

ADDENDUM

Bowlingly: The Granary
QA-7-1
7133 First Avenue, Queenstown
History Matters, LLC
August 2007
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3. Owner of Property (give names and mailing addresses of all owners)

name James F. Friel, Jr. and Robert U. Friel
street and number 7133 First Avenue telephone
city, town Queenstown state MD zip code 21658-1380

4. Location of Legal Description

courthouse, registry of deeds, etc. Queen Anne's County liber SM 1404 folio 372
city, town Centreville tax map 51A tax parcel 23 tax ID number 05-006333

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7. Description

Summary

Located in Queenstown on the shore of the Little Queenstown Creek, the Granary is a good example of a nineteenth-century warehouse. The three-and-one-half-story, side-gable structure features coursed, cut granite walls on the lower two stories surmounted by stuccoed, frame upper stories. A one-story porch, a two-story garage and porch, and a three-and-one-half-story, gable-roofed structure to the north were added after the granary was converted into a dwelling in the 1930s.

Description

Located in the northeast corner of a 29,000-square-foot (0.67-acre) lot that slopes down to Little Queenstown Creek, the granary is built into the bank along the creek. An asphalt driveway extends north from First Avenue in Queenstown, along the west side of a property, then turns east along the rubble bulkhead that lines the shore. The grassy yard has scattered mature trees. A boxwood-lined walk of irregularly shaped, poured-concrete pavers extends from a gate in the picket fence along First Avenue to the southwest corner of the house. The walk forms a circle in the middle of the lawn around a decorative feature composed of a sundial on top of a cannon barrel that is placed vertically in the center hole of a mill stone; the cannon barrel and millstone have historical connections to Queenstown, and were installed when the landscaping was completed in the 1930s.

Exterior

The three-and-one-half-story, side-gable structure is constructed of coursed, cut granite on the lower two stories; the upper stories are of frame construction and clad in stucco. A two-story, single-pile garage/porch addition to the north consists of a coursed, cut granite, first-story garage and a frame, enclosed porch on the second story. A shed-roofed, screened porch extends from the center of the north elevation on the third story. A three-and-one-half-story, single-pile, gable-roofed addition on the east side of the house features granite random rubble construction on the first two stories, and a stucco-covered frame structure on the upper stories. The gable roofs of the main block and addition are clad in wood shingles, and have a boxed wood cornice with returns.

The two-bay façade (west elevation) is divided by a centered, exterior, granite chimney with three flues. On the first story, a coursed, cut granite retaining wall located north of the chimney runs perpendicular to the west elevation. To the north of the wall are double, vertical board doors with two small lights and metal strap hinges. To the south of the retaining wall, the land slopes upward; the base and steps for the entry stoop occupy the southern half of the first story. The second story incorporates an eight-light, wood, double casement window north of the chimney, and a front door to the south of the chimney. The door is constructed of horizontal wood boards 5 ½ inches wide with a beaded lower edge. The third story has a six-over-six, double-hung, wood sash window on each side of the chimney. The windows and doors on the façade have fixed wood louvered shutters, granite lintels, and poured concrete sills.

On the south gable end, only the second and third stories are above ground level. The two-bay second story features a window opening that contains two, paired, six-light, wood, double casement windows with slim wood mullions on the west side, and an opening with a paired, six-light, wood, double casement window on the east side. The window trim consists of wide, inner-beaded, wood surrounds; granite lintels; and poured concrete sills. The third story contains symmetrically placed, six-over-six, double-hung, wood sash windows with solid wood lintels and square-edged wood surrounds. The centered window in the gable matches the third story windows.

The east elevation of the main block is covered by the three-and-one-half-story addition. On the north elevation, the garage/porch addition covers the first and second stories. The third story features two six-over-six, double-hung, wood sash windows that flank a centered, shed-roofed porch. A four-light-over-three-panel wood door with a nine-light wood storm door is centered in the third story

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and provides access to the screened porch. The gable contains a single, centered window that matches those on the story below. A wood post with a hook at the end projects from the roof peak.

The garage/porch addition that is attached to the north elevation of the main block was constructed in two phases. The garage, which occupies the first story of the addition, was completed circa 1950. Its coursed, cut granite walls are pierced on the north elevation by two sets of paired, six-over-six, wood sash windows. A four-light, wood garage door occupies the west elevation of the garage. The 1960s enclosed porch over the garage addition features double, wood, single-pane sliding windows on the east, north and west elevations, and square wood posts on the corners. The frame porch and garage stories are divided by a concrete sill. The flat-roofed porch has a boxed wood cornice.

The single-pile, three-and-one-half story, gable-roofed addition to the east of the main block was constructed in 1980. It contains a three-story elevator shaft. All of the windows in this addition are six-over-six, double-hung, vinyl sash. The north and south elevations each have a single window on each story. The east elevation contains two windows in each of the three stories; one is placed in the center and the other to its north. A one-story, shed-roofed addition occupies the corner between the elevator addition and the garage. Constructed at the same time as the elevator addition, it covers most of the east elevation of the garage. A nine-light-over-two-panel, non-historic door is located in its north elevation; the east elevation features a single, six-over-six, double-hung, vinyl window.

Interior

The second floor is the main living space in the house. Its three-room plan encompasses a living room in the western half of the main block, an enclosed stair and a kitchen in the southeast corner, and a dining room in the northeast corner. An enclosed porch, accessed from the dining room, extends along the entire north wall of the main block. The elevator addition, also entered from the dining room, extends the length of the east wall, and contains the elevator shaft, a bathroom, and two small rooms.

The front door, with its large metal case lock and metal drop latch, opens into the southwest corner of the living room. The living room features four- to five-inch molded baseboards and eleven-inch-wide, pine floorboards that run north-south and are surface-nailed with square-head nails. The wood-paneled walls are composed of vertical planks with an interior bead on each side. The wood paneling was installed in the 1930s when the granary was converted to a house. According to the current owners, the wood for the paneling was taken from the granary pier. Iron radiators of various sizes provide heat. Windows are placed near the outside edge of the thick stone walls, and have wide, wood interior sills with a beaded apron under the sill. The window and door surrounds have narrow, molded, wood trim. A floor-to-ceiling, built-in corner cupboard in the southwest corner has the same crown molding as the rest of the room. The fireplace, which is centered on the west wall, consists of a coursed granite firebox, brick hearth, and rough-hewn wood mantel. The north wall features built-in cabinets that flank two centered windows with a built-in window seat. In the southeast corner of the room, two steps on the east wall lead up to a small stair landing. A railing with simple turned newel post, molded rail, and turned posts is attached to the north side of the steps. Steps on the east side of the landing lead down to the kitchen, while boxed stairs to the north run behind the east wall of the living room and lead up to the third floor. The wide, cased opening between the living and dining rooms contains different molded trim on each side. The floor, baseboard and paneling in the dining room are the same as the living room. Crown molding with dentils lines the ceiling. Built-in cupboards with arched tops with keystones and ogee-molded trim occupy the northeast and northwest corners of the room. The northwest cabinet has shaped shelves and no doors. The northeast cabinet has double, five-light doors. Between the cupboards are non-historic, double, ten-light wood doors with ten-light wood sidelights; these doors provide access to the enclosed porch. Double, ten-light doors on the east wall of the dining room lead to the elevator addition. The south wall contains a 1930s kitchen door made of vertical, beaded boards similar to those used in the wall paneling.

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The kitchen contains historic cabinets that may date to the 1930s renovation. The wood cabinets feature ogee-shaped crown molding and a variety of hardware, some of which may be original. The kitchen has a vinyl floor and a square-edged, wood baseboard on the north wall. A wood, vertical-board door with a porthole window and an iron box lock with a porcelain knob is located in the northwest corner and leads to the first floor. The window trim is consistent with the living room.

Carpeted steps lead up to the third floor hall, which features narrow, pine floorboards, four- to five-inch molded baseboard, and plain, mitred, wood surrounds on the doors and windows. The third floor consists of a center hall with two bedrooms to the east and one bedroom and a bathroom to the west. The doors match the door between the dining room and kitchen. A door in the north end of the hall leads to a small, screened porch that has a wood balustrade, wood floor and ceiling, and built-in wood benches on the east and west sides.

The attic level consists of single room in the main block. A short hall on the east leads from the attic room to a bathroom located in the elevator addition.

Large wood joists original to the granary are visible on the first floor; steel posts and beams provide additional support for the floor above. The first floor has a poured concrete floor.

The north porch addition features a slate tile floor, wood board ceiling, and wood sills that function as window seats under the sliding windows. The walls below the sills are uncoursed cut granite. The elevator addition has slate tile floors, wood baseboards, ogee molded window and door trim, and wood crown molding with dentils; the second and third floors feature wide, four-panel, wood elevator doors.

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8. Significance

Statement of Significance

The granary is a good example of a nineteenth-century warehouse that was converted into a dwelling in the 1930s. Along with the wharf that extended in front of the granary into Little Queenstown Creek, the granary illustrates the growth of Queenstown as a port for transporting goods to Baltimore in the third quarter of the nineteenth century. By World War I, major commercial ventures bypassed Queenstown, and the granary was no longer in use as such. Renovated as a house in the 1930s, the building also reflects the influence of the Colonial Revival movement on domestic architecture in Queen Anne's County.

Narrative

In 1707, Queenstown was established as the first county seat of Queen Anne's County; it was created on Bowlingly Plantation land along Coursey Creek (later named Queenstown Creek). Although the county seat was moved to Centreville in 1782, Queenstown continued to develop through the nineteenth century as a shipping terminus for agricultural and maritime goods produced on the Eastern Shore. Goods were shipped to Baltimore by sail, and then increasingly by steamboat. By 1850, three steamboats, in addition to sailing vessels, plied the Chester River, traveling between Baltimore and points on the Eastern Shore including Queenstown.¹

Soon after purchasing Bowlingly in 1853, Charles J.B. Mitchell constructed the granary and a steamboat wharf on the western portion of that estate and on the south bank of Little Queenstown Creek.² The wharf allowed local residents to travel and ship goods to Baltimore without having to go to Wye Landing, located in Talbot County along the Wye East River. The granary provided storage for goods coming from and being shipped to the larger ports.

By the 1870s, Mitchell developed financial problems. In 1873, he sold the wharf to the Chester River Steamboat Company.³ The Chester River Steamboat Company, organized from an earlier steamboat line in 1868, made daily round trips to Baltimore.⁴ Included with the sale were provisions that Mitchell, his family, and his servants be given free passage on steamers making trips to and from the wharf, and that he or a lessee of the granary could use the wharf for freighting purposes. The deed also specified that any goods shipped by vessel to or from the wharf had to be first received and deposited in the granary. This arrangement guaranteed Mitchell, or anyone to whom he leased the granary, a share of the shipping profits.⁵

Mitchell's financial problems continued, and, in 1882, Thomas J. Keating and D. Palmer Keating, trustees for Mitchell, advertised the building for sale. The Keatings' advertisement in a local paper described the property as "The Stone Granary at Queenstown Wharf with the Wharf Privileges."⁶ Although the granary may have been initially constructed as a two-story stone building, the frame upper floors were in place by the late nineteenth century and may be original to the structure. A circa 1890 photograph, taken from the wharf looking back toward the shore, shows the granary at its current three-and-one-half-story height.⁷ As a commercial structure associated with maritime shipping, the granary was oriented to the water. The photograph shows two windows flanking a large, centered opening in the gable of the north elevation. A blurry 1920s photograph shows the entire north elevation with a large center

¹ Harry C. Rhodes, *Queenstown: The Social History of a Small American Town* (Queenstown, MD: The Queen Anne Press, 1985), pp. 11, 53, and 92.

² Rhodes, p. 104.

³ See Chain of Title, Continuation Sheet 8-3, for this and all subsequent deed references.

⁴ Rhodes, p. 103.

⁵ Queen Anne's County Land Records, Liber JW 4, folio 82, 4 May 1873.

⁶ Copy of advertisement provided by the current owner.

⁷ Rhodes, p. 315.

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door on the ground floor, and a single opening centered in the gable.⁸ To use the upper stories of the warehouse, a pole with a pulley or hook would have extended from the gable peak in order to lift goods from the ground through the large opening and into the building. The current house features a similar ridgepole with a hook that may date from its commercial use in the nineteenth and early twentieth century. Both photographs give the impression that a hoist on a movable arm was attached to the northwest corner of the building.

In 1882, Daniel Friel purchased the property. Friel was master of the two-masted schooner, the *William McKenny*, and was involved in the grain trade. Initially sailing out of Centreville, he moved his home and business to Queenstown by the time he purchased the granary. Friel's success in the grain trade with Baltimore enabled him to purchase several properties in Queenstown. The 1900 Federal Population Census listed Daniel Friel as a captain of a "sail vessel"; he lived in Queenstown with his mother Margaret, son Samuel, brother Thomas, and sister Catherine. In 1913, Daniel Friel conveyed the granary and use of the wharf to his son, Samuel, who owned a basket factory among other businesses.⁹

In 1917, Samuel sold the "building formerly used as a granary" to Joseph G. and Louisa B. Goff of Philadelphia.¹⁰ By the mid 1910s, major commercial ventures bypassed Queenstown, and the granary was no longer in use as such. The Goffs apparently resided in Philadelphia during their ownership of the granary, so their use of the building is not known.

In 1930, after Joseph's death, his wife Louisa sold the granary to Henry C. Onley. Onley, a widower at the time, worked as a farm manager and lived with Charles Bishop in Queenstown when he purchased the property.¹¹ Also in 1930, Onley purchased the wharf and the parcel to the south, which would become the front yard.¹² By that time, the railroad no longer carried passengers, and freight operations by steamboat and rail had significantly declined, reducing commercial activity on the Queenstown waterfront. Onley converted the granary into a house, re-oriented the building to face west, added the fireplace, and finished the interior spaces. Reportedly using wood from the old steamboat pier, Onley added wood paneling to the living and dining rooms, and constructed built-in corner cupboards and shelving.¹³

Onley married again, and in 1942, he and his wife Elizabeth sold the granary to Samuel E.W. Friel, Jr. and his wife, Margery Holland Friel. The Friels installed lighting fixtures in the living room made from the ship lanterns from Daniel Friel's ship, the *William McKenny*.¹⁴ The Friels also made substantial additions to the house. The third-story, screened porch on the north elevation was the first of their additions. A one-story, stone garage was added sometime in the late 1940s or early 1950s. In the 1960s, an enclosed porch was constructed on top of the garage. The last addition, which contains the elevator, was built in 1980.¹⁵ The house remains in the Friel family.

⁸ Rhodes, p. 113.

⁹ 1910 U.S. Population Census, Queen Anne's County, Maryland, District 5, Queenstown, Enumeration District 70, Sheet 19-B.

¹⁰ Queen Anne's County Land Records, Liber WFW 10, folio 494, 19 July 1917.

¹¹ 1930 U.S. Population Census, Queen Anne's County, Maryland, District 5, Queenstown, Enumeration District 18-9, Sheet 2-A.

¹² Queen Anne's County Land Records, Liber ASG Jr. 6, folio 394, 18 August 1942.

¹³ Information from the current owner as conveyed through the family.

¹⁴ Ibid.

¹⁵ Photographs and information from the current owner.

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Chain of Title

20 May 2005	James R. Friel, Jr., rep. of estate of Margery Holland Friel, to Robert U. Friel Liber SM 1404, folio 372 One-half interest in 3 lots reduced into one lot improved by a dwelling house converted from a building once used as a granary called the Henry C. Onley Property or The Granary; 3255 square yards
18 August 1942	Henry C. & Elizabeth H. Onley to Samuel E.W. Friel Jr. & Margery Holland Friel Liber ASG Jr. 6, folio 394 Same property description; 3255 square yards. Citations for 3 lots purchased in 1930-31
13 May 1930	Louisa B. Goff of Philadelphia (widow) & Joseph G. Goff to Henry C. Only [sic] Liber BHT 11, folio 177 All that building formerly used as a granary; Joseph G. Goff died intestate and property vested in Louisa (widow) & Joseph (only descendant)
19 July 1917	Samuel E.W. Friel & Martha W.D. Friel to Joseph G. Goff of Philadelphia Liber WFW 10, folio 494 Building formerly used as a granary.
8 January 1913	Daniel Friel to Samuel E.W. Friel Liber WFW 4, folio 481 Parcel 1—Granary & land upon which building is built at the foot of the wharf formerly owned by the Chester River Steamboat Company but now owned by Maryland Delaware and Virginia Railway Co., known as "Queenstown Wharf" including use of wharf for freighting purposes who may ply or run a sailing vessel or sailing vessels from and to Queenstown Creek
20 December 1886	Thomas J. Keating & D. Palmer Keating, trustees for Charles J.B. Mitchell to Daniel Friel Jr. Liber SCD 9, folio 296 Granary and land with right to use wharf by owner or lessee of Granary for freighting purposes
4 May 1873	Charles J.B. Mitchell & George Mitchell (husband and wife) to Chester River Steamboat Company Liber JW 4, folio 82

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	<p>Deed and contract for \$5,000; Mitchell, family and servants each have free passage on steamers making trips to and from wharf; price for wharf and wharf property on Queenstown Creek (2 roods & 24 perches); reserves to Mitchell the Granary House on Lot No. 1 and use of wharf for freighting purposes by owner or lessee of Granary with restrictions that no grain or other country produce is to be delivered on board of said vessel or vessels from said wharf except the same if first received and deposited in said granary and where grains or other country produce is conveyed from said granary to said vessel or vessels over said wharf not more than twenty bushels is to be conveyed at any one load, all back freight is to be landed from said vessel or vessels on the shore except hogsheads which can be landed on said wharf, not to remain over twenty four hours; any and all of said vessels must give place for the Steamers of the said Chester River Steamboat Company...</p>
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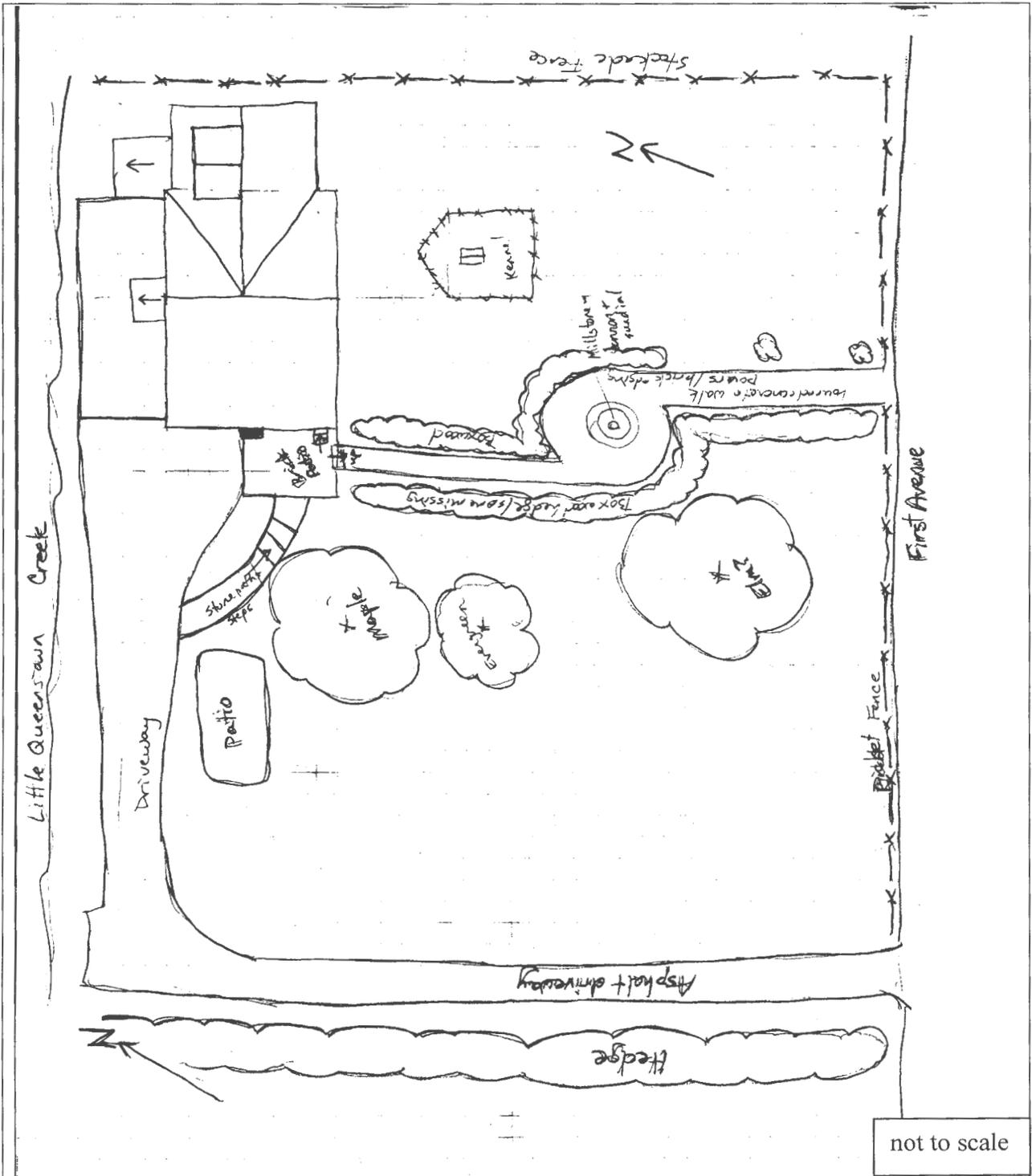
9. Major Bibliographical References

Rhodes, Harry C. *Queenstown: The Social History of a Small American Town*. Queenstown, MD: The Queen Anne Press, 1985.

U.S. Population Census, Queen Anne's County, Maryland, 1910 and 1930.

11. Form Prepared by

name/title	Evelyn D. Causey, Ph.D., Senior Historian, and Julia Claypool, Research Associate		
organization	History Matters, LLC	date	December 21, 2007
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	(202) 223-8845
city or town	Washington	state	DC



Site Plan
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 Bowlingly—The Granary
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 Queenstown
 Queen Anne's County, Maryland



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Queen Anne's County, MD

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Maryland SHPO

Facade, Looking SE

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North Elevation, Looking SE
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South Elevation

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Front yard, Looking SE

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Maryland SHPO

Interior, Living Room, Looking NE

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Interior, Living Room, Looking SW

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Interior, Dining Room, Looking SE

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