

St. Jeromes Neck Road
SM-926
St. Mary's County
Dameron Vicinity
17th Century
Public

St. Jeromes Neck Road extends between St. Jerome's Creek, a tributary of the Chesapeake Bay and Three Notch Road (MD 235) in southeastern St. Mary's County, Maryland. The road traverses a narrow peninsula (St. Jerome's Neck) and remains relatively at-grade with several sharp curves throughout its 4.55-mile length. The road consists of a 16- to 22-foot-wide, asphalt-paved route that begins as an unmarked roadway until mile point 1.3 where it consists of a two-lane roadway divided by a yellow-painted double-line. Single white lines frame the roadway's outer edges. Mature evergreen and deciduous trees give way to open vistas that include early to mid-twentieth-century dwellings, late-nineteenth and early twentieth-century farm complexes, a late-eighteenth-century dwelling (Dameron House, SM-42), and associated agricultural lands.

As a mid-seventeenth-century route leading inland from the manor of Jerome Hawley (St. Jerome's Manor), St. Jeromes Neck Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, St. Jeromes Neck Road was used by local farmers to reach the wharf at St. Jerome's Neck.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-926

1. Name of Property (indicate preferred name)

historic St. Jeromes Neck Road

other County Route 30367

2. Location

street and number Election District No. 1, Runs NE from St. Jerome's Creek to Three Notch Road (MD 235)

city, town Dameron X vicinity

county St. Mary's County

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

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

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 type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	0	0 buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	0	0 sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	1	0 structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	0	0 objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	1	0 Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				0	

7. Description

Inventory No. SM-926

Condition

excellent deteriorated
 good ruins
 fair altered

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

Summary Description

St. Jeromes Neck Road extends between St. Jerome's Creek, a tributary of the Chesapeake Bay and Three Notch Road (MD 235) in southeastern St. Mary's County, Maryland. St. Jeromes Neck Road traverses a narrow peninsula (St. Jerome's Neck) and remains relatively at-grade with several sharp curves throughout its 4.55-mile length. The road consists of a 16- to 22-foot-wide, asphalt-paved route that begins as an unmarked roadway until mile point 1.3 where it consists of a two-lane roadway divided by a yellow-painted double-line. Single white lines frame the roadway's outer edges. Mature evergreen and deciduous trees give way to open vistas that include early to mid-twentieth-century dwellings, late-nineteenth and early twentieth-century farm complexes, a late-eighteenth-century dwelling, and associated agricultural lands.

Location

St. Jeromes Neck Road is located in the southeastern portion of St. Mary's County in the county's First Election District. St. Jeromes Neck Road extends north from its starting point at a sand-and-gravel private lane near St. Jerome's Creek and continues northeast to its end point at Three Notch Road (MD 235) in the vicinity of Dameron. The entire length of the road is approximately 4.55 miles in length.

Detailed Description

The Roadway

St. Jeromes Neck Road is an asphalt-paved, minor-collector route that varies from 16 to 22 feet in width. The travelway originates as a narrow unmarked lane and continues as such for the first 1.3 miles. From its intersection with Raley Road (mile point 1.3) until its terminus, the roadway consists of two divided lanes—one in each direction, divided by a yellow-painted, double line. White-painted lines frame the outer edges of the roadway. Despite the erosion of its edges in some areas, particularly closer to its origin, the road is in generally good condition throughout its length. The road's horizontal alignment incorporates gentle curves, several straight-aways, and four notable curves at mile points 2.0, 2.5, 3.1, and 3.5. The road's vertical alignment is at-grade, and the roadway features a low-pitched crown.

The Right-of-Way

Informal narrow sandy and grassy shoulders appear on both sides of the St. Jeromes Neck Road right-of-way. The shoulders give way to shallow swales that provide basic drainage for the road and adjacent land. Several metal traffic signs, the majority of which are mounted on single aluminum poles and include speed limit and warning signs, appear within the right-of-way. The metal stop sign at the terminus of the road is attached to a wood post. Private property owners have posted a variety of identification signs that include the names and addresses of their properties. These signs are generally made of painted wood and constructed in a variety of shapes and sizes.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the east side of the road and then along both sides of the road until its terminus at Three Notch Road (MD 235).

The Setting

St. Jeromes Neck Road traverses a rural area of southeastern St. Mary's County. The roadway extends through a landscape dominated by agricultural and residential land uses. The road originates at a sand-and-gravel private lane that

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leads to a *circa*-1924 dwelling situated adjacent to St. Jerome's Creek; the roadway then parallels the eastern shore of the Chesapeake Bay until the roadway bends to the northeast at mile point 2.5. The majority of structures along the roadway consist of mid-to late-twentieth-century dwellings, the majority of which are two-story, frame types that sit back from the road. Several clusters of late-nineteenth and early-twentieth-century dwellings and their associated outbuildings are set back from the road and accessed via sandy farm lanes that extend from St. Jeromes Neck Road.

The roadway originates at a private lane with open views of St. Jerome's Creek and the Chesapeake Bay. The roadway then passes through marshland characterized by high marsh grasses and opens to agricultural fields interspersed with shallow tree lines comprised of mature evergreen and deciduous trees.

Three previously recorded properties are located adjacent to St. Jeromes Neck Road. St. Jerome's (SM-41) is located along Hawley Manor Road to the west of St. Jeromes Neck Road. The one-and-one-half-story, frame dwelling was purportedly erected in the early nineteenth century on the site of a seventeenth-century structure and faces St. Jerome's Creek. The dwelling is not visible from St. Jeromes Neck Road. Langley's Rest (SM-174) located on Camp Winslow Road is visible from the north side of St. Jeromes Neck Road. The property consists of late-nineteenth-century outbuildings situated to the rear of a modern dwelling. Dameron House (SM-42) is a *circa*-1798 dwelling located along Camp Winslow Road and visible from the north side of St. Jeromes Neck Road. The property also contains several mid-to late-nineteenth-century outbuildings.

Previously unidentified historic resources along St. Jeromes Neck Road include several early twentieth-century farm complexes, as well as several early to mid-twentieth-century dwellings situated on individual lots. A grouping of late-twentieth- and early twenty-first century dwellings was erected on the south side of St. Jeromes Neck Road at mile point 3.1 near its intersection with Camp Winslow Road.

8. Significance

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Period	Areas of Significance	Check and justify below		
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input 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 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 Ca. 1636 **Architect/Builder** Unknown

Construction dates Mid-17th century through 20th century

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.)

Historical Summary

As a mid-seventeenth-century route leading inland from the manor of Jerome Hawley (St. Jerome's Manor), St. Jeromes Neck Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, St. Jeromes Neck Road was used by local farmers to reach the wharf at St. Jerome's Neck.

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

European settlement in St. Mary's County began in 1634 when a group of English Colonists, lead by Leonard Calvert, son of Lord Baltimore, arrived on St. Clement's Island located in the Potomac River. The settlers soon thereafter traveled inland on the tributaries of the Potomac River and began establishing farms in the areas around the river and its tributaries. As a result of their gravitation to settle near navigable waterways on large farms that promised successful tobacco cultivation, colonists lived on widely scattered farmsteads.³ Over the course of the seventeenth century, colonists

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to St. Jeromes Neck Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

³ History Matters, LLC 2006: 7-8

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established plantations and farms along the Patuxent River, which bordered the east side of what would become St. Mary's County.

The oldest documented road in St. Mary's County was used to connect St. Mary's City, the colony's capital from 1634 to 1695, to the two major waterways that flanked the peninsula. The Patuxent Path (present-day MD 235 [Three Notch Road]), created on the bed of a Native American pathway, connected St. Mary's City to the Patuxent River.⁴ Various roads and trails crisscrossed the Patuxent Path and led to individual farms, plantations, villages, and other smaller waterways.⁵

Seventeenth-century roads in St. Mary's County were narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-feet wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁶

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves, such as St. Jeromes Neck Road, in order to collect imported manufactured goods and ship their staple crops.⁷

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁸

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and

⁴ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 282.

⁵ History Matters, LLC 2006: 9

⁶ History Matters, LLC 2006: 11-15

⁷ History Matters, LLC 2006: 20

⁸ Hammett 1991: 283-285

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pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁹

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five-million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.¹⁰ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.¹¹ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹²

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹³ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

⁹ History Matters, LLC 2006: 15-25

¹⁰ Hammett 1991: 287

¹¹ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹² History Matters, LLC 2006: 33

¹³ History Matters, LLC 2006: 40

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Furthermore, the establishment of the Patuxent River Naval Air Station at Cedar Point in 1942 launched another period of substantial road improvements in St. Mary's County. The U.S. Navy constructed and improved roads leading to the base at Cedar Point. The Navy's presence also led to the considerable growth of nearby communities, such as Hollywood and Lexington Park, and consequently, their corresponding road networks were improved. The economic and population growth brought by the establishment of the naval base fueled road widening projects on the major routes and improvements to many of the county's secondary and local roadways.¹⁴

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹⁵

Development of St. Jeromes Neck Road

St. Jeromes Neck Road most likely originated as a route connecting St. Jerome's Manor to inland tracts and to the Patuxent Path (present-day MD 235). Prior to 1636, St. Jerome's Manor, which consisted of 6,000 acres, was surveyed and granted by Lord Baltimore to Jerome Hawley, Esquire, first Lord of the Manor and a member of the First Council of the Maryland Colony.¹⁶ Jerome Hawley was one of the original "gentleman passengers" who arrived on the *Ark* to what would become the Maryland colony in 1634. Hawley erected a brick house on present-day St. Jerome's Neck, but subsequently left St. Mary's County to assume the post of Royal Treasurer for the Colony of Virginia. An early nineteenth-century frame dwelling (St. Jerome's, SM-41) is located in the place where Hawley's original dwelling once stood. The remnants of the late-seventeenth-century dwelling indicate that the property has been occupied since that time.

Portions of the current St. Jeromes Neck Road were most likely established by the late-seventeenth century in order to facilitate the movement of people and goods, particularly tobacco, from the landing at St. Jerome's Manor to the Patuxent Path and other inland points. The means of transporting tobacco from St. Mary's County to Baltimore was via the waterways, and St. Jerome's Neck provided the shipping point for colonial farmers and later plantation holders throughout the seventeenth and eighteenth centuries.¹⁷

St. Jeromes Neck Road derives its name from Jerome Hawley, Esquire, who patented St. Jerome's Manor prior to 1636. The peninsula and creek that serves as its western border were also named after Jerome Hawley. The road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict a secondary path leading from St. Jerome's Neck to the Patuxent Path (MD 235).¹⁸ Most likely, St. Jeromes Neck Road existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect travelers landing at St. Jerome's Manor to points inland.

¹⁴ History Matters, LLC 2006: 33; Hammett 1991: 293

¹⁵ History Matters, LLC 2006: 41

¹⁶ Hammett 1991: 26

¹⁷ Hammett 1991: 399

¹⁸ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

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Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts St. Jeromes Neck Road. As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended. Martenet's 1865 *Atlas of the State of Maryland* illustrates a road that closely follows the alignment of the current St. Jeromes Neck Road; the road leads north from St. Jerome's Creek and transverse the peninsula in a northwesterly direction until it terminates at a small road that connects to Patuxent Path (MD 235).¹⁹

St. Jerome's Neck hosted a post office of its own from March 7, 1900 through May 11, 1904. The name of the post office was Emory, which is illustrated on the 1902 USGS *Point Lookout, MD* Topographic Quadrangle map.²⁰ A post office was established in Dameron. Thomas Leroy Dameron was a native of Northumberland, Virginia. He was taken captive and imprisoned at Point Lookout after being wounded at the Battle of Gettysburg in 1863. When he was released at the end of the war, he stayed in St. Mary's County and eventually opened a country store near Trapp. T.L. Dameron and Son was incorporated in 1901, and when the Dameron post office was established in 1913, it occupied a corner of the general store. After the general store burned in 1935, it was replaced by a smaller store that also housed the Dameron Post Office. The present Dameron Post Office was erected in 1969 and is adjacent to MD 235, directly west of the terminus of St. Jeromes Neck Road.²¹

With the exception of the dwelling associated with St. Jerome's (SM-41) and the late-eighteenth-century Dameron House (SM-42), St. Jeromes Neck Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. The road includes one *circa*-1918 farm complex, two farm complexes dating to the 1930s, individual dwellings dating to the 1920s and 1930s, as well as a number of dwellings erected in the 1950s. Several late-twentieth-century dwellings are situated throughout the road's length, including a concentrated grouping near mile point 3.1. Consequently, the road has since been widened and improved to meet current design standards and safety criteria.

¹⁹ Martenet 1865

²⁰ Hammett 1991: 213; United States Geological Survey, *Point Lookout, MD* (15 Minute Series) Topographic Quadrangle Map, 1902.

²¹ Hammett 1991: 213

9. Major Bibliographical References

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See Continuation Sheet.

10. Geographical Data

Acreege of surveyed property 4.55 miles
Acreege of historical setting Approximately 4.55 miles
Quadrangle name Point No Point, MD

Quadrangle scale: 1: 24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area of St. Jeromes Neck Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting and viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 24, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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www.historicroads.org [Internet Resource]. Accessed 28 April 2008.

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Maryland Historical Trust

Hawley's Manor (SM-40). Maryland Inventory of Historic Properties Form. On file at the Maryland Historical Trust, Crownsville, Maryland.

St. Jeromes (SM-41). Maryland Inventory of Historic Properties Form. On file at the Maryland Historical Trust, Crownsville, Maryland

Dameron House (SM-42). Maryland Inventory of Historic Properties Form. On file at the Maryland Historical Trust, Crownsville, Maryland

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St. Mary's County

1802 *County Road Book 1802-1853*. Available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

State Roads Commission

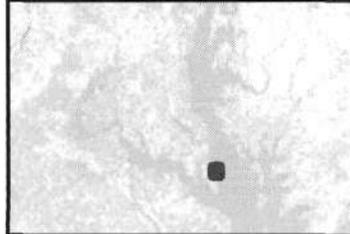
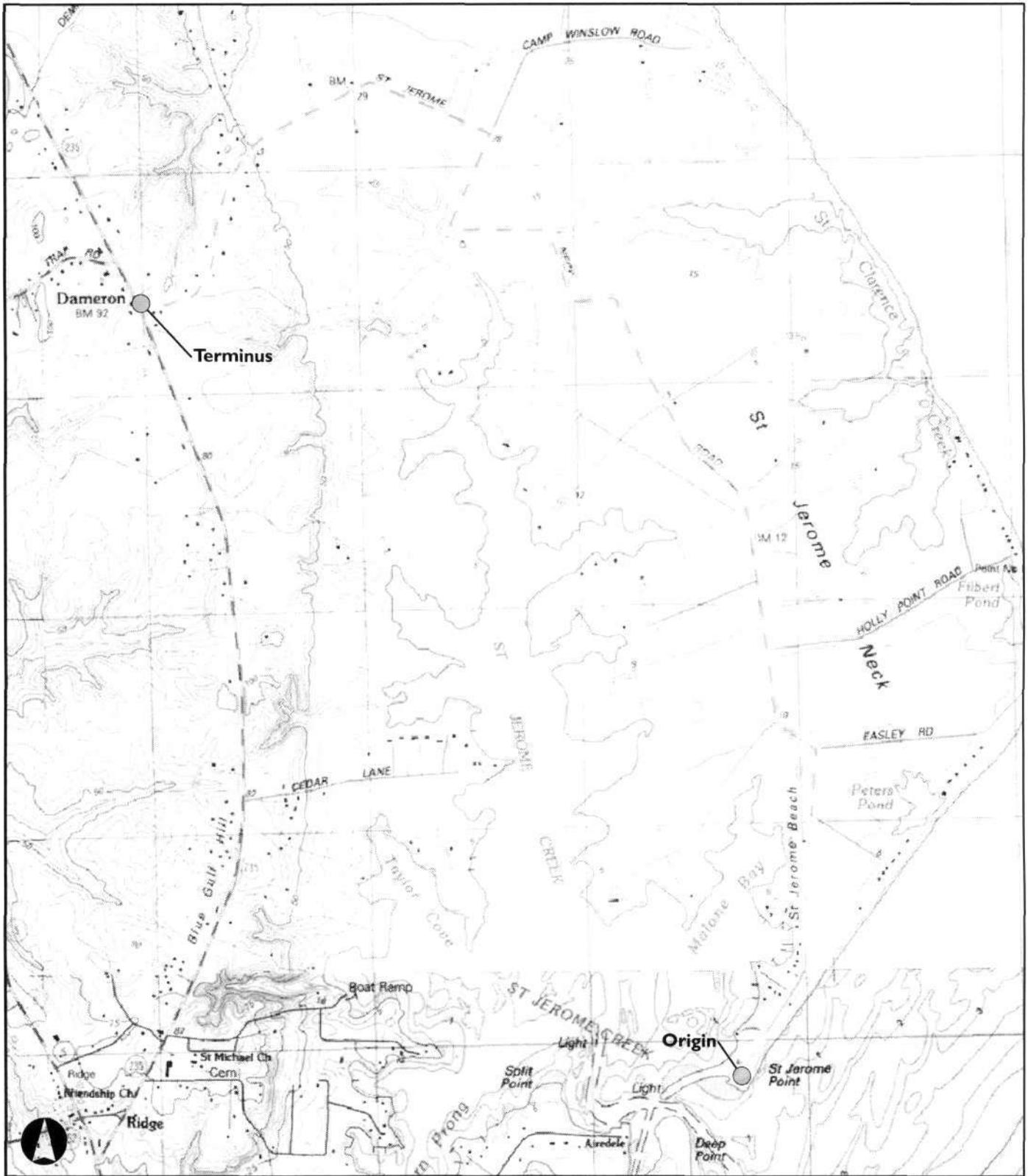
1927 *Map of Maryland Showing State Road System and State Aid Roads*. Available at the Maryland Room, University of Maryland-College Park.

United States Geological Survey.

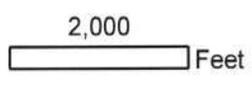
1943 *Point No Point, MD Quadrangle (7.5 Minute Series)*, 1943; photo revised 1974.

1892 *Point Lookout, MD Quadrangle (15 Minute Series)*

1912 *Point Lookout, MD Quadrangle (15 Minute Series)*



Road Alignment 2005



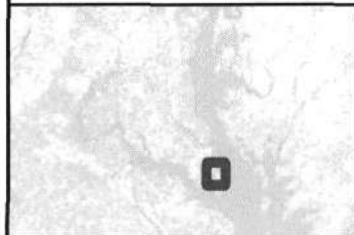
St. Jeromes Neck Road
 SM-926
 Dameron Vicinity
 St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Point No Point, MD (2007)

+ POINT LOOKOUT

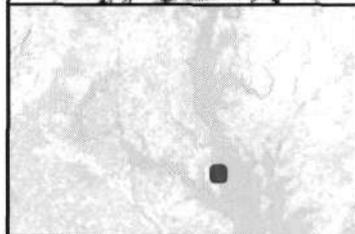
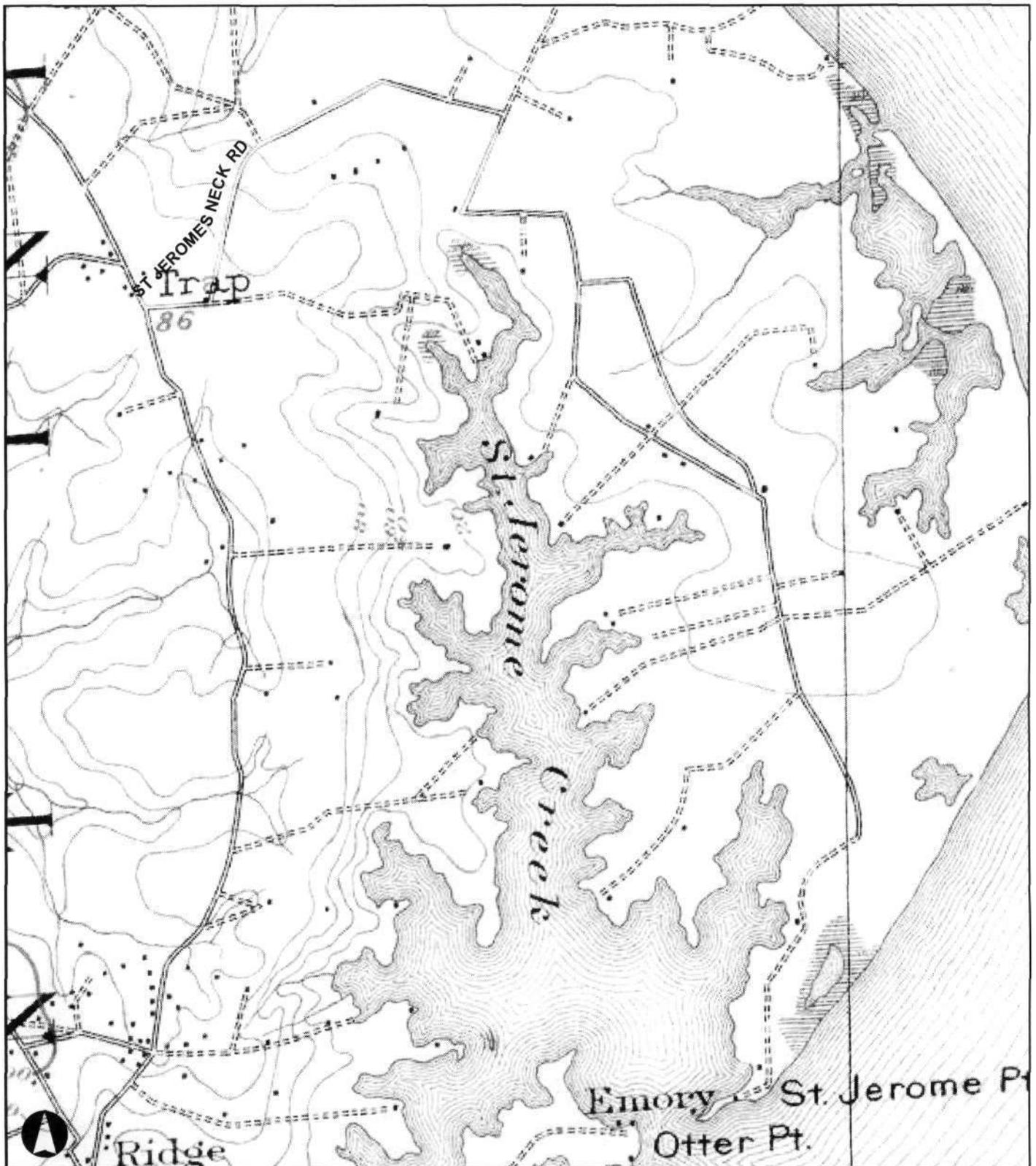


St. Jeromes Neck Road

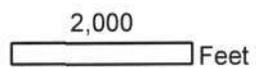


2,000
 Feet

St. Jeromes Neck Road
 SM-926
 Dameron Vicinity
 St. Mary's County, MD
 Source: 1865 Martenet Atlas



Road Alignment 2005



St Jeromes Neck Road

SM-926

Dameron Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Point Lookout, MD (1902)



**St. Jeromes Neck Road
SM-926
Photograph Location Map**



-  Photo Locations
-  St. Jeromes Neck Road

Source: USGS 7.5' Topo Quad, Point No Point, MD.
+ POINT LOOKOUT

**Dameron Vicinity
St. Mary's County, Maryland**



June 2008

St. Jeromes Neck Road (SM-926)

Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-926_200804_01	SM-926	St. Jeromes Neck Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking southwest	1 of 24
SM-926_200804_02	"	"	"	"	"	Mile Point 0.0, looking northeast	2 of 24
SM-926_200804_03	"	"	"	"	"	Mile Point 0.0, view shed looking east to Chesapeake Bay	3 of 24
SM-926_200804_04	"	"	"	"	"	Mile Point 0.1, looking northeast to property at 16659 St. Jeromes Neck Road	4 of 24
SM-926_200804_05	"	"	"	"	"	Mile Point 0.1, looking northwest to St. Jerome's Creek	5 of 24
SM-926_200804_06	"	"	"	"	"	Mile Point 0.4, looking south	5 of 24
SM-926_200804_07	"	"	"	"	"	Mile Point 0.4, looking north	7 of 24
SM-926_200804_08	"	"	"	"	"	Mile Point 0.8, looking northwest	8 of 24
SM-926_200804_09	"	"	"	"	"	Mile Point 0.8, looking east down Easley Road from St. Jeromes Neck Road	9 of 24
SM-926_200804_10	"	"	"	"	"	Mile Point 1.2, looking north	10 of 24
SM-926_200804_11	"	"	"	"	"	Mile Point 1.2, looking east to ca.-1930 farm complex	11 of 24
SM-926_200804_12	"	"	"	"	"	Mile Point 1.2, looking west	12 of 24
SM-926_200804_13	"	"	"	"	"	Mile Point 1.9, looking to northwest	13 of 24
SM-926_200804_14	"	"	"	"	"	Mile Point 2.4, looking north	14 of 24
SM-926_200804_15	"	"	"	"	"	Mile Point 2.4, view shed looking northeast	15 of 24
SM-926_200804_16	"	"	"	"	"	Mile Point 2.5, looking north	16 of 24

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SM-926_200804_17	“	“	“	“	“	Mile Point 3.1, looking southwest from intersection of St. Jeromes Neck and Camp Winslow roads; note modern development on right	17 of 24
SM-926_200804_18	“	“	“	“	“	Mile Point 3.1, looking north to Dameron House (SM-42)	18 of 24
SM-926_200804_19	“	“	“	“	“	Mile Point 3.5, looking southeast	19 of 24
SM-926_200804_20	“	“	“	“	“	Mile Point 3.5, looking northwest	20 of 24
SM-926_200804_21	“	“	“	“	“	Mile Point 3.6, looking southeast to early 20 th -century farm complex	21 of 24
SM-926_200804_22	“	“	“	“	“	Mile Point 4.4, looking west to ca.1930-dwelling at 18758 St. Jeromes Neck Road	22 of 24
SM-926_200804_23	“	“	“	“	“	Mile Point 4.4, looking east	23 of 24
SM-926_200804_24	“	“	“	“	“	Mile Point 4.5, looking west to MD 235	24 of 24

SM-926



Mile Point 0.0, looking southwest
Photo 1 of 24



Mile Point 0.0, looking northeast
Photo 2 of 24

SM-926
St. Jeromes Neck Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.0, view shed looking east to Chesapeake Bay
Photo 3 of 24



Mile Point 0.1, looking northeast to property at 16659 St. Jeromes Neck Road
Photo 4 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 0.1, looking northwest to St. Jerome Creek
Photo 5 of 24



Mile Point 0.4, looking south
Photo 6 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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MD SHPO



Mile Point 0.4, looking north
Photo 7 of 24



Mile Point 0.8, looking northwest
Photo 8 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 0.8, looking east down Easley Road from St. Jeromes Neck Road
Photo 9 of 24



Mile Point 1.2, looking north
Photo 10 of 24

SM-926
St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile 1.2, looking east to ca.-1930 farm complex
Photo 11 of 24



Mile Point 1.2, looking west
Photo 12 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 1.9, looking to northwest
Photo 13 of 24



Mile Point 2.4, looking north
Photo 14 of 24

SM-926
St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 2.4, view shed looking northeast
Photo 15 of 24



Mile Point 2.5, looking north
Photo 16 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 3.1, looking southwest from intersection of St. Jeromes Neck and Camp Winslow roads; note modern development on right
Photo 17 of 24



Mile Point 3.1, looking north to late-eighteenth-century dwelling and late-nineteenth-century barn

Photo 18 of 24

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**St. Jeromes Neck Road
St. Mary's County, Maryland**

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Mile Point 3.5, looking southeast
Photo 19 of 24



Mile Point 3.5, looking northwest
Photo 20 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 3.6, looking southeast to early twentieth-century farm complex
Photo 21 of 24



Mile Point 4.4, looking west to ca.1930-dwelling at 18758 St. Jeromes Neck Road
Photo 22 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

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Mile Point 4.4, looking east
Photo 23 of 24



Mile Point 4.5, looking west to MD 235
Photo 24 of 24

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St. Jeromes Neck Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
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SM-926

St. Jeromus NECK ROAD

St. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

Mile point 0.0, looking SW

Photo # 1 of 5



SMT-926

St. JEROMES NECK ROAD

St. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

Mile point 0.1, looking NE to property @ 16659 St. Jeromes
NECK ROAD

Photo # 3 of 5



SM-926

St. Jerome's Neck ROAD

St. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 1.2, Looking N

Photo # 3 of 5



CVI-926

St. Jeromes Neck ROAD

St. MARY'S County, MD

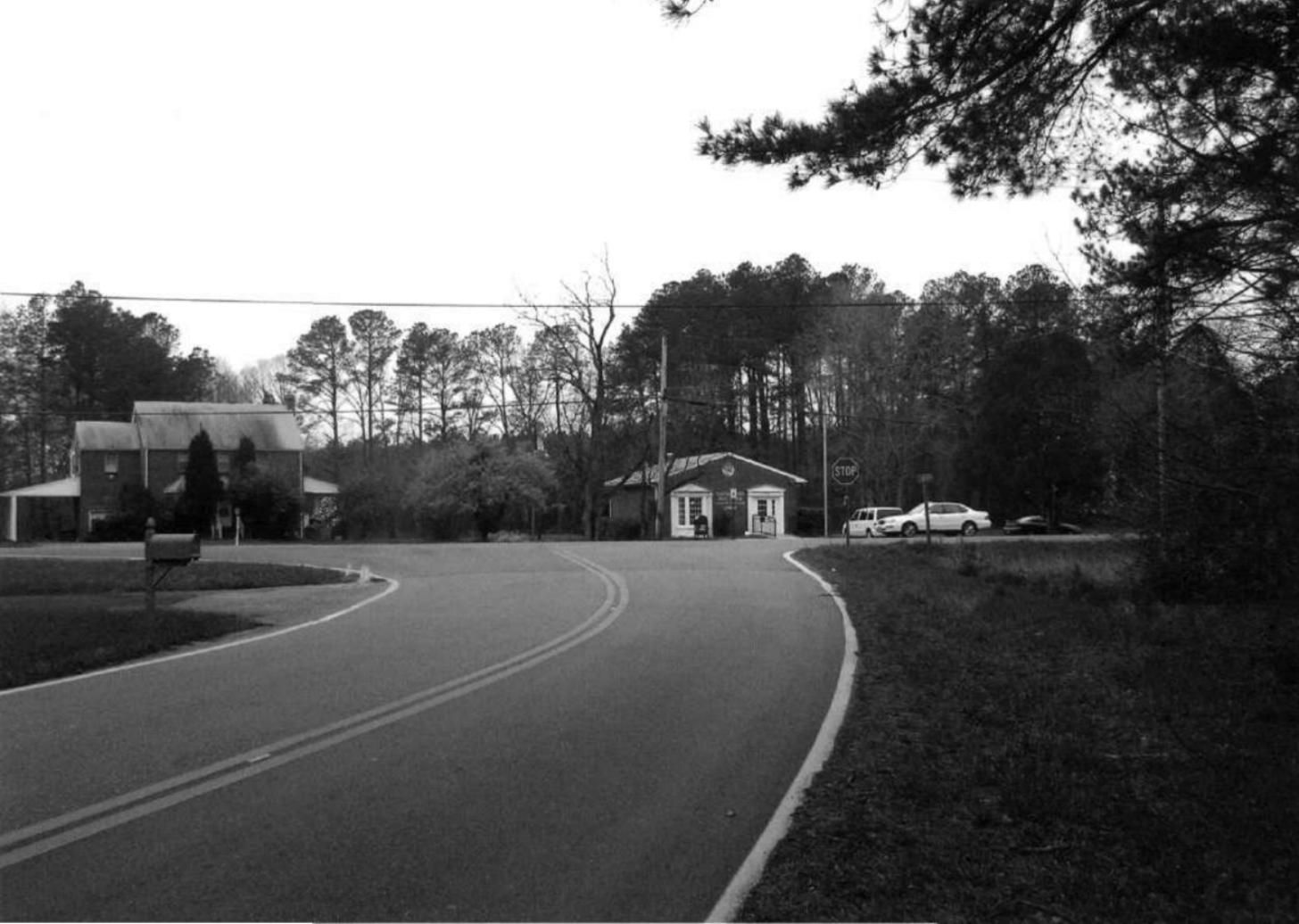
E. YOUNG

04.2008

MD SHPO

Mile point 2.4, Looking N

Photo # 4 of 5



SN-926

St. JEROMES NECK ROAD
St. MARY'S COUNTY, MD

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04.2008

MD SHPO

mile point 4.5, looking W to MD 235

Photo # 5 of 5