

Rec'd for NPS 3-14-93

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY	
RECEIVED	NOV 05 1979
DATE ENTERED	9

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

1 NAME

HISTORIC

AND/OR COMMON

Whitehaven Historic District

2 LOCATION

STREET & NUMBER ~~Whitehaven Road (extension of Maryland Route 352), Church Street and Locust Lane, River Streets, Cinder Lane~~ ^{and Locust Lane}

CITY, TOWN

Whitehaven

STATE

Maryland

VICINITY OF

CODE
24

CONGRESSIONAL DISTRICT
First

COUNTY
Wicomico

CODE
014

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Multiple--see Continuation Sheet #1

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Wicomico County Courthouse

STREET & NUMBER

Division and Main Streets

CITY, TOWN

Salisbury

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

DEPOSITORY FOR SURVEY RECORDS

FEDERAL STATE COUNTY LOCAL

CITY, TOWN

STATE

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Whitehaven Historic District
Wicomico County
Maryland

CONTINUATION SHEET ITEM NUMBER 4 PAGE 2 (Property owners)

Michael R. Evans
Routel, Box 137A
Tyaskin, Md. 21865

Colleen Hambleton
Route 1, Box 137
Tyaskin, Md. 21865

Walter J. Hotchkin
Route 1, Box 1137
Tyaskin, Md. 21865

Audrey V. Robertson
c/o Mrs. Robert T. King
1641 Pentwood Road
Baltimore, Md. 21239

C. Bounds Phillips
Hebron, Md. 21830

Albert W. Morris
Whitehaven Marina
Whitehaven, Md. 21873

Franklin K. Wills
102 Potomac Avenue
Salisbury, Md. 21801

Fred T. Bradley
Mardela, Md. 21837

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**NATIONAL REGISTER OF HISTORIC PLACES
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Whitehaven Historic District
Wicomico County

CONTINUATION SHEET Maryland ITEM NUMBER 4 PAGE 1 (Property owners)

Whitehaven Church Property
Whitehaven, Md. 21873

Bernard T. Bunting
107 Church Street
Whitehaven, Md. 21873

Gene C. Russell
109 River Street
Whitehaven, Md. 21873

Leona M. Kirwan
Tyaskin, Md. 21865

George E. Shores
109 Church Street
Whitehaven, Md. 21873

Anne W. Phillips
P. O. Box 22
Quantico, Md. 21856

Leonard E. Lindsay
Box 341A, Deer Park Road
Owings Mills, Md. 21117

B. Palmer Kenny
111 Church Street
Whitehaven, Md. 21873

Ralph Bennie
113 River Street
Whitehaven, Md. 21873

Whitehaven M.E. Church
Whitehaven, Md. 21873

Louis Griffin
113 Church Street
Whitehaven, Md. 21873

James C. Field
117 River Street
Whitehaven, Maryland 21873

Thomas J. Murphy
6521 Divine Street
McLean, Virginia 22101

Mary J. White
104 Church Street
Whitehaven, Md. 21873

James A. Conway, Jr.
119 River Street
Whitehaven, Maryland 21873

John G. Jones
112 Church Street
Whitehaven, Md. 21873

John B. Harmon
115 Church Street
Whitehaven, Md. 21873

Strafford J. Lewis
44 B Street
Laurel, Md. 20810

Benjamin E. Robbins
Quantico Road
Salisbury, Md. 21801

Edmund J. Dorsz
105 River Street
Whitehaven, Md. 21873

Wicomico County Commissioners
Salisbury, Maryland 21891

Anna R. Justice
114 Church Street
Whitehaven, Md. 21873

William K. Ryan
102 Whitehaven Road
Whitehaven, Md. 21872

Julius C. Nelson
P. O. Box 420
Lindenhurst, New York 11757

Richard Blackwell
102 Church Street
Whitehaven, Md. 21873

Michael M. Kozlowski
100 Cinder Lane
Whitehaven, Md. 21873

Duncan C. Augustire
Locust Lane
Whitehaven, Md. 21873

Edward B. Kenny
101 River Street
Whitehaven, Md. 21873

John F. Murray
102 Cinder Lane
Whitehaven, Md. 21873

Thurlow C. Leister
100 Whitehaven Road
Whitehaven, Md. 21873

Herman Kenny
103 River Street
Whitehaven, Md. 21873

Ted M. Crockett
107 River Street
Whitehaven, Md. 21873

Charles P. Taylor
Route 1
Tyaskin, Md. 21865

Robert L. Waters
105 Church Street
Whitehaven, Md. 21873

Thomas Lilly
Route 1, Box 137B
Tyaskin, Md. 21865

7 DESCRIPTION

WI-144

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Whitehaven is located at the end of Whitehaven Road (an extension of Maryland Route 352) on the north bank of the Wicomico River in southwest Wicomico County, Maryland. The ferry that crosses the river here has been in continuous operation since 1688 or earlier.

In spite of its early beginnings, the town of Whitehaven is now a late 19th century village, consisting of a hotel, church, school, marine railway, and twenty-four houses dating from the 19th century. There are also two 20th century and one 18th century dwellings.

The town is centered around fishing and the waterfront and is situated on a tidal river with a deep channel. Some residents still work the river daily, using the waterfront for fishing, oystering, and crabbing boats. There is a marina for working and pleasure boats and an operating marine railway. The primary 20th century intrusion is a large, rusting canning house east of the ferry; this was once very active in processing local tomatoes and other crops.

Once much larger, Whitehaven evolved at the site of the county ferry as a shipping point for 17th and 18th century Maryland tobacco and continued through the 19th century as a major deep water terminal and shopping area. It was only after the river was dredged to Salisbury that Whitehaven declined as a port. At about the same time, the advent of the automobile further downgraded the significance of water transportation and the town.

Many buildings, stores, and houses are gone, but those remaining preserve the memories of the more active past, with few intrusions and no commercialization. At the dead end of a county road with a ferry which operates only from sunup to sundown, Whitehaven is a quiet residential area. It has a consistent appearance of narrow streets, trees, white houses, waterfront, and marsh.

Following is a list of street numbers included in the district:

Whitehaven Road	100, 101, 102
Cinder Lane	100, 102
Locust Lane	100, 101
Church Street	100, 102, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115.
River Street	101, 103, 105, 107, 109, 111, 113, 115, 117, 119

Below are individual descriptions of a number of buildings in the district. Included are the more public buildings and a number of houses.

Bolton (Might Have Had More), Locust Lane, Photos 21 & 22

Bolton is the oldest house in Whitehaven. The earliest portion, a brick house with gambrel roof, faces the river and was probably built between 1730 and 1745. The walls are laid in Flemish bond with rose-colored oversize bricks and heavily glazed headers. The three-bay house is one room deep and has interior end chimneys. For a period, the house was stuccoed and scored to resemble ashlar masonry; only the west wall retains this treatment. The interior is modern, replacing the original destroyed by fire in 1948.

SEE CONTINUATION SHEET #3

UNITED STATES DEPARTMENT OF THE INTERIOR
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CONTINUATION SHEET Maryland ITEM NUMBER 7 PAGE 3

(DESCRIPTION, continued)

To the west of the house is a well preserved frame milk house with many details exhibiting outstanding craftsmanship. This building dates from the construction of the house. Next to the milk house is a Carolina poplar almost 18 feet in circumference. It is certified by the Maryland Department of Forestry as dating from circa 1702 (plus or minus 25 years).

The 40 x 20 brick section, 30 x 18 addition, 18 x 16 dwelling (since moved and attached as a kitchen), and the 14 x 14 milk house are all described in the Federal Direct Tax of 1798 for Somerset County.

Patented in 1663 as "Noble Quarter", the land on which Bolton stands was resurveyed in 1676 as "Might Have Had More". In the 1780s it was owned by Col. Levin Gale, grandson of the probable founder of Whitehaven, Col. George Gale.

This was the manor house of a large plantation, as well as of a thriving shipbuilding, repair, sailmaking complex on the river between it and the town. A marine railway still operates here and is used each year for the maintenance of a number of the skipjacks of the Chesapeake Bay oyster fleet.

The Whitehaven Ferry, Whitehaven Road, Photos 1 & 2

This ferry has been in continuous operation for about 300 years. In the will of Thomas Willin, he identifies "the Plantation where I now live, called "Might Have Had More", and the 1688 inventory of his estate lists 3,000 pounds of tobacco "in keeping at the county ferry". Edward Fowler married Willin's widow and operated the ferry for a number of years. Somerset County Judicial Records include his petitions dated 1690 and 1692 requesting increases in pay for operating the ferry. The developing activity around the ferry is indicated by a 1692 deed for a "storehouse and wharf and one half acre at Wiccomoco Ferry together with a dwelling house", purchased by Jacob Mayle, "New York Merchant".

Originally a log canoe, by the 19th century the ferry had expanded to carry horses and carriages. It was moved across the river when the operator pulled on a cable fastened to both shores. Later outboard motors were used to move it along the cable. The present ferry, still tied to a cable, is powered by a Diesel engine and can carry three automobiles.

The Whitehaven Ferry house, Whitehaven Road, Photos 1,3, 5, 23

This is a small two-story frame building for the use of the ferry boat operator. It has a steeply pitched gable roof with wooden shingles and boxed eaves. There is a single window on both the north and south sides. On the west side is a door with a window above. The building is sheathed with German siding.

SEE CONTINUATION SHEET #4

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(DESCRIPTION, continued)

The Dorsz house, 105 River Street, Photo 10

This large Federal-style frame house is two stories tall, three bays wide, and two bays deep on a high brick basement. Double interior chimneys are located in the east end. The house has German siding and a Victorian door with etched glass and raised panels. An addition, two bays wide and two deep, extends from the north facade. Of particular interest are the original mantels and stair. The brick basement with its entrance on the west side is unaltered. The porch on the south and east sides is late 19th century addition with Doric columns and delicately turned balusters; it has been screened in. The main house and addition are attached to an outbuilding by a lattice and frame breezeway.

The Whitehaven Hotel, 101 Whitehaven Road, Photos 1, 3, 5

This is a three-story frame structure with a mansard roof; it is five bays wide and three deep. The west and south facades have the greatest detail; the west side contains the main entrance and the south side faces the river and the ferry. The first floors of these facades are covered by a porch with turned columns and jigsaw brackets. The main entrance in the center of the west facade consists of two double doors with transom. The entrance on the south facade consists of two four-panel doors. There is a squared off cross gable in the center of the mansard roof on both the west and south facades. The windows contain six-over-six light sash and have plain surrounds.

The east and north facades have additions covered with asbestos paper resembling bricks. It appears that originally the hotel was ell-shaped. The north facade has a two-story square addition, while the east facade has a two-story addition with bay window.

The Whitehaven Schoolhouse, 100 Church Street, Photos 18 & 19

Located on Church Street at the landward entrance to Whitehaven, this is a typical one-room schoolhouse. It is one of twenty-four remaining in Wicomico County. Built in the early 19th century for grades one through seven, a later expansion perpendicular to the original structure enlarged the school to include grades seven through nine. It is a one-story frame structure with a porch with turned posts across the east facade of the original section. The building is covered with clapboards and sits on a brick foundation. The windows have six-over-six light sash, and the entrance has a door of five horizontal panels and a two-light transom. The peaks of the three gable ends are embellished with alternating rows of fish scale and diamond shingles.

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(DESCRIPTION, continued)

The schoolhouse is to be used as a museum to house antiques, documents, and old photographs pertinent to the history of the village.

The Whitehaven Church, 108 Church Street, Photos 14 & 15

This is a one-story frame building relocated from the outskirts of the village. The cornerstone is dated 1892. It is three bays long with a tower on the left side of the front facade and an entrance porch, partially enclosed, on the right. The tower above the roof line has louvered panels and a hipped roof; it was rebuilt after Hurricane Hazel in 1955. The window sash have small rectangles of colored glass around the edges of large central pane. The interior, both walls and ceilings, is covered with stained heart of pine boards laid in a herringbone pattern. The interior doors are grained.

The Harmon house, 115 Church Street, Photo 12

This is a T-shaped building, two stories high, three bays wide, and two deep with a rear wing. Of frame construction, it is covered with clapboards and has Carpenter Gothic trim, including the porch that covers the first floor of the front facade and the shingles and stickwork in the end and cross gables.

The Russell house, 109 River Street, Photo 9

The rear wing of this house, built in the early 19th century, was a one-room wide, two-story Federal house. In the 1890s a new structure was built perpendicular to the earlier building facing the river. The main facade consists of a two-story bay window projecting on either side of the central bay, which has a door on each floor opening onto a two-story porch that has its gable end facing the street. The second story of the bay windows and the cross gable are sheathed with butt-end shingles, while the rest of this facade has a clapboard covering. The porch trim is Eastlake influenced with spindle and lattice work and turned posts. The corner boards are trimmed to resemble pilasters; a plain fascia circles the house below the boxed cornice. The rear wing (the early house) has an enclosed porch on the east; the west porch remains open and repeats many of the motifs of the front porch.

The Wilson house, 111 River Street, Photo 8

This two-story frame Victorian house echoes Greek Revival design in some respects. Situated on a brick foundation, the frame building is covered with clapboards. The windows contain two-pane sash and have louvered shutters. The main block is two bays wide with a porch across the first floor. The gable end of this section faces the street; it is pedimented and shingled and decorated with a cutwork "abbreviated" bargeboard.
SEE CONTINUATION SHEET #6.

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ITEM NUMBER 7

PAGE 6

(DESCRIPTION, continued)

The porch has a cross gable similarly decorated, turned columns, turned balusters on the railing, and saw tooth trim with pendants below the roof. Behind this front portion, which is one bay deep, is a section with gable roof perpendicular to the front. Each gable of this section is pedimented above two-story projecting bay windows. The rear of the house is more simple than the front and sides, with no decoration.

The springhouse adjacent to the house is also decorated with gingerbread trim.

The Williams house, 100 Cinder Lane, Photo 20

This is a square two-story, three-bay cottage of frame construction with clapboard siding. Its basic design is much like A.J. Downing's Design XI for a square suburban cottage in The Architecture of County Houses. The house is two bays deep with a hipped roof. The screened entrance porch in the center of the front facade has turned columns, quatrefoil brackets, and cutwork scallop trim. This same scallop trim decorates the cornice of the house. The entrance has a door with stained glass window and small raised panels with bulls-eye decoration.

8 SIGNIFICANCE

WI-144

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1899	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Local History
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

SIGNIFICANCE

Whitehaven is significant to the history of the Eastern Shore on two counts. It is one of the oldest towns in this part of Maryland, authorized by the General Assembly in the late 17th century. Many towns created by the Assembly in the 17th and 18th centuries died immediate deaths; others grew beyond their original bounds into the larger towns on the Shore today. Whitehaven's initial survival may have been guaranteed by the ferry which began operation here in the 17th century and still continues today. The preservation of her village character was effected by changing economic factors that caused Salisbury, further up river, to grow and Whitehaven to be left behind in the 19th century.

Although Whitehaven has this weight of history behind it, the town today retains almost no early architectural fabric. In the mid to late 19th century, the village was prosperous, leading to the construction of nearly all of the buildings standing today (there are but one 18th and two 20th century houses in the district). The houses and community buildings are for the most part solid examples of vernacular Victorian architecture--the kinds of buildings built on the Shore by prosperous citizens of the 19th century. They are outstanding as a surviving collection in their unaltered setting, rather than as individual structures.

Whitehaven is thus an early entity, important because it has survived as a village, reflecting the changing times in its architecture rather than its size. It is the only such village in Wicomico County and one of a very few on the lower Shore as a whole. Clearly defined as it is from the surrounding farm and marsh land, entering Whitehaven is like turning back the clock to the slower pace of another era.

HISTORY

The lower Eastern Shore, originally all Somerset County, was settled in the latter half of the 17th century; at that time six ports were authorized by the General Assembly of Maryland. (VII Archives of Maryland, pp. 609-619). Of these, none exist today as towns at their original sites except Snow Hill and Whitehaven. Other later river ports, such as Vienna, Quantico, and Princess Anne, followed and prospered, but nearly all have been materially changed by the silting in of navigable rivers or by major intrusions such as power plants, highways, and bridges.

An early decree from the General Assembly indicated that "New counties have the responsibility to maintain free passage of traffic." The existence of a ferry at Whitehaven by 1688 makes it one of the oldest ferries in Maryland. The ferry and the

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(SIGNIFICANCE, continued)

land connections to the south (now Princess Anne) and to the north (now Quantico and Vienna) are undoubtedly the reasons Whitehaven persisted while at this very time the General Assembly was wrestling with proposals that the port on the Wicomico be three miles north at Green Hill or a mile south on the opposite of the river at "Lot's Wife, or the land of William Wright". (XIII Archives of Maryland, p. 22.)

Whitehaven is located on "Noble Quarter", a 1,000-acre grant to John Taylor, dated September 8, 1663. (Lord Proprietor's Rent Rolls, Maryland Hall of Records.) A map drawn by Augustine Herrman in 1659-1661 and published in England in 1673 shows the early "Plantation" between Shiles Creek and "Ryse" (Rice) Creek, the present location of Whitehaven. (McGrath, Francis Sims, Pillars of Maryland, 1950.)

The Maryland Hall of Records lists a Thomas Willin as "Transported" to Maryland in 1668 as a "Servant". He apparently became a tenant farmer, for by 1680 he was identified as a planter and, along with Sampson Waters "of Boston in New England Mariner", was able to purchase 400 acres for sixteen thousand pounds of tobacco. (Transcribed Deeds, Hall of Records, MA#1/466.) Through a resurvey in 1676, 400 acres of the original patent became "Might Have had More", and this parcel by name and deed description carries through numerous judicial and deed records during the next 175 years. In 1688 Thomas Willin died, and the inventory of his estate contains a reference to the "county ferry". (Somerset County Will 10/142.) This is the earliest known reference to the Whitehaven ferry.

One of the witnesses to Thomas Willin's will, Edward Fowler, was evidently the operator of the ferry, for Somerset County Judicial Records from 1689 through 1697 so identify him and contain numerous items about its location, operation, payments, bonds, etc. In 1693 Fowler married Willin's widow and lived at "Might Have had More".

Additional evidence of the expansion of activity is contained in a deed in which Sampson Waters sells to "Jacob Mayle of the City of New Yorke in America Merchant. . . . a certain Storehouse and Warfe together with a lott Con. and being one-half acre of ground scituate lying and being at the water side at Wiccomocco fferry in Somerset County Maryland together with a dwelling house now thereon. . . ." (Hall of Records, Transcribed Deeds L#a/242).

The Whitehaven settlement area was commonly known as Wicomico (with many spelling variations), "Wicomico Ferry", and later as Lower Ferry after the establishment of Salisbury and an "Upper Ferry" ten miles upriver. George Gale, a native of Whitehaven, England, came to Maryland in 1690 and as a "Master Mariner - Trader" he is believed to have influenced further the location and name of Whitehaven.

SEE CONTINUATION SHEET # 8.

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(SIGNIFICANCE, continued)

Gale married Mildred Warner Washington in 1700. Mildred died of childbirth in Whitehaven, England. Her children were returned to the Washington family. Her second son, Augustine, was the father of George Washington.

In 1705 George Gale married Betty Denwood of nearby Monie. For the next century, the Gale family contributed much to the development of the area from Quantico through Whitehaven to Princess Anne. His grandson, Colonel Levin Gale, lived during the Revolution at "Might Have had More" ("Noble Quarter") and owned much of what is now Whitehaven.

In the 19th century Whitehaven grew to a thriving port and ferry point, and became a farming, trade, and shipbuilding center. In its heyday at the turn of the century it contained a hotel (still standing), many stores, saloons, a bank, smithy, and livery stable, among others.

With the advent of the automobile and opening of the river to Salisbury, Whitehaven declined. Much is gone, but many quiet homes remain, preserving the charm of the past.

The residents of Whitehaven are proud of the town and want it to remain just as it is. Houses have been and are being maintained and restored, with emphasis on arresting deterioration or loss. The hotel has been partially restored, and the expectation is that it will become a center for arts and crafts. Townspeople have participated in the past years in major projects which resulted in repairs and complete repainting of the church and the community hall. There is no formal government. Pride and identity are best illustrated by the tenacity with which a local post office is defended and the prominence of the recently erected Maryland Historical Marker at the entrance to the town.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

WI-144

SEE CONTINUATION SHEET # 9.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approximately 33 acres

QUADRANGLE NAME Wetipquin Quadrangle

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 18 431010 4235800

B 18 431170 4235610

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C 18 430540 4235430

D 18 430660 4235910

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

District extends 2,100 feet along north side of Wicomico River in Wicomico County to Cherrybridge Creek, just east of Whitehaven. It runs along Whitehaven Road for 2,400 feet, west 1,000 feet, and south 2,000 feet to the river.

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

STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Gene and Pat Russell; Duncan and Betty Augustine

ORGANIZATION

DATE

June, 1978; February, 1979

STREET & NUMBER

TELEPHONE

109 River Street; Locust Lane

(301) 873-2095/2995

CITY OR TOWN

STATE

Whitehaven

Maryland 21873

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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

[Signature]

10-30-79

TITLE

STATE HISTORIC PRESERVATION OFFICER

DATE

FOR NPS USE ONLY

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

[Signature]

DATE

1-9-80

ATTEST: *[Signature]*

DATE

1-9-80

CHIEF OF REGISTRATION

[Signature]
Regional Coordinator

SEE CONTINUATION SHEET #3

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Whitehaven Historic District
Wicomico County
Maryland

CONTINUATION SHEET ITEM NUMBER 9 PAGE 9

MAJOR BIBLIOGRAPHICAL REFERENCES

PRIMARY SOURCES at the Somerset County Courthouse, Princess Anne, Maryland and the Maryland Hall of Records, Annapolis, Maryland. (For period 1663-1867).

Somerset County Registry of Wills
Somerset County Land Records
Somerset County Inventories
Somerset County Administration Accounts
Somerset County Judicial Records

PRIMARY SOURCES at the Wicomico County Courthouse, Salisbury, Maryland. (For 1867 to present.)

Other primary sources: Maryland Colonial Rent Rolls, Assessment of 1783, Federal Direct Tax of 1798.

SECONDARY SOURCES

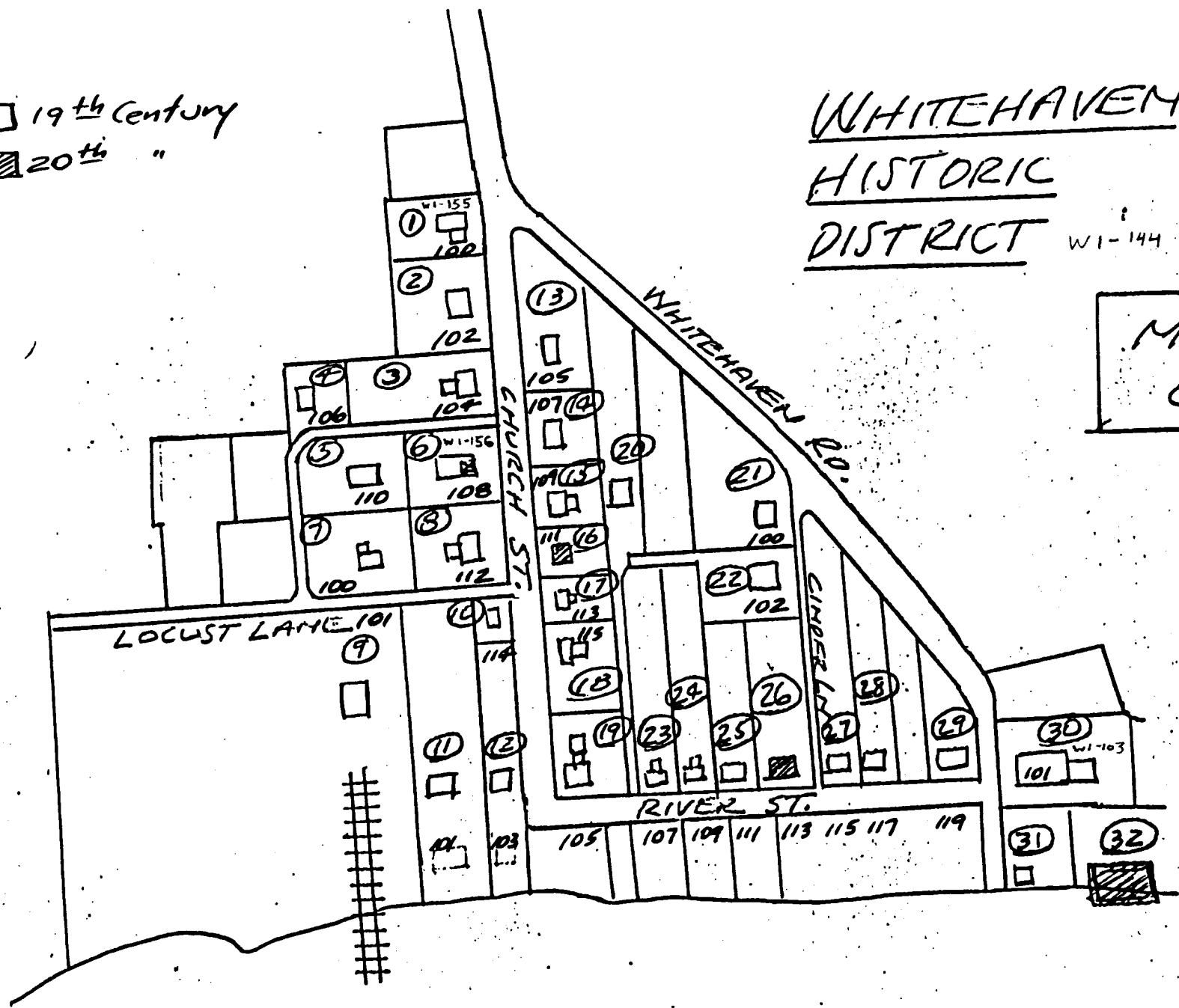
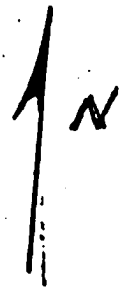
Torrence. Old Somerset.
Forman. Tidewater Maryland Architecture.
Morrison. Early American Architecture.
Truitt. Breadbasket of the Revolution.
Maryland Department of Natural Resources, Salisbury.

Also, miscellaneous published and unpublished articles at the Maryland Historical Society, Baltimore; the Wicomico County Library, Salisbury; and the Salisbury State College Library, Salisbury.

□ 19th Century
 ▨ 20th "

WHITEHAVEN
HISTORIC
DISTRICT WI-144

MAP
 C

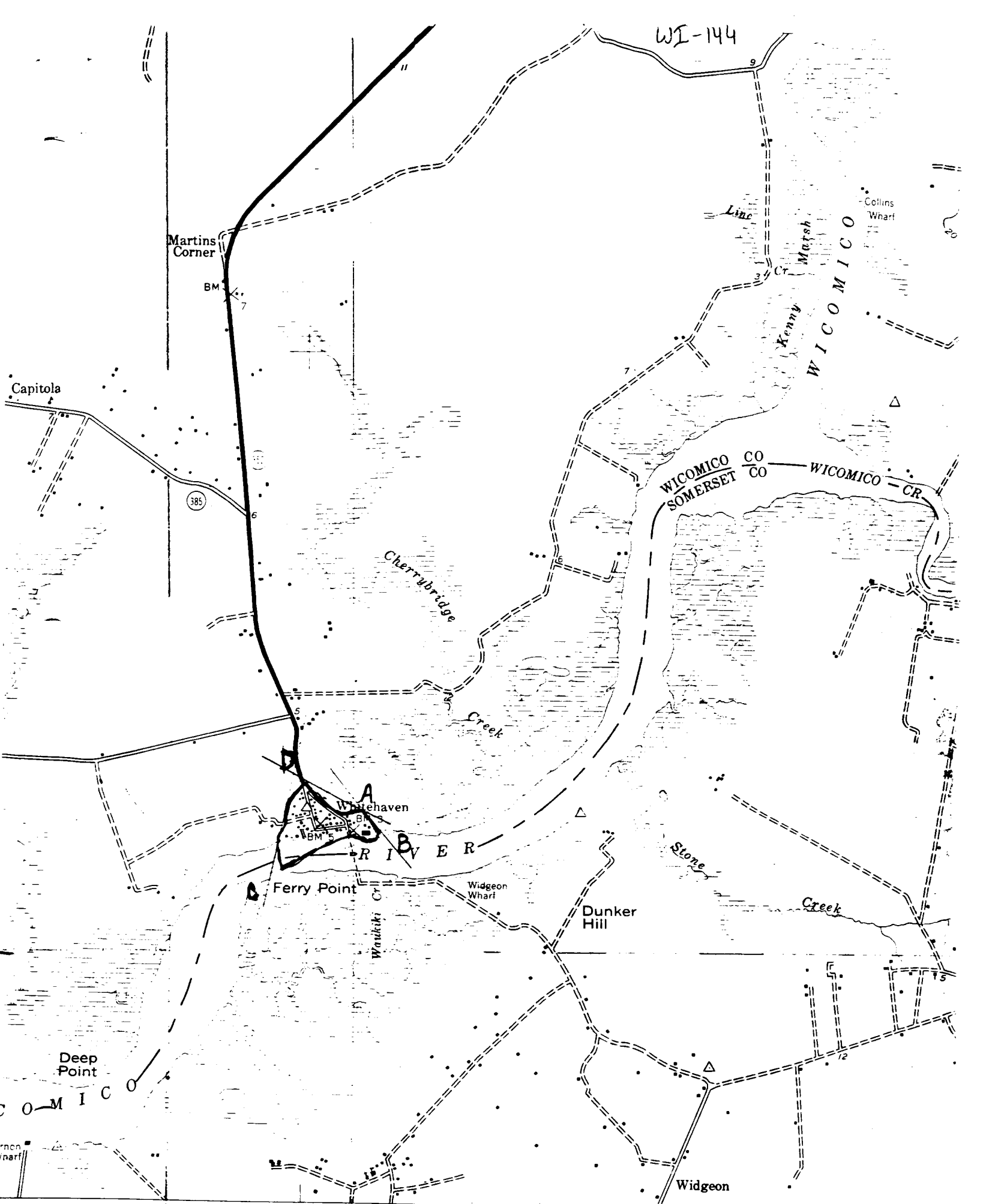


MAP SOURCES -
 WILCOMICO CTY.
 TAX OFFICE

WILCOMICO RIVER

SCALE -
 1" = 200'

WI-144



WI-144

Martins Corner

BM 7

Capitola

385

Cherrabridge Creek

WICOMICO CO
SOMERSET CO

WICOMICO - CR

Whitehaven

R I V E R

Ferry Point

Widgeon Wharf

Dunker Hill

Stone Creek

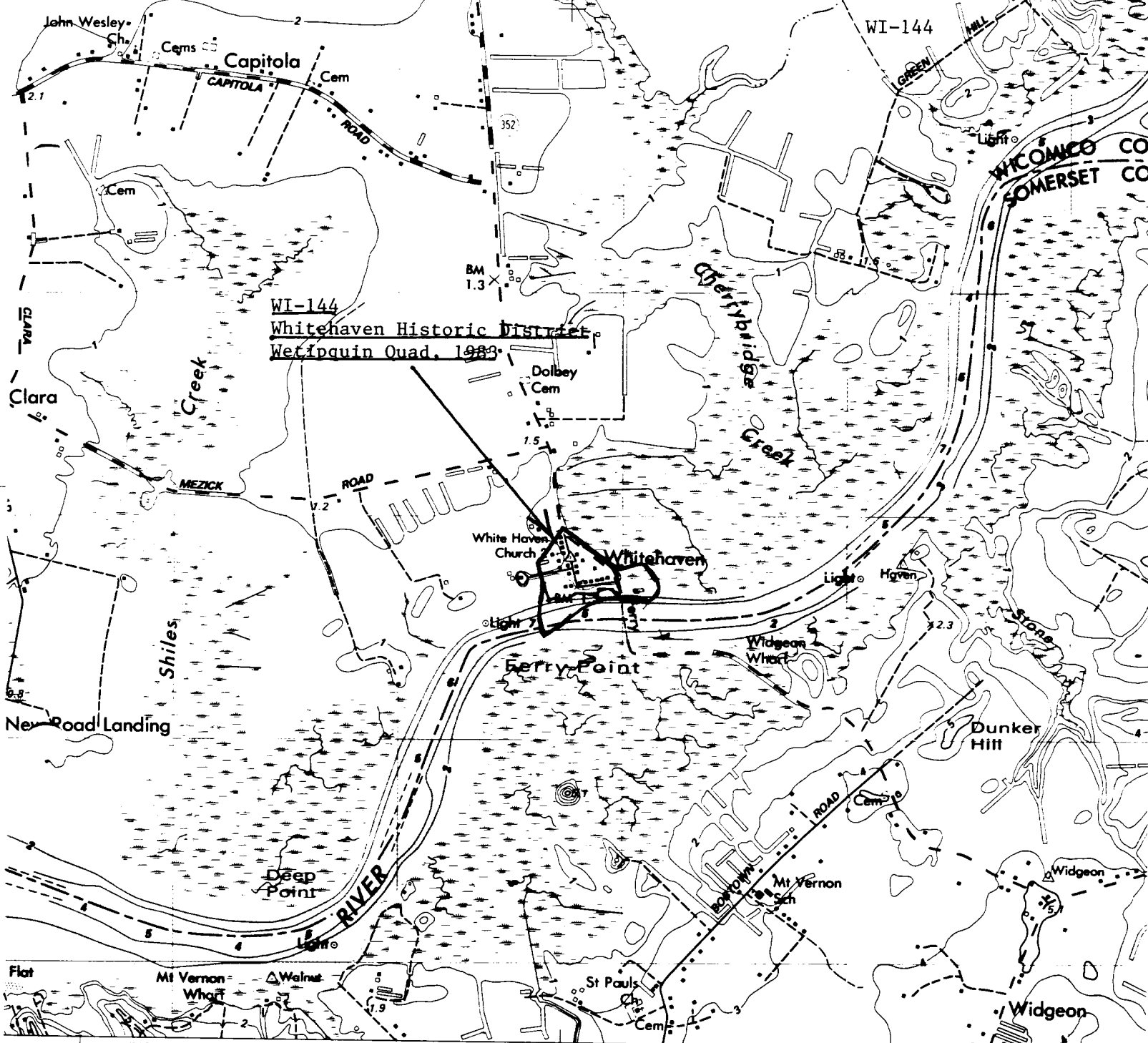
Creek

Deep Point

W I C O M I C O

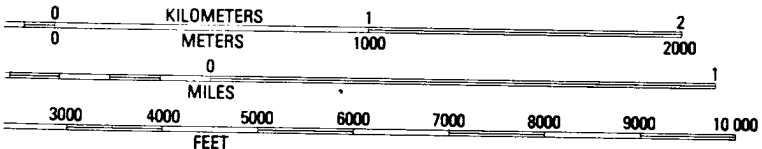
Widgeon

47'30"



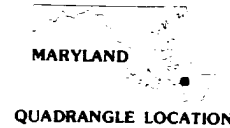
**WI-144
Whitehaven Historic District
Wetipquin Quad, 1983**

SCALE 1:24 000



CONTOUR INTERVAL 1 METER
 TIONAL GEODETIC VERTICAL DATUM OF 1929
 ID OTHER ELEVATIONS SHOWN TO THE NEAREST 0.1 METER
 ND SOUNDINGS IN METERS—DATUM IS MEAN LOW WATER
 LATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
 EAN RANGE OF TIDE IS APPROXIMATELY 0.7 METERS

OM WITH NATIONAL MAP ACCURACY STANDARDS
 U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
 TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



CONTOURS AND ELEVATIONS
 IN METERS

ROAD CLASS

Primary highway, hard surface

Secondary highway, hard surface

Trails

Interstate Route