

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received AUG 13 1986
date entered SEP 1 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Stevensville

and/or common Stevensville Historic District

2. Location

street & number MD
Route 18 and Love Point Road N/A not for publication

city, town Stevensville N/A vicinity of First Congressional District

state Maryland code 24 county Queen Anne's code 035

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple owners (more than 50)

street & number

city, town _____ vicinity of _____ state _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Queen Anne's County Courthouse

street & number

city, town Centreville state Maryland

6. Representation in Existing Surveys

title Maryland Historical Trust
Historic Sites Inventory has this property been determined eligible? yes no

date 1986 federal state county local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis state Maryland 21401

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

Number of Resources		Number of previously listed National Register properties included in this nomination: <u>3</u>
Contributing	Noncontributing	
<u>82</u>	<u>13</u> buildings	
<u>0</u>	<u>0</u> sites	
<u>0</u>	<u>0</u> structures	Original and historic functions and uses: commercial, residential
<u>0</u>	<u>0</u> objects	religious, educational
<u>82</u>	<u>13</u> Total	

DESCRIPTION SUMMARY:

The Stevensville Historic District, located in the village of Stevensville on Kent Island in Queen Anne's County, Maryland, comprises a cohesive group of houses, churches, commercial buildings, and a school, reflecting the development of this rural crossroads town from its founding in 1850 up to the Great Depression. The focus of the district is a small commercial area concentrated at the intersection of Locust Street and Love Point Road, featuring late 19th and early 20th century one- and two-story frame commercial buildings, mostly with gable facades and central entrances; several of the larger stores have attached storekeepers' residences. The Stevensville Bank, a 1909 vernacular Classical building, is located within the commercial area, and the old Stevensville High School, built 1909 and raised to two stories in 1913, stands just west of "downtown." The Stevensville Historic District is primarily characterized by two- and 2 1/2-story frame houses reflecting several vernacular and popular forms of the late 19th and early 20th century. The southern section, along Locust Street and Old Route 18, is distinguished by a group of two-story, three-bay frame I houses of the 1875-1900 period, set close to the streets on small lots. The northern extension of the district along Love Point Road also includes several examples of this vernacular form, as well as a number of early 20th century foursquare and bungalow style dwellings, set back from the road on spacious parcels. Lowery's Hotel, a c. 1860 frame building with two-story galleries on both the front and rear elevations, marks the west side of Love Point Road. The Benton House, an eclectic Victorian cottage constructed in 1886 is located east of the school on Old Route 18. The district includes three churches: Christ Episcopal Church (1880), an outstanding Queen Anne style frame building; the Methodist Protestant Church, a Classical-influenced church with pedimented gable front, constructed in 1864-1865, the only 19th century brick building in the district, and Downes Memorial (Trinity) M. E. Church, a 1916-1917 vernacular Gothic structure. The district retains an exceptionally high level of integrity compared with other small towns of the period on Maryland's Eastern Shore; intrusions and incompatible uses are few, and alterations are generally confined to the application of modern synthetic siding on some of the houses, and storefront renovations on a few commercial buildings. Of 95 resources within the district, fully 82, or 86%, contribute to its significance.

8. Significance

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

Specific dates 1850-1930 **Builder/Architect** various builders (see text)

Statement of Significance (in one paragraph)

Applicable Criteria: A, C
 Applicable Exceptions: none
 Significance Evaluated: local

SIGNIFICANCE SUMMARY:

The Stevensville Historic District is significant for its architecture, and for its association with the development of transportation and commerce on Maryland's rural Eastern Shore during the latter half of the 19th century and first three decades of the twentieth. The town was founded in 1850, and its first period of growth followed the establishment in 1866 of a steamboat terminal on the Chester River at nearby Love Point. This terminal opened the Chesapeake Bay shipping lines to local farmers and watermen, affording them access to Baltimore markets for their agricultural produce and seafood, and also enabled Stevensville merchants to offer goods and equipment "imported" from the Western Shore. The numerous houses and commercial buildings in the district which were constructed in the late 19th century reflect Stevensville's early development as a center of steamboat-related trade and commerce for Kent Island. In 1909, railroad service was instituted in Stevensville, linking two major transportation modes and initiating a second boom in construction, reflected in the early 20th century stores, bank, school, and foursquare and bungalow-type houses included in the district. The development of Stevensville was halted for practical purposes by the Great Depression, following which the town was bypassed by highway construction, as over-the-road transport gained ascendancy over rail and water routes. The architecture of the Stevensville Historic District reflects the development of this rural crossroads town, comprising an exceptionally well-preserved collection of resources exemplifying late 19th-early 20th century trends in domestic, commercial, ecclesiastical, and educational building.

9. Major Bibliographical References

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See Continuation Sheet No. 11.

10. Geographical Data

Acreeage of nominated property approx. 45 acres

Quadrangle name Kent Island, MD

Quadrangle scale 1:24000

UTM References

A	<u>1</u> <u>8</u>	<u>3</u> <u>8</u> <u>6</u> <u>7</u> <u>1</u> <u>0</u>	<u>4</u> <u>3</u> <u>1</u> <u>5</u> <u>9</u> <u>6</u> <u>0</u>
	Zone	Easting	Northing

B	<u>1</u> <u>8</u>	<u>3</u> <u>8</u> <u>6</u> <u>3</u> <u>3</u> <u>0</u>	<u>4</u> <u>3</u> <u>1</u> <u>4</u> <u>8</u> <u>4</u> <u>0</u>
	Zone	Easting	Northing

C	<u>1</u> <u>8</u>	<u>3</u> <u>8</u> <u>5</u> <u>6</u> <u>0</u> <u>0</u>	<u>4</u> <u>3</u> <u>1</u> <u>5</u> <u>1</u> <u>5</u> <u>0</u>
	Zone	Easting	Northing

D	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northing

E	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northing

F	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northing

G	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northing

H	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northing

Verbal boundary description and justification

See Continuation Sheet No. 12.

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

state	code	county	code
<u>N/A</u>			

state	code	county	code

11. Form Prepared By

name/title Mrs. Marion Steuart, Mrs. James B. White, Mr. Bruce Smith

organization Kent Island Heritage Society date April 1986

street & number _____ telephone _____

city or town Stevensville state Maryland

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature [Signature] 8-13-86

title STATE HISTORIC PRESERVATION OFFICER date _____

For NPS use only

I hereby certify that this property is included in the National Register.

[Signature] 9-11-86
 Keoper of the National Register Entered on the National Register date

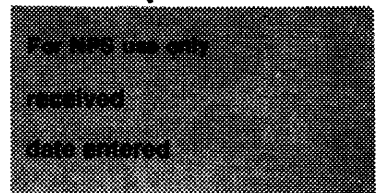
Attest: _____ date _____

Chief of Registration

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Continuation sheet Stevensville Historic District
Queen Anne's County, Maryland Item number 7

Page 1

GENERAL DESCRIPTION:

Most of the buildings that comprise the Stevensville Historic District are described briefly below. Since buildings are not consistently given street numbers in Stevensville, they are identified by tax parcel numbers in the following description, and on the sketch map which accompanies this nomination.

CHURCHES

- p. 182 Downes Memorial (Trinity) Methodist Episcopal Church. Built 1916-1917 by Clinton Lane. Eclectic T-plan gable-front brick and shingle church with stained-glass memorial windows; large three-part pointed-arch window with tracery centered on main gable. Currently vacant.
- p. 216 Methodist Protestant Church. Classical-influenced brick church with pedimented gable front, constructed 1864-1865. Double entrances with elaborate Classical surrounds, segmental-arched window above each; bracketed cornice, small lunette within pediment.
- p. 186 Christ Episcopal Church. Outstanding Queen Anne style frame building constructed in 1880, individually listed in the National Register. Steep gable roof clad in patterned polychrome slate. Walls covered with german siding and shingles, divided into panels by applied stickwork. Bell tower with attenuated pyramidal roof, curved stick-style brackets. Serves oldest Episcopal congregation in continuous existence in Maryland, established c. 1631.

COMMERCIAL BUILDINGS

- p. 117 Denny's Garage. Built 1929, located at intersection of Locust Street and Route 18. Concrete block construction, flat roof, plate-glass show windows on first story, living quarters above.
- p. 143 Stevensville Bank, Love Point Road. Built c. 1909. Shed-roofed, stucco-covered building with elaborate Classical facade. Individually listed in the National Register.

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GENERAL DESCRIPTION (continued)

- p. 145 store building c. 1870 adjacent to Bank on south. Two-story, gable-front frame building, weatherboard siding, molded cornice, false parapet. First story recently altered with brick veneer, "colonial" show windows, shingled pent. 1877 map shows owner as Mrs. Earle; owned in early 20th century by Mrs. Wallis. First occupant possibly Charles M. Legg. Grocery and general merchandise store; in early 20th century contained office of Justice of the Peace.
- p. 145 Stevensville Country Store built c. 1900 by Everett Cook and Eugene Herbert for Wells Tolson. Two-story, L-shaped frame house with grocery store on first floor. Recently altered on first floor with new show windows, brick veneer, shingled pent.
- p. 212 Kemp's Pharmacy. Built 1902 for Dr. C. Percy Kemp, physician. Carpenter was Richard Baxter and Sons, Gable-front, frame building with recessed entrance flanked by show windows. Raised to two stories c. 1910 to provide living quarters for pharmacist, Dr. John Carr Norris, who came from Baltimore and operated pharmacy until his death around 1935-1936. Second-floor porch supported by columns.
- p. 210 Calloway's Store. Built c. 1895 by Ben Lloyd for George Calloway from Crumpton, Maryland. Small one-story gable-front frame store building with weatherboard siding, corner pilasters, recessed entrance flanked by original show windows; round-arched 2/2 window in gable.
- p. 209 Grollman's Store. Two-story, center-gable, T-plan dwelling with store on first story; modern show windows and brick veneer on first floor. Shown on 1877 map as B. F. Brown's store; presumed built for Brown or for William Cockey, who operated the business from 1885 to around 1920. Dry goods, groceries, medicines.
- p. 213 Small two-story frame house, built c. 1895, served as apothecary shop, later as grocery store.
- p. 211 Small weatherboarded frame building adjacent to Kemp's Pharmacy on south, built c. 1870 as office of Dr. J.E.H. Lewis, physician; later occupied by Dr. C. P. Kemp. Two

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GENERAL DESCRIPTION (continued)

stories, gable front; one-bay-wide; entrance with sidelights and transom, shed addition on north side. Scalloped bargeboards.

EAST SIDE LOVE POINT ROAD

- p. 72 William H. Lowe House: large 2 1/2 story frame foursquare, 3 bays wide by two bays deep, central entrance, broad porch on 3 sides with Colonial Revival columns, steep hipped roof with shed dormers holding triple 4/4 sash, two corbeled brick chimneys. Built 1914 by Richard Baxter and Sons for William H. Lowe, station agent for the Maryland, Delaware, and Virginia Railroad Company.
- p. 73 John Norman House: large frame foursquare identical to adjacent (Lowe) house, built 1914 by Richard Baxter and Sons for John Norman, farmer.
- p. 74 Rosa Perry Price House: 2 story frame center-gable I house, 3 bays wide, with Colonial Revival porch across front and side. Built 1915 by Insley, Day and Sapp for Mrs. Thomas R. Price as rental property; first occupants were Dr. and Mrs John C. Norris (druggist).
- p. 75 Luther Baxter House: 1 1/2 story "pyramid cottage" of rock-faced concrete block; built 1915 by owner, Luther Baxter, carpenter.
- p. 76 R. Thomas Price House: large 2 1/2 story frame foursquare, 3 bays wide with central entrance, broad veranda across front and sides, narrow weatherboard siding, pyramidal roof with kicked eaves, shed dormers with staggered-butt shingles, two corbeled chimneys flanking pyramidal cupola. Built 1915 by Insley, Day and Sapp for farmer, R. Thomas Price.
- p. 78 Two-story, T-plan frame house, built 1915 in center of town for merchant Earnest Clark; bought by Roy and Medford Golt, farmers, and moved to present location 1920; then occupied by John Porter, farmer.
- p. 79 Built 1933 for William C. Lowery, farmer, and wife Roberta. Carpenters were Alfonzy Thomas and father.

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GENERAL DESCRIPTION (continued)

Frame bungalow, falls outside period of significance for district; non-contributing.

- p. 80 Ida M. Bright House: large frame foursquare, four bays wide, broad Colonial Revival porch across front and sides, steep pyramidal roof with small shed dormers, two corbeled chimneys. Built 1911-1912 by Richard Baxter and Sons for widow of James Benjamin Bright, farmer and local politician.
- p. 83 Wittman White House: 2 1/2 story frame foursquare, four bays wide, projecting gabled wings at rear on each side, narrow weatherboard siding, 1/1 sash, gabled dormer with fishscale shingles and triple 1/1 sash, Colonial Revival porch across front. Built 1914 by Insley, Day, and Sapp for Wittman White, wheelwright and employee at Love Point shops of Maryland and Virginia Railroad Company.
- p. 182 Methodist Episcopal Parsonage: small 2-story frame foursquare with shallow pyramidal roof, built 1922-1923 by carpenter William Porter; first occupied by the Reverend G. S. Allen.
- p. 217 Former Methodist Protestant Parsonage, built c. 1875-1880; 2 story frame center-gable I house, 3 bays wide.
- p. 218 2 story, 3 bay, side-passage plan frame house, weatherboard siding, porch across facade with square posts, scrolled brackets, turned balusters. Retains Victorian iron fence. Built c. 1880-1890 for Dr. J.E.H. Lewis, occupied by Mrs. Thomas Kemp and son, Dr. C. Percy Kemp.

WEST SIDE LOVE POINT ROAD

- p. 142 Dr. William E. Denny House: large 2 1/2 story center gable frame I house, 7 bays wide, built c. 1871 for local physician.
- p. 141 Lowery's Hotel: two story, 7-bay frame house with recessed gallery across 5 southern bays of front and rear elevations. Built c. 1860 as boarding house for J. Reuben Jeffers; rented to Alexander Lowery who operated it as hotel beginning in 1883. Retains Victorian period iron fence.

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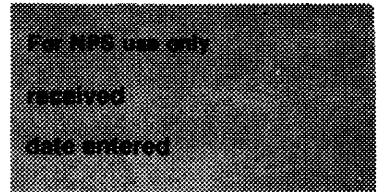
Page

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GENERAL DESCRIPTION (continued)

- p. 139 Charles B. Downes House: large 2 1/2 story, center gable, L-plan frame house, 5 bays wide; built c. 1868 for Charles B. Downes, farmer, coal-yard operator, and once president of Stevensville Bank; recent brick veneer.
- p. 137 James Carville House: Built c. 1890-1900 for James Carville, farmer: 2 story, 3 bay center gable I house hipped porch with center gable, scrolled brackets.
- P. 136 Barnes Legg House: large 2 1/2 story frame foursquare, 4 bays wide; narrow weatherboard siding on first story, fishscale shingles above. Built 1914 by Insley, Day, and Sapp for Barnes Legg, bank cashier and farmer.
- p. 135 Two-story frame house: originally constructed as 5-bay I house c. 1850 for Dr. William E. Denny; pedimented gable and 3-sided projecting bay added after Wittman White purchased property in 1919.
- p. 134 Two-story, two-bay, side-passage plan frame house built c. 1880 for Robert Cook, farmer.
- p. 133 Small two story frame foursquare built c. 1915-1918 by Richard Baxter and Sons for Caleb Davis, farmer and threshing rig operator.
- p. 7 Shingled bungalow built 1923-1924 for J. Clinton Jones, Stevensville postmaster and Captain of State Police Boat.
- p. 7 Two-story, 3-bay frame I house built c. 1895-1900 for Harrison Hopkins, farmer.
- p. 132 Three-bay, two-story, side-passage Colonial Revival frame house built 1936 by Tilden and Luther Baxter for John H. Tolson, rural route mailman. Gabled portico, 6/1 windows, sunporch; shows pattern-book influence. Falls outside the period of significance for the district and is therefore considered non-contributing.
- p. 131 Small two-story, two-bay, center-gable frame I house built c. 1890-1900 for Mary Carville Carter, widow. Shingle siding, Colonial Revival porch across front and side.

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GENERAL DESCRIPTION (continued)

- p. 128 2 1/2 story frame foursquare with recessed gallery across front, built 1914-1915 for James Marvel, merchant, by Insley, Day and Sapp.

SOUTH SIDE LOCUST STREET

- p. 118 Two story frame combination house and store: three-bay I house with projecting gable-front commercial wing. German siding. Constructed c. 1870 by Sam Downes for Charles Downes.
- p. 115 Two story frame house with projecting gable front wing, constructed c. 1870 by Sam and Bob Downes for Charles Downes. German siding, broad veranda across front and around side.
- p. 116 Two story frame house, 3 bays wide, side-passage plan, ell at rear. Built c. 1870 for Charles Downes by Sam and Bob Downes.

COCKEY'S LANE, WEST SIDE

- p. 154 Two-story, three-bay frame I house with attached two story gable fronted commercial building, built c. 1865 for J.H. Tolson, merchant.
- p. 152 Early 20th century two story frame foursquare commercial building with one-story gable roofed wing.

North of commercial building, on west side of Cockey's Lane: Cray House, early 19th century gambrel roofed post-and-plank house with c. 1840 frame addition, individually listed in the National Register.

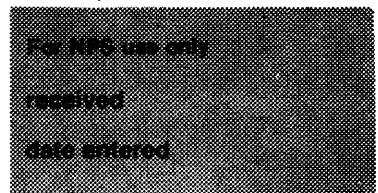
EAST SIDE LOVE POINT ROAD

- p. 125 Two-story gable-roofed frame commercial building constructed c. 1865 for Charles Stevens.
- p. 249 Two-story 3-bay frame I house, originally constructed as two-room school in 1870, moved to present location and expanded to present form 1909-1910 by Dr. John R. Benton; first occupied by Samuel Skinner, rural mail carrier.

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GENERAL DESCRIPTION (continued)

p. 241 Two story 3 bay center gable frame I house built 1870-1875 for James Edward Jones, captain of freight schooner.

SOUTH SIDE OLD ROUTE 18

p. 71 Large 2 1/2 story frame house with broad facing gable and 2-story porch, built c. 1900 for Hugh A. Legg, undertaker, and his wife Margaret Thompson Legg, school teacher.

p. 99 1 1/2 story frame Cape Cod built 1949; non-contributing.

p. 100 Two story 3 bay frame I house built c. 1890 for John Brown and son William, merchant.

p.242 Frame bungalow-built 1926 for Annie Hopkins Brown, widow.

p. 101 Two story, 3 bay frame center gable I house, built c. 1870 by Everett Cook, carpenter, as his own residence.

p. 102 Small two story, two bay, side-passage plan house, built c. 1870 for Eugene Herbert, carpenter and captain of sailing vessel which carried freight from Maine to North Carolina.

p. 103 Two story 3 bay frame center gable I house, two gabled dormers, enclosed porch; built c. 1870 for Noah Bullen, farmer.

p. 104 Two story 3 bay frame center gable I house, two gabled dormers, built c. 1870 for Henrietta Goodhand.

p. 105 Two story 3 bay frame center gable I house built c. 1870 for Henry Palmer, farmer.

p. 109 Two story 3 bay frame center gable I house (enclosed porch); built c. 1870 for William Clay Hoxter, wheelwright and blacksmith.

p. 111 Two story, 5 bay center gable I house, paired interior chimneys, built c. 1870 for Edward Ringgold, wheelwright and blacksmith.

p. 112 Two story frame Queen Anne influenced house built c. 1880 for Philip Tuck, real estate speculator.

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GENERAL DESCRIPTION (continued)

- p. 113 Two story frame house built c. 1870 for Hugh A. Legg.
- p. 114 Two story frame center gable I house, paired interior chimneys, built c. 1870 for Charles Downes.

NORTH SIDE OLD ROUTE 18

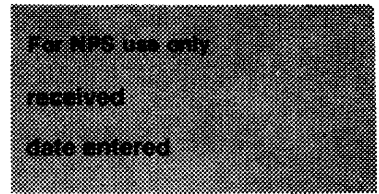
- p. 5 "Medical Hill" or Benton House, two story frame Victorian cottage constructed c. 1886 for Dr. John R. Benton. L plan, 3 story tower with tall pyramidal roof, decorative stickwork in gables, multipaned upper sash, fishscale shingle siding. Determined eligible for the National Register in 1978.
- p. 220 Old Stevensville High School; 7 bay, one story frame building completed November 20, 1909; second story added 1913. Hipped roof with four broad shed dormers, bell tower at peak.
- p. 94 Large 2 1/2 story gable-front frame house, Palladian window centered in gable, built 1910-1912 for George Holland, cannery owner and operator.
- p. 95 Eclectic 1 1/2 story cottage built c. 1895 for Dr. William T. Henry, physician. Square tower with pyramidal roof and kicked eaves; fishscale shingles on upper story; diamond-paned upper sash; porte-cochere.
- p. 120 Two story, 4 bay frame house with ell at rear, moved to present location before 1887 for Hugh Legg.
- p. 122 Two story, 3 bay frame center gable I house, paired interior chimneys, enclosed porch, built c. 1885 by/for David Jones, carpenter.

NORTH SIDE LOCUST STREET

- p. 201 Two story L shaped frame house built c. 1870 as parsonage for Methodist Protestant Church. Gable roofed projecting wing with broad 3 sided bay and wrap-around porch were probably added in early 20th century for school teacher Miss Mary Cockey, who purchased the building from the church.
- p. 203 Christ Church Rectory. 2 1/2 story 3 bay frame side passage house constructed c. 1840- 1855; lower ell at rear. Now clad in round-butted shingles. Operated as Chesapeake Female Institution, boarding and day school, in 1860s.

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HISTORY AND SUPPORT:

Documentary and archeological evidence point to the establishment of a concentrated settlement in the Stevensville area before the end of the 17th century, but the character of the present town is the result of development that took place following the sale of two farms owned by James and Charles Stevens in 1850. By 1877, when an atlas of Kent and Queen Anne's counties was published, Stevensville had grown into a town of nearly 30 buildings, including houses, offices, stores, a church, a hotel and an Odd Fellows' Hall. The town was laid out in a triangular pattern with all roads leading from the center of the triangle. This was due to the transportation systems that served the eastern and western shores in the mid-19th century, for Stevensville's development was tied to its location in the heart of this system.

The Eastern Shore depended on boats and railroads for moving goods and passengers during the late 19th century. Farmers depended on those systems to bring fertilizer, farm equipment and other goods necessary to farm. In turn, they shipped produce back to the Western Shore by those same routes. Commercial seafood merchants also used these same systems for moving goods. In the 1820s, oysters had begun to find a market and this demand continued in the 1900s. Locally the industry supported a labor force of 1300, including watermen and workers at 10 processing plants on or near Kent Island. Crabs also became a commercial crop in the 1880s, and this, combined with increasing farm production, led to busy commercial traffic.

Railroad traffic was not started to Kent Island until 1902. What first carried passengers and goods were the steamboats. The "Kent Island" started service in 1866 and landed one mile below Love Point on the Chester River. This eventually served Urbana Wharf in Stevensville as did the "Urbana." There was also a wharf on Warehouse Creek just south of Stevensville. And in 1902 the last steamboat wharf was built at Love Point, while the Queen Anne Railroad moved its terminus to Love Point from Queenstown. This placed Stevensville in the middle of east/west transportation systems.

The linkage with the railroad began the height of Stevensville's growth period. A station was built in town for serving passengers, mail and freight. By 1909, the town had a post office, bank, two schools, several types of stores and many homes. It was becoming a center of trade for both watermen and farmers. Four doctors had established practices, a sawmill and blacksmith were established and several general merchandise stores had opened for business.

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HISTORY AND SUPPORT (continued)

During this time, tourists were also visiting the town on their way to the beaches of the Atlantic. In 1902 the Baltimore to Rehobeth route was taking passengers from the Light Street pier in Baltimore to Queenstown on the Chester river, stopping at Love Point on the way. From Queenstown a train took passengers to Lewes, from there by steamer to Cape May for a few hours at the beach. Stevensville had several hotels during this period, one of which, the Lowery, had been around since 1888, and is still standing. Those tourists not wanting to travel all the way to the ocean found accommodations in Stevensville and Love Point. In 1914, with the subdivision and sale of the Ringgold farm, Stevensville experienced a building boom. Many houses were built and occupied by farmers moving to town or merchants establishing residences. This continued until the depression started in 1929 and began the decline of Stevensville.

By the 1930s trucks and cars were replacing the railroads and ferries. Road ways were improving from dirt to hard surface. By 1921 the Grasonville/Queenstown Pike was hard surfaced. The Eastern Shore Boulevard from Kent Island to Hillsboro was built in 1929. This began the decline of rail traffic, first by passengers and then by freight. The regulation of rail traffic by the Interstate Commerce Commission was a disadvantage that truck shipping was free from and thus trucking began to flourish. By 1938 passenger rail service had stopped and by 1948, what had once been a profitable freight line for the Penn Railroad System was discontinued.

During this period Stevensville stopped growing. It was no longer in the center of the transportation systems, as roads and bridges bypassed the town. The completion of the Bay Bridge in 1952 united the Eastern and Western shores and the old systems were gone. The Route 50 corridor began to thrive as Stevensville once had, and commerce and tourists followed the highway east to the ocean.

Today, Stevensville remains largely unchanged from its appearance in 1920. Despite minor cosmetic changes, the homes and stores are much the same now as then, and this gives the town the appearance of a typical Eastern Shore town of the turn of the century. The continued sprawling growth of Kent Island has left Stevensville largely untouched and intact.

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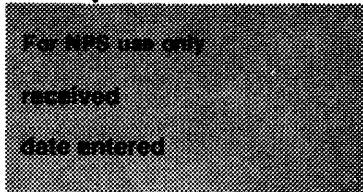
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GEOGRAPHICAL DATA:

Verbal Boundary Description and Justification: Boundaries are depicted on the attached map. Boundaries were selected to encompass the full concentration of resources which retain integrity of form, materials, feeling, and association, and to exclude properties whose integrity has been compromised by incompatible alterations, or which do not relate to the themes or period of the district's significance. East and northeast of the district boundaries are areas primarily characterized by mid-20th-century residential development; non-contributing open space lies to the west, where a major road is currently under construction; the southern boundary is similarly defined by open space and a modern highway. Immediately north of the northern boundary are a modern garden center and a concrete plant, which are radically inconsistent with the resources and land uses included within the district.