

T-624  
Slover House  
St. Michaels  
private

c. 1795 and later

The Slover house, named for Captain James T. Slover who owned this property between 1864 and 1875, contains remnants of one of four eighteenth-century houses known to survive in St. Michaels. Originally built as a single story or story-and-a-half frame structure, the house was enlarged with the addition of a second floor around the turn of the twentieth century. Surviving in the house is part of an original mantel and a raised four-panel door. Visible in the flooring of the west bedroom are the former seats for handrail balusters. In addition, several nine-over-six sash windows survive on the first floor.

The 1798 Federal Direct tax assessment lists Thomas Dodson, Jr. as the owner and occupant of a single-story, 21' x 15', frame house on this corner lot. The property remained in the hands of Thomas Dodson until 1813 when it was sold to Denton Marshall. The tax list in that year included a dwelling house valued at \$60, a kitchen at \$20, and a meat house at \$6. Denton Marshall held the title to the lot until 1854. Sarah H. Slover is recorded as the grantee of the same lot ten years later. Her husband, Captain James T. Slover, was a Chesapeake Bay pilot who later served on the Monitor during the Civil War.



# 7. Description

Survey No. T-624

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

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

The Slover house stands on the northeast corner of the intersection of Carpenter Alley and Locust Street in the center of St. Michaels, Talbot County Maryland. The two-and-a-half story frame house faces west with the gable oriented on a north/south axis.

Initially erected as a single-story or story-and-a-half house around 1798, the rectangular frame structure was later raised around the turn of the twentieth century to its current height and converted into a duplex. Supported by a minimal brick foundation, the frame house is sheathed with asbestos shingles and covered by a steeply pitched asphalt shingle roof.

The west (main) elevation is almost symmetrical. A pair of partially glazed doors occupy the center bays and are flanked by nine-over-six sash windows. The window in the south bay retains its molded sill, whereas the north window seems to have been slightly reworked and repositioned. Both windows are flanked by modern shutters. Stretching across the first floor is a hip roofed porch supported by square posts. The second floor is pierced by two six-over-six sash windows located above the first floor sash. Marking the roof are a pair of shed-roofed dormers filled with four-pane windows and sheathed with wood shingles. Protruding through the roof are a pair of partially stuccoed brick stove stacks. The edges of the roof are finished with a boxed cornice and slightly extended eaves.

The north and south gable ends are largely alike with pairs of nine-over-six sash windows on the first floor and six-over-six sash windows on the second floor.

The east (rear) side is partially covered by a single-story shed roofed kitchen lighted by six-over-six sash windows.

The north apartment was the only accessible interior. Fixed on the wall in the front room is the remnant of a Federal style mantel with a scroll-shaped end frieze and a heavily molded mantel shelf. The pilasters or hearth surround have been removed. Access to the second floor is provided by a stair that is fixed against the north wall and entered through the back room. Evident on the second floor are patches in the flooring that indicate the house was not only raised but also extended to the north approximately four feet. Wider floor boards towards the center of each room as well as old seats for the stair balusters in the front room provide clear proof of the radical changes that have occurred. An old, raised four-panel door survives on the east room door surround.

# 8. Significance

Survey No. T-624

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

### Specific dates

### Builder/Architect

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

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

The Slover house, named for Captain James T. Slover who owned this property between 1864 and 1875, contains remnants of one of four eighteenth-century houses known to survive in St. Michaels. Originally built as a single story or story-and-a-half frame structure, the house was enlarged with the addition of a second floor around the turn of the twentieth century. Surviving in the house is part of an original mantel and a raised four-panel door. Visible in the flooring of the west bedroom are the former seats of handrail balusters. In addition several nine-over-six sash windows survive on the first floor.

The 1798 Federal Direct tax assessment lists Thomas Dodson, Jr. as the owner and occupant of a single-story, 21 x 15, frame house on this lot. The property remained in the hands of Thomas Dodson until 1813 when it was sold to Denton Marshall.(35/456) The tax list in that year included a dwelling house valued at \$60, a kitchen at \$20, and a meat house at \$6. Denton Marshall held the title to the property until 1854.(66/60) Sarah H. Slover is recorded as the grantee of the same lot ten years later. (72/286) Captain James T. Slover was a Chesapeake Bay pilot who later served on the Monitor during the Civil War.



enced was "account of straining by (the) sun reflecting on copy glass while on the lookout for rebel steamers." In October 1864, he served as pilot on the *U.S. Commodore Barney*.

He was honorably discharged on April 1, 1865 and returned to St. Michaels where his wife had purchased a leasehold lot and house on the northeast corner of Locust and Carpenter Streets. There, a stone's throw from the harbor, he could see and hear the waterfront activity. The din of the ship carpenters' hammers; the noise of the Willey Steam & Grist Mill; and the ringing of the Town Bell prompted the townspeople to dub the area as "Racket Alley".

James and Sarah were the parents of six children, named in his obituary as James E. Slover; Mrs. Georgeanna Barnes; Alfred T. Slover; Mrs. Lottie Mae Morris; Mrs. Sarah Rebecca Covey; and Mrs. Rachel Wilkins.

The government awarded him a pension of \$8. per month for Mexican War service. When he applied in 1896 at age 78 for an additional invalid's pension based on his blindness, rheumatism and other body disorders, the request was denied.



Olivet Cemetery marks Slover's final resting place

Captain James T. Slover, mariner and master pilot, veteran of two major wars, spent the last years of his life in St. Michaels - always in touch with the rivers and bay on which so much of his career had centered. His tombstone in Olivet Cemetery marks his final resting place.

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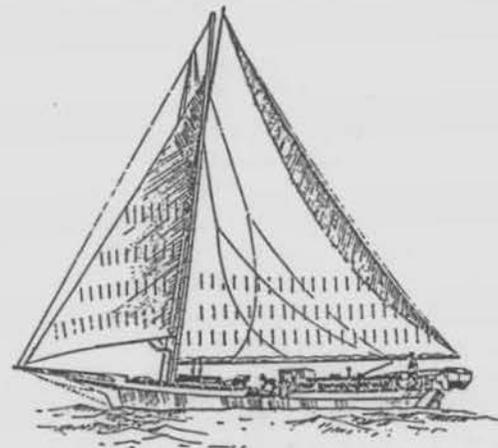


745-3151

**DID YOU KNOW**

**THIS ABOUT**

**ST. MICHAELS?**



**CAPTAIN JAMES T. SLOVER**

**HISTORY SERIES  
NUMBER I**

**Researched and Written by  
Irma S. Harper, Historian**

T-624



On Saturday, May 27, 1899, the *Easton Gazette* captioned an obituary with the following lines: "The *MONITOR'S* Pilot Dead Captain James T. Slover Who Figured in the Civil War, Died at St. Michaels."

Slover, who was eighty-two years old when he died, was born in St. Michaels in 1817, the son of Isaac and Charlotte Mason Slover. At that time, the town was bustling with shipyards. The postwar economy was bolstered by the freighting of merchandise and passengers from Annapolis and Baltimore handled by scores of sailing ships and steam-driven packets.

The Slover family liked to recount the story of the beginning of young James Slover's career as a mariner on the Chesapeake Bay. When he was twelve, his mother sent him to a town store for a pound of coffee. Instead of making the purchase, he wandered down to the St. Michaels docks and signed on a ship as a deckhand. It would be many years before he returned home with the coffee.

In a very short time, he was master of one of the Bay craft - knowledgeable of the harbors and the rivers that supported them. His family claimed that he was the first man in St. Michaels to build and own an oyster canoe, and that he plied the Chesapeake Bay long before the first lighthouses were built.

When the Mexican War broke out, he joined the U.S. Navy. Slover's pension records state he served as a "landsman" aboard the U.S. frigate "*Raritan*" from July 22, 1843 to August 12, 1846. The ship was not involved in any engagements, but James sustained a cut between the eyes and down the nose from a falling cask. After being honorably discharged, he returned to St. Michaels with his wife, Sarah Hopkins, whom he married in Baltimore on June 17, 1849.

Then came the War between the States and he enlisted again in the U.S. Navy. That stint of service was to earn him his most patriotic duty as he was appointed as the only official

master pilot of the famous *Monitor*. The "black cheesebox on a raft" as it was nicknamed, was built in New York and launched in the East River on January 30, 1862. A steam-driven, metal-sheathed ship, it was the hope of the Union to stem the burgeoning activities of the Confederate Navy.

The *Monitor* was immediately towed down the Atlantic coast and entered the mouth of the Chesapeake Bay. The intention of the Union Navy was to prepare her for battle with an ironclad ship of the Confederate fleet called the *Merrimack*. Much to their dismay, they discovered the latter ship, newly christened *The Virginia*, awaited them. There in Hampton Rhodes, the famous engagement took place with the subsequent defeat of the Confederate ship.



Slover's Home

While the crew of the *Monitor* had been signed on in New York, Commander John Worden intended to hire a pilot when he entered the Chesapeake. This proved to be difficult as the bay pilots were mostly from the Baltimore area and were suspected of being Confederate sympathizers; also, the crushing defeats by the Confederate Navy of Union ships did not make prospective pilots eager to sign on.

Worden was forced to enlist the services of Acting Master Samuel Howard of the *Amanda* as a volunteer and temporary pilot during the battle with the *Merrimack*. Following the defeat of the Confederate ship, the *Monitor*

withdrew to make necessary repairs and some modification of its defences.

During the early days of the Civil War, Captain Slover served as a first-class pilot on a Union steam ship named *The Dragon* which was used as a dispatch boat and tug for larger, slower-moving craft. His military records show Slover's transfer from *The Dragon* on 17 May 1862 to the *Monitor* then under command of Captain William N. Jeffers, making James T. Slover the first and only official pilot of that memorable ship.

In the summer and fall of 1862, the *Monitor* engaged in some conflicts in the lower Bay and James River. Paymaster William F. Keller's published letters to his wife tell of the events of that period along with accounts of the terrible heat and associated suffering the crew endured. The temperatures rose to the mid-nineties, but inside the iron-sheathed craft, the mercury soared to well over one-hundred degrees. The helmsman and the pilot were exposed somewhat to enemy fire but more so to the heat. This experience along with glare from brilliant sunshine on the sparkling water was later to take its toll on James Slover.

Congress and the Navy Department decided to send the *Monitor* to assist in the capture of Wilmington, N.C. - a Confederate stronghold. She was readied for departure in late December and left the Bay on New Year's Eve, 1862, under tow by a large sidewheeler, the *U.S. Rhode Island*. When the entourage rounded Cape Hatteras, the *Monitor* was swamped by rough Atlantic seas; was cut loose and sank.

As a Chesapeake Bay pilot was no longer needed for the *Monitor's* proposed southern service, Captain Slover had been officially transferred from the ironclad to the *U.S. Commodore Morris* on December 20, 1862 where he served as pilot until August 1864. While aboard the *Morris*, he was hospitalized for "disease of the eyes, affecting chiefly his right eye". Slover stated in his pension application that the near-blindness he experi-

T-604

SLOVER HOUSE

T-624

YEAR: 1984 VOL: 593 PAGE: 585

FROM: Genevieve W. Luscombe (Pennsylvania) PRICE: \$95,000

TO: Thomas H. Meushaw

NOTES Parcel 1. Lot 2-A of the estate of Herbert Pomeroy Brown as on Plat 1952, 6/59 attached hereto. This is T-624.

Parcel 2. On the east side of Locust Street at SW corner of Dr. Robert A. Dodson run East with Dodson 71'6" to Edward Willey; then South 64' to John S. Hambleton then West with Hambleton 71 feet to Locust Street; then N with Locust Street 64' to the beginning.

Parcel 1 conveyed to Clarence H. Waters by William Reddie, trustee 1952, 301/140

Parcel 2 conveyed to Clarence H. Waters by Corinne B. Radcliffe 1924, 198/225.

(This in T-569, Haddaway House)

These are two of the lots devised to Genevieve Luscombe by her father, Clarence H. Waters 1959, 34/39.

YEAR: 1952 VOL: 301 PAGE: 140

FROM: William Reddie and Lee Gillis, trustees PRICE: \$1360

TO: Clarence H. Waters

NOTES By virtue of a Circuit Court decree in the suit Martha B. Hutcheson vs Elizabeth Ann Archbold and others.

Parcel 2-A. See plat. Lot is 55.8' on Locust x 69.9' x 54.31' to Carpenter Street x 70' to the beginning.

Conveyed to H. P. Brown by William H. T. Coulbourne 1928, 213/33.

YEAR: 1928 VOL: 213 PAGE: 33

FROM: Wm. H. T. Coulbourne and Mary A. + Bank for mortgage rel. PRICE:

TO: Herbert Pomeroy Brown

NOTES A lot on the NE corner of Locust Street and Carpenters Alley leased by Thomas Harrison to Thomas Dodson, Jr. 1797, 27/266. Part of the property conveyed by Charles T. Wrightson and Albert Lowe to Mary W. Seth 1903, 139/47.

Conveyed by Mary W. Seth and Joseph B. Seth to Wm. H. T. Coulbourne 1905, 213/31.

The fee title was devised by Thomas J. Harrison to Ellen Jane Graham by will 9/440; from Ellen Jane Graham to her husband Francis A. Wrightson and to Mary A. Seth by Wrightson & Lowe 1903, 139/47.

YEAR: 1925 VOL: 213 PAGE: 31

FROM: Mary W. Seth and Joseph B. Seth PRICE: \$100

TO: Wm. H. T. Coulbourne

NOTES "The aforementioned two lots, part of the land devised by Thomas J. Harrison to Ellen Jane Graham by will 9/440; from Ellen to her husband, Francis A. Wrightson and conveyed to Mary W. Seth by Charles T. Wrightson and Albert Lowe, trustees 1903, 139/47.

YEAR: 1903 VOL: 139 PAGE: 47

FROM: Charles T. Wrightson and Albert Lowe, trustees PRICE: \$133

TO: Mary W. Seth

NOTES By Circuit Court decree (not seen) July, 1900 Charles T. Wrightson et al vs Eleanor Shannahan et al. Sold in May, 1900 "all that one town lot leased by Thomas Harrison to Thomas Dodson in 1797." The lease is now held by John S. Hambleton.

Also, 1/2 town lot on the East side of Locust Street, the leasehold owned by E. Addie Harrison.

YEAR: 1875 VOL: 81 PAGE: 505

FROM: James F. Slover PRICE: \$500

TO: Joohn S. Hambleton

NOTES This is the leasehold. Begins SW corner of Edward Willey on Locust, run with Locust 60 feet to Carpenters Alley; with Alley 159' to a lot sold by Edward Willey to Frederick Lang; with Lang 63 feet; then to the beginning.

Conveyed by Walter Moxley to Sarah A. Slover 1864, 72/286.

Sarah died intestate, James F. inherited.

YEAR: 1864 VOL: 72 PAGE: 286

FROM: Walter Moxley PRICE: \$460

TO: Sarah H. Slover

NOTES Begins at a post on the SW corner of Thomas L. Haddaway's lot #3; run 60' to stone "T D"; then 159'; then 63' "to the beginning". (A "then" is omitted from the deed!)

Same leased by Denton Marshall to Walter Moxley (1854, 66/60)

(Deed does not mention streets. The 1804 Survey does not mention stone "T D" but refers to stones "11 and 12" at the intersection of Carpenter and Locust)

YEAR: 1854 VOL: 66 PAGE: 60

FROM: Denton Marshall, of Baltimore PRICE: \$250

TO: Walter Moxley, of Baltimore

NOTES Same three-sided description.

"Same transferred by Thomas Dodson to Denton Marshall 1813, 35/456

YEAR: 1813 VOL: 35 PAGE: 456

FROM: Thomas Dodson PRICE:

TO: Denton Marshall

NOTES Same description, but with four sides!

In the 1813 Tax List, Denton Marshall has a lot in St. Michaels with a dwelling house (\$60), kitchen (\$20), meat house (\$6). In the 1817 List he has the same.

YEAR: 1797 VOL: 27 PAGE: 266

FROM: Thomas Harrison PRICE: lease

TO: Thomas Dodson, Jr.

NOTES Part of "Stopper". Begins at SW corner of Thomas L. Haddaway's lot no. 3; run S 23 E 60 feet to a stone marked "TD"; then N 68 30' E 159 feet; then N 8 30' W 63 feet; then to the beginning.

This lot did not reach the water by 200 feet and it was apparently not Thomas Harrison's intention that it should. On the 1804 Survey the lot is shown as number 18 and is described as running from Locust Street to the water along Carpenters Alley. The surveyors noted that due to previous land sales it was very difficult to plot the lots in Harrison's Square - and they were probably right!

In the 1798 Tax List Thomas Dodson, Jr. is the owner-occupant of a frame dwelling house, 1 story, 21 x 15, on a lot in St. Michaels. He also has other lots, but is not listed as occupant. In the 1804 Tax list he has two lots and a framed dwelling house.

# ST MICHAELS

ST MICHAELS DIST. TALBOT CO.



## ST MICHAEL'S BUSINESS REFERENCES,

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**HADDAWAY**, Insurance Agent and Conveyancer.

**W. DEAN**, Collector of Claims, Real Estate Agent and Conveyancer.

**ES DYOTT**, Carpenter, Contractor and Builder, Shop at St. Michael's.

**ED H. HAMBLETON**, Carpenter and Builder, Shop at St. Michael's.

**ES B. ...**, Real Estate Agent and Collector of ...

**SPARKS**, Justice of the Peace and Collector.

**SMITHMAN**, Boot and Shoemaker. First class work done on short notice. Repairing promptly and neatly done.

**N. S. HAMBLETON**, Proprietor of "Hambleton's Mechanical Shop." Blacksmithing, Wheel-righting, and all work appertaining thereto. Indicate Machinery carefully repaired. Farming implements on hand, and made to order at short notice. Carriage Repairing, Trimming and Painting Specially.

**WILLIAM CAULE**, Physician and Surgeon.

**JAMES SETH**, Physician and Surgeon, Office and Residence near St. Michael's.

**LIAM S. HARRISON**, Blacksmith and Wagon Maker. Repairing promptly and neatly done. Shop in Broad Creek Neck.

**J. NEAVITT & CO.**, Dealers in Dry Goods, Notions, Hats, Caps, Boots, Shoes, &c. Store in Broad Creek Neck.

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**NIEL J. KILMAN**, Carriage Maker and Dealer in all kinds of Wagons.

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**I. BLADES**, Carpenter, Contractor, and Builder. Persons having work in this line will do well to see him before contracting.

**SEPH HERGERSHEIMBE**, Ship Builder. Repairing of all kinds promptly and neatly done.

**EVER FAIRBANK**, Boot and Shoemaker. Is skillful in his profession. Those wanting first class work done will do well to patronize him.

**RRISON & RICHARDSON**, Carriage Makers. All work warranted. Repairing promptly and neatly done.

**J. HOLLAND**, Butcher and Dealer in Fresh Meats of all kinds. Shop on Talbot Street.

**PT. C. R. LEONARD**, Freighter of Grain of all kinds to any point.

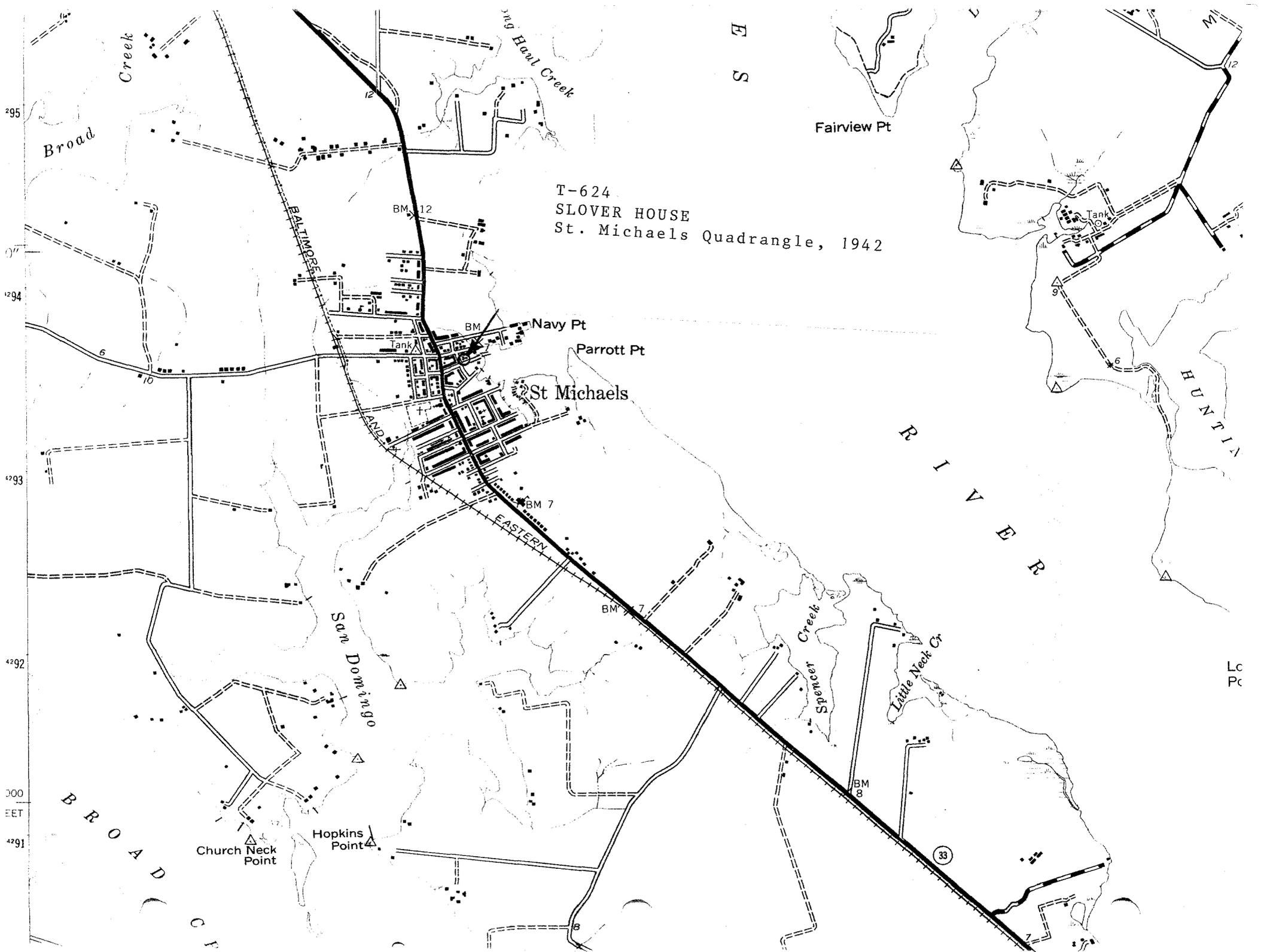
**OMAS ...**, Dealer in Dry Goods, Notions, Cigars, Tobacco, &c.

**EM ...**, Dealer in Groceries, Confectioneries &c.

**S. KILMON**, Carriage Maker and Dealer in Carriages, Wagons, &c. Repairing promptly and neatly done.

**A. DODSON** Physician and Surgeon.

Dr. C. Gibson





T-624

Slover House

St. Michaels, Talbot County, Maryland

West elevation

1/88 Paul Touart photographer

Negative/MD Historical Trust



T-624

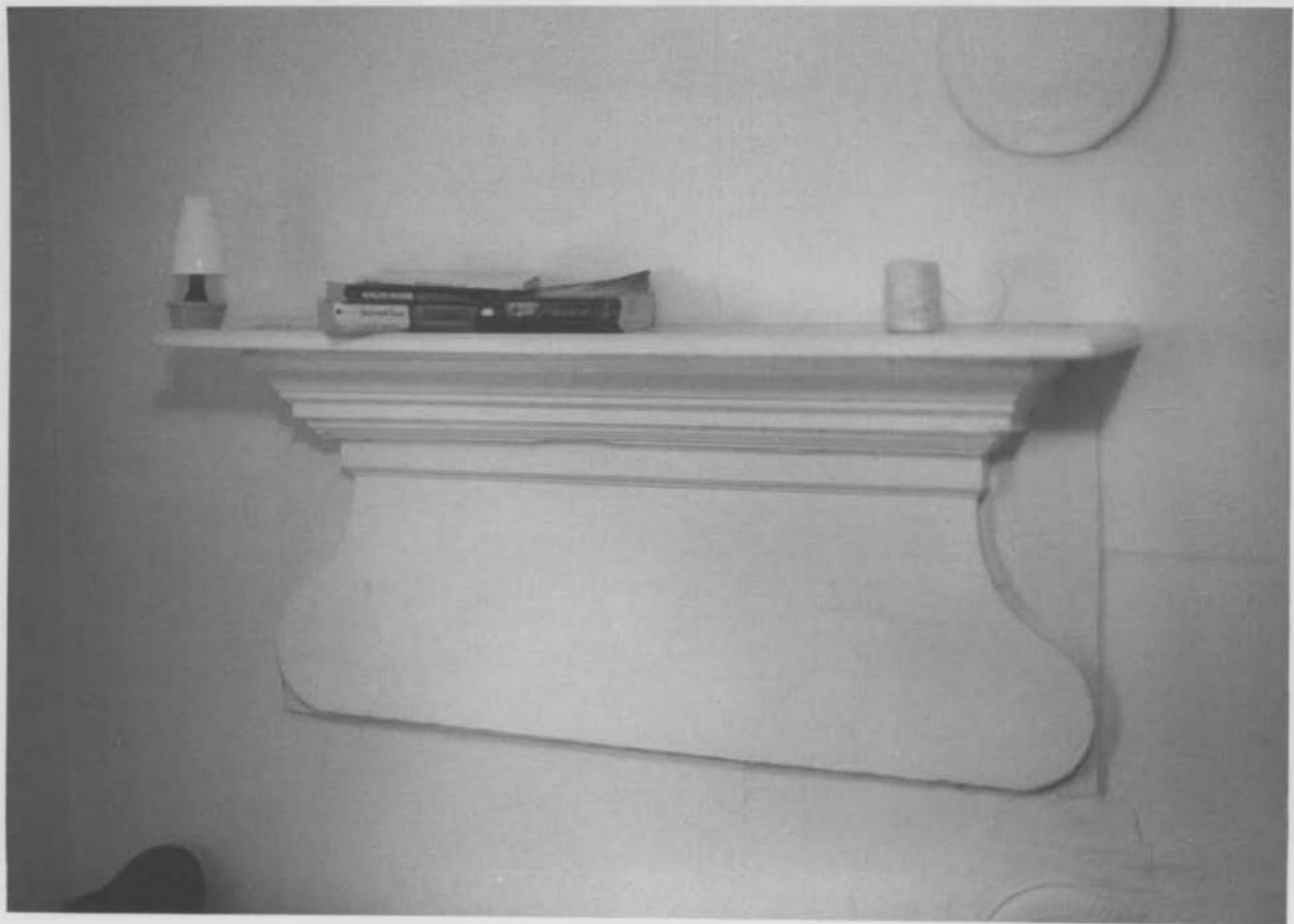
Slover House

St. Michaels, Talbot County, Maryland

Nine-over-six sash window

1/88 Paul Touart photographer

Negative/MD Historical Trust



T-624

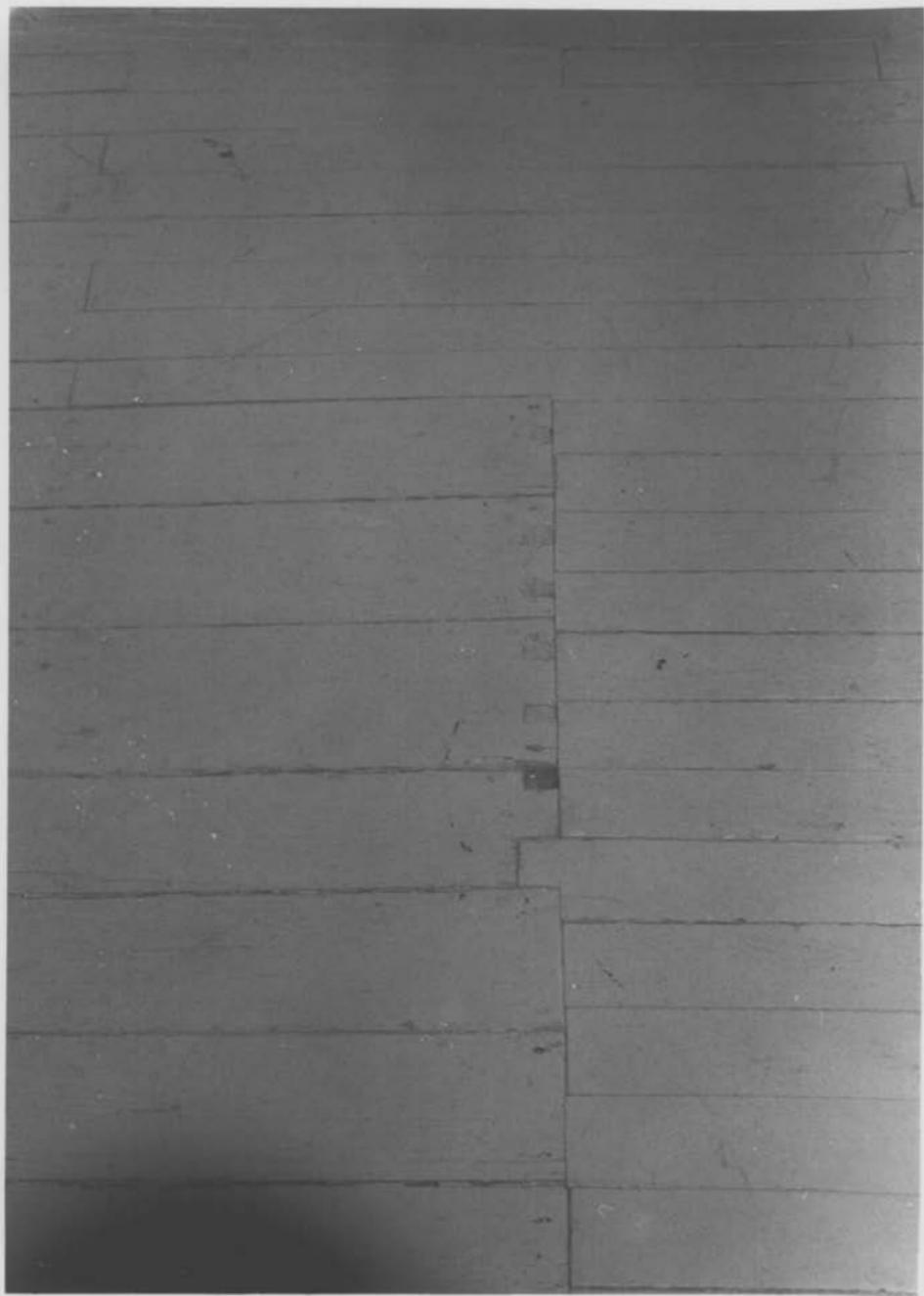
Slover House

St. Michaels, Talbot County, Maryland

Mantel shelf

1/88 Paul Touart photographer

Negative/MD Historical Trust



S-624

Slover House

St. Michaels, Talbot County, MD

Seats for stair balusters in second  
floor bedroom flooring

1/88 Paul Touart, photographer

Negative/MD Historical Trust



S-624

Slover House

St. Michaels, Talbot County, MD

Raised four-panel door to second  
floor bedroom

1/88 Paul Touart photographer

Negative/MD Historical Trust