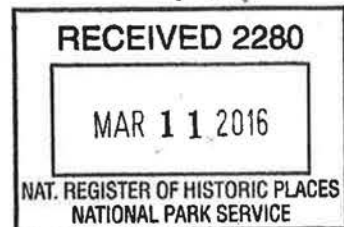


199



United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

1. Name of Property

Historic name United States Post Office
Other names/site number Maude R. Toulson Federal Building/WI-413

2. Location

street & number 129 East Main Street not for publication
city of town Salisbury vicinity
State Maryland code MD county Wicomico code 045 zip code 21801

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Signature of certifying official
Federal Preservation Officer
Title

3/7/2016
Date
U.S. General Services Administration
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official
Director/State Historic Preservation Officer
Title

March 2, 2016
Date
Maryland Historical Trust
State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Signature of the Keeper
Edson H. Beall
Date of Action
4-26-16

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only **one** box)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input checked="" type="checkbox"/>	public - Federal
<input type="checkbox"/>	private

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

Contributing	Noncontributing	
1		buildings
		sites
		structures
		Objects
		buildings
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Government: Post Office; Courthouse

Current Functions

(Enter categories from instructions)

Government: Post Office; Courthouse;
Government Office

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND 20TH CENTURY REVIVALS:

Colonial Revival

Materials

(Enter categories from instructions)

foundation: BRICK

walls: BRICK; STONE

roof: STONE; METAL

STONE (entry steps and roof-top

other: balustrade)

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The United States Post Office (herein referred to as the Toulson Federal Building) occupies a 0.53-acre site on the north side of East Main Street in Salisbury, Wicomico County, Maryland. The building is bounded by East Main Street to the south, Baptist Street to the east, Calvert Street to the north, and Court Street to the west. The Toulson Federal Building was originally built in 1925 to house the main branch of the Salisbury United States Post Office (USPO); the structure was enlarged with side wings, a rear ell and a second story in 1936 to accommodate the U.S. District Court for the District of Maryland. As of 2015, the building houses the Downtown Branch of the Salisbury USPO and the U.S. District Court for the District of Maryland.

The Toulson Federal Building exhibits elements of the Colonial Revival style of architecture popular to federal buildings in the late nineteenth and early twentieth centuries. The style, which combines elements of the Federal and Georgian architectural styles, is characterized by a rectangular footprint, symmetrical façade, roof-line balustrade, and classically detailed eaves and door surrounds. Because of simple but high-quality building materials, including brick and cast stone, the building remains in good condition with few significant alterations to its 1936 exterior appearance and configuration.

The Toulson Federal Building's interior consists of a basement, first floor, mezzanine, and second floor. Most of these areas have been extensively altered over the decades to suit tenants. However, at the first floor, the two separate lobbies (one at the south for the U.S. District Court for the District of Maryland, one at the west for the Downtown Branch of the Salisbury USPO), as well as the connecting corridor between them, retain much of their original configuration and most of their original materials. The original postal work room on the first floor was long ago subdivided to accommodate offices but what remains retains much of its original finishes, including its original hardwood floor. The mezzanine level retains its original configuration and finishes. By contrast, the second floor has been extensively altered by new interior walls and the removal of original finishes; however, the former postmaster's office on the second floor retains its original configuration and finishes.

Narrative Description

See Continuation Sheets 7.1 through 7.9.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Politics/Government

Period of Significance

1925-1939

Significant Dates

1925; 1936; 1939

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

Unknown

Architect/Builder

Wetmore, James A., Acting Supervising Architect

Simon, Louis A.; Supervising Architect

Melick, Neal A.; Supervising Engineer

Period of Significance (justification)

The Toulson Federal Building is significant in the areas of Community Planning and Development and Politics/Government for the period from 1925 through 1939. The period of significance begins with completion of construction in 1925 and ends in 1939, with the installation of the federally commissioned artwork.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Toulson Federal Building possesses local significance as the first permanent post office building in Salisbury after over 130 years of temporary locations throughout the area. The erection of the building was perceived as a symbol of community pride and achievement. The building also possesses local significance as a notable example of a federal government building in Salisbury, Maryland, expanded under the New Deal-era federal programs designed in the 1930s to relieve the economic problems caused by the Great Depression. The building is significant under National Register Criterion A (properties that are associated with events have made a significant contributions to the broad patterns of our history) at the local level for (1) Community Planning and Development and (2) Politics/Government.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

Community Planning and Development

The Toulson Federal Building represents an important period of growth, prosperity, and optimism in the history of Salisbury. The building was perceived as a symbol of community pride and its placement adjacent to the Wicomico County courthouse along the prominent East Main Street supports this sentiment. Salisbury's first permanent post office building illustrates a period of growth and optimism in Salisbury's history as the area grew from a small port town into the largest city on Maryland's Eastern Shore. The consequential commercial and civic growth that followed the expansion of Main Street in the early twentieth century ushered in an influx of new community members in Salisbury. Thus, this growth necessitated the construction of a permanent post office building large enough to accommodate postal patrons from throughout the growing city.

Politics/Government

The Toulson Federal Building was the first permanent post office erected in Salisbury after over 130 years of temporary locations. The permanence of the building embodies the growth of Salisbury in the early twentieth century. The subsequent expansion of the Toulson Federal Building demonstrates elements of the federal building campaign carried forth under the Public Works Administration and into the Great Depression. The incorporation of classical elements expresses the sense of a federal permanence and presence in the community. On the interior, the Toulson Federal Building prominently displays three murals by Jacob Getlar Smith, who painted *The Stage at Byrd's Tavern*, *The Cotton Patch*, and *Salisbury Town* in 1939 as part of the the Section of Fine Arts, a New Deal program (1934-1943). These murals were commissioned by the Salisbury Historical Society and the federal government in order to display the regionalism and history of the area. Finally, the post office was the first federal building erected in Salisbury. As a result, the building was perceived as a symbol of civic pride, and its placement on the prominent thoroughfare of East Main Street supports this sentiment.

Developmental history/additional historic context information (if appropriate)

See Continuation Sheets 8.1 through 8. 15.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: **See Continuation Sheets 9.1 through 9.4**

Historic Resources Survey Number (if assigned): WI-413

10. Geographical Data

Acreage of Property 0.53
(do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>18</u> Zone	<u>447562</u> Easting	<u>4246358</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

Verbal Boundary Description (describe the boundaries of the property)

The includes the 0.53-acre Wicomico County Tax Parcel, Tax Map 107, Parcel 846. The Toulson Federal Building is bounded by East Main Street to the south, Baptist Street to the east, Calvert Street to the north, and Court Street to the west.

Boundary Justification (explain why the boundaries were selected)

The National Register boundary for the Toulson Federal Building includes the entire portion of the 0.53-acre tax parcel that is historically associated with the building during its period of significance (1925-1939). This boundary follows the tax parcel lines and includes the Toulson Federal Building that has occupied the lot since its completion in 1936. The boundary encompasses all of the significant resources and features that comprise the property.

11. Form Prepared By

name/title Emma K. Young/Architectural Historian

organization A.D. Marble & Company, prepared for the U.S. General Services Administration date September 2010
Revised January 2016

street & number 3913 Hartzdale Drive, Suite 1302 telephone 717.731.9588

city or town Camp Hill state PA zip code 17011

Email eyoung@admarble.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

National Register of Historic Places Continuation Sheet

Exterior Description

The even coloration and consistent brickwork across the south (front) elevation of the Toulson Federal Building conceals the fact that the now two-story, T-shaped building was erected in two distinct phases. In 1925, under the tenure of Acting Supervising Architect of the U.S. Treasury James A. Wetmore, the building measured one story in height and five bays wide. Over a decade later, in 1936, under Supervising Architect of the U.S. Treasury Louis A. Simon, the building assumed its present appearance consisting of two stories in height with a symmetrical, three-part façade measuring nine bays wide. The 1936 T-shaped footprint, consisting of a rectilinear front block and a square rear ell, remains intact.

The Toulson Federal Building sits atop a full, elevated, brick foundation. Red brick, laid in English bond with cast-stone trim, covers the exterior of the building. A cast-stone and brick water table, which serves as the lintels for the basement windows, rests above the foundation, and a cast-stone beltcourse, inlaid with a Greek Revival key pattern, sits below the second-story windows. An entablature below the parapet, comprised of cast stone, consists of a flat frieze and a denticulated cornice. Bronze letters spell "United States Post Office" on the frieze on the south elevation. A brick parapet with coping at the top is ornamented with inset cast-stone balustrade segments, consisting of segments of both eleven balusters and five balusters on the south elevation and five balusters on the north, east, and west elevations. A flat, metal- and gravel-covered roof caps the building.

Four-light, hopper-sash, wooden windows, protected with iron security bars, are located at the basement level of the south elevation. Evenly spaced, twelve-over-twelve light, double-hung sash, wooden, replacement windows comprise the first-story fenestration of the building. Eight-over-twelve light, double-hung sash, wooden replacement windows comprise the second story, except where noted. A wood molding surrounds each window, which sits upon a cast-stone sill.

The south elevation contains nine evenly spaced bays divided into three, three-bay sections. The center section projects approximately one foot outward from the plane of the end sections. Three recessed arches interspersed with four cast-stone, floral medallions also enhance the center section.

An elevated double stair, encased in red brick, leads to a poured-concrete landing centrally located on the south elevation. An iron railing featuring integral iron lampposts frames the stair. The poured-concrete landing provides access to the main entry into the building, which is centrally located on the facade. Cast-stone, Doric columns and a decorative frieze frame the entry and lead to an arched fanlight situated above. The entry consists of a set of double-leaf, six-light, wooden replacement doors capped by a transom comprised of six arched lights. A bronze plaque located immediately to the east of the entry contains raised lettering, which reads, "MAUDE R. TOULSON FEDERAL BUILDING."

A dedication stone for the original building is set into the brick-clad foundation at the eastern end of the facade. The following is carved into the stone:

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 7

Page 2

A W MELLON
SECRETARY OF THE TREASURY
JAMES A WETMORE
ACTING SUPERVISING ARCHITECT
1924

A dedication stone for the 1936 addition is set into the foundation to the east of the 1924 dedication stone. The stone reads:

HENRY MORGENTHAU JR
SECRETARY OF THE TREASURY
JAMES A FARLEY
POSTMASTER GENERAL
LOUIS A SIMON
SUPERVISING ARCHITECT
NEAL A MELICK
SUPERVISING ENGINEER
1936

Four evenly spaced bays comprise the east elevation of the front block, as well as the east elevation of the rear ell. The second story windows of the rear ell consist of eight-over-eight light, double-hung sash, wooden replacement types. A two-story iron fire escape leads to a single-leaf steel fire door situated in the southernmost bay of the second story of the rear ell.

The north (rear) elevation contains five unevenly spaced bays on the front block to the east of the rear ell. The westernmost bay on the second story contains a single-leaf steel fire door accessed by the aforementioned fire escape. A single-leaf steel fire door provides access to the ground level of the fire escape, which is surrounded by a steel-mesh cage. The first story of the front block contains two eight-over-twelve light, double-hung sash, wood windows. The second story consists of two evenly spaced, eight-over-eight, double-hung sash, wood windows.

The north elevation of the rear ell contains six unevenly spaced bays. A poured-concrete ramp, encased in red brick and framed by a steel-pipe railing, leads from a rear parking area to a secondary entry centrally located in the elevation. A one-light, aluminum door and ramp was added circa 1987 in order to make the building compliant with Architectural Barriers Act of 1968 (ABA) regulations.¹ An exterior stairway to the basement level consisting of twelve poured-concrete steps and surrounded by a steel-pipe railing extends the remaining width of the north elevation to the west of the ABA-compliant ramp. The northwest corner of the elevation, supported by a square brick pier, is open to accommodate a recessed loading dock. Two six-over-six light, double-hung sash, wood windows are located slightly to the east above the open bay. The second story of the rear ell consists of eight-over-eight light, double-hung sash, wood windows.

¹ Norman Bodani (U.S. General Services Administration Building Manager), in discussion with Emma Young, 30 April 2007.

National Register of Historic Places Continuation Sheet

The west elevation of the front block contains four evenly spaced bays. The exterior entry into the post office lobby occupies the southernmost bay. An iron railing with integral iron lampposts frames the eight limestone steps that lead to the entry. The entry consists of a set of double-leaf, six-light, wood, replacement doors. A wood pediment caps the wood pilasters that frame the entry, which features a transom consisting of five arched lights. A bronze plaque is located immediately to the south of the entry and reads, "MAUDE R. TOULSON FEDERAL BUILDING."

The west elevation of the rear ell contains a concrete loading dock, supported by brick piers and sheltered by a flat, wood-and-asphalt canopy. Two sets of double-leaf, one-light, steel doors are centrally located in the first story. A single eight-over-eight light, double-hung sash, wood window is located to the south of the doors. Five evenly spaced, six-over-six light, double-hung sash, wood windows are located directly above the loading dock canopy. Five evenly spaced windows of the same type also occupy the second story of the rear ell.

Landscape Features

A paved-asphalt employee parking lot for approximately six cars, accessed from Baptist Street, occupies the northeast corner of the building lot. The parking lot was enclosed to the north and east with an iron fence and gate circa 2002.² An additional paved-asphalt parking area for approximately three cars occupies the northwest corner of the building to the west of the loading dock area. The building is surrounded by a poured-concrete sidewalk on all four sides. The sidewalk frames a well-manicured lawn containing numerous deciduous and evergreen trees and shrubs that extends along the south, east, and west south sides of the building. Mid- to late-twentieth-century, multiple-story, commercial and government buildings comprise the immediate area to the north and east of the building. The late-nineteenth-century courthouse is located to the west of the building. Smaller one- and two-story buildings dating from the nineteenth to the twentieth century line East Main Street to the south of the building.

Interior Description

The Toulson Federal Building features two primary entries: the entry in the south elevation of the building, which facilitates public movement into the lobby for the U.S. District Court for the District of Maryland; and the entry in the west elevation, which facilitates public movement into the lobby for the Downtown Branch of the Salisbury USPO. The cavernous postal workroom and the recently remodeled U.S. District Courtroom, both located on the first floor, dominate the core of the building. Small offices for the U.S. District Court for the District of Maryland, as well as storage rooms, comprise the remaining space on the first floor. Small offices, a classroom, and former courtroom, all currently vacant, comprise the second floor. The basement contains additional office and storage space.

² *Ibid*

National Register of Historic Places Continuation Sheet

First Floor

The functions of the first floor of the Toulson Federal Building are split between the USPO and the U.S. District Court for the District of Maryland. The public lobby, postal lobby, and first-floor corridors feature a white-colored terrazzo floor inlaid with a black-colored terrazzo border. The plaster walls feature sand-colored-tile wainscoting outlined with a black-colored, wood chair rail. A wooden cornice leads to a vaulted, plaster ceiling. The first floor also features radiators underneath each window opening in the south elevation. Each radiator is contained in a decorative oak-and-iron radiator box added in 2003.³

Public Lobby

The main entry located in the south elevation of the building leads into a public lobby that, as of 2015, serves as the security and waiting area for the U.S. District Court for the District of Maryland. A seam in the terrazzo floor located to the north of the main entry delineates where an original wood vestibule was located prior to 1969.⁴ Two original light fixtures, each consisting of white globes suspended by a brass chain, are evenly spaced to light the lobby.

A glass-and-aluminum partition, added circa 1969, is located on the north wall directly across from the main entry. The north wall of the lobby also features a directory board, protected by glass and a wood frame, installed circa 2003 located to the east of the partition.⁵ A large mural, painted in 1939 by Jacob Getlar Smith, titled *The Stage at Byrd's Tavern* stretches the entire width of the north wall above the directory board. The mural portrays the hitching of horses, a stagecoach taking on new passengers, and the driver taking a bag of mail with the tavern in the background. The tavern, maintained by Salisbury-native John Byrd, served as the center of public hospitality in Salisbury in 1840. Smith applied oil to canvas as the medium for this mural.

A set of double-leaf, oak, replacement doors is situated in the east wall of the lobby. A brass medallion depicting the Great Seal of the United States is located above the set of the doors and reads, "United States District Court for the District of Maryland."

The west wall of the public lobby features an oak partition, which, in 2003, replaced the previous glass and aluminum partition.⁶ The partition separates the public lobby from the Downtown Branch of the Salisbury USPO.

Postal Lobby

The postal lobby located on the first floor is the building's primary public space and is therefore the most decorative. Although the United States Postal Service has reduced their presence in the building, the lobby is still used for its original purpose.

The entry in the west elevation of the building provides access into the postal lobby. The exterior entry leads into an enclosed, rectangular, pane-and-panel, 1936, oak vestibule. The north and south sides of the vestibule contain single-leaf, six-light over two-panel doors, each featuring three brass handle bars. The east wall of the

³ Ibid.

⁴ Ibid.

⁵ Ibid.

⁶ Ibid.

National Register of Historic Places Continuation Sheet

vestibule contains a nine-light over three-panel section flanked to the north and south by a six-light over one-panel section.

The postal lobby contains the original light fixtures, which consist of white globes decorated with a painted geometric design. Each fixture hangs from a chain affixed to the plaster ceiling.

To the south of the vestibule, on the west wall of the postal lobby hangs two evenly spaced display boards protected by glass-and-wood frames. The south wall of the postal lobby contains a centrally located, built-in, counter-height writing table comprised of heavy timbers. A bulletin board, encased in a glass-and-oak frame, is located on the wall above the table.

The postal service counter stretches the length of the north wall of the postal lobby. Oak trim frames the counter, which features sliding, counter-height, wood-paneled doors. A twenty-four-light, iron grille is centrally located in the wall above the service counter.

South Corridor

The east wall of the postal workroom includes the entry to the corridor that stretches between the postal lobby and public lobby for the U.S. District Court for the District of Maryland. The south side of the corridor contains a single-leaf, steel security door that provides access to the basement level. An additional bulletin board, framed in wood and glass, hangs to the east of the basement entry. The oak-and-glass partition located in the public lobby extends along the south corridor and prohibits access to the stairway located on the south wall.

The north wall of the corridor contains the original brass-and-glass postal boxes grouped and separated into wooden cabinets. One original section of the corridor's north wall has been replaced with a new alcove to accommodate additional postal boxes. The second mural in the building, also painted by Jacob Getlar Smith in 1939, sits above the easternmost set of postal boxes. The mural, titled *The Cotton Patch*, portrays the steamboat landing that served as the primary point of arrival and departure for travel between Salisbury and Baltimore City. Smith applied oil on canvas as the medium for this mural.

Postal Workroom

The east wall of the postal lobby also contains a single-leaf steel security door that provides interior access to the postal workroom. Finished oak covers the floor of the cavernous area. Wood wainscoting and plaster covers the walls. The room features a dropped ceiling comprised of acoustical tiles and inlaid with fluorescent lighting. Modern ductwork to accommodate the central heating and air system spans the lower portion of the ceiling. A long row of wood and steel cabinetry extends along the south wall. An original steel safe occupies the northwest corner of the room.

Three rooms extend southward from the north wall of the postal lobby. A janitor's closet is located between two restrooms, which feature ceramic-tile floors and retain their 1936 fixtures.

A small open doorway located to the east of the restrooms leads to the northwestern portion of the postal workroom that contains the interior of the loading dock area. Red brick, laid in English bond, comprises the north wall of the loading dock area, which features a plaster ceiling. Four small rooms comprise the west side

National Register of Historic Places Continuation Sheet

of the area. The southernmost room contains an additional restroom accessed by a single-leaf, paneled wood door. The remaining three rooms are accessed by a set of double-leaf steel doors, each featuring one light covered with steel mesh.

U.S. District Court for the District of Maryland Courtroom

The U.S. District Court for the District of Maryland occupies the southeast corner of the Toulson Federal Building. The space was altered substantially in 2003 to accommodate the transfer of the courtroom from the second floor to the first floor of the building.⁷ A large drywall partition separates the highly altered area of the courtroom to the north from the more intact southern portion of the courtroom.

The courtroom features industrial carpeting, drywall partitions and posts, and a dropped ceiling of acoustical tiles and inset fluorescent lighting. The southern portion of the courtroom contains a plaster ceiling featuring replacement hanging pendant light fixtures. All of the furniture, including the oak benches, tables, and judge's bench, were added in 2003. Oak paneling covers the north wall of the courtroom behind the judge's bench. A metal plaque featuring the Great Seal of the United States encircled by the words, "United States District Court for the District of Maryland," hangs on the wood paneling.

The southern portion of the courtroom contains the only original finishes in the room. Sand- and black-colored ceramic tile comprise the wainscoting as well as outline a single-leaf wood-paneled door located in the east wall. The third mural by Jacob Getlar Smith, entitled *Salisbury Town* and painted in 1939, surrounds the single-leaf door. The oil-on-canvas mural depicts a Salisbury street scene prior to the formation of Wicomico County in 1867 with the town crier broadcasting the local news.

U.S. District Court for the District of Maryland Court Judge's Chambers

The single-leaf door located in the east wall of the courtroom leads to the four rooms of the judge's chambers that comprise the southeastern portion of the front block of the first floor. The chambers are also accessed via a single-leaf paneled door located to the east of the judge's bench.

These four rooms have been highly altered to include industrial carpeting, drywall partitions, and dropped acoustical-tile ceilings with inset fluorescent lighting. An original steel safe, currently used for storage, occupies the southwest corner of the central room.

Central Corridor

A long corridor stretches the entire length of the building, including the front block and rear ell, from the public lobby to the secondary entry on the north elevation. An ABA-compliant restroom was added to the southeast corner of the corridor in 1999, followed to the north by two additional restrooms, also added in 1999, and a janitor's closet.⁸

The central corridor provides access to five additional rooms currently used by the U.S. District Court for the District of Maryland, including a small law library, meeting room, and additional offices. Each room is

⁷ Ibid.

⁸ Ibid.

National Register of Historic Places Continuation Sheet

accessed by a single-leaf one-light wooden replacement door and includes industrial carpeting, drywall partitions, and dropped acoustical-tile ceilings with inset fluorescent lighting.

Stairwell to Basement and Mezzanine Levels

The stairwell that provides additional access to the basement level and sole access to the mezzanine level occupies a room in the northwest corner of the corridor. The room is entered through a single-leaf pane-and-panel door. Wood wainscoting and brick, painted white, comprises the walls. The banister to the mezzanine level consists of a wooden balustrade and a paneled newel post. A steel-pipe railing serves as the handrail to the basement level. An original pendant light fixture, suspended from a metal chain, lights the stairwell.

Basement Level

The basement consists of ten rooms currently used as storage and office space for the U.S. General Services Administration (GSA). The southern section of the basement encompasses the original portion built in 1925. The 1936 extensions include unexcavated crawl space to the east, west, and north of the original block with the exception of the coal and boiler rooms added to the northwest.⁹

The basement level is accessed by either the stairway off of the central corridor or the stairway located off of the south corridor. The steps of the south stairway are covered in carpeting. A central corridor leads from the southern stairway to an open central storage and electrical area. Three additional storage rooms are located to the south of the open area.

The basement level generally lacks finishes and detailing. The rooms consist of poured-concrete floors, brick walls, and plaster ceilings. The southern three rooms, located to the west of the corridor, have been finished with wood wainscoting and plaster to accommodate additional office space; however, all three rooms are currently vacant.

Mezzanine Level

The stairwell off of the central corridor that provides access to the basement also provides access to the mezzanine level, which is currently vacant. The mezzanine contains a former swing (break) room and shower area for postal employees. Finished oak covers the floor, and plaster covers the walls and ceiling. A wood white-painted chair rail and floorboard surrounds the room. The entrance into the former postmaster's lookout gallery is located in the southwest corner of the room.¹⁰ A single-leaf pane-and-panel door located in the northwest corner of the room leads to a shower room. The shower room is clad in hexagonal ceramic tiles on the floor and square ceramic tiles on the east, west, and north walls. Pink-colored marble panels cover the south wall. The bathroom retains the original 1936 fixtures.

Staircase to Second Floor

A prominent decorative staircase is situated within the 2003 oak partition to the west of the public lobby and to the south of the south corridor. The staircase features a decorative bronze balustrade and newel post, all capped by a polished-oak handrail. This staircase leads to a second-floor landing and provides the only internal access

⁹The coal chute has since been concealed.

¹⁰The lookout gallery was inaccessible during the site visit.

National Register of Historic Places Continuation Sheet

to the second floor of the building. Two one-light steel replacement doors are located on the north and west walls of the second-floor landing.

Second Floor

The second floor of the Toulson Federal Building has been vacant since 2003 when the U.S. District Court for the District of Maryland relocated to the first floor.¹¹ The southern and eastern portions of the second floor largely consist of small offices each featuring replacement carpeting laid over unfinished pine floors, plaster walls with wood wainscoting, and dropped acoustical-tile ceilings with inset fluorescent lighting, except where noted.

The former courtroom for the U.S. District Court for the District of Maryland occupies the rear ell portion of the second floor. The courtroom features an oak judge's bench made in the 1970s by the Wicomico County High School technical education class.¹² Nineteen individual, collapsing-seat wood chairs, each affixed to the floor with an iron base, are located to the south of the bench behind a simple oak balustrade; these chairs were salvaged from Salisbury University's Holloway Hall Auditorium in the 1970s when the building was renovated. A small storage area to the east of the courtroom features an asbestos-tiled floor.

The southwestern portion of the second floor features a classroom formerly used for civil-service testing. The classroom features industrial carpeting, plaster walls, and a dropped acoustical-tile ceiling.

The former office for the U.S. Postmaster, which contains the most original architectural detail and finishes of any other second floor space, is located to the north of the classroom. The room features a finished oak floor, plaster walls with wood wainscoting and chair rail, and a plaster ceiling. A narrow single-leaf paneled door located in the west wall of the room provides an additional entry into the former postmaster's lookout gallery. A porcelain sink is attached to the wall to the south of the door. A single-leaf paneled door leads into a small restroom that occupies the southwest corner of the room. The restroom features a hexagonal ceramic-tiled floor and original 1936 fixtures.

Alterations

The Toulson Federal Building retains a high degree of exterior integrity as exterior alterations to the building have been minimal. Exterior alterations to the building included the in-kind replacement of the windows on the south, east, and west elevations in 2003 and the replacement of the south and west entry doors in 2003. Overall, the interior of the building is in relatively good condition; however, with the exception of the public lobby, south corridor, and postal lobby and workroom on the first floor, the mezzanine level, and the former postmaster's office on the second floor, the remaining interior spaces have been extensively altered by construction of new interior walls and removal of original finishes. Interior alterations to the first and second floor spaces have been ongoing since the construction of the building in order to accommodate continuous uses.

¹¹ Norman Bodani (U.S. General Services Administration Building Manager), in discussion with Emma Young, 30 April 2007.

¹² Ibid.

National Register of Historic Places Continuation Sheet

Historical Narrative

History of Salisbury, Wicomico County, Maryland

The land where the city of Salisbury would eventually stand was settled by Europeans as early as the late 1600s when Governor Calvert's offer of fifty free acres of land to each new arrival attracted the first settlers to the region. Immigrants, primarily from the British Isles, cleared land along the Wicomico River and its tributaries in an area known as "Handy's Landing."¹³ The proximity of the Wicomico River and Humphrey's Lake, which adjoined the river on the east, quickly proved to be a valuable asset, and the adjacent docks became a vital location for local trade. On August 8, 1732, a provincial legislative act renamed the area around Handy's Landing as Salisbury Towne and set aside fifteen acres of land in the forks of the Wicomico River that was to be divided into twenty-five lots for the new town.¹⁴

John Caldwell, who originally petitioned the colonial legislature to create a town on the banks of the Wicomico River, built a mill dam in 1738 over the east branch of the river. In 1741, he built a bridge over the north branch of the river and by the time he died in 1746, Caldwell had attracted the necessary businesses and crafts to make the fledgling town prosper.¹⁵

Salisbury Towne belonged solely to Somerset County. In 1742, Worcester County was created, after which the center of Salisbury served as the dividing line between the two counties. All of the area to the east of the county boundary line, known as Dividing Street (presently Division Street), belonged to Worcester County and all of the area to the west belonged to Somerset County, thus tearing Salisbury Towne between two political and government entities.¹⁶ The eastern half of the town was forced to travel eighteen miles to Snow Hill to conduct all legal and government business, including deed transfers, taxation and assessments, elections, and law enforcement, while the western half traveled twelve miles to Princess Anne, the county seat of Somerset.¹⁷

Despite the physical and governmental division of the town, Salisbury still managed to grow and prosper, and in, 1854 became incorporated. By the start of the Civil War, Salisbury served as the business center of the bi-county area. The arrival of the railroad and the outbreak of the war halted construction of the railroad through Salisbury, thus in turn leaving Salisbury at the advantageous railhead. Consequently, the town became the distribution point for goods traveling north and coming south; however, in August 1860, fire completely destroyed the city's commercial center, after which buildings were rebuilt immediately following the previous pattern.¹⁸

By 1865, the tracks of the New York, Philadelphia, and Norfolk Railroad (later known as the Eastern Shore Railroad) traversed entirely through the city again bringing with it the ease and accessibility of transporting

¹³ Maria Ellegood, "A Sketch of the Early History of Wicomico County," in *More From the Shore* (Lower Delmarva Genealogical Society Volume 1, Number 2, 1983), 5.

¹⁴ John E. Jacob, *Salisbury, Maryland* (Mount Pleasant, South Carolina: Arcadia Publishing, 1998), 7.

¹⁵ *Ibid.*

¹⁶ Richard W. Cooper, *Profile of a Colonial Community: Salisbury Towne and Wicomico County on Maryland's Eastern Shore* (Baltimore: Gateway Press, 1986), 189.

¹⁷ *Ibid.*

¹⁸ Jacob, 7.

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 8

Page 2

goods in and out of Salisbury via the railroad.¹⁹ Consequently, many new residents settled in the growing city. In 1867, Wicomico County was formed and the entire city of Salisbury Towne, then shortened to Salisbury, was designated as the county seat, thus ending 125 years of county division within the city.²⁰ By 1878, the new county raised \$25,000 for the construction of a courthouse, which was erected at the corner of East Main Street and Division Street.²¹ The new courthouse quickly became the center of activity not only in Salisbury but largely for the entire county as county commissioners, Orphans Court, and other government agencies held their regular sessions at the building.

The Sanborn Insurance Maps of 1885 show the area as well-populated and thriving with residential, commercial, and civic buildings along Main Street.²² In October 1886, another fire again destroyed all of the buildings in the downtown area with the exception of the courthouse. As a result, streets were widened and zoning laws prohibited frame structures in the center of town.²³

In the 1910s, Main Street was extended east beyond Division Street, and the construction of a row of buildings for law offices to serve the courthouse commenced. The erection of the seven-story Wicomico Hotel and the post office/federal building a decade later reflected Salisbury's growing regional prominence. During the late 1930s, the lots further east on Main Street were developed for commercial and small-scale industrial enterprises including the shirt factory and Red Star Bus Terminal.²⁴ During the same time, US 13, the main north-south highway for the Delmarva Peninsula, traversed through Salisbury and several years later, US 50 extended east from Annapolis to Ocean City, Maryland, passing through Salisbury. Since the 1920s, the city hosted a small airport as well. Thus, by 1960 Salisbury was easily accessible by boat, airplane, train, and automobile, which consequently ushered in a steady increase of population, businesses, and industries into the city and outlying areas.

Since its incorporation in 1854, Salisbury, Maryland, has grown from a small town to the largest city along Maryland's Eastern Shore. Salisbury still serves as the Wicomico County seat. As of 2012, the city's population numbers 31,243 and includes a variety of civic, commercial, residential, and government buildings, including three post offices. The city is also a communication center for radio, television, and newspapers, a financial center for local and regional banking institutions, and hosts a university, airport, and trucking center among many other civic and commercial entities.²⁵

¹⁹ Simon J. Martenet, *Map of Somerset County, Maryland* (Baltimore: Simon J. Martenet, 1865).

²⁰ Cooper, 190.

²¹ Kennedy Smith, "Salisbury Historic District, WI-145," Maryland Inventory of Historic Properties Form, 1981. On file at the Maryland Historical Trust, Crownsville, Maryland.

²² Sanborn Map and Publishing Company, *Salisbury, Maryland* (New York: Sanborn Map and Publishing Company Limited, 1885).

²³ Kennedy Smith, "Salisbury Historic District, WI-145," Maryland Inventory of Historic Properties Form, 1981.

²⁴ Jacob, 8.

²⁵ Ibid.

History of the Postal Service in the United States and Salisbury, Maryland

Postal Service in the United States

The establishment of the postal service began as a means to provide communication to the colonies during the Revolutionary War. On July 26, 1775, the Second Continental Congress developed the post office under its first Postmaster General, Benjamin Franklin. The post office was the only agency to remain intact through the Revolutionary War, the Confederacy period, and the years after the Constitution was adopted. Subsequently, the newly established federal government viewed the post office as the means for conveying knowledge of its laws and proceedings to all parts of the country.²⁶

During the postal service's early growth period, the number of post offices expanded from 75 in 1789 to 16,749 in 1849.²⁷ Throughout the nineteenth century, the postal system served as the principal means of long distance communication. Postal service provided both a physical and intellectual link between great distances as the nation expanded across the continent.²⁸ By 1820, the number of post offices and miles of post roads approximately quadrupled that of 1800.²⁹ Local taverns, grocery stores, coffeehouses, and inns, all focal points of community life, housed the first post offices.³⁰

Throughout the nineteenth and twentieth centuries, Congress established or improved postal services and facilities throughout the nation. Efforts to increase the speed and efficiency of mail delivery encouraged the growth of roads, railroads, shipping lines, and eventually airlines. The postal presence, through its sheer number, distribution, and types of services, provided tangible reminders to otherwise isolated communities of the role and ideals of the central government. Consequently, the buildings constructed for use as post offices have reflected various governmental and architectural philosophies throughout the nation.³¹

The postal service built structures for receiving, processing, and distributing mail to provide services for the expanding population during the nineteenth and early twentieth centuries. For smaller communities, a special counter in a local store served as the post office. In larger villages or towns, a separate post office building was constructed with a public service counter, workroom for mail processing, and a loading dock. Urban post offices handling large volumes of mail required larger buildings with extensive workrooms, offices, employee facilities, loading platforms, and windows or counters to serve the public. Urban post offices often shared space in federal buildings with courts and branch offices of federal agencies. The Supervising Architect of the U.S. Treasury Department oversaw the design and development of these early postal facilities.³²

Criteria used to determine the placement of postal offices reflected the uses of the facilities and the manner in which they were designed to function. Post offices that included other federal offices or courts were often

²⁶ Rita L. Maroney, *History of the U.S. Postal Service: 1775-1982* (Washington, D.C.: U.S. Government Printing Office, 1982), 3.

²⁷ Ellis L. Armstrong, *History of Public Works of the United States, 1776-1945* (Chicago: American Public Works Association, 1976), 327.

²⁸ Beth Boland, National Register of Historic Places, Bulletin 13, "How to Apply National Register Criteria to Post Offices" (Washington, D.C.: U.S. Department of the Interior, National Park Service, 1984), Section II, 1.

²⁹ Boland, Section II, 1.

³⁰ Maroney, 1.

³¹ Boland, Section II, 2.

³² Maroney, 5.

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 8

Page 4

located near other government buildings in the community. Single-function post offices built prior to the 1930s were often located on or near main transportation corridors and commercial centers and near the railroad station to facilitate movement of mail to and from trains. Facilities constructed during the 1930s and later became more truck and auto-oriented and were located near the downtown, but perhaps a block or two from the town's main street. This made the post office easy to find, but also allowed better access to truck activity.

The modern-day United States Postal Service (USPS) was officially established as an independent federal agency on July 1, 1971, when Congress implemented the Postal Reorganization Act.³³

Postal Service in Salisbury, Maryland

In 1792, federal mail service began in Salisbury, with Thomas H. Gilles serving as the first postmaster.³⁴ Over the next 132 years, Salisbury's post office moved serially to various buildings throughout the city. During the eighteenth, nineteenth, and early twentieth centuries, the city leased space from different building owners, including a dry goods store, clothing shop, drug store, and Masonic Temple, until the need was recognized for a permanent post office building.³⁵ Salisbury's growth after the fire of 1886 and again following World War I increased the city's residential and business population. Consequently, the rapid growth necessitated the need for a permanent post office building.

Prior to 1859, mail for Salisbury arrived either by steamer or stage coach. In that year, the New York, Philadelphia, and Norfolk Railroad extended from Delmar to Salisbury and subsequently became the major carrier of mail on the Eastern Shore.³⁶ During this time, the post office shared space with the Hallway Clothing Company on the south side of Main Street. After the fire of 1886, the post office relocated to the north side of Main Street, just west of Division Street where it shared the Graham Building with a drugstore. Shortly thereafter, the postal service signed a contract with Wicomico Lodge # 91 of the Masonic Order to lease a space in the Masonic Temple, located at 110 North Division Street in Salisbury, for the next thirty-four years.³⁷

By 1917, the federal government recognized the need for a permanent post office building in Salisbury and appropriated \$80,000 for the building's construction.³⁸ On March 21, 1917, the federal government purchased a parcel of land bounded by Water Street, Baptist Street, East Main Street, and Court Street, from the Salisbury Realty Company for \$10,500.³⁹ This prominent location adjacent to the county courthouse appeared to be the ideal locale for a new federal building; however, the outbreak of World War I suspended any further actions on possible construction.⁴⁰

³³ *Ibid.*

³⁴ United States Postal Service, Postmaster Finder, United States Postal Service, <http://webpmt.usps.gov/pmt007.cfm>, accessed August 8, 2007.

³⁵ Sanborn Map and Publishing Company 1885, 1888, 1894, 1899, 1904.

³⁶ Jane W. Bailey, *What's Past is Prologue: A History of Wicomico County, Maryland* (Salisbury, Maryland: Wicomico County Centennial, Inc., 1967), 169-171.

³⁷ *Salisbury Advertiser* (Salisbury, Maryland), 21 November 1925, 1.

³⁸ *Salisbury Times* (Salisbury, Maryland), 18 January 1924, 8.

³⁹ Wicomico County Department of Land Records, Liber JCK 103, Folio 453-454 (Salisbury, Maryland, 1917).

⁴⁰ *Salisbury Times* (Salisbury, Maryland), 18 January 1924, 8.

National Register of Historic Places Continuation Sheet

Seven years later, by 1924, Postmaster Harry R. Phillips, along with his fellow Salisbury residents, implored the federal government to erect a permanent post office building in the city after witnessing a 156% increase in business over the prior fiscal year. On January 18, 1924, an engineer for the U.S. Treasury Department visited the site owned by the federal government to conduct tests in order to determine if the site would be suitable for a permanent building.⁴¹ Two months later, on March 22, 1924, Salisbury residents learned that the Senate approved an additional \$25,000 to erect a permanent post office building in Salisbury on the north side of East Main Street.⁴²

The Office of the Supervising Architect of the U.S. Treasury Department and the Public Works Administration (PWA)

The Office of the Supervising Architect of the U.S. Treasury Department was responsible for the construction of federal buildings throughout the late nineteenth and early twentieth centuries. From 1895 to 1933, the office reported to the U.S. Treasury Department. In the 1920s, the Office of the Supervising Architect was divided into a Technical Branch and an Administrative Branch. The Technical Branch included a division responsible for project costs and accounting; a drafting division, including a superintendent who greatly influenced design practices; a structural division; a mechanical engineering division; and a repairs division. In 1933, the U.S. Treasury Department was reorganized and the Office of the Supervising Architect was shifted to the Procurement Branch of the Division of Public Works of the Treasury. In July 1939, the public buildings program was removed from the U.S. Treasury Department and merged into the Federal Works Agency, Public Buildings Administration. In 1949, Congress established the U.S. General Services Administration (GSA), and the new agency assumed responsibility for public buildings.⁴³

Acting Supervising Architect James A. Wetmore, 1912-1913 and 1915-1934

James A. Wetmore served as Acting Supervising Architect of the U.S. Treasury Department (Supervising Architect) from 1912 to 1913 and again from 1915 to 1934, the period during which the Maude R. Toulson Federal Building was first designed and constructed. In his first appointment, Wetmore succeeded James Knox Taylor, who served as Supervising Architect from 1897 to 1912. Taylor, who was inspired by the Columbian Exposition and the City Beautiful movement, directed a return to Classicism for federal design during his tenure. This federal preference continued well into the 1920s and 1930s. Wetmore temporarily served as Acting Supervising Architect immediately following Taylor's departure, until Oscar Wenderoth, Supervising Architect from 1912 to 1915, could conclude his private work in New York City and relocate to Washington, D.C. Wetmore then resumed his role in 1915 following Wenderoth's resignation.⁴⁴

James A. Wetmore was educated as a lawyer and served as head of the U.S. Treasury's Law and Records Division under both James Knox Taylor and Oscar Wenderoth. Wetmore's administrative background greatly affected his approach to the role of Acting Supervising Architect. He was predominantly concerned with directing architectural policy within the treasury due to his extensive experience in administration and his lack of architectural training. Wetmore reportedly left the architectural design tasks of the position to his staff, but

⁴¹ *Ibid.*

⁴² *Salisbury Times* (Salisbury, Maryland), 24 March 1924, 1.

⁴³ Lois A. Craig, et al., *The Federal Presence* (Cambridge, Massachusetts: MIT Press, 1978), 327.

⁴⁴ Antoinette Lee, *Architects to the Nation* (New York: Oxford University Press, 2000) 215-222.

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 8

Page 6

had “an uncanny facility for knowing the intent and purpose of the architectural and engineering actions of his organization.” Although Wetmore retained the word “acting” in his title for his entire tenure in respect for practicing department architects, he served in the role of Supervising Architect for longer than any of his predecessors.⁴⁵

The McAdoo Classification System

During Wetmore’s tenure, the U.S. Treasury Department adopted a formal classification system of building types known as the McAdoo Classification System. A significant development, the Public Buildings Act of 1913 authorized the construction of a large number of public buildings and created an economic standard by which to judge which communities could get new post offices and which would not. The act also called for the development of standardized designs and design components and created a Public Buildings Commission chaired by the Secretary of the Treasury, William McAdoo. The commission focused on issues related to the efficient design and construction of federal postal facilities. The commission agreed that monumental architecture should be reserved for larger cities, while smaller communities should get more utilitarian facilities.⁴⁶ The commission submitted a report to Congress on its findings in 1914, and a year later, the recommendations morphed into a new federal building policy known as the McAdoo Classification System, which used the level of annual postal receipts to determine the “character” of the building in terms of the costliness of building materials and ornamentation.⁴⁷ Wetmore praised the McAdoo Classification System in 1916 as a way to “provide a rational system of uniformity and business economy in designing and constructing federal buildings, suitable in each instance to the public needs, and without calling for waste in Government money.” Wetmore acknowledged after six years of implementation, however, that buildings required separate sets of drawings and specifications due to variations in function, location, topography, available materials, and Congressional cost limits. The McAdoo Classification System fell out of formal use by the 1930s, as less stringent guidelines were developed that took into consideration the above-listed factors as well as local architectural traditions.⁴⁸

World War I and the Public Buildings Act of 1926

World War I brought the work of the Supervising Architect’s Office to a halt due to the financial, industrial, and transportation resources strain that it placed on the country. The only buildings constructed during this period were those required for wartime use and those already under construction. New building construction commenced by 1922; however, the postponement of many projects authorized by the Public Buildings Act of 1913 and a backlog of new building requests necessitated the development of a major public building program. This resulted in the passage of a new Public Buildings Act on May 25, 1926.⁴⁹

The Public Buildings Act of 1926 contained three principal provisions. First, the Secretary of the Treasury and the Postmaster General were directed to conduct a nationwide survey to determine the need for postal facilities with the intent that new facilities would be based upon need rather than political influence. Secondly, the

⁴⁵ Lee, 222-223, 237.

⁴⁶ Louis Melius, *The American Postal Service: History of the Postal Service from the Earliest Times*, (Washington, D.C: Louis Melius, 1917), 35-37.

⁴⁷ Boland, Appendix E.

⁴⁸ Lee, 226, 262-263.

⁴⁹ Lee, 231-232, 239.

National Register of Historic Places Continuation Sheet

supervising architect's office was permitted to consult private architects in "special cases." The staff of the supervising architect had previously handled all projects, since James Knox Taylor decided in 1904 to effectively bar private architects from federal construction projects. Finally, the act provided for the continuation of building-design standardization.⁵⁰ The building-needs survey of 1926 resulted in the following:

- Doubling the \$100 million previously allocated through the act of 1926;
- The construction of at least two new buildings per state; and
- No buildings constructed in towns where postal receipts were less than \$10,000.⁵¹

President Herbert Hoover worked with Congress to increase allocations for the building program in both 1930 and 1931 as the nation suffered the impacts of the Great Depression; however, the Administration of President Franklin D. Roosevelt substantially expanded the program.⁵²

The Great Depression and the Reorganization of the U.S. Treasury Department

The building industry began to suffer from the stock market crash of 1929 and the onset of the Great Depression in the early 1930s. Using provisions of the Public Buildings Act of 1926, officials promoted employment within the building trades. Congress passed an amendment to the 1926 act, known as the Keyes-Elliott Bill, in 1930 to provide "increased authority to the secretary of the treasury to enter into contracts with private architects for full professional services." Despite this directive, the Office of the Supervising Architect, still under Wetmore's direction, only considered hiring private architects for large projects due to concerns related to efficiency. The American Institute of Architects (AIA) objected to the Treasury Department's implementation of the amendment to the 1926 act and petitioned for the reorganization of the Supervising Architect's Office. The AIA hoped that the office would serve only a supervisory function, allowing wider employment of private architects and resulting in greater diversity, vitality, and regional appropriateness in federal architecture. The President's Emergency Committee for Employment and members of Congress echoed the AIA's concerns, particularly regarding the need to employ local private architects. H.R. 6197, known as the Green Bill, was introduced in Congress in 1932 in an attempt to place all federal building design in the hands of private architects; however, the legislation did not pass. The AIA continued its campaign following the election of Franklin D. Roosevelt and the appointment of new officials to the U.S. Treasury Department, including Treasury Secretary William H. Woodin.⁵³

Roosevelt's Executive Order 6166, which reorganized the federal building program and promised unemployment relief, was announced in June 1933. The order resulted in the creation of the Procurement Division within the U.S. Treasury Department, the transfer of the Supervising Architect's Office to the Procurement Division, and the change in name of the Supervising Architect's Office to the Public Works Branch. W.E. Reynolds, Assistant Director of the Procurement Division, was put in charge of five units headed by the supervising engineer, the supervising architect, the office manager, the chairman of the board of award, and the chief of the legal section.⁵⁴

⁵⁰ Melius, 40-41.

⁵¹ *Ibid.*

⁵² Boland, Section II, 3.

⁵³ Lee, 248-252.

⁵⁴ Lee, 253.

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 8

Page 8

New relief funding programs were initiated to allocate and supplement funding for public works simultaneously with the U.S. Treasury Department reorganization. Harold L. Ickes, the federal emergency administrator of public works, allocated funds to the U.S. Treasury Department for the construction of federal buildings under the provisions of the National Industrial Recovery Act of 1933, including two allotments in August 1933 in the amounts of \$6,971,648 and \$13,799,550, as well as additional funds for emergency construction projects throughout the country.⁵⁵

Public Works Administration, 1933-1939

Although public works spending as a means to aiding recovery from the Great Depression began under the Hoover Administration, President Roosevelt's New Deal is credited with using the federal building program to achieve relief. These efforts were formalized in 1933, when the Public Works Administration (PWA) was organized to give structure to the recovery effort.

The PWA oversaw the planning and construction of federal and non-federal public works projects, including post office construction. To stimulate the economic recovery, the government rapidly expanded its public works program. This provided work for the unemployed, many of whom were in the building trades. The Bureau of Labor Statistics maintained statistics on employment, wages, cost of materials, and other PWA project data. During the 1930s, the number of public buildings constructed increased dramatically.

Because of the planning already completed under the 1926 legislation, these projects were able to start up quickly. Post office construction increased nearly threefold during this period compared to the previous fifty years; the PWA built 406 post offices in the years from 1933 to 1939. This number represents more than one-eighth of the total 3,174 PWA construction projects built and also includes those substantial additions made to existing post office buildings, such as the 1925 Salisbury United States Post Office. Congress authorized a number of New Deal programs that were used to fund the construction of post offices. In addition, funds for post office construction came from the relief program authorized by the Emergency Relief and Construction Act of July 21, 1932; the Emergency Construction Program under the Appropriation Act of June 1934; and the Building Program for the District of Columbia, authorized by the Act of 1926. The U.S. Treasury Department retained responsibility for post office construction funding until 1939, utilizing a number of different programs and authorizations to fund the program.⁵⁶

These post offices were among the most familiar government buildings to the general public. Despite the desire to complete projects rapidly, the PWA also stressed the importance of high quality in order to ensure "public works of an enduring character and lasting benefits."⁵⁷ The program's goals were to construct buildings as quickly as possible and to employ as many people as possible at efficient costs. The standardized design practice of 1915 was well-suited to this high-speed, efficient process. Any drawing that did not have to be produced moved a project faster. Avoiding construction problems caused by design changes or incorrect plans also helped. Simplified ornamentation meant less drawing time. While facade variations were allowed, standardized interior plans were well established and utilized. A publication entitled "Instructions to Private

⁵⁵ Lee, 254.

⁵⁶ Armstrong, 327.

⁵⁷ Boland, Section II, 3.

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 8

Page 9

Architects Engaged on Public Building Work under the Jurisdiction of the Treasury Department” listed these standards. The most commonly used styles were the Colonial-Revival style or Stripped Classical, a simplified classical style mixing modern and classical elements. All of the styles can be characterized by symmetrical massing and plain surfaces.⁵⁸

Supervising Architect Louis A. Simon. 1935-1941

In 1935, Louis A. Simon, at the age of sixty-six, succeeded James A. Wetmore as Supervising Architect.⁵⁹ At the time of his appointment, Simon had worked for the Office of the Supervising Architect for almost four decades and was well-known to the architectural community. Furthermore, the 1933 reorganization of the federal architecture program placed the newly named Public Works Branch at a lower level within the U.S. Treasury Department than the old Office of the Supervising Architect had previously enjoyed; however, Louis Simon retained control over the architectural design of the federal buildings designed within his office. Simon served as Supervising Architect from 1935 until 1941, during which time the major additions and renovations to the Toulson Federal Building were designed and constructed.

Louis A. Simon was born in Baltimore in 1867 and received his education from the Massachusetts Institute of Technology. After an extended tour throughout Europe, he opened an architectural office in Baltimore in 1894. Two years later, Edward A. Crane brought Simon into the Office of the Supervising Architect, where Simon spent the rest of his working career.⁶⁰

Architect Louis A. Simon (1935-1941) favored classical styles of architecture during his tenure, although many of the postal buildings were greatly influenced by the new interest in modernism. Simon predominately utilized a simplified classical style (also known as the Stripped Classical style) that blended modern and classical elements, characterized by symmetrical massing and relatively plain surfaces.⁶¹

The influence of Louis Simon is initially noted during James Wetmore’s tenure, as Simon was the principal architectural designer during Wetmore’s term. In addition to the Toulson Federal Building, Simon influenced the design of numerous federal buildings throughout the United States during the course of his tenure, including the Internal Revenue Service Building in Washington, D.C., the United States Post Office and Courthouse in Cincinnati, Ohio, the Couer d’Alene Federal Building in Couer d’Alene, Idaho, and a series of U.S. Border Stations along the Vermont-Quebec border.⁶² Upon Simon’s retirement in 1941, the *Federal Architect* praised Simon for his leadership and insistence on quality designs.

Louis A. Simon will have a thousand or more buildings throughout the land, some bearing his name, some not, which are tokens of his architectural ability. Words concerning that ability are relatively

⁵⁸ Boland, Section II, 4.

⁵⁹ Lee, 258.

⁶⁰ Lee, 258.

⁶¹ Lee, 260.

⁶² U.S. General Services Administration, Historic Federal Buildings Database, U.S. General Services Administration, http://w3.gsa.gov/web/p/interaia_save.nsf/3.%20Historical%20buildings%20/%20Buildings%20by%20Architect?OpenView&Start=18&Count=30&Expand=18.5#18.5, accessed August 10, 2007.

National Register of Historic Places Continuation Sheet

ineffectual. It is the buildings themselves which are the best commentary of his judgment and his service to the country.⁶³

From PWA to GSA, 1939-1954

Post office construction under PWA programs continued until 1942 when the American entry into World War II virtually halted all building activity. The few facilities finished in the years 1942-1943 were completions of old projects. The styles of architecture remained the same, as did the supervising architect's commitment to standardized design.

After World War II, federal architectural activities were well diffused throughout military and civilian agencies. In 1949, the GSA subsumed the Federal Works Agency, including its public building design function. With the Public Buildings Act of 1949, the Office of the Supervising Architect increasingly relied on private architectural firms to carry out public building designs. The Office continued to provide standard designs and guidelines for post office buildings; however, the nature of the buildings adhered to the new philosophy of modern architecture that "form follows function." Consequently, the federal government sought utilitarian post office designs with no extraneous features, such as exterior entrance steps. Furthermore, new post offices contained clean lines and standardized designs for lobby windows, counters, postal boxes, and letter drops.⁶⁴

In 1954, all exclusively post office projects were removed from the GSA and transferred to the United States Post Office Department. The GSA retained holdings over non-military federal buildings, including those that combined post offices with other federal functions, such as the Toulson Federal Building.⁶⁵

Toulson Federal Building 1924-Present

Construction on Salisbury's first permanent post office began in June 1924 by the Washington, D.C., construction company of W.L. Morrison & Son using architectural plans designed by Acting Supervising Architect, James A. Wetmore. Local Salisbury Contractor W.E. Booth and William Y. Brady, the construction engineer of the U.S. Treasury Department, oversaw the erection of the building. On June 18, 1924, the cornerstone of Salisbury's first permanent post office building was laid with Masonic rites. The construction costs amounted to \$105,000 by the completion of the building over a year later.⁶⁶ On November 21, 1925, headlines in the *Salisbury Advertiser* read: "Post Office Officials Announce that Fine, New \$105,000 Government Building, East Main Street, Will be Opened on Monday...Looked Upon as Dawn of New Era for Section in Which Edifice is Located."

The relatively small size of the post office relates to the perceived federal importance of Salisbury in 1925, but its construction was a source of considerable community pride. The one-story building included a spacious lobby, postmaster's office, workrooms, carrier compartments, general delivery and parcel post sections, and 404

⁶³ As quoted in Lee, 280.

⁶⁴ Boland, Section II.

⁶⁵ *Ibid.*

⁶⁶ *Salisbury Advertiser* (Salisbury, Maryland), 21 November 1925, 1.

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 8

Page 11

lock boxes. The building also included a mezzanine level that accommodated a swing room for the postal employees and showers. The mezzanine also included one particularly interesting feature, the postmaster's lookout gallery, a room above the sorting room which commanded a view of every section of the building and allowed the postmaster to monitor workers without being seen. As the newspaper article revealed, "All of the furniture is new and of the most modern type," and residents of all ages came to marvel at the brick embodiment of federal presence in Salisbury. On Monday, November 23, 1925, the building officially opened for business.⁶⁷

The post office operated as a one-story building for the next eleven years until 1935 when Maude R. Toulson assumed the position of Acting Postmaster of Salisbury. Mrs. Toulson implored the federal government once again to expand the post office into the multipurpose federal building the U.S. Treasury Department had once envisioned when they laid the plans for the building in 1917.⁶⁸ A year later when President Franklin D. Roosevelt appointed Maude R. Toulson as Head Postmaster of Salisbury, plans were underway for expanding the post office into a two-story, nine-bay structure. The basement level housed the draft board and the postal service continued operations on entire first floor and mezzanine levels.⁶⁹ The second floor accommodated a district courtroom and miscellaneous federal offices. In addition, a postal loading dock area was added to the northwest corner of the west elevation of the building.⁷⁰

The 1936 post office building was a Works Progress Administration (WPA) project, designed by Supervising Architect Louis A. Simon. The renovations and additions to the post office building meshed so well with the original 1925 block that after the 1936 project was complete, the dividing line between the two sections was no longer discernible on the exterior or interior. The 1936 interior finishes included a prominent staircase from the first floor to the second floor. The 1936 interior renovations also included a counter-height writing table and display boards in the postal lobby, terrazzo floors, and wainscoting, all interior features characteristic of federal buildings erected during the tenure of Louis A. Simon.⁷¹

On May 19, 1938, the Salisbury United States Post Office witnessed their first and only airmail shipment. Postmaster Maude Toulson swore in Pilot Fred Ennis, owner of the original Salisbury Airport, as mail carrier for one day. Ennis then flew one-hundred pounds of letters and postcards from Salisbury to Baltimore, Maryland in his biplane. The fifty-minute flight commemorated First Flight Day, sponsored by the Baltimore office of the United States Postal Service in conjunction with National Air Mail Week celebrations. The flight was in observance of the twentieth anniversary of the "Inauguration of Scheduled Air Mail Service" in the United States. The flight was the only one in Salisbury's postal history, as all mail out of Salisbury goes by truck to Baltimore, and from there is flown to its destination.⁷²

In the fall of 1939, the U.S. Treasury Department's Fine Art Section commissioned three murals to be hung in the federal building at the suggestion of the Wicomico County Historical Society. The U.S. Treasury

⁶⁷ Ibid.

⁶⁸ Ibid.

⁶⁹ U.S. Treasury Department, Salisbury United States Post Office, Architectural Drawings, January 1936, on file at the Maude R. Toulson Federal Building.

⁷⁰ Ibid.

⁷¹ Ibid.

⁷² Brice N. Stump, *Unforgettable Treasures: People, Places, and Culture of the Eastern Shore* (Virginia Beach, Virginia: The Donning Company, 2000), 26-28.

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 8

Page 12

Department employed Jacob Getlar Smith of New York to paint the murals on canvas. Smith utilized historical photographs supplied by the historical society to choose his subject matter. Thus, Smith depicted actual scenes and modes of living in Salisbury in the early nineteenth century in an idealized manner. The simplicity of design also adhered to the tenets typified by the murals placed throughout the Mid-Atlantic region during the Murals Program.⁷³ Smith's first sketches caused an uproar in the community due to supposed inaccuracies and an approach deemed "too modern" for local taste. Smith subsequently revised his original designs for the final murals and presented them to the historical society in September 1939. Titled *Salisbury Town, Cotton Patch*, and *The Stage at Byrd's Tavern*, Salisbury residents lauded the murals that captured the history of their town and all three murals were dedicated in a public ceremony attended by U.S. Senator George L. Radcliffe and Maryland Historical Society President J. William Slemons. The murals were subsequently hung prominently in the federal building on September 18, 1939.⁷⁴

The 1925 post office was Salisbury's first permanent post office building and the last major public edifice to be constructed in the city prior to World War II. Circa 1963, a new Salisbury post office building was erected along MD 50. The commodious, two-story post office assumed the role as the main postal distribution office for Salisbury. Postal patrons could now avoid the downtown area, and as a result, the Downtown Branch of the Salisbury United States Post Office was patronized mainly by government and civic employees who worked in the adjacent government and judicial centers.

Offices for the Internal Revenue Service (IRS) moved into the eastern wing of the Toulson Federal Building following the opening of the new MD 50 post office branch in 1960. For the next forty-two years, the building housed the Downtown Branch of the Salisbury United States Post Office as well as the offices for the IRS on the first floor. The second floor accommodated the U.S. District Court for the District of Maryland and associated offices. Consequently, the federal agencies altered many of the building's offices to accommodate their needs. Changes included the installation of acoustic-tile ceilings, industrial carpeting, and fluorescent in-set lighting.

In August 1983, John T. Porter, the grandson of former Postmaster Maude R. Toulson, contacted the Salisbury City Council and Mayor asking that the old post office be renamed for his grandmother. Two months later, Congressman Roy Dyson presented a bill to the U.S. House of Representatives to designate the building as the Maude R. Toulson Federal Building.⁷⁵ Congress passed the bill that following November and President Ronald Reagan signed the bill into law in May 1984.

In 2001, the IRS vacated the building and the building underwent renovations on the eastern wing of the first floor.⁷⁶ In 2003, the U.S. District Court for the District of Maryland moved to the newly renovated first floor courtroom and associated offices, and as of 2015, the entire second floor as well as the mezzanine level of the building remains vacant until a further use is found.

⁷³ Marlene Park and Gerald E. Markowitz. *Democratic Vistas: Post Offices and Public Art in the New Deal* (Philadelphia: Temple University Press, 1984), 80.

⁷⁴ *Ibid.*

⁷⁵ House of Representatives Bill 4107, "A bill to designate the Federal building in Salisbury, Maryland as the 'Maude R. Toulson Federal Building,'" <http://thomas.loc.gov/cgi-bin/bdquery/z?d098:HR04107:%7CTOM:/bss/d098query.html%7C>, accessed April 11, 2007.

⁷⁶ Norman Bodani (U.S. General Services Administration Building Manager), in discussion with Emma Young, 30 April 2007.

National Register of Historic Places Continuation Sheet

United States Post Office
Wicomico County, Maryland

Section number 8

Page 13

U.S. Postmaster Maude R. Toulson⁷⁷

Throughout her career, Maude Ringgold Toulson held a prominent role in the Salisbury community as a great business woman, teacher, and politician. Her executive abilities, keen mind, and initiative brought her power, influence, and success throughout her life. Aside from her many social and charitable contributions, Mrs. Toulson became the second woman ever to be appointed U.S. Postmaster in Salisbury.

Maude R. Toulson was born on October 24, 1883, to Matilda and Josiah Ringgold, a prominent Chestertown, Maryland, family. Mrs. Toulson received her education from the Hannah Moore Academy in Baltimore, Maryland, and afterwards attended Ogontz College in Philadelphia, Pennsylvania. In 1906, at the age of twenty-three, she married John M. Toulson and subsequently moved from Chestertown to Salisbury, Maryland, where the Toulsons owned and operated a drugstore. After Mr. Toulson suffered a stroke, Mrs. Toulson not only kept the drugstore operating but also taught calculus in an area high school. Mrs. Toulson sold the drugstore on August 20, 1924, to E.L. Hearn.⁷⁸

Maude Toulson was known throughout Salisbury as a devoted caregiver to both friends and strangers alike. In 1918, during a severe flu epidemic, Maude Toulson traveled from house to house throughout their Salisbury neighborhood tending to the ill. In addition, Mrs. Toulson also regularly took care of her mother, a sister who suffered from a mental disorder, her epileptic daughter, and a husband who was paralyzed. Mrs. Toulson headed county divisions in War Bonds, was a member of the Red Cross, the Quota Club, and also the Episcopal Church.

In 1936, she established her true career when she was appointed U.S. Postmaster by President Franklin D. Roosevelt. Mrs. Toulson became the second woman to ever hold that position in Salisbury.⁷⁹ She successfully obtained funds to remodel and expand the post office building even during the Great Depression and successfully instituted career service for postal employees.

Maude Toulson also devoted her life to politics. Raised in an active political family, she participated in almost every Democratic election throughout Maryland's Eastern Shore. Her political convictions came to the head of national news when incumbent Republican Senator Millard F. Tydings accused Mrs. Toulson as well as Mr. R.L. Hobart, U.S. Postmaster at Havre de Grace, of violating the Civil Service Act by using their government-appointment positions to campaign for Democratic Senatorial Candidate David J. Lewis. Mrs. Toulson addressed the accusations by claiming:

My whole interest in this matter has been my allegiance to President Roosevelt. If this loyalty and allegiance to President Roosevelt has caused me to do things which some persons may believe irregular, while I deeply regret

⁷⁷ The following comes from Traci Lynn Massey, "Maude Ringgold Toulson: Her Legacy Still Lives," (26 March 1991, on file at the Wicomico County Free Library, Maryland Room, Salisbury, Maryland) except where noted.

⁷⁸ *Salisbury Advertiser* (Salisbury, Maryland), 12 September 1925, 1.

⁷⁹ Bailey, 169; Mrs. Mary D. Ellegood was the first woman to serve as U.S. Postmaster of Salisbury, Maryland.

National Register of Historic Places Continuation Sheet

it, I am perfectly willing to pay the price.⁸⁰

Mrs. Toulson denied that she had solicited funds and influenced votes on federal premises or among federal workers. Her position was upheld and although David Lewis lost the race for the U.S. Senate, Mrs. Toulson went on to serve eight more years as the U.S. Postmaster in Salisbury. After a successful ten-year career, she retired as the U.S. Postmaster in 1946. Two years later, Maude R. Toulson died of cancer in her Salisbury home at the age of sixty five.

Mural Artist James Getlar Smith

Jacob Getlar Smith (1898-1958) of New York, New York, painted the three murals hung in the Toulson Federal Building in 1939. The murals entitled, *The Stage at Byrd's Tavern*, *The Cotton Patch*, and *Salisbury Town* were three of the four art projects awarded to Smith by the Section of Fine Arts.⁸¹

Smith was born in New York City and received his artistic training at the National Academy of Design in New York City, as well as independently throughout Europe. Smith exhibited his works at institutions around the country, including the Carnegie Institute, the Corcoran Gallery of Art, the Legion of Honor in San Francisco, the Pennsylvania Academy of Fine Arts, and the Virginia Museum of Fine Arts. Smith's works are also in the collections of the Missouri State Teacher's College, Whitney Museum of American Art, and the U.S. Department of Labor.⁸²

The U.S. Treasury Section of Fine Arts at the suggestion of the Wicomico County Historical Society commissioned the three murals to be hung in the Toulson Federal Building. The historical society supplied historical photographs of Salisbury to Smith for him to use as the basis of his subject matter.⁸³ Thus, Smith depicted actual scenes and modes of living in Salisbury in the early nineteenth century in an idealized manner. His first sketches caused an uproar in the community due to supposed inaccuracies and an approach deemed "too modern" for local taste. Smith subsequently revised his original designs for the final murals and all three were dedicated on September 18, 1939.⁸⁴

Statement of Significance and Integrity

The Maude R. Toulson Federal Building, located along East Main Street, Salisbury, Maryland, is significant under Criterion A at the local level in the areas of community planning and development and politics/government for its local significance as Salisbury's first permanent post office building and as a symbol of the federal presence in the city. Additionally, the building is a local example of the ideals of the federal building campaign carried out by the Public Works Administration under the directions of Acting Supervising Architect James A. Wetmore (1912-1913 and 1915-1934) followed by Supervising Architect Louis A. Simon

⁸⁰ *The New York Times*, 6 September 1938.

⁸¹ Park and Markowitz 1984, 213, 221; Smith's additional mural was also oil on canvas painted for the Treasury Relief Art Project (TRAP) in 1936. The mural, hung in the U.S. Post Office in Nyack, New York, depicts scenes of local history in the colonial period.

⁸² Ask Art, Artists Bluebook—Worldwide Edition, http://www.askart.com/AskART/S/jacob_getlar_smith/jacob_getlar_smith.aspx

⁸³ *Salisbury Advertiser* (Salisbury, Maryland) 21 September 1939, 1

⁸⁴ *Salisbury Times* (Salisbury, Maryland) 29 April 1938, 1.

National Register of Historic Places Continuation Sheet

(1935-1941). The period of significance for the federal building begins at the date of its completion in 1925 and extends to 1939, with the installation of the federally commissioned artwork.

Integrity

The exterior of the Toulson Federal Building retains a high degree of integrity with respect to the original 1925 structure and the seamless 1936 expansion. The building has only minor alterations to the exterior, the majority of which are located on the north (rear) elevation to accommodate ABA and fire-safety regulations. Although the building has undergone interior alterations, including new interior walls and finishes such as industrial carpeting, acoustic-tile drop ceilings, and inset fluorescent lighting, the first floor lobbies and connecting corridor, and the mezzanine retain their general original configurations and much of their original finishes, including three murals completed in 1939. Therefore, the Toulson Federal Building retains integrity of design, materials, and workmanship. In addition, the building retains its original location; however, the immediate area around the building has been developed and now contains large multi-story commercial and government edifices resulting in a loss of integrity of setting. Despite decades of tenant renovations, the building retains its overall monumentality as a governmental entity, which contributes to integrity of association. The building's retention of integrity of design, materials, workmanship, location, and association results in the building's retention of feeling as an early twentieth-century federal building erected in the Colonial Revival architectural style.

National Register of Historic Places Continuation Sheet

Maude R. Toulson Federal Building

Wicomico County, Maryland

Section number 9

Page 1

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National Register of Historic Places Continuation Sheet

Maude R. Toulson Federal Building

Wicomico County, Maryland

Section number 9

Page 2

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Maude R. Toulson Federal Building

Wicomico County, Maryland

Section number 9

Page 3

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National Register of Historic Places Continuation Sheet

Maude R. Toulson Federal Building

Wicomico County, Maryland

Section number 9

Page 4

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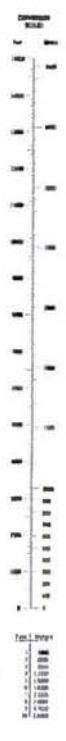
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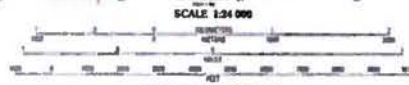
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United States Post Office
UTM: 18.447562.4246358



Produced by the United States Geological Survey
Control by USGS and NGS/NIMA
Orthophotomaps prepared from aerial photographs taken
April 29, 1976. Topography by photogrammetric methods
from aerial photographs taken 1974. Field checked
1975. Map dated 1982
Projection: Army Map Service Topographic and Aerial 1960
Projection and UTM-based grid (State Maryland coordinate
system) (Lambert conic equal area)
Spheroid: Universal Transverse Mercator grid, zone 18
1927 North American Datum
To show on the projected North American Datum 1983
omit the projection from 2 meters south and
20 meters east as shown by dashed corner ticks
There may be private holdings within the boundaries of
the National or State ownership shown on this map



CONTOUR INTERVAL 1.8 METERS
NATIONAL GEOGRAPHIC METRIC MAPS OF THE
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THIS MAP COMPLES WITH NATIONAL MAP ACCURACY STANDARDS
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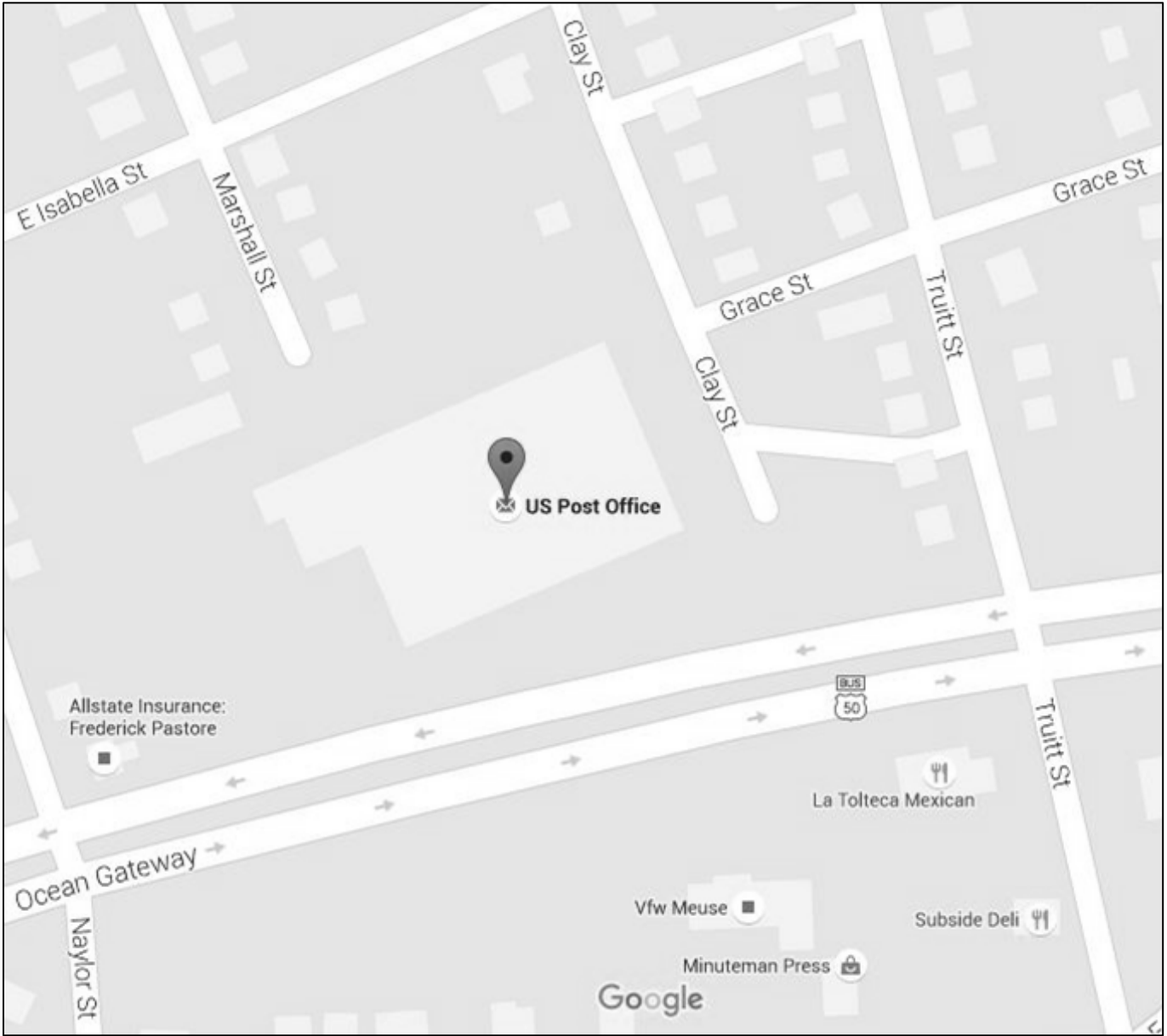
CONTOURS AND ELEVATIONS
IN METERS

ROAD CLASSIFICATION

Primary Highways, hard surface	Light-duty road, hard or improved surface
Ssecondary Highways, hard surface	Unimproved road
Trails	
Interstate Route	U. S. Route
	State Route

SALISBURY, MD.
NEE 18 75307.1
1982
DMA 800 1 00 SCALE 1:24 000



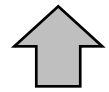


United States Post Office

Salisbury, Wicomico County, Maryland

Maryland

UTM: 18.447562.4246358



1" = 100'

Name of Property: United States Post Office
City or Vicinity: Salisbury
County: Wicomico County
State: MD
Name of Photographer: E. Young
Date of Photographs: April 2007
Location of Original Digital Files: A.D. Marble & Company
375 E. Elm Street, Suite 200
Conshohocken, PA 19428

Photo # 1
MD_Wicomico County_United_States_Post_Office_0001
South (facade) elevation, view to northwest

Photo # 2
MD_Wicomico County_United_States_Post_Office_0002
West end of south elevation (facade), view to northwest

Photo # 3
MD_Wicomico County_United_States_Post_Office_0003
East end of south (facade) elevation, view to northeast

Photo # 4
MD_Wicomico County_United_States_Post_Office_0004
South (facade) elevation, detail of main entry, view to north

Photo # 5
MD_Wicomico County_United_States_Post_Office_0005
Northeast corner of front block and rear ell, view to southwest

Photo # 6
MD_Wicomico County_United_States_Post_Office_0006
West elevation of front block, rear ell, view to southeast

Photo # 7
MD_Wicomico County_United_States_Post_Office_0007
West elevation of front block, entry into postal lobby, view to east

Photo # 8
MD_Wicomico County_United_States_Post_Office_0008
Interior, public lobby, north wall, detail of "The Stage at Byrd's Tavern" mural

Photo # 9
MD_Wicomico County_United_States_Post_Office_0009
Interior, postal lobby, detail of entry vestibule on west wall

Photo # 10

MD_Wicomico County_United_States_Post_Office_0010
Interior, postal lobby, north wall, service counter

Photo # 11

MD_Wicomico County_United_States_Post_Office_0011
Interior, south corridor looking east to public lobby

Photo # 12

MD_Wicomico County_United_States_Post_Office_0012
Interior, south corridor, looking west to postal lobby

Photo # 13

MD_Wicomico County_United_States_Post_Office_0013
Interior, district courtroom, north wall

Photo # 14

MD_Wicomico County_United_States_Post_Office_0014
Interior, district courtroom, east wall, detail of "Salisbury" mural

Photo # 15

MD_Wicomico County_United_States_Post_Office_0015
Interior, stairway to second floor, view to west



UNITED STATES POST OFFICE

EX
MA



UNITED STATES POST OFFICE



UNITED STATES POST OFFICE

Jeep



HARVEY H. HILLSON
ESTABLISHED 1880

NO

NO







WALTER R. DAVIDSON
FEDERAL BUILDING



NO

FedEx



DIRECTORY

← U S POST OFFICE

Room

POSTAL INSPECTOR

208

DISTRICT COURT

STATE HEARING RM. AND BANKRUPTCY TRUSTEE

104

DEPT OF LABOR

LABOR DIVISION

114



EXIT

NO
LOITERING

FIRE
EXITS

STAMPS



EX
ONLY

Postage Prices
14, 2007

With NEW Postage



PLEASE
ENTER
HERE

Count Money with Me!

100.00	10
50.00	20
20.00	50
10.00	100
5.00	200
1.00	1000

5

er Services		
7.50	39.00	
<small>Rate of 25¢</small>		
95	1.30	3.45
<small>Per 100 lbs. 1000 lbs. 1000 lbs.</small>		
Prices vary		
<small>See Postal Handbook</small>		

STAMPED MAIL LOCAL

METERED MAIL LOCAL











&a20CUNITED STATES DEPARTMENT OF THE INTERIOR
&a30CNATIONAL PARK SERVICE

&a22CNATIONAL REGISTER OF HISTORIC PLACES
&a29CEVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY United States Post Office
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MARYLAND, Wicomico

DATE RECEIVED: 3/11/16 &pW DATE OF PENDING LIST: 4/06/16
DATE OF 16TH DAY: 4/21/16 &pW DATE OF 45TH DAY: 4/26/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000199

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 4.26.16 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

&a4L

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

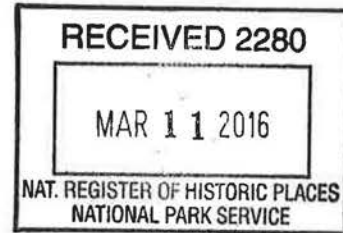
DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



March 8, 2016

Mr. Paul Loether
Chief, NRHP & NHL Program
1201 Eye Street, NW (2280), 8th Floor
Washington, D.C. 20005



Dear Mr. Loether:

The U.S. General Services Administration (GSA) is pleased to nominate the United States Post Office (Maude R. Toulson Federal Building), located at 129 East Main Street, Salisbury, Maryland 21801, for inclusion in the National Register of Historic Places.

The following materials are enclosed for your review:

- A signed copy of the first page of the nomination
- "Disk 1" containing the true and correct copy of the nomination to the National Register of Historic Places for the United States Post Office in Salisbury, Maryland
- "Disk 2" containing the .tif image files for the above referenced nomination.

We look forward to the nomination of this historic property to the National Register. If for any reason these materials need to be returned to GSA, please do so by a delivery service as items returned to our offices via regular mail are irradiated and the materials severely damaged.

Should you need further information regarding the nomination package, please contact Ms. Sherry Frear at (202) 297-0812 or sherry.frear@gsa.gov.

Sincerely,

Beth L. Savage
Federal Preservation Officer
Director, Center for Historic Buildings

Enclosure

cc: Donna Andrews, Regional Historic Preservation Officer, Region 3