

HO 740, Hockley Forge and Mill,
ca. 1760, before 1798, before 1829, ca. 1852, 1876.
Elkridge vicinity, public access.
Capsule Summary, page 1.

Description:

No remains are visible above ground for this site. Documentary sources trace the existence of five different industrial enterprises involving as many as thirty buildings on the site from the mid-eighteenth century to the early twentieth century. The earliest, ca. 1760, was the Hockley Forge, and later in the century the complex was augmented by a saw mill and grist mill. The architectural character of these early buildings is unknown, though the 1798 Federal Direct Tax list suggests that the forge was stone, the saw mill frame, and the grist mill brick. The second enterprise, in operation in 1798, included a four-story brick grist mill, and a stone slitting mill, and stone blacksmith shop, but no forge per se. The third enterprise, built adjacent the grist mill complex by 1829, included a brick distillery and brick malt house, but had ceased operating by 1833. It was perhaps destroyed to make way for the Thomas Viaduct, begun that same year. The surviving mill structure to the west of the viaduct burned in 1851. The next year, the fourth enterprise was established on the site, a two-story grist mill built

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Capsule Summary, page 2.

on the east side of the viaduct. This structure was perhaps
incorporated into the fifth and last enterprise, the Viaduct
Manufacturing Company, which opened in 1876 and closed in 1914.

Significance:

Like many of the other industrial sites on the Patapsco River,
the Hockley Forge and Mill site proceeded through a number of
different incarnations before being abandoned in the twentieth
century. Its greatest significance, though, derives from its first
industrial use as a forge. Established by Charles Carroll of
Carrollton about 1760, the Hockley Forge is an important example of
the first generation of industrial development along the Patapsco.
Wealthy tobacco planters like Carroll moved into the production of
iron, initially to provide raw materials for British factories. Later,
though, these installations became a challenge to the British
mercantile system, as they started to produce finished goods for
colonial consumption. The Hockley Forge served such a purpose, and
with the Dorsey Family's nearby Elk Ridge Furnace and Dorsey Forge,

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Elkridge vicinity, public access.
Capsule Summary, page 3.

these enterprises made up part of the colonial economic challenge to British authority which culminated in the Revolution. Later uses of the Hockley site included flour milling operations, which followed in the path of merchant flour milling blazed by the Ellicott Family at the Lower Mills (Ellicott City). A distillery operated briefly on the site adjacent the flour mill, and finally a telegraph equipment company produced instruments on the site at the turn of the century.

The site is now held by the State of Maryland for Patapsco State Park.

**Maryland Historical Trust
State Historic Sites Inventory Form**

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. HO 740

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Hockley Forge and Mill

and/or common

2. Location

street & number Levering Avenue at the Thomas Viaduct not for publication

city, town Elkridge vicinity of congressional district Third

state Maryland county Howard

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

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

name State of Maryland, Natural Resources/Dept of Forests and Parks

street & number c/o Patapsco Valley State Park telephone no.:
8020 Baltimore National Pike

city, town Ellicott City state and zip code Maryland 21043

5. Location of Legal Description

courthouse, registry of deeds, etc. Please see continuation sheet. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

none

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. HO 740

Condition		Check one	Check one
<input 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 type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input type="checkbox"/> fair	<input checked="" type="checkbox"/> unexposed		

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

No remains are visible above ground for this site.

The precise number and locations of buildings on this site, occupied by at least five different industrial entities since the mid-eighteenth century, is difficult to determine. Documentary sources mention at least thirty buildings over the years, some almost certainly including and associated with the dwelling Hockley-in-the-Hole (Inventory Number 387, Howard County), and the dwelling at 5481 Levering Avenue (Inventory Number 152, Howard County). Some number of this total must also include duplicate enumerations of the same buildings, reused from one industrial enterprise to the next, though incomplete descriptions make their identification problematic. With this caveat, the following is a listing of former structures on the site and probable dates:

- 1) Hockley Forge, ca. 1760.
- 2) and 3) Saw Mill and Grist Mill, by 1794.
- 4) One story brick dwelling house, probably Hockley-in-the-Hole, by 1798.
- 5) through 12) Dairy, Smoke House, Log Kitchen, Two frame Kitchens, Three wood Oat Houses, by 1798.
- 13) Four story brick Grist Mill, by 1798.
- 14) Stone Slitting Mill, by 1798.
- 15) Stone Blacksmith's Shop, by 1798.
- 16) Frame Granary, by 1798.
- 17) Saw Mill, by 1798.
- 18) Log Stable, by 1798.
- 19) Brick Distillery, by 1829.
- 20) Two story brick dwelling, Hockley-in-the-Hole?, by 1829.
- 21) Brick Kitchen, by 1829.
- 22) Two story brick Malt House, by 1829.
- 23) Cooper's Shop, by 1829.
- 24) through 29) Five laborers' Dwellings, Barn and Stables, by 1829.
- 30) George Worthington's Flour Mill, ca. 1852. Apparently incorporated into the Viaduct Manufacturing Company, 1876.

8. Significance

Survey No. HO 740

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 checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input checked="" 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 type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates ca. 1760 Builder/Architect unknown

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

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

Hockley Forge and Mill

The Hockley Forge and Mill site is an important example of the first generation of industrial development in the Patapsco Valley. Following close on the founding of the Elkridge Furnace in 1755, the Hockley Forge dates to 1760, and may have been the work of Caleb Dorsey, Jr. (1710-1772), who had also established the Elkridge Furnace and would build the nearby Dorsey Forge in Baltimore County in 1761. The forges marked a significant attempt by colonial citizens to establish facilities for the production of finished goods, contrary to British mercantile policy, which sought to make of the colonies a source of raw materials and a market for finished goods produced overseas. The development of these sites along the Patapsco is directly related to the growth of Elkridge Landing as a central point of embarkation to the Chesapeake Bay, first for the tobacco trade, then also for iron production. The circa 1762 petition of the citizens of Elkridge to have a town officially established--an act passed in 1732 failed to be carried out--is a recognition of the importance of water transport and a desire to expand the commercial opportunities of the community. The establishment of a grist mill and saw mill at Hockley first provided valuable services to local farmers, and after the Ellicott family's successful introduction of merchant flour milling operations farther north in the valley, the builders of the flour mill sought to capitalize on that growing market as well. Lack of direct, easy access to the railroad kept the mills from expanding, and after a fire in 1851, investors rebuilt, but on a smaller scale. Unable to compete with larger, more modern flour milling operations in the last quarter of the nineteenth century, the mill owners turned the facility over to a manufacturing company which required water power, but which was not in competition with any other existing installations on the river. The Viaduct Manufacturing Company produced

[Please see continuation sheet.]

9. Major Bibliographical References

Survey No. HO 740

Please see continuation sheet.

10. Geographical Data

Acreage of nominated property two

1 : 24,000

Quadrangle name Relay

Quadrangle scale 7.5 Series

UTM References do NOT complete UTM references

A
 Zone Easting Northing

B
 Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

Lack of physical remains make the precise boundaries of this site difficult to determine, however the documentary evidence confirms that mill buildings stood to each side of the Thomas Viaduct in Howard County.

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

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Henry K. Sharp

organization none

date 22 July 1998

street & number 100 South Street West

telephone 804/295-0140

city or town Charlottesville

state Virginia 22902

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
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

MARYLAND HISTORICAL TRUST
 DHCP/DHCD
 100 COMMUNITY PLACE
 CROWNSVILLE, MD 21032-2023

Inventory Number HO 740
Hockley Forge and Mill, Howard County
Section 5.1

Howard County Circuit Court
8360 Court House Drive
Ellicott City, Maryland 21043

Howard County Tax Map 32,
Parcel 71: this parcel is not indexed in the Howard County property tax system.
Such a circumstance invariably indicates state ownership of land and its
consequent removal from the tax roles.

Inventory Number HO 740
Hockley Forge and Mill, Howard County
Section 8.1

telegraph equipment until superseded by more modern production facilities and the increasing popularity of the telephone.

Along with the Elkridge Furnace, Dorsey's Forge, and perhaps the Dismal Mill, the Hockley Forge and Mill were among the earliest industrial establishments in the Patapsco valley. In spite of their long history, the precise location of a number of the facilities associated with the Hockley site remains a mystery, as no ruins survive above ground. The forge at Hockley appears to have been the first industrial structure established on the site. Charles Carroll and Company of Anne Arundel County initiated construction after 14 June 1760, the date Carroll acquired the 100-acre tract through a state-sanctioned condemnation procedure intended to encourage the development of water mills in colonial Maryland (this was a writ of *ad quod damnum*, recorded in the Anne Arundel Chancery records, 9/56). John McGrain reports that Caleb Dorsey (1710-1772), of the Dorsey Forge on the Baltimore County side of the river, may have been the contractor for Hockley Forge, and that the installation was probably complete by 1766 (McGrain, *Molinography*). Anne Arundel County taxed Carroll for the 100 acres of Hockley plus 340 acres of adjacent holdings in 1783; the value of improvements on all tracts totaled £1652, and 39 slaves worked the property. The assessors recorded no white residents.

Christopher Johnston became owner of Hockley by 1794, when he and his resident manager John Wright placed an advertisement in the *Maryland Journal* soliciting for laborers, carpenters, blacksmiths, and "a person capable of tending a saw-Mill and grist-Mill." Wright and Johnston also sought to augment their paid labor force with a number of young male slaves (*Maryland Journal*, 11 June 1794, col. 7). Their operations increased, and in 1798 they advertised for a second miller (*Federal Gazette*, 14 September 1798, col. 16). In the fall of that year assessors for the Federal Direct tax made the most detailed surviving inventory of structures at Hockley. Wright occupied a one story brick dwelling house, 42 by 15 feet [This structure may survive; see inventory form HO 387 for Hockley-in-the-Hole], with an ancillary dairy and smoke house. In addition, three kitchens, two frame and one log, and three wooden oat houses evidence the significant size of the operations. Laborers at Hockley found work in the four-story brick grist mill, 60 by 44 feet, or in the stone slitting mill, 45 by 24, and stone blacksmiths' shop, 30 by 16 feet. A 20-by-16 foot frame granary provided storage for wheat, and on a neighboring lot, Wright and Johnston operated a saw mill, 46 by 14 feet, and stabled their livestock in a log building 18 by 25 feet.

Inventory Number HO 740
Hockley Forge and Mill, Howard County
Section 8.2

Perhaps the forging operations ceased by 1807, when John McGrain states that George Ellicott (1760-1832) purchased the equipment for the Ellicott Rolling and Slitting Mill constructed about the same time at Ellicott's Lower Mills (McGrain, *From Pig Iron*, pp. 191-193). Certainly by 16 September 1819, when the Hockley Mills were put up for auction, only the four-story brick flour mill, 54 by 46 feet, the saw mill, workers dwellings, and "different shops . . . connected with the mills" were deemed worthy to list as improvements (*Federal Gazette*, 24 Aug 1819, col. 17). Evidently the Carroll family repurchased or leased the mill, and undertook a renovation of the machinery. When "C[harles] Carroll of Carrollton, D[aniel] Carroll of Duddington, Robert and John Oliver, proprietors," put the mills up for auction again, in 1822, they claimed: "The machinery and whole interior works [of the four story brick flour mill] were newly constructed about 2 years ago There is also on it a Mill for country work, Houses to accommodate Millers, Coopers, Labourers, work Shops, etc." (*Baltimore American*, 13 May 1822, col. 14). The works were subsequently leased for nearly thirty years.

With the coming of the Baltimore and Ohio Railroad, Charles Varle noted in 1832 the view of an unidentified mill and forge from the relay point between the six- and seven-mile stones; this distance from Baltimore on the railroad would put a traveler opposite the Hockley Mills site (Varle, p. 111). In 1833, Varle observed "Mr. Charles Worthington's Merchant Mill [a]bout 7 miles from Baltimore," and the nearby "Backly Merchant Mill, to which is attached an extensive distillery, owned by John McKim, Jr. The mill is not now in operation. (Varle, p. 100)" John McGrain considers this second facility the Hockley Mill-- "Backly" being a misprint (McGrain, *Molinography*). The succession of lessors may have confused the proper identification of the mill in the 1830s. It is possible, however, that the Worthington and McKim facilities were adjacent structures, part of the earlier Hockley installation, as an advertisement for sale of the McKim facility in 1829 places it on the Patapsco, seven miles from Baltimore, the same distance as the Worthington's mill. McKim's advertisement describes a four-story brick mill building with five pairs of French burr stones; if this were the original Hockley Mill, McKim had improved it with two additional pairs of stones. Adjacent was a brick distillery, 102 by 42 feet, and a brick corn-drying kiln. McKim also offered:

A two story BRICK DWELLING HOUSE with seven rooms, and a Brick Kitchen, and a two story Brick Malt-house, a large Cooper's Shop, and five convenient Dwellings for the hands employed on the premises; a large Barn and Stables, and [pens for livestock] . . . with about 80

Inventory Number HO 740
Hockley Forge and Mill, Howard County
Section 8.3

acres of land, 40 of which is rich bottom (*Baltimore American*, 2 April 1829, col. 23).

If this miller's residence were the same as the one-story brick dwelling first inventoried at Hockley, McKim had also improved it with an additional story [see, again, inventory form HO 387 for Hockley-in-the-Hole]. McKim had no buyers in 1829, and as Varle observed, the mill was not operating in 1833. It is important to note that Varle wrote of these structures before construction began on the Thomas Viaduct in August 1833, and it is possible consequently that some of them lay in its path (Dilts, p. 162).

An 1835 engraving of the new Thomas Viaduct, spanning the Patapsco from the original main line of the railroad in Baltimore County, shows a four-story mill structure immediately west (up river) of the viaduct on the Anne Arundel side; this was very likely the four-story brick mill taxed in 1798, and listed in the auction advertisements. This structure burned in 1851 (*Baltimore Sun*, 13 Nov 1851, col. 8; engraving reproduced in Dilts, between pages 158-159). George T. Worthington, perhaps a descendent of the Charles Worthington above, and future builder of the Orange Grove Mill in 1856, had been operating the Hockley mill with other investors at the time of the fire. He alone acquired the property in 1852, and evidently rebuilt the mill on the east (or down river) side of the viaduct in Howard County; it appears in this location in all subsequent images. Reports of the 1868 flood identify the facility as Robert's Flour Mill, and give a western compass direction for the Howard County end of the viaduct, without indicating whether the mill occupied the upstream or downstream sides of the viaduct in Howard County (*Baltimore American*, 25 July 1868, "The Flood Beyond the City," p. 4; and *The Common Sense*, Ellicott City, 29 July 1868, Report of flood). In 1872, a photograph recorded a two-story mill building on the east (or downstream) side of the viaduct in Howard County, and the 1878 Howard Atlas places the Hockley Grist Mill in this same location adjacent the viaduct (photograph reproduced in Dilts, between pages 158-159). Though the Atlas identifies Hockley as a grist mill in 1878, John McGrain states that the Levering family, owners of the mill, sold it in 1876 to the Viaduct Manufacturing Company, in operation making telegraph instruments to 1914. The buildings were ruined by the 1930s and destroyed in 1972 by flood and road construction.

Inventory Number HO 740
Hockley Forge and Mill, Howard County
Section 9.1

Anne Arundel County, 1783 Property Tax Assessment Records, Elkridge Hundred;
Maryland State Archives.

Dilts, James D. *The Great Road: the Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853*. Stanford, CA.: Stanford University Press, 1993.

Elkridge Landing; Petition for a town, [c. 1762]; Maryland Historical Society:
Ms 2018.

Federal Direct Tax records, 1 Oct 1798, Anne Arundel County, Elkridge and
Elkridge Landing Hundred; Maryland State Archives, M 3468-4.

Hopkins, G. M. *Atlas of Howard County Maryland*. Philadelphia: F. Bourquin's
Steam Lithographic Press, 1878.

McGrain, John W. *From Pig Iron to Cotton Duck: A History of Manufacturing Villages in Baltimore County*. Towson, Md.: Baltimore County Public Library, 1985.

_____. *Molinography in Maryland Series*, Howard County and Baltimore County notebooks. Maryland State Archives, Special Collections, MSA SC 4300, loc 02/04/14.

Varle, Charles. *A Complete View of Baltimore*. Baltimore: Samuel Young, 1833; (including: Charles Varle, "Narrative of an Excursion on the Baltimore and Ohio Railroad, 13 March 1832").

Library of Congress, Washington, D.C., Geography and Maps Division:

Griffith Map of Maryland, 1794; G 3840, 1794, .G7;
Raynolds' Military Map of Baltimore County, Maryland, 1863; G 3843 .B3 1863 .R3;

Inventory Number HO 740
Hockley Forge and Mill, Howard County
Maryland Comprehensive State Historic Preservation Plan
Statewide Historic Contexts

Geographic Organization:

Piedmont

Chronological Development/Periods:

- | | | |
|--|------|-----------|
| 9) Rural Agrarian Intensification | A.D. | 1680-1815 |
| 10) Agricultural-Industrial Transition | A.D. | 1815-1870 |
| 11) Industrial/Urban Dominance | A.D. | 1870-1930 |

Historic Period Themes:

- 1) Agriculture
- 3) Economic
- 8) Transportation

Resource Type:

Category: Site

Historic Environment: Rural

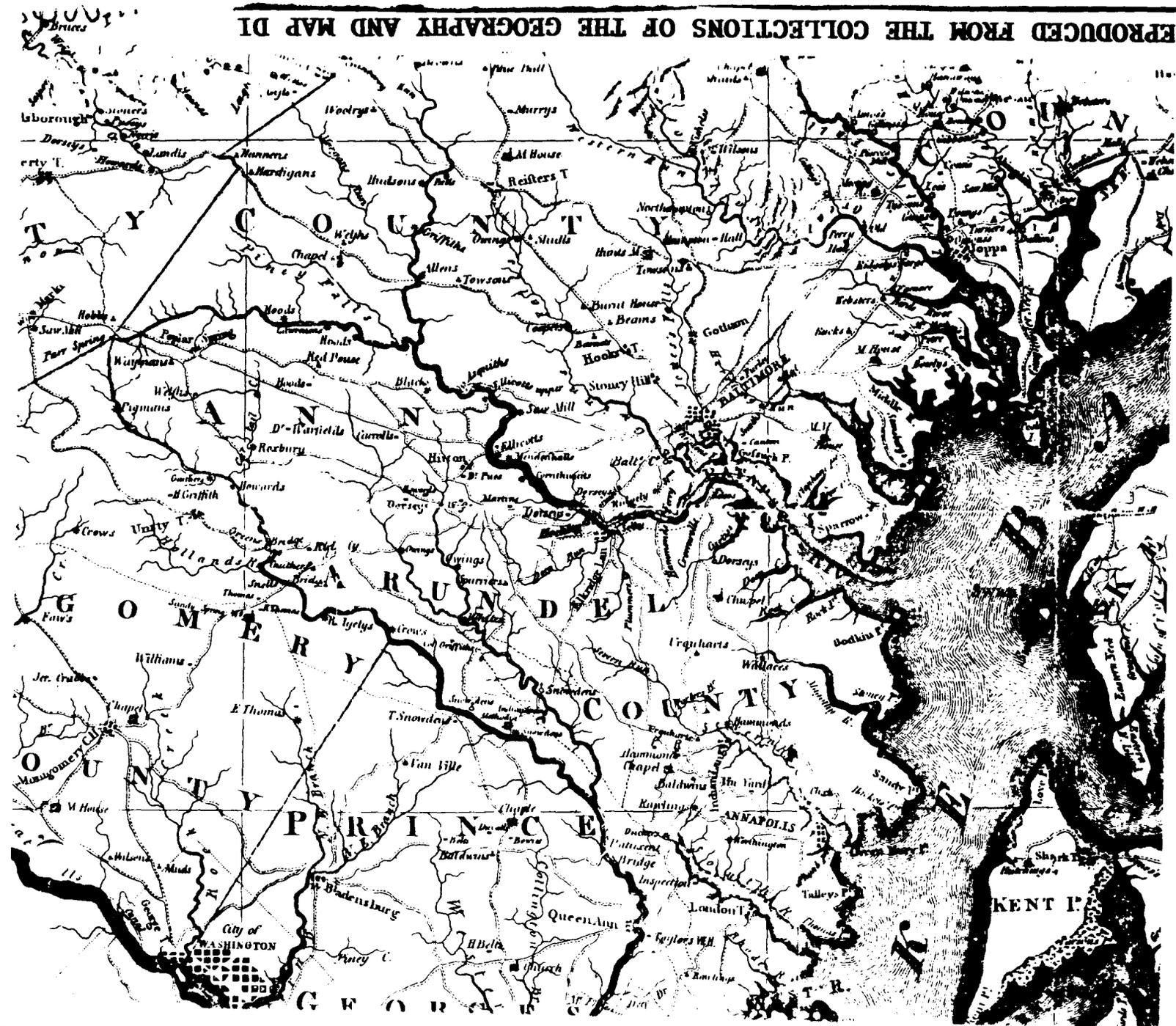
Historic Functions and Uses: Iron Forge, Saw Mill, Flour Mill, Distillery, Telegraph Manufactory, Residences, ancillary structures.

Known Design Sources: None

Inventory Number HO 740
Hockley Forge and Mill, Howard County
Elkridge Vicinity
Maps.2

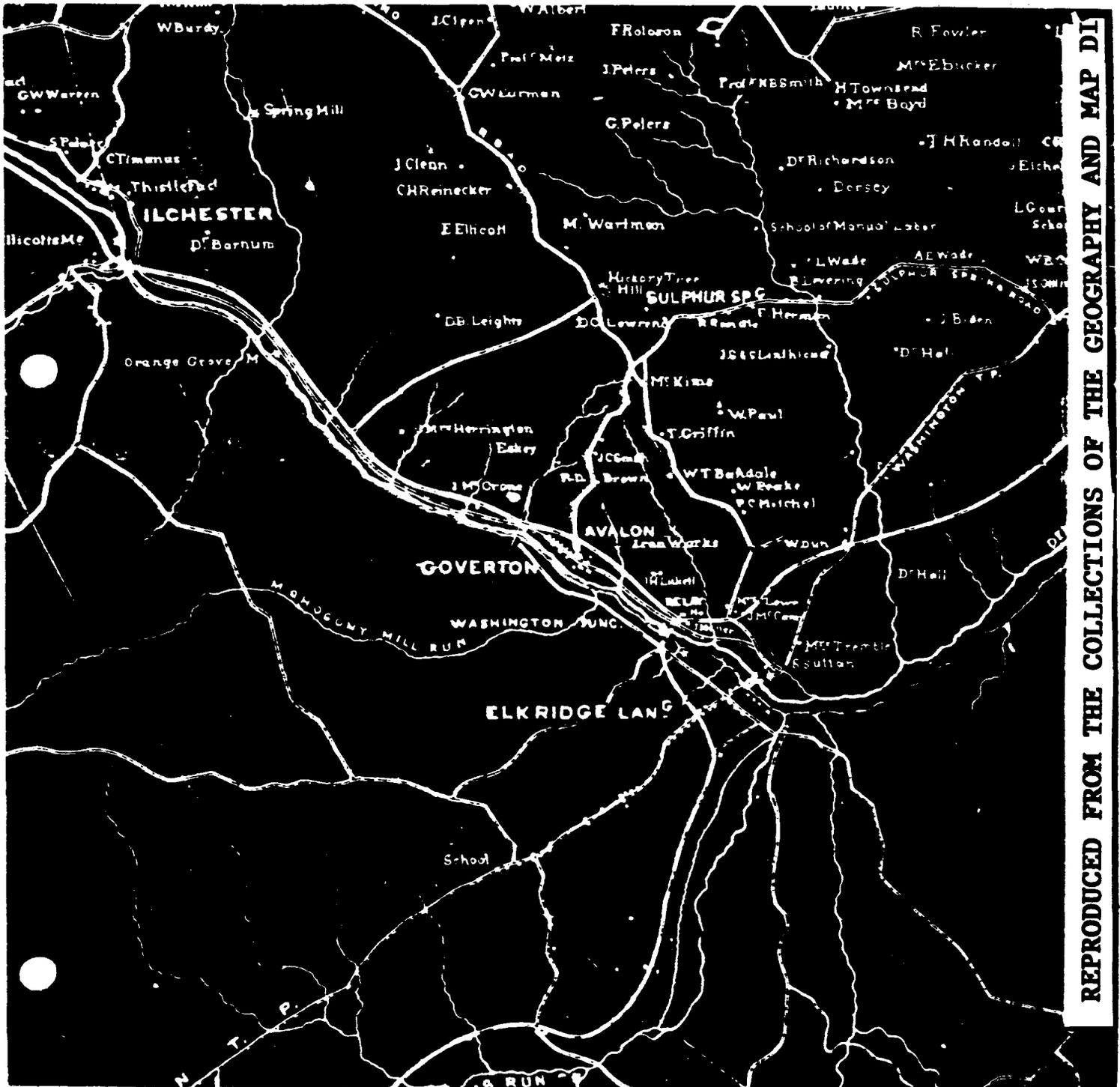
Griffith Map of Maryland, 1794,
Library of Congress, Washington, D.C., Geography and Maps Division: G 3840,
1794, .G7.

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Inventory Number HO 740
Hockley Forge and Mill, Howard County
Elkridge Vicinity
Maps.3

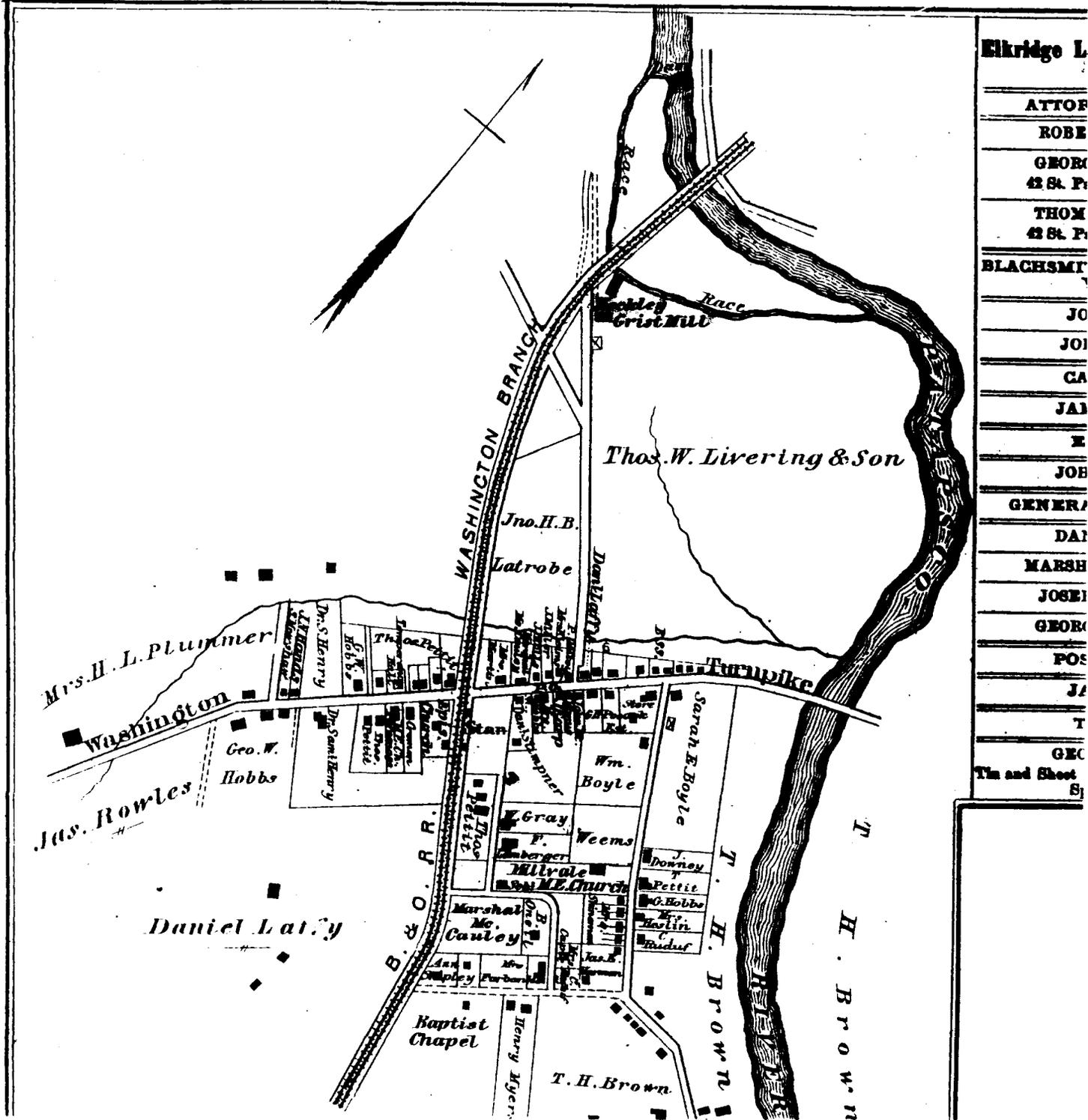
Raynolds' Military Map of Baltimore County, Maryland, 1863,
Library of Congress, Washington, D.C., Geography and Maps Division: G 3843 .B3
1863 .R3.



Inventory Number HO 740
 Hockley Forge and Mill, Howard County
 Elkridge Vicinity
 Maps.4

G. M. Hopkins, *Atlas of Howard County Maryland* (Philadelphia: F. Bourquin's
 Steam Lithographic Press, 1878), p. 16.

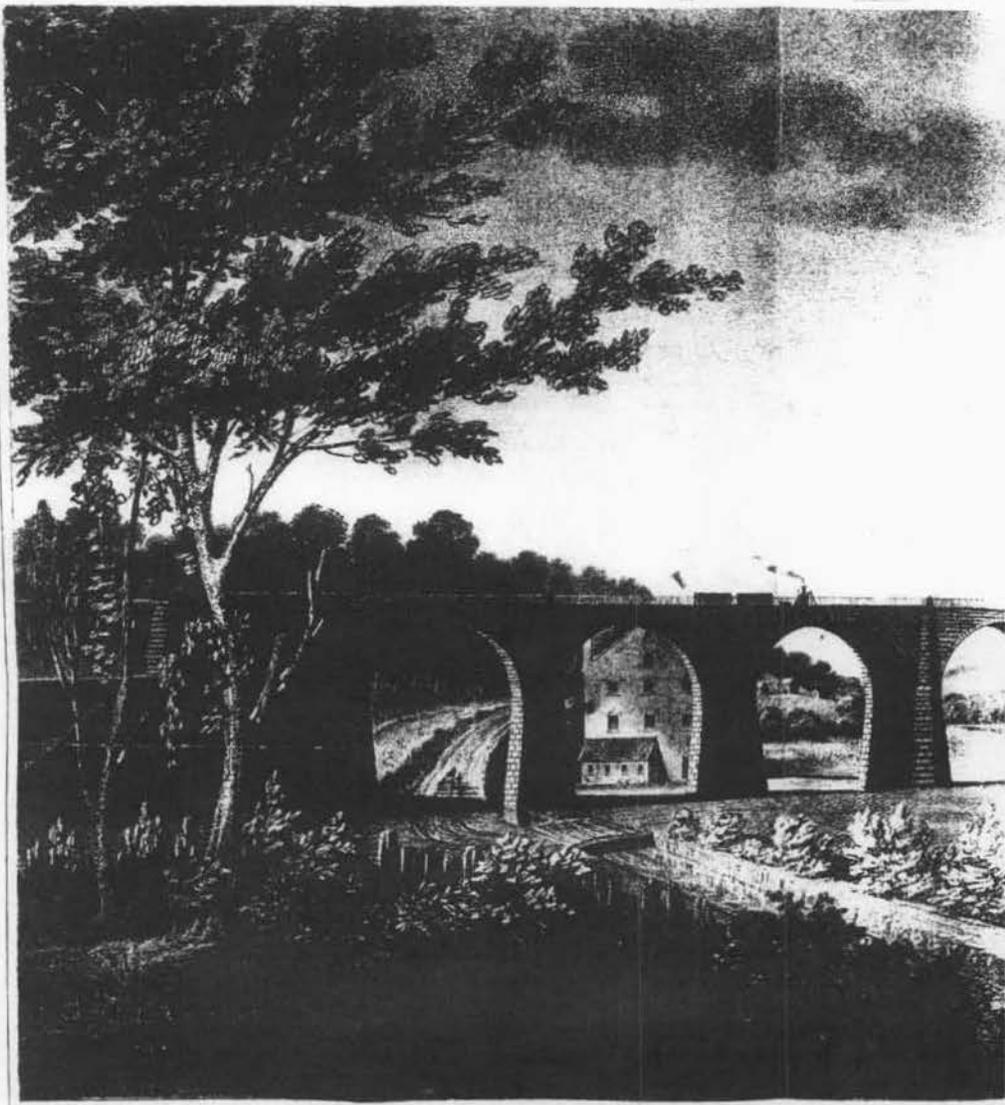
16



Elkridge L.
ATTOF
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THOM
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BLACHSMI
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JAI
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Inventory Number HO 740
Hockley Forge and Mill, Howard County
Elkridge Vicinity
Archive Images.1

James D. Dilts, *The Great Road: the Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853* (Stanford, CA.: Stanford University Press, 1993), print between pages 158 and 159.



THE THOMAS

VIADUCT,

over the Potomac River on the Washington branch of the Baltimore & Ohio Rail Road

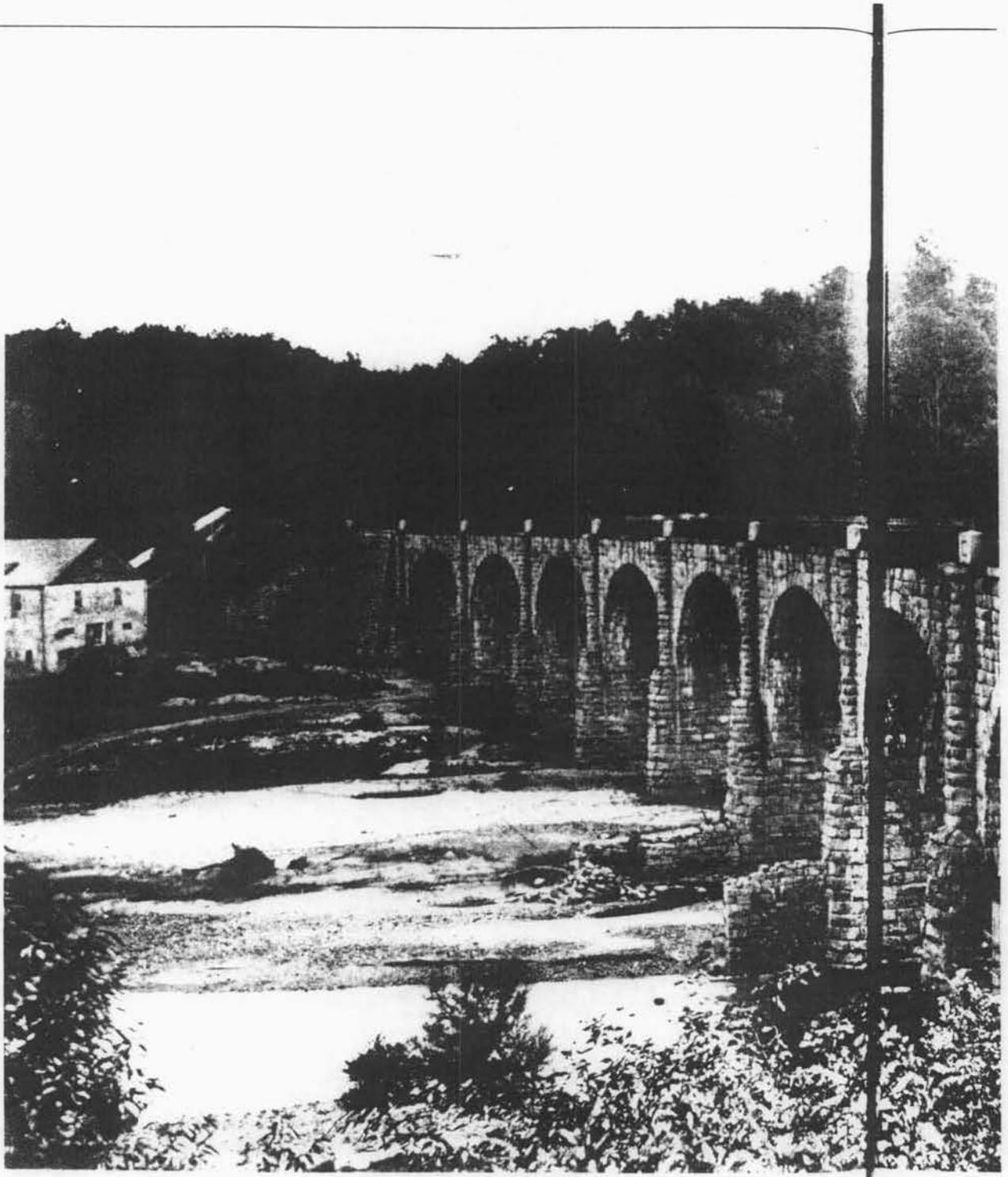
at the Potomac River

Engraved by J. H. Johnson, New York, 1853.

Published by J. H. Johnson, New York.

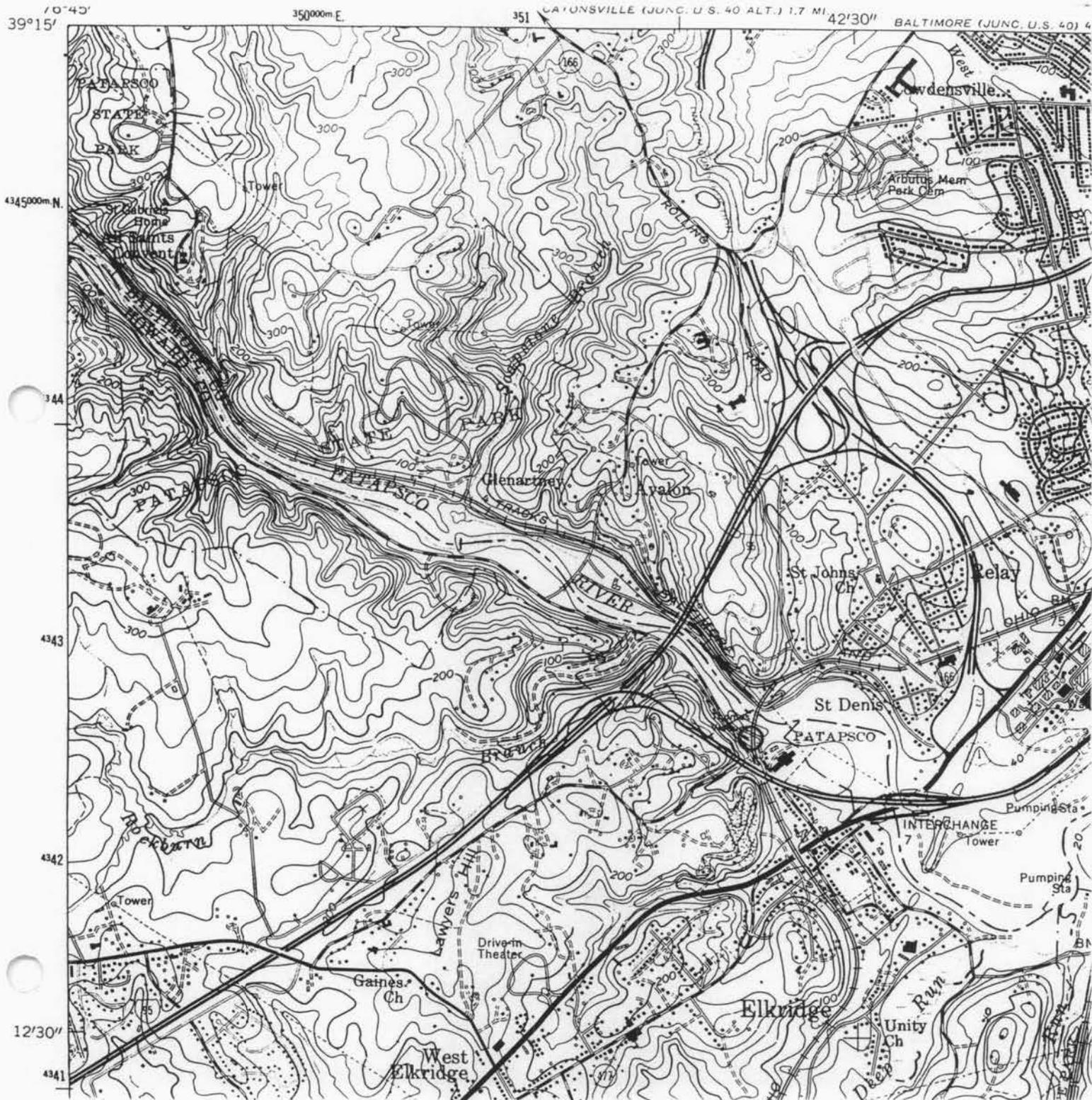
Inventory Number HO 740
Hockley Forge and Mill, Howard County
Elkridge Vicinity
Archive Images.2

James D. Dilts, *The Great Road: the Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853* (Stanford, CA.: Stanford University Press, 1993), photograph between pages 158 and 159.



Inventory Number HO 740
Hockley Forge and Mill, Howard County
Elkridge Vicinity
Maps.1

U.S. Geological Survey
Relay 7.5 Quadrangle





HO 740

HOCKLEY FORGE AND MILL
HOWARD COUNTY, MARYLAND
HENRY K. SHARP

JUNE 1999

MARYLAND SHPO (FILED WITH BA 2808)

SITE ONLY, EAST OF VIADUCT, VIEW SOUTH

1/2



HO 740

HOCKLEY FORGE AND MILL

HOWARD COUNTY, MARYLAND

HENRY K SHARP

JUNE 1999

MARYLAND SHPO (FILED WITH HO 73)

SITE ONLY, WEST OF VIADUCT, VIEW SOUTH

2/2