Form No 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED JUL 8 1976
DATE ENTERED
15

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Inns on the National Road

AND/OR COMMON
Inns on the National Road, Allegany and Garrett Counties

2 LOCATION

STREET & NUMBER
E & W of Cumberland along U.S. 40 from Flintstone to Grantsville
NOT FOR PUBLICATION

CITY, TOWN
Cumberland
X VICINITY OF

CONGRESSIONAL DISTRICT
Sixth

STATE
Maryland

CODE
24

COUNTY
Allegany & Garrett

CODE
001 & 023

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED except Stone	__AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	__UNOCCUPIED house or	X COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS tavern,	__EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE Allegany	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
See continuation sheets 3 and 4

STREET & NUMBER

CITY, TOWN
__ VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Allegany County Courthouse/Garrett County Courthouse

STREET & NUMBER

CITY, TOWN
Cumberland/Oakland

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE
__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

UNITED STATES DEPARTMENT OF THE INTERIOR
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Inns on the National Road
Allegany and Garrett Counties,
Maryland

LOCATION

(1) Flintstone Hotel
North side old U.S. Route 40, east of Murleys Branch Road
Flintstone, Allegany County (Sixth Congressional District)

(2) Stone house or tavern
North side abandoned Route 40, 2 miles west of Flintstone
Flintstone vicinity, Allegany County (Sixth Congressional District)

(3) Six Mile House
Six miles east of Cumberland on south side of U.S. Route 40
Cumberland vicinity, Allegany County (Sixth Congressional District)

(4) Early frame house
North side U.S. Route 40 near Mount Pleasant Road, east of Cumberland
Cumberland vicinity, Allegany County (Sixth Congressional District)

(5) Colonial Manor
South side U.S. Route 40 at intersection with U.S. Route 220, east of Cumberland
Cumberland vicinity, Allegany County (Sixth Congressional District)

(6) Four Mile House
520 National Highway
LaVale, Allegany County (Sixth Congressional District)

(7) Five Mile House
1025 National Highway
LaVale, Allegany County (Sixth Congressional District)

(8) Clarysville Inn (see number 12)
South side old Route 40 at intersection with Maryland Route 55
Clarysville, Allegany County (Sixth Congressional District)

(9) Main building at Penn Alps
North side U.S. Route 40, 1 mile east of Grantsville
Grantsville vicinity, Garrett County (Sixth Congressional District)

(10) The Casselman
Northeast corner, Main Street and Dorsey Hotel Road
Grantsville, Garrett County (Sixth Congressional District)

(See continuation sheet # 2)

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LOCATION

(11) The National Hotel
Southwest corner, Main Street and Maryland Route 495
Grantsville, Garrett County (Sixth Congressional District)

OWNER OF PROPERTY

(1) Flintstone Hotel
John T. Willis and Eugene Willis
22 Greenvale Road
Westminster, Maryland 21157

(2) Stone house or tavern
Mr. and Mrs. Jacob S. Teter
Route 1
Flintstone, Maryland 21530

(3) Six Mile House
Edward E. Habeeb
Baltimore Pike
Cumberland, Maryland 21502

4) Early frame house
Mr. and Mrs. Raymond J. Minke (Emma R.)
Route 2, Box 173
Cumberland, Maryland 21502

(5) Colonial Manor
Philip S. Fey
c/o Colonial Manor Motel, U.S. Route 40
Cumberland, Maryland 21502

(6) Four Mile House
Mr. and Mrs. J. Galen Metzger (Dorothy)
520 National Highway
LaVale, Maryland 21502

(7) Five Mile House
Mr. and Mrs. Tenton A. Fuller
1025 National Highway
LaVale, Maryland 21502

(8) Clarysville Inn (see number 12)
The Clary Club, Inc.
Route 1
Frostburg, Maryland 21532

See continuation sheet #4)

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OWNER OF PROPERTY

(9) Main building at Penn Alps
Penn Alps, Inc.
Grantsville, Maryland 21536

(10) The Casselman
Mr. and Mrs. Ivan J. Miller
Main Street
Grantsville, Maryland 21536

(11) The National Hotel
Ms. Judith Miller
Mr. Mark Silberstein
National Hotel
Main Street
Grantsville, Maryland 21536

AL-II-A-001

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
_EXCELLENT	_DETERIORATED	_UNALTERED	X ORIGINAL SITE
_GOOD	X RUINS only Stone	X ALTERED	_MOVED DATE_____
X FAIR	_UNEXPOSED house or tavern, Allegany		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Eleven of the inns that served the National Road and the Baltimore Pike in Allegany and Garrett Counties, Maryland, during the 19th century remain today.

ALLEGANY COUNTY

The Flintstone Hotel stands on the north side of old Route 40 to the east of Murleys Branch Road in Flintstone. It is a large, 2 1/2-story classical influenced brick structure of early mid-19th Century date with wings attached to the east and north (back) sides. The main portion has five bays across the principal (south) facade with internal end chimneys. It has a wooden cornice and beaded bargeboards on the west end wall. The windows in the main facade are double hung wooden sashes with Victorian two-over-two lights and louvered shutters that appear to be original. The interior woodwork is mainly symmetrical molding, typical of the Federal period.

The east wing, greatly altered circa 1900, has approximately three bays along the street and double internal end chimneys in the east end. It sits flush with the front of the main portion. Originally 2 1/2 storys ut lower in height than the main portion, the wing was raised to the oof line of the main block with a frame addition. The north wing projects to the rear from the west side of the main block and terminates with a shed roof structure at the north. It has a porch and balcony with a diagonal pattern balustrade across the east end.

Three large Colonial Revival style dormers, the center one with double windows, are spaced evenly across the roof that covers the main and east portions. A large one-story porch with wooden turned columns stretches across the south facade. The dormers and porch probably date from about 1900 when the east wing was raised.

In spite of the major alterations, the Flintstone Hotel retains much of its original fabric, making restoration possible and hopeful. An old photograph published in the September 1972 issue of the Heritage Press shows the buildings before alteration, with a one-story porch with squarish posts similar to those on the back across the entire front, a wood shingle roof, and a small attic window in the east wall of the main portion.

The stone house or tavern is on the north side of an abandoned section of U.S. Route 40, about two miles west of Flintstone. The present Route 40 runs to the north. What remains here is the hulk of an early 19th century stone structure of 2 1/2 storys with a gable roof. The principal (south) facade has four bays with two doors. All of the windows and doors as well as most of the interior are missing.

(See continuation sheet #5)

DESCRIPTION

The Six Mile House is located approximately six miles east of Cumberland along U.S. Route 40 on the south side of the road. It is a circa 1830s-1840s, 2 1/2 story, brick structure with a later one-story porch, now enclosed, across the facade (north side). The gable roof was probably replaced since construction as the overhang is wider than normal for this period of building. The roof also has decorated barge boards. The principal facade has six bays. The main entranceway, now covered, is in the third bay from the east and has a doorway directly above on the second story. The principal windows have double-hung wooden sashes with six-over-six lights on the first floor and nine-over-six lights on the second story. The exterior appears to retain much of its original fabric.

Located on the north side of U.S. Route 40 near Mount Pleasant Road to the east of Cumberland, an early frame house sits on the slope of a hill several feet above the road. It is an early to mid-19th century frame ructure of 2 1/2 storys with a tin-covered gable roof. It has five ys along the principal facade and brick internal end chimneys. The house is covered with beaded clapboards and has Victorian schroll brackets supporting the wide roof overhang. The principal windows are double-hung wooden sashes with six-over-six lights with flat board framing with scalloped upper corners. The eight panel front door and the one window to each side are covered by a one-story porch with a shed roof, four columns and two pilasters. The interior has architrave trim about three inches wide. The two rooms to the west of the center hall were combined and paneled in recent years.

Colonial Manor stands on the south side of present U.S. Route 40, north of old Route 40 in the Naves Crossroad area at the intersection of U.S. Route 220 east of Cumberland. It is a mid-19th century classical influenced brick structure, 2 1/2 storys, with an asphalt shingled gable roof with single internal end chimneys and parapets along the gable ends. The original front is the south side, which has a one-story porch and a symmetrical facade of five bays and a brick cornice. The principal windows have narrow frames and double-hung wooden sashes with six-over-six lights on the first floor and nine-over-six on the second. The north side was renovated as the front circa 1940 when Route 40 was relocated. It has a two story high porch with a roof balustrade and an oval window centered on the second floor. The interior has a center hall, four-over-four arrangement of rooms.

(See continuation sheet #6)

DESCRIPTION

Located to the west of Braddock Run, the Four Mile House at 520 National Highway (U.S. Route 40) stands on the south side of the road in the unincorporated area of LaVale. It is a mid-19th century brick structure of Greek Revival influence, 2 1/2 storys high, with a symmetrical facade (north) of five bays arranged around a center doorway. It has a stone foundation, gable roof, double brick internal end chimneys and a small ell on the west end. The roof on the facade is pierced by three large gable roof dormers with flat pilasters flanking the windows. The center dormer has a Palladian window arrangement. A one-story frame porch with four columns, two pilasters, and a turned roof balustrade stretches across the facade. The dormers and porch are not original and were probably added about 1900.

The principal windows have narrow frames and double-hung wooden sashes with six-over-six lights. The center window of the second floor of the facade has a wooden casement window, not original. The entranceway has six-panel door with rectangular sidelights and transom. The brick at arches of the principal facade have wide flairs while those of the elevations are restrained.

The back (south) side has a high basement owing to the slope of the land, and double doorways. An Ionic-columned porch with a turned balustrade stretches across at the first floor level with a brick-floored colonnade at the basement. The south side of the roof has a large dormer with five windows. The porch and dormer, like those on the front, are not original.

The basement windows of the front and east sides have wooden bars or the holes for holding such bars.

The interior has a center hall with a four-over-four arrangement of rooms. The principal interior trim is the entablature type of molding about four inches wide. The paneled doors have shallow raised panels. The staircase has a late 19th century balustrade and newel post. The mantelpieces of the two rooms on the east side of the hall are plain with oval columns and a raised panel in the entablature. All eight rooms have fireplaces.

A fire in the late 1950s-early 1960s destroyed the second floor rooms on the west side and part of the roof. These have been renovated and rebuilt.

(See continuation sheet #7)

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DESCRIPTION

The Five Mile House, situated at 1025 National Highway in LaVale, stands on the north side of the road. It is a mid-19th century, symmetrical facade, frame structure, 2 1/2 storys high. The front (south) has a center door with sidelights on both floors and a later cross gable. The windows are two-over-two lights in double-hung wooden sashes with narrow frames. The interior has entablature and symmetrical molding.

The Clarysville Inn stands along the old section of the National Road, U.S. Route 40, to the south of the present road at Clarysville. It is a mid-19th century brick structure, 2 1/2 storys high, with internal double end chimneys and a wing to the back (south) side. It consists of a symmetrical facade (north) of five bays with center doors on both floors and a center hall with four-over-four arrangement of rooms on the interior. The bricks are well coated with paint. The facade has od cornice and three dormers which originally had smaller gable roofs. e cornice and the semicircular one-story front porch were probably added about the turn of the century. The end walls between the double chimneys have fanlights. The principal windows have double-hung wooden sashes with six-over-six lights. The east end wall has the supposed date of construction (1807) painted on it. The first floor of the interior was renovated in recent years for large dining facilities. A modern wing projects to the east.

GARRETT COUNTY

The main building at Penn Alps stands between present U.S. Route 40 and old Route 40, east of Grantsville. An early 19th century log house, it was enlarged to 2 1/2 storys and "modernized" in the Italianate style in the late 19th century and converted for commercial use with major renovations and additions in the 20th century. The principal (north) facade of the original building faces old Route 40. It has a symmetrical arrangement of five bays, a center door and a cross gable in the roof. A one-story frame porch with a heart pattern balustrade stretches across this side. Most of the windows of the old section have double-hung wooden sashes with one-over-one lights. The east windows of the first floor on the original front have modern double hung wooden sashes ith six-over-six lights. The interior has been greatly altered. The ast room on the first floor, apparently two rooms originally, has been cleaned down to the log construction.

(see continuation sheet #8)

DESCRIPTION

The Casselman stands on the north side of Main Street (U.S. Route 40) on the northeast corner of its intersection with Dorsey Hotel Road in Grantsville. The building is a circa 1842 Greek Revival brick structure, 2 1/2 storys high, with a stone foundation, gable roof, and double end chimneys. The principal facade has five bays with center doorways on each level. The doorways have multiple panel doors with rectangular sidelights and transoms with tracery. The windows have narrow frames that curve out, typical of the 1840s in this area, and double hung wooden sashes with two-over-two lights. A large one-story porch, not original, runs across the front. The roof has a large (not original) dormer with three windows on the facade.

The interior of the Casselman has a center hall, four-over-four room arrangement with symmetrical molding. The front door has a Carpenter and Company lock (circa 1840s). Some of the rooms have circa 1900 elements mixed with the original. A modern dining room wing juts to the rtheast.

Fronting on Main Street (Route 40), the National Hotel stands on the southwest corner of the intersection of Main Street and Maryland Route 495 in Grantsville. The hotel is a 19th century frame structure, 3 1/2 storys high, with a hip roof, a stone foundation, and a gambrel roof. A 2 1/2 story wing is attached to the back (south) side. The entire building is covered with clapboard siding. The principal (north) facade has two doorways and three large windows on the first floor, five symmetrically placed windows on the second floor, and five asymmetrically arranged ones on the top floor. An ornate, one-story frame porch with turned posts and balustrades and a classical columned projection over the main steps stretches across the front and along part of the west side. The roof is pierced with large double window dormers, one each on the east, north, and west sides.

The windows of the upper levels of the main portion have double-hung wooden sashes with two-over-two lights. The large windows of the first floor consist of a large single pane below two smaller ones. The windows on the wing have double-hung wooden sashes with one-over-one lights. All of the principal windows have decorated lintels consisting of sawtooth molding with trim above and small brackets. The surrounds of the second story windows in the main block flare out just above the sills. The interior of the lobby, which occupies the entire first floor of the in block, has Eastlakian-influenced trim.

AL-II A-C01

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	_RELIGION	
1000-1499	_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW	_SCIENCE	
_1500-1599	_AGRICULTURE	_ECONOMICS	_LITERATURE	_SCULPTURE	
_1600-1699	_ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN	
_1700-1799	_ART	_ENGINEERING	_MUSIC	_THEATER	
X 1800-1899	X COMMERCE	_EXPLORATION/SETTLEMENT	_PHILOSOPHY	X TRANSPORTATION	
_1900-	_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	X OTHER (SPECIFY) Westward movement	
		_INVENTION			

SPECIFIC DATES ---------- BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

After the American Revolution, a number of entrepeneurs, quick to take advantage of the great need for good roads from the atlantic states to the West, invested their money to form turnpike companies. These turnpikes were better than any roads that had previously been built, but the cost of their construction and maintenance, in addition to a profit for the owners, was amply provided for by the tolls collected on the heavily traveled roads.

The need for a road from the port of Baltimore to the West was supplied by private turnpike companies. The first of these was created in 1804-1805 by the Legislature to build a road from Baltimore through Frederick to Boonsboro. Other companies were organized to build sections of the road from Boonsboro to Cumberland. The banks in Baltimore and Hagerstown were members of these companies. The construction of the National (or Cumberland) Road was provided for by an Act of Congress in 1811. By the mid 1820s there was a macadam surfaced road stretching from Baltimore to Wheeling, West Virginia. The Road, later extended to St. Louis, carried more than half of the emigrants to the West during the first half of the 19th century, until railroad travel took over as the major means of transportation. Inns were built all along this road to accomodate the many travelers, the emigrants to the West as well as the local farmers, millers and stock-raisers taking their goods to and from the markets in Baltimore.

The following is a description of travel along the National Pike penned in 1882 from the author's talks with people who remembered the heyday of the road. Doubtless, the facts are somewhat inaccurate, as men so often remember the past to be better than it was:

"Those who have participated in the traffic over that renowned thoroughfare are loth to admit that there were ever before such landlords, such taverns, such dinners, such whisky, such bustle, or such endless cavalcades of coaches and wagons as could be seen between Wheeling and Frederick in the palmy days of the old National "pike". And it is certain when coaching days were palmy, no other post-roads in the country did the same amount of business as this fine old highway, which opened the West and Southwest to the East. Besides the coaches and wagons, there were gentlemen traveling singly in the saddle, with all the accoutrements of the journey stuffed into their saddle-bags, and there were enormous droves of sheep and herds of cattle, which at times blocked the way for miles....

(See continuation sheet #9)

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STATEMENT OF SIGNIFICANCE

"....Nearly every mile had its tavern, and every tavern its pretty maid or jovial host. There were rival lines of coaches, and the competition led to overdriving and many accidents. The passengers became partisans of the line by which they traveled....

"The rival lines brought rival taverns into existence, and as the two opposition coaches drove into a town for supper, they pulled up before separate houses.

"The survivors of the old days are united in giving credit for the uniform excellence of all the taverns. They were clean, spacious, generously conducted and in some instances so durably built that they are still in good condition. The gilded and glittering sign swung out from a pole or staff, and a moss-grown trough overflowed and trickled melodiously before the porch, at one end of which an archway led into the stable-yard. The interior was substantially furnished, without filigree veneer. The floors were sanded, and the beams in the ceiling were unvered. An hour before the coach was due the landlord was to be found in a little alcove of the tap-room transferring his liquors from demijohns to bottles, setting his glasses in single file, and bidding his servants make haste with the supper...."
(J. Thomas Scharf, History of Western Maryland, p. 1329)

The route of the Old Baltimore Pike and National Road today is followed by several roads, beginning with Maryland Route 144, then sections of U.S. Route 40, Alternate Route 40, Maryland Route 165 and "Scenic" U.S. 40. Along this route there are eleven inns remaining in Allegany and Garrett Counties:

(1) The Flintstone Hotel, also called the "Piper Hotel", is said to have been built circa 1807 for John Davis, a large landowner. Probably erected as a private residence, it was serving as an inn by 1850 for both travelers on the road and visitors to the area's mineral springs. A seven room addition, including a tavern room, was built on the east end when the house was converted to a hotel (Heritage Press, Vol. #11, p.1). Well-known visitors to the hotel are thought to include the Marquis de Lafayette (1824), Henry Clay, and Theodore Roosevelt. The Flintstone is one of the largest and most formidable structures of its period in the county, particularly if the 1807 date is accurate. It is today used as an apartment building.

(See continuation sheet #10)

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Inns on the National Road
Allegany and Garrett Counties,
CONTINUATION SHEET Maryland ITEM NUMBER 8 PAGE 10

STATEMENT OF SIGNIFICANCE

(2) The Stone House or Tavern on abandoned Route 40 at West Wilson Road, west of the Flintstone Hotel, is now only four stone walls. It was supposedly built circa 1819 as a tavern for Jonas Street. As stone structures are uncommon (though not rare) in Allegany County, the very deteriorated condition of this one is a loss to the architecture of the county.

(3) The Six Mile House appears to date from the 1830s to 1840s. It is typical in style of other inns in western Maryland, but has the interesting feature of nine-over-six light windows on the second floor and six-over-six ones on the first.

(4) An early frame house on U.S. Route 40 near Mount Pleasant Road, east of Cumberland, was also used as a tavern. It is an early to mid-19th century period frame building somewhat altered to suit the styles and tastes of later periods.

(5) Colonial Manor, a mid-19th century house, built as a tavern on the National Road, was altered in the 1940s when Route 40 was relocated to the north of the house. The building, sometimes called Turkey Flight Manor after the tract of land on which it stands, served as a hospital after the Civil War battle at nearby Falch's Mill in 1864.

(6) The Four Mile House, called in deeds the Eckles Mansion, was built circa 1840 for Samuel Eckles. It gained its common name from its approximate distance west from the center of Cumberland. This inn, built to serve the National Road when it was rerouted in this area circa 1840, is representative of a common folk form of the Greek Revival style.

(7) The Five Mile House, one mile west of the Four Mile House, was also built in the 1830s or 1840s.

(8) Constructed in the mid-1800s, the Clarysville Inn and addition is still used today as a restaurant and motel. Supposed to have been built circa 1807, the building exhibits architectural features of the 1840s-50s period in Allegany County, and is similar to the 1842 Casselman Hotel in Grantsville, Garrett County. The Inn was used as a hospital during the Civil War. M. M. Townsend, a doctor from Eckhart was its director.

(See continuation sheet #11)

GPO 892 455

STATEMENT OF SIGNIFICANCE

(9) The main building at Penn Alps, an early 19th century log structure, was used as an inn during the 19th century. It was enlarged and "modernized" in the Italianate style in the late 19th century and converted for commercial use in the 20th century. It presently houses a restaurant and craft shop run under the Highland Association, an organization for the preservation of the folk arts of the Appalachian area.

(10) Built in 1842 for Solomon Sterner to serve travelers on the National Road, the Casselman is still run today as a hotel and restaurant. Variously known as Drover's Inn, Farmer's Hotel, and Dorsey's Hotel, the Casselman has traditionally been dated 1824 though its stylistic features, strongly influenced by the Federal style, are typical of mid-century construction in Garrett and Allegany Counties.

(11) The National Hotel was built for Henry Fuller, an innkeeper from Salisbury, Pennsylvania who moved to Grantsville in 1837. The earliest part of the present structure was erected circa 1842 on the site of the Lehman House, an earlier hostelry. Serving as an inn on the National Road, it is still used as a hotel today, supposedly in continuous operation since its opening.

There were once dozens of inns and taverns along the National Road and the Baltimore Pike. Today, with the greatly lessened travel along these roads, few of these remain. These eleven buildings in Allegany and Garrett Counties, many of them still serving their original function, stand as the physical remains of the almost legendary hospitality offered on this well-traveled route to the west.

AL-II-A-001

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Hinkle, Helen S. "Flintstone Hotel". Heritage Press. Vol. I, No. 11 (September, 1972). [Preservation Society of Allegany County, Maryland].

See continuation sheet 12

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1/2 acre each building

UTM REFERENCES See continuation sheet 13

	ZONE	EASTING	NORTHING
A			
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

njm

FORM PREPARED BY

NAME / TITLE

Pamela James, Assistant Historian/Ronald Andrews, Historic Sites Surveyor

ORGANIZATION — DATE

Maryland Historical Trust — January 1976

STREET & NUMBER — TELEPHONE

Shaw House, 21 State Circle — (301) 267-1438

CITY OR TOWN — STATE

Annapolis — Maryland 21401

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X STATE ____ LOCAL ____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE — DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 892-453

UNITED STATES DEPARTMENT OF THE INTERIOR
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MAJOR BIBLIOGRAPHICAL REFERENCES

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Williams, T.J.C. and Folger McKinsey. History of Frederick County, Maryland. Vol. I. Reprint of 1910 ed. Baltimore: Regional Publishing Co., 1967.

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ALLEGANY COUNTY

(1) Flintstone Hotel (Flintstone Quad)
17/708690/4397370

(2) Stone House or Tavern (Flintstone Quad)
17/704960/4397840

(3) Six Mile House (Evitts Creek Quad)
17/699780/4394800

(4) Early Frame House (Evitts Creek Quad)
17/697500/4394270

(5) Colonial Manor (Evitts Creek Quad)
17/695110/4393740

(6) Four Mile House (Cumberland Quad)
17/687960/4391730

(7) Five Mile House (Cumberland Quad)
17/686790/4390320

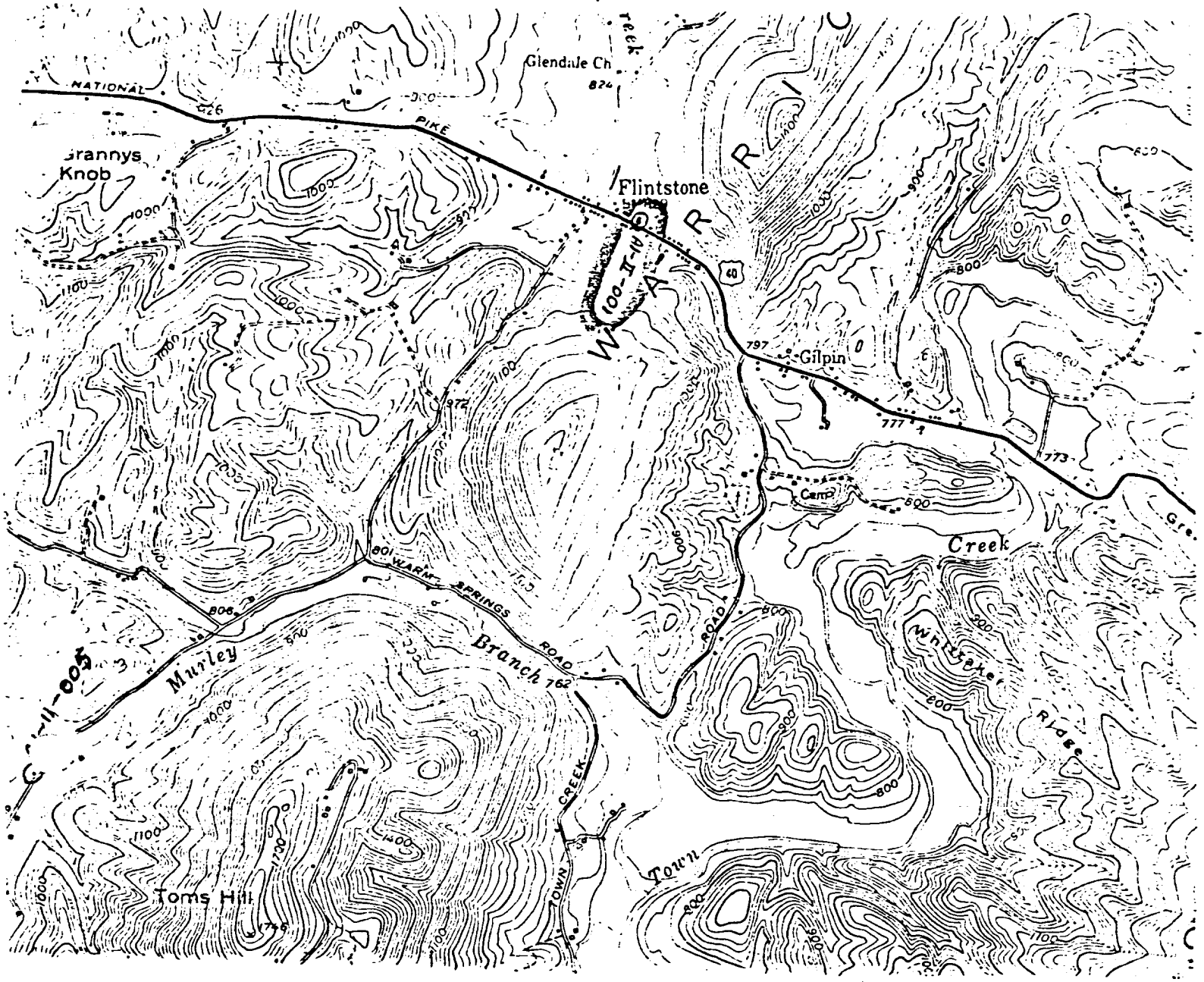
(8) Clarysville Inn (Frostburg Quad)
17/681150/4389960

GARRETT COUNTY

(9) Main Building at Penn Alps (Grantsville Quad)
17/659320/4395520

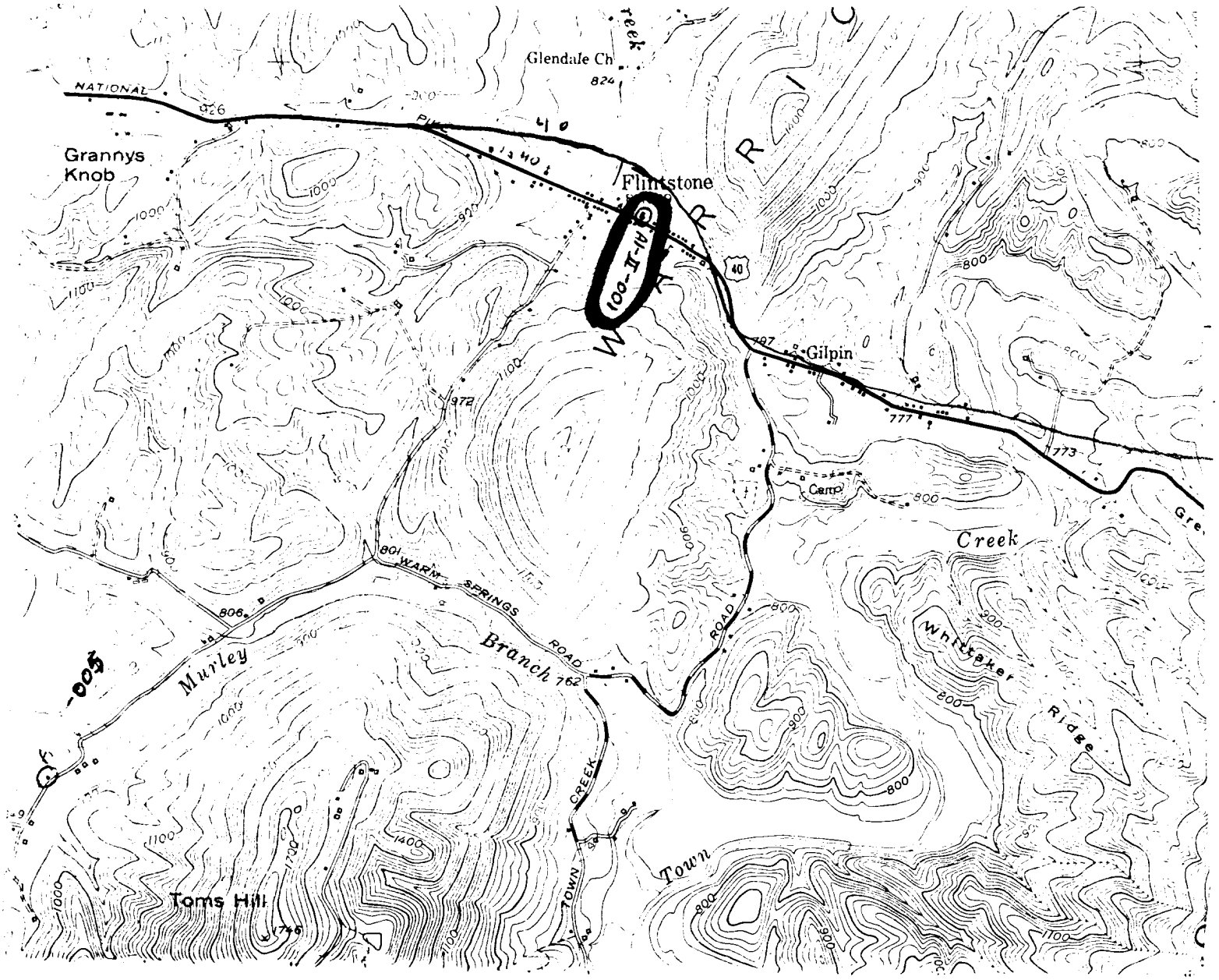
(10) The Caeselman (Grantsville Quad)
17/658440/4395380

(11) National Hotel (Grantsville Quad)
17/657950/4395520



Site #: Al-II-001
Flintstone Hotel
Old U.S. Route 40, east of Murleys
Branch Road

Flintstone, Md.-Pa. Quad
U.S.G.S. 7.5 minute series
1950
scale 1:24000



Site #: A1-II-001
Flintstone Hotel
Old U.S. Route 40, east of Murleys
Branch Road

Flintstone, Md.-Pa. Quad
U.S.G.S. 7.5 minute series
1950
scale 1:24000