

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: Crain Highway Monument Inventory Number: PG:79-19-64
 Address: MD 725 (Old Crain Highway) at Trinity Lane Historic district: yes no
 City: Upper Marlboro MD Zip Code: _____ County: Prince Georges
 USGS Quadrangle(s): Upper Marlboro
 Property Owner: Maryland State Highway Administration Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: 101
 Project: Repair of Crain Highway Monument Agency: MD SHA
 Agency Prepared By: MD SHA
 Preparer's Name: Anne E. Bruder Architectural Historian Date Prepared: 04/11/2014

Documentation is presented in: Project Review and Compliance Files

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: Upper Marlboro Residential Area Historic District

Inventory Number: PG:79-115 Eligible: yes no yes no

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The Crain Highway Monument was first included in the Maryland Inventory of Historic Properties in 1993 and received MIHP No. PG:79-19-64. It is a four-sided structure made of stone consisting of a 3-step plinth, a square base, the dedication panels, and a spire. The monument is constructed of rough cut rubble stones laid in regular courses and concrete coping defines the top of each section. The four dedication blocks are placed in the center section on each side of the monument. Single blocks of stone with ashlar faces define each corner. Above, the tower of the monument is an attenuated, sloping four-sided spire, topped with a finial above the concrete coping.

The idea of a monument similar to the Jug Bridge Monument in Frederick to commemorate the new highway was made by John N. Mackall, the Chairman of the Maryland State Roads Commission. Following the State Roads Commission's (SRC) formation in 1908, the SRC took over turnpikes throughout the state to use as the basis for the state's highway system. The SRC planned to connect every county seat with Baltimore. As shown on the 1911 Map of Maryland Showing the State Road System and State Aid Roads Completed or Under Construction, for Prince George's, Charles and St. Mary's counties, the SRC planned for roads that entered Washington, DC where there were other roads that could be used to go to north to Baltimore. There were no roads from the southern part of the state that went directly to Baltimore, the state's largest city. Furthermore, there were no roads planned that would connect La Plata with Upper Marlboro, two county seats that were 25 miles apart. There had not been a nineteenth century

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Jim Talamo ✓
 Reviewer, Office of Preservation Services
[Signature]
 Reviewer, National Register Program

6/20/2014
 Date
6/24/14
 Date

turnpike that connected the towns, and the State did not plan to change the travel routes. This plan remained in effect until Robert Crain's lobbying efforts for a better highway connection received widespread press in 1922.

Robert Crain (1865-1928), a lawyer, farmer and politician during the 1910s and 1920s, recommended that the state construct a new highway to connect Southern Maryland, specifically Prince George's and Charles counties, with Baltimore in an interview with the Baltimore Sun in February 1922. Crain began lobbying for a new road between Charles County and Baltimore as early as 1902, when he urged the county's delegates to the State legislature to move forward with the task. His was one of many voices in the early twentieth century that demanded better roads from the state government.

Crain believed that a new highway would restore economic prosperity to the southern counties, which had not fully recovered from effects of the Civil War. As a result of his Democratic political connections, he persuaded the state legislature to fund the new highway during its 1922 session. The legislature agreed that the Maryland State Roads Commission could issue a \$1,000,000 bond for the highway's construction in order to create a new 30-mile long, 18-foot wide highway that connected various state highways in Prince George's and Charles counties, as well as Anne Arundel County with Baltimore. The new highway would more readily allow citizens access between the two areas of the state. The funding covered construction for four years between 1922 and 1926 at \$250,000 per year. A final allocation of an additional \$250,000 allowed for the highway to be fully completed in 1927. The legislature also agreed to call the highway the Crain Highway to honor Crain's efforts. Construction for the highway began on September 20, 1922 when the first contract was let. Crain attended the 1922 dedication.

Construction of the monument began in August 1922. By September 30, 1922, construction crews completed the Crain Highway Monument and a crowd of "several thousand men and women" from Baltimore and Anne Arundel, Calvert, St. Mary's, Charles and Prince George's counties attended the dedication in Upper Marlboro. The citizens would benefit from the new road and the access it provided them, since it was the first road to directly connect LaPlata with Upper Marlboro and Baltimore. Once the highway was finished, the state's plan for the monument's fourth dedication block was that the block would note the end of construction. The opening of the completed highway occurred on October 22, 1927, but this date was not put on the empty east block of the monument.

An historic photo shows the monument surrounded by grass with the highway circling it. The photo indicates that the monument stood by itself surrounded by grass near the highway when its construction was completed. Today it is contained within an oval landscaped area between MD 725 (Old Crain Highway) and Trinity Lane between Main Street and Church Street. The oval is a closed section with curb and contains grass, small trees and shrubs, including azaleas that are planted at the base of the Monument. The plantings are not integral to the Monument and do not contribute as a landscape feature. The houses which surround the monument date from the late 1920s.

Most recently the Crain Highway Monument has been included as a contributing resource to the Town of Upper Marlboro Residential Area Historic District, PG:79-115, which was listed in the National Register of Historic Places (NRHP) on December 12, 2012. The 1993 MIHP form thoroughly describes the events regarding the monument's construction, and this DOE sums up information about the man who lobbied for the construction of the Crain Highway, as well as the Baltimore architect who designed it.

Crain died on August 27, 1928, following what was described as a year-long decline from a nervous breakdown he suffered in 1927. The Crain Highway remained the main highway through Upper Marlboro until the 1950s when the State Roads Commission bypassed it to the east of town. The new highway (US 301) is still called the Crain Highway but is on a new alignment between MD 3 at the Anne Arundel County line and the Governor Nice Bridge in Newberg, Charles County.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date

Howard Sill was born in 1867 in Albany County, New York, and came to Baltimore around 1887. Sill appears to have worked at various architectural firms, starting out as a draftsman and progressing to an architect. His first noted project was with the Baltimore firm of Wyatt and Nolting's design for the Baltimore City Courthouse in the late 1890s and early 1900s. However, by 1906 he was in independent practice when he designed the Hans Schuler Studio on Lanvale Street. In 1912 and in 1915, he received critical notice from "The Architectural Review," and "The Brickbuilder" for his residential work in Roland Park and in Guilford, including Sherwood and Sherwood Garden. Sill is noted for his American Colonial Revival designs, and his houses in Guilford are in that vein. In 1916 he joined two Baltimore architects, Riggin Buckley and G. Corner Fenhagen, in a new partnership. In 1916, he also became a member of the Baltimore Chapter of the A.I.A. Their most noted work was the Federal Reserve Building in Richmond, VA in 1920. In 1921, Sill left the partnership for a solo practice. He designed the Crain Highway Monument in 1922. His last notable work came from the competition to design the Baltimore Museum of Art. He was awarded the commission in 1926, in partnership with John Russell Pope. However, he did not live to see the design completed and he died following a series of strokes in 1926 and 1927, on July 22, 1927.

The Crain Highway Monument retains integrity of design, workmanship, setting, location and association. As a result of the August 2012 earthquake, some of the concrete coping and stones have been broken, and are in need of repair, which SHA proposes to undertake.

Based on the foregoing information and the information contained in the 1993 MIHP Form, SHA has determined that the Crain Highway Monument is individually eligible for inclusion in the National Register of Historic Places under Criterion A (events) for its association with the construction of the Crain Highway that is important to Maryland's local and state history. Crain Highway provided access for the rural southern counties to the state's largest city including its markets and port. Although the highway is associated with Robert Crain during his productive life, there is nothing specifically associated with it that connects the historic object with his person, and the Crain Monument is not eligible for inclusion in the NRHP under Criterion B (persons). The Crain Monument was designed by Howard Still, a Baltimore architect who also provided the design for the Baltimore Museum of Art with John Russell Pope in 1926. His design of the Crain Highway Monument is not mentioned in any of the articles regarding his work beyond the brief mention of it in the articles about the dedication. Furthermore, there is no mention of the monument in his 1927 obituary. Although well designed, the Crain Highway Monument does not demonstrate high artistic, architectural or engineering features. As a result, the Crain Highway Monument is not eligible for the NRHP under Criterion C (architecture). NRHP Criterion D (information potential) was not investigated as part of this study.

SHA has also considered the application of NRHP Criteria Consideration F: Commemorative Properties. The NRHP defines commemorative properties as those that "are constructed after the occurrence of an important historic event or after the life of an important person," and "they are not directly associated with the event or the person's productive life." (NR Bulletin 15, p. 39) As noted above, as well as in the MIHP form currently on file, the Crain Highway Monument was the first part of the highway constructed in Upper Marlboro in August and September 1922, while highway construction started on September 30, 1922. As a result, the monument is contemporaneous with the highway, and is directly associated with its construction. Since it was built along with the highway, the same people who were associated with the highway's construction also completed the monument, and they did not represent a later generation's assessment of the highway. At this time, SHA believes that the Crain Highway Monument is not so much a commemorative object, as celebratory in nature. SHA has therefore determined that the Crain Highway Monument does not meet the requirements of NRHP Criteria Consideration F Commemorative Properties.

The boundary for the Crain Highway Monument is confined to SHA's right-of-way for MD 725 at Trinity Lane in Upper Marlboro, and consists of approximately 3,237.14 square feet as shown on Prince George's County Tax Map 101 near 14503 Main Street, Upper Marlboro, MD. This boundary includes the original highway lanes of the Crain Highway on either side of the monument, since this configuration is original to the 1922 highway design

MARYLAND HISTORICAL TRUST REVIEW														
Eligibility recommended				Eligibility not recommended										
Criteria:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D	Considerations:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> F	<input type="checkbox"/> G		
MHT Comments:														
_____ Reviewer, Office of Preservation Services							_____ Date							
_____ Reviewer, National Register Program							_____ Date							

Sources Consulted:

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 "Road Monument Plans Completed," August 28, 1922 p. 5
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 "Crain Highway Is Name Chosen For Southern Maryland Road," September 9, 1922 p. 3
 Crowds Applaud State On New Road," October 1, 1922 p. 24
 "Howard Sill Dies in Prince George's County," July 24, 1927 p. 18
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 State Roads Commission, 13th, 14th, 15th and 16th State Roads Commission Reports for 1920, 1921, 1922 and 1923, P. 10
 Vosmek, Maureen Hogan, "Preserving Change, Changing How We Preserve: A Temporal Approach to Landfill in an Arts District," Dissertation available from www.Amazon.com, May 4, 2012.
 The Washington Post, "Throngs At Dedication Of New Maryland Road," September 30, 1922 p. 9
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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____
 Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

 Reviewer, Office of Preservation Services

 Date

 Reviewer, National Register Program

 Date

Crain Highway Monument, PG:79-19-64 Location Map





AG; 79-19-64

CRAIN MONUMENT

FRANCE GEORGE'S Co MD.

FRONDER

MD STATE

1-9-2014

LOOKING NORTHWEST AT CRAIN HIGHWAY
MONUMENT SOUTH & EAST SIDES!

1/7

Epson
Professional Paper

EPSON



PG 979-19-64

CRAN HIGHWAY MONUMENT

FRANCE GEORGE'S Co, MD

BRUNDEL

1-9-14

MD SAFE

Epson Professional Paper

LOOKING NORTH AT CRAN HIGHWAY MONUMENT
SOUTH SIDE WITH SETTING

2/1



PG: 79-19-64

CRAIN Highway Monument.

FRANCIS GEORGE'S Co., MD

ANDREW BREWER

1-9-14

MD SAPO

LOOKING SOUTHWEST AT CRAIN Highway
MONUMENT. NORTH SIDE WITH SETTING

3/7

BALTIMORE & SOUTHERN
MARYLAND TRUNK LINE
ROBERT CRAIN HIGHWAY



PG: 79-19-64

CRAN HIGHWAY MANSUET
PRINCE GEORGES CO, MD

ANNE BRIDGE

1-9-14

MD SHIP

SOUTH BED 10 FT 10 S BLOCK

4/7



BALTIMORE & SOUTHERN
MARYLAND TRUNK LINE
ROBERT CRAIN HIGHWAY

PG: 79-19-64.

CRATON HIGHWAY MONUMENT
PENNY GEORGETT'S Co, MD

ALONG FENCE

1-19-64

MD SHPO.

WEST DEDICATION BLOCK.

5/7

A black and white photograph of a stone monument. The monument is constructed from rough-hewn stones and features a large, rectangular plaque in the center. The plaque is set within a recessed frame and contains the following text: "AT THIS POINT CONSTRUCTION WAS STARTED SEPTEMBER 30, 1922". The monument is positioned at the corner of a structure, with a stone roof visible above it. The background shows a clear sky and some trees in the distance.

AT THIS POINT
CONSTRUCTION WAS STARTED
SEPTEMBER 30, 1922

PG: 79-19-64

CRAIN HIGHWAY MONUMENT
PRINCE GEORGES CO MD

ANNE FRENCH

1-9-14

MD SAHPA

Epson
Professional Paper

NETA DEDICATION BLOCK

6/7

Epson
Professional Paper

SON



PG: 79-19-64

CEZANNE HIGHWAY MONUMENT

FRANCE GEORGE'S CO MD

ANDRE FAUCON

1-9-14

MD SNPO

3 at Block

7/4

PRINCE GEORGE'S COUNTY
HISTORIC SITE SUMMARY SHEET

Survey: PG#79-19-64 Building Date: 1922

Building Name: Crain Highway Monument

Location: Old Crain Highway at Main Street, Upper Marlboro, Maryland

Public/Monument/NA/Excellent/Accessible

Description:

The Crain Highway Monument is a tall bottle-shaped monument, crafted of cut sandstone with concrete trim. It is constructed of roughly cut chunks of local iron-bearing sandstone of variegated shades of gray, brown, rust and red; the plaques, courses of molded trim, cap and finial are of concrete. The base of the monument consists of two high steps built of cut stones. Above this, the square shaft is built of courses of the same red-gray stone topped by a crown molding of gray concrete. Above this, each face of the shaft is ornamented with a plaque. The principal southwest plaque reads: BALTIMORE & SOUTHERN MARYLAND TRUNK LINE --- ROBERT CRAIN HIGHWAY. The same legend appears on the opposite side, on the northeast face of the shaft. There is no legend on the plain southeasterly plaque, but the northwesterly side plaque bears the statement: AT THIS POINT CONSTRUCTION WAS STARTED SEPTEMBER 30, 1922. Above this section of the shaft, another wide course of molded concrete forms a base for the tapering neck of the monument. The shaft curves inward, narrows, and rises to an acorn-shaped finial of concrete. The full height of the monument is approximately 30 feet.

Significance:

The Crain Highway Monument is a handsome monument, built of local stone and trimmed with concrete. It was designed in 1922 by Baltimore architect Howard Sill, and erected in that year to mark the beginning of construction of the important new automobile route between Baltimore and Southern Maryland. The ceremony which marked the beginning of construction took place at Upper Marlboro on 30 September 1922, and at this time the monument was unveiled. The road was constructed over the next five years, and named for Robert Crain whose efforts had made the project possible. The highway was officially opened 22 October 1927. The Crain Highway Monument still stands in good condition in a grassy oval at the west end of Main Street in the town of Upper Marlboro. It is an unusual example of the work of one of Baltimore's early twentieth-century architects, and is a continuing symbol of the advent and growth of automobile transportation in Southern Maryland. It is an established and familiar visual feature of the town of Upper Marlboro, and a landmark for anyone entering the town or seeking direction.

Acreage: circa 1/3 acre

Crain Highway Monument

PG#79-19-64

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Western Shore

Chronological/Development Periods:

Industrial/Urban Dominance - AD 1870-1930

Modern Period - 1930 to present

Historic Period Themes:

Architecture, Landscape Architecture, Community Planning

Transportation

Resource Type:

Category: Structure

Historic Environment: Town/County Seat

Historic Functions and Uses: Monument/Marker

Design Source: Architect Howard Sill

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. PG#79-19-64

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Crain Highway Monument

and/or common

2. Location

street & number Old Crain Highway at Main Street not for publication

city, town Upper Marlboro vicinity of congressional district 5

state Maryland county Prince George's

3. Classification

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

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

name State Highway Administration

street & number 9300 Kenilworth Ave telephone no.:

city, town Greenbelt state and zip code MD 20770

5. Location of Legal Description

courthouse, registry of deeds, etc. liber ---

street & number folio ---

city, town state

6. Representation in Existing Historical Surveys

title None

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. PG#79-19-64

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

The Crain Highway Monument is a tall bottle-shaped monument, crafted of cut sandstone with concrete trim. It stands on an oval island of grass between the two lanes of Old Crain Highway in the Town of Upper Marlboro. It was built and unveiled in September 1922 to mark the beginning of construction of the Robert Crain Highway (automobile route) between Baltimore and Southern Maryland.

The monument is constructed of roughly cut chunks of local iron-bearing sandstone of variegated shades of gray, brown, rust and red; the plaques, courses of molded trim, cap and finial are of concrete. The base of the monument (approximately 16 feet square) consists of two high steps built of cut stones. Above this, the square shaft (approximately 11 feet square) is built of courses of the same red-gray stone topped by a crown molding of gray concrete. Above this, each face of the shaft (which is slightly inset from the dimensions of the lower shaft) is ornamented with a plaque. The principal southwest plaque reads:

BALTIMORE & SOUTHERN
MARYLAND TRUNK LINE

ROBERT CRAIN HIGHWAY

The same legend appears on the opposite side, on the northeast face of the shaft.

There is no legend on the plain southeasterly plaque, but the northwesterly side plaque bears the following statement:

AT THIS POINT
CONSTRUCTION WAS STARTED
SEPTEMBER 30, 1922

Above this section of the shaft, another wide course of molded concrete forms both a lintel for the plaques and a base for the tapering neck of the monument. The shaft curves inward and narrows as it rises, remaining always square in cross-section. It rises to a crown molding of concrete, on which rests a cyma reversa base surmounted by an acorn-shaped finial, all of concrete. The full height of the monument is approximately 30 feet.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" 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"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input 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)
		<input type="checkbox"/> invention		

Specific dates 1922 **Builder/Architect** Howard Sill

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G

Level of Significance: national state local

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

The Crain Highway Monument is a handsome monument, built of local stone and trimmed with concrete. It was designed by a Baltimore architect in 1922, and erected in that year to mark the beginning of construction of the important new automobile route between Baltimore and Southern Maryland.

With the advent of the automobile early in the twentieth century, the public began to demand the improvement of ancient roadways, which were narrow, for the most part unpaved, and generally inadequate and dangerous for automobile use. Robert Crain of Charles County became the major proponent of an improved automobile route between Baltimore and the counties of Southern Maryland, appearing often before the State Legislature; by 1922, the Legislature had appropriated one million dollars for construction of the highway. The route was surveyed and laid out, running through approximately 25 miles of Prince George's County, from Priests' Bridge near White Marsh, in a southwesterly direction through Upper Marlboro (the County Seat), to the boundary of Charles County where it connected with an existing direct road into St. Mary's County.¹

Construction was scheduled to begin in Upper Marlboro in September 1922. The contract for the first 3.53 miles was awarded to G. B. Mullan and Company. The plans called for a monument to be erected at the point of the beginning of construction, sponsored by the Merchants and Manufacturers

¹ Official Program, Baltimore-Southern Maryland Trunk Line (Robert Crain Highway), Upper Marlboro, Md., Saturday, September 30th, 1922; Celebrating The Opening of the Robert Crain Highway, Upper Marlboro, Maryland, October Twenty-Second, Nineteen Twenty-Seven, brochure.

9. Major Bibliographical References

Survey No. PG#79-19-64

See Notes, Item 8

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Upper Marlboro

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

Zone	Easting			Northing					

D

Zone	Easting			Northing					

E

Zone	Easting			Northing					

F

Zone	Easting			Northing					

G

Zone	Easting			Northing					

H

Zone	Easting			Northing					

Verbal boundary description and justification

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 Susan G. Pearl, Research/Architectural Historian

Prince George's County

organization Historic Preservation Commission date March 1993

street & number 14741 Gov Oden Bowie Drive telephone 301-952-3521

city or town Upper Marlboro state MD 20772

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
PROPERTY
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

Association together with the Southern Maryland Society. Howard Sill, architect of Baltimore, was commissioned to design the monument. A large celebration was planned for 30 September 1922 in Upper Marlboro, including the unveiling of the monument.²

Howard Sill (1867-1927) had an active architectural practice in Baltimore, and connections, through his marriage, with Prince George's County. In 1892 he married Mary Frances Duvall, a member of the prominent Duvall family from Marietta, and, from that time, maintained a summer place near Marietta in central Prince George's County. He joined the Baltimore architectural firm of Wyatt and Nolting in the 1890s, and opened his own office in Baltimore in 1907. He continued his practice, principally in Baltimore, until a stroke paralyzed him in 1926. Just before his illness, Sill had been selected, with John Russell Pope as his associate, to draw up plans for the proposed Baltimore Art Museum. Sill never recovered enough to return to practice (the museum design was completed by Pope), and Howard Sill died at the age of 60 in 1927.³

The highway monument which Sill was commissioned to design in 1922 was to be constructed of native stone. John N. Mackall, who as chairman of the State Roads Commission headed the highway project, requested a distinctive monument, comparable to the stone jug at old Jug Bridge near Frederick. Mackall suggested that a sufficient amount of red sandstone could be found in the vicinity of Upper Marlboro to complete the monument. Sill's design called for a bottle-shaped monument approximately 30 feet high and 16 feet at the base.⁴

Early in August 1922, Mackall, Sill and several others working on the project, came to Upper Marlboro to determine the alignment of the road through that town, and to choose a site for the monument. The townspeople had proposed that the right-of-way should run westward along the lines of Main and Church Streets, but Mackall rejected that route because of the right-angle turns. Instead, the right-of-way was to proceed westward

² ibid., Prince George's Enquirer, 14 July, 28 July and 11 August 1922.

³ Biographical file, Maryland Historical Society, Baltimore.

⁴ Prince George's Enquirer, 14 July, 11 August, and 1 September 1922.

on Main Street, turning left and proceeding diagonally southwest across the Edlavitch lot and the Sasscer lot, then connecting with the road leading southwest to the Chesapeake Beach Railway station. The committee decided to place the monument in the triangle formed by cutting diagonally across the Edlavitch lot. The Edlavitch lot was purchased, and Roads Commission workmen began extracting stone for the monument from the bank behind (and south of) Trinity Church.⁵

Because of the work of Robert Crain which made the project possible, the new road was to be called the Robert Crain Highway. The ceremony which marked the beginning of construction took place at Upper Marlboro on 30 September 1922, and more than 4000 people attended, carried by train from considerable distances. There were parades and floats, and a picnic lunch was provided for everyone at the Fairgrounds. Mrs. Robert Crain unveiled the monument, and Crain himself was one of the principal speakers at the occasion. The celebration proved to be one of the most momentous events in the history of the town of Upper Marlboro.⁶

M. H. Magruder, Prince George's County Chairman for the Crain Highway project, wrote: "The monument unveiled will stand as a mute sentinel guarding a sacred spot and as a tribute to a great achievement, but more fittingly still as a dedication to the spirit which the occasion engendered, which time itself can not efface."⁷

The road was constructed over the next five years: 31.5 miles long with a pavement of concrete 15 to 18 feet wide. Before it was finished, the Legislature appropriated an additional \$250,000 to complete the project. On 22 October 1927 the highway was officially opened; the barrier was dropped by the daughter of Robert Crain and the son of John Mackall.⁸

⁵ Prince George's Enquirer, 11 August and 1 September 1922.

⁶ Prince George's Enquirer, 22 and 29 September, and 6 October 1922.

⁷ Prince George's Enquirer, 6 October 1922.

⁸ Celebrating the Opening of the Robert Crain Highway, Upper Marlboro, Maryland, October Twenty-Second, Nineteen Twenty-Seven, brochure.

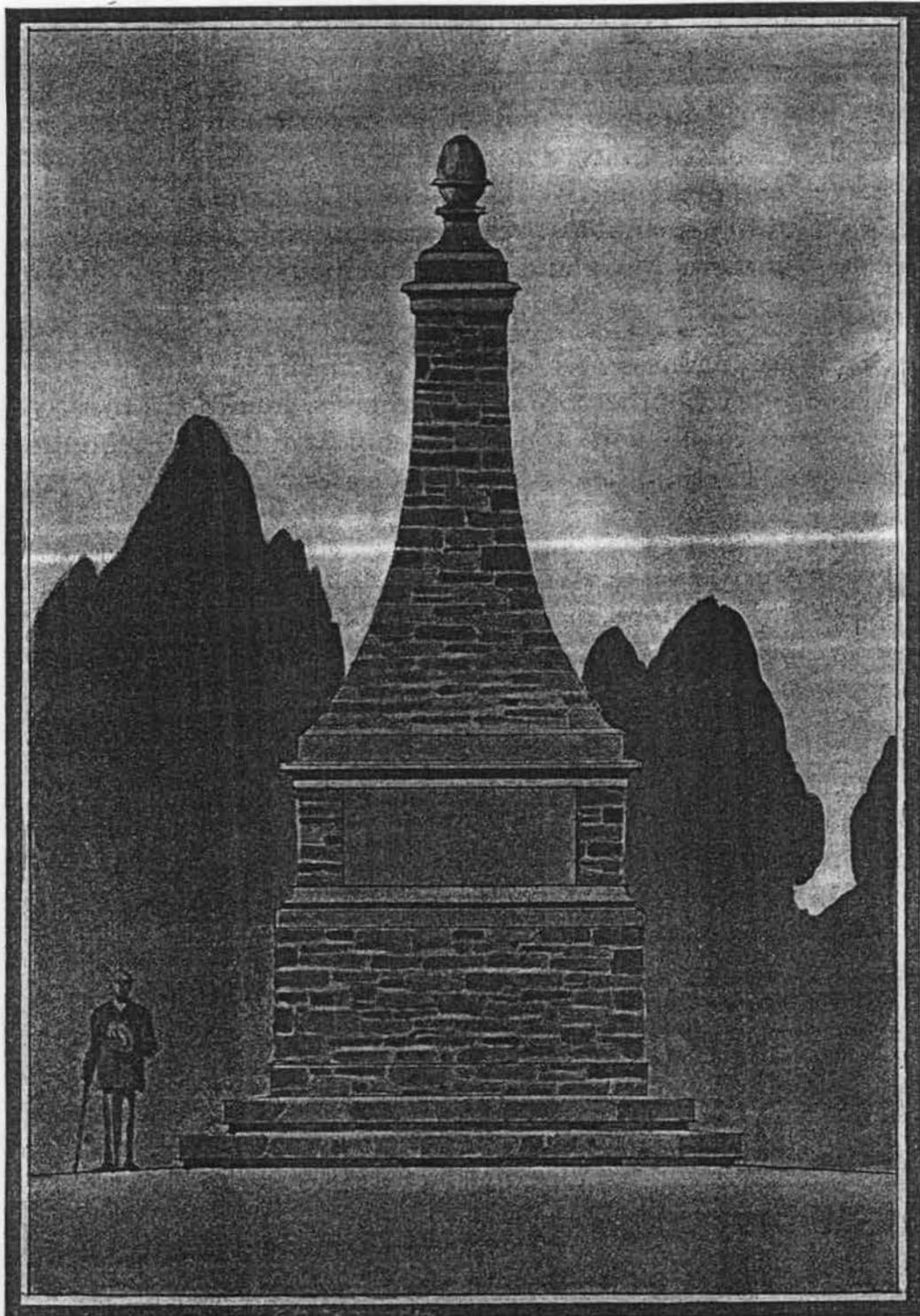
MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
Statement of Significance (continued)

Survey No. PG#79-19-64

Section 8 Page 4

The Crain Highway Monument still stands in good condition in the grassy oval at the west end of Main Street in the town of Upper Marlboro. It is an unusual example of the work of one of Baltimore's early twentieth-century architects, and is a continuing symbol of the advent and growth of automobile transportation in Southern Maryland. It is an established and familiar visual feature of the town of Upper Marlboro, and indeed a landmark for anyone entering the town or seeking direction.

WILL MEMORIALIZE THE SPIRIT OF THIS DAY



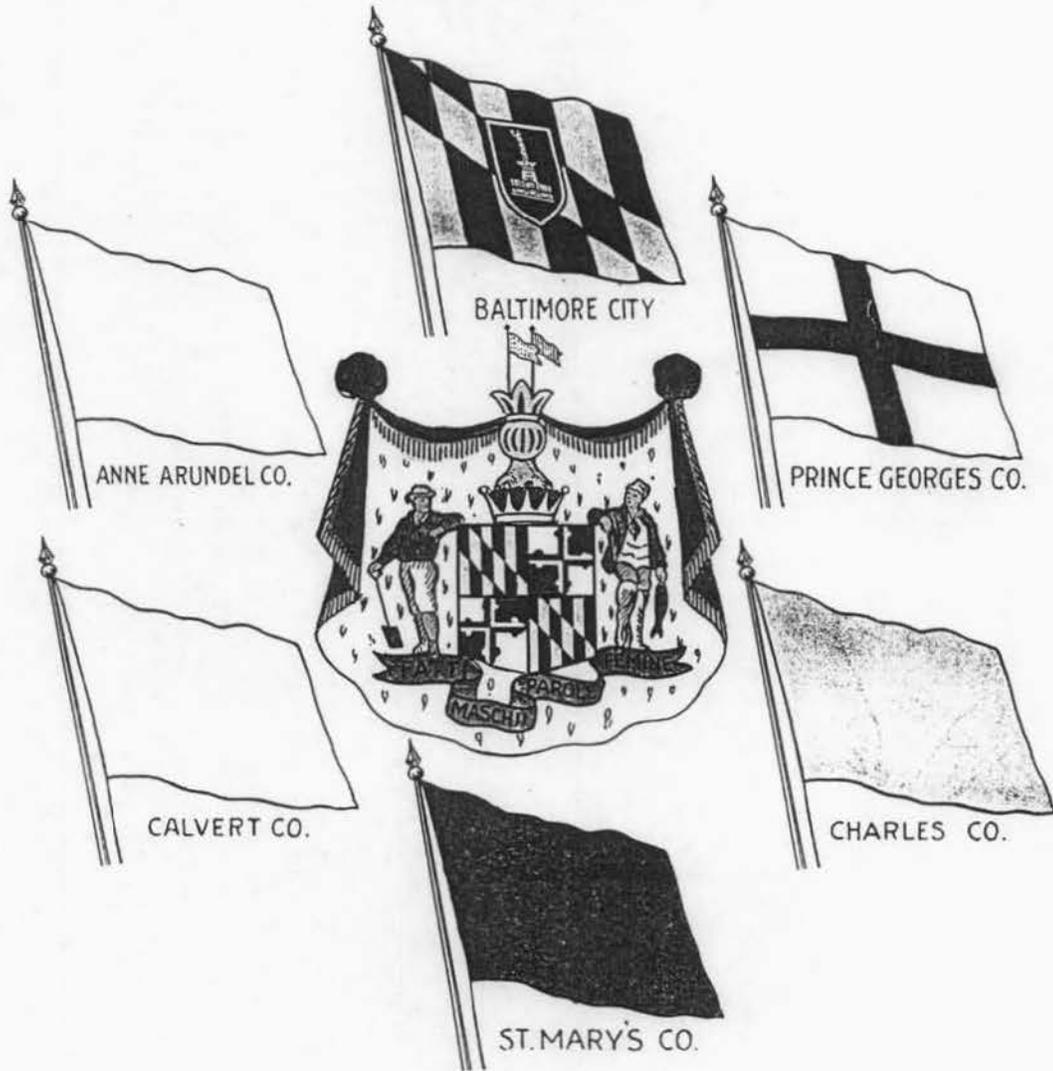
THIS SHAFT, DESIGNED BY HOWARD SILL, ARCHITECT, WILL MARK THE BEGINNING OF THE CONSTRUCTION, AT UPPER MARLBORO, OF THE NEW HIGHWAY FROM BALTIMORE TO SOUTHERN MARYLAND.

Note: Contract for the construction of the first $3\frac{59}{100}$ miles has been awarded to G. B. Mullan & Co.

OFFICIAL PROGRAM

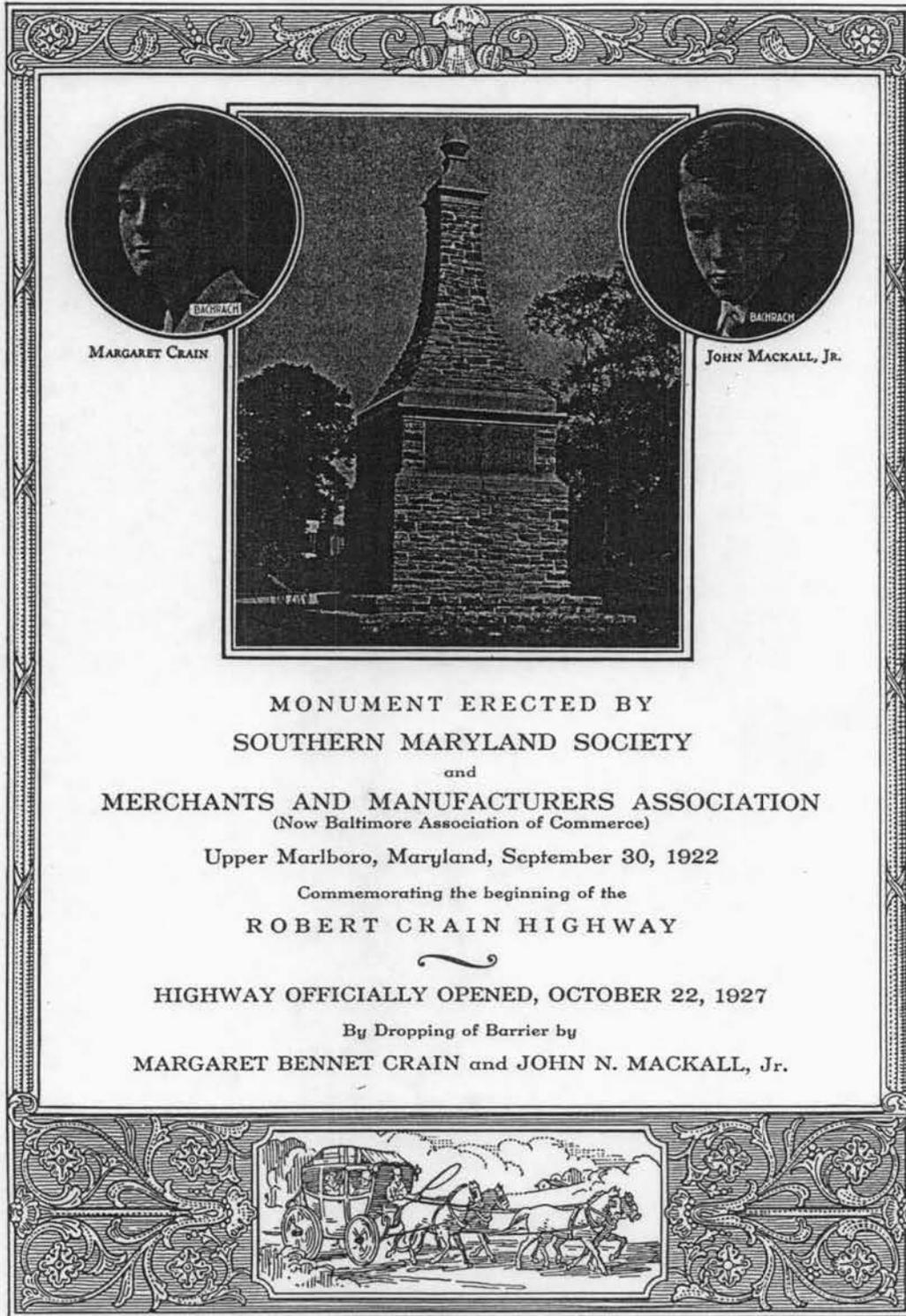
Baltimore-Southern Maryland Trunk Line

(ROBERT CRAIN HIGHWAY)



UPPER MARLBORO, MD.

Saturday, September 30th, 1922



MARGARET CRAIN

JOHN MACKALL, JR.

MONUMENT ERECTED BY
 SOUTHERN MARYLAND SOCIETY
 and
 MERCHANTS AND MANUFACTURERS ASSOCIATION
 (Now Baltimore Association of Commerce)

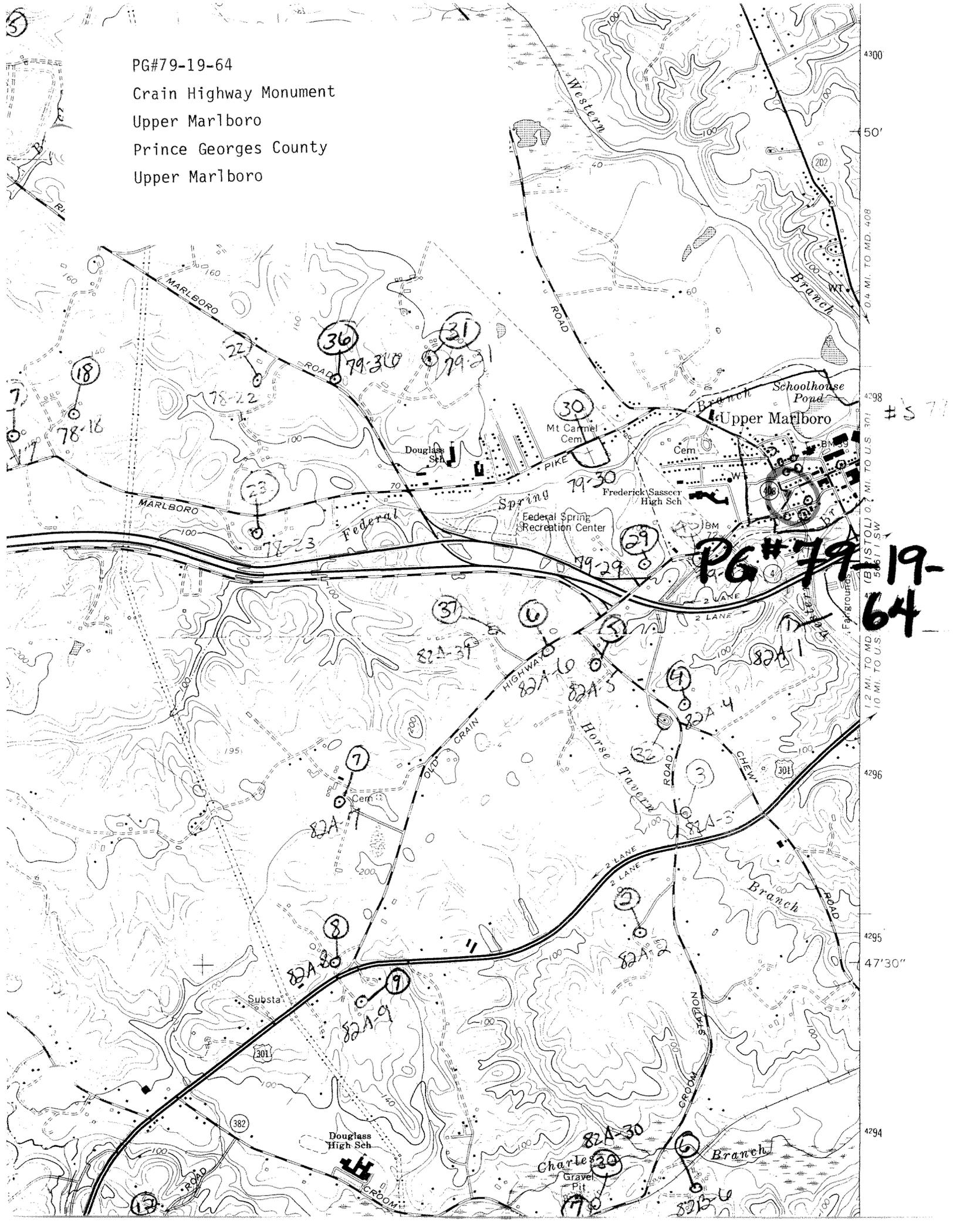
Upper Marlboro, Maryland, September 30, 1922

Commemorating the beginning of the
 ROBERT CRAIN HIGHWAY

HIGHWAY OFFICIALLY OPENED, OCTOBER 22, 1927

By Dropping of Barrier by
 MARGARET BENNET CRAIN and JOHN N. MACKALL, Jr.

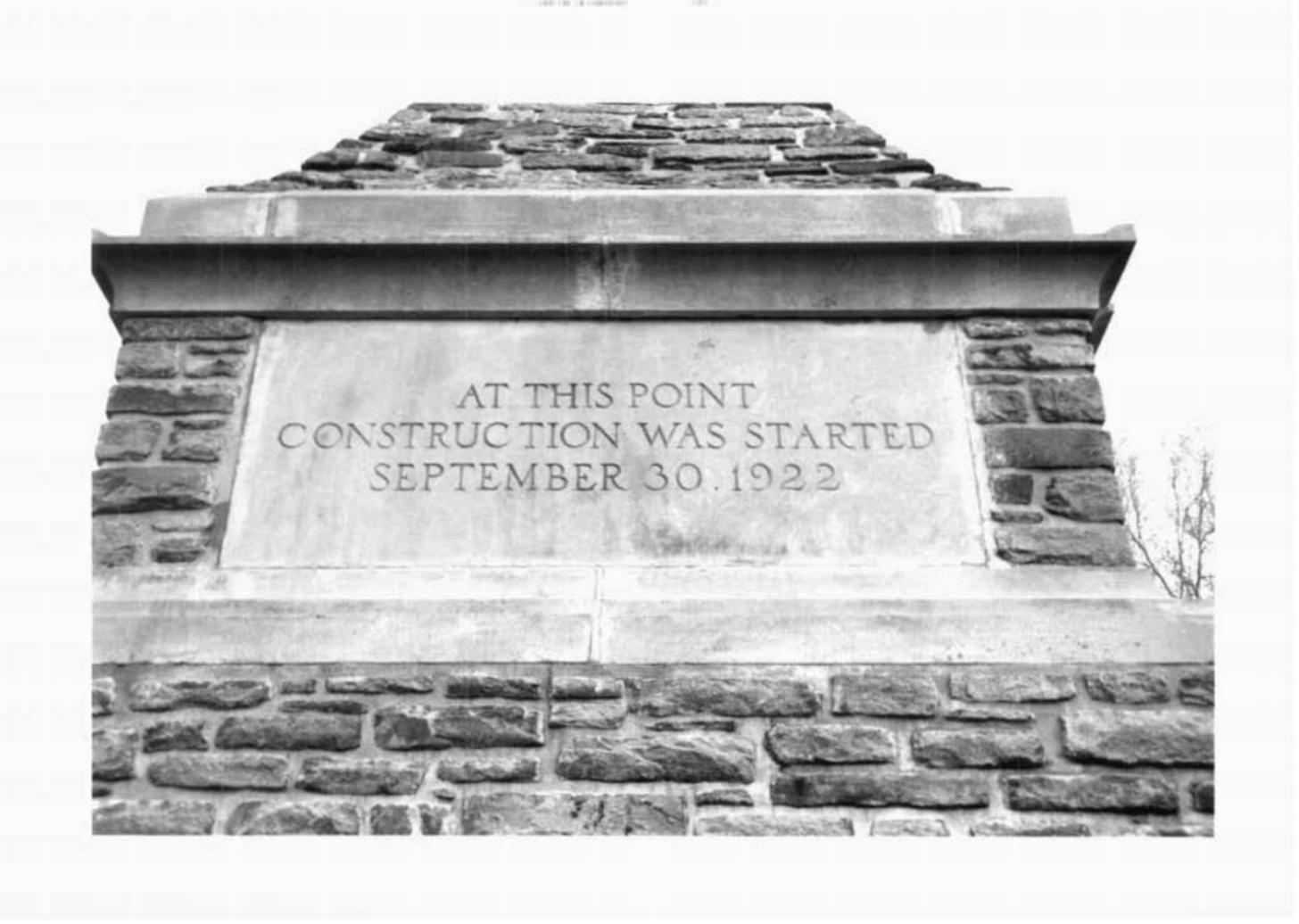
PG#79-19-64
Crain Highway Monument
Upper Marlboro
Prince Georges County
Upper Marlboro





Crain Hepburn Monument
Prince Georges Co. MD
Susan V. Pearl
December 1992

Southwest Lacey Monument
Jeff. WH7 MD SHPO

A black and white photograph of a stone monument. The monument is constructed from rough-hewn stones and features a central rectangular plaque. The plaque is set within a recessed area of the stone wall. Above the plaque is a wide, flat stone ledge, and below it is another wide stone course. The top of the monument is a pyramidal shape, also constructed from stones. The text on the plaque is centered and reads: "AT THIS POINT CONSTRUCTION WAS STARTED SEPTEMBER 30. 1922".

AT THIS POINT
CONSTRUCTION WAS STARTED
SEPTEMBER 30. 1922

16 = 79.15-64

Chain Highway Monument
Prince George's Co. MD
Susan H. Perle

December 1992

MD SHPO

Northwest facing monument

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