NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

ted States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word process, or computer, to complete all items.

1. Name of Property

historic name West Denton Warehouse/Wharf

other names CAR-311

2. Location

street & number 10215 River Landing Road ☐ not for publication

city or town West Denton ☐ vicinity

state MD code MD County Caroline code 011 zip code 21629

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments).

Signature of certifying office/Title — Date 9-29-00

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments).

Signature of certifying office/Title — Date

State or Federal agency and bureau

4. State/Federal Agency Certification

I hereby, certify that this property is:

- ☐ entered in the National Register.
  - ☐ See continuation sheet.
- ☐ determined eligible for the National Register.
  - ☐ See continuation sheet.
- ☐ Determined not eligible for the National Register.
- ☐ removed from the National Register.
- ☐ other (explain): _____

Signature of the Keeper — Date of Action

West Denton Warehouse/Wharf
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5. Classification

Ownership of Property
(Check as many boxes as apply)

- [x] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [x] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1		Buildings
		Sites
		Structures
		Objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

number of contributing resource previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/water-related
Commerce/Trade

Current Functions
(Enter categories from instructions)

Transportation/water-related
Museum

7. Description

Architectural Classification
(Enter categories from instructions)

NO STYLE

Materials
(Enter categories from instructions)

foundation CONCRETE, BRICK
walls WOOD
roof METAL
other WOOD

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets)

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. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- ☐ **B** Property associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity entity whose components lack individual distinction.
- ☐ **D** Property as yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Area of Significance
(Enter categories from instructions)

Transportation
Maritime History

Period of Significance

ca. 1850-ca. 1940

Significant Dates

ca. 1850; ca. 1920

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on files (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #_____
- ☐ recorded by Historic American Engineering Record #_____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☒ Other

Name of repository:
Old Harford Town Maritime Center

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10. Geographical Data

Acreage of Property 0.407 acres

UTM References
(Place additional UTM references on a continuation sheet) Denton, MD quad

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	427180	4304510	3			
2				4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title Ralph Eshelman, Patricia Guida, Carl Scheffel, Jr.
organization Old Harford Town Maritime Center, Inc. date 1/99
street & number 10215 River Landing Road telephone 410-437-6975
city or town Denton state Maryland zip code 21629

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO)

name
street & number telephone
city or town state zip code

Paperwork Reduction Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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DESCRIPTION SUMMARY:

The West Denton Warehouse/Wharf is an early 20th century timber framed warehouse structure situated along the banks of the upper Choptank River in West Denton, opposite the Town of Denton in Caroline County on Maryland's Eastern Shore. The West Denton area was a commercial maritime center and transportation hub which included wharves, granaries, a flour roller mill, a shirt factory, canneries, maritime warehousing and related agricultural/maritime industries.

GENERAL DESCRIPTION

Overall plan, shape & arrangement - The current structure is rectangular in shape (40' W X 160' L) with the long dimension parallel to the river. It is one of the last standing structures in West Denton that trace their existence to the once thriving riverfront trading activities that occurred along the West Denton waterfront. The current warehouse structure was constructed in three sections. The earliest section is the 40' X 100' center portion. The north (40' X 20') and south (40' X 40') additions were added in the 1940s.

The framing of the structure includes sixteen bays with each bay consisting of heavy timber columns supporting a forty-foot clear span "king rod" truss. After the additions were added, the warehouse contained two offices, one at each end of the building. The south office was finished with pine wainscoting painted green and contains a small wing with sliding windows that opened onto the main warehouse floor. The office located at the north end of the structure contains a chimney and wood stove.

The 1923 Sanborn map for Denton, Maryland. is the first that denotes the present warehouse structure constructed on the site.[1] The building is designated as "Ware Ho."

The 40' X 100' structure is again identified in the land records in 1936 as part of a survey prepared by Walter Moore, Surveyor.[2]

The north (40' X 20') and south (40' X 40') additions are identified in the 1954 Maryland State Roads Commission Plans for widening Maryland Rt. 328 -Tuckahoe Neck Road.[3]

Ceiling Heights - The warehouse is a single-story structure with an average clear ceiling height of 8'-0" in the oldest surviving portion of the structure, 8'-0' in the south addition, and 10'-0" in the north addition. The clear height (bottom of truss to concrete floor) of the original structure was 11'-4", however, the floor elevation was raised to elevation 8'-0" above mean sea level (to minimize the potential for flooding) when the north and/or south additions were added, reducing the clearance to the bottoms of the trusses in the central portion to 8'-0." The average measured distance from the top of the present floor planking to the top of the old concrete floor slab below is 3'-4".

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Bay Configuration - The framing of the structure includes sixteen bays (widths ranging from 7'-9"to 10'-0". The bay widths in the south addition are 9'-0". The north bay widths vary from 7'-9" to 8'-6".

Foundation - The foundations of the structure consist of perimeter concrete foundation walls to support the heavy timber joists and a few masonry piers. The predominant foundation construction is poured in place concrete (9" thickness). Masonry piers are located only in the north addition. The interior foundation walls consist of 9" concrete walls spaced at 10' o/c. These interior foundation walls support the heavy timber joists and planking which comprise the main warehouse floor.

Floors - The floor framing consists of 3" X 12" timbers @ 24" o/c, spanning 10' and bearing on the interior concrete foundation walls. The floor planks are typically 3' tongue-and-groove planks of varied widths (5-1/2", [illegible]" and 9"). All the floor framing components appear to be pine (loblolly). The original (40' X 100') portion of ...e structure has a concrete floor that is located below the current wood plank flooring. It is logical to assume their the original warehouse floor was concrete and located at an elevation approximately 3'-4" lower than the present wood floor. The floor level was raised to minimize the impact of flooding.

Walls - The typical wall sections consist of heavy timber columns spaced at 10' o/c (coincidental with the trusses) braced with horizontal beams and diagonal knee bracing at the columns. The exterior wood siding is tongue-and-groove pine (6" wide wainscoting) that has been covered with corrugated steel panels. Where the original siding has been exposed it is buff in color and is typically in good condition. The interior wall finishes consist of the. exposed inside face of the exterior siding (for the top four feet) and four feet (bottom four feet of wall) of pine wainscoting attached directly to the horizontal beams that brace the columns.

Window and door openings are located throughout the structure and include eight (8) loading dock door openings, two (2) entrance doors and fourteen (14) window openings. There are six window openings on the east elevation of the structure; six window openings on the west elevation; and two window openings on the south elevation. The rough openings for the windows are typically 39" X 36". The original windows and frames have been removed. There are four loading dock door openings on the east (riverside) elevation; three loading dock door openings on the west (roadside) elevation; one dock door opening on the north elevation and two standard door entrances (each on the west side of the building at the extreme ends of the warehouse where the offices were located). The original doors (loading and entrance) have been removed with the exception of the office door located on the south end of the structure.

Roof - The roof construction consists of seventeen (17) forty-foot clear span timber trusses which are connected ... the wall columns at 10' a/c. The trusses are of similar construction in both the original structure and the additions. The truss construction consists of an A-frame configuration with a bottom chord which has a scarfed joint at the mid chord location. At this location a center tension iron rod picks up the load transferred to the bottom chord from the top chord (principal rafters) via diagonal braces (struts) located directly below the midpoint of the roof (common) rafters. This type of truss is referred to as a "king rod" truss in several carpentry

references.[4] At the midpoint of each top chord leg a 6" X 6" purlin spans between trusses and supports 2" X 6" roof rafters which are spaced 24" o/c and 24' long. The common rafters are supported at the end walls and at the midpoint of each principal rafter leg. There is no ridge beam in the older portion of the structure. The common rafters in the additions, however, bear against a 2" X 6" ridge beam. The roof is sheathed with tongue-and-groove pine and this sheathing is covered with asphalt impregnated roofing felt and clad with corrugated tin panels. The roof is a gabled roof with a 2/5 pitch (approx. 8' rise in 20'). The ridge line of the south addition is approximately two feet higher than the remaining ridge line.

Decorative elements - A unique decorative element of the structure is the hand painted sign on the north end of the original central portion of the warehouse which reads "BAUGH'S." The letters are painted in bold black on what was previously the exterior of the building. The Baugh Fertilizer Company owned the building in the ~~1~~930's.

Wharf: The warehouse had direct access to the Choptank River via bulkheads and wharves that run along its entire frontage. The wharf and bulkhead construction. consisted of oak piling, horizontal lagging for the bulkhead and timber planking for the wharf decking. Most of the bulkhead lagging has deteriorated but the pilings remain intact below the waterline.

Cribbing,: In several locations along the riverfront heavy timber cribbing can still be seen at low tide. This construction technique utilized massive logs doweled with iron pins to form a bulkhead that was then filled to provide access to deeper water near the channel.

Wharf Fill Material: Fill materials used to backfill the cribbed sections of the wharf are readily evident along the shoreline during low tides where the wharves have deteriorated spilling out their contents. Most of this material is waste from assorted commercial activities which occurred in the late 19th and early 20th centuries including can cuts from the canning operations, drilled shells from a local button factory, stone ballast, oyster shells and assorted timer and concrete debris. A recorded 1875 lease (Caroline Land Records L38/152) required the tenants (White & Dunning) to maintain the wharf by "raising and draining" the structure.

Shipway: At low tide, what appear to be shipway timbers or possibly a wharf extension into the river are visible along the shoreline just south of the structure. There are several land record documents and newspaper references to shipyards and shipbuilding in West Denton. A January 21, 1841 deed (L.V, f. 18) references "the sloop President built on the River near Denton Bridge and now lying at said bridge." The February 18, 1869 edition of the American Union Newspaper references a shipyard existing above the site where James G. Redden as proposing a new wharf and granary in West Denton. In addition, a list of Chesapeake Say Vessels compiled by the Radcliffe Maritime Museum of the Maryland Historical Society (MS.2506) identifies three sloops and two schooners that were built at (West) Denton. The sloops were Elizabeth J. Wright (18 tons) built in 1795, the President built in 1841, and the Annie Jewell (6 tons) built in 1870 by John Jewell. The schooners were Garret P. Wright (98 tons) built in 1868 and L.C. Sommers (66 tons) built in 1871.

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CHANGES IN PHYSICAL APPEARANCE -

The current (early twentieth century) warehouse structure has been enlarged, sometime during the 1940s, with a forty-foot addition to the south end and a twenty-foot addition to the north end. At the same time, the floor of the original, central portion of the warehouse was raised (for flood protection) to match the floor heights of the newer north and south additions. The wooden siding was covered with sheet metal. Original wooden, sliding dock doors along the waterside of the warehouse have been replaced with sliding glass doors or covered with metal siding. The original windows have been removed and the rough openings have been covered with sheet metal siding. The original roofing material was tin that was replaced with new sheet metal. Under the sheet metal siding, the original wooden siding is preserved. The restoration plan for the warehouse calls for the removal of this inappropriate siding, and replacement of the window, doors and roofing as needed, with historically appropriate "in kind" materials.

Shoreline-The shoreline of the property has been built up over time as evidenced at the eroding slopes where oyster shells and tin can "cuts" have been used as fill material to depths of 5 feet and greater on the south end of the property.

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SIGNIFICANCE SUMMARY:

The West Denton Warehouse/Wharf is significant under Criterion A for its association with maritime commerce on the Chesapeake Bay. Wharves and warehouses like this one represented the nodes of communication and transportation for goods and people to the rest of the tidewater region before a reliable network of roads and rails were established. The property derives additional significance under Criterion C as a representative example of a type of structure which served various functions in connection with waterborne commerce. Of the scores of such structures that once served the navigable waterways of Maryland's Chesapeake Bay tidewater region, this structure is one of only two remaining riverfront warehouses identified in Maryland

RESOURCE HISTORY AND HISTORIC CONTEXT

Steamboat Warehouses and Wharves - A Vanishing Cultural Resource - On average, steamboat landings were located about every mile or less along the Choptank River and this is probably true for most if not all the other tidewater rivers of the Chesapeake Bay region. During the tobacco-based colonial era, a few brick warehouses were located at prominent tidewater landings. None of these survive today. During the nineteenth and early twentieth century, more numerous, local, wooden warehouses were located at many tidewater landings where goods could be temporarily stored prior to and/or upon docking. These once commonplace structures have suffered from neglect and demolition, as have the wharves themselves, since the era of the steamboats ended in the 1930s.

There are only three such warehouses known to exist today in the Chesapeake region; one in Virginia and two in Maryland. One is privately owned and located on the James River below Richmond. Another is located on the Nanticoke River at Vienna. The third steamboat warehouse is the West Denton Warehouse, the subject of this nomination. A fourth steamboat warehouse of timber construction was located on the Corsica River in Centreville, Maryland, but it was destroyed by fire in 1996. The small craft shed located at the Chesapeake Bay Maritime Museum, Navy Point, St. Michael's, Maryland, is made from recycled siding and timbers from a steamboat warehouse originally located at nearby Claiborne, Maryland. The present Navy Point structure has little physical similarity to the original Claiborne structure.

Thus, of the hundreds of such structures which were constructed throughout the tidewater regions of the Chesapeake Bay, only three known examples survive today. The West Denton example is the largest and best-documented example extant.

PREVIOUSLY-EXISTING STRUCTURES ON THE SITE

Maps and land records document the existence of structures on the site prior to the construction of the current warehouse in the 1920s.

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Warehouse - Land records and Sanborn maps indicate one or more warehouses occupied this site prior to the present warehouse structure. A 1901 Sanborn map indicates that a previous warehouse structure was located at the site.[5] It was L-shaped, 85' running parallel to the river and fronting Dock Street, and 60' running perpendicular to the river. The southwest section of the structure (30'X 25' and adjacent to a scale on Dock Street) is designated as being a two-story structure and connected by a covered single-story storage area (20' X 25' fronting Dock Street) to a single-story annex (20' X 30' also fronting Dock Street). The 1901 Sanborn map indicates that the riverfront was improved with a continuous bulkhead or wharf and is labeled as a "Steamboat Landing" with the structure labeled as "Freight Storage."

The 1908 Sanborn map indicates that the perpendicular projection of the "L" onto the riverfront is no longer in. ~~~istence but the leg of the structure parallel to the river (20' x 85') is still intact.[6] The map indicates that the .908 structure consists of a two-story (20' X 55') freight structure with an attached one-story shed (20' X 30'). The shoreline is designated as being improved by a linear bulkhead or wharf.

The 1915 Sanborn map indicates the size (20' X 85') and use of the structure are identical to the 1908 map.[7] The shoreline, however, is dramatically different suggesting that the shoreline improvements (i.e. bulkheading) have deteriorated and that the outboard limits of the shoreline have eroded by as much as twenty feet.

By the end of this period, the maritime trade along the river began to decline. The end of the steamboat era was near. The flood of 1919, noted in the Denton Journal as being one of the most severe in Caroline County history, as well as other floods and natural erosion had altered the shoreline and damaged shoreline structures over the years.[8] The upper Choptank River was threatened by shoaling, particularly at Pealiquor Flats. The Army Corps of Engineers conducted a survey and prepared a report for proposed river dredging in 1927 in the vicinity of Pealiquor Landing at the mouth of Watts Creek.[9]

The 1923 Sanborn map is the first that denotes the warehouse structure that survives today. The building is designated as "Ware Ho." The irregular shoreline outline suggests that erosion has continued. Features such as landings, wharves and bulkheads are not labeled and most of the waterfront structures are designated as "vacant" or "dilapidated," a result of the decline of the canning industry. This decline also represented the beginning of the end for the steamboat era and the shoaling of the upper river further exacerbated the demise of the maritime trade.

~~~he 40' X 100' portion of the present warehouse structure is again identified in the land records in 1936 as part ~~f a survey prepared by Walter Moore, Surveyor. Additions to the north (40' X 20') and south (40' X 40') ends of the center structure are estimated to have been constructed in the 1940s to increase storage space for fertilizer shipped up the river on barges. During this period all of the riverfront warehouses were either expanded or reconstructed. A large 8,000 square foot warehouse replaced the smaller steamboat freight warehouses to the north (Old Joppa Wharf) and the former H. A. Roe cannery warehouse to the south was expanded by the
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Royster Company for the South American guano fertilizer trade. These additions are identified in the 1954 Maryland State Roads Commission Plan for widening MD Rt. 328 (Tuckahoe Neck Rd.). These same plans denote the current structure in its present form, that is, with the north and south additions.

Scales: The 1901 Sanborn map indicates a scale was located on the west side of the warehouse. The scales were most likely associated with the use of the former structure as a granary.

LAND RECORD HISTORY

The property on which the warehouse is located traces its colonial origins to a 1774 land patent which created a three acre waterfront town, "Harford Town" along the western shores of the Choptank River (opposite the future Town of Denton).[10] The patent was issued to Philip Feddeman of Queen Anne's County, a colonel in the Maryland Militia during the American Revolution and active in local politics and public affairs.[11] The patent occupied riverfront lands claimed previously through earlier warrants and patents by some of the Eastern Shore's most prominent colonial era names including Richard Bennett, Solomon Wright, Nicholas Lowe and Samuel Turbutt.[12]

In 1774, what was to become the West Denton riverfront was described as being under cultivation and containing over thirty panels of old fence. This three-acre slice of Choptank riverfront would be carved up innumerable times to create direct river access to an array of waterfront businesses and spur maritime trading activities. An 1807 Map of the Village of Denton recorded in the Caroline County Land Records (Liber I, folio 596) is the first documentation of improvements along the West Denton riverfront. This 1807 map also identifies a ferry crossing connecting Market Street to West Denton. By 1811, improvements to parcels within the Harford Town area included a granary, store and wharf .[13]

The first specific mention of a wharf at the site on which the present warehouse is constructed is found in the 1849 land records in a bill of sale to George Fisher for a ¼-acre lot upon which a wharf was to be constructed.[14] The lot and wharf were assessed for tax purposes in 1866 at $50. The deed stated that the wharf ran 205 feet along the river. A second wharf, called "Stewart's Wharf" and granary, appears in the land records in the 1850s as owned by Thomas R. Stewart, an attorney from Caroline County, who was assessed for a wharf and granary. Portions of "Stewart's Wharf" were sold to various owners. Three were ship's captains all by the name of Willis (grandfather, son and grandson). The granary and wharf were valued at $500 in 1866.[15]

In 1877, the land records indicate that prominent Denton businessman, Philip W. Downes, purchased the Fisher Wharf and lot. Starting with this acquisition in 1877 Philip W. Downes continued purchases of the West Denton waterfront and by the early 1880's he would own all the wharf properties in the area where the present warehouse is located.[16] In 1882 he sold a parcel (one directly north of the current warehouse property) to the Maryland Steamboat Company.[17] In 1891 he sold two wharf parcels, one of which included part of the former Stewart Wharf, to Harry A. Roe (Maryland State Senator from 1902-06 and grandfather of Harry Roe Hughes,

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Governor of Maryland 1979-1987). H. A. Roe was operating a cannery by the 1880's in West Denton. Between 1891 and 1905, Roe purchased five parcels encompassing approximately 230 feet of the West Denton waterfront and including portions of the Stewart Wharf and Chilton Wharf properties.[18]

Again in 1892, Downes sold a remainder wharf (running 195 feet) to Capt. Daniel Brockaway. Brockaway also owned a wharf just south of Greensboro on the western shore of the Choptank. The 1892 deed to Brockaway references the "Stewart Wharf" as being improved by two granaries with a covered avenue between them.[19]

In 1906, prominent Denton businessman Lawrence S. Towers bought the Roe wharf properties and in 1907 the 195-foot Brockaway wharf property.[20] The 1908 and 1915 Sanborn maps indicate that the Tower Canning Works occupied a substantial portion of the riverfront where the current warehouse stands.

.RANSPORTATION HISTORY

During this period the rivers were the primary mode of transportation for the early colonists. The lower Choptank River developed maritime transportation in the late 17th century with the establishment of port towns and shipyards, largely located in Talbot County. As settlement progressed up the Choptank River, the maritime trades extended up the Choptank to its navigable headwaters. By the late 18th century the West Denton waterfront was established as an active maritime trading center with an active ferry crossing and further up river, Greensboro had been flourishing as a multi-modal transportation hub since the early 18th century. By 1811, the West Denton (Harford Town) property in the immediate vicinity of the current warehouse had substantial commercial improvements including a wharf, a granary and a store. Also by 1811, the Eastern Shore's first movable bridge across the Choptank River, connecting West Denton to Denton, was under construction.[21] Trading vessels during this period included sloops, schooners, pungies and scows or other "lighters" which could transport goods further up river than was possible by the deeper draft sail craft. The West Denton waterfront also supported a limited amount of shipbuilding activity including the construction of several schooners and sloops.[22]

This period represented an exponential expansion of the maritime trade in the region. In an attempt to meet the increasing demands for agricultural products grown in fertile Caroline County and the other Upper Shore counties, a vast network of landings and wharves sprouted from the riverfronts along the upper Choptank River. This increased need for waterfront access spurred a boom of growth and expansion of commercial activities along the West Denton waterfront. During this period a second granary and additional wharves appeared along the waterfront and the ownership of these waterfront wharves included a number of captains and businessmen who had a vested interest in the flurry of agricultural trade activities. This was the period during which steam powered vessels were introduced and would ultimately dominate the maritime trade of the region. It was the beginning of the end for commercial sail craft on the rivers of the region. Many of the vessels were of local ownership (i.e. Satterfield, Wheeler) and constructed specifically for the transportation of agricultural products from the local forms.

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This period represents another dramatic change in the mode of transportation in the Eastern Shore region from schooners and steamboats to railroads and highways. It also represents the advent and peak of the canning industry in Caroline County and the Eastern Shore region of the Chesapeake. Along the West Denton waterfront, the steamboats and new rail services brought an end to the era of commercial sail craft on the upper Choptank River. The waterfront would take on a new appearance and the commercial enterprises that would spring up along the waterfront included canneries, steamboat companies, steamship agents, railroad enterprises and an assortment of local and regional entrepreneurs.

West Denton businesses, all linked to waterborne transportation, included three major cannery operations (one of which included a tin can manufacturing facility), two granaries, a flour rolling mill, a shirt factory, schooner freight services primarily for transportation of fertilizer, passenger steamboat services and freight warehousing, two general stores and a blacksmith's shop. The immediate proximity to the state road and a major bridge crossing over the Choptank into Denton further facilitated the emergence of the West Denton waterfront as a multi-modal transportation center. The decision of Congress in 1880 to appropriate funds for the dredging of the Choptank River from Denton upriver to Greensboro opened the upper reaches of the river to expanded trade for deeper draft vessels.[23]

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(8-86)

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West Denton Warehouse/Wharf
Name of Property

Caroline County, Maryland
County and State

Major Bibliographical References:

Endnotes to text of Sections 7 and 8:

1. Sanborn Map Company, "Denton, Maryland-Caroline County Map, August, 1923," the Sanborn Map Company, New York, 1923.

2. Moore, Walter E., "Map Showing Part of Lawrence B. Towers Wharf Property," Caroline County Land Records L96/375, dated October 15, 1936.

3. State Roads Commission of Maryland, Plat #1146 (State Route #328) Denton Toward Tuckahoe Bridge, ssued January 27, 1954 for Contract CO 236-1-220.

4. Editorial Staff, Carpentry and the Steel Square, 1924, p. 46.

5. Sanborn-Perris Map Company, "Denton, Maryland-Caroline County Map, May 1901," the Sanborn-Perris Map Company, New York, 1901.

6. Sanborn Map Company, "Denton, Maryland-Caroline County Map, October 1908," the Sanborn Map Company, New York, 1908.

7. Sanborn Map Company, "Denton, Maryland-Caroline County Map, June 1915," the Sanborn Map Company, New York, 1915.

8. Denton Journal, 1919.

9. Report from the Chief of Engineers on Preliminary Examination and Survey of Choptank River, Maryland , 70th congress (1st Session) House of Representatives-Document #188, February 1928.

10. Queen Anne's County Copy Cert. and Platt of Harford Town, Queen Anne's County Land Records (Maryland. State Archives) BC GS No 51 Folio 482.

11. Earle, Swepson, The Chesapeake Bay Country, Weathervane Books, New York, 1938, p. 285-6.

12. Queen Anne County Land Patent Certificates and Surveys
233 Controversey- Patented to Samuel Turbutt from Nicholas Lowe January 6, 1734- No 3, f 354
#1132 Meatley's Park- Patented to John Wheatley from Richard Bennett- June 1, 1744, No 6 f 407
#620 Logginses Hornes- Patented (Resurvey of Revival) to Solomon Wright, May 29, 1771, BC GI No 41, f 460

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13. "Valuable Property for Sale", Republican Star Newspaper, Easton, Maryland. Nov. 19, 1811.

14. Bill of Sale-Receipt Dated Sept 15, 1849, Caroline County, Maryland Land Records, L39/1 91

15. Tax Assessment for Wharf and Granary, Assessment Records, Caroline County, Maryland , 1866.

16. Deeds to Philip W. Downes dated 1877 through 1883, Caroline County, Maryland Land Records
(1) Aug. 14,1877- L.39/F.191
(2) Aug. 14, 1877- L.39/F.192 (205' road and river frontage)
(3) Dec. 9, 1882- L.46/F.125 (k/a Stewart's Wharf)
(4) Sep. 29, 1883- L.47/F.170 (k/a Chilton's Wharf-66' on river)

17. Deed to Maryland Steamboat Company- L.46/F.1 35, Caroline County, Maryland Land Records, dated Dec. 20, 1882.

18. Deeds to Harry A. Roe dated 1891 through 1905, Caroline County, Maryland Land Records
(1) Nov. 16, 1891 - L.57/F. 102 (66' adjacent to Stewart Wharf) (2) Oct. 13, 1893- L.59/F.564 (66'- Chilton Wharf) (3) Dec. 18, 1893- L.60/F.207 (100'- Stewart Wharf) (4) Nov. 12, 1894- L.61/F.139 (not riverfront) (5) Aug. 3, 1905- L.70/F.341 (not riverfront).

19. Deed to Daniel Brockaway- L57/236, Caroline County, Maryland Land Records, dated Jan. 4, 1892.

20. Deeds to Lawrence B. Towers dated 1906 through 1911, Caroline County, Maryland Land Records (1) Jan. 10, 1906- L.70/F.468 (H. A. Roe riverfront, approx. 230') (2) Jan. 24, 1907- L.71/F.334 (Former Willis Wharf, 195' riverfront) (3) Oct. 28, 1911- L.74/F.474 (113' riverfront).

21. Historic Highway Bridges in Maryland, 1631-1960, Historic Context Report, prepared by PAC Spero & Co./Louis Berger & Assoc. for the Maryland State Highway Administration, July 1995 (Revised October 1995) p. 114.

22. list of Chesapeake Bay Vessels, compiled by the Radcliffe Maritime Museum of the Maryland Historical Society (MS. 2506), Baltimore, Maryland 1997.

3. Report of Maj. W P. Craighill, Corps of Engineers-Survey of Choptank River, Maryland, Between Denton and Greensboro, by the United States Engineer Office, January 23, 1880.

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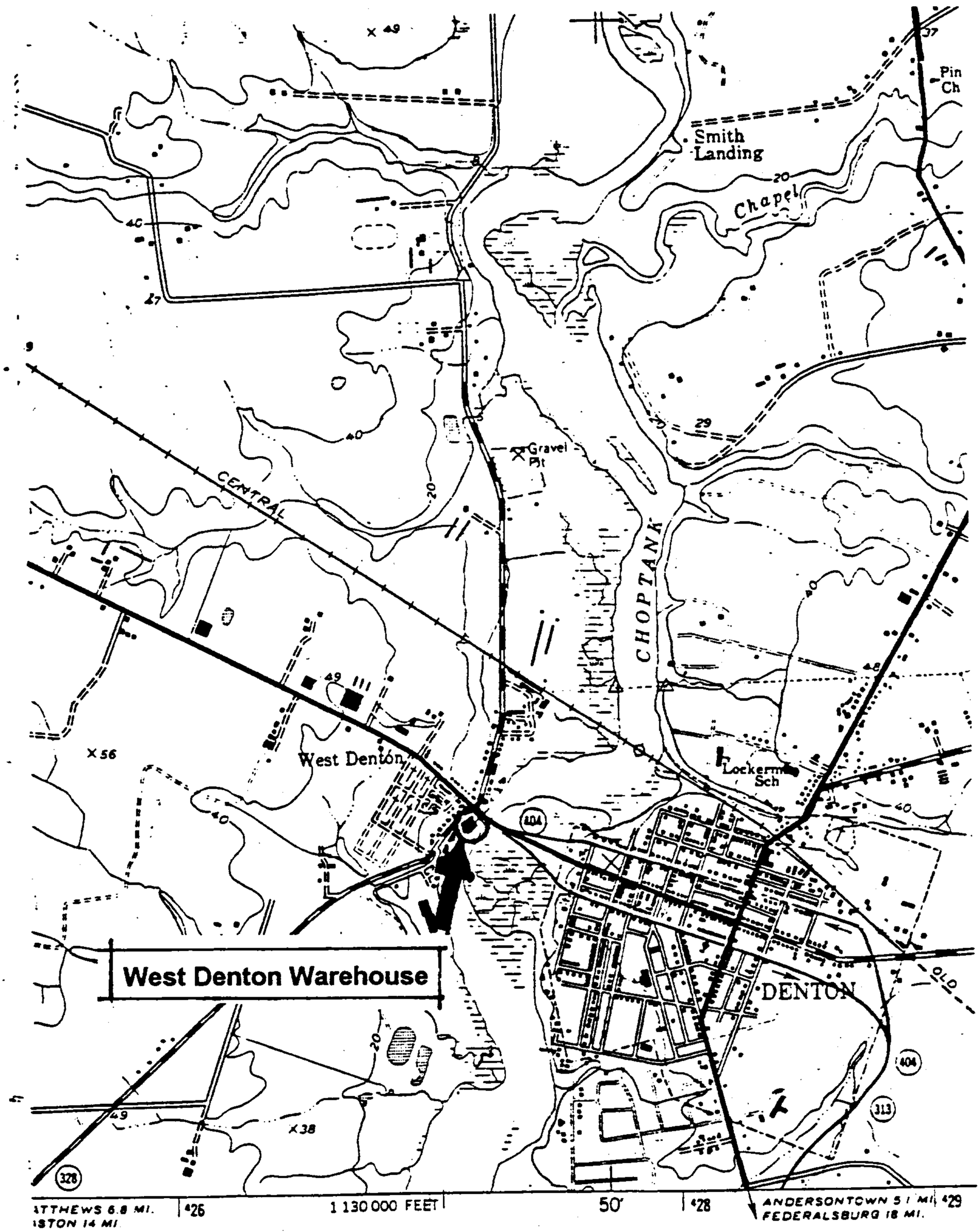
10. GEOGRAPHICAL DATA

Verbal Boundary Description: The boundaries of the nominated property are indicated on a Plat recorded in Caroline County, Maryland, Land Records, L237/F466. The plat, dated March 30, 1989 was prepared by Progressive Engineering and is titled "Plat Showing 0.407 Acres-Boundary Survey, Cabell of Denton, Inc.-Sixth Election District, Caroline County, Maryland."

Boundary Justification: The nominated property, 0.407 acres, comprises the remnant of the property historically associated with the resource.

USGS Denton Quad-1942

CAR-311



ical Survey

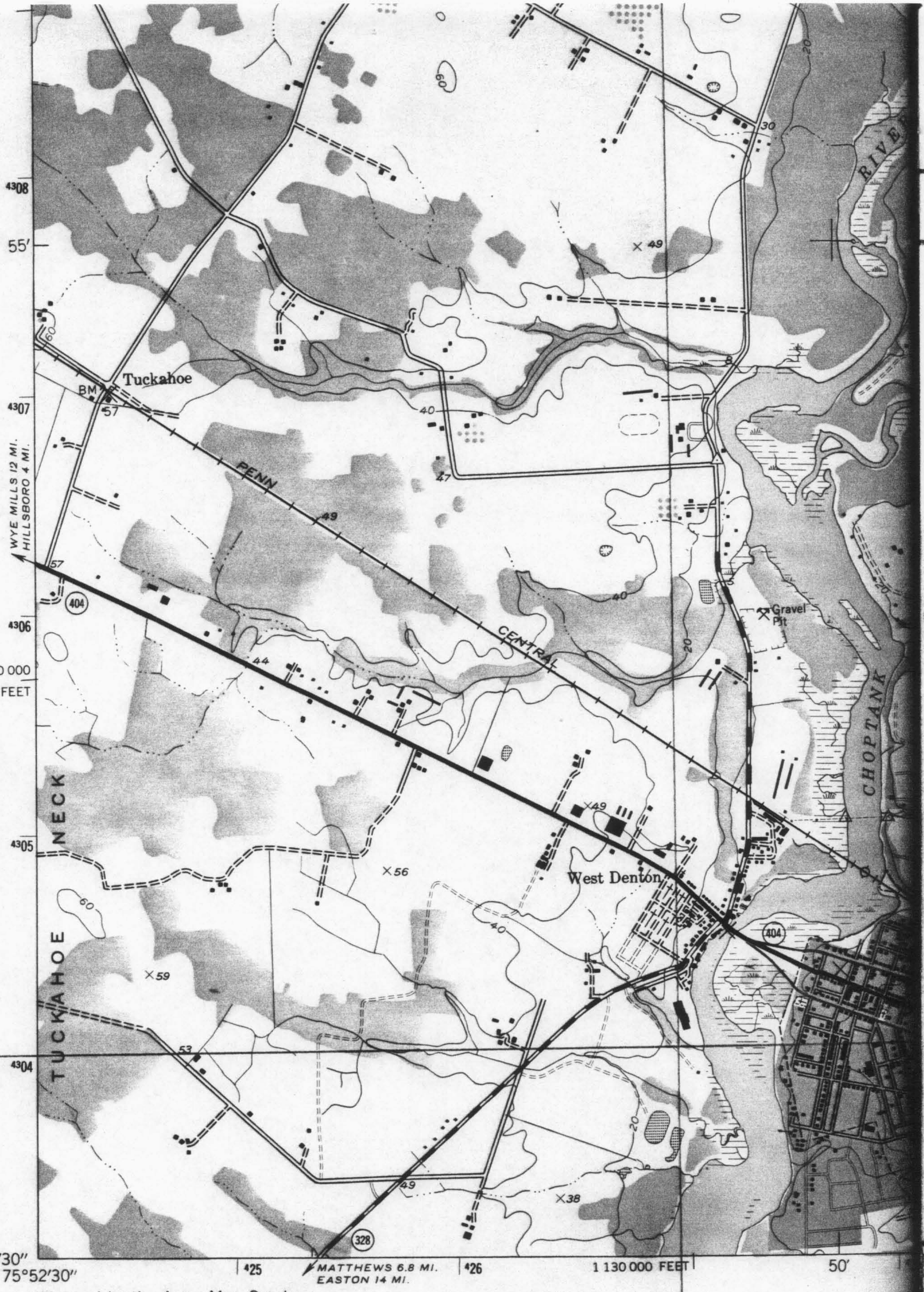
otogrammetric methods
hotographs taken 1942

CAR-311

WEST DENTON WAREHOUSE - WHARF CAROLINE COUNTY, MARYLAND

18-427180
-4304510

CAR-311



(FOWLING CREEK) 5861 IV SW

Mapped by the Army Map Service
Published for civil use by the Geological Survey

Control by USC&GS

Topography from aerial photographs by photogrammetric methods and by planetable surveys 1944. Aerial photographs taken 1942

Polyconic projection. 1927 North American datum
10,000-foot grid based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid ticks,

MN
GN
9½°
169 MILS
0°31'
9 MILS

BAUGH'S
PREMIUM

(West) Denton Warehouse - Wharf CAR-311
Caroline County, MD.
Master Photographer - Harry L. Burnett, Jr.
Date - December 1998
Description - Typ. section of warehouse, south end of structure at transition from original bldg. to addition. Photo taken from center of warehouse facing south.

Photo # 5

BAUCH'S

(West) Denton Warehouse - Wharf CAR-311

Caroline County, MD.

Master Photographer - Harry L. Burnett, Jr.

Date - December, 1998

Description - Signage on north end of structure taken from the northend of the warehouse facing south. The "BAUGH'S" sign was on the north face of the bldg. exterior prior to the contruction of the additions.

Photo #1

(West) Denton Warehouse - Wharf CAR-311
Caroline County, MD.
Master Photographer - Harry L. Burnett, Jr.
Date - December 1998
Description - Typ. interior wall section, original (center) portion of warehouse, west wall. Photo taken from south facing north.

Photo #6

(West) Denton Warehouse-Wharf CAR-311
Caroline County, MD.
Master Photographer - Harry L. Burnett, Jr.
Date - December 1998
Description - Typ. half section of roof truss @ transition from addition (south end) to original bldg. Photo taken from south end of warehouse facing north.

Photo #7

(West) Denton Warehouse - Wharf CAR-311

Caroline County, MD.

Master Photographer - Harry L. Burnett, Jr.

Date - December 1998

Description - East elevation taken from Md. Rt 404 bridge @ Denton. Choptank River in foreground, West Denton Cemetary in background.

Photo # 8

(West) Denton Warehouse - Wharf CAR-311
Caroline County, MD.
Master Photographer - Harry L. Burnett, Jr.
Date - December 1998
Description - North elevation (partial west elevation) with skipjack (J.C. Lewis, Jr.) in foreground. Photo taken from River Landing Road just north of warehouse, looking south with Choptank River in background.

Photo #9

(West) Denton Warehouse - Wharf CAR-311
Caroline County, MD.
Master Photographer - Harry L. Burnett, Jr.
Date - December 1998
Description - South elevation (partial east elevation) of warehouse and frontage along Choptank River. Photo taken from wharf on south end of property facing north and upriver w/ the Md. Rt. 404 Business Bridge in the rt. hand side background.

Photo #10

CAR-311

(West) Denton Warehouse - Wharf
Caroline County, MD.
Master Photographer - Harry L. Burnett, Jr.
Date - December 1998
Description - Shoreline view along Choptank River w/ remnants of wharf piling in foreground. Photo taken from under the Md. Rt. 404 Bus. Bridge looking south (down river) w/ the warehouse and skipjack (T.C. Lewis, Jr.) in the ctr. of the photo.

Photo #11

(West) Denton Warehouse-Wharf CAR-311
Caroline County, MD.
Master Photographer - Harry L. Burnett, Jr
Date - December 1998
Description - West elevation of warehouse fronting River Landing Road. Photo taken from West Denton Cemetary facing east towards Choptank River.

Photo #13