

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

**PROPERTY NAME:** Queen Anne Survey District **INVENTORY NO.** QA-530  
**ADDRESS:** multiple addresses  
**OWNER:** multiple owners  
**TAX PARCEL NUMBER:** multiple parcel numbers **TAX MAP NUMBER:** Talbot Co. 3 & QA Co. 69  
**PROJECT:** MD 303 from MD 303 to 404A & MD 404A from MD 303 to 518 **AGENCY:** MD SHA  
**SITE VISIT BY:** Archaeological and Historical Consultants, Inc.  
**NAME:** Wendy Zug-Gilbert **DATE:** July 2001

**ELIGIBILITY RECOMMENDED**  **ELIGIBILITY NOT RECOMMENDED**  
**CRITERIA:**  A;  B;  C;  D  
**CONSIDERATIONS:** A;  B;  C;  D;  E;  F;  G;  NONE  
**IS PROPERTY LOCATED WITHIN AN HISTORIC DISTRICT?**  YES;  NO  
**IS DISTRICT LISTED?**  YES;  NO  
**NAME OF DISTRICT:**

**DOCUMENTATION ON THE PROPERTY/DISTRICT IS PRESENTED IN:  
DESCRIPTION OF PROPERTY AND ELIGIBILITY DETERMINATION:**

**Summary Description:**

The Queen Anne Survey District is a small late nineteenth-century town on the west side of Tuckahoe Creek in Queen Anne and Talbot counties on Maryland's Eastern Shore. The town consists of residential, commercial, and industrial structures that date to the period 1864 to 1950. Queen Anne developed around a railroad station established by the Pennsylvania Railroad (formerly the Maryland & Delaware Railroad) circa 1878. Previous to that it had been productive farmland. Its earliest structure is the Italianate-style residence of the early farmer. A second railroad, the Queen Annes Railroad (later the Maryland, Delaware & Virginia, then Baltimore Eastern division of PA Railroad) intersected the town in 1896. The majority of structures are residential. The architecture is principally vernacular with some Victorian and Colonial Revival styles in evidence. Few modern structures are interspersed in the town. The survey district consists of approximately 71 contributing resources on approximately 35 acres that are bounded on the north and south by the abandoned railroad corridors of the former Maryland & Delaware Railroad and the Queen Annes Railroad.

**Significance:**

The Queen Anne Survey District retains sufficient architectural and historical integrity to be recommended eligible for listing in the National Register of Historic Places under Criteria A and C. Under Criterion A, Queen Anne is significant for its importance as a rural market center, which developed following the relocation of the Pennsylvania Railroad depot to the site. From this depot previously untransportable produce such as peaches, strawberries, eggs, poultry, and perishable fruits and vegetables, was shipped by rail to market areas in Baltimore, Annapolis, and Washington, D. C. The town became the shipping outlet for local farm products. Under Criterion C, the town has good representative examples of residential, commercial, and industrial architecture. The district is a cohesive unit with modern intrusions clustered in one general area, along First Street. Buildings date from the late nineteenth and early twentieth centuries and represent architectural styles and local adaptations that were prevalent during these periods. Collectively these structures are representative of a small rural marketing/railroad town.

**PREPARED BY:** Wendy Zug-Gilbert, Principal Investigator, Archaeological and Historical Consultants, Inc.

<b>Maryland Historical Trust Review</b>	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended:
Criteria: <input checked="" type="checkbox"/> A; <input type="checkbox"/> B; <input checked="" 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; <input type="checkbox"/> None
Comments:	
Reviewer, Office of Preservation Services <i>Andrew Lewis</i>	Date <i>09/25/01</i>
Reviewer, NR program <i>Bkenty</i>	Date <i>9/27/01</i>

**QUEEN ANNES COUNTY  
HISTORIC SITE SUMMARY SHEET**

**SURVEY NO.:** QA-530  
**NAME:** Queen Anne Survey District  
**LOCATION:** Queen Anne, Maryland  
**DATE:** 1864-1950  
**ACCESS:** Private and public

**DESCRIPTION:**

Queen Anne is a small late nineteenth-century town located on the west side of the Tuckahoe Creek (opposite the town of Hillsboro) in Queen Anne and Talbot Counties on Maryland's Eastern Shore. The survey district had its beginnings as a railroad town, which developed following the construction of a Pennsylvania Railroad depot on the site circa 1878. The town was laid out in 1884 and the majority of its development occurred within the next 40 years. In addition to the railroad, the town was accessed by scows, which sailed up Tuckahoe Creek from the closest port at Wayman's Landing less than two miles downstream. The town's densest development is located along its two primary (and parallel) roads: Main Street (Route 303) and First Street, which are bounded on the southeast by Alternate MD 404 (Talbot Street) and on the northwest by the Pennsylvania Railroad tracks. Alternate MD 404 crosses Tuckahoe Creek into Hillsboro. Side roads include Park Avenue, Morgan Street, and Railroad Avenue. There are approximately 77 properties within the survey district, of which 71 contribute to the district. Virtually every property includes outbuildings, the majority of which are also historic. Dwellings date to the late nineteenth and early twentieth centuries and although primarily vernacular in style, exhibit a wide variety of architectural forms, detailing, and building materials. No resources within this survey district have been previously documented.

**SIGNIFICANCE:**

The Queen Anne Survey District retains sufficient architectural and historical integrity to be recommended eligible for listing in the National Register of Historic Places under Criteria A and C. Under Criterion A, Queen Anne is significant for its importance as a rural market center, which developed following the relocation of the Pennsylvania Railroad depot to the site. From this depot previously untransportable produce such as peaches, strawberries, eggs, poultry, and perishable fruits and vegetables, was shipped by rail to market areas in Baltimore, Annapolis, and Washington, D. C. The town became the shipping outlet for local farm products. Under Criterion C, the town has good representative examples of residential, commercial, and industrial architecture. The district is a cohesive unit with modern intrusions clustered in one general area, along First Street. Buildings date from the late nineteenth and early twentieth centuries and represent architectural styles and local adaptations that were prevalent during these periods. Collectively these structures are representative of a small rural marketing/railroad town.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. **QA-530**

## 1. Name of Property (indicate preferred name)

historic Queen Anne Survey District

other \_\_\_\_\_

## 2. Location

street and number multiple addresses n/a not for publication

city, town Queen Anne vicinity

county Queen Anne and Talbot

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

name multiple

street and number multiple telephone n/a

city, town Queen Anne state MD zip code 21657

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Queen Anne & Talbot County Courthouses tax map and parcel QA 69 & Talb 3 (mult)

city, town Centerville and Easton liber n/a folio n/a

## 5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report at MHT
- Other: \_\_\_\_\_

## 6. Classification

Category	Ownership	Current Function	Resource Count	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>approx 71</u>
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	Noncontributing
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	<input type="checkbox"/> social	<u>approx 6</u> buildings
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____ sites
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____ structures
		<input type="checkbox"/> government	<input type="checkbox"/> unknown	_____ objects
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use	_____ Total
		<input checked="" type="checkbox"/> industry	<input type="checkbox"/> other:	
				<b>Number of Contributing Resources previously listed in the Inventory</b>
				<u>0</u>

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## 7. Description

Inventory No. QA-530

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### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Queen Anne is a small late nineteenth-century town located on the west side of the Tuckahoe Creek (opposite the town of Hillsboro) in Queen Anne and Talbot Counties on Maryland's Eastern Shore. The survey district had its beginnings as a railroad town, which developed following the construction of a Pennsylvania Railroad depot on the site circa 1878. The town was laid out in 1884 and the majority of its development occurred within the next 40 years. In addition to the railroad, the town was accessed by scows, which sailed up Tuckahoe Creek from the closest port at Wayman's Landing less than two miles downstream. The town's densest development is located along its two primary (and parallel) roads: Main Street (MD 303) and First Street, which are bounded on the southeast by Alternate MD 404 (Talbot Street) and on the northwest by the Pennsylvania Railroad tracks. Alternate MD 404 crosses Tuckahoe Creek into Hillsboro. Side roads include Park Avenue, Morgan Street, and Railroad Avenue. There are approximately 77 properties within the survey district, of which 71 contribute to the district. Virtually every property includes outbuildings, the majority of which are also historic. Dwellings date to the late nineteenth and early twentieth centuries and although primarily vernacular in style, exhibit a wide variety of architectural forms, detailing, and building materials. No resources within this survey district have been previously documented.

The Queen Anne Survey District is a cohesive small rural village located on the west side of Tuckahoe Creek. The town is composed mainly of residential and commercial structures with industrial buildings located along the two abandoned railroad corridors. There are no schools or churches in the town. The majority of structures within the survey district are private dwellings that are located along Main and First Streets. Additional residential areas are located along Park Avenue, Railroad Avenue, and Alternate MD 404 (Talbot Street). For the most part, there are few modern intrusions within the survey district. An area at mid-block on Main Street, between Park Avenue and Railroad Street, that extends east to First Street is the site of a modern commercial establishment that replaced the buildings in this area after a fire in 1945. Generally, modern construction is located along the fringes of the district farther east on Alternate MD 404 near the creek, west along Park Avenue, and north near MD 404. Approximately 77 properties are located within the survey district, 71 of which contribute to the district. The properties that do not contribute include modern residences at 13613, 13605, and 13509 First Street and 32305 Park Avenue. Other non-contributing structures include the agricultural supply center on First Street (the commercial establishment mentioned above) and the Queen Anne-Hillsboro Volunteer Fire Company station on the corner of First Street and Park Avenue.

Structures are primarily vernacular in style with little or no architectural detailing. Where ornamentation is present (particularly along Main Street), the detailing consists of simple Victorian-era features such as gingerbread trim on porch brackets, posts, balustrades, spandrels, and vergeboards. Most of the structures are of frame construction. The majority of these have been covered with modern materials such as aluminum, vinyl, or asbestos siding. Structures sit on brick or rusticated block foundations and have either metal or asphalt-shingled roofs. Many retain their original window sash (2/2 or 6/6).

Most of the residential construction dates from 1884 to 1920, the period directly following the laying out of lots along Queen Anne Road (Main Street). The dwellings along Main Street are some of the town's largest and are set back off the road with small front yards, particularly in the block between Park Avenue and Alternate MD 404. This block also exhibits some of the only architectural detailing in the survey district. These structures feature gable-front, gable-front-and-wing, and symmetrical side-gabled forms. Many retain their original two-over-two sash windows and ornamental porch detailing. Interspersed along this stretch of road are some later hipped-roof American Foursquare-type residences with simple Colonial Revival-style elements. The dwellings along First Street are smaller in scale, less ornamented, and date for the most part to the early twentieth century.

Of particular note are two residences within the block of Main Street between Park Avenue and Talbot Street. The first is the town's oldest dwelling located at 32227 Park Avenue. This Italianate-style residence, the original home of Jacob Morgan, was built circa 1864 to replace an earlier farmhouse. It is a five-bay frame structure with original clapboards, two-over-two sash windows, central cross gable, and decorative eave brackets, cornerboards, and porch accents. The second is the residence at 13500 Main Street, at the corner of Main and Alternate Route 404. This impressive Folk Victorian-style structure is the town's most elaborate and distinguished dwelling. Built circa 1900, this large structure features a complex floorplan with multiple gables, a deep wraparound porch with turned posts, balusters, and spandrels, a two-story projecting bay, fishscale shingles in the gables, stained glass windows, and decorative corbelled brick chimneys.

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### Queen Anne Survey District Continuation Sheet

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#### Description (continued)

Residential construction along First Street is smaller in scale, less ornamented, and dates for the most part to the early twentieth century. Two-story gable-front dwellings and later one-story bungalow-type residences comprise most of the streetscape. Along this stretch of road are most of the survey district's modern residential and commercial intrusions. Of note on this road is the large two-story frame building located at 13510 First Street. Originally built in 1913 as the Tri-County High School, it was converted into apartments in 1945 and currently remains as such. Sitting on a rusticated block foundation, this structure retains its basic fenestration and features a steep hipped-roof with a prominent eyebrow dormer. Modern alterations include the removal of the bell tower, the replacement of the original six-over-six sash window with modern one-over-one sash, the replacement of the entry door, and the addition of a second-story fire escape. Across from the high school at 13511 First Street is a one-story, frame, T-plan dwelling with a cross-gabled central section that was built in 1905 as Queen Anne's elementary school.

Several residential structures were originally built for other uses and are also worth noting. The two-and-a-half-story, frame, gable-front residence with Queen Anne-sash windows at 13519 Main Street functioned as the town hospital. Originally adjacent to this structure was the one-story frame dwelling that has been relocated to 32502 Talbot Street. This small structure with similar Queen Anne-sash windows in its cutaway bay served as the hospital's office. The five-bay, hipped-roof, frame duplex at 13511 Main Street was originally built circa 1874 as the Rolph Hotel. The old post office building at 32305 Talbot Street is a small frame gable-front building that appears to be used currently as a residence. It has original two-over-two sash windows, a shed porch roof supported by simple brackets, a four-panel door, and a brick chimney.

The historic commercial component consists of only a handful of structures, most of which are located along Main Street. Many former commercial buildings are either vacant or have been converted to residences. The store at the "Y" intersection of Main Street and Park Avenue is the only historic commercial structure currently used. This two-story frame structure, built circa 1875, features large shopfront display windows on its gable-front façade. The building currently houses an antique shop. The former Pippin Store, at 13621 Main Street, is a two-story gable-front, frame structure with a tiered porch on its façade. This building is currently vacant, as is the gable-front, frame structure adjacent to the north. This small building was the former Sinclair Gas Station. Another vacant commercial building is the small frame former cobbler shop that was moved from its original location along Main Street to its current site at 32227 Park Avenue, on the property of the Morgan "mansion" house. A former store, at 13512 Main Street, has been converted to private dwelling. Modern commercial structures are interspersed within the district, including an agricultural supply center on First Street and a lumberyard off Park Avenue. Additional modern commercial structures are located just outside the limits of the survey district.

The historic industrial component of Queen Anne consists of a former cannery complex located on the north side of the former Maryland & Delaware Railroad (later Penn Central) corridor. The Jarrell Cannery operated through the 1950s as a tomato processing plant. Currently, the site is occupied by a grain storage and shipping center. However, many of the cannery's original buildings are still extant, interspersed with such modern structures as grain storage structures, grain elevators, and the company office. The cannery buildings are generally long gable-roofed, metal-sided frame buildings on brick and concrete piers. This complex dominates the landscape and is an important industry within the town. Additional industrial/commercial structures are located on the south side of this abandoned railroad corridor. The vacant rusticated concrete-block structure located on the southwest corner of the railroad and First Street was built in 1912 as a milk cooling station. Across First Street from this structure is an early twentieth-century, two-story, rusticated concrete-block feed mill. Directly behind the feed mill is the former Pennsylvania Railroad freight station. This frame structure was moved from its original site along the Queen Anne Railroad (later Pennsylvania Railroad) at the south end of Main Street. Another railroad structure is situated along the north side of the Maryland & Delaware Railroad corridor between Main Street and Park Avenue. It is a large metal-sided building that was originally used as grain storage for the railroad. Additional industrial areas are located southeast of the Queen Anne Survey District along Tuckahoe Creek. This area, which includes the site of Queen

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### Description (continued)

Anne's second cannery, was excluded from the survey district because modern construction along Alternate MD 404 (Talbot Street) physically separates it from the district.

Several areas within the Queen Anne borough limits were excluded from the survey district. As mentioned previously, the area to the southeast of First Street where the town's second cannery was located was not included in the district because of the modern construction along Alternate MD 404. Two historic houses near the cannery site at 32507 and 32509 Talbot Street were excluded because modern construction physically separates them from the district. In addition, three early twentieth-century residences along Park Avenue to the west of Railroad Avenue were also excluded since a mobile home, the modern post office, and a large lumber yard complex physically separate them from the survey district.

# 8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1864-1950 **Architect/Builder** multiple

**Construction dates** 1864-1950

Evaluation for:

National Register  Maryland Register  not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

**Summary**

The Queen Anne Survey District retains sufficient architectural and historical integrity to be recommended eligible for listing in the National Register of Historic Places under Criteria A and C. Under Criterion A, Queen Anne is significant for its importance as a rural market center, which developed following the relocation of the Pennsylvania Railroad depot to the site. From this depot previously untransportable produce such as peaches, strawberries, eggs, poultry, and perishable fruits and vegetables, was shipped by rail to market areas in Baltimore, Annapolis, and Washington, D. C. The town became the shipping outlet for local farm products.

The survey district is also significant under Criterion C for its representative examples of residential, commercial, and industrial architecture. The district is a cohesive unit with modern intrusions clustered in one general area, along First Street. Buildings date from the late nineteenth and early twentieth centuries and represent architectural styles and local adaptations that were prevalent during these periods. Collectively these structures are representative of a small rural marketing/railroad town.

**Historic Narrative**

Queen Anne is a small rural community straddling the border between Queen Anne and Talbot counties on Maryland’s Eastern Shore. The town is located on the west side of Tuckahoe Creek, opposite Hillsboro. It is currently a bedroom community for nearby commercial centers in Easton and Denton as well as for larger metropolitan areas such as Baltimore, Annapolis, and Washington, D. C. Historically, however, Queen Anne was an important market center providing an outlet for local goods that were shipped by rail. The relocation of a railroad depot to this site in 1882 spurred the development that created the current town.

In the mid-nineteenth century, the area that comprises the current town of Queen Anne consisted of farmland owned by Colonel Charles Nichols. At that time, only a single residence was located on the parcel. This 225-acre farm eventually came into the ownership of local farmer, Jacob Morgan. Morgan built a larger dwelling in 1864 (Rhodes 1922). Following his death in 1867, Morgan’s daughter, Mrs. Sarah J. Barton inherited the property. Like many of the farms in the area, Morgan’s farm produced cash crops such as corn and wheat for the local market. By the time of Morgan’s death, the Maryland & Delaware Railroad (later the Pennsylvania Railroad) had laid track in the adjacent Caroline County, stopping at Greensboro, approximately ten miles to the northeast. Because of the unavailability of rail transport, produce was shipped by water down the Tuckahoe Creek. Scows carried goods from a port at Hillsboro downstream to Wayman’s Landing, approximately two miles to the south (Preston 1983:256). From there larger boats carried goods to the Choptank River and eventually to the Chesapeake Bay.

In 1868, the railroad was extended south, crossing Tuckahoe Creek, and continuing through Talbot County, south to Easton (Hayman 1979:42). A depot, known as Hillsboro[ugh] Station, was established on the east side of the creek about a mile north of the small community of Hillsboro. By the late 1870s, several persons had purchased land from Sarah Barton and a small community developed along the Queen Anne Road (now Main Street). This early community was named Morganville, after Jacob Morgan (Lake, Griffing & Stevenson 1877).

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#### Historic Narrative (continued)

In 1878, the Pennsylvania Railroad bought a lot from the Morgan Farm and moved the station from Hillsboro to this new site (Rhodes 1922). That year the developing town consisted of three stores, a blacksmith shop, a wheelwright shop, a sawmill, a depot, and less than a dozen residences (Lake, Griffing & Stevenson 1877). By 1880, enough additional development had occurred to warrant the establishment of a town. Mrs. Barton had lots laid out along the Queen Anne Road (Main Street) in anticipation of the development spurred by the railroad station. The railroad station was called Queen Anne, so in 1882 when the post office opened, the town adopted the name.

During the next 20 years, numerous lots were sold and a town with both residential and commercial components developed. Granaries were established near the creek and north along the railroad. Hotels were built by Garrettson Smith and Wilbur Rolph. The Pippin Store opened in 1884 (Record 1975). Additional development during the 1880s included a livery stable, a creamery, and a public school (Rhodes 1922).

In 1896, the Queen Anne's Railroad was built (Hayman 1979:117). This railroad (later the Maryland, Delaware & Virginia Railroad; then Baltimore & Eastern division of the Pennsylvania Railroad) was an east-west line constructed to serve the upper shore region by connecting the Chesapeake Bay at Queenstown to the Delaware Bay at Rehobeth. The line crossed Tuckahoe Creek to the northeast of Queen Anne and arced southwest through the north end of the town, crossing the Maryland & Delaware line to the southwest. Like the Maryland & Delaware, the Queen Anne's Railroad hauled freight and produce from rural areas. In particular, the lines serviced the growing number of canneries in the area (Burton 1986). In Queen Anne, passenger and freight stations were built along the tracks between Main Street and Park Avenue (Gibson 2001). To the north of the railroad, Charles Jarrell established a large cannery complex, which processed tomatoes (Gibson 2001). Other commercial establishments grew around the new railroad including Sewell's flour and feed mill and a milk cooling station (built 1912). Across from the railroad stations, a coal yard was established and a grain storage building was built in which to hold grain prior to being loaded into freight cars (Gibson 2001). Livestock pens were located further south along the tracks.

In 1899, Sarah Barton sold 280 acres, the remainder of her father's farm, to George and Mary Moore and Thomas and Catherine Day. The Moores and Days sold the acreage to the Queen Anne Land Improvement Company that same year for \$13,000 (Queen Annes County Deed Book WHC10:340). Barton reserved a lot for herself on which she built a house that later burned in 1939. The Queen Anne Land Improvement Company laid out lots along First Street upon which residences were built in the early twentieth century. In 1905, the public school was moved to First Street, and eight years later, in 1913, the high school was built across the street. Other early twentieth-century construction included the Jump Hardware Store on Main Street, the Methodist Episcopal Church at the corner of Morgan and First Streets (now occupied by the fire station), and the former post office at 32305 Talbot Street.

The town's location along two important railroads made it a vital commercial and transportation center for the first half of the twentieth century. In 1945, a fire destroyed an area at mid-block on Main Street, between Park Avenue and Railroad Street, that extended east to First Street (Gibson 2001). Several houses, the Jump Hardware Store, and the former Smith Hotel were lost. That same year the high school was discontinued as an educational facility and was turned into an apartment building. In 1953, the town was incorporated as a borough (Queen Anne n.d.). Shortly following that in 1955, the Jarrell Cannery went out of business (Preston 1986). The section of Queen Anne railroad between Queenstown and Queen Anne discontinued service in 1976 when the line was sold to Conrail (Hayman 1979:168). In the early 1990s, the Maryland & Delaware line was discontinued, leaving Queen Anne without railroad service. Many of the town's earlier commercial establishments were out of business. Today, the town is a bedroom community for commuters to large urban areas such as Annapolis, Baltimore, Bethesda, and Washington, D. C.

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## 9. Major Bibliographical References

Inventory No. QA-530

Burton, R. Lee  
1986 *Canneries of the Eastern Shore*. Tidewater Publishers, Centreville, Maryland.

Gibson, Guss  
2001 Conversation with Mr. Guss Gibson (local historian), July 2001.

Hayman, John C.  
1979 *Rails Along the Chesapeake – A History of Railroading on the Delmarva Peninsula, 1827-1978*. Marvadel Publishers.

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## 10. Geographical Data

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Acreage of surveyed property	<u>approx. 35 acres</u>	
Acreage of historical setting	<u>n/a</u>	
Quadrangle name	<u>Ridgely, MD (1973)</u>	Quadrangle scale: <u>1:24,000</u>

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### Verbal boundary description and justification

The recommended boundary for the Queen Anne Survey District (taken from Queen Anne County Tax Map 69 and Talbot County Tax Map 3) is as follows: Beginning at a point on the east side of Main Street (MD 303) at the northwest corner of Tax Parcel 23 (all parcels on QA Map 69 until otherwise noted) and going northeast along the northwest side of Parcels 23, 106, 76, and 24 (all part of the former Jarrell Cannery); then continuing along the north and east sides of Parcel 24, crossing the abandoned Maryland & Delaware Railroad corridor; then along the east side of Parcels 40 and 41; then continuing along the south side of Parcel 41 to a point; then crossing an alley and continuing southeast along the east side of Parcels 80, 47-43, and 48, crossing Morgan Street, and continuing along the east side of Parcels 42, 21, 49, 94, 105 (QA Map 69), and 61 (from this point all parcels on Talbot Map 3 until otherwise noted) to a point on the north side of Talbot Street (MD Alternate 404); then west along Talbot Street, crossing First Street and Broad Street, to a point at the southeast corner of Parcel 38; then south crossing Talbot Street and encompassing the entirety of Parcels 41, 40 and 39; then northwest, crossing Talbot Street and continuing northwest through Parcels 24-29 to the corner of Parcel 23; then southwest along the rear of Parcel 22; then continuing north along the west side of Parcel 22 to a point; then west along the rear of Parcels 22, 21, 20, and 19; then continuing north along the west side of Parcel 19, crossing Park Avenue (from this point all parcels on QA Map 69) and continuing along the north side of said road, crossing Railroad Avenue and the abandoned Maryland & Delaware Railroad corridor to a point on the northwest side of the corridor; then northwest to the southwest corner of Parcel 82; then continuing northeast along the side of Parcel 82, crossing Main Street (MD 303) to a point, which is the place of beginning. (See attached resource sketch map for a representation of this boundary.)

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## 11. Form Prepared by

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name/title	Wendy Zug-Gilbert (Principal Investigator)		
organization	Archeological & Historical Consultants, Inc.	date	July 2001
street & number	101 N. Pennsylvania Ave., PO Box 482	telephone	(814) 364-2135
city or town	Centre Hall	state	PA

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The Maryland Inventory of Historic Properties 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  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. QA-530

## Queen Anne Survey District Continuation Sheet

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### Major Bibliographical References (continued)

Lake, Griffing & Stevenson

1877 *An Illustrated Atlas of Kent and Queen Annes Counties, Maryland*. Lake, Griffing & Stevenson, Philadelphia.

Preston, Dickson J.

1983 *Talbot County: A History*. Tidewater Publishers, Centreville, MD.

Queen Anne

n.d. Queen Anne. Unreferenced newspaper article from files at Queen Anne's County Free Library, Centreville, Maryland.

Rhodes, Nannie L.

1922 The Town of Queen Anne: 70 Years Ago. Unpublished paper read before the Hillsboro and Queen Anne Community Clubs. Obtained from the files of Queen Anne's Mayor, Mr. Randy Esty.

Talbot County Tax Assessment Records and Tax Maps. Located at Talbot County Courthouse, Easton, MD.

United States Geologic Survey (USGS)

1973 *Wye Mills, Maryland Quadrangle* 7.5-minute series.

1904 *St. Michaels, Maryland Quadrangle*. 15-minute series.

### Verbal boundary description and justification (continued)

This boundary encompasses the entirety of the following parcels on Queen Annes County Tax Map 69: 21, 23-31, 34-52, 55-64, 68, 70-74, 76, 80, 82, 83, 94, 105, and 106; and parts of the following parcels on that same tax map: 54 and 99. This boundary also encompasses the entirety of the following parcels on Talbot County Tax Map 6: 19-24, 30-41, 44-51, and 61; and parts of the following parcels on that same tax map: 25-29. This boundary includes properties along Main Street (MD 303), First Street, Railroad Avenue, Park Avenue, Morgan Street, and Talbot Street (MD Alternate 404). Parcels 34, 44, 50-53, 60, 61, 80, and 105 (all on Queen Annes County Tax Map 69) do not contribute to the survey district. The boundary was drawn to encompass a cohesive grouping of properties with similar architecture and history and excludes modern properties farther north on Main Street, to the west on Park Avenue, and to the east on Talbot Street. The boundary also excludes historic properties along Park Avenue and Talbot Street that were physically separated from the district by modern construction.

**PRESERVATION VISION 2000: THE MARYLAND PLAN  
STATEWIDE HISTORIC CONTEXTS**

**I. GEOGRAPHIC REGION:**

- X EASTERN SHORE (ALL EASTERN SHORE COUNTIES AND CECIL)
- WESTERN SHORE (ANNE ARUNDEL, CALVERT, CHARLES, PRINCE GEORGE'S, ST. MARY'S)
- PIEDMONT (BALTIMORE CITY, BALTIMORE, CARROLL, FREDERICK, HARFORD,, HOWARD,  
MONTGOMERY)
- WESTERN MARYLAND (ALLEGANY, GARRETT, WASHINGTON)

**II. CHRONOLOGICAL/DEVELOPMENTAL PERIODS:**

- RURAL AGRARIAN INTENSIFICATION (A.D. 1680-1815)
- AGRICULTURAL-INDUSTRIAL TRANSITION (A.D. 1815-1870)
- X INDUSTRIAL/URBAN DOMINANCE (A.D. 1870-1930)
- X MODERN PERIOD (A.D. 1930-PRESENT)
- UNKNOWN PERIOD ( PREHISTORIC; HISTORIC)

**III. HISTORIC PERIOD THEMES:**

- X AGRICULTURE
- X ARCHITECTURE, LANDSCAPE, ARCHITECTURE, AND COMMUNITY PLANNING
- X ECONOMIC (COMMERCIAL AND INDUSTRIAL)
- GOVERNMENT/LAW
- MILITARY
- RELIGION
- X SOCIAL/EDUCATIONAL/CULTURAL
- X TRANSPORTATION

**IV. RESOURCE TYPE:**

CATEGORY: district  
 HISTORIC ENVIRONMENT: rural  
 HISTORIC FUNCTION(S) AND USE(S): market/railroad village  
 KNOWN DESIGN SOURCE: none

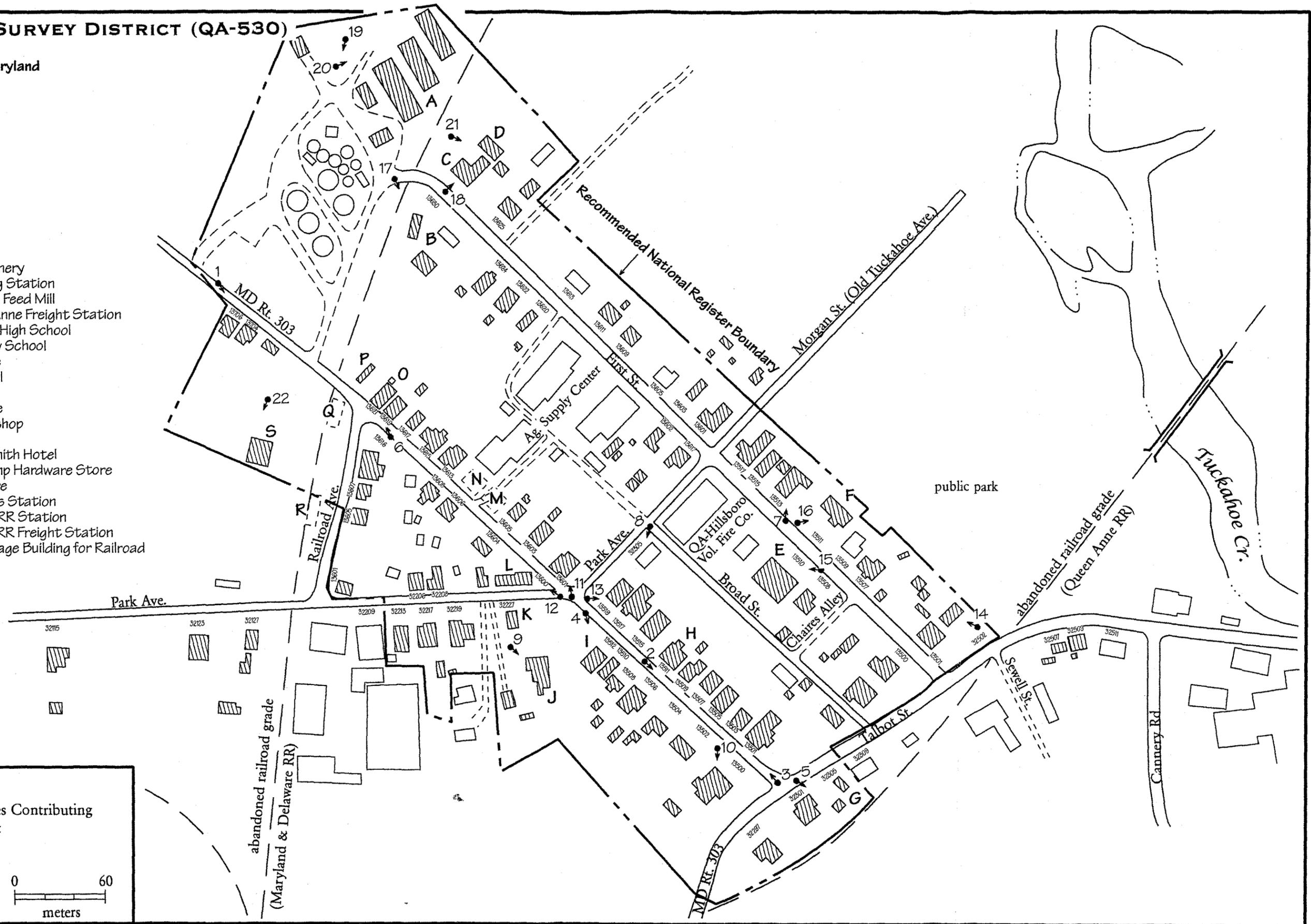
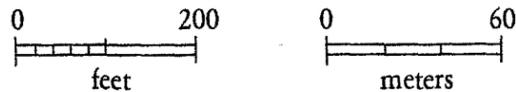
# QUEEN ANNE SURVEY DISTRICT (QA-530)

Queen Anne  
 Queen Annes County, Maryland  
 Resource Sketch Map

## Structure Key

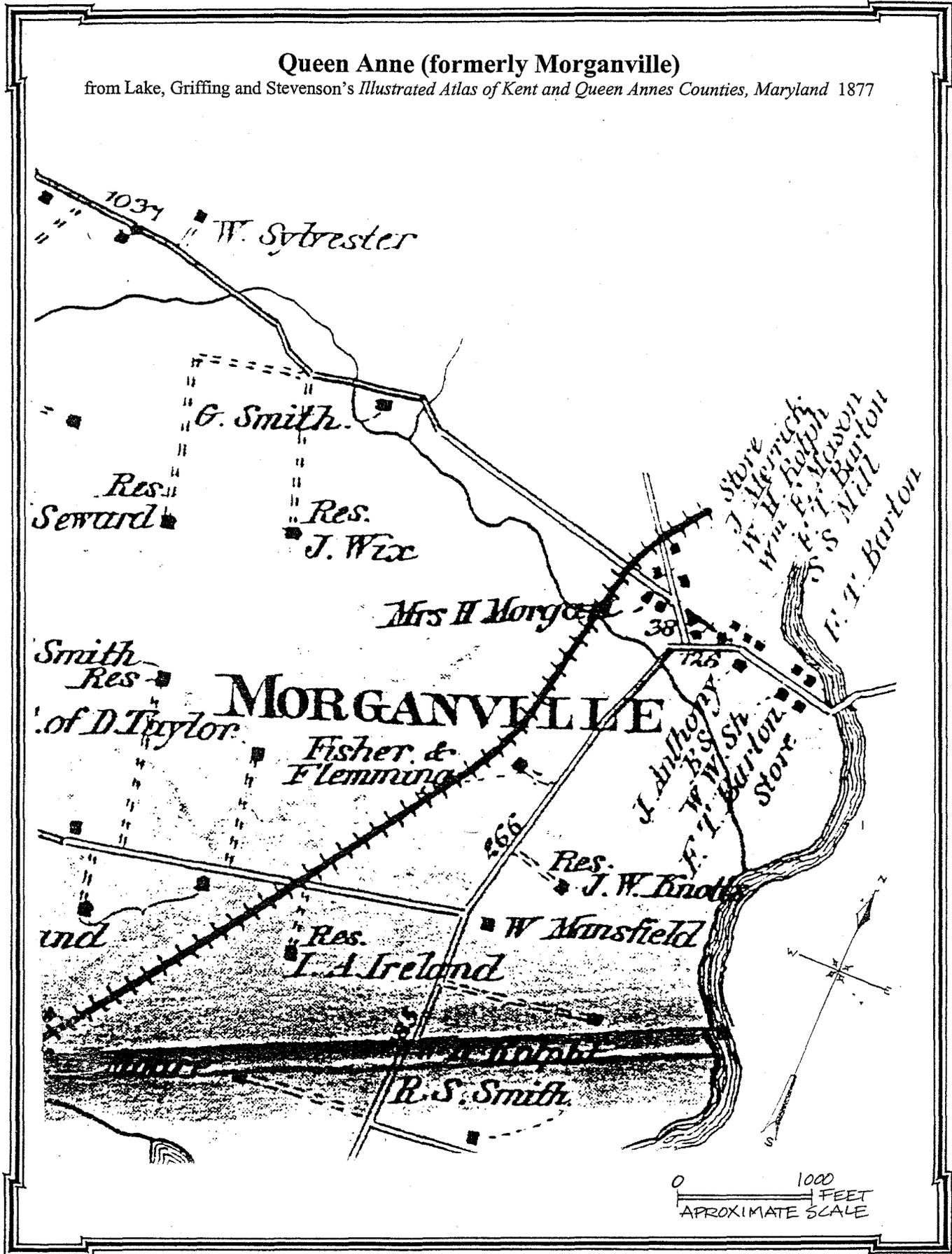
- A = former Jarrell Cannery
- B = former Milk Cooling Station
- C = former H.W. Sewell Feed Mill
- D = relocated Queen Anne Freight Station
- E = former Tri-County High School
- F = former Elementary School
- G = former Post Office
- H = former Rolph Hotel
- I = former Store
- J = Morgan Farmhouse
- K = relocated Cobblershop
- L = former Holt Store
- M = former Site of Smith Hotel
- N = former Site of Jump Hardware Store
- O = former Pippin Store
- P = former Sinclair Gas Station
- Q = former Site of PA RR Station
- R = former Site of PA RR Freight Station
- S = former Grain Storage Building for Railroad

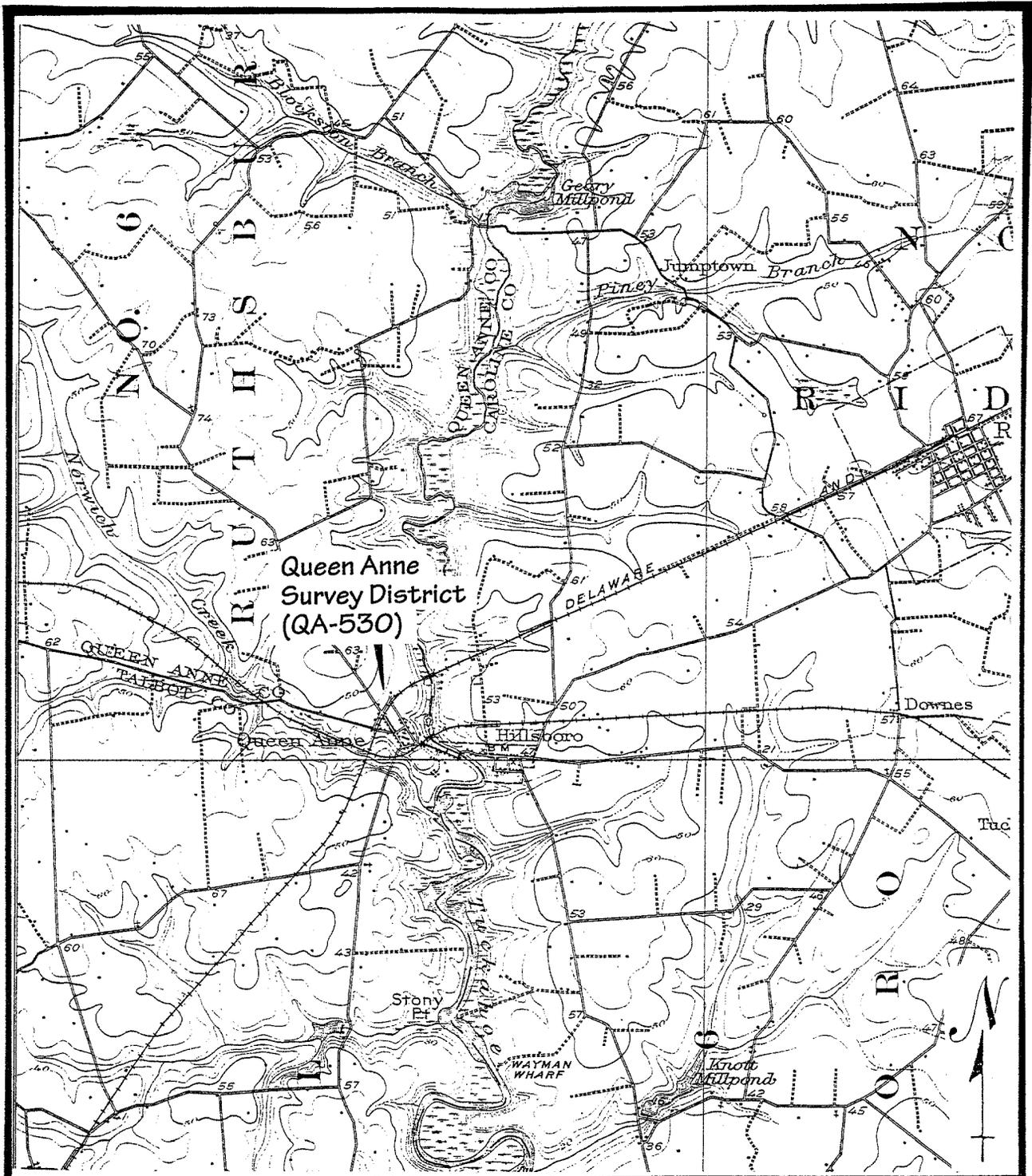
- = Photo Viewpoint
- ▨ = Historic Structures Contributing to Survey District
- 22017 = Street Address



### Queen Anne (formerly Morganville)

from Lake, Griffing and Stevenson's *Illustrated Atlas of Kent and Queen Annes Counties, Maryland* 1877

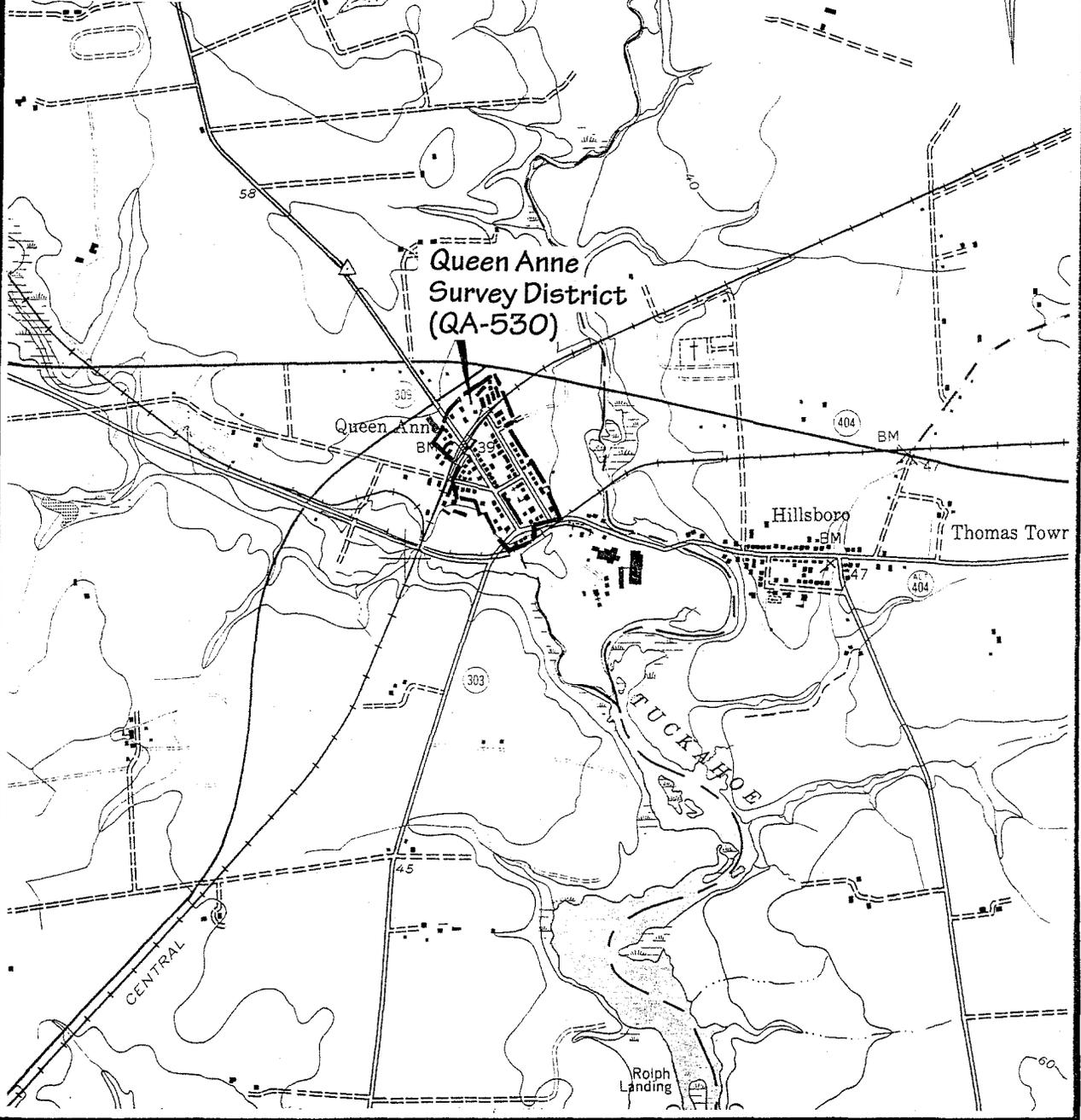
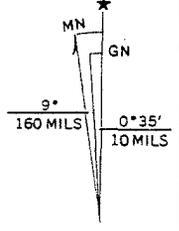




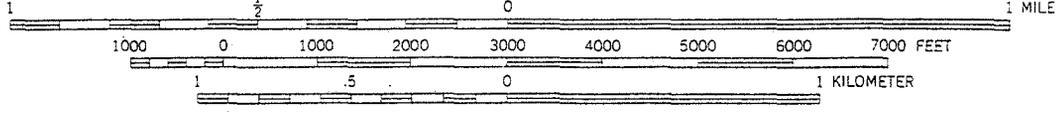
Denton, Maryland 1905  
 USGS Quadrangle, 15-minute series.

**Queen Ann Survey District (QA-530)**

Queen Anne  
Queen Annes County, Maryland  
Ridgely, MD Quadrangle



SCALE 1:24 000



CONTOUR INTERVAL 20 FEET





QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

with Surveyor Leslie Dyer

July 2000

MD SHPO

Residences at 13706 and 13704 Main St, facing south

1 of 22



QA-530

Queen Anne Survey District

Queen Anne County, Maryland

Prepared by Leslie Dyer

July 2000

MD SHPO

Former Rolph Hotel (13511 Main St) and residences along Main St,  
facing southeast

2 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Researcher: Leslie Dyer

July 2000

MD SHPO

Residences along east side of Main St between Talbot St. and Park  
Avenue, facing north

3 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Residences along west side of Main St to the south of Ark Ave, facing south. Note: the structure at right of photo (13512 Main St) was a former general store.

4 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

From ~~Survey~~ = Leslie Dyer

July 2000

MD SHPO

Residence at 32301 Talbot St. (at south end of Main St), facing  
Southeast

5 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Site Sufferer Leslie Dyer

July 2000

MD SHPO

Former Pippin Store (13621 First St) with owner's residence to the  
right and former Sinclair Gas Station to the left, facing north

60f22



QA-530

Queen Anne Survey District

Queen Anne County, Maryland

~~B. S. Saffers~~ Leslie Dyer

July 2000

MD SHPO

View north along the east side of First Street just south of Morgan St.

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QA-530

Queen Anne Survey District

Queen Anne County, Maryland

Rita Suffness

July 2000

MD SHPD

View southwest along Park Avenue showing modern residence at 3230S  
Park Avenue

8 of 22



QA-530

Queen Anne Survey District

Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Jacob Morgan Farmhouse (built 1864), facade, facing southeast

9 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Victorian-era residence at 13301 Main St. (at corner with Talbot St.),  
facing southwest.

10 of 22



SPEED  
LIMIT  
25

QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Italianate-style residence at 13601 Main St (at corner with Park Avenue),  
facing north

11 of 22



GIBSON'S

QA-530

Queen Anne Survey District

Queen Anne County, Maryland

Rita Suffness .

July 2000

MD SHPO

Former Holt store (circa 1874) at 13600 Main St, at "Y" intersection  
with Park Avenue, facing northwest

12 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Former hospital, now residence at 13519 Main St (at corner with Park Avenue), facing east

13 of 22



QA 530

Queen Anne Survey District

Queen Anne County, Maryland

Leslie Dyer

July 2000

MD 15HPD

Former hospital office (now private residence) relocated to 32502  
Talbot St, facing northwest

14 of 22



QA - 530

Queen Anne Survey District

Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Former Tri-County High School (built 1913) at 13510 First Street,  
facing west

15 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Former elementary school (built 1905) at 13511 First Street, facing east

16 of 22



QA - 530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Former milk cooling station on south side of Maryland & Delaware  
Railroad, facing south

17 of 22



QA-530

Queen Anne Survey District

Queen Anne County, Maryland

Rita Suffness

July 2000

MD SHPO

Former feed mill at north end of First Street, facing northeast.

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QA-530

Queen Anne Survey District

Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Grain company on north side of Maryland + Delaware Railroad,  
former site of Jarrell Cannery, facing southwest

19 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

NID SHPO

Former Jarrell Cannery buildings, facing east

20 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Former Queen Anne's Railroad freight station, relocated from south  
end of First St to behind feed mill, facing east

21 of 22



QA-530

Queen Anne Survey District  
Queen Anne County, Maryland

Leslie Dyer

July 2000

MD SHPO

Former railroad storage building, located on north side of Maryland  
+ Delaware Railroad, facing southwest

22 of 22