

WA-HAN-070
165 W. Main Street
Hancock, Washington Co., Maryland
Capsule Summary

The building located on the half lot known as 165 W. Main St. is frame construction. 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. 1930. The house is unoccupied and is in deteriorated condition. Interior access was severely limited by unsound structural integrity.

165 W. Main Street in Hancock, Maryland is significant under National Register Criterion A as a contributing building in a potential Hancock Historic District. Built during the population expansion in the town of Hancock during the first half of the 20th century, when housing, particularly tenant housing, was expanding at a rapid pace. 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 165 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-070

Magi No.

DOE yes no

1. Name of Property (indicate preferred name)

historic

and/or common 165 W. Main Street

2. Location

street & number 165 W. Main Street not for publication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	Both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> entertainment
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> government
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> industrial
			<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<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 Creek IV Limited Partnership

street & number 281 W. Main Street telephone no.:

city, town Hancock state and zip code Maryland 21750

5. Location of Legal Description

courthouse, registry of deeds, etc. Washington County Courthouse Liber 1032

street & number Washington Street Folio 252

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 checked="" 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 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 165 W. Main St. is of frame construction. 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. 1930. The house is unoccupied and is in deteriorated condition. Interior access was severely limited by unsound structural integrity.

The dwelling is a two-story side-gabled, frame building on a poured concrete foundation. It is three bays wide on the first story with a door, window, window fenestration pattern. Windows and doors are in general either missing or boarded. Those windows that remain have six over six sash. A full-length porch on the north (front) elevation has turned posts with vertical balusters. A diamond shaped window is located on the first story east elevation. A two-story frame addition extends from the south elevation with a recessed two-story porch along the east side. The second story porch is partially enclosed with an open corner porch. Porch supports are chamfered. The dwelling is sheathed with asphalt shingles.

Much of the building was boarded up and the interior inaccessible due to structural problems. A view from the rear porch door revealed plaster walls and original molding.

The 31' x 250' 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 shares the western boundary of 163 W. Main St. The southern boundary line borders the Western Maryland Railroad right-of-way. The western boundary of the lot is shared with the eastern property line of 167 W. Main Street. 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 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. 1930	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 165 W. Main Street in Hancock, Maryland is significant under National Register Criterion A as a contributing building in a potential Hancock Historic District. It was built during the population growth in the town of Hancock in the first half of the 20th century, when housing, particularly tenant housing, was expanding at a rapid pace. Unfortunately the southwest end of Hancock is in the floodplains of both the Potomac River and the Little Tonoloway Creek, and the dwellings along W. Main Street are at repeated risk of flooding. Repairs following floods have impacted the historic integrity of many of these buildings, including 165 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 promoters of the 18th century who sought to improve navigation on the upper Potomac conceived the idea of a canal.

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

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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 291/2 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

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

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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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 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 it was run by the Canal Towing Company. 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 ferry boat 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 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.

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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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 165 W. Main Street is located on Lot No. 17 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 vast 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 while Lot No. 18 was sold to Martin Jenkins.¹¹ The 1877 Map of Hancock (*Atlas of Washington County*) shows the two lots with their respective dwellings, although the lots should have been shown with equal widths (see attached map).

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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DOE yes no

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Isaac Bayne and his wife Clara owned the house and lot for twenty years. In 1896, they sold the property to Fannie Bootman McKalvey and her husband Robert for \$400. The property was again sold in 1902 to Addison Collins in 1902 for \$500.¹² The low selling price of these two deeds implies the dwelling house was very small, as shown on the 1877 map, and probably of log construction. Collins sold the Western Maryland Railroad 9/100 of an acre from the lot for \$100 in 1904, before conveying the property to John W. Clevenger in 1907.¹³ Clevenger paid \$1,975 for the 66' x 33' lot, minus the railroad right-of-way, nearly quadruple the price paid by Collins in 1902. It seems probable that Collins had constructed a second house on the west half of the lot prior to the 1907 sale.

John W. Clevenger experienced some financial trouble in 1910. A mortgage default forced him to sell the western half of Lot No. 17 in 1911. He was able to retain the eastern half, now measuring 31' x 225', which passed to his heir Elwood Clevenger after his death. Elwood sold the house and half-lot to Isora Clevenger Hill in 1922.¹⁴ The 1923 Sanborn Insurance Company map of Hancock showed the Clevenger house (#243) as a small, one and a half story dwelling, probably still the small log house constructed during the Conrad ownership. Isora Clevenger Hill conveyed the property to Benjamin Daniels in 1925 for \$1,500.¹⁵

The Daniels family retained the property for 52 years, although several deeds passed ownership among various members of the family.¹⁶ It was during the Daniels family ownership that the present frame house was built. A 1939 paste-over of the 1923 Sanborn map shows the current two-story frame building replacing the previous 1 1/2 story building. The heirs of Cora Daniels Shaw, the last of the Daniels family owners, sold the property to Albert and Dolores Creek in 1977 for \$15,000. Albert Creek's heirs conveyed the house and lot, described as Tract No. 5, to the Creek IV Limited Partnership in 1991, presumably as one of a number of rental properties owned by the Creek family.¹⁷

Chain of Title

1032/252 30 Dec. 1991

From: Dolores Y. Creek, Leon Albert Creek, David Benjamin Creek, and Scott Bradford Creek

To: Creek IV Limited Partnership

Tract No. 5 - fronting 31' on S side of Main St. running back 225' to N side of WMRR, with improvements.

782/826 16 April 1985

From: Dolores Y. Creek, Personal Representative of the Estate of Albert G. Creek

To: Dolores Y. Creek (40% interest); Leon, David, and Scott (20% interest each)

Parcel No. 5

647/560 21 Oct. 1977 \$15,000

From: Merrill Stanley Shaw and Jessie Marie Shaw, Personal Representatives of the Estate of Cora Daniels Shaw

To: Albert G. Creek (60% interest) and Dolores Y. Creek (40%)

317/346 14 Nov. 1956 \$10.00

¹² Washington Co. Land Records 106/110 and 117/265.

¹³ Washington Co. Land Records 120/6 and 127/66.

¹⁴ Washington Co. Land Record 164/129.

¹⁵ Washington Co. Land Record 171/506.

¹⁶ Washington Co. Land Records 186/695, 195/212 and 317/346.

¹⁷ Washington Co. Land Records 782/826 and 1032/252.

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From: Della Daniels Pittman & Lee R., Mae Daniels Wolfe & Ralph, Margaret Daniels, Dorothy Daniels Poole & Otis, Raymond Daniels, June Daniels, Alonzo Daniels, and Ruth Daniels
To: Cora Daniels Shaw

195/212 5 Jan. 1934 \$1,500
From: Clarence and Maggie Daniels
To: Benjamin and Carrie Daniels
"to hold during their lives and no longer"

186/695 28 Dec. 1925
From: Benjamin Daniels
To: Clarence Daniels

171/506 11 May 1925 \$1,500
From: Isora Clevenger Hill, divorced wife of Henry H. Hill
To: Benjamin Daniels

164/129 22 Nov. 1922 \$10.00
From: Elwood R. Clevenger, heir of John W. Clevenger, dec.
To: Isora Clevenger Hill
lot measurement 31 feet by 225 feet

127/66 4 Oct. 1907 \$1,975
From: Addison B. and Mary Collins
To: John W. Clevenger
66' x 300' "saving . . . a certain portion of the aforesaid lot which was conveyed to the Western Maryland Railroad"

120/6 18 Feb. 1904 \$100
From: Addison B. Collins
To: Western Maryland Railroad Company
9/100 of an acre

117/265 6 Nov. 1902 \$500
From: Fannie Bootman McKalvey and Robert E. McKalvey
To: Addison Collins
"adjoining Miss Lizzie Swain on the East"

106/110 21 Nov. 1896 \$400
From: Isaac N. and Clara V. Bayne
To: Mrs. Fannie Bootman McKalvey and Robert E.

74/675 18 March 1876
From: Joseph Murray, Trustee for John Conrad
To: Isaac N. Bayne
66' x 300' on the S side of Main St., Thomas Little on the south, Martin Jenkins on the west, Elmira Swain on the east.

WMcKK 6/314 12 Feb. 1874
From: John Conrad

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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 Conrad [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 given (shown as blanks).

9. Major Bibliographical References

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See attached Continuation Sheet.

10. Geographical Data

Acreage of nomination property 6,975 sq. ft.

Quadrangle name Hancock

Quadrangle scale 1"= 2000'

Verbal boundary description and justification

See attached Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Paula S. Reed, PhD, Architectural Historian; Edie Wallace, Research Associate		
organization	Paula S. Reed and Associates, Inc.	date	11 October 2000
street & number	105 N. Potomac Street	telephone	301-739-2070
city or town	Hagerstown	state	MD

The Maryland Historic Sites Inventory 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
People's Resource Center
100 Community Place
Crownsville, MD 21032-2023
410-514-7000

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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

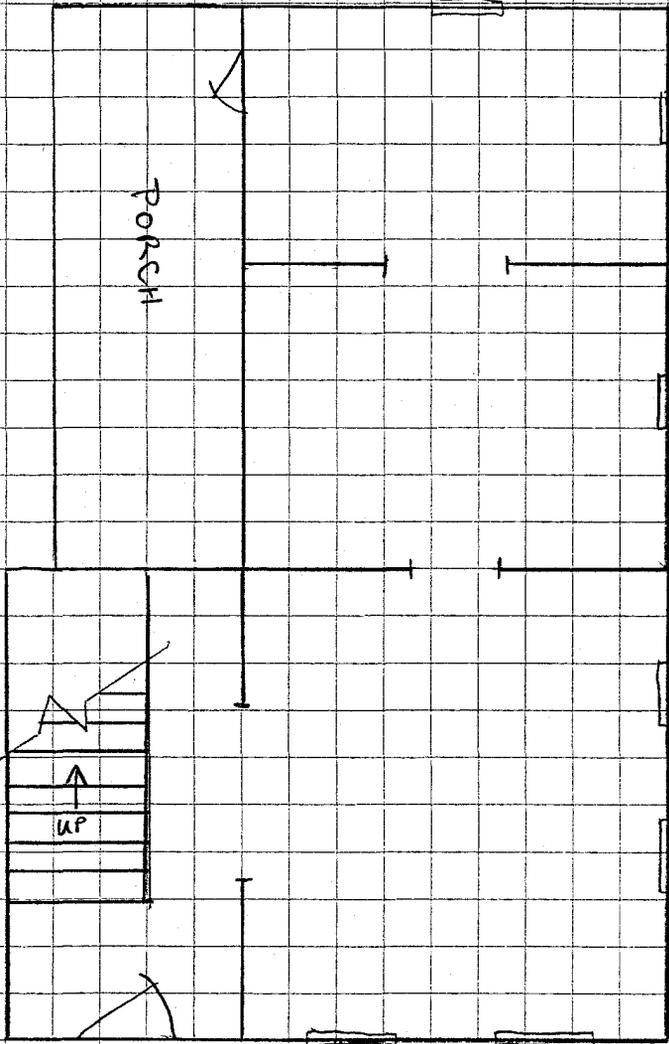
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Verbal Boundary Description:

The boundary is shown by the outlines of Parcel 631 on Tax Map 501 of the Washington Co. tax map (attached).

Verbal Boundary Justification:

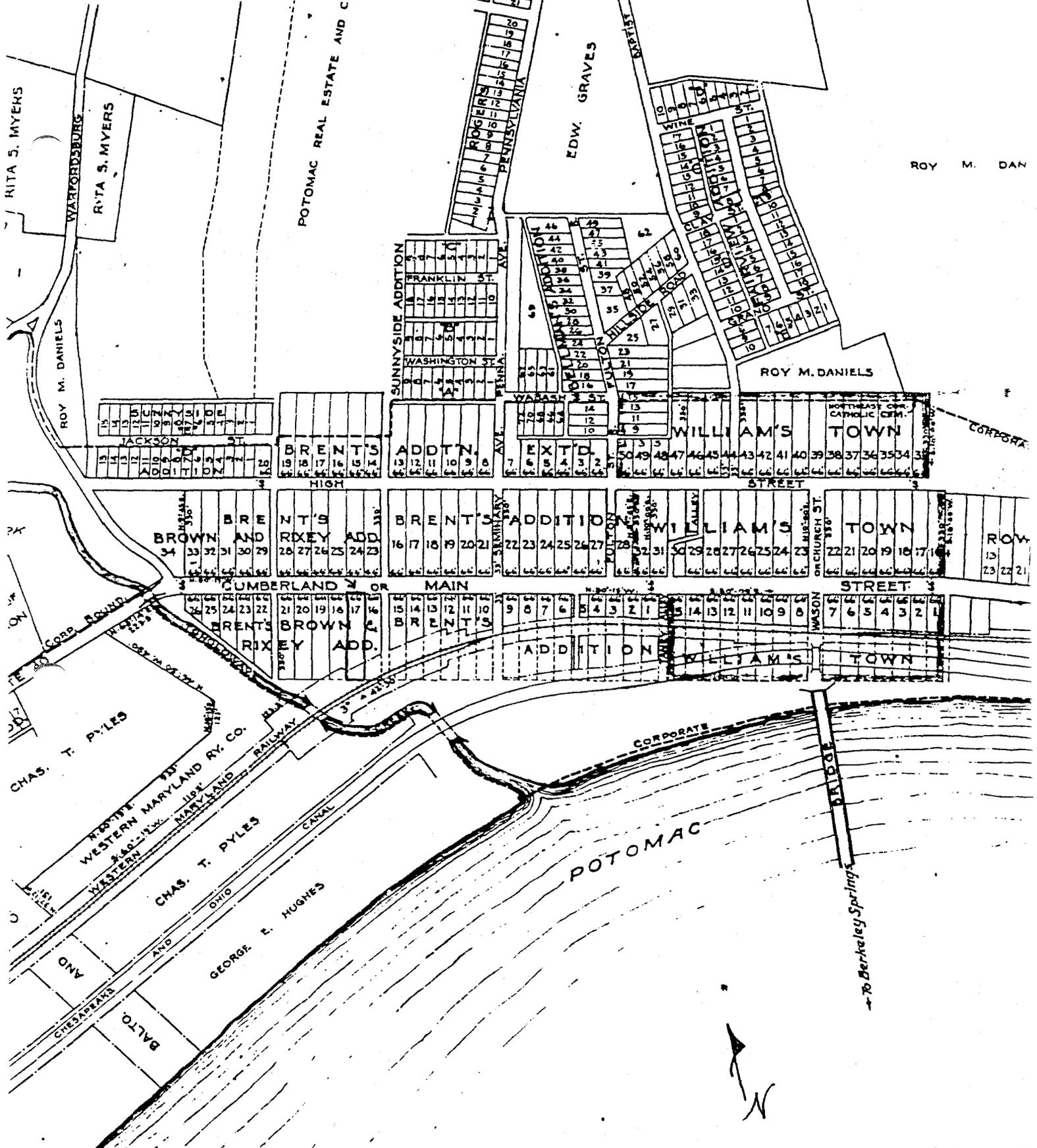
The current boundary is that which was established in the property sale of November 1922, Washington Co. Land Record Liber 164, Folio 129.



CONJECTURAL FLOOR PLAN
(ACCESS LIMITED)

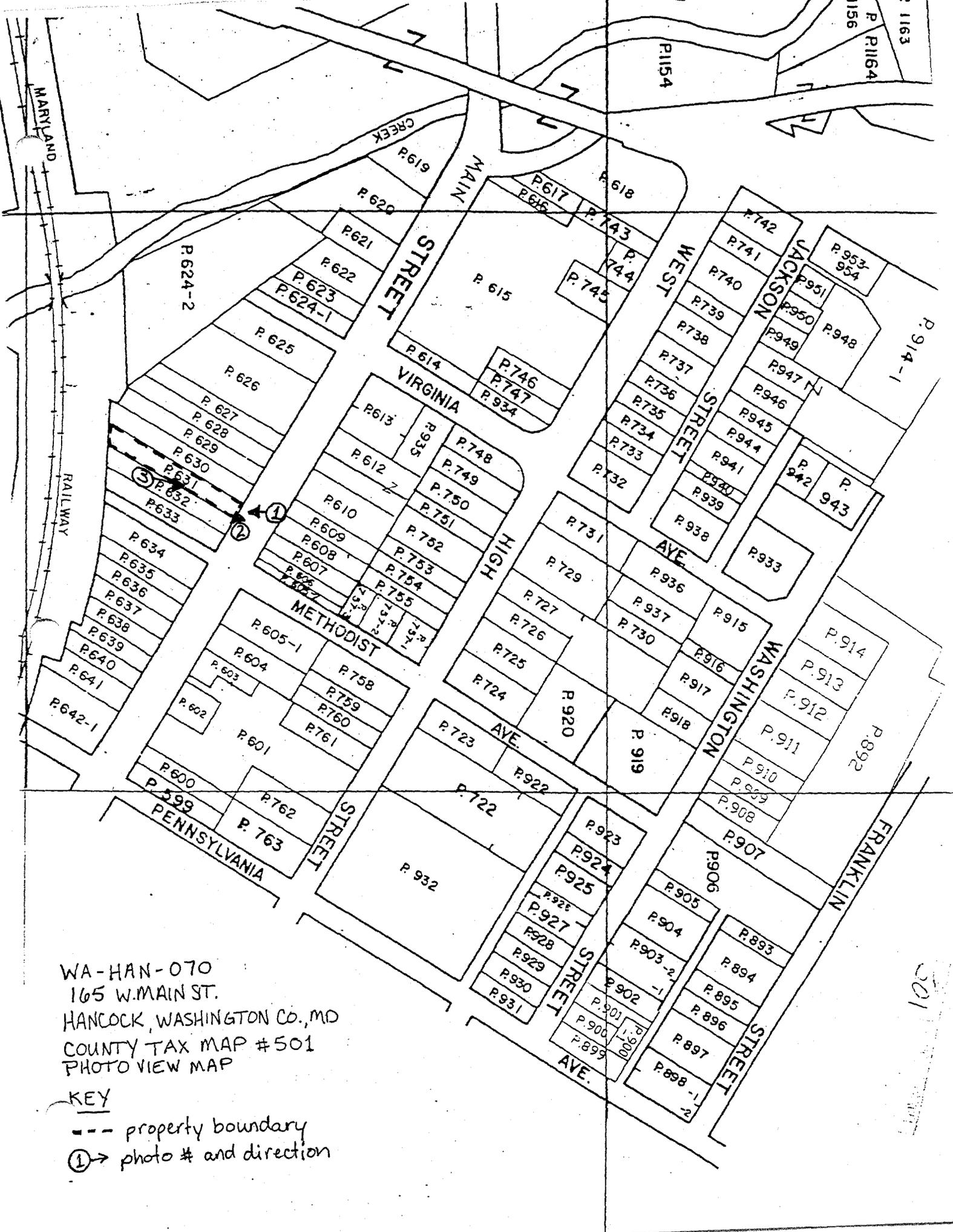


WA-HAN-070
165 W. Main Street



NOTE: Arrow indicates location of John Conrad's Lot No. 17 of Brent's Brown & Rixey Addition.

HANCOCK
 WASHINGTON COUNTY, MARYLAND
 AUG. 26, 1937
 PLAT # 287
 WA-HAN-070
 165 W. MAIN STREET

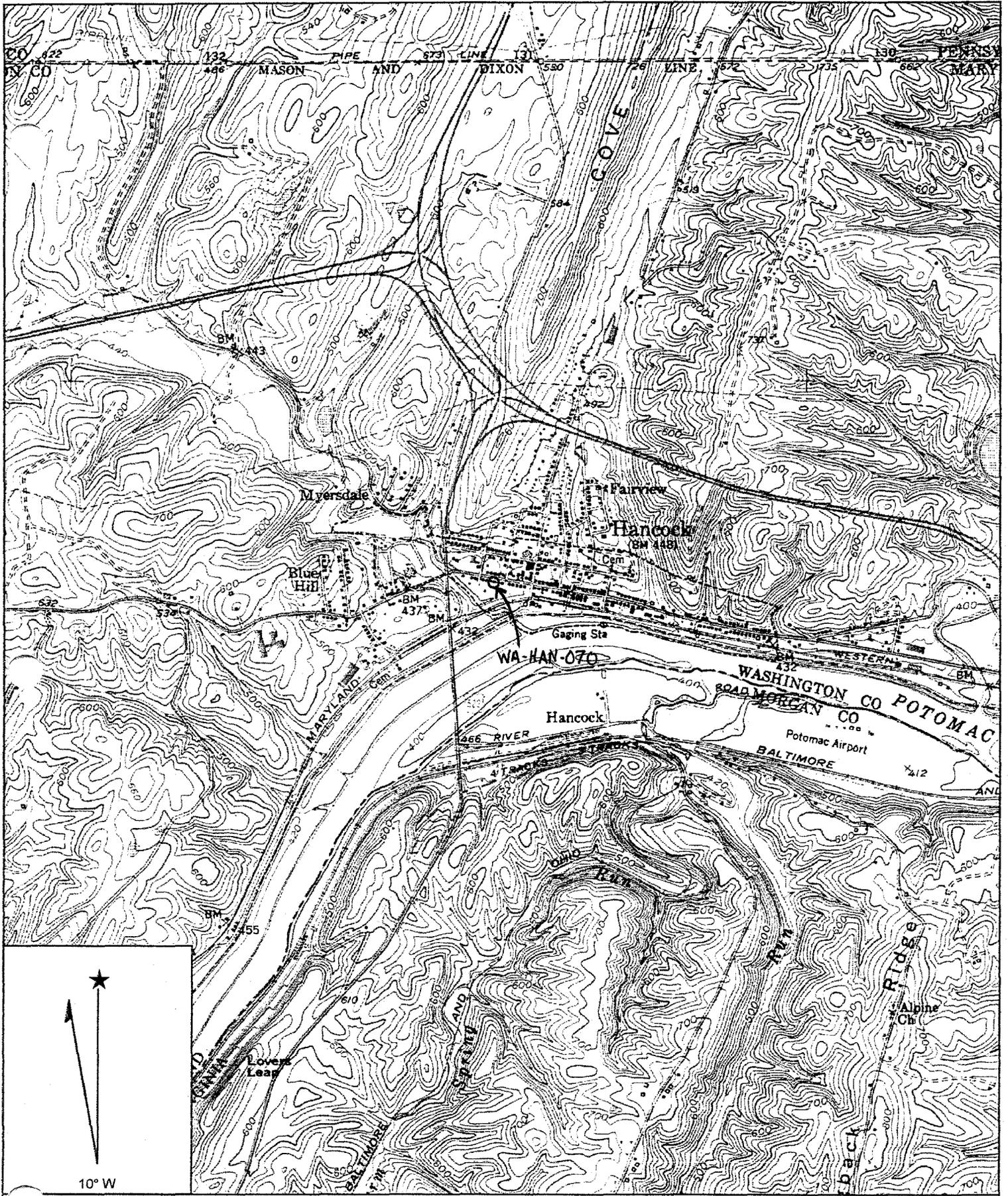


WA-HAN-070
 165 W. MAIN ST.
 HANCOCK, WASHINGTON CO., MD
 COUNTY TAX MAP #501
 PHOTO VIEW MAP

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: SW. Main St., WA-HAN-D70



WA-HAN-070
165 W. Main Street
Hancock
Washington Co, MD
Paula Reed

9/00

MD SHPO

N and W elevations, views SE from
N side of W. Main St.

1/4



WA-HAN-070

165 W. Main Street
Hancock

Washington Co, MD
Paula Reed

9/00

MD SAPO

N and E elevations, view SW

2/4



WA-HAN-070
165 W. Main Street
Hancock
Washington Co., MD
Paula Reed
9/00
MD SHPO

S elevation, view NW from rear yard

3/4



WA-HAN-070

165 W. Main Street

Hancock

Washington Co., MD

Paula Reed

9/00

MD SHPO

house interior, first floor, view to N (front) wall

4/4

HANCOCK, WASHINGTON COUNTY, MARYLAND

Survey # WA-HAN-070, B93 Approximate date Ca. 1880
Street Address 165 West Main Street
Town, State Hancock, Maryland
private X, public

Description

This is a two story, three bay frame or log house with a gable roof covered with three-tab asphalt shingles. Across the front is a porch with original balustrade and turned posts. The exterior has been covered with asphalt shingle. As a late 19th century structure, this house represents the appearance of Hancock just prior to the major changes which occurred in the early 20th century. It is one of a row of similar houses.

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 # 47

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



WA-HAN-070-071-072 Bldg# 93-94-95
165-163-161 W Main St

D Disney

Date 12/1/89

View SE

Photo #47