

WA-HAN-067
173 W. Main Street
Hancock, Washington Co., Maryland
Capsule Summary

The building located on the half lot known as 173 W. Main St. is frame construction on a stone foundation. The foundation and first story sit in the 100 year floodplain of the Potomac River and has been subject to numerous floods since its construction c. 1890. The house is unoccupied and is in fair condition.

173 W. Main Street in Hancock, Maryland, built c. 1890, is significant under National Register Criterion A as a contributing building in a potential Hancock Historic District. Built during the highpoint of the importance of the C & O Canal as an economic force in Hancock, the house is typical of the period and region. Continued population expansion in the town of Hancock through the first half of the 20th century ensured the importance of housing, particularly tenant housing. Unfortunately the location of the southwest end of Hancock, in the floodplains of both the Potomac River and the Little Tonoloway Creek, placed the dwellings along W. Main Street at repeated risk of flooding. Repairs following floods have impacted the historic integrity of many of these buildings, including 173 W. Main St. Repeated flood damage has also resulted in loss of structural integrity.

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. WA-HAN-067

Magi No.

DOE yes no

1. Name of Property (indicate preferred name)

historic

and/or common 173 W. Main Street

2. Location

street & number 173 W. Main Street not for publication

city, town Hancock vicinity of Sixth congressional district

state Maryland county Washington

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> Public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> Private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> Commercial
<input type="checkbox"/> structure	<input type="checkbox"/> Both	<input type="checkbox"/> work in progress	<input type="checkbox"/> Educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> Entertainment
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> Government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> Industrial
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> Military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other

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

name Rintha G. Trail

street & number HC 81 Box 17313 telephone no.:

city, town Needmore state and zip code Pennsylvania 17238

5. Location of Legal Description

courthouse, registry of deeds, etc. Washington County Courthouse Liber 557

street & number Washington Street Folio 169

city, town Hagerstown state Maryland

6. Representation in Existing Historical Surveys

title Historic Preservation Survey and Planning Project, Hancock, Washington County, Maryland

date 1990 Federal State county local

depository for survey records Maryland Historical Trust

city, town Crownsville state Maryland

7. Description

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Condition		Check one	Check one
<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.

Description:

The building located on the half lot known as 173 W. Main St. is of frame construction on a stone foundation. The foundation and first story sit in the 100-year floodplain of the Potomac River and the house has been subject to numerous floods since its construction c. 1890. The house is unoccupied and is in fair condition.

The dwelling is a two-story, gable end frame construction on stone foundation. The north (front) elevation is three bays with a door, window, window fenestration pattern. The first story windows are elongated one over one sash. All other windows are two over two sash. Vinyl louvered shutters are applied to the front elevation windows. A hipped roof, full-length front porch has iron supports on concrete block parapet. The building sits several feet below the street grade, concrete steps provide access down to the porch level. A four bay, two room, two-story ell extension is one bay wide. A two-story shed roofed porch with square posts and replacement rails runs the length of the ell on the east elevation. The first story has a door, window, window, door fenestration arrangement. An interior brick corbelled chimney rises through the center of the ell addition. An entrance to the basement area is in the rear foundation wall, partially below grade level. The entire building is sheathed with vinyl siding. The roof is channeled metal sheets.

The dwelling's first floor interior has been completely renovated with wall panel and wall-to-wall carpet. The stair has original turned newel posts with flat railing and square balusters. Moldings and door hardware on the second floor appear to be original, dating c. 1890s. Moldings include plain and bulls-eye corner blocks; door hardware is cast iron box locks and porcelain knobs. Floors are narrow gauge pine boards. An open winding stair in the SW corner of the south room of the addition leads to the kitchen room below.

The 33' x 300' half-lot fronts on the south side of West Main Street, near the west end of the town of Hancock. The eastern boundary line of the lot is shared with the western boundary of 171 W. Main Street. The southern boundary line is near the Western Maryland Railroad right-of-way. The western boundary of the lot is shared with the eastern property line of a vacant lot. The north elevation of the building fronts directly onto the public sidewalk of W. Main St., however it is several steps below grade level. The rear yard is grass with little or no landscaping. Mature deciduous trees screen the railroad. South of the railroad is the C & O Canal National Park and the Potomac River beyond. The Little Tonoloway Creek runs from the NW, to the south side of the railroad and drains into the Potomac River in this area as well. Many of the historic buildings in the immediate vicinity, particularly to the west, have been removed as a result of repeated flooding.

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8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> prehistoric	<input type="checkbox"/> Archeology-prehistoric	<input checked="" 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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	c. 1890	Builder/Architect				Unknown		
check:	Applicable Criteria:	<input checked="" type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D			
	and/or							
	Applicable Exceptions:	<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
	Level of Significance:	<input type="checkbox"/> national	<input type="checkbox"/> state	<input checked="" type="checkbox"/> local				

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

Significance:

The dwelling known as 173 W. Main Street in Hancock, Maryland, built c. 1890, is significant under National Register Criterion A as a contributing building in a potential Hancock Historic District. Built during the highpoint of the importance of the C & O Canal as an economic force in Hancock, the house is typical of the period and region. Continued population expansion in the town of Hancock through the first half of the 20th century ensured the importance of housing, particularly tenant housing. Unfortunately the location of the southwest end of Hancock, in the floodplains of both the Potomac River and the Little Tonoloway Creek, meant that the dwellings along W. Main Street were at repeated risk of flooding. Repairs following floods have impacted the historic integrity of many of these buildings, including 173 W. Main St. Repeated flood damage has also resulted in loss of structural integrity.

Historic Context

In the 19th century there were three major transportation developments, all founded in the desire to improve trade between Baltimore and other coastal market towns and the west. They were the National Pike, the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal. In 1806, in Thomas Jefferson's administration, federal funds were authorized for the construction of a "National Road" to facilitate trade and settlement in the west. Still later, in 1814, work was begun on this road, the first of its kind in the United States. Although the National Pike actually ran from Cumberland to Wheeling, it is significant to the 19th century economy of Washington County, because shortly after the Pike was finished in 1818, public roads and turnpikes between Baltimore and Cumberland were upgraded, linking the western parts of Maryland with Baltimore in a continuous, smooth macadam surface. The National Pike encouraged many economic enterprises in Washington County, including freight and coach lines.¹

The Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal were both started in 1828. The railroad began in Baltimore and the Canal in Georgetown on the Potomac River. George Washington and other

¹ J. Thomas Scharf, *History of Western Maryland* (Philadelphia: Louis H. Everts, 1882), pp. 1329-1338.

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promoters of the 18th century who sought to improve navigation on the upper Potomac conceived the idea of a canal. From its inception, the canal was troubled by financial problems, so its progress was impeded and it did not reach Cumberland until 1851. The railroad fared better and was completed to Cumberland by 1842.

The C & O Canal has left a notable architectural legacy. Some specific types of architecture associated with the canal included locks and aqueducts of finely cut limestone. Largely the work of the Irish masons who were employed to construct the canal, the masonry techniques used for these structures are quite different from those of the stone domestic architecture found in the surrounding countryside. Other structures include lock keepers' houses, warehouses, barns and retaining walls.

The canal clung to the north side of the Potomac River while the Baltimore and Ohio Railroad meandered from Maryland to Virginia (West Virginia) and back again. In the path of these two transportation systems grew a series of towns. To accommodate the travelers and the freight traffic on the canal, Washington County's river towns flourished with hotels, taverns, warehouses and related commerce. Hancock and Williamsport show architectural evidence of prosperity during the second half of the 19th century when operation of the canal was at its peak.

There were settlers inhabiting the site of Hancock where the Tonoloway Creek enters the Potomac River in the 1730s. "Hunters and trappers about 1730-1735 established the Northbend Crossing settlement of some ten or more huts and cabins for north-south trading."² According to Emily Leatherman in her book, *Hancock, Her First Hundred Years*, Joseph Hancock, who had a land grant, settled there in 1749 and laid out the town. J. Thomas Scharf stated that Hancock is one of the oldest towns in the state.³ Its location at a natural crossing place of the river would explain the early existence of a settlement at Hancock despite its distance from more fully settled areas in the mid-18th century.

According to both Leatherman and Scharf, John Donovan was among the early settlers of Hancock. Land records indicate that he purchased about 29 1/2 acres from Edward Hancock, recorded on November 27, 1792. Donovan kept a "public-house" or tavern and lived in a house at the corner of Wason Street (now Church St. extended) and the National Pike. This house, which unfortunately no longer stands, is said to have been the first building in Hancock and the adjacent well is said to have been the first water supply.

By the first quarter of the 19th century, the town had a number of businesses and services. Among them was Jacob Houck, druggist; John Johnson, a farmer and merchant; Rev. Joseph Powell, who died on August 28, 1804 at the age of 70; Leonard Shafer, merchant; James Saunders, tavern keeper at the "Sign of the Cross Keys" in 1805. Another tavern keeper, John Protzman, had the "Sign of the Green Tree" after 1808; and John Mathews an innkeeper operated the "Sign of Seven Stars" which was formerly occupied by John Protzman. Capt. Jacob Stephens was listed as an innkeeper as was Col. David Stephens. Andrew Gould kept the Union Inn in 1820. Charles Warland was a saddler, Dr. Samuel J. Gregory, David C. Cartwright and John Brody were merchants. John Davis, a merchant, was listed in 1817 as the contractor for making a turnpike from the Conococheague to Cumberland. Ralph Donovan was a tanner.⁴ These industries and businesses indicate that Hancock was a thriving commercial center during the first decades of the 19th century. According to the 1820 census Hancock had a population of 266, consisting of 219 whites, three free colored and 44 slaves. By 1880, the population had risen to 931, and by 1915 the population was 1500, according to the Sanborn Insurance Maps.⁵

² Emily M. Leatherman, *Hancock, Her First Hundred Years*. No Publisher: 1985, quoting Scharf, *History of Western Maryland* (Philadelphia: Louis H. Everts, 1882).

³ Scharf, p. 1252.

⁴ Leatherman, pp. 2-3.

⁵ Scharf, p. 1253.

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Hancock's history is closely associated with the Potomac River. The town's trade during the early 19th century was largely with Georgetown with boatmen hauling goods up and down the river on a seasonal basis. The Potomac Company, established in 1785 ran boats and built locks and channels around rapids and shallows in the river.

The C & O Canal was completed to Hancock in 1850 and created a boost to the local economy which was sustained fairly evenly until the canal closed in 1924. Hancock along with Williamsport became major stopping point on the canal between Cumberland and Georgetown.

Like all river towns Hancock was subject to flooding. There were major floods in 1819, 1842, 1877, 1889, 1936, 1985 and 1996. The 1889 flood closed the C & O Canal for more than a year. When boating on the canal resumed, the volume of trade did not return. Finally, in 1924 the canal ceased to operate. During those final years the Canal Towing Company ran it. However, during the mid-19th century, the canal was at its peak operation. The season for boating on the canal was from about March 1 until the water froze solid in the winter, usually around Christmas time. During the heyday of the canal, as many as 700 boats were using this transportation system.

In Hancock, the town's appearance was oriented to the river and to the canal. Canal Street, now a quiet thoroughfare which resembles an alleyway was once a bustling main street. It was considered the principal commercial and trade section of town. Many businesses had their own docks or wharves on the canal. One block up or north of Canal Street was the National Pike also a busy highway. Hotels were located along the Pike, Hancock's Main Street, situated to attract both land and water travelers.

Another important influence on Hancock's development was the B & O Railroad. Construction was begun in Baltimore on July 4, 1828 and the railroad was open to Hancock by June 1, 1842, and to Cumberland by November 5 the same year.⁶ The railroad did not actually pass through Hancock. It was constructed on the south side of the Potomac River and had a depot opposite Hancock, called Alpine Station. Passengers and freight were taken across the river to Hancock by ferryboat until the Potomac River bridge was built in 1892. In 1905 the Western Maryland Railroad was constructed through Hancock, following a route along the canal and causing a building boom in Hancock.

The Business Guide published by the Baltimore and Ohio Railroad Company in 1860 lists businesses in Hancock and provides evidence of the town as a thriving river, rail and highway center. Among the listings for 1860 were three blacksmiths; a coach maker; three coopers; six merchants; two flour mills; a cement mill; a sawmill and a woolen mill; five tanners; five taverns and two wheelwrights.⁷ Among these businesses and industries was listed a cement mill. It was, during the 19th century one of the major industries of the Hancock area. Deposits of natural cement were found at Round Top Hill southwest of Hancock during the 1830s. Shafer cement was produced in a cement mill there until 1863 when the mill was purchased by Robert Bridges and Charles W. Henderson. Bridges and Henderson operated the Round Top cement works until the early 1900s when the mill went out of business because of competition and demand for Portland cement. The mill during its years of peak operation during the third quarter of the 19th century furnished cement for public buildings in Washington, D. C.

The Civil War had an effect on Hancock, mostly through troop movements along the Canal, Railroad and National Pike. However, with Hancock's strategic location at an important river crossing between Union Maryland and Confederate Virginia, it was frequently occupied by either side. In January 1862, Confederate General Stonewall Jackson, having captured Romney and Bath (Berkeley Springs) in Virginia (now West Virginia), moved north toward Hancock. He gave Union troops there an ultimatum to surrender or the Confederates would bombard the town. The Union forces refused to surrender and were eventually reinforced. The Confederates shelled

⁶ Leatherman, p. 26, quoting the B & O Railroad Co. Business Guide.

⁷ Ibid, p. 15, quoting the B & O Railroad Business Guide.

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Hancock, but retreated to Romney when the Federal reinforcements arrived. Although some property was damaged in the shelling, there is no record of major devastation.

The early years of the 20th century brought major changes to Hancock's appearance. Most responsible for this was the construction of the Western Maryland Railroad which brought a development boom in town. According to a newspaper account of April 7, 1905: "The Barton House Inn in Hancock ceased to be a hotel April 1, after having been a hostelry for nearly 100 years. It will be converted into a store. The house is of logs, weatherboarded and two stories high . . . Hancock is teeming with activity. The steam shovels for making the roadbed for the Western Maryland connecting link are working in the town. The streets are crowded with teams . . . The Light House, another old hotel at Hancock is being torn down to make room for the Wabash depot. It was constructed of logs cased with brick . . . changes are being made in every quarter of the town."⁸

There were also in the opening decades of the 20th century, several disastrous fires, one in 1907 which destroyed the Carl block and in January 1908, the Masonic Temple burned as well as the adjacent J.K.P. Grove building. In 1911, the Hancock Shale and Brick Company lost five buildings to fire and in June 1915, three more buildings in the downtown were damaged or destroyed by yet another fire. These destructive fires contributed to the large amount of new construction in Hancock during the early 20th century. In addition to the fires, floods resulted in the removal of historic resources with the 1889, 1936, 1985 and 1996 floods being the most damaging.

Another significant development in Hancock's history around the turn of the century was the beginning of the fruit packing and canning industry. Among the most successful growers were Edmund Pendleton Cohill who established an orchard in 1886 and R. Samuel Dillon, who also pioneered commercial orcharding in the Hancock area, beginning in 1900. The Dillon orchards became the largest in Maryland.

In 1935, President Franklin D. Roosevelt visited the Woodmont Rod and Gun Club near Hancock for a few days of relaxation and fishing. Other dignitaries who were with him included Jim Farley, Postmaster General, Vice President John N. Garner, Rep. Joseph W. Byrns, Speaker of the House; and Sen. Joseph T. Robinson of Arkansas. Others presidents who visited Woodmont include Chester A. Arthur, Benjamin Harrison, Grover Cleveland, James A. Garfield and Herbert Hoover.⁹

Resource History

The dwelling now known as 173 W. Main Street is located on Lot No. 18 on the 1937 Plat of Hancock, in the Brent's Brown & Rixey Addition. It was one of two lots (17 and 18) sold to John Conrad (Conrad) by George Brent in 1856.¹⁰ George Brent was the son of Thomas C. Brent and executor of his will, giving him charge over the large amount of real estate owned by Thomas C. Brent in the Hancock area.

By 1874, John Conrad was forced to sell his Hancock real estate to pay his debts. In a Deed of Trust dated 12 February 1874, Conrad turned his property over to Joseph Murray. In addition to two houses and a lot on the west end of town, Conrad conveyed "two other lots of ground situate in the said town of Hancock, each lot improved by dwelling house and other improvements, said two lots front on the South Side of Main Street adjoin the property of Margaret Brady on the West, . . . Thos Little on the South, and Elenore [Elmira] Swain on the East." In 1876, Murray sold the two lots individually; Lot No. 17 measuring 66 feet by 300 feet was sold to Isaac N. Bayne. Lot No. 18, also measuring 66' x 300', was sold to Martin Jenkins.¹¹ The 1877 Map of Hancock (*Atlas of*

⁸ Hancock News, April 7, 1905, as quoted in Leatherman, p. 34.

⁹ Hancock News, May 1935, as quoted in Leatherman, p. 82.

¹⁰ Washington Co. Land Record I.N. 12/179.

¹¹ Washington Co. Land Records 74/675 and 74/559.

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Washington County) shows the two lots with their respective dwellings, although the lots should have been shown with equal widths (see attached map).

According to Emily Leatherman's history of Hancock, in the 1870s "Solomon and Martin Jenkins were the undertakers. They also sold handmade furniture."¹² Solomon Jenkins was shown on the 1877 map as 'S. Jenkins' with a lot containing what appears to be a dwelling house and a shop, as well as a building, possibly a workshop, located on a small creek running through his lot. Martin Jenkins had a large home on the west end of Hancock in addition to the dwelling recently acquired from John Conrad. Presumably the smaller dwelling on Lot 18 was used as rental property.

Jenkins sold the western half of Lot 18 with the older dwelling in 1885 to Caroline Fisher for \$375.¹³ Ms. Fisher then sold the property to Charles and Ida Bootman in 1886 for \$400.¹⁴ The surprisingly low sale price indicates that the original building (shown on the 1877 map) was probably in poor condition. By 1903, when the property was sold by Bootman to Isaac Morgret, the value had risen to \$925.¹⁵ Either substantial improvements had been made, or possibly the building, which was sited several feet below the street grade, had been replaced following the 1889 flood. When the house and lot were sold in 1919 the value had again increased dramatically to \$1,700.¹⁶ This increase perhaps reflected improvements to the building as well as increased housing demands in the rapidly growing town during the early decades of the 20th century.

Chain of Title

557/169 24 March 1973

From: Gladys P. Wachter, widow

To: Rintha G. and Larry G. Trail

33' on S side Main St., 300' back

241/72 21 April 1947 \$10.00

From: Mrs. Catherine N. Corbett

To: Willard R. and Gladys P. Wachter

224/101 31 March 1943 \$10.00

From: Lou L. and Adele H. Gerber

To: Mrs. Catherine N. Corbett, widow

208/325 16 Dec. 1938

From: Gertrude and Wm. T. Bergdoll, Roscoe and Maude Shives, John W. and Iva Shives

To: Lou and Adele Gerber

Little to S, Miss Hattie Brady to W, and Mrs. Carpenter to the E

Will Book 17, page 431 Elizabeth Shives 3 Nov. 1934

To: Gertrude Bergdoll, Roscoe Shives, and John W. Shives

155/664 22 Sept. 1919 \$1,812.50

From: George and Margaret Lois Moler

¹² Leatherman, p. 22.

¹³ Washington Co. Land Record 87/379.

¹⁴ Washington Co. Land Record 89/79.

¹⁵ Washington Co. Land Record 118/482.

¹⁶ Washington Co. Land Record 155/624.

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DOE yes no

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To: William H. Shives

155/624 1 Sept. 1919 \$1,700
From: Cora P. and A. H. McKinley
To: George Moler

133/735 8 April 1910 \$925
From: Isaac and Charlotte Morgret
To: Cora McKinley, wife of Rev. A. H. McKinley
33' x 300'

118/482 22 Sept. 1903 \$925
From: Charles E. and Ida A. Bootman
To: Isaac Morgret
Thomas Little on S, Margaret Brady to W, Martin Jenkins to E

89/79 15 March 1886 \$400
From: Caroline Fisher
To: Charles Bootman
"lot of ground with improvements thereon"

87/379 13 April 1885 \$375
From: Martin Jenkins
To: Caroline Fisher
"being a part of the premises conveyed to Martin Jenkins by Joseph Murray, Trustee of John Conrad"

74/559 18 March 1876
From: Joseph Murray, trustee for John Conrad [in debt]
To: Martin and Ann Jenkins
66' on the S side of Main, adjoining Brady on W, Bayne on E, and Little on S

WMcKK 6/314 12 Feb. 1874
From: John Conrad
To: Joseph Murray, Trustee
Deed of Trust to pay debts of J. Conrad by selling his real estate in Hancock, "consisting of two houses and one lot of ground situate on Main Street at the West end of the said town, also two other lots of ground situate in the said town of Hancock, each lot improved by dwelling house and other improvements, said two lots front on the South Side of Main Street adjoin the property of Margaret Brady on the West, . . . Thos Little on the South, and Elenore [sic] Swain on the East."

I.N. 12/179 24 May 1856 \$225
From: George Brent, executor of Estate of Thomas C. Brent
To: John Conradt [sic]
three lots, including one on the S side of Main St. bounded by Alexander Kenner on the W, John G. Wilson on the S, Jacob Hagel [Shlagel ?] on the E known by two lot #s on the Plat of Brents Addition - unfortunately the lot #s were not given (shown as blanks).

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Magi No.

DOE yes no

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Major Bibliographical References:

Lake, Griffing and Stevenson, An Illustrated Atlas of Washington County, Maryland. Philadelphia, 1877.

Leatherman, Emily M. *Hancock, Her First Hundred Years*, Hancock, MD: no publisher, 1985.

Reed, Paula S. "Historic Preservation Survey and Planning Project, Hancock, Washington County, Maryland, Final Survey Report." Hagerstown, MD: Preservation Associates, Inc., 1990.

Scharf, J. Thomas, *History of Western Maryland*, Philadelphia, PA: Louis H. Everts, 1882.

Washington County Land Records, Washington Co. Courthouse, Hagerstown, MD.

Washington County Office of Wills, Washington Co. Courthouse, Hagerstown, MD.

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Magi No.

DOE yes no

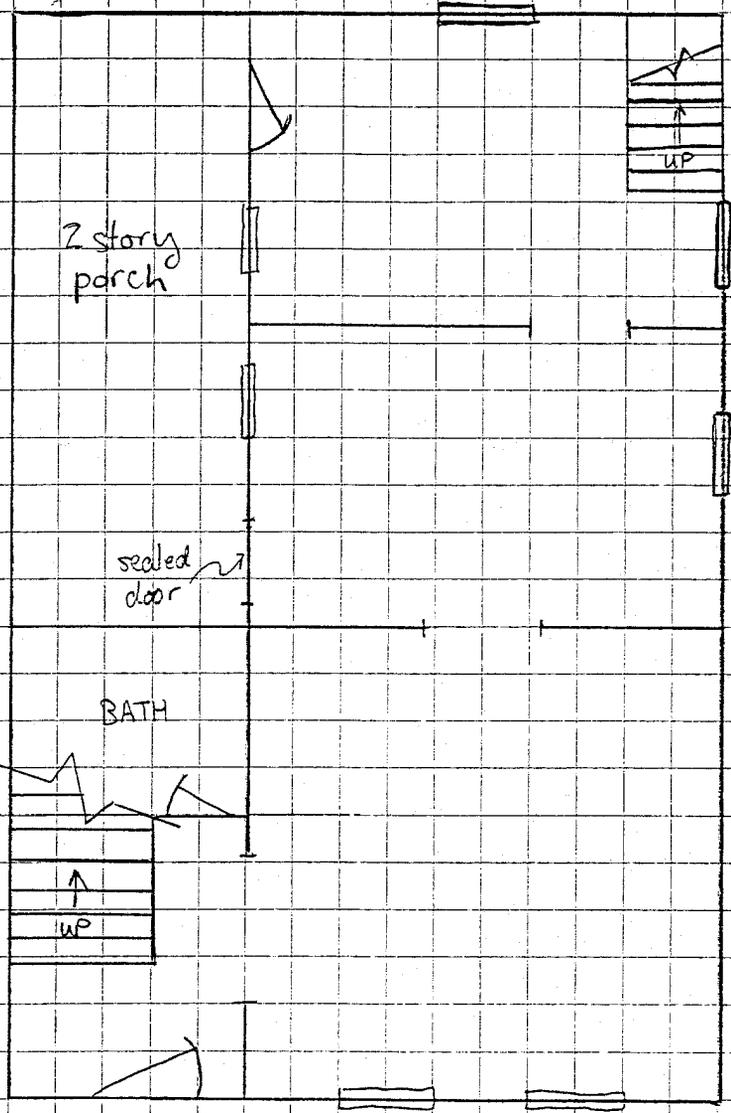
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Verbal Boundary Description:

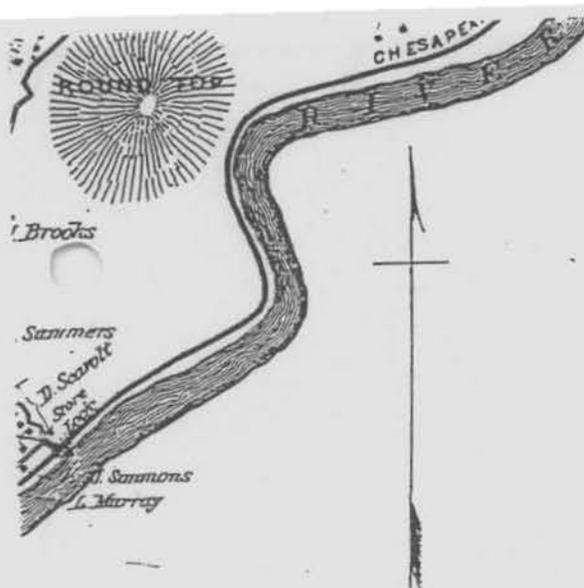
The boundary is shown by the outlines of Parcel 628 on Tax Map 501 of the Washington Co. tax map (attached).

Verbal Boundary Justification:

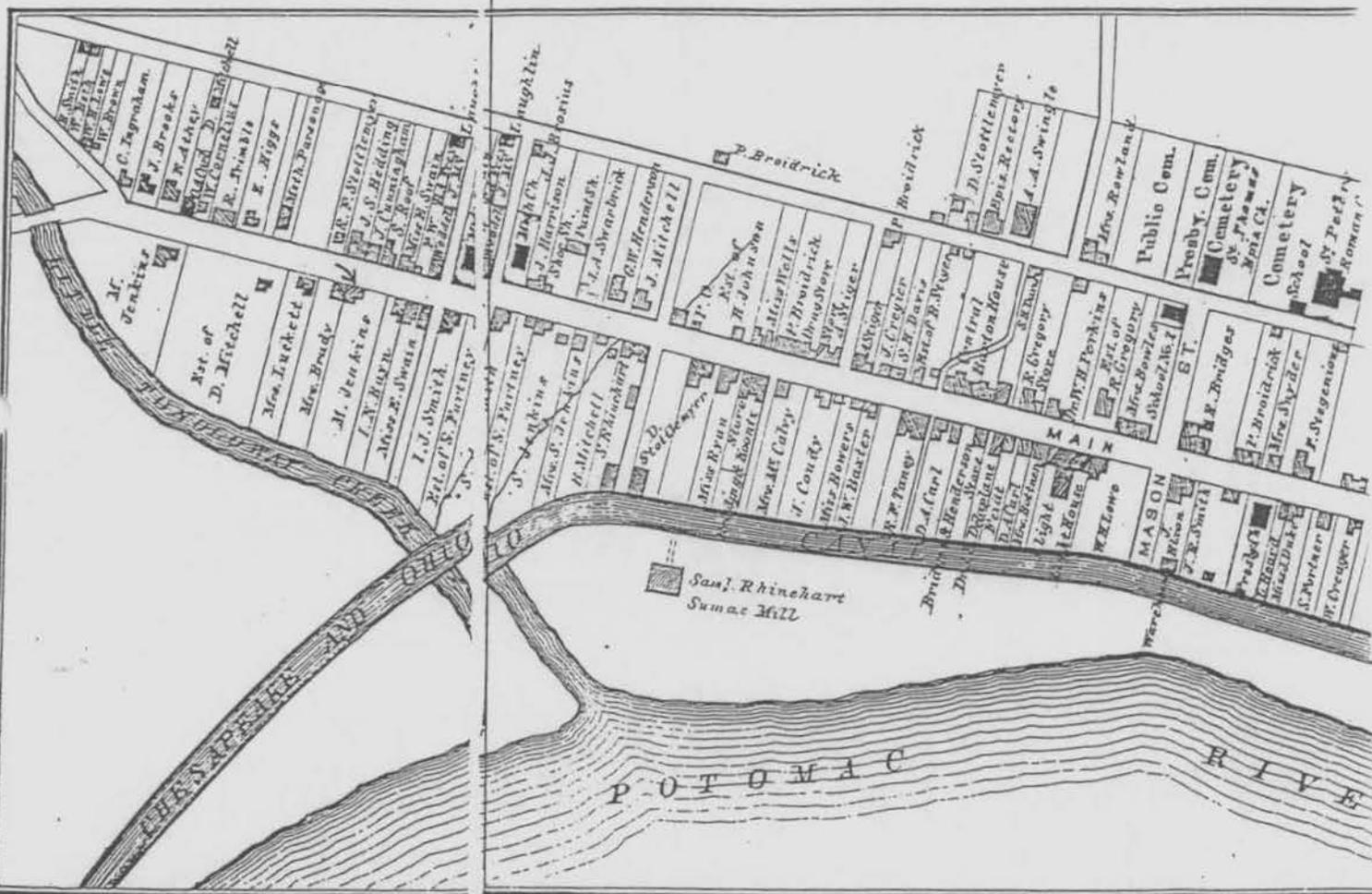
The current boundary is that which was established in the property sale of April 1910, Washington Co. Land Record Liber 133, Folio 735.



WA-HAN-067
173 W. Main Street
FLOORPLAN - 1ST FLOOR

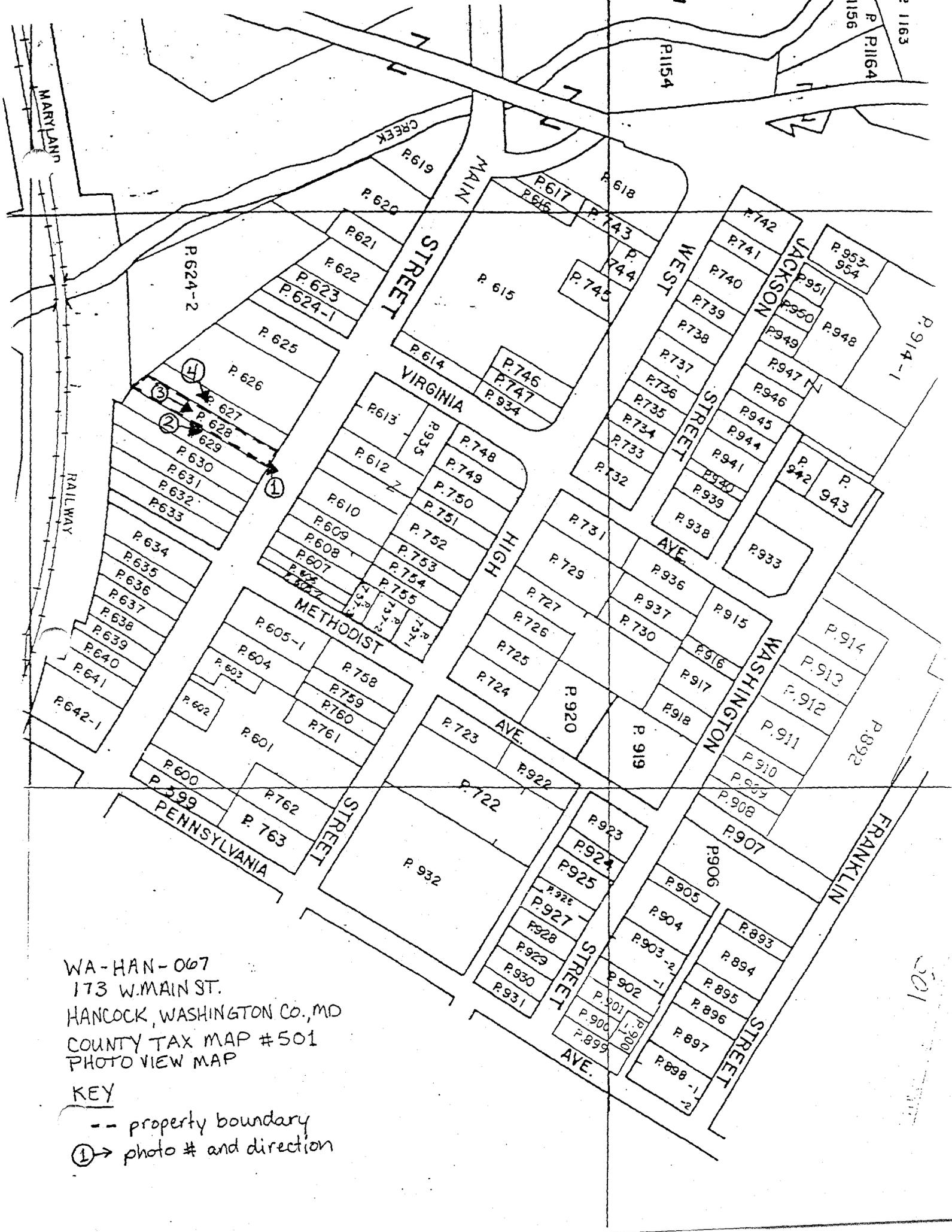


HANCOCK
 HANCOCK DIST.
 1877 Atlas of Washington County, Maryland



NOTE: Arrow indicates location of earlier building on the west half-lot of Martin Jenkins. This building was replaced by the building known as 173 W. Main St. c.1890.

WA-HAN-067
 173 W. MAIN STREET
 HANCOCK
 WASHINGTON COUNTY

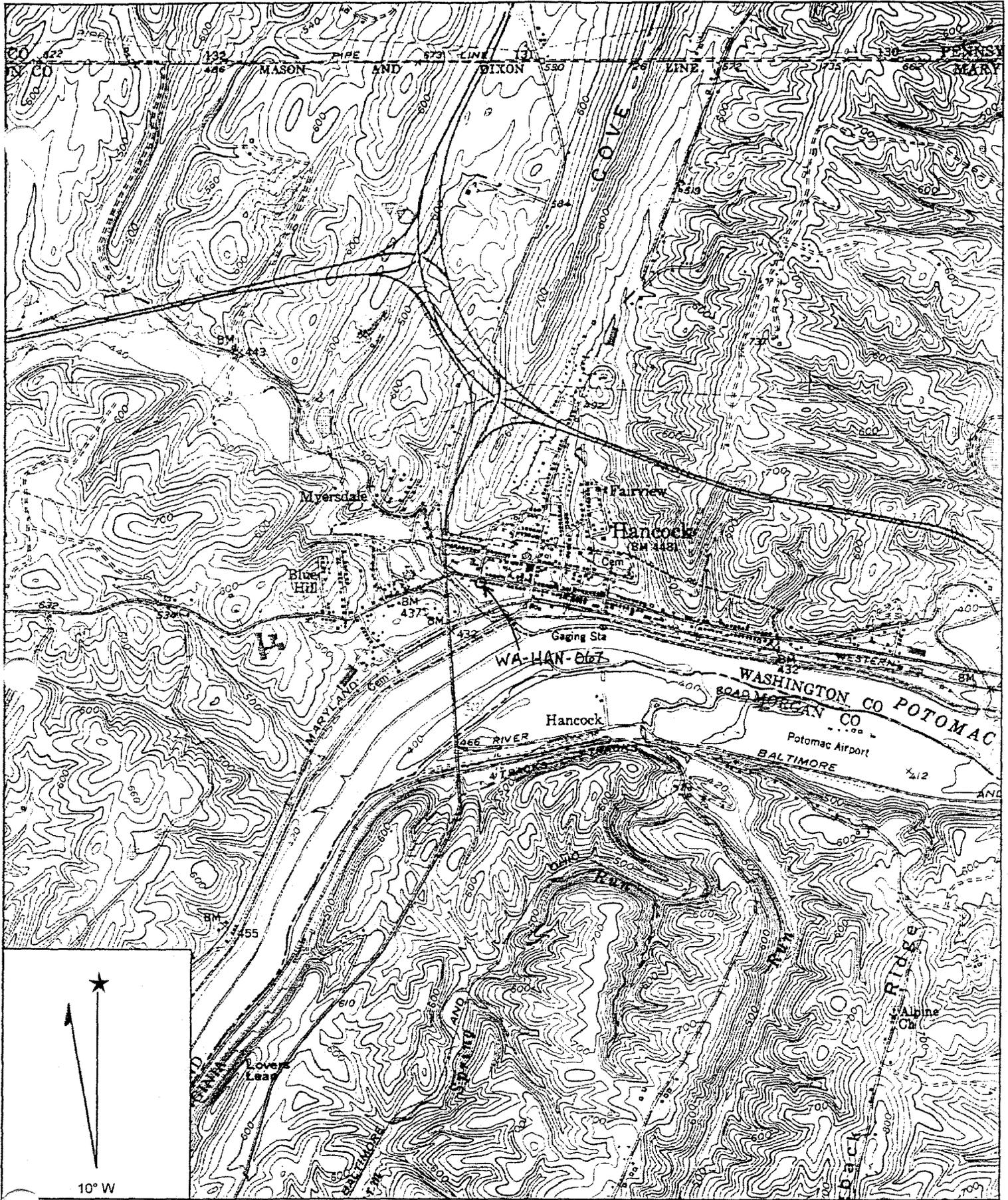


WA-HAN-067
 173 W.MAIN ST.
 HANCOCK, WASHINGTON Co., MD
 COUNTY TAX MAP #501
 PHOTO VIEW MAP

KEY

- property boundary
- ① → photo # and direction

501



Name: HANCOCK
 Date: 10/10/2000
 Scale: 1 inch equals 2000 feet

Location: 039° 41' 55.1" N 078° 11' 01.7" W
 Caption: 173W. Main St., WA-HAN-067



WA-HAN-067

173 W. Main Street

Hancock

Washington Co, MD

Paula Reed

9/00

MD SHPO

N and E elevations, views SW

1/7



WA-HAN-067
173 W Main Street
Hancock
Washington Co, MD
Paula Reed
9/00
MD SHPO

S and E elevations, view NW

2/7



WA - HAN - 067

173 W. Main Street

Hancock

Washington Co., MD

Paula Reed

9/00

MD SHPO

S elevation, view N

3/7



WA-HAN-067

173 W. Main Street
Hancock

Washington Co., MD

Paula Reed

9/00

MD SHPO

W elevation, view NE from vacant
lot on W side

4/7



WA-HAN-067

173 W. Main Street

Hancock

Washington Co., MD

Paula Reed

9/00

MD SHPO

house interior, first floor, stair detail

5/7



WA-HAN-067

173 W. Main Street

Hancock

Washington Co., MD

Paula Reed

9/00

MD SAPO

house interior, first/second floors, stairhall

6/7



WA-HAN-067

173 W. Main Street
Hancock

Washington Co, MD

Paula Reed

9/00

MD SHPO

house interior, second floor, view to rear (swall)
of ell addition, note rear stairwell

7/7

HANCOCK, WASHINGTON COUNTY, MARYLAND

Survey # WA-HAN-067, B90 Approximate date Ca. 1870
Street Address 173 West Main Street
Town, State Hancock, Maryland
private X, public

Description

This is a two story frame or log house with a metal standing seam roof. It is a three bay structure with one over one window pane units. Across the front is a porch. The west side has a first and second floor porch. The exterior is covered in wood German siding and the house sits on a stone foundation. The house does appear on the 1908 Sanborn map. As a 19th century structure it is important as reflecting Hancock's earlier appearance prior to the major changes which took place in the early 20th century.

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

- I. Geographic Organization: Western Maryland
- II. Chronological/Developmental Period(s):
Industrial Urban Dominance - A.D. 1870-1930
- III. Prehistoric/Historic Period Theme(s):
Architecture, Landscape Architecture and Community Planning
- IV. Resource Type
Category: Building
Historic Environment: Urban
Historic Function(s) and Use(s):
DOMESTIC/single dwelling
Known Design Source: Unknown

Photo Reference: Photo # 46

Form Prepared By: Paula S. Reed, PhD, Architectural Historian
Preservation Associates, Inc.
207 S. Potomac Street
Hagerstown, MD 21740



WA- HAN- 067-068-069 Bid# 90-91-92

173-171-167 W Main St

Ø Gibson

Date 12/1/89

View SE

Photo #44