

**HISTORIC CONTEXTS
IN PRINCE GEORGE'S COUNTY**

(Short papers on Settlement Patterns, Transportation and Cultural History)



M-NCPPC Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

TITLE: Historic Contexts in Prince George's County

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ABSTRACT

This report consists of a collection of short papers on the settlement patterns, transportation and cultural history of Prince George's County, Maryland. Most of these papers were prepared as part of a Certified Local Government grant contract with the Maryland Historical Trust; they provide a context or thematic association for the County's individual historic properties within the broad patterns of history

The first section covers settlement patterns in Prince George's County: the establishment of the earliest towns (such as Charles Town, Upper Marlborough, and Bladensburg) between 1683 and 1787; the growth of rural village communities (like Rossville, Croom and Aquasco) between 1680 and 1940; and the development of railroad communities (such as Hyattsville, Bowie and Lincoln) between 1870 and 1940.

The second section deals with transportation history in Prince George's County: a description of the early roadways which came into use between 1696 and 1900; a history of the Route 1 corridor from 1740 to 1990; the development of the railroads between 1835 and 1935; the development of streetcar lines between 1892 and 1958; and the history of aviation in the County, from the balloon ascension in 1784 to the growth of the aviation and aeronautics industries in this century

The third section covers cultural history in Prince George's County: the establishment and significance of early taverns, 1703 to 1862; a history of the established (Anglican) church from 1692 to 1776; and the tobacco industry from 1680 to 1940.

These studies were researched and written by the staff (architectural historians and planners) of the Historic Preservation Section, Area Planning Division E/S, of the Prince George's County Planning Department.

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June 1990, August 1991

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The Commission has three major functions:

- the preparation, adoption, and from time to time amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District;
- the acquisition, development, operation, and maintenance of a public park system; and
- in Prince George's County only, the operation of the entire County public recreation program.

The Commission operates in each county through a Planning Board, appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Department of Planning (M-NCPPC):

- Performs technical analyses and offers advice and recommendations regarding most matters related to existing and future...
 - ...use of land including the enhancement of the physical environment, and
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- Maintains competent and professionally able staff to perform our duties and responsibilities.

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INTRODUCTION

Most of these historic context papers were prepared as part of a 1989 Certified Local Government grant contract with the Maryland Historical Trust, the State historic preservation agency. The State of Maryland has developed a Comprehensive Historic Preservation Plan which places historic properties within the context of the broad patterns of history that created them. The Plan developed an outline of Statewide context headings within which any property can be placed, by geographical region, time period or theme. The Plan proposes that each jurisdiction analyze its historic properties within this framework, as planners and architectural historians survey and evaluate historic resources. The introductory paragraph of each paper places it in the system of Statewide historic contexts, outlined on page vii.

A historic context is a synopsis of the development of a geographical area in a period of time, having three major components: theme, geographical distribution, and period of significance. The theme identifies an important aspect of the history of a defined geographical area (in this case Prince George's County). In developing or recognizing a theme, one might name a specific resource type, such as tobacco barns, or identify more general groups of resources, such as Towns established by the General Assembly. Once the theme is established, the significant period of development for that theme is described for the jurisdiction. The last step is to list all the known resources which illustrate the theme.

These resources are identified as

- a) **Maryland Inventory:** a property for which a survey form is on file at the Maryland Historical Trust, but the property has no further designation;
- b) **Historic Resource:** a Maryland Inventory property included in and protected by the Prince George's County preservation plan;
- c) **Historic Site:** a Historic Resource which has been found to meet criteria for Historic Site designation under the Prince George's County preservation plan;
- d) **National Register:** a Historic Site or Historic District which has been listed in the National Register of Historic Places;
- e) **Historic Survey Area:** a community, town or area which retains a concentration of historic buildings or other features;

f) Historic District: a Historic Survey Area which has been found to meet criteria for Historic District designation under the Prince George's County preservation plan.

The concept of historic contexts was developed by the National Park Service as a planning tool for land use decisions by a jurisdiction. By identifying the known resource types within a theme, planners are able to better evaluate the significance of the remaining representatives of a particular resource type. Certain historic resources are being threatened every day by development; these context papers, and more to be developed, can be used to guide planning efforts for their protection.

The authors are architectural historians and planners in the Historic Preservation Section, Area Planning Division E/S, of the Prince George's County Planning Department. Inventory forms for all historic properties are available at the Historic Preservation offices in Upper Marlboro.

**Gail C. Rothrock
Supervisor, Historic Preservation Section**

STATEWIDE HISTORIC CONTEXTS

I. Geographic Organization:

- 1) Eastern Shore (all Eastern Shore counties, and Cecil County)
- 2) Western Shore Anne Arundel, Calvert, Charles, St. Mary's, and Prince George's Counties)
- 3) Piedmont (Harford, Baltimore, Carroll, Frederick, Howard, and Montgomery Counties, and Baltimore City)
- 4) Western Maryland (Washington, Allegany, and Garrett Counties)

II. Chronological/Developmental Periods:

- | | |
|--|--------------------|
| 1) Paleo-Indian | 10000-7500 B.C. |
| 2) Early Archaic | 7500-6000 B.C. |
| 3) Middle Archaic | 6000-4000 B.C. |
| 4) Late Archaic | 4000-2000 B.C. |
| 5) Early Woodland/Archaic | 2000- 500 B.C. |
| 6) Middle Woodland | 500 B.C.-A.D 900 |
| 7) Late Woodland | A.D 900-1600 |
| 8) Contact and Settlement Period | A.D 1570-1750 |
| 9) Rural Agrarian Intensification | A.D 1680-1815 |
| 10) Agricultural-Industrial Transition | A.D 1815-1870 |
| 11) Industrial/Urban Dominance | A.D 1870-1930 |
| 12) Modern Period | A.D 1930 - Present |

III. Prehistoric Period Themes:

- 1) Subsistence
- 2) Settlement
- 3) Political
- 4) Demographic
- 5) Religion
- 6) Technology
- 7) Environmental Adaptation

IV Historic Period Themes:

- 1) Agriculture
- 2) Architecture, Landscape Architecture and Community Planning
- 3) Economic (Commercial and Industrial)
- 4) Government/Law
- 5) Military
- 6) Religion
- 7) Social/Education/Cultural
- 8) Transportation

Source: The Maryland Statewide Historic Preservation Plan: Planning the Future of Maryland's Past, Maryland Historical Trust, June 1986.

EARLY TOWNS IN PRINCE GEORGE'S COUNTY, 1683-1787

by Susan G. Pearl

Eight towns were established in Prince George's County between the years 1683 and 1742. Laid out on land which bordered important waterways, these towns were established as commercial ports, and most of them were later designated as official tobacco inspection stations. Although the majority of these towns have now ceased to exist, they were in the eighteenth century the most important centers of population and commerce in the County. They are significant reflections of the period of settlement in the colony of Maryland, as well as of the period of rural agrarian intensification, when increased trade and shipping led to the founding of port towns and trading centers.

The earliest towns established in Prince George's County were Charles Town, Queen Anne, Mill Town and Nottingham on the Patuxent River, Upper Marlborough on the Western Branch, Aire on Broad Creek and Piscataway on Piscataway Creek (both tributaries of the Potomac), and Bladensburg on the Northeast Branch of the Anacostia. Of these eight early towns, only two, Upper Marlboro and Bladensburg still exist as incorporated bodies, and Piscataway is a rural crossroads community; the other five have literally ceased to exist.

Charles Town was established by three acts of the General Assembly in 1683, 1684 and 1686. Commissioners were appointed to purchase 100 acres of land for a port town, to have the land surveyed, and platted for streets, churches, markethouses and other public buildings, and the remainder divided into 100 equal lots. The Commissioners selected 100 acres "att Pig Pointe upon Mount Colverte mannor in Patuxent River" in Calvert County, part of a larger tract, Mount Calvert Manor. The land was located at the confluence of the Western Branch and the Patuxent River. A town grew up there during the 1680s; inns and stores were built, tobacco was stored and shipped, and a church was built. When Prince George's County was established in 1696 out of parts of Calvert and Charles Counties, Charles Town was the only town in the new county; the new county court was instructed to meet in the church there until a courthouse could be built. A simple frame courthouse was constructed in 1698, and the county court met there until 1721.

In 1706 and 1707, six additional port towns were established by two new Acts for the Advancement of Trade, and from that time on, Charles Town began to fade in importance. By 1718, county residents petitioned for the removal of the county seat to Marlborough, approximately three miles northwest on the Western Branch; this was done in 1721, and, with the seat of government, commercial, economic and social prominence was also removed. Upper Marlborough thrived, and today there is no trace of the original Charles Town. Only the late eighteenth-century plantation house known as Mount Calvert, stands on the site of this once important port town.

Marlborough was established by the Act for the Advancement of Trade and Erecting Ports and Towns (1706) "at the upper landing on the Western Branch, commonly called Colonel Belt's landing" Known at first as the Town of Marlborough, it soon came to be called Upper Marlborough in order to distinguish it from (Lower) Marlborough, a port town established in the same year "at the freshes of Patuxent river at the plantation of George and Thomas Hardesty" in Calvert County According to longstanding tradition, the two port towns were named for John Churchill, First Duke of Marlborough. (The Duke of Marlborough was at that time England's most popular hero, having won in 1704 an important victory at the Battle of Blenheim in the War of the Spanish Succession.)

From the time of its establishment until early in the twentieth century, Upper Marlborough was the commercial, political and social center of Prince George's County The Western Branch was used for the transport of tobacco, and in 1747, by the Act for Amending the Staple of Tobacco, the General Assembly named Upper Marlborough as one of the tobacco inspection warehouses in Prince George's County. Many prominent merchants lived and worked in Upper Marlborough, and tobacco warehouses lined the road to the Branch. The first courthouse in Upper Marlborough was completed in 1721, and was rebuilt on the same site in 1798. In addition to the regularly sitting Courts, Upper Marlborough included the offices of numerous successful lawyers, many of whom went on to achieve prominent political positions. Upper Marlborough was a social center, as well. By the 1750s the town could boast a new Assembly Hall, at which were offered balls, concerts and opera productions. Starting in 1750, horseracing drew many people from the surrounding area, and the several taverns in Upper Marlborough were popular stopping places for travellers. By 1744, the population of Upper Marlborough had grown to the extent that it was designated as one of the hundreds (the political/ administrative divisions) of the County; by the 1760s a post office had been established in the Town. Known since early in this century by the shortened form of the name, Upper Marlboro remains the busy judicial and legislative center of the County

By the same Act which established Marlborough in 1706, Mill Town, Nottingham, Queen Anne and Aire were established, and Charles Town was re-established. Mill Town was established "at the land of William Mills in Petuxent River", about eleven miles south of Charles Town on the Patuxent; it apparently never developed into a commercial center. It is known today only by the name of the road (Mill Town Landing Road) which leads through farmland to the edge of the Patuxent River In 1747, when tobacco inspection warehouses were officially set up in several of the established towns, Mill Town was not selected. Documentary sources indicate that a very small settlement survived at this location until the end of the nineteenth century, but today there is no visible evidence of the early establishment.

Queen Anne was also established by the Act of 1706 "at the upper Landing in the Northern Branch on the West side of the said branch commonly called Anderson's Landing", about eight miles north of Charles Town on the Patuxent. Queen Anne fared

better than Mill Town; there was a tavern in the town as early as 1711, and in 1747, by the Act for Amending the Staple of Tobacco, Queen Anne was named as a site for one of the tobacco inspection warehouses of Prince George's County. Queen Anne was an important commercial center until the middle of the nineteenth century. From the early years, a ferry crossed the River between Anne Arundel and Prince George's Counties, and Queen Anne became a principal crossing point from southern Prince George's County and Virginia to the capital city of Annapolis. The first bridge was built at Queen Anne in 1755, and replacement bridges were built in 1797 and 1804. Silting was always a problem with the upper Patuxent, and the river had to be repeatedly cleared to keep it navigable; above Queen Anne, navigation effectively ceased by the middle of the nineteenth century.

After this time, Queen Anne began to fade from prominence as a commercial settlement. Although Queen Anne continued to be a frequent crossing place on the Patuxent, nothing remains to recall the busy port town of the eighteenth century; the late nineteenth-century bridge has collapsed and is used only as a fishing pier. The course of the river has shifted over the years, covering the remains of the early warehouses and other commercial establishments with silt, mud and water. Except for the important house at Hazelwood, which overlooks the site of Queen Anne, there is scarcely anything left of this formerly important town.

Nottingham was established by the same Act for the Advancement of Trade (1706) "at Mattapany Landing on the land of Thomas Brook Esquire", about five miles south of Charles Town on the Patuxent River. It became an active and important trade center, with many stores, warehouses and inns. In 1747 it was named as the site of one of the tobacco inspection warehouses; by 1772, it had become a very busy port town, and its population had increased to the point that it was designated one of the hundreds of Prince George's County. Nottingham also drew large numbers of people because of the popular sport of horseracing. In August of 1814, Nottingham was the site of the encampment of British troops as they marched on Bladensburg and Washington. By the late nineteenth century, with the Patuxent River gradually losing its prominence as an artery of transportation, Nottingham had begun to decline. In 1901, a disastrous fire destroyed most of the early buildings, and today's idyllic riverside community is only a faint reminder of the busy commercial center of two centuries ago.

Also established by the Act of 1706 was Aire "at Broad Creek in Potomak River on the South side of the said Creek at Thomas Lewis's landing". This port town developed into a sizable town with stores, warehouses and taverns. In 1747, it was designated one of the official tobacco inspection stations; by this time, however, the name "Aire" was no longer used and the town came to be known simply as Broad Creek. The settlement has long since disappeared, but the name Broad Creek survives to refer to the rural area surrounding its site.

One additional port town was established in 1707 by a Supplementary Act for the

Advancement of Trade and Erecting Ports and Towns, i.e., Piscataway "on the South side of Piscataway Creek at or near the head thereof" Piscataway was laid out on 40 or 50 acres, and it also became a thriving port town. By 1747, Piscataway, like Upper Marlborough, Queen Anne, Nottingham and Aire, was selected as the site of one of the tobacco inspection warehouses. Piscataway was one of the most important of these inspection stations, and the site of store houses of important Glasgow trading firms; it became a social center as well, maintaining several popular taverns, and attracting companies of comedians and musicians as did Upper Marlborough. Piscataway was also an important stop on the post route between Port Tobacco (Charles County) and Annapolis. With increasing siltation of the Piscataway Creek and the decline of the tobacco trade in the nineteenth century, Piscataway faded to become the small rural crossroads which it remains today.

The last of the important eighteenth-century towns established in Prince George's County was Bladensburg. It was created in 1742 by an Act of the General Assembly "for laying out and erecting a Town on the south side of the Eastern Branch of Potomack River in Prince George's County near a place called Garrison Landing" Commissioners were appointed to purchase 60 acres and lay out a town of 60 one-acre lots. Most of the lots were sold right away, and each of the new owners was required to construct a 400 square-foot dwelling, with a brick or stone chimney, within 18 months of purchase. All of the lots were improved by 1787

Bladensburg thrived, and became an important port town, with wharves, taverns, and stores operated by tobacco factors; only five years after it was established, Bladensburg was named one of the tobacco inspection stations. By 1761, the town had grown so much that it was named one of the hundreds of Prince George's County. Much of its prominence was due to Christopher Lowndes, who was merchant, shipyard and ropewalk owner, and commissioner of the Town of Bladensburg from 1745 until his death forty years later. Bladensburg began to fade in importance as a tobacco shipping port in the nineteenth century with the silting of the Eastern Branch. It was bypassed by the construction of the Baltimore and Ohio Railroad between Baltimore and Washington in 1835, a fact which led to its eclipse as a tobacco shipping center; tobacco shipment ceased before the midpoint of the nineteenth century. Bladensburg today is a small but busy urban community, with large-scale industrial activity, one of a series of suburban areas on the northeast border of the nation's capital.

Eighteenth-Century Historic Properties Associated with the Early Towns of Prince George's County

Charles Town

Mount Calvert (82B-4), Historic Site

Marlborough

Upper Marlborough Survey Area (79-19), Historic Survey Area
Kingston (79-19-13), National Register
Content (79-19-16), National Register
Darnall's Chance (79-19-28), National Register
Overseer's House (79-19-29), Historic Site

Queen Anne

Queen Anne Bridge and Site of Queen Anne Town (74B-12), Historic Resource
Hazelwood (74B-13), Historic Site

Piscataway

Piscataway (84-23), Historic Survey Area
Piscataway Tavern (84-23-3), Historic Site
Hardy's Tavern (84-23-5), Historic Site
Hurt House (84-23-8), Historic Site
Piscataway House (80-24-9), Historic Site

Mill Town

Mill Town Landing (87A-20), Historic Resource

Bladensburg

Bladensburg (69-5), Historic Survey Area
George Washington House (69-5-2), National Register
Butler-Davis House (69-5-4), Maryland Inventory (destroyed by fire July 1985)
Hilleary-Magruder House (69-5-7), National Register

Market Master's House (69-5-8), National Register
Bostwick (69-5-9), National Register

Aire

Broad Creek (80-24), Historic District
St. John's Church (80-24-7), National Register
Want Water Ruins (80-24-10), National Register
Harmony Hall (80-24-11), National Register

Nottingham

Nottingham (82B-35), Historic Survey Area
Turton-Smith House (82B-35-17), Historic Resource

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Van Horn, R. Lee. Out of the Past, Prince Georgians and Their Land, Prince George's County Historical Society, Riverdale, Md., 1976.

Archives of Maryland, VI:636, VII:159, XLII:413, XLIV:595, Maryland State Archives, Annapolis

Prince George's County Court Records, Maryland State Archives, Annapolis

March Court, 1739: survey of roads ordered by Justices of County Court, includes descriptive information about existing towns.

November Court, 1762: main roads established by Justices of County Court, includes descriptive information about existing towns.

RURAL VILLAGES IN PRINCE GEORGE'S COUNTY, 1815-1930

by Howard S. Berger

Throughout most of the nineteenth century, the character of Prince George's County, and in particular the southern half of the County, was largely rural. Beginning in the eighteenth century, a network of roads linked remote farms with trading centers throughout the County and the Western Shore region of Maryland. Throughout the century, a number of unplanned settlements developed to serve nearby agricultural areas. These communities, most frequently located on or near an overland transportation route, served as way-stations for travelers and provided local residents with goods and services previously available only through more extensive travel. These rural villages reflect the growth of agriculture and related commerce through both the Agricultural-Industrial Transition and Industrial/Urban Dominance periods of Maryland's history.

The nineteenth-century villages described here are organized by planning area and include a brief history and physical description, as well as an indication of which portions of the community have been surveyed. Following each description is a list of all Maryland Historical Trust Inventory properties associated with the community and context.

Rossville

Rossville, a one-block area along Old Muirkirk Road between its two intersections with Muirkirk Road, is significant as a rural example of a small turn-of-the-century black settlement. The land was subdivided in 1886 and lots were purchased by a group of black laborers from the nearby Muirkirk Iron Furnace. Adjoining the subdivision (which came to be known as Rossville after its first resident) was Queen's Chapel, a Methodist meeting house which had been erected by local blacks in 1868. The area has a rural agricultural setting and its vernacular buildings were erected from 1888 to the 1950s. Along with the present Queen's Chapel building which dates from the 1950s, the historic focus of the community has been Abraham Hall, a two-story, frame lodge hall erected in 1889 by Rebecca Lodge #6, a local benevolent society. The entire community has been surveyed.

62-23	Rossville Survey Area
62-23-7	Abraham Hall
62-23-17	Thomas Matthews House
62-23-18	John Carter House
62-23-20	Muirkirk School
62-23-21	Queen's Chapel Site
62-23-22	Site of Augustus Ross House

Naylor

Naylor is a rural community along a one-mile stretch of Croom Road north and south of Candy Hill Road in the southeastern corner of the County. Settlement in the area dates to 1856 when Benjamin Duvall acquired a 430-acre parcel from the Brookefield tract. Throughout the latter half of the nineteenth century and the early years of the twentieth century, Duvall's descendants settled the area. An area containing about 15 buildings (excluding agricultural outbuildings) has been surveyed. The oldest building, Brookefield, dates largely from the 1850s but was substantially altered in 1968. Most of the remaining buildings date from the turn of this century, and include a church and church hall, a general store and houses clustered at the intersection of Croom and Candy Hill roads or on large lots separated by fields and woodlands.

82B-12	Ghiselin Cemetery
82B-33	Naylor Survey Area
82B-33-13	Brookfield Church at Naylor
82B-33-18	Brookefield at Naylor
82B-33-22	Crane House
82B-33-26	Naylor House
82B-33-30	Bernard Duvall House
82B-33-31	Anona and Joseph Duvall House
82B-33-32	Burns Wilson House and Shop
86B-20	Brooke-Bowie Cemetery

Brandywine

A small community consisting of a store and post office existed at Brandywine before the Civil War. Both the store and post office and most of the subsequent development in the village were undertaken by members of the Early family, the oldest settlers in the area. After the war, with the advancement of the railroads through the southern portion of the County, the settlement grew substantially as the junction of the Baltimore and Potomac and the Southern Maryland and Point Lookout railroads. Today, the three-block community on both sides of Brandywine Road contains 24 buildings. The majority of these residential and commercial buildings date from the 1870s to the 1930s and reflect the society and economy of a late nineteenth-century railroad town. Ten buildings have been surveyed.

85A-32	Brandywine Survey Area
85A-32-7	J.R. Tayman House
85A-32-8	J. Canter House

85A-32-9	William W Early House
85A-32-10	W.B. Early House
85A-32-11	W.H. Early Store
85A-32-12	Brandywine Hotel & Post Office
85A-32-27	Chapel of the Incarnation
85A-32-28	Marian Early Bean House
85A-32-29	Charles S. Early, Jr., House
85A-32-30	Old Bank of Brandywine

T.B.

T.B. is a small settlement established by 1830 at the crossroads of several old transportation routes in southern Prince George's County. About two miles west of Brandywine, T.B. is located at the intersection of Old Brandywine Road, Dyson Road and Brandywine Road (Maryland Route 381) just east of Maryland Route 5. The settlement takes its name from the stone which marked the boundary between Townshend and Brooke family lands. Most of the buildings within the crossroads community are late nineteenth-century vernacular buildings that directly relate to the early residential and commercial character of the community.

85A-17	J.E. Huntt Residence
85A-33	T.B. Survey Area
85A-33-13	Gwynn Park
85A-33-14	Marlow-Huntt Store
85A-33-15	Huntt Casket Shop
85A-33-16	Marlow-MacPherson House
85A-33-31	William Boswell House

Croom

Named for the seventeenth-century land patent to the northwest, Croom is a rural village located in the southeastern portion of Prince George's County. Winding lanes, rolling farmland and wooded areas are scattered along 1.6 miles of Croom Road, a major north-south transportation route since at least the eighteenth century. The village of Croom dates from the second quarter of the nineteenth century. There was a store by the 1840s and the first post office at Croom was established by 1853 when the post office at Nottingham was closed. During the 1850s, a blacksmith and wheelwright shop and several houses were built in the vicinity. The survey area contains a variety of dwellings and agricultural buildings that contribute to the scenic, historic and architectural

character of the village. St. Thomas' Church, located today at the center of the village, has been the focus of local settlement, although its construction ca. 1745 predates the present community. In all, more than 45 buildings in the area have been surveyed, but those listed below reflect the village's late nineteenth- and early twentieth-century rural and agricultural character.

86A-27	Croom Survey Area
86A-27-5	West End Farm
86A-27-6	Dr. William Gibbons House
86A-27-7	St. Thomas' Church
86A-27-8	St. Thomas' Church Rectory
86A-27-9	Croom Schoolhouse
86A-27-10	Coffren House
86A-27-11	Coffren Store
86A-27-12	St. Simon's Church Site & Cemetery
86A-27-13	St. Mary's Church Site & Cemetery
86A-27-24	Croom Industrial School
86A-27-25	Blanche Ogle House

Woodville/Aquasco

The community of Aquasco, known as Woodville as early as 1828, is located in the southernmost portion of the County. An area bounded by Aquasco Farm Road on the north, the Charles County line on the west and south, and the Patuxent River on the east, containing about 50 buildings (including many agricultural outbuildings) has been surveyed. By the mid-1840s, a number of houses had been constructed, including the house of the Wood family, from whom the town took its name. Mid-nineteenth century maps indicate the locations of a grist mill, several small stores, a tavern, churches and both a post office and a school centered around Aquasco Road. Historically, the area had been a tobacco farming region and a significant portion of local land is still in field today. The setting is that of a rural village; structures with a range of uses are located on both sides of the area's major roads, principally Aquasco Road at its intersections with Dr. Bowen and St. Mary's Church and St. Phillip's roads. The area includes several outstanding Victorian dwellings, as well as an Episcopal chapel and two other church sites, a Rectory and several graveyards. Most of the standing structures date from and reflect the area's growth between 1850 and 1930.

87B-36	Woodville/Aquasco Survey Area
87B-36-3	Site of Eastview
87B-36-4	Aquasco Schoolhouse

87B-36-5 J.E. Turner House
87B-36-7 Thomas House
87B-36-8a St. Mary's Rectory
87B-36-8b St. Mary's Church and Cemetery
87B-36-9 Hall's Store
87B-36-10 Hall House
87B-36-11 Scott Farmhouse
87B-36-12 Site of St. Philip's Chapel
87B-36-13 Villa de Sales
87B-36-14 William Barker House
87B-36-15 Wood House
87B-36-16 Grimes House
87B-36-17 Cochran's Store
87B-36-18 Cochran House
87B-36-19 Adams-Bowen House
87B-36-20 P.A. Bowen Farmstead
87B-36-21 Sunnyside (Stone House)
87B-36-22 Selby Tobacco Barn
87B-36-23 Scott Cemetery
87B-36-27 John O. Turner House
87B-36-35 Keech House

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RAILROAD COMMUNITIES IN PRINCE GEORGE'S COUNTY, 1870-1940

by Howard S. Berger

A number of historic communities and suburbs had developed in Prince George's County by the end of the nineteenth century as both unplanned settlements and platted subdivisions adjacent to railroad lines and junctions. The variety of historic resources in these "railroad communities" represents the evolution of architecture, landscape design and town planning associated with the County's development during the Industrial/Urban Dominance Period (1870-1930). Throughout the period, the character and growth of these towns represent the movement away from a wholly agricultural economy, toward one more focused and dependent on urban centers and the transportation systems that grew to link them.

The railroad communities described here are organized by local planning area; each entry includes a brief history and physical description, as well as an indication of which portions of the community have been surveyed. Following each description is a list of all Maryland Historical Trust Inventory properties associated with this community and context.

Takoma Park

Takoma Park is an incorporated city that straddles the boundary between Montgomery and Prince George's counties. The present-day city, composed of almost thirty separate subdivisions, has grown from a single 90-acre subdivision platted by B.F. Gilbert in 1883. Gilbert's subdivision was located near the Metropolitan Branch of the Baltimore and Ohio Railroad which was in use by 1873. Two sections of the city are listed in the National Register of Historic Places as the Takoma Park Historic District, representing the founding of the city as one of Washington's earliest railroad and streetcar suburbs. A two-block area along Sycamore, Beech and Elm avenues in the eastern section of the National Register district lies within Prince George's County. This portion of the district contains single-family detached houses in a range of forms and styles that represent the area's period of primary development from 1880s to the 1930s. There is also a small amount of in-fill housing erected after World War II.

65-12 Takoma Park Historic District

College Park

Along Route 1, within the present City of College Park is the original subdivision of College Park, platted in 1889 by John O. Johnson. Johnson had acquired a 125-acre parcel from Ella Calvert Campbell, an heir to a portion of the Calvert family's Riversdale estate. Johnson's subdivision was near the Maryland Agricultural College (later the University of Maryland) and the College Station stop of the Baltimore and Ohio Railroad. The subdivision developed from its founding to the 1930s, largely as a result of the growth of the nearby college. The oldest buildings in College Park date from the late Victorian period. After the State took over the administration of the college in 1914, it embarked on an ambitious expansion program; both the college grounds and the nearby subdivision began to reflect the influence of the Colonial Revival. A small section of College Park in the vicinity of Rhode Island, College and Dartmouth Avenues and Calvert Road has already been surveyed and contains buildings in a range of forms and styles from the first third of the twentieth century

66-21	College Park Survey Area
66-21-8	Cory House
66-21-9	College Park Woman's Club
66-21-10	McDonnell House
66-21-11	Harrison Store/Trolley Stop Sweet Shop
66-21-26	Columbia Apartments

Charlton Heights/Berwyn Heights

The Town of Berwyn Heights, originally platted as Charlton Heights in 1888, is located in the Route 1 corridor north of College Park and east of the Baltimore and Ohio Railroad. A concentration of surviving original dwellings is located within a two-block stretch of Ruatan Street, which has been surveyed. At least four of the earliest dwellings were constructed from mail-order plans and specifications produced by R. W. Shoppell's Cooperative Building Plan Association of New York City. The entire subdivision includes a range of buildings that reflect the residential community as it developed over a fifty-year period.

67-22	Charlton Heights/Berwyn Heights Survey Area
67-22-5	Sportland
67-22-7	Berwyn Heights School
67-22-9	Traver-Williams House
67-22-10	Wetherald House
67-22-11	O'Dea House
67-22-12	Chlopicki House

67-22-13	Cross-Russell House
67-22-14	Gohr House
67-22-15	Wolfe House
67-22-16	Pickett House
67-22-17	Klemer-Dillon House
67-22-18	Cissell House
67-22-19	Schmedman-Seal House
67-22-20	Bonnet-Duck House
67-22-21	Taylor-Lofgren House
67-22-23	Graves-Keleher House

Riverdale

Within the Town of Riverdale, the original subdivision of Riverdale Park contains a large collection of late nineteenth- and early twentieth-century residential buildings. Platted in 1889, Riverdale Park was laid out around the tracks of the Baltimore and Ohio Railroad on the portion of the Riversdale plantation which included the 1801 brick plantation house of the Calvert family. The subdivision was unusual in that it focused on the mansion as a central amenity, and was laid out as a "villa park" including traffic circles and other park areas reserved as public green space. To the west is the small subdivision of West Riverdale platted in 1906. The forms and styles of buildings range from the Queen Anne transitional of the 1890s to the craftsman-inspired bungalows of the 1930s. The entire town including 872 buildings has been surveyed.

68-4	Riverdale Survey Area
68-4-1	Harry Smith House
68-4-2	Warren House
68-4-3	Calvert Family Cemetery
68-4-5	Riversdale/Calvert Mansion and Slave Quarters
68-4-6	Chambers Funeral Home
68-4-34	Palmer House, 4804 Sheridan Street
68-4-47	Kilby-Marquis Bungalow, 4709 Sheridan Street
68-4-63	Meyer House
68-4-64	Burrhus House
68-4-66	Holland-Brown House
68-4-67	Read-Low House
68-4-68	6304 47th Avenue
68-4-69	6304 46th Avenue
68-4-70	Clark-Owsley House
68-4-71	6206 44th Avenue
68-4-72	6303 46th Avenue
68-4-73	6404 46th Avenue

- 68-4-74 Kastler-Kline Bungalow, 6407 45th Place
- 68-4-75 4605 Queensbury Road
- 68-4-76 4606 Queensbury Road
- 68-4-77 Wilson Spanish Cottages, 6101, 6102, 6103, 6104, 6106 44th Avenue, and 5007 Riverdale Road
- 68-4-78 Wilson Bungalows, 4306, 4308, 4309, 4310, 4311 Queensbury Road, and 6207 and 6217 43rd Street
- 68-4-79 Wilson Foursquares, 5817 and 6001 Baltimore Avenue, and 5001 and 5003 Riverdale Road
- 68-4-80 Paul Hidgon House, 5810 Cleveland Avenue
- 68-22 ERCO Building

Hyattsville Residential Area

A portion of the City of Hyattsville, containing approximately 600 structures, is listed in the National Register. The district represents the residential component of the present city that developed as a late nineteenth-century railroad town, and later as a streetcar suburb, around the intersection of Route 1 and Rhode Island Avenue. The town is named for Christopher Clarke Hyatt, a local landowner and merchant who had owned large tracts in the area since the 1840s. By the 1870s, Hyatt and others subdivided the land on both sides of the tracks of the Baltimore and Ohio Railroad, and a town with both year-round and seasonal residents developed. The historic district's buildings represent the range of styles popular from the 1870s to the 1930s including the Second Empire, Queen Anne, Italianate, Bungalow and the Mediterranean Revival. Eighteen individual houses within the residential area have been surveyed.

- 68-10 Hyattsville Residential Area
- 68-10-1 Welsh House
- 68-10-2 Holden-Sweeting House
- 68-10-16 McEwen House
- 68-10-17 Holden House
- 68-10-18 Tise-Hannon House
- 68-10-23 Blackman House
- 68-10-24 Costinett House
- 68-10-25 Harriett Ralston House
- 68-10-26 William Giusta House
- 68-10-28 Baker-Dornan House
- 68-10-29 Pinkney Memorial Church
- 68-10-30 Wing Rest
- 68-10-31 Wheelock-Heyn House
- 68-10-32 Ervin-Perl House
- 68-10-33 Buck-Catterton House
- 68-10-34 Smith-West House

- 68-10-35 Lown House
- 68-10-62 Marche House
- 68-10-73 Shepherd-Sibley House

Hyattsville Commercial Area

The Hyattsville commercial area is located on the east side of the present City of Hyattsville and is centered around the intersection of Rhode Island Avenue and Baltimore Avenue (U.S. Route 1) and Gallatin Street. Buildings within the commercial area represent two important phases in the development of the city, the railroad suburb and resort town of the 1870s, and the automobile route of the early twentieth century. Approximately four blocks north and south of the intersection of Baltimore Avenue, Gallatin Street and Rhode Island Avenue have been surveyed. The blocks on Rhode Island Avenue south of Route 1 contain the area's older structures. Some of the smaller brick buildings, which are usually two stories and close to the street, date from the 1880s. Many of the buildings on Baltimore Avenue to the north, erected from the turn of the century through the 1950s, are more substantial and have larger setbacks to accommodate the automobile.

- 68-8 B & O Switching Tower/Alexandria Junction
- 68-41 Hyattsville Commercial Area
- 68-41-1 First National Bank Building
- 68-41-2 Prince George's Bank and Trust
- 68-41-9 Hyattsville Armory
- 68-41-40 Hyattsville Post Office
- 68-41-41 Hyattsville Commercial Area

Lincoln

Lincoln, a small early twentieth-century subdivision off Baltimore Lane in the vicinity of Lanham, was platted in 1908. The subdivision was developed by the Lincoln Land and Improvement Company, and promoted by Thomas J. Calloway, a black resident of Washington, as a garden suburb for blacks near a stop on the Washington, Baltimore and Annapolis Electric Railway. The community's original plan of radiating streets around a central crescent, was only partially developed. Today there are a number of dwellings from the 1910s and 1920s. Many of the original large lots have been subdivided and there is infill construction from the 1960s and 1970s.

- 70-49 Lincoln Survey Area
- 70-49-15 Seaton A.M.E. Church Site
- 70-49-32 Daniel P Seaton House
- 70-49-33 Thomas J. Calloway House

- 70-49-34 **Holland-Green House**
- 70-49-35 **Lincoln School**
- 70-49-36 **P.A. Scott House**

Glenn Dale

Glenn Dale is a small community which lies on the Washington Branch of the Pennsylvania Railroad, southwest of Bowie junction. The community was platted (as Glennville) in 1871 after the railroad line was begun, by John Glenn and Edmund B. Duvall of nearby Marietta. By the late 1870s, the area had become a desirable residential community within easy reach of Washington, with an Episcopal chapel, a school, railroad station, saw mill, post office and several stores. Today only a few of the early buildings survive, including St. George's Chapel, one Victorian-style frame dwelling, several modest turn-of-the-century dwellings, and several early twentieth-century buildings.

- 70-52 **Glenn Dale Survey Area**
- 70-52-26 **Van Horn House**
- 70-52-27 **St George's Chapel and Cemetery**
- 70-52-50 **Glenn Dale Hospital**

Seabrook

Seabrook was another of the small communities which sprang up as a direct result of the construction of the Washington line of the Pennsylvania Railroad in the 1870s. In 1871, as the railroad line was being constructed, Thomas Seabrook, an engineer for the railroad company, purchased 500 acres of farmland along the right-of-way of the tracks, and platted this retreat community, made easily accessible from Washington by the new rail line. By 1880, three Victorian Gothic cottages had been constructed. All of the early commercial buildings, including the railroad station, are now gone, but the cottages and schoolhouse survive, in a setting of mature trees and mid-twentieth century dwellings.

- 70-53 **Seabrook Survey Area**
- 70-53-11 **Seabrook-Beseke House**
- 70-53-12 **Siefert House**
- 70-53-13 **Seabrook School**
- 70-53-14 **Kelly-Howerton House**

Huntington/Bowie

The historic nucleus of the City of Bowie is the railroad town of Huntington City, platted for subdivision in 1870 at the junction of the main line of the Baltimore and Potomac Railroad and its spur line into Washington. Renamed Bowie within a decade, after members of the family which promoted the railroad construction, this late nineteenth-century community included many hotels and saloons, and attracted a sizable, racially-mixed population of professionals, craftsmen and laborers. Today, somewhat overshadowed by the modern subdivisions of Bowie a short distance to the south, the Huntington section of Bowie includes a variety of residential, commercial and cultural building types popular from the 1870s to the 1930s. The historic center of Huntington, on both sides of the railroad junction, has been surveyed.

- 71A-2 Albert Smith House
- 71A-3 Ingersoll-Muller House
- 71B-2 Huntington/Bowie Survey Area
- 71B-2-1 Straining House
- 71B-2-2 Frank Luers House
- 71B-2-3 Ryon House
- 71B-2-4 Joffe Store
- 71B-2-5 St. James Chapel
- 71B-2-6 St. James Rectory
- 71B-2-7 Bowie School
- 71B-2-8 Harmon-Phelps House
- 71B-2-9 Bowie Railroad Buildings
- 71B-2-14 William Luers House
- 71B-11 Seitz House
- 71B-12 Bernard Luers House
- 71B-13 Edward Lancaster House

Brandywine

A small community consisting of a store and post office, existed at Brandywine before the Civil War. After the war, with the advancement of the railroads through the southern portion of the County, the settlement grew substantially as the junction of the Baltimore and Potomac and the Southern Maryland and Point Lookout railroads. Refer to Rural Villages, page 8.

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EARLY ROADS IN PRINCE GEORGE'S COUNTY, 1696 - 1900

by Susan G. Pearl

This context paper describes the roads which developed in Prince George's County from the end of the seventeenth century to the end of the nineteenth century. When the County was first established in 1696, the two rivers which formed its east and west borders were the principal avenues of transportation and commerce. Agriculture was the means of livelihood, and increased trade and shipping of the produce led to the founding of port towns in this period of rural agrarian intensification. During this period, a network of roads developed to connect these port towns, and continued to develop during the period of agricultural-industrial transition.

The earliest arteries of transportation in Prince George's County were the waterways: the Patuxent River on the east and the Potomac River on the west, as well as their various tributaries. The earliest towns founded in the County were established on these waterways, and the rivers remained important avenues of commerce between these port towns. By the end of the seventeenth century, however, a network of roads was beginning to develop, establishing overland connections between the several port towns, and between the towns and the parish churches. The earliest public roads provided the planters with access to the port towns of Charles Town, Upper Marlborough, Queen Anne, Nottingham, Milltown, and Beall Town (later Bladensburg). The roads allowed for travel from Piscataway, Bladensburg and Upper Marlborough to Annapolis (the capital city of the province) by means of river crossings at Queen Anne and Governors Bridge. They connected these same population centers with the important early Snowden family iron foundry on the upper Patuxent. They also connected the important towns with the parish churches: several roads connected Charles Town, Upper Marlborough, and Nottingham with Saint Paul's at Baden, and with St. Barnabas' at Leeland; another road connected Piscataway with St. John's Church at Broad Creek.

As the population increased, as the political hundreds and the church parishes were divided for more efficient management, and as new plantations were established, more roads were cleared to make easier communications between the population centers. Land and court records show the construction of new roadways; in 1739 a survey ordered by the justices of the County Court described a network of more than 50 roads connecting the towns of Upper Marlborough, Piscataway, Queen Anne, Nottingham, Milltown, Aire and Beall Town. Road building continued during the middle years of the eighteenth century; in 1762 another road survey indicated a significant increase in miles of roadways. The principal roads still connected the main population centers, the port towns and the parish churches. Other roads connected the parish churches with their rural chapels: St. Paul's at Baden with its chapel at Croom; St. Barnabas' at Leeland with the Forest Chapel at Collington; and St. John's at Broad Creek both with its "lower" chapel at Accokeek, and with its "upper" chapel at what was to become Seat Pleasant.

In 1827 the Maryland General Assembly passed an "Act relative to the Public Roads in Prince George's County" (Laws 1826, Chapter IX), whereby a Commissioner was appointed by the Levy Court of the County to make a description of all the roads in the County that had been used as public roads since the year 1778. This report, arranged by Election Districts, was submitted to the Levy Court in July 1828; it reveals a complex and extensive network of roads which were in use from 1778 to 1828, and will be referred to infra as the 1828 Road Survey. Most of these eighteenth-century roads can be identified on the Simon J. Martenet map of Prince George's County, published in 1861, the earliest map of the County now available.

The following list includes sections of some of the important early roads established in Prince George's County, selected for this study because they remain essentially intact, and follow the lines of the original roads. For each road section, the termini are indicated, as well as the date of its earliest known use, and its description in later road surveys. The roads are numbered and shown on the accompanying map.

1. Old Baltimore Pike - between the Baltimore and Ohio Railroad and Muirkirk Road. This surviving stretch of the old Washington and Baltimore Turnpike, constructed in 1813, runs northeast from Beltsville. Much of the remainder of this important road has now been widened and improved as U.S. Route 1, and is not recognizable as the old Turnpike.
2. Old Muirkirk Road - a short loop which begins and ends on (new) Muirkirk Road east of the Baltimore and Ohio Railroad. This stretch of road led from the Muirkirk Furnace toward Montpelier, and dates from just after the Civil War, when a community of freed slaves began to develop in this area.
3. Bell Station Road - between Md. Route 450 and Old Prospect Hill Road. This road led from the old Bladensburg-Annapolis Road through the Marietta plantation, and came into use between 1762 and 1778. It was described in the 1828 Road Survey as Road #1:9
4. Lottsford Vista Road - between U.S. Route 50 and (old) Lottsford Road. This road led through several plantations south of the Bladensburg-Annapolis Road, and came into use between 1740 and 1762. It was described in the 1828 Road Survey as Road #2:6.
5. Ardwick-Ardmore Road - between Lottsford Vista Road and Jefferson Street. This section of road was a branch of the Bladensburg-Annapolis Road; it came into use before 1762, and was described in the 1828 Road Survey as Road #2:3.
6. Woodmore Road - between Enterprise Road (Route 193) and Church Road. This old east-west road connects the road from Upper Marlborough to Magruder's Tavern with the road between the churches of Queen Anne Parish (see #8). It was in use

before 1739, and was described as Road #3:9 in the 1828 Road Survey.

7 Governors Bridge Road - between U.S. Route 301 and the Patuxent River. This road led to one of the major river crossings and was in use before 1739 (Road #32). It was described in the 1828 Road Survey as Road #3:6.

8. Church Road - between Md. Route 450 and Oak Grove Road. Most of this roadway was constructed in the first decade of the eighteenth century, to connect the parish church (St. Barnabas' at Leeland) with the Forest Chapel (now Holy Trinity). It was described in 1739 as Roads #33 and #34, and in the 1828 Road Survey as Road #3.3.

9 Old Walker Mill Drive - between Shady Glen Drive and Old Ritchie Road. This road came into use between 1740 and 1762, and was part of the road leading from Bladensburg south and east toward Upper Marlborough, past the mill on the Southwest Branch.

10. Watkins Park Drive - between Oak Grove Road and the entrance to Watkins Park. This road led through several plantations which were located between St. Barnabas' Church at Leeland and the road from Upper Marlborough to Bladensburg; it came into use between 1740 and 1762. It was described as Road #3:11 in the 1828 Road Survey

11. Mill Branch and Queen Anne Bridge Roads - between U.S. Route 301 and Md. Route 214. This northerly section of the road to Queen Anne was constructed by 1739 (Road #31), and was described as Road #3:5 in the 1828 Road Survey.

12. Oak Grove Road - between Leeland Road and Md. Route 202. This was the beginning of the road which led from St. Barnabas' Church at Leeland to Beall Town near later Bladensburg. It was probably in use during the first decade of the eighteenth century, certainly by 1739 (Road #36), and is part of the road described as Road #3.7 in the 1828 Road Survey

13. Queen Anne Road - between Queen Anne Bridge Road and U.S. Route 301. This road follows the line of the old road between the Brick Church (St. Barnabas' at Leeland) and the port town of Queen Anne. This important road was probably in use by 1706, and certainly by 1739 when it was described as Road #36. It was part of the road described as Road #3:7 in the 1828 Road Survey

14. Marlboro Pike - between Brown Station Road and Md. Route 223. This stretch of road dates from the early eighteenth century (part of Road #19 in 1739) and represents the northeast section of the road between Piscataway and Upper Marlborough. This road was described as Roads #3.17 and #3.21 in the 1828 Road Survey, and was incorporated into the Washington-Marlborough Turnpike in 1868.

15. Ritchie-Marlboro Road - between Marlboro Pike and White House Road. This scenic rural road was one of several roads leading northwest out of Upper Marlborough, and came into use between 1740 and 1762; it was described as Road #3:18 in the 1828 Road Survey.

16. Westphalia Road - between D'Arcy and Ritchie-Marlboro Roads. This was one of the roads which led west from Upper Marlborough toward Long Old Fields (now Forestville); it came into use in the third quarter of the eighteenth century, before 1762; it was described in the 1828 Road Survey as #3:29

17 Mellwood Road - between Westphalia Road and Old Marlboro Pike. This road came into use around 1830 after the Berry family had established itself at the Blythewood plantation. The road allowed the family access to the plantation from the old road which connected Upper Marlborough with Long Old Fields (described in the 1828 Road Survey as Road #3:17), and which later was incorporated in the Marlborough-Washington Turnpike.

18. Brooke Road - between Ritchie-Marlboro and Brown Station Roads. This scenic road came into use around 1900, and incorporated the entrance lanes to the two Clagett family farms (Oakland on the west, and the farm of Thomas J. Clagett on the east). At the beginning of this century, these two lanes were connected, thus allowing complete access between the two north-south roads leading out of Upper Marlborough.

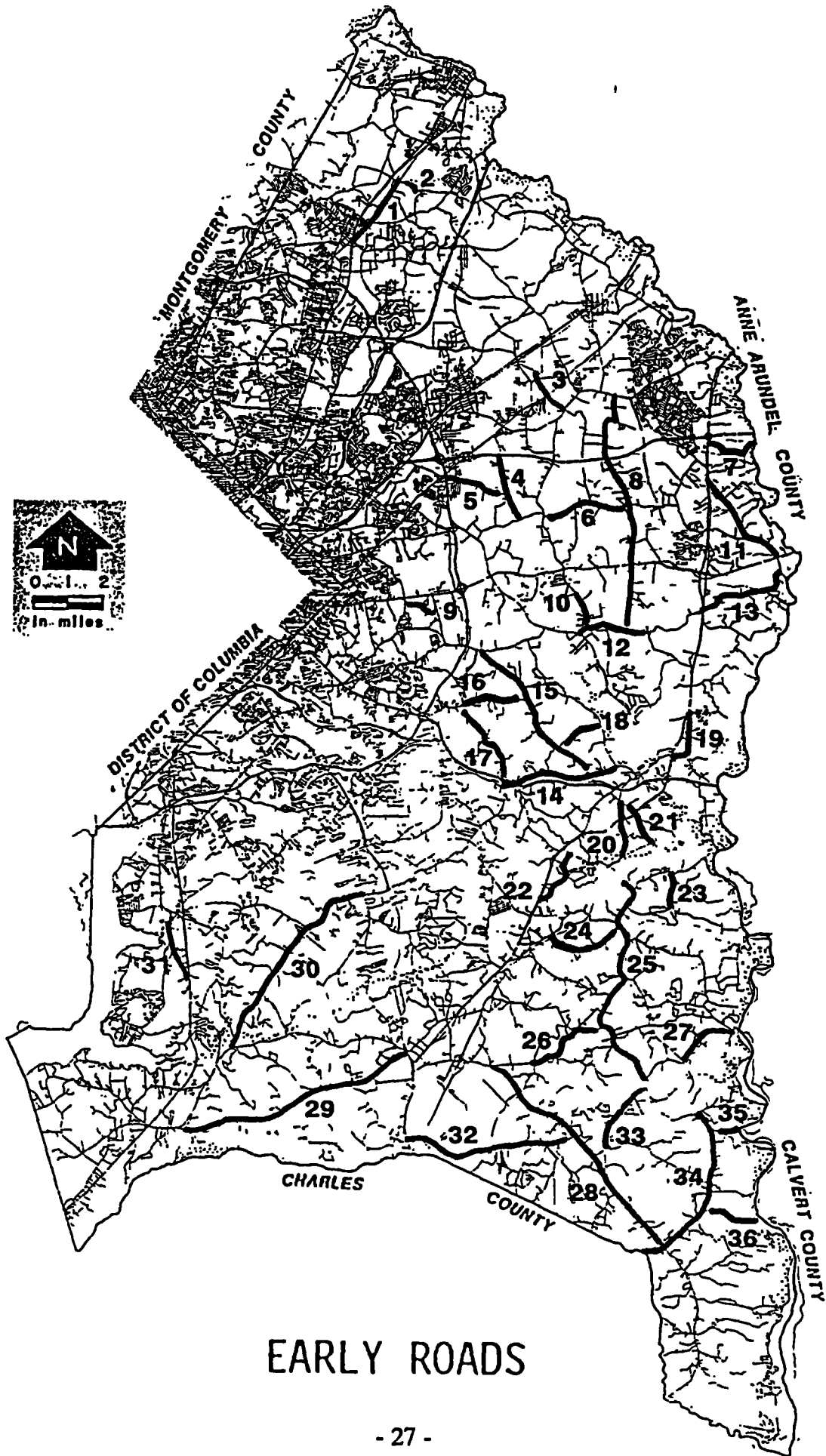
19 Marlboro Pike and Old Crain Highway (east of Upper Marlboro) - from U.S. Route 301 east to Wells Corner, then north to Village Drive West. This is part of the important road which connected the two port towns of Upper Marlborough and Queen Anne. It came into use in the first years of the eighteenth century, and was described as Road #26 in 1739, and as Road #3:1 in the 1828 Road Survey

20. Croom Station Road - between Chew Road and the Popes Creek Railroad. This road, which leads south from Upper Marlborough toward Charles Town (Mount Calvert), was in use as early as 1739; it was described as Road #3:25 in the 1828 Road Survey. The road has been altered by the closing of the section closest to the town of Upper Marlborough, and the rerouting of another section cut off by the Popes Creek Railroad.

21. Chew Road - between Croom Station Road and the Popes Creek Railroad. This is part of the road between Upper Marlborough and Nottingham; it was probably in use from 1706, and certainly from 1739 when it was described as Road #1. It was described in 1828 as Road #3.24.

22. Trumps Hill Road - between Croom Road (Rt. 382) and U.S. Route 301. This was part of the road south from Upper Marlborough toward Charles County; it came into use between 1740 and 1762. It is part of the road described as Road #3:27 in the 1828 Road Survey.
23. Duvall Road - between Mount Calvert Road and Croom Airport Road. This important old road was in use early in the eighteenth century, and certainly by 1739 (part of Road #2), leading from Charles Town (Mount Calvert) to Nottingham. It was described in the 1828 Road Survey as Road #4:24.
24. Duley Station Road - between Wallace Lane and Croom Road (Md. Route 382). This road came into use between 1740 and 1762, connecting the Sim family plantation, Bellefields, with the roads leading south from Upper Marlborough. The road is described as Road #3:26 in the 1828 Road Survey.
25. Croom and Molly Berry Roads - between Croom Station and Baden-Naylor Roads. This is part of the important early road which led from Upper Marlborough to the new (in 1739) Brick Church, St. Paul's at Baden (Road #5 in 1739). It was described as Roads #4.20 and #4.27 in the 1828 Road Survey
26. North Keys Road - between Molly Berry and Gibbons Church Roads. This road was in use before 1739; it led west from Nottingham toward the Woodyard Road, and then turned south toward Charles County (Roads #9 and #12 in 1739). These two parts of the road are described as Roads #4.19 and 4.21 in the 1828 Road Survey
27. Tanyard Road - between Nottingham and Croom Road (Route 382). This is part of the important early road which connected the port town of Nottingham with the new (in 1739) Brick Church, St. Paul's, at Baden (Road #4 in 1739). It was described as Road #4:8 in the 1828 Survey
28. Brandywine and Aquasco Roads - between North Keys Road and the intersection with Md. Route 382. This road led southeast from Baden toward Benedict in Charles County, and was completed between 1740 and 1762, and was part of the road described as Road #4:1 in the 1828 Road Survey. The south section of this road was completed as far as Woodville by 1778.
29. Accokeek Road - between Bealle Hill Road and Md. Route 5. This road from the Lower Chapel at Accokeek to the four-road intersection (later known as T.B.) was in use by 1739; it was described as Road #5:13 in the 1828 Road Survey

30. Piscataway Road - between Floral Park Road and Brandywine Road. This part of the road between the village of Piscataway and the Woodyard probably came into use as early as 1707, by which time both Piscataway and Upper Marlborough were established towns. It was described as Road #19 in 1739, and as part of Road #5:1 in the 1828 Road Survey
31. Livingston Road - between St. John's Church and Md. Route 210. This road came into use by the early eighteenth century, connecting St. John's Church with the village of Piscataway. This stretch follows part of the line of Road #23 in 1739, and Road #5:2 in the 1828 Road Survey
32. Cedarville Road - between Md. Route 381 and U.S. Route 301. This road was in use by 1762, connecting St. Paul's Church at Baden with the Lower Chapel (Piscataway Parish) at Accokeek. It was described as Road #4:10 in the 1828 Road Survey.
33. Baden-Naylor Road - between Md. Route 382 and Baden-Westwood Road. This is the westerly part of the road from Nottingham to St. Paul's Church at Baden. It came into use by the 1730s, and is part of the road described as Road #4 in 1739; it was described as Road #4:8 in the 1828 Road Survey
34. Croom Road - between River Airport Road and the Charles County line. This is part of the road from the Patuxent landings to Charles County. It was in use before 1739, and is part of the road described as Road #4:5 in the 1828 Road Survey
35. White's Landing Road - between Croom Road (Route 382) and the Patuxent River. This is one of several short roads which led to landings on the Patuxent River. It was in use by 1739 (part of Road #8), and was described as Road #4.38 in the 1828 Road Survey
36. Milltown Landing Road - between Croom Road (Route 382) and the Patuxent River. This old road to Mill Town Landing was in use early in the eighteenth century when Mill Town was designated one of the river port towns. It was described as Road #4:35 in the 1828 Road Survey



EARLY ROADS

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(Unpublished research on early Prince George's County road systems, Margaret W Cook and Susan G. Pearl)

HISTORY OF THE ROUTE 1 CORRIDOR, 1740-1990

by Susan G. Pearl

The Route 1 Corridor consists of a connected series of residential and commercial communities clustered along both sides of an historically important artery of transportation. From north to south, this area includes College Park, University Park, Riverdale, Hyattsville, North Brentwood, Brentwood, and Mount Rainier. Two centuries ago a roadway ran through this area, from the commercial center of Baltimore through the port of Bladensburg to the newly developing Federal City, but the area around it was rural and for the most part undeveloped.

There are a number of important factors which have contributed to the history of the Route 1 corridor: the establishment of the town of Bladensburg in 1742; the development of the Riversdale plantation at the beginning of the nineteenth century; the establishment of the Washington and Baltimore Turnpike in 1812, and the taverns which stood along its right-of-way; the construction and early use of the Washington Line of the Baltimore and Ohio Railroad in the 1830s; the establishment of the Maryland Agricultural College in 1856; the development of trolley lines beginning in 1897; and the development at the end of the nineteenth century of numerous residential suburbs along these arteries of transportation.

The area through which Route 1 now runs was still rural and agricultural in character in the early eighteenth century; for the most part, tracts were not patented in this region until well into the middle of the century. The establishment of the Town of Bladensburg was to change all of this. The town was established in 1742 by an Act of the General Assembly "for laying out and erecting a Town on the south side of the Eastern Branch of Potomack River in Prince George's County near a place called Garrison Landing." Commissioners were appointed to purchase 60 acres and lay out a town of 60 one-acre lots. Most of the lots were sold right away, and each of the new owners was required to construct a 400 square-foot dwelling, with a brick or stone chimney, within 18 months of purchase. All of the lots were improved by 1787.

Bladensburg thrived, and became an important port town, with wharves, taverns, and stores operated by tobacco factors; only five years after it was established, Bladensburg was named one of Prince George's County's tobacco inspection stations. By 1761, the town had grown so much that it was named one of the hundreds (political/administrative units) of the County. Much of its prominence was due to Christopher Lowndes, who was merchant, shipyard and ropewalk owner, and commissioner of the Town of Bladensburg from 1745 until his death forty years later. With the silting of the Eastern Branch in the nineteenth century, Bladensburg began to

fade in importance as a tobacco shipping port; tobacco shipment ceased before the midpoint of the nineteenth century

At the middle of the eighteenth century, then, Bladensburg was beginning to be known as an important commercial center, located at the south end of what has now become the Route 1 corridor. By this time, Baltimore had taken over the commercial prominence which had once belonged to Annapolis, and a roadway connecting Baltimore, Bladensburg and Georgetown came into use. This road is clearly shown on a map of Maryland produced in 1794, the roadway crossed the Patuxent River into Prince George's County at a point near the Snowdens' iron furnace, and ran in a southwesterly direction past the village of Vansville through Bladensburg and the nation's capital to Georgetown. It was this route which George Washington had followed in 1787, when he travelled from Bladensburg to Philadelphia to attend the Constitutional Convention. By the 1790s, several taverns had been established along its course, and consideration was being given to making it a toll road.

In 1801, Henri Joseph Stier, a Flemish aristocrat who had fled Antwerp during the French Revolution, purchased 800 acres of land north of Bladensburg, and set out to establish a plantation home for his family. Construction of the plantation house, Riversdale, was begun in 1801, and completed over the course of the next decade by Stier's daughter, Rosalie, and her husband, George Calvert. The Riversdale plantation became a model of period plantation design and agricultural practice, and was the most prominent and well-known local landmark in the area north of Bladensburg. For the remainder of the nineteenth century, members of the Calvert family were actively involved in the establishment of the Washington and Baltimore Turnpike and the operation of a tavern along its line, the construction of the Baltimore and Ohio Railroad line through their property, the establishment of the Maryland Agricultural College (now the University of Maryland at College Park), and the development of residential suburbs throughout the immediate area. All of these were important factors in the development of this transportation corridor.

In 1812, by Act of the General Assembly, a company was incorporated to build a Turnpike between Washington and Baltimore, using much of the older roadway. George Calvert of Riversdale was one of the directors of this company. The road, which was 60 feet wide, passed the tavern at Vansville, the White House Tavern two miles to the south, and Ross' Tavern three miles farther south; it continued through Bladensburg and then into the District of Columbia. Tolls were collected every ten miles, and were levied according to the number of vehicles and animals, e.g., one-sixteenth dollar for a horse and rider, one-eighth dollar for 20 sheep or hogs, one-fourth dollar for 20 cattle, one-eighth dollar for a horse and two-wheel vehicle, and three-eighths dollar for a vehicle with four horses. Along the right-of-way were placed carved milestones, one of which survives in Prince George's County; badly weathered, it stands on the grounds of the White House Tavern and reads "25 M(iles) to B(altimore)."

Taverns were well-established features of the Turnpike between Washington and Baltimore, important elements in the development of society, transportation and politics in the eighteenth and nineteenth centuries. As more and more roads were constructed to connect the various population centers, taverns were established at strategic points; they catered to the needs of travelers, and provided gathering places for the exchange of news and opinion. Van Horn's Tavern was established at the crossroads known as Vansville, and was an important landmark along the Turnpike; it no longer stands. Two miles to the south on the west side of the Turnpike stood the White House Tavern, established late in the eighteenth century and operated by a man named Thomas Roades. The White House Tavern was destroyed by fire in the 1830s, and a replacement tavern was built on the same site by John W. Brown; this second establishment was also known as the White House Tavern (or Brown's Tavern), and was operated by the Brown family until the 1870s. The building still stands just outside of the Capital Beltway near College Park, and is now used as the office of the Del Haven White House Motel.

About three miles south of the White House Tavern on the Washington and Baltimore Turnpike stood another tavern, built circa 1803 and operated by Richard Ross; owned and managed after 1822 by members of the Calvert family of Riversdale, this well-known stopping place (known as Ross' or Rossburg Tavern) was described by many of its famous guests, including the Marquis de Lafayette in 1824. The fine brick tavern building was restored in 1938 and today serves as the Faculty/Alumni Club of the University of Maryland at College Park. Now known as the Rossborough Inn, it is, like the White House Tavern, a prominent landmark along the Route 1 corridor, and a visual reminder of the importance of tavern stands on arteries of transportation.

Ironically, within a short time after the construction of the Turnpike, the Baltimore and Ohio railroad line began to operate between Baltimore and Washington, on a line just a half mile east of the Turnpike. After 1835, traffic on the turnpike began to decrease, replaced by the convenience of the new railroad; in defense against their new competitor, the turnpike directors began to decrease the turnpike tolls, maintenance of the road consequently deteriorated, and by the period of the Civil War, the Turnpike was in serious trouble; the Turnpike company was dissolved by the end of the century. Traffic began to increase again in the 1920s and 1930s with the growing number of privately owned automobiles and the improvement of the old turnpike road into the heavily travelled Route 1. A century after its construction, the White House Tavern was converted into a latter-day manifestation of its original function, a stopping place for travellers on a heavily used artery of transportation.

The first trains began to operate in Prince George's County in 1835, running on a line of tracks just a half-mile east of and roughly parallel to the Washington and Baltimore Turnpike. The Baltimore and Ohio Railroad company was formed in 1827, and the Washington branch was chartered in 1833. Construction of the 32-mile Washington Branch commenced in October of that year, beginning from the Baltimore end; 13.6 miles of the line ran through Prince George's County. The tracks crossed the

Patuxent River into the County at Laurel Factory, running south to Bladensburg and into the District of Columbia. The first train ran on the new line in August 1835; 800 passengers including numerous dignitaries, were loaded into 18 cars pulled by four new locomotives, and rode as far as Bladensburg where they were met by a train full of Washington city officials, who then accompanied them into the terminal in Washington, D.C.

The construction of the railroad changed the patterns of travel, commerce, and daily life for residents of the area. Men began to conduct business at some distance from their residences; many businessmen purchased discount tickets for regular local travel, to ride from their rural homes into either Washington or Baltimore. Two passenger trains ran round-trip each day, carrying an average of 200 passengers a day; the trip between the two cities took two hours. Stations were established at several locations along the railroad line, and small communities began to develop there: towns like Beltsville, Branchville and Hyattsville were literally brought into existence by the construction of the railroad. The railroad also brought about the eclipse of small villages which were not immediately on its line, e.g., the development of Beltsville brought about the eclipse of the much older stage-stop village of Vansville just a short distance to the east on the line of the Washington and Baltimore Turnpike. Bladensburg also was bypassed by the line of the railroad, a fact which led to decrease of its commercial standing; on the eve of the Civil War, Hyattsville was becoming the commercial center in the area.

At the point where the Baltimore and Ohio Railroad crossed over the right-of-way of the Turnpike, the Hyattsville community had begun to develop by the middle of the nineteenth century. Christopher C. Hyatt, who owned property in this area, built his brick mansion on the west side of the railroad, and opened a store directly across the tracks. In 1859, Hyatt was appointed postmaster of the new community which thenceforth was to bear his name. In 1873 Hyatt had a section of his property surveyed and platted into building lots; this roughly 20-acre area was known as Hyatt's Addition to Hyattsville, and it became the nucleus of Hyattsville's residential area. Later in the century, the railroad served as an incentive for other developing suburbs in this area; late Victorian suburbs like Riverdale owe their existence to the ease of commuting which was provided by the railroad line.

It was a combination of two historical factors, the Baltimore and Ohio Railroad line and the Riversdale plantation, which brought about the establishment in 1856 of the country's first agricultural research college, now the University of Maryland at College Park. Charles Benedict Calvert, son of Rosalie and George Calvert, was the proprietor of Riversdale from 1838 until his death in 1864, his principal interest and greatest talent was in agriculture and in agricultural education. His farm at Riversdale became a showplace; his farming methods, implements and working buildings were written up in the most important agricultural publications of the time. He was the president of both the County and the State Agricultural Societies, and was the principal founder and first

president of the board of trustees of the Maryland Agricultural College, which evolved into the present-day University of Maryland at College Park. The college was officially chartered in 1856, and in 1858, Charles Benedict Calvert conveyed to the college his 428-acre Rossburg Farm, on which stood the former Ross' Tavern. Newspaper accounts of the day praised the selection of this site for the college: " immediately on the line of the railroad between Baltimore and Washington readily accessible from all parts of the state valuable improvements that will be easily made available for the purpose of the Institution so happy a selection is a good omen for the future success of the college." Ground was broken for the principal building on the new campus, and the former Ross' Tavern was converted into a faculty residence and classroom; it was renovated in 1888 to become the Agricultural Experiment Station, and again in 1938 to become the Faculty/Alumni Club of the University. From the period of its establishment, the College/University has been a major factor in the history and development of the area.

During the later decades of the nineteenth century, residential suburbs began to develop along the lines of the railroad and the old Turnpike. As noted above, Hyattsville was the first to develop, with the subdivision of Hyatt's Addition in 1873, the developing town was described in 1878 as follows: "Hyattsville, on the Washington Branch of the Baltimore and Ohio Railroad, is a beautiful village, tasteful houses in the modern style of architecture, ornamented with gardens and lawns, is largely indebted, for its prosperity, to Christopher C. Hyatt, it has gradually increased in beauty and prosperity until it stands as one of the foremost villages between Baltimore and Washington." Hyatt's subdivision was followed by Wine and Johnson's Additions in 1882 and 1884, more and more fine late Victorian dwellings were constructed, some from plans circulated in architectural catalogs of the day. The residential area gradually expanded, and the stores and shops along the line of the Turnpike became the principal commercial complex in the region. The city of Hyattsville was incorporated in 1886.

In 1887, 475 acres of the Riversdale plantation (including the mansion) were sold to a New York real estate syndicate which then began development of the suburb of Riverdale Park. Streets were laid out in a grid pattern, straddling the Washington line of the Baltimore and Ohio Railroad which offered residents easy commuting into the Federal City; park spaces, and circles of green were provided in the plan, and parkland was reserved around the mansion which was preserved "as a sacred relic of an era replete with historic memories." In 1890, building of dwellings began, all of frame construction reflecting the popular taste of the period. By the turn of the century, the Riverdale Park suburb had approximately 60 dwellings, a church, school, and railroad station, and soon afterwards a group of commercial buildings grew up around the railroad depot. An additional section west of the Washington Baltimore Road was platted in 1906, and the Town of Riverdale was incorporated in 1920.

At approximately the same time, another residential suburb was being developed on the northmost section of the former Riversdale plantation acreage. In 1889, developer John O. Johnson purchased 125 acres from Calvert heir Ella Campbell, and platted the subdivision of College Park, bounded by the Washington and Baltimore Turnpike on the west and the Baltimore and Ohio Railroad on the east. Many of the Victorian homes in this oldest section of present-day College Park were built for members of the faculty of the Maryland Agricultural College. College Park continued to grow with the construction through it of a streetcar line at the turn of the century, and the subsequent expansion of the college after it was taken over by the State of Maryland in 1914, the town of College Park was incorporated in 1945.

In 1891 Captain Wallace A. Bartlett platted a subdivision on his Holladay Farm which lay on the west side of the Baltimore and Ohio Railroad line south of Hyattsville. In the northern section of this subdivision, near the Northwest Branch, construction of dwellings began immediately, providing homes for black farmers and laborers some of whom had been associated with Bartlett by their service in the U. S. Colored Troops during the Civil War. White families also began to build homes in the southern section of the Holladay subdivision. The two connected communities had easy accessibility to the District of Columbia by means of the streetcar line which opened for service in 1898, and both communities were growing and thriving by the turn of the century. The southern section of the subdivision was incorporated as Brentwood in 1922; the northern section was incorporated as North Brentwood in 1924, the first black community to be incorporated in Prince George's County.

The first subdivision of the area of Mount Rainier occurred in the early 1890s, and development was just beginning by the end of that decade. Between 1900 and 1910, spurred by the opening of the streetcar line, eight different syndicates platted eight separate subdivisions in this area. Dwellings began to be erected for middle-class families who used the trolleys to commute into downtown Washington, and a busy commercial center grew up at the location of the trolley stop. The community grew quickly, and the city of Mount Rainier was incorporated in 1910.

Several companies had been chartered for the construction of streetcar lines between Washington and Baltimore. In 1897 trolley service began from the District Line at Mount Rainier (where settlement was just beginning) into the District of Columbia. In the next few years, this trolley line was extended by the City and Suburban Railway Company in a northeasterly direction through the developing suburbs of Prince George's County. It followed the line of Rhode Island Avenue extended, reaching the Holladay subdivisions (Brentwood and North Brentwood) in 1898, and Hyattsville and Riverdale in 1899. After 1901, northerly extension of the trolley line was undertaken by the Washington, Berwyn and Laurel (WB&L) Railroad Company, and in 1902, service was completed through College Park to Laurel. The advent of the streetcar line spurred further development in these northerly subdivisions, for example, Daniels Park and Hollywood, which are today within the corporate boundaries of College Park.

In 1923, a new subdivision was platted by the University Park Company, on land which had throughout the nineteenth century been part of the Deakins family farm. This land was bounded on the north by College Park and the University campus, and on the south by Hyattsville. Characterized by curving drives and mature street trees, University Park is today an exclusively residential community; it was incorporated in 1936.

Changes were still to come to the ancient road which would, in this century, become Route 1. This road intersected the Baltimore and Ohio Railroad at a grade crossing in Hyattsville, just north of the Hyattsville depot. As automobile traffic increased, more and more accidents occurred at this grade crossing, and by the mid-1920s it was determined that something had to be done to improve the situation. After several plans had been proposed, it was decided to build a viaduct over the railroad tracks, and at the same time to construct a roadway which would run directly from Hyattsville into the District of Columbia, west of the Baltimore and Ohio Railroad and along the line of the City and Suburban trolley tracks. This new roadway incorporated part of the streetcar right-of-way and several stretches of roadway in the Mount Rainier, Brentwood and North Brentwood subdivisions, improved, connected and extended to become Rhode Island Avenue; the avenue opened to considerable celebration in December 1929, and traffic was soon diverted to it from the original route which ran through Bladensburg. Once again the town of Bladensburg was bypassed by this new road construction. With the continuing growth of the three communities (North Brentwood, Brentwood and Mount Rainier) south of Hyattsville, most of the automobile traffic followed the new Rhode Island Avenue, and this became part of today's Route 1 corridor. Service on the trolley line was closed down in 1958, and Rhode Island Avenue was widened to accommodate increased automobile traffic.

Route 1 today follows the original line of the Washington and Baltimore Turnpike south from Beltsville to Hyattsville, and then bends to the southwest along the streetcar right-of-way. It bypasses Bladensburg, and serves as the western boundary of a long triangle of commercial/industrial property stretching from North Brentwood to the District line. During the course of the twentieth century, the residential blocks which were originally platted in this triangle have gradually been converted to commercial and industrial use. Indeed, with the exception of the residential area in University Park, and the University campus in College Park, almost all of Route 1 is now bounded by commercial property, growing out of the early twentieth-century store groupings which clustered along the right-of-way of the historic Turnpike.

Two and one half centuries ago, this corridor was a rural, agricultural area traversed by an important north-south road; it is now a heavily travelled highway through residential, commercial and industrial areas. Beginning with the establishment of the port town of Bladensburg in 1742, and the development of the Riversdale plantation in 1801, this area was changed during the course of the nineteenth century by the construction of the Washington and Baltimore Turnpike, the Baltimore and Ohio Railroad, and the streetcar lines, as well as the establishment of the Maryland

Agricultural College. The turn of the twentieth century witnessed the development of a series of residential subdivisions along these important transportation arteries. Today Route 1 serves as the connecting link between the communities of College Park, University Park, Riverdale, Hyattsville, North Brentwood, Brentwood and Mount Rainier, all of which reflect the various facets of its long history

Historic Properties Associated with the Route 1 Corridor

College Park

Brown's Tavern (66-1), Historic Site
Rosborough Inn (66-2), Historic Site
Morrill Hall, University of Maryland (66-6), Historic Resource
Calvert Hall, University of Maryland (66-7), Historic Resource
College Park (66-21), Historic Survey Area
Cory House (66-21-8), Historic Site
College Park Woman's Club (66-21-9), Historic Site
McDonnell House (66-21-10), Historic Site
Harrison Store (66-21-11), Historic Resource

University Park

University Park (66-29), Historic Survey Area
Bloomfield/Deakins House (66-29-5), Historic Site

Riverdale

Riverdale (68-4), Historic Survey Area
Smith House (68-4-1), Historic Resource
Warren House (68-4-2), Historic Site
Calvert Family Cemetery (68-4-3), Historic Resource
Riversdale/Calvert Mansion and Slave Quarter (68-4-5), National Register
Chambers Funeral Home (68-4-6), Maryland Inventory
Palmer House, 4804 Sheridan Street (68-4-34), Maryland Inventory
Kilby-Marquis Bungalow, 4709 Sheridan Street (68-4-47), Maryland Inventory
Meyer House (68-4-63), Maryland Inventory
Burrhus House (68-4-64), Maryland Inventory
Holland-Brown House (68-4-66), Maryland Inventory
Read-Low House (68-4-67), Maryland Inventory
6304 47th Avenue (68-4-68), Maryland Inventory

6304 46th Avenue (68-4-69), Maryland Inventory
Clark-Owsley House (68-4-70), Maryland Inventory
6206 44th Avenue (68-4-71), Maryland Inventory
6303 46th Avenue (68-4-72), Maryland Inventory
6404 46th Avenue (68-4-73), Maryland Inventory
Kastler-Kline Bungalow, 6407 45th Place (68-4-74), Maryland Inventory
4605 Queensbury Road (68-4-75) Maryland Inventory
4606 Queensbury Road (68-4-76), Maryland Inventory
Wilson Spanish Cottages, 6101, 6102, 6103, 6104, 6106 44th,
Avenue and 5007 Riverdale Road (68-4-77), Maryland Inventory
Wilson Bungalows, 4306, 4308, 4309, 4310, 4311 Queensbury Road
and 6207 and 6217 43rd Street (68-4-78), Maryland Inventory
Wilson Foursquares, 5817 and 6001 Baltimore Avenue and 5001
and 5003 Riverdale Road (68-4-79), Maryland Inventory
Paul Hidgon House, 5810 Cleveland Avenue (68-4-80), Maryland Inventory
ERCO Building (68-22), Maryland Inventory

Hyattsville

B & O Switching Tower (68-8), Historic Resource
Hyattsville Residential Area (68-10), National Register
Welsh House (68-10-1), Historic Site
Holden-Sweeting House (68-10-2), Historic Site
McEwen House (68-10-16), Historic Site
Holden House (68-10-17), Historic Site
Tise-Hannon House (68-10-18), Historic Resource
Blackman House (68-10-23), Maryland Inventory
Costinett House (68-10-24), Maryland Inventory
Harriett Ralston House (68-10-25), Maryland Inventory
William Giusta House (68-10-26), Maryland Inventory
Baker-Dornan House (68-10-28), Maryland Inventory
Pinkney Memorial Church (68-10-29), Maryland Inventory
Wing Rest (68-10-30), Maryland Inventory
Wheelock-Heyn House (68-10-31), Maryland Inventory
Ervin-Perl House (68-10-32), Maryland Inventory
Buck-Catterton House (68-10-33), Maryland Inventory
Smith-West House (68-10-34), Maryland Inventory
Lown House (68-10-35), Maryland Inventory
Marche House (68-10-62), Maryland Inventory
Shepherd-Sibley House (68-10-73), Historic Site
Hyattsville Commercial Area (68-41), Historic Survey Area
First National Bank Building (68-41-1), Maryland Inventory
Prince George's Bank and Trust (68-41-2), Maryland Inventory

Hyattsville Armory (68-41-9), National Register
Hyattsville Post Office (68-41-40), National Register

North Brentwood

North Brentwood (68-61), Historic Survey Area
North Brentwood A. M. E. Zion Church (68-61-11), Historic Resource
Randall-Dimes House (68-61-37), Maryland Inventory
Quander House (68-61-38), Maryland Inventory

Brentwood

Brentwood (68-12), Historic Survey Area

Mount Rainier

Mount Rainier (68-13), National Register
Prince George's Bank (68-13-2), Maryland Inventory
Lightbown Building (68-13-8), Maryland Inventory
Sanitary Grocery Company (68-13-10), Maryland Inventory
Mount Rainier U. M. Church (68-13-36), Maryland Inventory
Gonzalez House (68-13-39), Maryland Inventory
St. James Catholic Church (68-13-43), Maryland Inventory
Richards House (68-13-59), Maryland Inventory
Bellman House (68-13-60), Maryland Inventory
Thomas W Smith Farmhouse and Ziegler Cottage (68-13-71), Historic Site.

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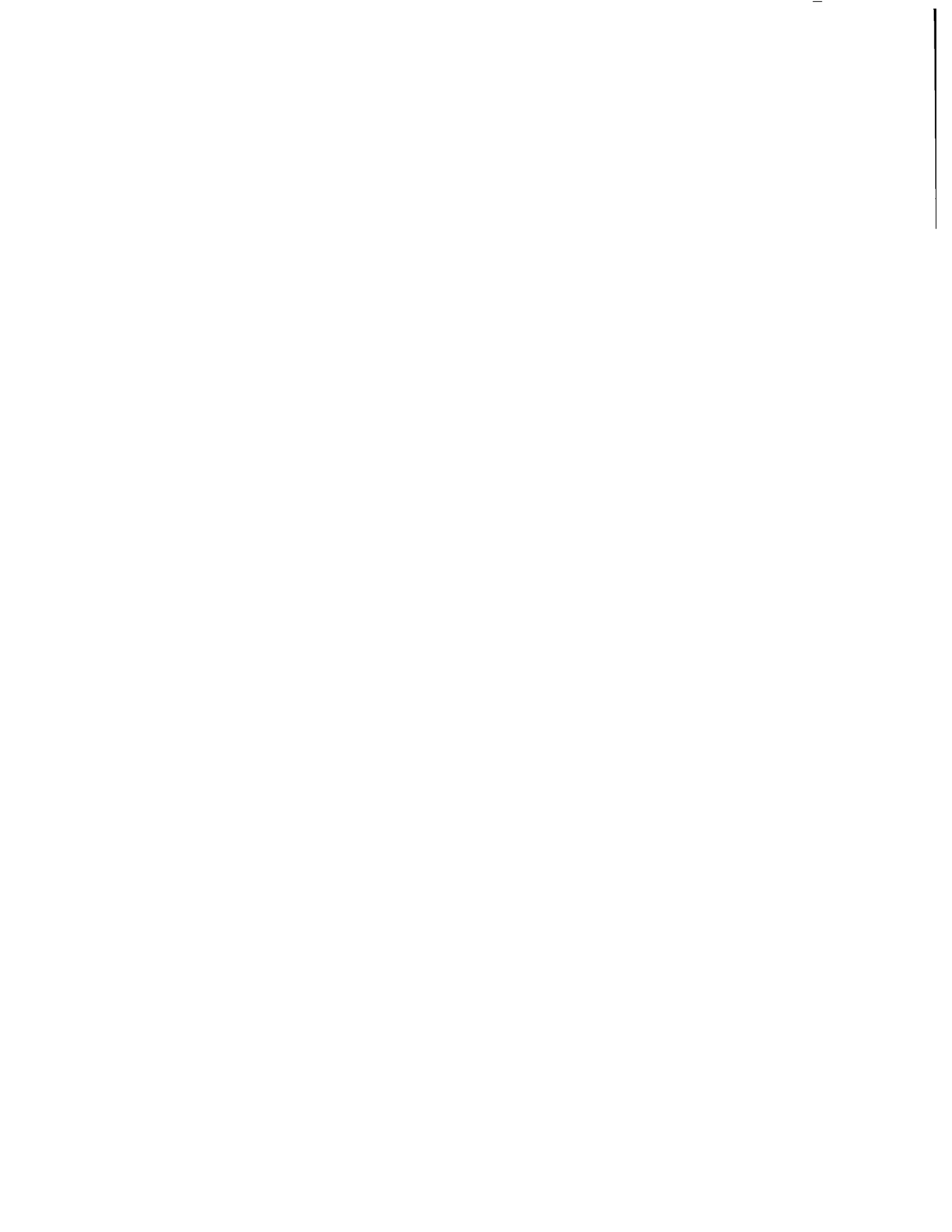
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RAILROADS IN PRINCE GEORGE'S COUNTY, 1835 - 1935

by Susan G. Pearl

For the first two hundred years of European settlement in the land which became Prince George's County, transportation was accomplished by land on roads and paths, and by water on the Patuxent and Potomac Rivers and their many tributaries. Almost exactly 200 years after the first European settlers arrived on Maryland's shore, the face of Prince George's County was dramatically changed by the construction and implementation of a new form of transportation, the railroad. This report will consider all of the railroad lines which were constructed through Prince George's County during the period of agricultural-industrial transition, when radical changes were developing in the traditional methods of transportation, and during the period of industrial-urban dominance, when the towns connected by these new lines of transportation began to predominate over the rural areas.

The Principal Passenger Lines

The Baltimore and Ohio Railroad

The first railroad constructed through Prince George's County was the Baltimore and Ohio Railroad. The charter for incorporation of the railroad company was granted by the Maryland State Legislature in February 1827, and work was begun on the line from Baltimore west to the Potomac in July 1828. This western line was completed as far as Point of Rocks by April 1832.

While work on the first line was under way, pressure began to build for the construction of a line between Baltimore and Washington. Benjamin H. Latrobe, son of the architect, conducted a survey of the area in 1832, and a line was chosen beginning at Relay (on the Baltimore and western line) and running south a short distance east of and roughly parallel to the already established Washington-Baltimore Turnpike. The Washington line of the Baltimore and Ohio Railroad was chartered by the State of Maryland in March 1833. Construction of the 32-mile Washington Branch commenced in October of 1833, beginning from the Baltimore end; 13.6 miles of the line ran through Prince George's County. The first train ran on the new line 25 August 1835; 800 passengers including numerous dignitaries, were loaded into 18 cars pulled by four new locomotives, and rode as far as Bladensburg where they were met by a train full of Washington city officials, who then accompanied them into the terminal in Washington D.C.

The construction of the railroad changed the patterns of travel, commerce, and daily life for residents of Prince George's County; it can be said that business commuting began in earnest at this point in history. Men began to conduct business at some distance from their residences; many businessmen actually purchased discount tickets for regular local travel, to ride from their rural homes into either of the two cities. Two passenger trains ran round-trip each day, carrying an average of 200 passengers a day; the trip between the two cities took two hours. Stations were established at several locations along the route, and small communities began to develop there: Laurel Factory was already an established mill town, but small towns like Beltsville, Branchville and Hyattsville, and later College Lawn (after the establishment there of the Maryland Agricultural College) were literally brought into existence by the location of the railroad. The railroad brought about the eclipse of small villages which were not immediately on its line, e.g., the development of Beltsville brought about the eclipse of the much older stage-stop village of Vansville just a short distance to the east on the line of the Washington and Baltimore Turnpike. By the mid-1840s three passenger trains and one freight train ran each day, plus one additional freight which ran between Baltimore and Muirkirk, serving the textile mills of Laurel Factory and the new iron furnace at Muirkirk. Later in the century, after the Civil War, the railroad served as an incentive for developing suburbs to the north and east of Washington. Late Victorian suburbs like Riverdale, Central Heights (Berwyn), and Charlton Heights (Berwyn Heights), owe their existence to the ease of commuting which was provided by the railroad line.

During its first year, the Washington Branch was steadily used and popular; its usage peaked during the Civil War when it was the only lifeline into the nation's capital. For nearly 40 years the Washington Branch of the Baltimore and Ohio enjoyed a monopoly on transportation into the nation's capital; this situation began to change in the 1860s with the competition from another railroad line, the Baltimore and Potomac.

The Baltimore and Potomac Railroad/Pennsylvania Railroad

Planters from southeast Prince George's and Charles Counties still needed a way of transporting their produce (mainly tobacco) to the market in volume, and this need led to the construction of the second railroad through Prince George's County. A movement was begun, principally by members of the prominent Bowie family, to establish another railroad between southern Maryland and Baltimore, the principal market town. In 1853, a charter was secured from the Maryland General Assembly for the Baltimore and Potomac Railroad, to be built from Baltimore to Popes Creek on the Potomac. Oden Bowie of Fairview was elected president of the new company, and several of his family members were very active in its establishment.

Fundraising for this new railroad was difficult and slow, and it was not until 1859 that a right-of-way for the line was surveyed. In 1860, officers of the Baltimore and Potomac approached the Baltimore and Ohio for financial support, but its directors,

seeing no potential for profit in such a rural, undeveloped area, declined to purchase stock. Lack of construction funding combined with the upheaval of the Civil War brought the plans for the Baltimore and Potomac line to a halt, but after the cessation of hostilities the directors began again to pursue support. Officers of the Pennsylvania Railroad, who for years had attempted to compete with the Baltimore and Ohio for the lucrative Washington market, found their opportunity in a clause in the Baltimore and Potomac charter; although the State of Maryland would not grant a charter to a new Washington-Baltimore line, the Baltimore and Potomac charter contained a provision allowing it to build branches up to 20 miles in length at any point and in any direction. By building the main line to Popes Creek approximately two miles west of the originally surveyed right-of-way, a branch could be run southwest into Washington D.C., the distance from this junction point was 18 miles, well within the legal limit. The Pennsylvania Railroad seized the opportunity, and in 1867 officially took over financing and construction of the Baltimore and Potomac. Construction began in 1868 on the 73-mile line from Baltimore to Popes Creek. Thirty miles ran through Prince George's County; the branch line into Washington ran through 10.5 miles of Prince George's County

At the junction of the Popes Creek Line and the Washington Branch, a station was established; it was named for Oden Bowie, one of the principal forces behind the Baltimore and Potomac, its first president, and by 1869, the newly-elected Governor of Maryland. Three hundred acres of land were bought up around the junction, and platted as a new community. Originally called Huntington City, the town soon took the name of the station, and is today known as Bowie.

The first trains ran on the Washington Branch 2 July 1872. Inevitably this branch became the main line into Washington; along its line several other communities (Glenn Dale, Seabrook, and Lanham) grew up, and remnants of these late-nineteenth century railroad communities still survive.

The first trains ran on the Popes Creek line 1 January 1873. This line ran through agricultural areas and became an important artery of commerce, education and entertainment for the farmers of southern Prince George's County. By riding the Popes Creek Line north to Bowie, and then transferring onto the Washington Branch, people from the far distant rural reaches of the county could travel into the capital city. Much less used than the Washington Branch, the Popes Creek line did not cause the growth of any major towns, although post offices and general stores sprang up at stops like Collington, Mullikin, Hall, Leeland, Croome Station, Linden, Cheltenham and Brandywine. Only Brandywine developed into anything of a railroad town. An enterprising merchant and postmaster bought up much of the land around the junction of the railroad and the public road from Washington to Woodville, established his store at the edge of the tracks, and platted a village around it. By 1880, another railroad, the Southern Maryland Railroad Line, was constructed, curving southeast from Brandywine through Charles County to Mechanicsville in Saint Mary's County. During the

construction of this line, the population of Brandywine reached its peak, but never developed into the thriving center originally envisioned. The Southern Maryland line had received a franchise in 1868, but was bankrupt by 1886; it was succeeded in that year by the Washington and Potomac Railroad, which, in turn, was reorganized in 1901 as the Washington, Potomac and Chesapeake Railroad Company. (It was the last-cited company which in 1894 leased to the Chesapeake Beach Railway the short stretch of rail in the District of Columbia, the first leg of the line to the resort at Chesapeake Beach.) The Southern Maryland line south from Brandywine continued to operate until 1942 when it was purchased and extended by the United States government to supply the Patuxent Naval Station. In recent years it has been used solely for the moving of freight.

For the remainder of the nineteenth century, trains were the preferred method of travel both for passengers and for freight. Contemporary sources describe train travel as both pleasant and adventurous; connecting travel between the railroad and the more rural reaches was much less comfortable, and described in contemporary accounts as much inferior to train travel.

In 1902, the Baltimore and Potomac Railroad consolidated with the Philadelphia, Wilmington and Baltimore Railroad (owned by the Pennsylvania Railroad Company) to form the Philadelphia, Baltimore and Washington Railroad Company (PBandW). The Pennsylvania controlled the PBandW through ownership of its entire capital stock, and thus, in combination with its northeastern lines, had a monopoly on railroad transportation between New York and Washington.

In the twentieth century, the Washington Branch of the Pennsylvania Railroad (now Amtrak), as part of the railroad line which serves the entire east coast, became the principal line into the nation's capital. The Washington line of the Baltimore and Ohio is used today to move freight, as well as for commuter trains which serve the suburbs along its line. The Popes Creek and the Southern Maryland lines are used exclusively for the carrying of fuel to the power plants in Southern Maryland.

The Other (Specialty) Railroad Lines

In addition to the Washington branches of the Baltimore and Ohio and the Baltimore and Potomac Railroads, and the Southern Maryland Railroad Line, two more railroad lines were built in Prince George's County before the beginning of World War I. The Chesapeake Beach Railway was built specifically to carry vacationers from the District of Columbia to a resort on the Chesapeake Bay; the Washington, Baltimore and Annapolis Electric Railway was a high-speed inter-urban line linking the three named cities.

The Chesapeake Beach Railway

The Chesapeake Beach Railway was conceived as a means of carrying vacationers from Washington to a new resort town on the Chesapeake Bay. The Railway Company owned 718 acres on the Bay, and the resort of Chesapeake Beach was chartered by the Maryland Legislature in April 1894. The Washington and Chesapeake Beach Railway Corporation received a charter to build a 28-mile track from the northeast corner of the District of Columbia southeast through Prince George's, Anne Arundel and Calvert Counties to the proposed seaside resort, the first direct rail connection between the Capital City and the Bay. It was envisioned that the railroad line would also be used by the farmers of Southern Maryland to send their produce to urban markets. A prospectus was printed in June 1894 advertising the amenities of the beach resort and the progress of the railroad construction. The resort was to have two elegant hotels (the Chesapeake and the Patuxent), bath-houses, casino, racetrack, and amusement park, and was expected to rival the resort community of Newport, Rhode Island. In 1896 a new corporation, now called the Chesapeake Beach Railway Company, was approved by the Maryland Legislature, and its directors included several prominent Prince George's County attorneys: Fillmore Beall, Joseph K. Roberts, and Charles A. M. Wells. The Chesapeake Bay Construction Company was formed to construct the railroad, and its president was Otto Mears, an enterprising contractor who had been responsible for the construction of the Rio Grande Southern Railroad in Colorado.

Construction begun on the Chesapeake Beach Railway in October 1897. The rail began at Chesapeake Junction, in the District of Columbia near its east-most corner; there it connected with the Alexandria Branch of the Baltimore and Ohio Railroad, allowing an important connection to Hyattsville at Alexandria Junction. Just outside of the District boundary in Prince George's County, in an area known as Maryland Park (now Seat Pleasant), the engine house, principal yard and shop buildings were built. From this point the track ran in a southeasterly direction on a 66-foot right-of-way, with stops at roughly one-mile intervals: Brooks, Behrend, Berry, Ritchie, Marr, Brown, Hills, Clagett, Marlboro (where there was a sizable and handsome frame station building), Pennsylvania Junction (where the railway passed over the Popes Creek line of the Baltimore and Potomac Railroad), and Mount Calvert. Stops were named for the landowners who deeded rights-of-way through their properties; at the stop near Forestville, landowner W. A. Ritchie built a platform and station, and served as agent at the stop which thenceforth bore his name. At Mount Calvert, having run 14 miles through Prince George's County, the tracks crossed the Patuxent River on a drawbridge built by the Youngstown Bridge Company; from that point, they continued southeast through Anne Arundel and Calvert Counties to Chesapeake Beach on the Bay.

Service began on the westmost section, i.e., between Chesapeake Junction and Upper Marlboro, in December 1898; by March 1899, the tracks were complete as far as the Chesapeake Beach terminal, and the Construction Company was dissolved in October of that year. None of the beach attractions had been completed by that time,

and the fall and winter of 1899/1900 were spent building the pier, boardwalk, casino and hotel. The resort was officially opened 9 June 1900.

The resort town of Chesapeake Beach never materialized as Otto Mears had envisioned it. A train collision in July 1900, which resulted in two deaths and serious damage to two locomotives, was a serious setback to the popularity of the resort, and revenue from the railroad service was far less than its expenses. The Chesapeake Beach Improvement Company (which had been established to build and operate the resort concessions) was unable to acquire a license for the racetrack, and, without this anticipated income, declared bankruptcy. Local sentiment was opposed to any kind of gambling, and the casino was accordingly converted into a restaurant. Otto Mears' vision of a miniature Monte Carlo would never be achieved; together with three of the other principal directors of the Chesapeake Beach enterprise, Mears resigned in November 1902.

Rail service between the District of Columbia and Chesapeake Beach continued, under new management, through the years of World War I; at the same time automobile traffic to the beach became more and more competitive. In 1923 the principal hotel at Chesapeake Beach and several other buildings burned to the ground, but five years later the resort undertook a program of improvements to the recreational facilities. The railroad and amusement park, however, were seriously in debt; by 1931 the number of passengers had dropped from a high of over 300,000 before World War I, to 100,000. During the Depression it dropped even more. The railroad company went into receivership in 1935, and the last train ran on 15 April 1935. The rails were torn up in that year. The East Washington Railway Company continued to operate the short stretch of track inside the District of Columbia, but the right-of-way through Prince George's County has become overgrown and is used as a trail only by hunters and hikers. The amusement park has since been closed, and in 1974 the Carousel was sold to Prince George's County; it has been restored and is currently operating at Watkins Regional Park.

The Washington, Baltimore and Annapolis Electric Railway

The Washington, Baltimore and Annapolis Electric Railroad (WB&A) was built to link the cities of Washington, Baltimore and Annapolis. It was a high-speed electric inter-urban line, composed of three sections: the Washington-Baltimore main line, the South Shore line from Annapolis to a junction with the Baltimore and Ohio Railroad at Elkridge, and the North Shore Line between Annapolis and Baltimore. It was the main Washington-Baltimore line, the last constructed of the three sections, which was constructed through Prince George's County; slightly over twelve miles of track were laid through Prince George's County, running diagonally northeast from the District of Columbia boundary at Seat Pleasant to cross the Patuxent River east of Bowie. The main line opened for service 7 February 1908. The WB&A Electric Railroad reached its

peak operation during World War I, at the time of the opening of Camp George G. Meade near the Odenton junction.

The stops in Prince George's County were at Bowie (with a small spur line later built to the Bowie Race Track, established in 1914), Lloyd, Highbridge, Hillmeade, Bell Station, Randle (later the site of the Glenn Dale Hospital), Lincoln (a small black residential community), Buena Vista, Cherry Grove, Ardmore, McCarthy, Glenarden, Dodge Park, White (House) Station, Huntsville and Gregory at the District of Columbia boundary in Seat Pleasant.

Service continued on the WB&A until 1935; business suffered during the Great Depression, and the company was sold in June 1935; operations came to an official halt in August 1935, and the tracks were dismantled. The southwest- most six miles of the right-of-way became the line of Maryland Route 704, while much of the remaining six miles now carries the power lines for the northeastern part of the County. Development of this six-mile remnant into a recreational trail is currently under study.

Historic Properties associated with Railroads in Prince George's County

Baltimore and Ohio Railroad

Laurel Railroad Station, National Register
College Park (66-21), Historic Survey Area
Charlton Heights/Berwyn Heights (67-22), Historic Survey Area
Riverdale (68-4), Historic Survey Area
B & O Switching Tower (68-8), Historic Resource
Hyattsville Residential Area (68-10), National Register Historic District
Hyattsville Commercial Area (68-41), Historic Survey Area

Baltimore and Potomac Railroad/Pennsylvania Railroad

Glenn Dale (70-52), Historic Survey Area
Seabrook (70-53) Historic Survey Area
Huntington/Bowie (71B-2), Historic Survey Area
 Bowie Railroad Buildings, (71B-2-9), Historic Site
Wilson Station Railroad Tower (72-1), Historic Resource
Furgang Farm (82A-23), Historic Site
Croom Station (82A-30), Historic Resource

Brandywine (85A-32), Historic Survey Area
W H. Early Store (85A-32-11), Historic Resource
Brandywine Railroad Buildings (85A-32-12), Maryland Inventory

The Chesapeake Beach Railway

**Chesapeake Beach Railway Engine House in Seat Pleasant (72-12),
Maryland Inventory (demolished in 1985)**
**Chesapeake Beach Railway waiting shed at Mount Calvert (82B-21),
Historic Resource**
**Chesapeake Beach Railway Bridge Ruins at the Patuxent River (82B-5),
Historic Resource**

Washington, Baltimore and Annapolis Electric Railway

Lincoln (70-49), Historic Survey Area
Glenn Dale Hospital (70-50), Maryland Inventory
Concrete Railroad Bridge (71A-6), Historic Resource

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STREETCAR LINES IN PRINCE GEORGE'S COUNTY, 1892-1958

by Howard S. Berger

Beginning in the late nineteenth century, the western portion of Prince George's County underwent rapid development when numerous subdivisions were platted to provide housing for the Washington area's growing middle class. Both as a cause and an effect of this suburbanization, privately owned and operated streetcar lines were established to serve the County and link its developing communities with downtown Washington. The extension of the streetcar into Prince George's County around the turn of the century provided inexpensive and rapid transportation for new suburbanites, insured the success of new communities and thereby aided in the creation of what was rapidly becoming the "Washington metropolitan area." The growth of suburbs and transportation systems to link them with downtown is characteristic of the development of the County through the period of Industrial/Urban Dominance (1870-1930) and the Modern Period (1930-Present).

While portions of the County had been served by railroad lines before the Civil War, a large number of those communities founded at the end of the nineteenth century did not have modern transportation links. Although development of streetcar lines had begun in downtown Washington in the 1860s, it was not until the early 1890s that attempts were made to extend streetcar service to Prince George's County. The first attempt to initiate trolley lines in the County took place in 1892, and all but one of those to follow were successful.

In March and August of 1892, companies were chartered to unite Baltimore and Washington by rail. The Columbia and Maryland Railway Company was responsible for the route as it entered Baltimore, while the Maryland and Washington Railway Company was to provide service through Prince George's County and the line's entrance into Washington. By March of 1897, the Maryland and Washington Railway began its trolley service from the District Line at Mount Rainier (where settlement had barely begun) to the City of Washington at Florida and New York Avenues, N.E. In 1898, a company serving downtown Washington, the Eckington and Soldier's Home Railway, merged with the Columbia and Maryland and the Maryland and Washington Railways. The new company was known as the City and Suburban Railway Company of the District of Columbia. The company owned rights-of-way in Prince George's County that could be developed and linked to its existing routes in Washington.

By 1899, the company had extended service along Rhode Island Avenue from the District Line at Mount Rainier as far as Hyattsville and Riverdale to the northeast. By 1900, service to Berwyn was completed. In 1901, the City and Suburban experienced some financial difficulty. A new company, the Berwyn and Laurel Electric Railroad, was formed that year as part of the effort to extend service to Laurel. By September of 1902, service through College Park to Laurel was completed, and the Berwyn and Laurel had changed its name to the Washington, Berwyn and Laurel (W, B and L) Railroad Company. The City

and Suburban Railway's line to Berwyn and W, B and L's extension to Laurel, commonly known as the "Maryland Line," became the longest streetcar line in the County, extending more than 15 miles. Until September 1958, the line served the growing communities of what is now known as the Route 1 corridor.

Another new company, the Baltimore and Washington Transit Company, was chartered in 1894. The intent of the line was to link the station of the Brightwood Railway at 4th and Butternut Streets, N.E., with Baltimore, using a connection at Ellicott City. The company's plans were overly ambitious and only a portion of its proposed line was built. A small section of track traversed Prince George's County from 1897 to 1907. The track led from 4th and Butternut in the District, across Montgomery County via Laurel, Carroll and Ethan Allen Avenues and terminated in Prince George's County at the summer resort of Wildwood (near the present intersection of Elm and Heather Avenues in Takoma Park). The resort met with only marginal success and after ten years, the trolley line retrenched and thereafter extended only into Montgomery County.

The last streetcar line established in Prince George's County was initiated in 1905, with the incorporation of the Washington, Spa Spring and Greta Railroad Company. The company's charter was granted in 1908, and its route, roughly parallel to and southeast of the City and Suburban line, extended from 15th and H Streets, N.E., through Bladensburg to Berwyn Heights. Service to Bladensburg was completed by 1910. The line reached Berwyn Heights in 1912, the same year its name was changed to the Washington Interurban Railway Company. The line remained in service until 1933.

Prince George's County Communities Associated with the Development of Streetcar Lines

College Park (66-21), Historic Survey Area

Daniels Park (66-27), Historic Survey Area

Charlton Heights/Berwyn Heights (67-22), Historic Survey Area

Riverdale (68-4), Historic Survey Area

Hyattsville Residential Area (68-10), National Register Historic District

Mount Rainier (68-13), National Register Historic District

Hyattsville Commercial Area (68-31), Historic Survey Area

Brentwood (68-12), Historic Survey Area

North Brentwood (68-61), Historic Survey Area

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AVIATION IN PRINCE GEORGE'S COUNTY, 1784 and 1909-Present

by Marina King

Prince George's County has played a unique role in the history of aviation. For one day in 1784 the County was the site of the first known experimentation with ballooning on the North American continent. The phenomenon of flight has shaped the development of the County during the twentieth century. Initially, the military application of flight brought Wilbur Wright to College Park in 1909. The military's use of flight is the dominant factor in the west-central section of the County where Andrews Air Force Base has been located since 1942. Flight has been a factor in the County's economy, with the ERCO airplane research and manufacturing facility's activity, 1938-1947. The numerous civilian airports that have functioned in the County between 1933 and the present represent both transportation and economic themes. In the latter part of the period of industrial/urban dominance and throughout the modern period, the phenomenon of flight has been a significant factor in the County's growth and development.

The history of aviation in the County dates to June 19, 1784, when Peter Carnes, a resident of Bladensburg, performed at public exhibition, a hot air balloon ascent. He demonstrated a manned ascent in Baltimore on June 24, 1784. This is the first known experimentation with ballooning on the North American continent. Carnes rented and kept a store at the George Washington House, a building still standing and a County Historic Site. Carnes left Bladensburg by 1785 and no other known instances of flight occurred in the County until 1909, when Wilbur Wright arrived in College Park to instruct officers of the Army's Signal Corps in the operation of aircraft.

Orville and Wilbur Wright had recently performed the world's first manned flight in a motor-driven, heavier-than-air machine in 1903. An aeronautical division of the U. S. Army was established in 1907 and the Wrights sold an aircraft to the army in 1908. They had contracted to train two army officers to fly the aircraft as well. A grassy field in College Park, already in use by civilian flier and inventor Rexford Smith, was chosen by the army as their training field. The field was leased by the Army August 25, 1909 and the work of teaching the Signal Corps officers was begun by Wilbur Wright on October 6, 1909.

College Park airport is the world's oldest continually operating airport. After the Army closed its training school there in 1913, it continued to be used by civilian fliers. In 1918, it became the Washington terminus for the U. S. Post Office's first attempt at commercial airmail service. Between 1927 and 1934 the Bureau of Standards conducted testing of radio navigational aids at College Park. The first practical demonstration of an instrument landing of an aircraft occurred there on September 5, 1931. The airport

was owned by a series of private owners after 1927. It was purchased by the Maryland-National Capital Park and Planning Commission in 1973 for use as park land and to ensure the continued operation of the airport. In 1982 College Park Airport opened a museum dedicated to the airport's history.

Andrews Air Force Base is also an aeronautical facility with a long history in the County. Only 12 miles from Washington, D.C., it was established first as Camp Springs Army Air Field when an initial tract of 3,250 acres was purchased in 1942. It has now expanded to over 4,300 acres. The base and its facilities were under construction from August 1942 through May of 1943, after which it became operational as a training facility for the air defense of Washington, D.C. The name of the base was changed to Andrews Field in 1945, to honor Lieutenant General Frank M. Andrews, American commander of the European Theater of Operations during World War II. When the Air Force became a separate service in 1947, the name of the base assumed its present form. The base has evolved in its uses over the years. Today it is home to many units of the Air Force, Navy and Marine Corps, including the 89th Military Airlift Wing, which provides air transportation to the President, Vice-President, cabinet and foreign dignitaries.

As the military's use of aircraft evolved during the early twentieth century, so did civilian uses. "General aviation" or private aviation had carved a niche for itself in American culture by the close of the 1920s. Across the nation, the light plane industry flourished during the 1930s, until it was slowed by the Depression. In 1938, Prince George's County became the home of the Engineering Research Corporation (ERCO), which was responsible for innovations in small general aviation aircraft. The company's founder, Henry Berliner, aimed to produce a low-cost, simple-to-fly light plane that could be mastered with only a few hours of instruction. The Ercoupe, developed in 1937, was a two-seat, all-metal, twin-tail monoplane with tricycle landing gear, incorporating anti-spinning and stalling features, revolutionary to the field of light plane manufacture. Due to the success of the Ercoupe, ERCO moved to a large tract of land in Riverdale in 1938. A new factory and airfield were built and the Ercoupe went into production starting in 1940. Only a handful of the planes were flying in 1941 when the U.S. went to war and production of the aircraft was suspended. ERCO turned its attention to production of equipment and parts for the military for the duration of the war. Production of the Ercoupe resumed in 1945 but because the market for domestic lightplanes was saturated by 1947, ERCO turned to other manufacturing efforts.

In addition to ERCO's manufactory, a number of air fields for general aviation sprang up in the County beginning in the 1930s. None was as long-lived as the College Park Airport, although a few airports in addition to College Park are in operation in the County today. Since 1933 there have been a total of 18 airfields in operation in the County. The fields differed in their degree of development; some had paved runways while others simply had grassy fields. Some were manned by staff while others were simply available for unassisted takeoff and landing. Some were private and only available for emergency landings while others were operated commercially and available

to anyone wishing to pay for services. The 18 airfields are listed below in alphabetical order, with their approximate dates of service. The list includes College Park, Andrews Air Force Base and the ERCO air field.

Andrews Air Force Base	1942 through the present day
Bower	1957 -1965
Beltsville, on the grounds of the U.S.D.A. facility	1933-1965 runways still exist
Capitol	1935-1946
Cheltenham	1944
College Park Airport	1909 through the present day
Curtis	1946-1965
Columbia Air Center	1941-1956
Earnshaw	1942
ERCO	1938-1955
Freeway	1965 through the present day
Hammett (private)	1965
Hyde Field (now Washington Executive Airpark)	1941 through the present day
Mattaponi	1946-1950
Queens Chapel	1940-1955
Rose Valley (now Potomac Airfield)	1958 through the present day
Schrom	1944-1953
Suburban	1960-1965

The first black-owned and operated airport in the County was the Columbia Air Center, located on the Patuxent River near Croom. During its existence, from 1941 through 1956, it was the only black-owned airport on the eastern seaboard. A commercial success, it consisted of eight runways and could accommodate as many as 150 arrivals and departures daily. The air field was developed by John Greene in association with members of the Cloud Club, a group of black pilots from the Washington, D.C. area. The land on which the airport stood is now owned by M-NCPPC and is a part of the Patuxent River Park. There is a sign marking the site of the air field that reads "Site of Croom Airport"

In addition to the general aviation and military air fields operating in the County today, there are several unique and specialized facilities involved with air travel. The Paul E. Garber Preservation, Restoration and Storage Facility repairs and stores aircraft belonging to the Smithsonian Institution's National Air and Space Museum. Established in the mid-1950s, the facility has daily tours for the public.

Established in 1959, the Goddard Space Flight Center, located in Greenbelt, is one of the largest research and development facilities of the National Aeronautics and Space Administration (NASA). It is primarily responsible for the nation's near-Earth satellites; management of the design, development and construction of spacecraft; and management of the worldwide tracking and communications network for manned and unmanned spacecraft. A National Historic Landmark, the Spacecraft Magnetic Test Facility, is located there. The Visitor Center contains exhibits on NASA's programs.

Historic Properties Associated with Air Travel in Prince George's County

Spacecraft Magnetic Test Facility, Goddard Space Flight Center (64-6),
National Register and National Historic Landmark

George Washington House (69-2), National Register

College Park Airport (66-4), National Register

ERCO building (68-22), Maryland Inventory

Belle Chance, Andrews Air Force Base (77-14), Maryland Inventory

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EARLY TAVERNS IN PRINCE GEORGE'S COUNTY, 1703 - 1862

by Susan G. Pearl

From the earliest years in Prince George's County, taverns, or ordinaries, were established along the routes of travel. The earliest arteries of transportation were the waterways, and in the early years of the eighteenth century, port towns were established along these waterways. In these port towns, commerce was conducted, and tobacco was inspected and traded for other necessities of life. A network of roads developed, establishing overland connections between the several port towns, and between the towns and the parish churches. At strategic points along the major roads, and especially in the principal towns and river crossings, taverns were established; they catered to the needs of travelers, and provided gathering places for the exchange of news and opinions.

County Court records indicate that taverns were operating in the developing communities very early, sometimes before the towns were officially established; in Upper Marlborough, for example, Robert Robertson was issued an ordinary license in 1703, three years before the town was officially established. We know, also that there was a tavern in Charles Town by that same year. A tavern opened in Queen Anne at least as early as 1711, run by the same family that operated the ferry between Queen Anne and Anne Arundel County. Catherine Playfay first applied for a license to operate an ordinary in Piscataway in 1741, and her tavern was well-known and popular throughout the middle of the eighteenth century. In the 1790's, Mrs. Playfay's tavern was replaced by a brick building, occupied and operated by Isadore Hardy; the Hardy family continued to operate the tavern into the middle of the nineteenth century. Close by, in the same community, Thomas Clagett operated a tavern late in the eighteenth century; the earliest part of the building survives as a private residence, but it is still known as the Piscataway Tavern.

In the port town of Nottingham (established together with Marlborough, Aire and Queen Anne in 1706), Thomas Morton was operating a tavern in 1749. Within a few years of the establishment of Bladensburg (1742), several taverns were operating there: Eleanor Rose was issued a license in 1752, and James Smith in the following year. One of the best-known taverns in Bladensburg was operated at the end of the eighteenth century by a black woman named Margaret (Peggy) Adams. The first documented tavern at Broad Creek (originally established as Aire in 1706) was operated by Elizabeth Speak in 1753.

As the population increased, as the political hundreds and the church parishes were divided for more efficient management, and as new plantations were established, more roads were cleared to allow easier communications between the population centers. In the 1760's, two important tavern stands were opened on roads which led to established churches: Richard Gray opened a tavern near St. Paul's, Baden, at the crossroads which

had even earlier been known as the Horse Head; and Thomas Baldwin opened a tavern near the Forest Chapel at Collington. Horsehead Tavern still stands, converted into a private residence. Baldwin's Tavern is gone, but the residence of Baldwin's descendants (the Magruders, who continued to operate the tavern) still stands in much-altered condition.

Taverns were well-established features of the Turnpike (begun in 1812) which connected Baltimore and Washington. In the later years of the eighteenth century, a tavern had stood on the line of this road, before it was improved to become the Turnpike. This early tavern was known as the White House, and was operated by a man named Thomas Roades. After the White House Tavern was destroyed by fire, a replacement tavern was built in 1834, and operated by John W Brown until 1862; this large frame building still stands, and is used as the office for a motor hotel.

Two miles to the north on the same road stood Van Horn's Tavern, a much-frequented stopping place long before the Turnpike was established. George Washington is known to have stopped there on several occasions; he described it as "passable, better for lodging than eating" Van Horn's Tavern no longer stands.

About three miles south of the White House Tavern on the Baltimore and Washington Road stood another tavern, built (circa 1803) and operated by Richard Ross; owned and managed after 1822 by members of the Calvert family of Riversdale, this well-known stopping place (known as Ross' or Rossburg Tavern) was written about by many of its famous guests, including the Marquis de Lafayette in 1824. The fine brick tavern building was restored in 1938 and today serves as the Faculty/Alumni Club of the University of Maryland.

Little descriptive material survives about specific Prince George's County taverns, but it is interesting to read Rosalie Calvert's description of the improvements that she and her husband George Calvert made to Spurrier's Tavern (located on the Washington and Baltimore Turnpike in Anne Arundel, now Howard, County) in 1816. "We have built this year at the Spurrier's Tavern a new stable of brick which houses 16 horses, not having before this sufficient spaces for the stagecoach horses which all stop there; also two houses for the employees and their families. The stable cost \$1000, the houses \$50. We are presently occupied with building a kitchen house for lodging the domestic servants, the old one of wood being totally rotted. This will cost about \$1500, and another stable for 40 horses besides will cost about \$3000. This is a major expense, but in the years ahead, this will be a very important establishment." [Spurrier's Tavern, renamed Waterloo by the Calverts, was bypassed, because of the unpleasant associations of its name, by Lafayette during his travels in 1824; he elected to stay instead at Rossburg Tavern, also owned by George Calvert at that time.] The figures which are quoted in Rosalie Calvert's letter make it clear that taverns were a very important factor in life and travel of the period, and that proper accommodations for the horses was essential to the success of the innkeeper.

Another quotation from a travel account (by Johann David Schoepf) in 1783 indicates that the taverns were essential gathering places for the exchange of news and opinions: "At two or three public houses, I found much company at the time of election of the Maryland Assembly .[which attracted] the curiosity and interest of all inhabitants. There is much talk about what the Assembly will do."

These contemporary accounts give evidence of the importance of taverns in the development of society, transportation and politics in eighteenth and nineteenth-century Maryland. In Prince George's County, only a few of these tavern buildings survive.

Surviving Tavern Buildings in Prince George's County

Brown's Tavern (66-1), Historic Site
Rossborough Inn (66-2), Historic Site
Piscataway Tavern (84-23-3), Historic Site
Hardy's Tavern (84-23-5), Historic Site
Horsehead Tavern (86B-19), Historic Site

Sites of Former Taverns

Site of Van Horn's Tavern (62-11), Maryland Inventory
Magruder House (70-19), Maryland Inventory

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- a letter written by Rosalie Eugenia Stier Calvert to her father, Henri Joseph Stier, 29 October 1816 (#81), describing Spurrier's (Waterloo) Tavern in Anne Arundel (now Howard) County

- a letter written by George Calvert, undated, but after 11 October 1824, printed in the Federal Republican and Baltimore Republican, describing the circumstances of Lafayette's stay at the Rosburg Tavern

- a letter written by George Washington to Elizabeth Powel, 26 March 1797, describing travel accommodations between Philadelphia and Washington, with recommendations and caveats regarding taverns

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THE ESTABLISHED CHURCH IN PRINCE GEORGE'S COUNTY, 1692 - 1776

by Susan G. Pearl

For nearly one hundred years, up to the period of the Revolutionary War, the Church of England was the established church in the Maryland colony. In Prince George's County, six of these eighteenth-century church buildings survive, representing not only the original two parishes in the County, but also several of their subsequent divisions. These church buildings are important reflections of the period of rural/agrarian intensification, during which new religious institutions were established.

In 1692, four years before Prince George's County came into existence, an Act of the General Assembly ("An Act for the Service of Almighty God and the Establishment of the Protestant Religion within this Province") made the Church of England the established church of Maryland. The ten counties which had by then been established were divided into 30 parishes. In each Parish, six men were chosen as Vestrymen; a tax was levied on every taxable person, to be collected by the Sheriff and turned over to the Vestry for the support of the church.

When, in 1696, Prince George's County was established out of parts of Calvert and Charles Counties, two parishes had already been established: St. Paul's Parish in the area which had been part of Calvert County, and King George's (or Piscataway) Parish in the area which had been part of Charles. At this time, there was already a church in St. Paul's Parish, at Charles Town, the port town on the Patuxent which was selected as Prince George's County's first seat of government. In King George's Parish, the first church was built in 1696, at the site of present-day St. John's Church, Broad Creek.

St. Paul's Parish (originally in Calvert County) took in all of the land on the west side of the Patuxent River between Charles Town on the north and Swanson's Creek on the south. By 1693 a small chapel had been erected for residents of the more remote regions, about 12 miles south of Charles Town. In 1696, when Prince George's County was established, the Court met in the church which had by that time been erected at Charles Town; this small church building was used as a meeting place for the new County court until a new courthouse was completed in 1698. The building which became the Parish church of St. Paul's was not begun until the 1730s, during the rectorship of John Eversfield.

The Vestry Minutes of St. Paul's Parish show that soon after the installation of Eversfield in 1728, a movement was begun towards the construction of a new church. By this time, the seat of County government had moved from Charles Town to Upper Marlborough, leading to the eclipse of Charles Town as a population center. The Vestry

of St. Paul's Parish authorized the acquisition of two acres of land called "The Golden Race", located in the area now known as Baden. A contract was drawn up with Joshua Doyne in 1735 to construct on this land a brick chapel, 50 by 27 feet, of cruciform plan. The church, St. Paul's at Baden, still stands, and is listed in the National Register.

Less than ten years later, the Vestry of St. Paul's decided to build a chapel-of-ease for residents of the northern part of the Parish; this chapel soon replaced the original chapel at Charles Town. In this case, the Vestry acquired two acres of land called Gough's old field, approximately six miles north of St. Paul's; in 1742, they contracted with Daniel Page to build a chapel there following the same plan as that of St. Paul's. Known at first as Page's Chapel, this chapel was completed in 1745; known today as St. Thomas', it is the focal point of the rural community of Croom. In 1850, St. Paul's Parish was divided and St. Thomas' became the main church of its own Parish.

St. Thomas' was the home church of Thomas John Claggett, the most famous rector of St. Paul's and St. Thomas'. In 1792, Reverend Claggett was elected Bishop of Maryland; he was the first Episcopalian bishop to be consecrated on American soil. Through his efforts, Trinity Church was established in the town of Upper Marlborough in 1810, and Claggett was appointed its first Rector.

Queen Anne Parish was erected by an Act of the General Assembly in December 1704 out of the northern part of St. Paul's Parish. There had been a small rural chapel of St. Paul's in the Collington Hundred, and this site became the location of St. Barnabas', the church for this new Parish. A new brick church was built on this site (approximately four miles north of Upper Marlborough) in 1706, and St. Barnabas' was known locally as "the Brick Church" long after brick structures had been built at St. Paul's, Baden, and St. Thomas', Croom. The 1706 church at St. Barnabas' was replaced in 1774, during the rectorship of colorful Tory rector Jonathan Boucher. The Vestry contracted with Christopher Lowndes to build a 60 by 46 foot, two-story brick church; this building still stands, and is known as St. Barnabas' at Leeland. Restored in 1974 on the occasion of its bicentennial, St. Barnabas' is particularly distinguished by the marble baptismal font and silver communion service which date from 1718, and the painting of the Last Supper, painted in 1721 by Gustavus Hesselius.

St. Barnabas' also had a rural chapel-of-ease for residents of the northern part of Queen Anne parish "in a convenient place of ye said Parish for ye Remote Inhabitants" This chapel was begun in 1711 by Mary Ridgley, and completed after she married Jacob Henderson, Rector of St. Barnabas' from 1718 to 1751. Known as Henderson's Chapel or the Forest Chapel, it was located approximately seven miles north of St. Barnabas', connected to the Parish church by a north-south road still known today as Church Road. The present church building at this location was built in 1836 and came to be known as Holy Trinity. In 1844 Queen Anne Parish was divided in half, and Holy Trinity became the Parish church of the newly created Holy Trinity Parish in the northerly section.

King George's (or Piscataway) Parish, originally in Charles County, took in all of the land on the east bank of the Potomac River, from Mattawoman Creek to the northmost boundary of Prince George's County. Before Prince George's County was established in 1696, no chapel had been built in this area; groups of worshippers had been meeting in the home of Colonel John Addison. In 1696, the Vestry of Piscataway Parish purchased land at Broad Creek, and began construction of a log church building. Two other church buildings were constructed on the same site before the present St. John's Church was completed in 1766. St. John's, Broad Creek, still stands, and is listed in the National Register.

King George's Parish has been known intermittently also as Piscataway Parish, and even as St. John's Parish. The confusion was not settled until 1902, when the Diocese made it officially King George's Parish.

King George's Parish had two chapels-of-ease for inhabitants of the remote parts of the parish: an "upper" chapel on the Eastern Branch of the Potomac, and a "lower" chapel in Accokeek. The upper chapel was known as the Eastern Branch chapel, or Mr Addison's chapel, after Henry Addison, Rector of St. John's in 1744, when the Eastern Branch chapel was rebuilt and officially became (by Act of the General Assembly) a chapel of King George's Parish. The present Addison Chapel was built later in the eighteenth century, and rebuilt circa 1811, at the time that King George's Parish was divided, creating two new Parishes. From that time, Addison Chapel (known also as St. Matthew's Church) has been the Parish church of Addison Chapel Parish, and the area to the north (including Beltsville) has belonged to Zion Parish. Addison Chapel is listed in the National Register

There was, from the early years of the eighteenth century, a "lower" chapel for King George's Parish, located between the branches of Piscataway and Mattawoman Creeks. By the 1740s, when Henry Addison became Rector of King George's Parish, this "lower" chapel had gone to decay. The Vestry purchased three acres of land on the south side of the Piscataway Creek and contracted for the building of a new brick chapel-of-ease for King George's Parish; it was completed in 1748. This chapel was seriously damaged by fire in 1856, but was rebuilt in the style of the period, and stands today as Christ Church, Accokeek.

In 1726, by Act of the General Assembly, King George's Parish was divided, making everything north of the Eastern Branch a new Parish called Prince George. Most of this area is now outside of Prince George's County

The establishment of the Church of England in Maryland came to an end in 1776 with the Declaration of Rights. From this time, the source of funds for the maintenance of the church ended, and parishioners had to support the church and the clergy with volunteer funds. The Declaration of Rights also put an end to intolerance of Roman Catholic worship; Catholics were no longer obliged to worship in private chapels (as, for

example at Melwood Park and Compton Bassett), although many elected to continue that practice. The Episcopal church survived the transition and continued to maintain and build churches. In the nineteenth century, St. Paul's Parish established St. Mary's Church at Woodville, and, after the Civil War, established two mission chapels for black congregations (St. Phillip's in Woodville/Aquasco), and St. Simon's at Croom. King George's Parish established a mission chapel in Oxon Hill in 1830; the present church, St. Barnabas' of Oxon Hill was built in 1851. A new chapel was built in Zion Parish in 1857; the present church, built in 1877, is St. John's at Beltsville. As suburbs developed around the nation's capital, mission chapels were established in these new and growing communities, e.g., Pinkney Memorial in Hyattsville, St. George's in Glenn Dale, and St. James in Bowie. With few exceptions, these churches survive and flourish today

Historic Properties which Represent the Established Church in Prince George's County

St. John's Church, Beltsville (61-9), Historic Site
Pinkney Memorial Church (68-10-29), Maryland Inventory
St. George's Church, Glenn Dale (70-52-27), Historic Site
Holy Trinity Church, Collington (71A-9), Historic Site
St. James Church, Bowie (71B-2-5), Maryland Inventory
Addison Chapel (72-8), National Register
St. Barnabas' Church, Oxon Hill (76A-4), Historic Site
Trinity Church, Upper Marlboro (79-19-15), Historic Site
St. Barnabas' Church, Leeland (79-59), Historic Site
St. John's Church, Broad Creek (80-24-7), National Register
Christ Church, Accokeek (83-8), Historic Site
St. Thomas' Church, Croom (86A-27-7), Historic Site
Site of St. Simon's Church, Croom (86A-12), Historic Resource
St. Paul's Church, Baden (86B-14), National Register
St. Mary's Church, Aquasco (87B-36-8b), Historic Resource
Site of St. Phillip's Church, Aquasco (87B-36-12), Historic Resource

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THE TOBACCO INDUSTRY IN PRINCE GEORGE'S COUNTY, 1680-1940

by Marina King

The cultivation of tobacco in Prince George's County has been a cornerstone of the County's agriculture, economy and socio/cultural life from its founding in 1696 through the mid-twentieth century. During the developmental period of rural agrarian intensification, 1680-1815, tobacco culture was instrumental in the County's pattern of settlement, and served as the dominant cash crop and medium of exchange. Starting in the 1790s, falling prices for exported tobacco and exhausted soil led to the gradual expansion of other agricultural pursuits. Throughout the periods of agricultural-industrial transition and industrial/urban dominance, tobacco remained a crop important to the County's economy, providing the livelihood and socio/cultural base for a large segment of the County's population. During the modern period, 1930 to the present, its importance has declined, despite the introduction of the auction method of tobacco sale, in 1939-40.

Prince George's County is one of the five southern Maryland counties which formed the heart of Maryland's tobacco-growing region. Grain crops were always more important on Maryland's eastern shore than they were in southern Maryland. Settlement of the County, as in the rest of the southern Maryland counties, occurred first along the Patuxent and Potomac Rivers and their tributaries. Landowners were able to ship tobacco to Britain and to purchase imported manufactured items from ocean-going vessels calling at their own wharves and docks. As the land with water access was bought up and the population increased, there was movement inland. Land-locked planters shipped their tobacco through planters who had waterfront wharves or through scattered public landings, such as Trueman Point Landing outside of Aquasco, on the Patuxent River.

The General Assembly of the Province of Maryland, Maryland's governing body prior to the American Revolution, passed acts in 1683, 1684, 1686, 1706 and 1707 to encourage the establishment of towns in the County. It was thought that towns would advance trade and bring more money into the Province. The acts of 1706 and 1707 established Upper Marlborough, Nottingham, Queen Anne and Mill Town on the Patuxent River and Piscataway and Aire on the Potomac. Many of these towns were designated at sites where active landings already were established. No tobacco was to be sold nor goods imported except at these locations. That edict was not enforceable and trade from planters' private wharves continued.

The nature of tobacco cultivation encouraged scattered settlement. Not until population in the County had increased and the General Assembly enacted a law requiring all tobacco to pass through designated government inspection warehouses, did the County's towns really flourish. Even at their most active, the towns remained little

more than villages through the nineteenth century

Fluctuations in the price per pound brought for tobacco in Britain had great effect on the County's economy. The method of shipment and sale of tobacco involved prizing or packing the dried leaves tightly into large barrels called hogsheads. Prizing allowed the inclusion in the hogshead of undesirable tobacco, which was not discovered until the crop was unpacked in Britain. By the 1740s, the price of Maryland tobacco was falling because its reputation had been damaged by the amount of low quality leaves included in the overseas shipments.

In order to protect the price of Maryland tobacco, the General Assembly enacted An Act for Amending the Staple of Tobacco in 1747, mandating tobacco inspection warehouses with publicly paid inspectors through which all tobacco had to pass before it could be sold. Most of the warehouses were to be located in the towns the General Assembly had previously established. Piscataway, Upper Marlborough, Nottingham, and Bladensburg (established in 1742), all flourished because the government inspection warehouses attracted commercial activity.

Beginning in the 1790s and accelerating after 1800, the importance of the small landing towns in the County diminished. The upper Patuxent and the secondary waterways which gave access to Piscataway, Upper Marlborough and Bladensburg became increasingly shallow due to siltation, preventing the passage of large vessels. Baltimore, at the head of the Chesapeake Bay, was a growing commercial center and more and more tobacco was shipped there for the process of inspection and shipment overseas. The completion of the Baltimore and Ohio Railroad line through the County in 1835 further accelerated the centralization of commerce in Baltimore. Additionally, beginning in the 1790s, farmers began diversifying their crops because the County's soil was exhausted by over a century of intensive tobacco cultivation. With tobacco prices falling once again, by 1853, the state tobacco inspection system was abolished and the inspection warehouses were sold into private ownership.

Dissatisfaction with the shipping of all tobacco through Baltimore grew among the County's farmers during the early twentieth century. In 1939 the auction method of tobacco sale, used in Kentucky and North and South Carolina, was introduced in Prince George's and the other southern Maryland counties. Large holding warehouses were constructed in commercial areas in southern Maryland, including three warehouses in Upper Marlborough (or Upper Marlboro, as it came to be spelled in the late nineteenth century) These included the Edelen Brother's Warehouse and Planters Tobacco Warehouse. Hands of tobacco were weighed and stacked in the warehouse instead of being prized into a hogshead. The hands were viewed and bid on directly by tobacco purchasers, facilitated by an auctioneer.

The auction method of tobacco sale continues today, but fewer and fewer farmers in Prince George's County are producing tobacco. Only one warehouse in Upper

Marlboro continues to hold tobacco auctions. Declining prices in the 1970s and early 1980s drove some farmers from tobacco production. Many County farms are being sold and are undergoing development into housing or commercial uses. There are few young farmers in the County today and few who view tobacco culture as their career.

The production of tobacco gave rise to the form of the tobacco barn found in the County. These large wooden structures originally were framed with hewn timbers with mortise and tenon joints held together by wooden pegs. Their open interiors were filled with a wooden framework all the way to the gable roof, to which stalks of tobacco leaves were hung to dry. Today the framework within a tobacco barn is called "tie poles." The pole framework subdivides the barn's interior space into "rooms." Stalks of tobacco are speared onto tobacco sticks and hung from the tie poles to dry and cure. After the tobacco is cured, it is taken from the barn by "rooms", on a damp or rainy day, and put into the stripping room to "soften" in the humidity. It is then stripped off the stalk and assembled into bunches of leaves called "hands." The hands are packed into large barrels or "hogsheads" to be taken to market. Today's method of curing tobacco probably closely resembles that practiced in the eighteenth-century.

A barn's exterior board siding was often applied vertically, with spaces between the siding to allow air to circulate around the drying tobacco. Various ventilation methods were also tried, including applying hinges to some of the siding boards, to be pulled to the side or propped out from the building to allow air to enter. Nineteenth-century barn development included louvered windows and ventilators of various types along the gable roof ridge. The Warrington Tobacco Barn in Mitchellville, circa 1850, is the best surviving example of a nineteenth-century tobacco barn in the County.

Most of the antebellum residences on the Prince George's County Inventory of Historic Resources have associations with tobacco culture. Slave-holding estates were for the most part dependent on their tobacco crop for income. Of approximately 90 plantation houses listed as Historic Sites in the County inventory, 29 listed below have remaining outbuildings related to tobacco culture. Also listed below are resources with a primary significance based on tobacco culture.

Historic Properties Associated with Tobacco Production in Prince George's County

Riversdale, Riverdale (68-4-5), tobacco plantation, National Register

Market Master's House, Bladensburg (69-5-8), National Register

Prospect Hill, Glenn Dale (70-25), tobacco plantation, Historic Site

Warrington Barn, Mitchellville (73-6), Historic Site

Bowieville, Upper Marlboro (74A-18), tobacco plantation, National Register

Hazelwood, Queen Anne (74B-13), tobacco plantation, Historic Site

Elliott-Beall House at Cool Spring Manor (74B-16b), tobacco plantation, Historic Site

Mount Welby, Oxon Hill (76A-13), tobacco plantation, Historic Site

Melwood Park, Upper Marlboro (78-15), tobacco plantation, National Register

Bleak Hill, Upper Marlboro (79-63-6), tobacco plantation, Historic Site

Eckenrode-Wywill House, Upper Marlboro (79-63-8), a post-war tobacco farm, Historic Site

Compton Bassett, Upper Marlboro (79-63-10), tobacco plantation, National Register

Ashland, Upper Marlboro (79-63-11), a post-war tobacco farm, Historic Site

Kingston, Upper Marlboro (79-19-13), tobacco plantation, National Register

The Cottage, Upper Marlboro (78-18), including tobacco barns from nineteenth and early twentieth centuries, National Register

Overseer's House, Upper Marlboro (79-29), agricultural outbuilding on tobacco plantation, Historic Site

Edelen Brother's Warehouse, Upper Marlboro (79-41a), tobacco auctioning, 1939, Maryland Inventory

Planters Tobacco Warehouse, Upper Marlboro (79-41b), tobacco auctioning, 1939, Maryland Inventory

Perrywood, Upper Marlboro (79-58), tobacco plantation, Historic Site

Bellevue, Friendly (81B-1), site includes very good example of late eighteenth-century tobacco barn, Historic Site

Weston, Upper Marlboro (82A-7), tobacco plantation, Historic Site

Furgang Farm, Cheltenham (82A-23), a post-war tobacco farm, Historic Site

Mount Clare, Melwood (82A-39), tobacco plantation, Historic Site

Billingsley, Upper Marlboro (82B-3), tobacco plantation, Historic Site

Piscataway (84-23), tobacco shipping port, Survey Area

Brookewood, Croom (86A-4), tobacco plantation, Historic Site

West End Farm, Croom (86A-5), tobacco plantation, Historic Site

Mattaponi, Croom (85A-15), tobacco plantation, Historic Site

Brookefield of the Berrys, Croom (86A-20), tobacco plantation, National Register

Kalmia (Kalaird), Baden (86B-9), tobacco plantation, Historic Site

Black Walnut Thicket, Baden (86B-10), tobacco plantation, Historic Site

Green Hill, Aquasco (87A-11), tobacco plantation, Historic Site

Wilson-Rawlings Farmstead, Horsehead vicinity (87A-19), a post-war tobacco farm, Historic Site

Canter House (Covington Farm), Aquasco (87A-21), a post-war tobacco farm, Historic Resource

H.B.B. Trueman House, Aquasco (87A-22), tobacco plantation, Historic Site

P.A. Bowen House, Aquasco (87B-36-20), tobacco plantation, Historic Site

Trueman Point Landing, Aquasco (87B-28), public landing, Historic Site

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