new road they ever worked upon. Nearly every man, woman, and child within our corporate limits were assembled at our beautiful depot, watching with eyes, heart and soul, the steady advance of the "construction train" as it finished its glorious work to this place, thus showing the intelligent appreciation on the part of the people of this, the grandest work of internal improvement since the days of the first settlement of our pretty little town.

We are very proud of the fact that by our railroad this town is now within three hours of Baltimore city and only four or five from Philadelphia.¹⁴

The regular schedules of steamboats and schooners on the Nanticoke, and the newly built Baltimore & Eastern Shore Railroad, which was soon subsumed into the larger Baltimore, Chesapeake & Atlantic Railroad in 1894, spurred on industrial and commercial ventures in Vienna as elsewhere across the Shore. An early venture in the canning business for the town was Isaac H. Houston, who

¹² *Maryland Directory*, Baltimore, Md; J. Frank Lewis & Co., 1878, p. 255.

¹³ John L. Graham, *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Committee, p. 71.

¹⁴ *Democrat & News*, 26 July 1890.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. D-652

Name Vienna Historic District

Continuation Sheet

Number 8 Page 7

began operation in 1887,¹⁵ and he was followed by a host of others during the early decades of the 20th century. John W. T. Webb processed his Nanticoke Brand tomatoes, with business directory listings beginning in 1903, and five years later, in 1908, Albert Webb started a cannery on the Nanticoke that lasted his lifetime, as well as his son Clay, and which he passed on to his sons, Clay M., Jr. and Walter Webb.¹⁶

The early 20th century was a period of great optimism across the Eastern Shore, and Vienna shared in positive attitude despite several fires that swept the town. On January 22, 1922, a fire, encouraged by a northeasterly wind ignited many of the dwellings on Water Street, including the Tavern house owned by Clay M. Webb at the time. As a result of the fire, the entire roof structure of the Tavern house was rebuilt in an early 20th century form common to the popular four-square houses being erected across the country. The most dramatic event to touch Vienna during the early 20th century was the construction of the Eastern Shore Gas & Electric power plant in 1926-27. The massive brick power house complex, costing \$1,500,000, housed two 6000 kilowatt steam turbines, enough power, it was hoped, to generate enough electricity for the entire peninsula.

¹⁵ R. Lee Burton, Jr. *The Canneries of the Eastern Shore*, Centreville, Md: Tidewater Publishers, 1986, p. 91.

¹⁶ Burton, p. 85.

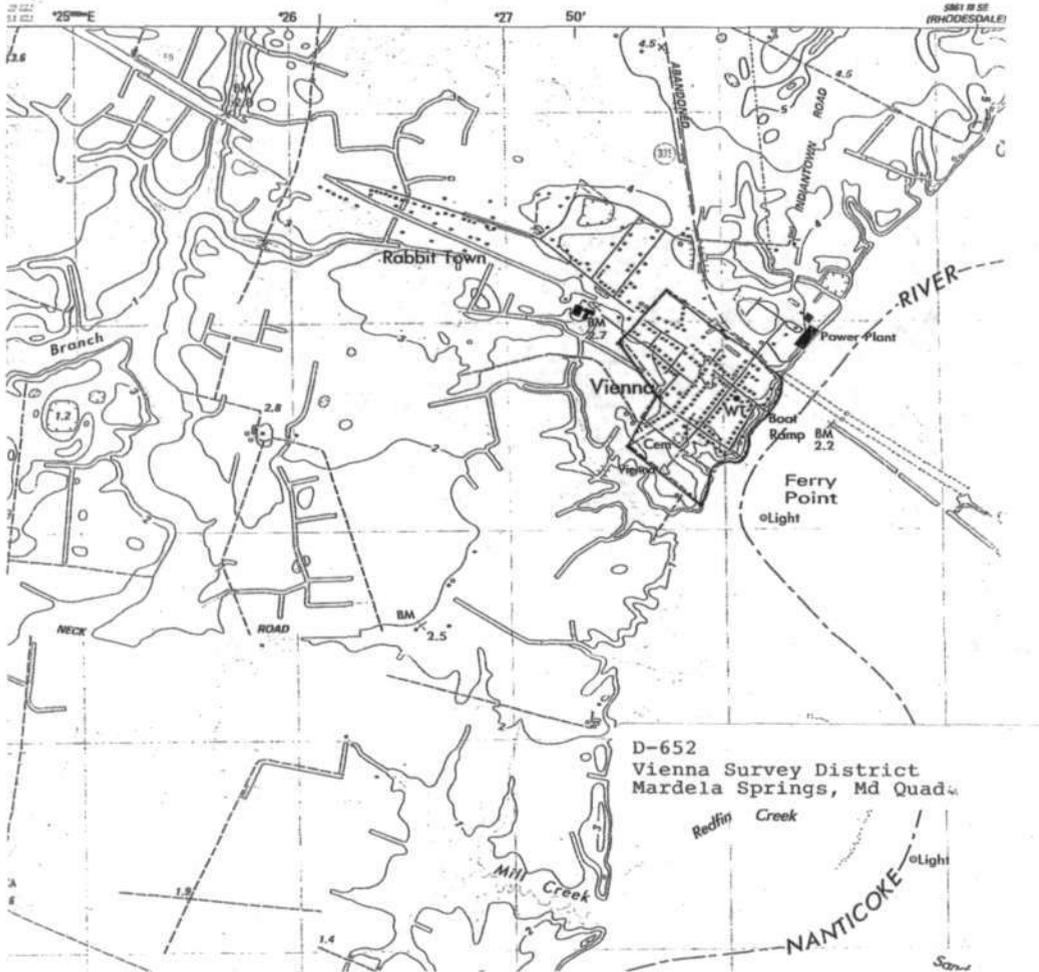
Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. D-652

Name Vienna Historic District
Continuation Sheet

Number 8 Page 8

IAIES
THE INTERIOR
SURVEY



Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Name Vienna Historic District
Continuation Sheet

Number 8 Page 9



POWELL & NETTLETO
Mill on "Big Blackwater"
cut to order. Custom work
done.
THOMAS KING CARR
Sergeant. All calls jump
in Church Creek.
W. A. VAND, Ship Carpenter

VIENNA BUSINESS REFERENCES.

- HITCH & BROS.**, Practical Carriage and Harness makers. Manufacturers of all kinds of Carriages of our own manufacture. We do Trimming, Repairing, Painting, and all kinds of Carriage work. Shop on Race street.
- C. B. BOSTON**, Wheelwright and Undertaker. Wheelwrighting in all its branches. I Manufacture from the Lightest Buggy to Road Wagons. Repairing done and Solicited, also Undertaking in all its branches. Shop on Race street.
- THOMAS HIGGINS & SON**, Merchants and Millers. General Dealers in all kinds of Merchandise, Meal and Flour, Lumber of all kinds, Flooring, Peach and Grape Boxes.
- DR. S. S. SWERLY**, Physician and Surgeon, will Practice in Dorchester and Wicomico counties, Md. All calls promptly attended to Day and Night. Office on Race street.
- DR. EUGENE HODEON**, Physician and Surgeon.
- J. H. VAND**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hosiery, Quincey, Willow and Woodenware, Toilet Soaps, Fancy Articles, Drugs, Medicines, Notions, &c. Country Produce of all kinds taken in exchange for goods. Store at Linkwood Station.
- V. H. JONES**, Dealer in Hats, Caps, Boots, Shoes, Wooden and Willow-ware Articles, Drugs, Medicine. Produce taken in exchange Linkwood Station.
- SHERMANN & BENE** & "Anna Ellen," phisicians. A General Free House-Shoing a Spec thing in my line will do in Church Creek Distric
- GEORGE A. HARRIS**, done in all its branches
- J. S. VINCENT**, Telegram and Express Agent, and in my line will receive will find me at all times Station.
- W. H. PHILLIPS**, Bls in all its branches, sh-wrighting done to order thing in my line will Work done reasonable.

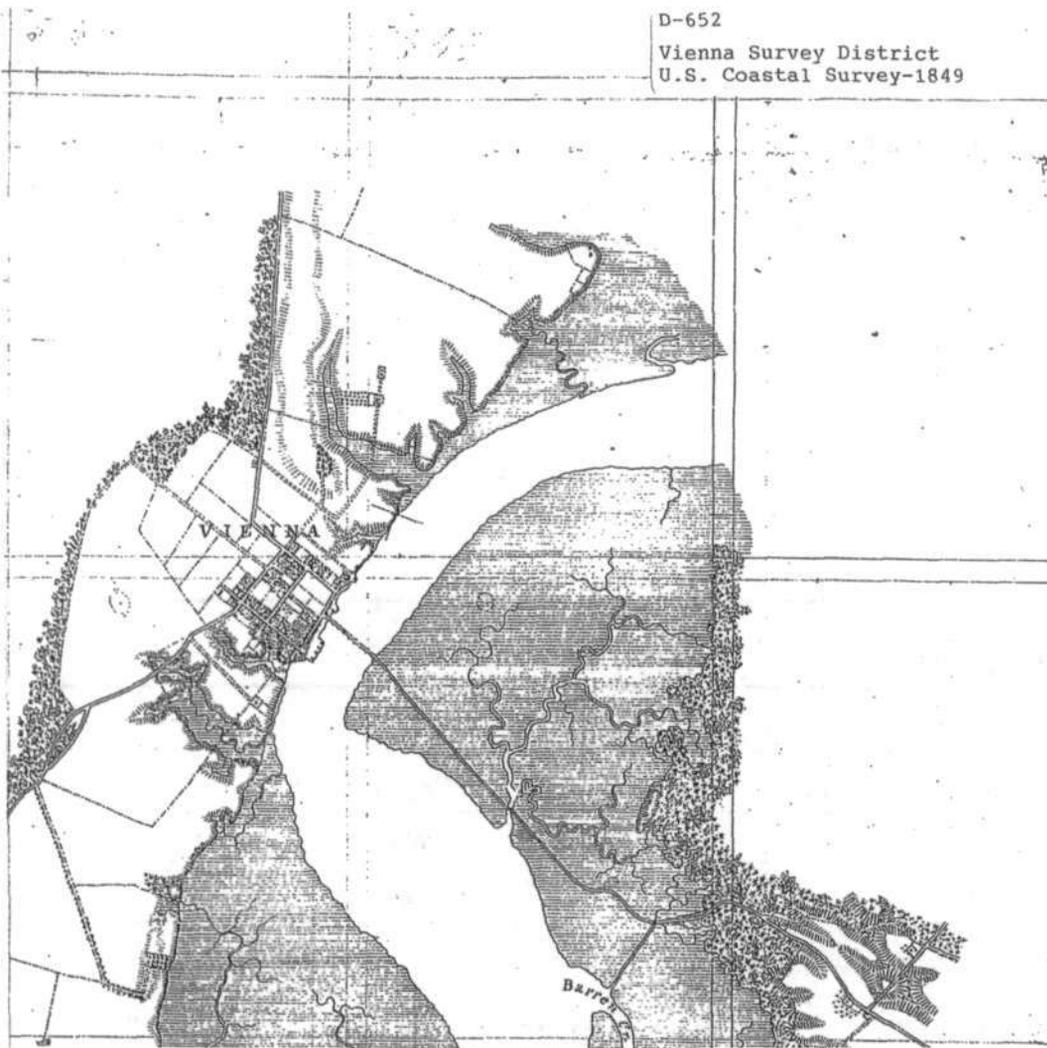
D-652
Vienna Survey District
Lake, Griffing, & Stevenson-1877

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. D-652

Name Vienna Historic District
Continuation Sheet

Number 8 Page 10



9. Major Bibliographical References

Inventory No. D-652

Archives of Maryland, various volumes, Maryland Historical Society.

Democrat and News, various issues, Dorchester County Library, Cambridge.

Dorchester County Land Records, various volumes, Dorchester County Courthouse.

Promotional Booklet, *Vienna Maryland, On the Banks of the Beautiful Nanticoke River: The Port of Many Opportuntiiies*, 1927.

Thomas, Joseph Brown, Jr. *Settlement, Community, and Economy: The Development of Towns on Maryland's Lower Eastern Shore, 1660-1775*, Phd Dissertation, University of Maryland, 1994.

10. Geographical Data

Acreage of surveyed property _____

Acreage of historical setting _____

Quadrangle name Mardela Springs, MD Quadrangle scale: 1:24,000

Verbal boundary description and justification

The metes and bounds of this property are coincidental with the current boundary of the lot.

11. Form Prepared by

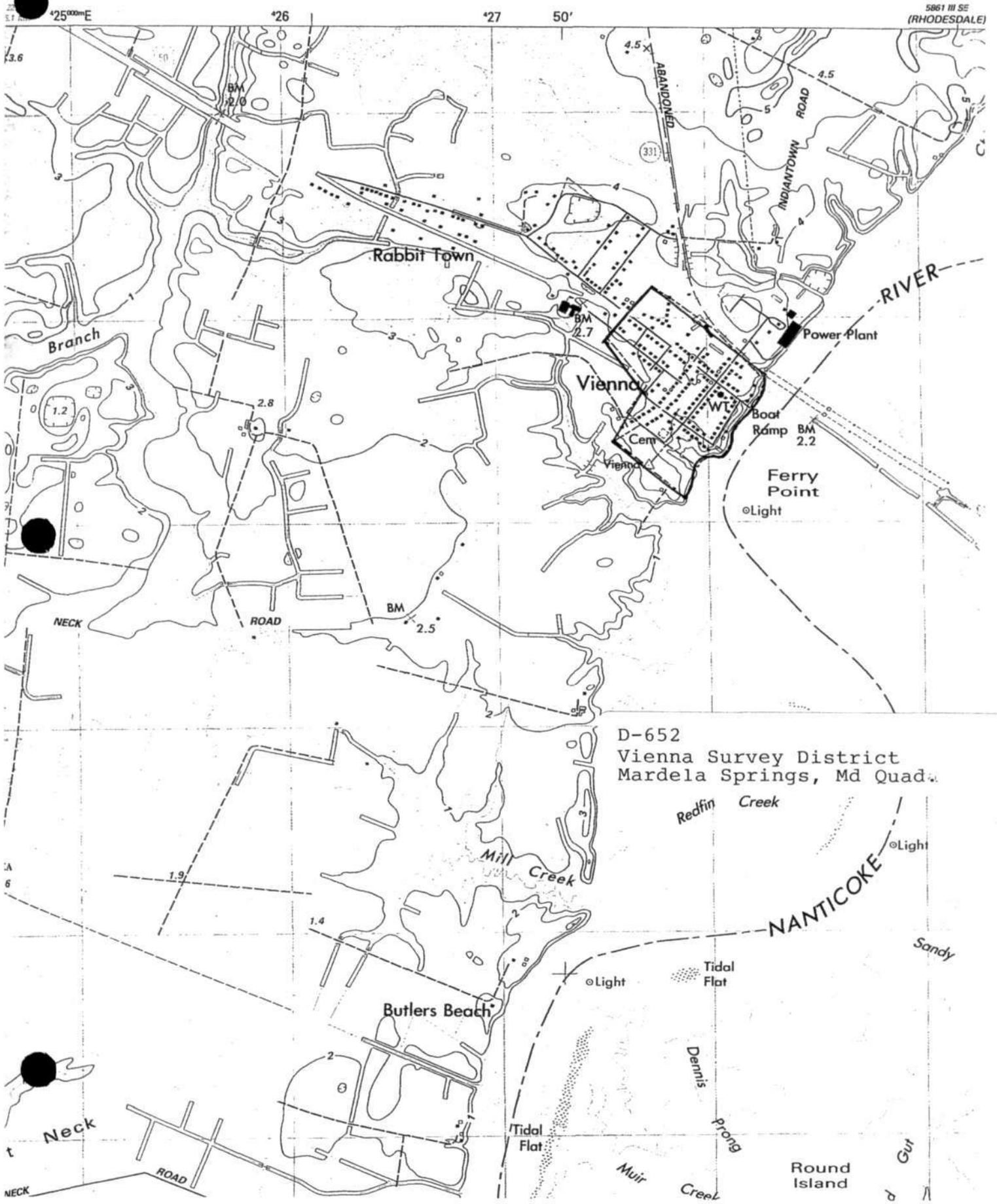
name/title	Paul B. Touart, Architectural Historian		
organization	Chesapeake Heritage & Preservation	date	10/21/2010
street & number	P. O. Box 5	telephone	410-651-1094
city or town	Westover	state	Maryland 21871

The Maryland Inventory of Historic Properties 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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

TATES
THE INTERIOR
SURVEY



D-652
Vienna Survey District
Mardela Springs, Md Quad



D-652

VIENNA Survey District

VIENNA, DOMESTER W. MD.

INTERSECTION OF RACE & MARKET
STREETS

3. 2010, PAUL B. TONAR, PITTV.
MD. HISTORICAL TRUST

1 of 7



D-652

VIENNA SURVEY DISTRICT
VIENNA, DOUGHERTY CO., MD.

RACE STREET LOOKING SE

3.2010, PAUL B. TOWARD, PHOTO.
N.E. / M.D. HISTORICAL TRUST

2 of 1



D-652

VIENNA SWAVEY DISTRICT

VIENNA, DOUKHES TERS C., MD.

CHURCH STREET LOOKING SE

3.2010, PAUL B. TOUANT, PHOTO.

NEH./MD HISTORICAL TRUST

3 of 7



D-652

VIENNA Survey District

VIENNA, DORCHESTER Co., MD.

MARKET STREET LOOKING NE

3. 2010, PAUL A. TONANT, PHOTO.

NEE. / MD. HISTORICAL TRUST

4 of 7



D-652

VIENNA SURVEY DISTRICT

VIENNA, DOMESTIC C. MD.

~~MARK~~ MIDDLE STREET LOOKING
NORTHWEST

3. 2010, PAUL B. TOURAI, PASTOR.

W. OF (MD. HISTORICAL TRUSS

5 of 7



D-652

VIENNA SURVEY DISTRICT
VIENNA, DOVERESTER C., MD.
MILANIE STREET

10.2020, PAUL B. TOWN, PITON.
W62. P.M.O. 1755. T.M.S.

6 of 7



D-652

VIENNA SURVEY DISTRICT

VIENNA, DORCHESTER Co., MD.

RARE STREET LOOKING NORTHWEST

3. 2010, PAUL B. TOWERS, PHOTOGR.

NEE. / MD. HISTORICAL TRUST

7 of 7

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes X
no

Property Name: 126-128 Market Street Inventory Number: D-652
Address: 126-128 Market Street City: Vienna Zip Code: 21869
County: Dorchester USGS Topographic Map: Mardela Springs
Owner: Market Street Apartments, LLC Is the property being evaluated a district? no yes
Tax Parcel Number: 116 Tax Map Number: 500 Tax Account ID Number: 1003038297
Project: General Rehabilitation Agency: DHCD
Site visit by MHT staff: no yes Name: Tania Tully Date: 03/20/2003
Is the property is located within a historic district? yes no

If the property is within a district District Inventory Number: D-652
NR-listed district yes Eligible district yes Name of District: Vienna Historic District
Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible yes no

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

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

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The building at 126-128 Market Street, constructed c.1930 was possible constructed as public or workers housing. Because of its age, scale, form and materials, it contributes to the Vienna Historic District.

Prepared by: Tania Georgiou Tully Date Prepared: 03/26/2003

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G None
MHT Comments

Tania Georgiou Tully
Reviewer, Office of Preservation Services

[Signature]
Reviewer, NR Program

March 26, 2003

Date

3/27/03

Date



126 A Apartment Front view
 126 B Apartment West/South
 128 A Apartment elevation
 128 B Apartment 1/17/2003



126 A Market St Front view
 126 B Market St
 128 A Market St
 128 B Market St 1/2/2003

Market Street
 Vienna, Maryland

28'4" wide x 100'7" length
 public water/sewer

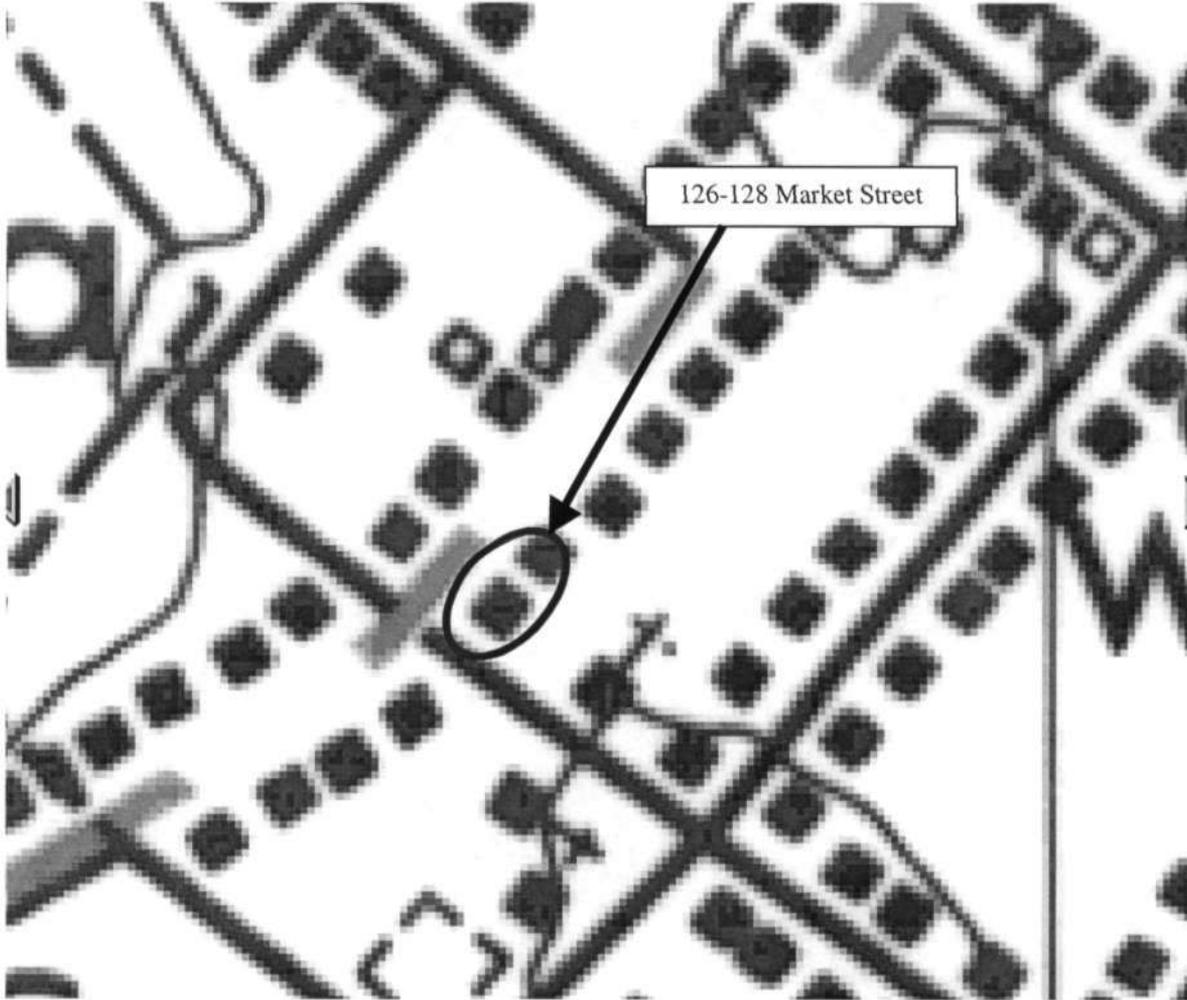
4 Apartments (3) 2 bedroom
 (1) 1 bedroom
 bedroom(s) Full bath, kitchen
 and living room.



4 Apartments 3 2-bedroom kitchen bath
 and living room 1 1-bedroom
 126 A and B Apartment Rear view
 128 A and B Apartment 1/27/2003

Rear view - with exterior egress to kitchen
 single shed each apartment

D-652
Vienna Historic District
126-128 Market Street
Mardella Springs Quadrangle



MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: Vienna				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER: U.S. Rt. 50				
CITY OR TOWN:				
STATE: Maryland			COUNTY: Dorchester	
3. CLASSIFICATION				
CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Government <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" 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: Multiple owners				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC.:				
Dorchester County Courthouse				
STREET AND NUMBER: High Street				
CITY OR TOWN: Cambridge			STATE: Maryland	
21613				
Title Reference of Current Deed (Book & Pg. #):				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	

7. DESCRIPTION						
CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair		<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins
(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						
<p>Vienna is located on the western side of the Nanticoke River in the south central portion of the County, on U. S. Rt. 50. The oldest portion of the town consists of three streets running northeast to southwest (Water, Middle, Market Streets) intersected by two other streets running northwest to southeast (Race, Church Streets).</p> <p>The appearance of Vienna today is largely the result of the building which occurred throughout the nineteenth century, although some earlier and some twentieth century structures do exist within the old town. It is largely a residential town, although there is a store on Race Street near Market.</p> <p>Buildings included in the 1972 inventory include descriptions of several of the following buildings, most of which are included seperately in this survey.</p> <ul style="list-style-type: none"> D-144 - Home of Mr. & Mrs. Percy LeCompte D-145 - Gov. Hicks House D-146 - The Brick House D-147 - The Customs House D-156 - Tavern House D-157 - John Leonard House D-158 - Hurley House D-159 - Thomas Jackson House D-160 - Dr. I. H. Houston House (1877) D-161 - Malcolm Gibbons House D-162 - William Bratten House D-163 - Old Brick School D-164 - St. Paul's P.E. Church D-165 - Higgins House (1877) D-166 - Sherman House D-167 - Robert G. Carter House D-181 - Dr. S. S. Ewell House (1877) D-200 - Maryland National Bank <p>There are several other buildings which should be included in an inventory of the entire town. Vienna should be nominated to the National Register as an historic district.</p>						

SEE INSTRUCTIONS

B. 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 checked="" 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 checked="" type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Transportation | _____ |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

Architecturally, Vienna has a very good assemblage of early and late 19th century buildings and is representative of time when there was considerable trade on the Nanticoke.

Vienna was established by legislative enactment in 1706 and was subsequently laid out according to the enactment. The records of the commissioners exist in detail. It was established at a place called Emperor's Landing, a name derived from the Nanticoke Indians.

In 1709 a Chapel of Ease was established and in 1725 two acres of land was laid out for a chapel out of the public lands of the town. According to Elias Jones, at one time there was a brick chapel. The present location of St. Paul's is not the original site as the public lands were located at the corner of Race and Market Streets.

In 1762 an act was passed to build a public warehouse at Vienna. In 1763 the lot and salary for the inspector were established. In 1763 petition was made by Robert Henry to Governor Sharpe to move the collectors office from Greenhill to Vienna. This seems to have been accomplished by 1791 when the first customs collector was appointed, who was John Muir.

It is said that the town was a target for attack by the British during the revolution, however, little has come to light about the outcome of the attack.

Prior to his removing to Cambridge and thence to the Governorship of Maryland (during the Civil War), Thomas Holliday Hicks was a resident of lot 37 Thams Street (Water Street) and was a merchant in the town.

In 1828 the construction of a bridge was authorized and it was subsequently constructed. In 1860, however, it was removed.

Vienna today has commerce along U.S. Rt. 50 but otherwise is a residential town. It is one of the significant early towns of Dorchester and should be made an historic district.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Jones, Elias, New Revised History of Dorchester County, Maryland, Tidewater Publishers, Cambridge, 1966.
 Laskowski Papers, 1955.
 Reps, John W., Tidewater Towns, Colonial Williamsburg Foundation, Williamsburg, Virginia, 1972.

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	0 ' "	0 ' "		0 ' "	0 ' "	
NE	0 ' "	0 ' "		0 ' "	0 ' "	
SE	0 ' "	0 ' "		0 ' "	0 ' "	
SW	0 ' "	0 ' "		0 ' "	0 ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
 Michael Bourne, Architectural Consultant

ORGANIZATION: Maryland Historical Trust DATE: 1975

STREET AND NUMBER:
 Shaw House, 21 State Circle

CITY OR TOWN: Annapolis STATE: Maryland 21401

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

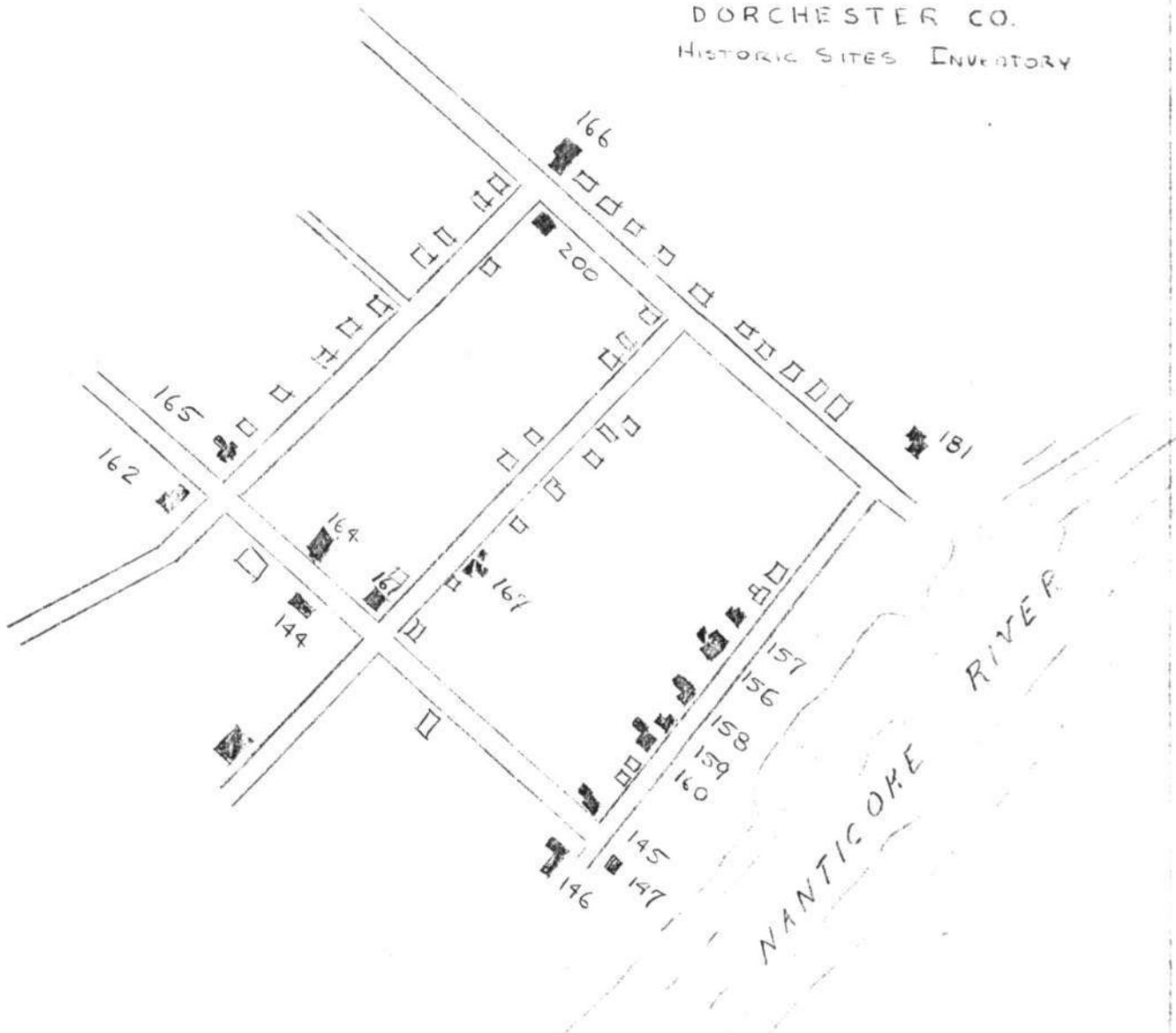
National State Local

Signature _____



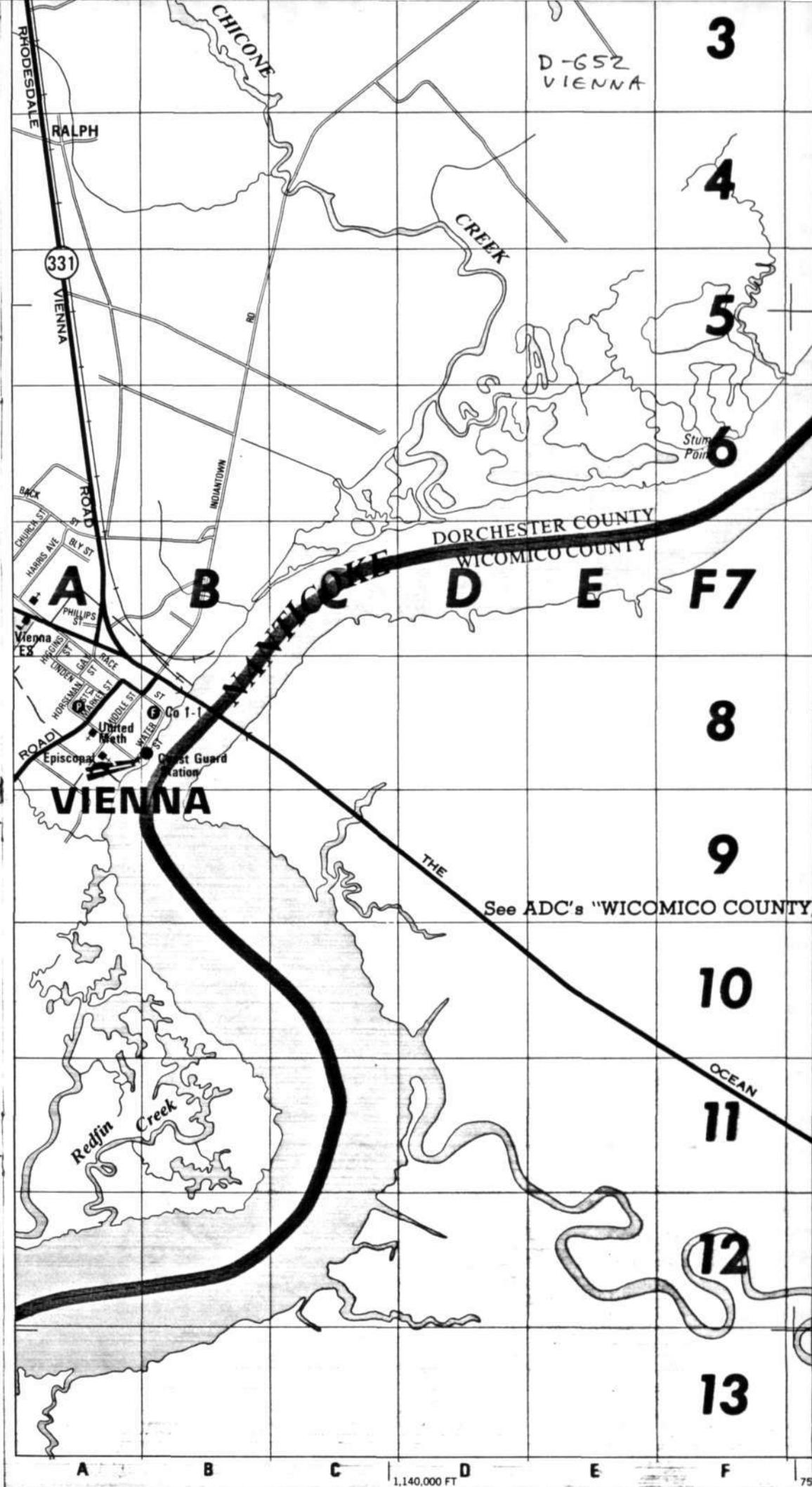
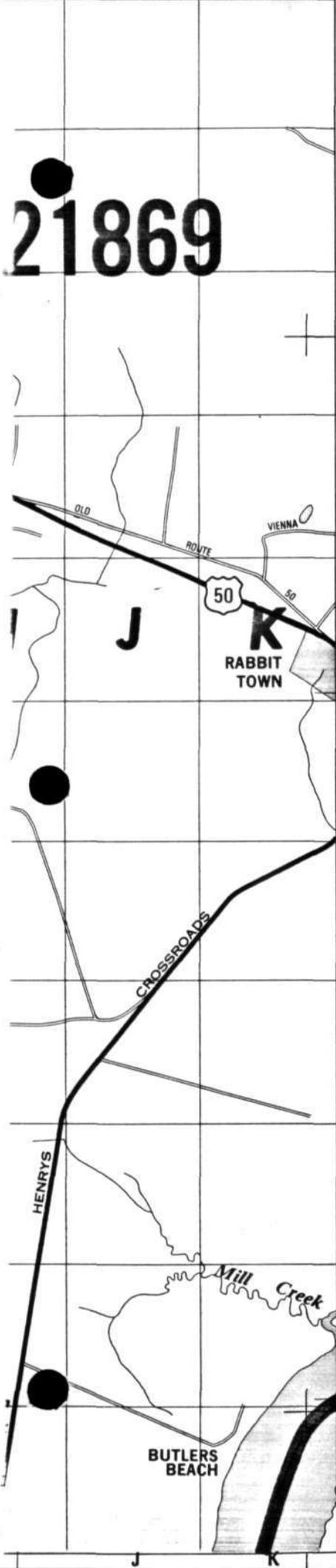
VIENNA

DORCHESTER CO.
HISTORIC SITES INVENTORY



1230

21869



D-652 VIENNA

3

4

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6

331

50

J

K

RABBIT TOWN

A

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C

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E

F7

8

9

See ADC's "WICOMICO COUNTY"

10

11

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1:140,000 FT

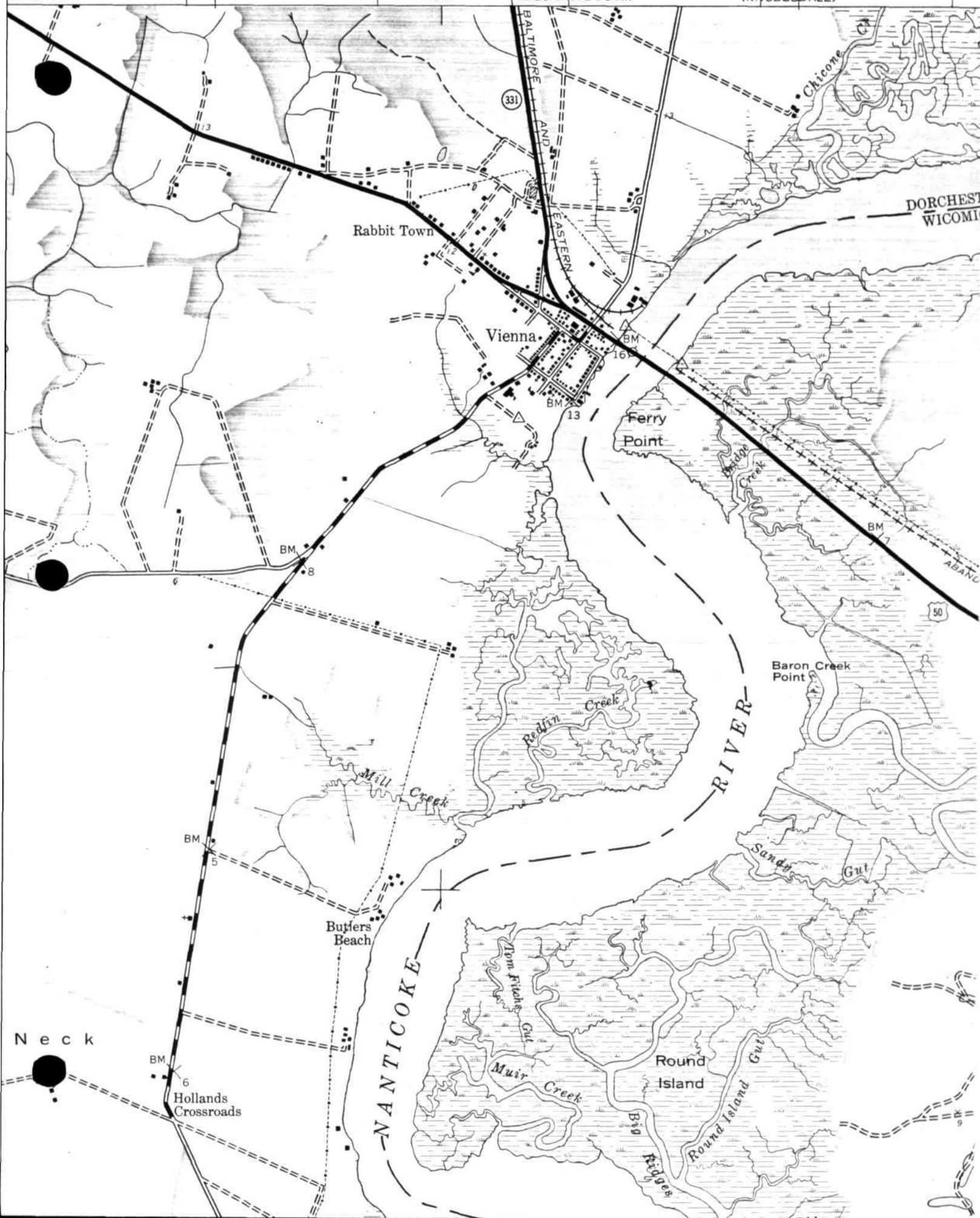
75

BRIDGE 14 MI.
EM 3.2 MI.

50'

EAST NEW MARKET 12 MI.
REIDS GROVE 2.3 MI.

(RHODESDALE)



Rabbit Town

Vienna

Ferry Point

Baron Creek Point

Butlers Beach

Hollands Crossroads

Neck

DORCHESTER
WICOMICO

NANTICOKE RIVER

Redlin Creek

Mill Creek

Tom Fitches Gut

Muir Creek

Round Island

Big Ridges

Round Island Gut

Sandy Gut

Gut

Chicome Cr

ABANG

50

331

BM 13

BM 16

BM 8

BM 5

BM 6

BM

13

9

6

9

9