NPS Form 10-900
(Rev. Aug. 2002)

OMB Approval No. 1024-0018
(Expires Jan. 2005)

United 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 Curtis-Shipley Farmstead

other names/site number HO-439

2. Location

street & number 5771 Waterloo Road ☐ not for publication

city or town Ellicott City ☒ vicinity

state Maryland code MD county Howard code 027 zip code 21043

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 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 official/Title — Date 10-30-06

State or Federal Agency or Tribal government

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

Signature of commenting official/Title — Date

State or Federal agency or bureau

4. National Park Service Certification

I hereby certify that the property is:

	Signature of the Keeper	Date of Action
☐ 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:)		

Curtis-Shipley Farmstead, HO-439
Name of Property

Howard County, Maryland
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

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

Contributing	Noncontributing	
8		buildings
1		sites
		structures
		objects
9	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 resources previously listed In the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC/single dwelling
DOMESTIC/secondary structure
AGRICULTURE/agricultural outbuilding
FUNERARY/cemetery

Current Functions
(Enter categories from instructions)

DOMESTIC/single dwelling
DOMESTIC/secondary structure
FUNERARY/cemetery
OTHER/general storage

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN/Gothic

Materials
(Enter categories from instructions)

foundation Stone
walls WOOD/weatherboard
STONE
roof Asphalt
other Brick; Wood

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

Curtis-Shipley Farmstead, HO-439
Name of Property

Howard County, Maryland
County and State

8. 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 patterns of our history.
- ☐ **B** Property is 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 whose components lack individual distinction.
- ☐ **D** Property has 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.

Areas of Significance
(Enter categories from instructions)

Architecture

Period of Significance

1891-1955

Significant Dates

1891

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

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 file (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
- ☐ designed 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:

Maryland Historical Trust

Curtis-Shipley Farmstead, HO-439
Name of Property

Howard County, Maryland
County and State

10. Geographical Data

Acreage of Property 7.46 acres

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	344529	4341949	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 Edie Wallace, Historian

organization Paula S. Reed & Associates, Inc. date 5/9/05

street & number 1 W. Franklin St., Suite 300 telephone 301-739-2070

city or town Hagerstown state Maryland zip code 21740

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 Lois Curtis c/o Bob Curtis

street & number 191 Miller Hollow Lane telephone 865-659-4867

city or town Lake City state TN zip code 37769

Paperwork Reduction Act 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.*). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

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 Keeper, National Register of Historic Places, 1849 "C" Street, N.W., Washington, DC 20240.

Description Summary:

The Curtis-Shipley Farmstead fronts along the historic Old Annapolis Road (now MD Rt. 108 or Waterloo Road) in the southeast section of Howard County, Maryland, west of the Patapsco River and south of Ellicott City, the county seat. The land is gently rolling and well-watered; a small creek called Deep Run passes through the farmstead property. Trees line the field boundaries and a small copse of trees marks the location of the Shipley family cemetery northeast of the farmhouse. The farmstead includes eight contributing buildings: the two-story frame, gable-roof house with a two-story service ell, dairy/smokehouse, garage, bank barn, granary, wagon shed/corncrib, hog barn, and chicken house.

Physical Description:

The Curtis-Shipley Farmstead sits on a low rise on the east (northeast) side of Rt. 108/Waterloo Rd. The farmstead complex is entered via a lane from the road just before reaching the house. The lane continues easterly passing to the right (south) of the house and dairy/smokehouse, a parking area and garage, and continues across Deep Run. To the right (south) on the east bank of Deep Run is a chicken house, which was moved to this location from the north yard of the house ca. 1955. Beside the chicken house, parallel to the lane is the hog barn. Continuing eastward along the lane on the left (north) side is the granary and a little farther east on the left is a two-bay wagon shed with center corncrib. Opposite the wagon shed, on the right (south) side of the lane is the bank barn. The barn yard, between the bank barn and the hog barn and chicken house is unfenced. In the field northeast of the agricultural buildings is the copse of trees marking the location of the Shipley family cemetery.

The yard around the main house is grass with mature trees including walnut, cedar, and dogwood. In the north yard is a gnarly old peach tree reported by the Curtis family to be over 100 years old. The house is a two-story frame structure, one room deep with a two-story service ell attached on the east elevation. The west (front) elevation is five bays with a central projecting two-story gabled bay with decorative diamond-shaped wood shingles in the gable. A three-part door with side lights and four light transom is located in the central projecting bay. It is covered with a one-bay, front gabled porch with decorative diamond-shaped wood shingles in the gable. This porch, supported on square columns, is not original to the house. It replaced an original wrap-around (according to the family) porch after ca.1930 (based on historic photograph). Windows throughout the main (front) section of the house are two-over-two double-hung sash with louvered shutters. The two windows in the north elevation of the service ell are similar in overall size but have six-over-six double-hung sash, also with louvered shutters. On the south elevation, what was originally a recessed porch was enclosed in the 1940s to create a new kitchen space and add bathrooms. A one-story addition on the east end of

the ell was added ca.1955 and has large single-pane windows with multi-pane sash windows flanking the center pane. The house is covered with wood German lapped siding and an asphalt shingle roof. The foundation is stone, parged and struck (lined to appear like ashlar stone). Two corbelled brick chimneys rise symmetrically near the center of the main section roof peak. A single brick chimney rises on the exterior gable end of the service ell.

The main entrance on the west elevation opens into the center stair hall. The four-panel door, side lights and transom are surrounded by a machine-carved, symmetrically molded architrave with decorated corner blocks. This molding, dating ca.1890, is present throughout the main section and service ell of the house on both floors. The stair rises along the south interior wall of the hall and has an elaborately turned newel post, an elliptical handrail, turned balusters, and scroll-cut decoration along the sides of the risers. A door in the east interior (back) wall of the hall was originally an exterior door to the service porch of the ell but now leads into a bathroom. A parlor is located on each side of the central hall. Each has two front (west) windows and one side (south or north) window and a projecting section of the interior wall that contains the flue. The house was never equipped with fireplaces, relying instead on stoves. The north parlor has a recessed cupboard beside the flue projection in the southeast corner of the room; the upper cupboard doors have been removed. A doorway in the east interior wall of the north parlor leads into the dining room, originally the kitchen in the service ell section of the house. The walls are lined with an added molded chair rail. The north wall has a boxed stair, now converted to closet space, which originally led to the room above. The east wall has a double French door opening into the ca.1955 den addition. An opening in the south wall leads into the ca.1940 kitchen, formerly part of an exterior service porch. The kitchen and den are paneled with vertical pine boards. There is a modern glass enclosed porch on the exterior east wall of the kitchen extension.

The moldings and floor plan of the second floor main section and service ell are identical to the first floor. There is evidence of the removed stair in the floor of the second story room in the service ell.

The cellar under the main section of the house is accessed via stairs located under the main stairs in the center hall. It is one large open area enclosed by the main section stone foundation. The floor is now sealed with poured concrete. A small opening in the east stone wall near the southeast corner reveals a crawl space under the ca.1940 enclosed porch/kitchen. Another full length opening in the east stone wall near the northeast corner leads into an excavated pathway under the service ell. This is a recent excavation where there was no cellar originally. The foundation walls indicate the main section of the house was four-walled and the service ell was a three-walled addition although probably constructed almost immediately after the main section, as it contained the only kitchen space for the house.

On the south side of the house is a flat rock paved service yard leading to the stone dairy/smokehouse, a gable front, one-story building constructed of local stone with granite sills and lintels. The gables are shingled with a diamond-shaped decorative pattern. The roof is covered with asphalt shingles. There is a single off-center entrance in the north wall leading into the dairy. The dairy is lit by a full-size window in both the east and west walls. An interior wall, now removed, separated the dairy from the smokehouse, which occupies the south half of the building. The smokehouse has small windows with single shutters in the east and west walls.

Southeast of the main house is a gable front frame garage with wood German lapped siding and an asphalt shingle roof. Southeast of the garage, on the east side of Deep Run and the south side of the farm lane, the chicken house is a frame, one-story, shed-roofed building with vertical board siding. The west elevation is pierced with eight windows in two sets of four. Each set of windows has two six-over-six double hung sash windows with two four-light fixed windows in between. The chicken house rests on concrete block piers. Parallel with the lane is the gable end frame hog barn with board and batten siding and a corrugated metal roof. Opposite the hog barn, on the north side of the lane is a frame, gable end granary with board and batten siding and a centered double door on strap hinges. It has a storage bin on the interior of each gable end with a central stair leading to a storage loft. The granary roof is covered with channeled metal sheets. Just east of the granary is a frame, two-bay wagon shed with center corncrib. The shed openings are now covered with modern plywood sheet doors and used for storage. The building is covered with vertical board siding and sheet metal roof.

On the south side of the lane, opposite the wagon shed/corncrib, is the timber frame bank barn. It is a modified closed-end forebay construction with an unusually deep forebay, which requires the forebay roof to be at a shallower angle than the rest of the barn. The stone foundation appears to be laid in a single construction period (was not extended later), indicating that the barn either always had the separate forebay framing or a larger frame superstructure was replaced with the structure now standing. The forebay is supported with hewn posts. The siding is board and batten. The roof is metal sheets. A single bay wagon shed is attached on the north elevation. It is constructed of hewn and sawn timber frame.

Assessment of Integrity

The Curtis-Shipley Farmstead retains a great deal of architectural integrity to its period of construction and use. Despite the enclosure of the service porch for the kitchen and the rear den addition, the house remains unaltered in its basic floorplan, and retains original interior and exterior woodwork, hardware, structural elements and refinements. Separately and as a whole, the house,

dairy/smokehouse, garage, chicken house, hog barn, granary, wagon shed/corncrib, and bank barn all retain integrity to their original design, setting, materials, workmanship, feeling, association, and location. The respective architectural components of the farmstead all reflect the period of significance.

Statement of Significance

The Curtis-Shipley Farmstead is locally significant under National Register Criterion C for its architecture, as a well-preserved example of a type of farmstead characteristic of rural Howard County from the late 19th- through mid-20th century. The ca. 1891 frame farmhouse is typical of the period in the region, with a five-bay symmetrical façade and projecting pavilion at the entrance bay with gable roof, suggesting a Gothic influence. The current entrance portico of ca. 1930 replaces a porch which spanned the façade. In addition to the farmhouse with intact exterior and interior details, the farmstead includes a fine collection of well-preserved domestic and agricultural buildings. The Curtis-Shipley Farmstead reflects the agricultural heritage of a region that is currently undergoing intensive development pressure. The period of significance, 1891-1955, encompasses the date of construction of the house through a date fifty years in the past and reflects the continuous family ownership and agricultural use to the present. A more specific date cannot be defined to end the historic period.

Historical Context

(Note: This Historical Context is comprised of selected text from Henry K. Sharp, "Patapsco Heritage Greenway Historic Sites Survey," Chapter Five, Final Report, Part One, June 1999, Maryland Historical Trust. Sentences and paragraphs inserted into the text in brackets [] are additions by the current preparer (2005) Paula S. Reed & Associates for supplementary pertinent information or clarification.)

In the Chesapeake region, the functional requirements of production kept settlement largely dispersed. Tobacco culture raised along with the cured leaf an insatiable appetite for new land, as old soils quickly lost the capacity to support still another year's crop. The cultivation of wheat and other cereals – undertaken as an alternative less damaging to farmland and as a more reliable source of income – still required extensive tracts for large harvests. Mining operations, too, had to be located at the source, wherever ore might be found, just as iron furnaces and forges in need of water power took position where the natural fall in elevation could generate sufficient force to drive the machinery. The same contingencies applied to the siting of flour mills, and the initial result along the Patapsco River found these installations reliant on waterpower distant at intervals of several miles. Transportation linked the innumerable and disparate hands involved in these economic activities, and in this respect, transport between them can be understood in a figurative way, as connection. Second only to the power of the river itself, access to transport – connection to distant markets – has been the singlemost important factor in the development of the Patapsco River Valley.

Like every other major river emptying into the Chesapeake Bay, the Patapsco itself first served as an avenue of communication. To the earliest European explorers the rivers of the new world were gateways to the interior. River navigation to the fall line opened inland territories to development, and

where ships or barges could no longer proceed, roads projected further into the upcountry. As immigrant European populations grew and extended ever farther from the coastal regions, settlements occurred at these points of convergence – the nexus of river and road. Richmond, Virginia, for example was established at the fall line of the James River, and Georgetown – pre-dating the District of Columbia – took form just below the Great Falls of the Potomac. In a similar manner, Maryland settlers gathered at Elk Ridge, where they built a ship landing at the falls of the Patapsco.

Settlement at Elk Ridge probably began in the seventeenth century; by the early-1720s, as surveyor William Cromwell noted, at least one citizen had determined to invest significant resources in a dwelling well-finished with a wooden floor, six glass windows, and a brick chimney.[1] In 1728, a sufficient population had accumulated for the Colonial Assembly to establish a new parish centered at Elk Ridge, as the former church was "lying at such Distance, and the Falls so difficult, that it is impossible for [the members] and their Families to repair to it."[2] These overland routes which the parishioners found so difficult followed the paths along which hogsheads of tobacco were rolled to the port for shipment overseas. At mid-century, this network of rolling roads, tobacco warehouses and wharves was well entrenched, and though attempts to establish a town at the landing officially in 1733 and again in 1738 failed, the surviving records attest to the community's growing economic importance.[3] River transport to Elk Ridge was indispensable. In the early 1750s, the Colonial Assembly passed legislation designed to protect the river channel from Baltimore to Elk Ridge Landing. Strip mining for iron ore along the banks of the Patapsco had threatened to fill the shipping lanes with silt, a circumstance potentially disastrous to this long-established method of getting tobacco to market. Confirmation of the importance of the tobacco trade to the economic health of the colony came in a 1747 act establishing state-authorized tobacco inspections. Elk Ridge Landing was soon after chosen as the site for one of these publicly-funded inspecting houses, a recognition of the significant level of economic activity already taking place there. The Elk Ridge Inspecting House was open by 1753, the date of the channel clearing act, and in fact was specifically deemed worthy of protection in that legislation.[4]

Regardless of the Landing's lack of legal status as a town, Elk Ridge had become in fact an important tobacco shipping community. The addition of pig iron to the local economic mix after 1755 only reinforced the importance of the Landing as a doorway to transport and trade.[5] When Elk Ridge residents again petitioned the Colonial governor and assembly to establish a town at the Landing in the early 1760s, they reminded the authorities that "there is now a considerable Trade carried on" at the site. That trade might be increased, they argued, by the construction of additional warehouses, particularly for the new market in wheat. Greater capacity would be easier to attain if the state made provision for it in an official town. The Assembly declined, and the grain market in the Patapsco Valley awaited other alternatives.[6]

To this point in the region's history, access to river transport had been crucial to economic development. As planters began turning to grain, however, another step in the preparation of produce for market became necessary. Mills to grind flour and meal required water to power equipment, and these installations often took positions upstream where trails and roads offered both a river ford and routes extending across the terrain to larger settlements. Both of the two earliest flour mills in the Patapsco Valley – John Cornthwaite's Dismal Mill and James Hood's mill – took positions at the intersection of inland road and river. Cornthwaite's mill, dating from about 1761, stood at the confluence of Bonnie Branch with the Patapsco, near an early-eighteenth-century road which climbed the valley of Bonnie Branch.[7] James Hood built his mill about 1766 where a road from Baltimore ventured west to Frederick. This road – or some portions of it – existed as early as 1728 when the Baltimore County Court ordered its maintenance.[8]

Crossing "Jones Falls at Mary Hanson's Mill" before reaching the Patapsco, the path of this early Frederick road was similar to others depicted in county court orders.[9] Many of these describe routes leading to or by mills, and there developed quite intentionally in the eighteenth century a network of back-country roads punctuated at river crossings by mills. Cornthwaite and Hood, aiming to capture the first waves of increased grain production in the region, followed this established pattern. Small-scale milling operations had to this time served the domestic needs of local farmers, and did not produce large quantities intended for export. Their dispersed locations and small capacities made economic sense for a strictly local market, and this scattered placement in the landscape was as much a result of local demand as of the varied sites of adequate water power. The roads over which planters brought corn and returned home with meal served to connect plantation with plantation and to link these to church and court, but the principal routes of international commerce were riverine.

[For the early settlers beyond the tidewater, roads were more than a passage from plantation to plantation. They were their link to the traditional river routes, and wheat was more than subsistence. The Annapolis road was established after a 1739 petition of the "Inhabitants about Monoccacy [sic] and above the mountains on Potomack River on the Back part of Virginia," who needed a road to Annapolis "for more Easy Carrige [sic] of their Grain, Provisions and other Commoditys…"[10] Passing through the western land that would soon become Frederick County, Maryland (in 1748), where wheat was already considered a money crop, their earliest links to international trade included Annapolis and Elk Ridge Landing. Noted later petitioners for a town at Elk Ridge (ca.1749):

> …the Petitioners beg leave once more to represent to your Excellency & your Honours, that, as the aforesaid Landing, is the nearest & most convenient Tide Water to the said Upper Parts of Ann Arundel, the Western Parts of Baltemore & the greatest part of Prince Georges and Frederick Counties & other remote Places about the Mountains, where Inhabitants are Daily increasing; as there are two very Publick Roads thro the

> place intended for the Town; which will render it Commodious for Travellers; as the Petitioners are frequently by the want of a Town convenient to them put to hardships & expence in procuring the necessaries of Life & as it has been & is still generally expected that the chief part of the Trade with the said extensive back Lands must by Degrees center at the old Elk Ridge Landing…[11]

This relationship began even prior to 1732, the year the western "barrens" were officially opened for settlement. But by 1732, the first request for establishment of a town at Elk Ridge, then proposed to be called "Janssen Town," was justified by the petitioners as "a very commodious place for a Town the most Convenient for the Western Part of Baltemore & all the back Land on Potowmack & Monocasy Rivers…"[12] But the Annapolis Road, as it was known, served another purpose as well for the people in the northwestern reaches of Anne Arundel County (later Howard County). The Annapolis Road led to not only a major Chesapeake port and the state capital, but also to the county seat where many were forced to travel long distances to conduct their legal business.]

[It was within this early economic context that] John, Andrew, Joseph and Nathaniel Ellicott reconceived the entire milling tradition. They applied to the enterprise a much larger scale of operations and linked the vast quantities of flour produced to an inter-colonial and international export market. On top of this, they founded the success of their scheme not on the securely established tradition of river bateaux but on an overland route to Baltimore which they had to build and improve themselves – a course of transport which had hitherto been of only seasonal reliability.

Increasing levels of silt did ultimately fill the channel at Elk Ridge Landing, and by the end of the century, Ellicott's Lower Mills had far surpassed that formerly bustling port community as the regional center of trade.[13] John and Andrew Ellicott convinced the state to lay out a new road from Baltimore to Frederick in 1787, by way of Ellicott's Lower Mills. Improvements to this route were carried out in 1791, under the direction of John Ellicott, twenty years after he first cut a path to the site by the river….[14] [As Baltimore's importance as a port city grew, it was Ellicott's road to Baltimore, the Baltimore turnpike, that supplanted the old Annapolis Road as a primary transportation route, although the Annapolis Road continued as the primary route to the Anne Arundel County seat and Maryland state capital.]

…State maintenance of the turnpike, and of its new alignment through the Lower Mills, demonstrated public recognition and support of the merchant milling industry. This circumstance is analogous to the Colonial attention to the Patapsco river channel, so important in the tobacco trade. New generations had brought a new economic and political system, as La Rochefoucauld-Liancourt had noted:

> Tobacco was formerly cultivated in great quantities; but this species of culture, which has as much decreased in Maryland as in all the other Southern States, is here almost reduced to nothing. It has been superseded every-where by the culture of wheat.[15]

In the Patapsco Valley, that new cash crop brought with it a renewed reliance on overland transport.

Of course river navigation retained a significant position in the nation's transportation network, but there emerged in the new republic an increased attention to long distance roadways. Canals offered in this period a predictable and controlled alternative to rivers but the barrier of the Appalachians proved a substantial impediment. Roads could climb where a canal could not. The goal of these efforts to expand corridors of commerce and travel was the great trans-montaine region – the West – which in a word meant opportunity....

[By 1806, with the still young United States' purchase of the Louisiana Territory, the definition of "West" had changed dramatically. President Thomas Jefferson's administration began the construction of a Federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of today's United States. The "National Road" began in Cumberland, Maryland and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. The main wagon road from Baltimore, past Ellicott's Lower Mills to Cumberland, was a collection of privately owned and operated turnpike segments. These were eventually upgraded and consolidated using state, bank, and private funds, to become the Baltimore National Pike, part of the National Road or Pike system. The National Road was one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night.[16]]

...[In the Patapsco Valley, through which the Baltimore National Pike ran,] the traditional nexus of river and road was here played out on a larger scale, only the river had become a source of power and the road a channel of commerce. Investors remarked on the potential for economic gain at this intersection by opening many manufacturing enterprises. Thomas Mendenhall established his paper factory in 1794, as John Ellicott's road improvements were being completed. John Hagerty and Joseph (or John) Conrad made improvements in the facility over the next eighteen years. The Ellicott family opened additional mills for flour and oil production, metal working and agricultural fertilizers, and William Patterson envisioned here the extraordinary complex of sixteen textile mills [Union Manufacturing Company]. In the second and third decades of the nineteenth century, Edward Gray and Alexander Fridge and William Morris also began production of cotton thread and fabrics. Water power and overland transport made this community [Ellicott City] grow.

If by the 1820s the potential of the National Road had begun to tarnish under the difficulties of construction and maintenance, and lack of political resolve, the idea of a reliable and economical

western connection remained seductive....Transport over land was costly, particularly on a per unit basis, and made western products less competitive for export. In addition, the city [Baltimore] found itself in a distinctly disadvantageous position relative to existing waterways; alternatives for canal links south to the Potomac [where the Chesapeake and Ohio Canal was in the planning stages] or north to the Susquehanna seemed impracticable, and west along the Patapsco the terrain which generated exceptional water falls made water transport impossible.[17]

Historian James D. Dilts has explained the visionary character of the determination Baltimore merchants and political leaders came to in February 1827 [in forming the Baltimore and Ohio Railroad Company]:

> Their decision represented the rejection of the dominant canal technology, which they considered outmoded, and the application of a primitive form of mine transportation to a long distance internal improvement to the west. It was an amazing intellectual step, no less daring because it was desperate.[18]

As with the Union Manufacturing Company, the chosen name succinctly stated the larger purposes of the enterprise – a link of the West, as a region, with the East, embodied in a single city.

On 23 May 1828, the railroad directors selected a route west. Offering an easy grade through the piedmont, the valley of the Patapsco also proved an attractive choice because of the number of industrial facilities already in place along its banks. These operations would be well served by a functioning railroad, and a number of the directors had coequal interests there...

...The railroad's course through the Patapsco Valley to the mountains redirected development in the region in a number of significant ways. One of these was the reorientation of communities. In the same way that early-nineteenth-century roads had superseded the early-eighteenth-century river channel, so the railroad supplanted the turnpike. The "river of iron," in James Dilts' language, made of the primary road system a network of tributaries.[19] In the decade of the 1830s, the railroad bounded from a single section of twenty-three operable miles to a reach of 2,800.[20] The National Road reached Vandalia, Illinois in 1850, where it stopped fifty-five miles short of the Mississippi. In two years more, the railroad crossed the river, and in 1868 made the first transcontinental rail connection....

...In 1833, George Ellicott (1798-1869) began construction of a flour mill on the site of John Cornthwaite's Dismal Mill, which he had received in the division of his family's holdings, undertaken in 1830.[21] Forecasting the importance of the newly-formed railroad to industrial development and, indeed, its quick dominance over other modes of transport, Ellicott oriented the Ilchester mill building toward the main line....

[Industrial, agricultural, and population development fueled the growth of the Maryland counties through which the main line of the Baltimore and Ohio (B&O) Railroad ran. Communities that were bypassed by the main line lobbied hard for branch lines to provide access to the railroad's unrivaled transportation opportunities. The Washington Branch was incorporated in 1830 and joined the B&O main line on the east bank of the Patapsco opposite Elk Ridge Landing. It continued southwesterly across the river and through Elk Ridge toward Washington. Like the river in the previous century, and the turnpike roads of the early nineteenth century, the Washington Branch line ensured the continued survival of the small town known as Elkridge Landing by 1878. Nearby farmers gained the advantage of quick and economical transportation of even perishable products, particularly dairy, fruit, and vegetables bound for urban markets.]

[Growth in the region quickly accelerated with the railroad. Writing a history of Howard County in 1878, Dawson Lawrence described the consequence of that growth:

> Up to the year 1840, the legal proceedings and court business of the county we write about (then part of Anne Arundel County) had been transacted at Annapolis; involving a serious burden on the part of those living remotely and having business at the Capital, considering the imperfect means of communication then existing – a long, horseback journey over a bad road, which is still called "The Old Annapolis Road" – was a severe ordeal for any traveler. To remove this difficulty, Dr. William W. Watkins, elected to the Legislature in 1838, (the first years of the election of Governor by the people,) introduced a bill, in the session of 1839, for the creation of Howard District of Anne Arundel County, with judicial powers, county commissioners, sheriff, and other regular officers, but without representation as a separate county. The first court held under the change was in 1840. The Convention of 1851 made a distinct County of Howard District, to be called Howard County, and Hon. W. W. Watkins was elected the first Senator of the new county.[22]

By making Ellicott City the county seat, citizens could travel via turnpike road or railroad to the county court and offices.]

The primacy of the railroad remained unchallenged until the first decade of the twentieth century. Automobile motorists began then to lobby for better roads, and the 1920s brought a return of Federal support for the nation's highways.[23] Technological developments during the years at the turn-of-the-century acted also to free the milling industry from total reliance on water power and made consolidation of facilities feasible. New operation with greatly increased capacity could congregate together at centralized market towns served by the railroad, or as highways improved, could disperse to take advantage of different labor conditions and economic circumstances in other distant venues. The Orange Grove mill, for example, modernized grinding operations in the 1880s, and after a devastating

fire in 1905, abandoned its site for a consolidated facility at Ellicott City.[24] The successor enterprise at this site is the last of all the flour mills in the region [in 1999], and trucks haul its products quickly and inexpensively while the iron bridge from the mill to the railroad rusts unused.[25]

The economic advantages of highway transport and the demand for speed saw new routes west from Baltimore bypass Ellicott City entirely, and change its character as the regional center of industry and commerce. Yet the ability to adapt to changing circumstances is a quality which keeps the community alive, indeed thriving....

[Over the second half of the twentieth century, and into the twenty-first century, modern technology-based industries have centralized around the cities of Baltimore and Washington. Interstate highways, their development beginning in the 1950s, serve as arteries not only for product transportation but also for transportation of the workforce from growing suburban communities around the Baltimore-Washington Metropolitan Area. Much of Howard County is engulfed in this development trend, leaving few of the traditional farms intact, farms on which the region built its prosperity.]

Resource History

The history of the Curtis-Shipley Farmstead stretches back into the earliest years of settlement in what was then considered western land of the Maryland colony. The 1687 patent called *Adam the First*, approximately 500 acres surveyed for Adam Shipley, was located in the northwestern arm of Anne Arundel County bordering the still relatively undeveloped Baltimore County to the north. In 1851, Howard County was formed out of this "panhandle" and the Shipley farm, located on the old road to Annapolis, must have seen a dramatic decrease in traffic. Despite this, and perhaps because of the nearby Washington Branch railroad, the farm continued to thrive through the 19th century, its buildings updated ca.1890 and into the 20th century. The farmstead now stands as an island of agricultural and architectural history surrounded by modern development associated with the Baltimore-Washington Metropolitan Area.

Previous research on the Curtis-Shipley Farmstead states that Adam Shipley arrived in Annapolis in the colony of Maryland from England in 1668. After serving seven years as an apprentice he was given a warrant for 50 acres of land and in 1679 he received a patent for 200 acres called *Howards and Porters Range* at the head of the Severn River in Anne Arundel County.[26] It was apparently on this land that Adam Shipley established his home plantation (see below) but quickly added a larger tract of land to his ownership portfolio. In 1687, he received a patent for 500 acres

called *Adam the First*.[27] Adam Shipley died just nine years later, in 1696, leaving his wife Lois with eight children.[28]

In 1698, Richard Shipley, probably Adam Shipley's oldest son, executed a "Deed of Gift" to his brothers Adam, Robert, and Peter. Describing himself as a "Carpenter," Richard conveyed three tracts of 100 acres each, "in Consideration of the Love, Good will, & Natural affection which I have & do bear towards my loving brothers…" While Adam was given 100 acres of *Howards and Porters Range*, "whereon my mother Lois Shipley now lives," Robert was given 100 acres of *Adam the First*, "lying and being at Elk Ridge Beginning at a bounded Water Oake standing on a hill…" Brother Peter was also given 100 acres of *Adam the First* "lying and joining to the aforesaid…"[29] The Deed of Gift did not indicate what happened to the remaining 300 acres of *Adam the First*. Perhaps some was allotted to the other children as they came of age. Richard also apparently retained at least 50 acres according to a 1740 conveyance from Samuel Shipley of Baltimore County, son of Richard then deceased, to Adam and Richard Shipley, both of Anne Arundel County and also sons of Richard Shipley. The deed described the land as, "being part of the aforesaid Tract of Land called Adam the first…lying in the Woods about Sixteen Miles from the Head of Ann Arundell River [Severn River?] on a Ridge called Elk Ridge."[30]

It was Adam Shipley, son of Richard, who had the survey of *Adam the First* recorded in 1742, at the same time that he had his resurvey done creating the 137-acre *Adam the Second*. This survey found that the boundaries of *Adam the First* included 580 acres, and showed that the tract was originally nearly square. Adam must have purchased his brother Richard's half of the 50-acre parcel purchased in 1749. His resurvey for *Adam the Second* included a vacancy (unclaimed land) as well as part of *Adam the First*, described thus:

> Beginning at the Second original Bounder[y] of Adam ye first Being an old Bounded water oake Stump Standing on a Ridg where now is planted a Bounded post Close By a Rode Side…[31]

This appears to refer to the boundaries created when the tract was divided among Richard, Robert, and Peter, sons of the original Adam Shipley, in which a "bounded Water Oake standing on a hill" marked the beginning point. That boundary was drawn in 1698 and predated the road described in the 1742 survey, the Annapolis road created in 1739 (see Historical Context above).

Whether Adam Shipley (of Richard) settled on his 137-acre property is unknown but the acreage was ideal for a general family farm. It was during the second half of the 18th century that the settlers in Frederick County (established in 1748) and Baltimore County began the shift toward the production of grain, particularly wheat, as the cash crop replacing tobacco. Although Elk Ridge

Landing was still an official tobacco inspection station, road records indicate that mills for processing grain were in place nearby as early as 1728 (see Historical Context above).

In 1744, Adam Shipley and another of his brothers, Peter, were granted a patent for *Partnership* adjoining an earlier tract they called *Brothers Partnership*. The 190-acre tract was described as "lying in the woods on a Ridge called Elkridge," adjoining the "northernmost line of *Adam the First*." Peter and Adam Shipley partitioned *Partnership* into equal halves in 1746, with Adam receiving the southwest portion adjoining *Adam the First*.[32] The deed was witnessed by "Alex Warfield son of Richard" and "Nicholas Gassaway son of Thomas." In a deed recorded immediately following, Adam and brother Richard divided the portion of *Adam the First* they inherited from their father Richard, "bequeathed unto his four sons namely Adam, Richard, Samuel and Peter…part of a tract of Land called Adam the first…the said Adam Shipley and Richard Shipley hath Purchased of Samuel and Peter all their Right and title & Interest of in or to their moiety or half Part of the said Land…"[33] A later survey indicated that Adam Shipley's land holdings totaled around 300 acres.[34]

Throughout the second half of the 18th century, only bits and pieces can be gleaned from the historic record to tell the story of the Shipley family. Maryland's Revolutionary War-period legislative records show that John Shipley was appointed "Ensign of Captain Brice Howard's Company of Militia in Ann Arundel County, belonging to the Elk Ridge Battalion" on May 15th 1776.[35] In March 1777, Ensign John Shipley was listed in Charles Hammond's Company of the Elk Ridge Battalion. Shipley was commissioned Captain in 1779, still in the Elk Ridge Battalion of the Anne Arundel County Militia.[36] No record was found of Shipley's service in the Continental Army, which he may have declined to join. John Shipley was the son of Adam Shipley (of Richard), revealed in the 1783 tax assessment record. The 1783 assessment, authorized to help pay for the war, listed both Adam Shipley, "of Richard," and John Shipley, "of Adam," indicating that John Shipley was the son of Adam Shipley, who was the son of Richard (son of the immigrant Adam Shipley). John Shipley's assessment described the land he owned as 100 acres of *Adam the First*, 130 acres of *Adam the Second*, 100 acres of *Brothers Partnership* (all of these apparently acquired from his father), 24 acres called *Johns Addition to Brothers Partnership* (apparently a vacancy), and a 5 ¼ -acre tract called *Scots & Shipleys Adventure*. All of the tracts were listed in Elkridge Hundred in Anne Arundel County, as were the property assessments of the various other Shipleys listed, including Adam, Benjamin, Henry, Lloyd, Mary, Robert, Vachel, and William Sr. and Jr.[37]

The 1790 census seems to indicate that John Shipley did not live on his Elk Ridge tracts. In fact, no John Shipley could be found listed in the census for Anne Arundel County. However, Samuel and Joshua Shipley (neither listed in 1783) appear in the 1790 census on the same page as Nicholas Gassaway, who witnessed Adam and Peter Shipley's partition of *Partnership*. Possibly Samuel and Joshua were sons of other Adam Shipley (the immigrant) descendents who owned the various other

parts of *Adam the First*. In 1798 and 1799, John Shipley, Sr. registered a still and paid an "exise tax on spirits" in Huntington Hundred in Anne Arundel County.[38] By 1800, Shipley's still and taxes were registered and paid in Elk Ridge Hundred. John Shipley, Sr. also appears on the 1800 census list for the county, although it was not divided by Hundreds, Townships or Districts. Listed nearby were others who were previously (1790) listed near Samuel and Joshua Shipley, including Edward Dorsey, members of the Scott family, and members of a free black family by the name of Jones. Listed immediately after John Shipley was William Fowler, who appeared also as Shipley's neighbor on the 1810 census. While the census was not necessarily recorded systematically, house by house or neighbor by neighbor, the census taker did tend to work within a "neighborhood." More importantly, on the 1800 census list near John Shipley, Sr., was a man by the name "McGill."[39] An 1804 deed by John Shipley described the land adjoining his as "part of Adam the First heretofore conveyed to Robert Shipley now the property of Patrick Macgill."[40] Taken together, all of these records indicate that John Shipley, Sr. was probably living on his part of *Adam the First* by 1800.

John Shipley's 1804 deed to his son Adam was for a 5-acre piece of *Adam the First*. The small lot was described beginning "at a cherry Tree standing on the edge of a Main Road leading from the City of Annapolis to Frederick Town and on the North side thereof…" Both men described themselves in the deed as "Blacksmith," their location along the important Annapolis road probably served their occupation well. The deed continued: "and the said John Shipley do further agree that the said Adam Shipley his heirs and assigns shall have free egress and regress to the Spring he the said John Shipley now makes use of…," indicating that John Shipley was by 1804 living on his property fronting on the north (northeast) side of the Annapolis road. In 1812, John Shipley and his wife Eleanor sold Adam another parcel of *Adam the First*, 38 acres for $400, adjoining his earlier 5-acre lot, but by then Adam Shipley was described as living in Baltimore County.[41]

In 1815, John Shipley, Sr. died, leaving his wife Eleanor and at least six adult children. An 1816 Chancery suit filed to divide the real estate of John Shipley, Sr. noted that his son Richard predeceased him and there was no mention of Adam Shipley, perhaps because he already owned land. The record of the Chancery suit included John Shipley's will in which he devised to his wife "one half of my real estate, including the dwellings thereon," and "the choice of three of my negroes in fee…." To his son James (not named in the lawsuit) he gave "after the death of my wife, one half of my real estate including the dwellings thereon and one still with the apparatus thereto belonging." The plat drawn for the division of the property noted that "All the land South of the lines shaded yellow is laid off by the commissioners to James Shipley containing 148 acres."[42] Once again, *Adam the First* was partitioned, but James Shipley's inheritance apparently included parts of *Adam the Second* and *Brothers Partnership*, and, according to the will, it included the "dwellings thereon." Since the Shipley family cemetery is currently located on the subject farm (now 55 acres), it seems likely that at least one

of the dwellings James Shipley inherited was somewhere between the Annapolis road and the graveyard on what is now the Curtis-Shipley Farmstead.

In 1820, Eleanor Shipley's household numbered three adult males and one additional adult female, probably including James Shipley and his wife Harriet. Also listed with Eleanor were seven slaves and one free black woman. Five in the Shipley household were listed as "persons engaged in agriculture." Listed nearby was Joshua Shipley, also Scotts, Fowlers, MacGills, and the free black Jones family, as well as Mary Leatherwood.[43]

James Shipley served as the tax collector for the newly-formed Howard District in 1841, but appears to have been less than successful at the job. In both 1841 and 1842 he was forced to appeal to the Maryland General Assembly requesting extra time "to collect any taxes or balance of taxes now remaining due to and uncollected by him."[44] Since tax collectors were liable for any taxes they did not collect, his difficulties may have strained the family's resources. In 1850, James Shipley was a 53-year-old farmer on the census list for Howard District in Anne Arundel County. He shared his home with his wife Harriet, age 45, son John T., age 8, son "S.J.K.P." [Samuel], age 6, and listed last, Mary E. Shipley, age 23. Shipley's real estate, valued at $1,500, paled next to his neighbor Col. James Piper whose real estate was valued at $100,000. His dwindling estate seems to have disappeared by 1860 when no value was listed for real estate next to James Shipley's name. At age 62, he was still described as a farmer. By 1870, at age 72, James Shipley had retired and his son Samuel, still living in the household was the farmer. Son John, also a farmer, was listed on the same property, but in a separate household with his wife Helen and two young children.[45]

As with the 1860 census, the 1870 census taker did not list a value of real estate for anyone on the James Shipley farm. But the Howard County land records tell a different story. On October 18, 1870 Harriet Shipley "and James Shipley her husband," conveyed 46 acres of *Adam the First* to their son Samuel. The conveyance reserved a life estate for Harriet and presumably for James who was several years older and possibly nearing death.[46] A later deed, in 1874, referred to a concurrent conveyance to their other son John T. Shipley for 66 acres of *Brothers Partnership* on the west (southwest) side of the Annapolis road, again reserving the life estate.[47] That both of these deeds were described as from Harriet Shipley and her husband as Grantors indicates that there was an earlier conveyance between husband and wife that may have sheltered the property from James Shipley's debts, possibly associated with his earlier stint as tax collector. Also, although reduced from the 148 acres James inherited from his father John Shipley, Sr., the 112 acres still included the "one half acre burying ground" located on *Adam the First*, which was excepted from the conveyance of the 46 acres to Samuel J.K.P. Shipley in 1870.

In 1874, probably following James Shipley's death, Harriet Shipley, John T. Shipley, and Samuel J.K.P. Shipley sold both parcels (112 acres minus the cemetery) and Harriet's right to the life estate to Peter A. Harmon for $5,500.[48] Harmon appears to have settled on the former John T. Shipley 66-acre parcel (part of *Brothers Partnership*) on the west (southwest) side of the Annapolis road. Shortly after his initial purchase he sold 14 acres of *Adam the First*, part of Samuel J.K.P. Shipley's 46 acres, to William Smallwood who already lived nearby according to 1860 and 1870 census records. The 14 acres, which cost $584.50, must have included a dwelling in the vicinity of the current house as William Smallwood appears in that location on the 1878 map.[49] In 1881, Harmon sold the rest of the 46-acre Shipley parcel to Smallwood, who mortgaged his two Shipley parcels and another tract in 1883 for $5,000 to James MacKubin.[50] On the same day as the mortgage, Smallwood sold the three parcels to James A. Curtis for $500 plus the assumption of the mortgage.[51]

James A. Curtis was also a neighbor of the old Shipley farm as early as 1860, according to census records. Curtis was a 32-year-old farmer in 1860 living with his wife Mary, age 28, their daughter Harriet, age 5, and sons John (3) and George (1). In 1870, Curtis' wife was listed as "Mary E." age 39. James A. Curtis lived on a farm just a few miles southwest of the Shipley farm on the 1878 map. It is possible that Mary E. Curtis was the former Mary E. Shipley, oldest daughter of James and Harriet Shipley.[52] At age 13 in 1870, son John H. Curtis was already working as a "Farm Laborer" on his father's farm. In 1883, John H. Curtis married Louisa, the daughter of German immigrants. It is likely that the Shipley farm was purchased by James Curtis in 1883 for his son John his new wife. In 1890, the year their first son was born, John and Louisa Curtis bought the 90-acre farm.[53]

John and Louisa Curtis built the farmhouse now standing on the Curtis-Shipley Farmstead in 1891 according to family memory. Probably located on or near the earlier farmhouse foundations, the new house was designed according to the changing architectural styles of the time. It combined the Late Victorian Queen Anne flamboyance of the decorative gable shingles and a wrap-around porch (according to the family) with the more refined Colonial Revival symmetry of the central projecting front gable, three-part central entrance, and evenly proportioned parlors on either side of the center hall. Similarly-styled shingled gables on the stone dairy/smokehouse indicate that it was also constructed around 1891. The service "ell" on the east (northeast) side of the main house section, appears to be a three-sided addition although likely constructed almost simultaneously.

The 1900 census record listed John and Louisa Curtis in the 1st Election District of Howard County with 10-year-old son John R. and one-year-old son James A. Across the road, in the 6th Election District and renting the former John T. Shipley farm (66 acres of *Brothers Partnership*) was younger brother George F. Curtis and family. Also listed in the George Curtis household was his father James A. Curtis, age 72, and an uncle, George W. Curtis, age 73. In 1910, John and Louisa Curtis had a new baby boy named Charles R. John Curtis described his farm on old Annapolis road as

a "Grain farm," while his neighbors described theirs as "Truck farm", "General farm", or "Truck garden." In 1920, the widowed Louisa Curtis described herself as a farmer, but included in her household a Polish immigrant by the name of John Borkowski who was employed as the farm "Overseer." Ten-year-old son R. Lee Curtis (Charles R.?) also lived with his mother Louisa.[54]

R. Lee Curtis and his wife Lois became the owners of the farm in 1949.[55] Other than a one-story addition to the rear of the ell and despite several alterations to the alignment of the Old Annapolis Road (now MD Rt. 108 or Waterloo Road), the house and farmstead remained essentially unchanged.

---

[1] Patent survey for Caleb and Edward [Dorsey's] Friendship, 6.5 acres on the Patapsco, 31 January 1743, patented 7 February 1743, Maryland Historical Society, Ms 2018, Elk Ridge Landing. ....Paul Travers, *The Patapsco: River of History* (Centreville, Maryland: Maryland Historical Society and Tidewater Publishing, 1990), p. 56, gives the founding date for Elk Ridge Landing as 1690.

[2] Bernard Christian Steiner, ed., *Archives of Maryland, Proceedings and Acts July 1727-August 1729* (Baltimore: Maryland Historical Society, 1916), pp. 29, 72, 206, 285. These entries mark the earliest appearance of Elk Ridge in the Archives of Maryland.

[3] Steiner, ed., *Archives of Maryland, Proceedings and Acts 1733-1736* (Baltimore: Maryland Historical Society, 1919). Pp. 125-127; and, Steiner, ed., *Archives of Maryland, XL, 1737-1740* (Baltimore: Maryland Historical Society, 1921), p. 159.

[4] J. Hall Pleasants, ed., *Archives of Maryland, L, Proceedings and Acts, 1752-1754* (Baltimore: Maryland Historical Society, 1933), p. xvi. The Maryland State Archives, world wide web site, "Chronology of Maryland History," gives the date of the Maryland Tobacco Inspection Act.

[5] 1755 is the foundation date of the Elk Ridge Furnace. Anne Arundel IR 5/91; cited in John McGrain, *Molinography in Maryland Series*, Howard County notebook; Maryland State Archives, Special Collections, MSA SC 4300, loc 02/04/14.

[6] Elk Ridge Landing, Petition for a Town, [1762?], Maryland Historical Society, Ms 2018. Pleasants, ed., *Archives of Maryland, LVIII*, p. xxxiii.

[7] William B. Mayre, "The Baltimore County 'Garrison' and the Old Garrison Roads, Part II," *Maryland Historical Magazine* 16 (September 1921) 3: p. 259.

[8] Mayre, "The Baltimore County "Garrison'," pp. 244-246 (note 54).

[9] For court orders quoted in general, see: Mayre, "The Baltimore County 'Garrison'," pp. 237-253.

[10] [*Archives of Maryland Online*, Vol. 40, "Proceedings and Acts of the General Assembly, 1737-1740," p. 307.]

[11] [*Archives of Maryland Online*, Vol. 44, "Proceedings and Acts of the General Assembly, 1745-1747," p. 696. This petition was recorded in the Maryland Black Book No. 1, Letter No. 40 and was undated. However, it references two earlier petitions dated 1732 and 1748, hence the ca.1749 date given.]

[12] [*Archives of Maryland Online*, Vol. 44, "Proceedings and Acts of the General Assembly, 1745-1747," p. 696. Access through Maryland Archives website: www.mdarchives.state.md.us]

[13] Pleasants, ed., *Archives of Maryland, L*, p. xvi; and, Pleasants, ed., *Archives of Maryland, LVIII*, p. xxxiii.

[14] Mayre, "The Baltimore County 'Garrison'," p. 246 (note 54).

[15] Duc de la Rochefoucault-Liancourt, *Travels*, Vol. II, pp. 125-130.

[16] Paula S. Reed & Associates, "Mid-Maryland: An Agricultural History and Historic Context," Chapter II, Catoctin Center for Regional Studies, Frederick, MD, (draft) 2003.

[17] 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), pp. 24, 35, 40.
[18] Dilts, *Great Road*, p. 26.
[19] Dilts, *Great Road*, p. 1.
[20] Alfred R. James, "Sidelights on the Founding of the Baltimore and Ohio," *Maryland Historical Magazine* 48 (December 1953) 4, p. 273.
[21] Charles Varle, *A Complete View of Baltimore*, (Baltimore: Samuel Young) 1833, pp. 110, 111.
[22] "Historical Sketch of Howard County, MD. By Dawson Lawrence." Atlas of Howard County, Maryland, 1878, Originally compiled by G.M. Hopkins, (Ellicott City, MD: Howard County Bicentennial Commission, Inc., 1975), p. 14.
[23] Raitz, ed., *National Road*, p. xii.
[24] Thomas L. Philips, *The Orange Grove Story: A View of Maryland Americana in 1900* (Washington, D.C.: Thomas L. Philips, 1972), p. 41.
[25] Howard Co. Land Record 1518/231, 29 August 1986, B&O Railroad to Wilkins Rogers Inc.
[26] Cleora Barnes Thompson, Maryland Historic Sites Survey form, "The Curtis-Shipley House," MIHP #HO-439, 1977.
[27] Anne Arundel Co. (AA) Patent Record, Liber NS 2, folio 571, MSA S 1582-112, Maryland Archives, Annapolis, MD. Cleora Barnes Thompson (1977) stated that the patent for *Adam the First* was for 1,500 acres, however, the acreage given in the record is 500 acres.
[28] Thompson, Maryland Historic Sites Survey form, "The Curtis-Shipley House," HO-439, 1977.
[29] Anne Arundel Co. Land Record, Liber JH 1, folio 80, microfilm collection, Maryland Archives.
[30] Anne Arundel Co. Land Record, Liber RB 1, folio 31, microfilm collection, Maryland Archives.
[31] Land Office (Certificates, Patented, AA), MSA S 1189, Patent #5 "Adam the First and Adam the Second," Maryland Archives.
[32] Anne Arundel Co. Land Record, Liber RB 2, folio 324.
[33] Anne Arundel Co. Land Record, Liber RB 2, folio 326.
[34] Chancery Court (Chancery Record), MSA S 517, 1816 (Eleanor Shipley vs. Larkin Shipley), Book 100, pp. 580-590, Maryland Archives.
[35] *Archives of Maryland Online*, Vol. 11, page 426. Access through Maryland Archives website: www.mdarchives.state.md.us.
[36] *Archives of Maryland Online*, Vol. 21, page 333.
[37] Maryland Indexes (Assessment of 1783, Index), MSA S 1437-1, Index 65, Electronic Index, www.mdarchives.state.md.us.
[38] Maryland State Papers, Scharf Collection, 1640-1914, MSA SSI 1005, online index, ref. to MSA S1005-121-16148 and 49 (1798) and MSA S1005-121-16171 through 74 (1799, apparently two stills).
[39] 1790, 1800, 1810 U.S. Population Census Records, HeritageQuest Online, www.heritagequestonline.com.
[40] Anne Arundel Co. Land Record, Liber NH 12, folio 536.
[41] Anne Arundel Co. Land Record, Liber WSG 1, folio 574.
[42] Chancery Court (Chancery Record), MSA S 517, 1816 (Eleanor Shipley vs. Larkin Shipley), Book 100, pp. 580-590, Maryland Archives.
[43] 1820 U.S. Population Census Records, HeritageQuest Online, www.heritagequestonline.com.
[44] *Archives of Maryland Online*, Vol. 592, page 154 and Vol. 593, page 273.
[45] 1850, 1860, 1870 U.S. Population Census Records, Anne Arundel Co., HeritageQuest Online, www.heritagequestonline.com.
[46] Howard Co. Land Record, Liber WWW 30, folio 576.
[47] Howard Co. Land Record, Liber LJW 36, folio 571, Shipleys to Peter Harmon, 1874.

[48] Howard Co. Land Record, Liber LJW 36, folio 571.
[49] Howard Co. Land Record, Liber LJW 37, folio 430.
[50] Howard Co. Land Record, Liber LJW 46, folio 98.
[51] Howard Co. Land Record, Liber LJW 46, folio 101.
[52] This is not known for sure, and Mary E. Curtis would have been fudging her age by four years if she was indeed Mary E. Shipley (age 23 in 1860).
[53] Thompson, "Curtis-Shipley House," MIHP #HO-439, 1977. No reference was given for this conveyance and none was found in the Howard Co. index. Marriage and birth information was given on the 1900 U.S. Population Census record, HeritageQuest Online, www.heritagequestonline.com.
[54] 1900, 1910, and 1920 U.S. Population Census records, HeritageQuest Online, www.heritagequestonline.com.
[55] Howard Co. Land Record, Liber 208, folio 147.

Major Bibliographic References

Anne Arundel County Records. Original and microfilm. Maryland Archives, Annapolis, MD.

Archives of Maryland Online. www.mdarchives.state.md.us.

Hopkins, G.M. *Atlas of Howard County, Maryland, 1878*. Ellicott City, MD: Howard Co. Bicentennial Commission, Inc., 1975, reprint of original.

Howard County Records. Original and microfilm. Maryland Archives, Annapolis, MD.

Sharp, Henry K. "Patapsco Heritage Greenway Historic Sites Survey." Final Report, Part One. Maryland Historical Trust, June 1999.

Thompson, Cleora Barnes. Maryland Historic Sites Survey form, "The Curtis-Shipley House," MIHP #HO-439, Maryland Historical Trust, 1977.

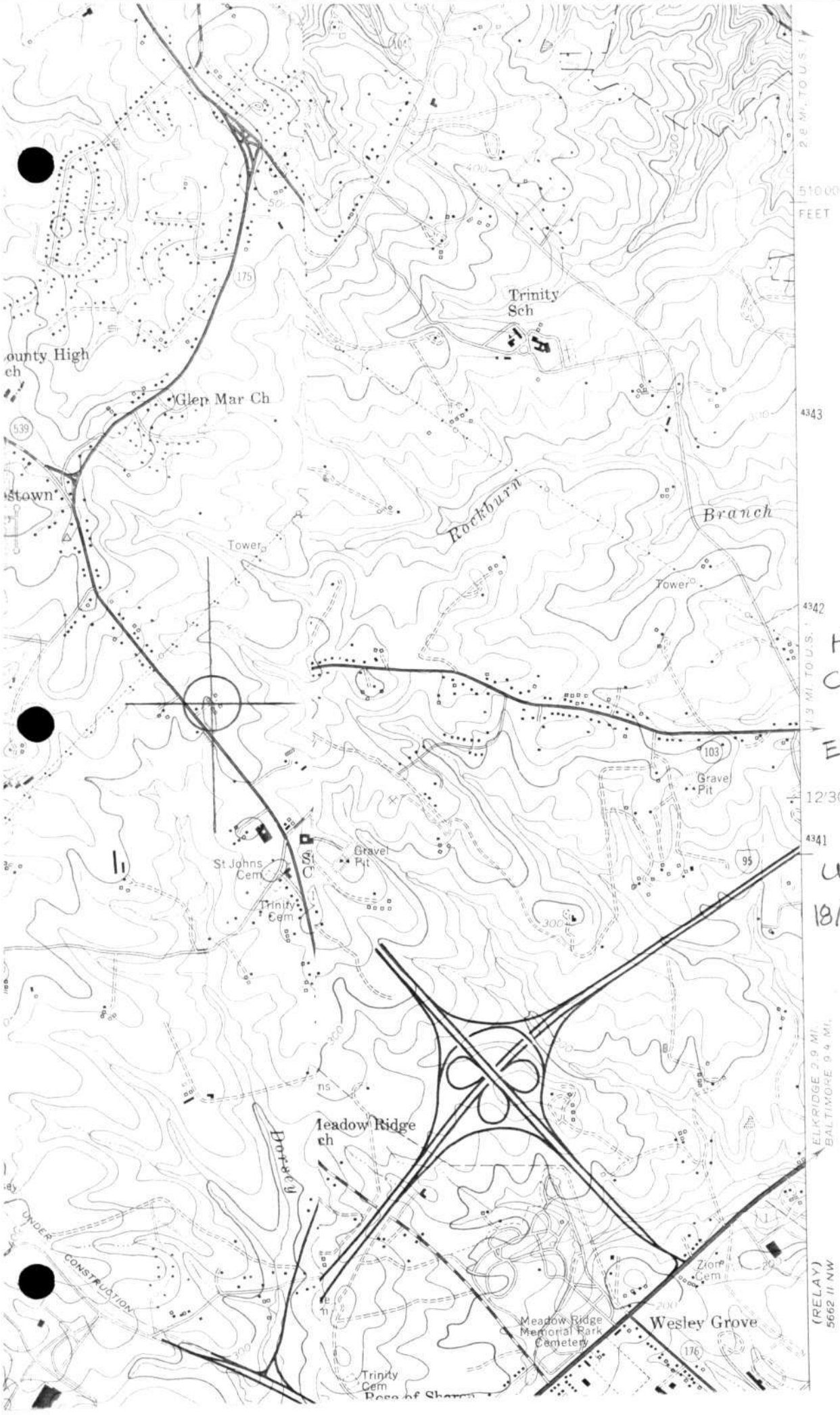
U.S. Population Census records, 1790-1930. HeritageQuest Online, www.heritagequestonline.com.

Verbal Boundary Description

The boundary of the Curtis-Shipley Farmstead is described among the Land Records of Howard County, Maryland in Liber 5542, folio 500, and depicted on Howard County Tax Map 37, Grid 1, Parcel 751.

Boundary Justification

The nominated property, 7.46 acres, comprises all the contributing elements within their immediate setting, and represents the remnant of the property historically associated with the resource.



HO-439
Curtis-Shipley Farmstead
Ellicott City, Howard County, Maryland
UTM References:
18/344529/4341949