

PH010 0153

SECRET

Form 10-300 (Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Maryland

COUNTY: Cecil

FOR NPS USE ONLY

ENTRY DATE: APR 14 1975

1. NAME

COMMON: Charlestown Historic District

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: bounded by Tasker and Ogle Sts., Louisa La., and the West East Ferry

CITY OR TOWN: Charlestown

CONGRESSIONAL DISTRICT: First

STATE: Maryland

CODE: 24

COUNTY: Cecil

CODE: 015

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input checked="" type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Comments

4. OWNER OF PROPERTY

OWNER'S NAME: Multiple public and private owners

STREET AND NUMBER:

CITY OR TOWN: Charlestown

STATE: Maryland

CODE: 24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Cecil County Courthouse

STREET AND NUMBER:

CITY OR TOWN: Elkton

STATE: Maryland

CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input checked="" type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	1/2	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The proposed Historical District is composed of a one hundred and fifty acre portion of the town of Charlestown. All known existing eighteenth century features of the town are included within this district. It is bounded by Tasker Street, Ogle Street, Louisa Lane and the North East River.

Charlestown has, fortunately, been passed by the more devastating aspects of so-called progress--highways and urbanization. Thus its original size is, basically, its present size; its overall density, probably, has never changed; its original plan, based on the Philadelphia street plan, survives, virtually unaltered; and a high percentage of its earliest buildings still stand, many with only few alterations.

There are approximately one hundred and fifty buildings in the district. Although there are several good examples of the Victorian era, many structures that appear to be of late nineteenth and early twentieth century construction are in reality of a much earlier time. Because of the poor economy of the town during the first part of the twentieth century, very few new homes were built, the usual Charlestown practice being to alter or add to an existing structure. It is believed that many eighteenth century structures are yet to be identified. At present there are fourteen houses known to have been constructed during that century:

Building I is located on Baltimore Street, which is part of the Great Public Road. It is a two story house of frame construction and the foundation and center portion are thought to be eighteenth century construction.

Building II, believed to date from the mid-18th century, is located at the intersection of Baltimore and Cecil Streets and is known as the Post House. It is a two story frame structure, possibly of log construction, with a steep gable roof and a brick chimney within a gable, a two story ell on the south side and a one-and-a-half story wing to the east. The house is now covered with asphalt yellow brick siding and the east wing is twentieth century construction.

Building III is located on Baltimore Street. Although the building is Victorian in exterior appearance, the center portion of the house is log walled and of an obviously earlier date.

Building IV is located on the Public Square on Cecil Street. It is a two story frame house with a stone foundation and a gable roof. There are frame ells on the rear. Although the condition of the house is poor and it has been significantly altered, it is thought to be of late eighteenth century or early nineteenth century construction.

Building V is located at the corner of Cecil and Market Streets. It is a two story frame house, three bays wide with a single, very wide flush end chimney. A two story frame wing, added in the second half of the nineteenth century, extends to the rear. Efforts are being made by the Charlestown Colonial Commission to purchase this property.

SEE INSTRUCTIONS

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1975 NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

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(Continuation Sheet) #1

STATE		Maryland
COUNTY		Cecil
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(Number all entries) #7. Description, continued

Building VI is located on Market Street, across from the Indian Queen. The first owner of this lot was John Paca, father of William Paca who signed the Declaration of Independence and was the first governor of Maryland. It is believed that John Paca was the builder of the house. The Paca House consists of two parts, a two story frame house and a one-and-a-half story stone gambrel roof house. The stone portion was built about 1750 and is three bays long and one room deep. On each side of the roof is a flat headed dormer and the chimney is within the west gable. The stone wing has only three walls and it was added against the wooden house soon after it was built. The main two story wooden structure is partly of log construction. The exterior appearance is late nineteenth century and the house is in excellent condition.

Building VII, the Red Lyon Tavern, stands on Market Street next to the Indian Queen. It is a long, gambrel roof duplex, presenting a one story facade. The shiplap siding is mitered near the center of the front, and there are separate doors to each section of the building. The section to the right, which was John Black's store in the nineteenth century, was the Red Lyon Tavern. The left portion was used as an entirely separate building and was known as Stephen Porter's Tavern. Against the back of the house a third addition forms an ell covered with a catslide roof. In the rear yard stands a stone meat house. (In 1967 this property was bought by the Maryland Historical Trust and after partial restoration was sold to Mr. and Mrs. Winthrop Allen with a covenant in the deed specifying that the owner would complete the restoration and maintain the property in a manner suitable to the landmark importance of the property.)

Building VIII, the Indian Queen Tavern, is located on Market Street. The Indian Queen is a two story frame structure, thirty feet square, with an interior floor plan quartered into four rooms. A massive chimney rises through the middle of the first floor, so that the four fireplaces are set back to back. The house is of post and beam construction with clay and brick nogging. The front and rear are covered with wide boards fitted shiplap fashion. A log kitchen in the rear is connected to the house by a covered passageway. In the courtyard is a square frame pumphouse with a gable roof, a stone-and-brick smokehouse, and a frame necessary. (The Indian Queen was purchased by the Maryland Historical Trust in 1967 and restoration is being continued by the present owners.)

Building IX, the Brick Mansion, is on the south corner of Lot 82 and for many years was used as a tavern. It is a two story brick house laid in flemish bond and is five bays long and two rooms deep, with a gable roof. There is a belt course and a molded water table on the facade. The windows have 6/6 sash, and appear to have been made narrower than when built. The width of the door appears to be original and it has a

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(Continuation Sheet) #2

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(Number all entries)

rectangular transom. Large chimneys are set within the gable ends and the wood cornice, now only on two facades, appears to have continued around on the gable ends, forming pent eaves. A modern brick garage has been added to the west end.

Building X is located on Market Street. It is a two story frame structure with a stone foundation, three bays wide and two rooms deep with a gable roof. There is also a two story, brick rear wing. The interior has three levels in the first story, and two levels in the second story, indicating that the house was built in sections.

Building XI is located at the corner of Water and Market Streets, situated next to the former wharf and inspecting house. It is a two story frame house with a steep gable roof. The south end is the original structure, with a twentieth century addition.

Building XII, the Cecil House, is located at the corner of Bladen and Caroline Streets. Built between 1780 and 1790, it was a rival of the Indian Queen. It is a frame two story Georgian house on a high basement which was stone and is now faced with brick. It is five bays long and two bays deep with a gable roof. The entire structure is covered with asbestos shingles and there is no cornice remaining. The 9/9 sash and 9/6 sash and frames appear original as does the front door which has a semicircular arched fanlight. Across the entire front of the building is a one story porch. The brick chimneys are within the gable ends.

Building XIII is located on Caroline Street. It is a three story frame structure on a stone foundation and has a gable roof with a brick chimney within the gable. The two story frame ell at the rear is the oldest part of the building, with an unusually deep fireplace, old sash and old glass. The entire building is covered with asphalt yellow brick siding and it is now a multiple family dwelling.

Building XIV is on Bladen Street. It is a one-and-a-half story house with a gambrel roof, six bays long and two bays deep. It is constructed of frame covered with clapboard and retains some original 9/9 sash, frames and door. There are three large chimneys in the building and four flat headed dormers on the street facade. To the rear is a one story log kitchen structure with a very tall chimney. A porch extends the length of the street facade.

Building XV, facing the North East River, was built during the 1920's. This fine rambling one-and-a-half story residence presents the essence of solidity and good intention. The heavy slate roof, the well fitted bevel siding and millwork, the stone work of the chimneys, the accurate, heavy framing, concrete foundation work and quality mechanical installations all indicate a generous hand and a knowledge of good construction.

The design vocabulary is a spartan, no-nonsense sort of classic Renaissance - the eaves show pointed rafter tails instead

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(Continuation Sheet) #3

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(Number all entries)

of the usual cornice, but the situation is relieved by ornamental beam ends over the porches, and by cornices on the dormers. The many windows, french doors and angled bedroom wings give the house a friendly, welcoming demeanor. The house was designed by its former owner, Christopher Columbus Thorn, who was chief engineer of the Pennsylvania Railroad.

Because of the small number of buildings standing in Charlestown, accentuated by wide areas of open space (former sites now wooded or in meadow), the eighteenth century structures remaining are prominently situated and easily observable. These buildings, a large brick Methodist church built in 1851, several good Victorian-style houses, and a scattering of large, rambling, early twentieth century structures, largely make up the town and give it a quiet, aged dignity. Scattered among these more interesting sites, however, are pockets of later development that create an unfortunate visual mar on the otherwise pleasing townscape. The worst of these is a development of small houses, originally built as summer cottages early in this century, but which later evolved into year round housing. Most of these properties are in a deteriorated condition and create a serious blight on the community. Numerous large trees and their concentrated location near the water off Bladen and Baltimore Streets help to at least partially screen them from the remainder of the town. Many of these buildings are in such bad condition, lacking even modern conveniences and serviceable water supplies, that their future existence is in all likelihood limited to less than a decade. In addition, there are several commercial establishments located on the site of the former market square that are somewhat run-down in appearance and generally unattractive. While the colonial wharf site remains unscathed, the waterfront on the southern end of the town is taken up by two water-based enterprises. One, a marina, has had any future expansion blocked by recent zoning changes, as is also the case with a large boatyard. The latter, however, is more in keeping with the history of Charlestown. In fact, expansion in any of the last three areas discussed has been checked by recently enforced zoning, preventing the movement of the commercial district outside of its present one block boundary and restricting the marinas and public beaches to their present confines. The remaining 480 of the total 500 acres has been zoned residential which, with proper guidelines, will aid in protecting the numerous archaeological sites which exist throughout the town.

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|---|---------------------------------------|--|--|
| <input type="checkbox"/> Pre-Columbian; | <input type="checkbox"/> 16th Century | <input checked="" type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Aboriginal | <input checked="" type="checkbox"/> Education | <input checked="" type="checkbox"/> Political | <input checked="" type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input checked="" type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The proposed historical district of Charlestown is a significant part of Maryland's past. Although the streets are now paved, the town is basically the same today as it was when it was the major shipping center of the head of the Chesapeake Bay. The original land records, minute books and ledgers of the Town Commission are still extant.

In selecting a location that was strategically located at the head of the Bay, the 1742 Maryland General Assembly enacted a law "for laying out and erecting a town at a place called Long Point on the west side of North East River in Cecil County." In the same enactment the name of Charles Town was established for the new town and shipping center.

The 1742 enactment also appointed seven prominent Cecil Countians as commissioners to execute the establishment of the designated two hundred lots to be sold as well as the three hundred acre common area that was to be used and enjoyed by all Charles Town inhabitants. Purchasers of the lots, many of whom were prominent men whose names are known today, were required to construct at least a four hundred square foot dwelling within a three year period, otherwise the lot could be taken up by another party on the basis of forfeiture by the first party. In addition to the purchase price, each lotholder "voluntarily" advanced twenty shillings to be used in the construction of the public wharf and three story warehouse. The commissioners were empowered to use the total two hundred pounds collected to contract laborers to construct said wharf and storehouse. The commissioners appointed a wharfinger, a storekeeper, and a viewer of flour, and an inspecting house was built in the center of the wharf lot. It was a frame building, thirty feet square, one storied with roofed parts extending out from the building on the northeast and southwest sides, to provide cover for the wagons standing at the door. Here the flour and grains that were shipped from the port were inspected. Sometimes as many as six vessels a week sailed away loaded with the produce of the area. It was here also that the tariff was collected for the Crown. Sections of the wharf, as described in the minute books, are still visible and research is being conducted to aid reconstruction.

In laying out the town there were also other areas reserved for specific purposes; one of the most important was the

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Historic Sites Inventory of Cecil County. Maryland Historical Trust, Annapolis.

Land Records of Cecil County, Maryland. Hall of Records, Annapolis, Maryland.

Johnston, George. History of Cecil County, Maryland. Elkton, Maryland: private, 1881.

NW 18/415860
4380 660
NE 18/416090/4381040
SE 18/416580/4380720
SW 18/416350/4380360

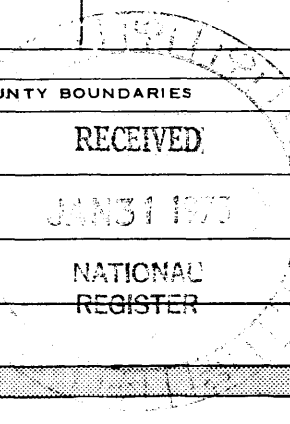
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	39 °34 '37 "	75 °58 '38 "				
NE	39 °34 '27 "	75 °58 '17 "				
SE	39 °34 '15 "	75 °58 '27 "				
SW	39 °34 '25 "	75 °58 '47 "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **49.2 acres**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:

ORGANIZATION: Colonial Charlestown Commission DATE: 1 October 1974

STREET AND NUMBER: P. O. Box 1742

CITY OR TOWN: Charlestown STATE: Maryland CODE: 24

12. STATE LIAISON OFFICER CERTIFICATION **NATIONAL REGISTER VERIFICATION**

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: Arthur C. Townsend
 Title: State Historic Preservation Officer
 Date: January 28, 1975

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

Arthur C. Townsend
 Director, Office of Archeology and Historic Preservation

Date: 4/14/75

ATTEST:
W. M. ...
 Keeper of The National Register
 Date: **APR 10 1975**

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NATIONAL REGISTER

(Continuation Sheet) #4

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(Number all entries) #8. Significance, continued

Market Square, where a large brick market house was erected. In it, stalls were built and rented to the people, where they could twice weekly sell their produce.

Adjacent to the market square was the Fair Ground. In May and again in October, the Fair was a three day event that drew crowds of merrymakers by foot and by horse from great distances. Merchant ships from Philadelphia, Baltimore and even as far away as Boston brought cargoes of goods to the Fair that the residents of the area had no other way of procuring. Reenactment of these fairs is a scheduled annual event.

Squares were also marked out for a courthouse, a church and other public buildings, also five public wells were dug throughout the town.

Charlestown was the county seat from 1782 to 1787 and, while no courthouse was ever built, there was a small stone jail. (The reconstruction of the jail is being considered by the Cecil County Bicentennial Committee as a possible project.)

While its plan was inspired by Philadelphia, its architecture witnesses its location in Tidewater Maryland, undoubtedly the result of its economic orientation to the Chesapeake Bay waters. Only in areas of Cecil County away from the water are the earliest buildings closely related to those of adjacent Pennsylvania. Charlestown was a town of a prosperous working class, serving the surrounding countryside. The water was its network of transportation, closely linking it economically with all the towns of the Chesapeake Bay country. Charlestown had no great mansions. Its largest structures were the inns and hotels which served the popular Charlestown Fair in the colonial period.

Among the smaller buildings, a symmetrical three bay scheme, with the door centered, occurs with noticeable frequency. Some are one-and-a-half story in height, others are two. In the latter, the central bay of the second story is usually without an opening. The first storys of these houses may have one or two rooms, but they have no halls; stairs usually ascend in winders beside the chimney breast.

Chimneys are almost always internal and fireplaces are large, expected characteristics for this northern Maryland town.

Several gambrel roofs survive in Charlestown, indicating the popularity of that roof form in the 18th and early 19th century. Such a roof could be framed with relatively short members, allowing a maximum useable floor space in the upper story, not possible with a gable roof of any practicable pitch. The references to known houses with this roof form in the 1798 Federal Direct Tax as being of "one story" indicates the tax advantage of this form. (While the 1798 Federal Direct Tax records for Cecil County are not extant, they do survive in many other Maryland counties where gambrel roofs were equally popular.)

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Several early buildings are of log construction, a very respectable building material by the mid-to-late 18th century, for they are finished as sophisticated small houses, even with paneled walls. Stone was also a readily available material, unlike many areas of the Bay country to the south. Stone construction should not be considered as influenced by Pennsylvania, but simply as allowed by geology. Clay was abundant, too, so Charlestown had, and has, early buildings of log, frame, stone, and brick construction--all the known 18th century materials.

One reference to "a framed house in the Dutch fashion filled up with bricks," replaced early in the 19th century with the typical framed house not standing on the lot, does indicate the presence of a Pennsylvania German element in early Charlestown.

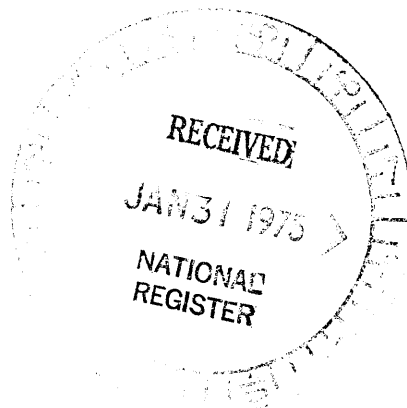
Today Charlestown is still a quiet country village. The streets and the street names are the same as they were when they were first surveyed in 1742 by John Veazey, Deputy Surveyor of Cecil County.

The automobile is increasingly making Charlestown accessible. It is now considered within commuting range of the greater Baltimore and Wilmington (Delaware) metropolitan areas.

Its abundant waterfront is ideal for pleasure boating, a sport rapidly increasing in popularity. Charlestown's proximity to Pennsylvania makes it one of the closest harbors for Pennsylvanians to keep their pleasure craft.

Charlestown has many open areas that were heavily used in the 18th century that are still in their original state, the wharf site, the colonial Fair Grounds, and several other town owned sites are available for future archaeological digs. The Charlestown land records have revealed that many of the open lots had houses or places of business on them in the 18th century, but nothing since then.

Without official and popular recognition of Charlestown as a complete and unique entity, Charlestown could lose its identity in the late 20th century. Recognition and official designation of its historic boundaries, together with some form of historic zoning control, is an ideal way to perpetuate Charlestown's identity.



**NATIONAL REGISTER OF HISTORIC PLACES
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(Continuation Sheet) #6

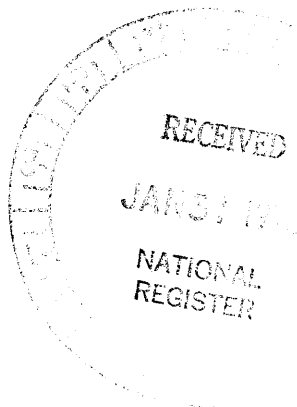
STATE Maryland	
COUNTY Cecil	
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(Number all entries)

#9. Major Bibliographical References, continued

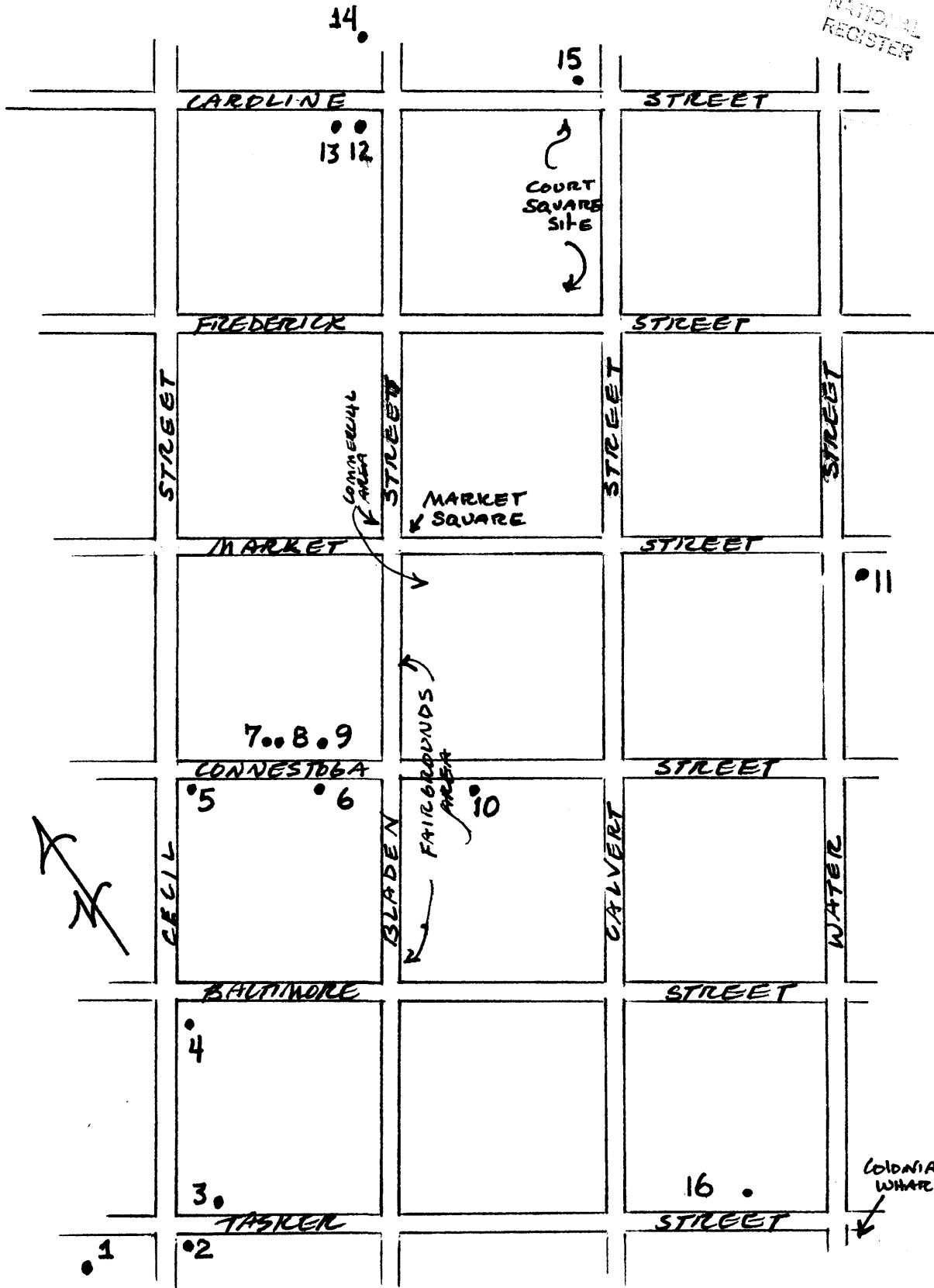
Reps, John W. Tidewater Towns, City Planning in Colonial Virginia and Maryland. Virginia: Colonial Williamsburg Foundation, Inc., 1972.

Ridout, Orlando. The Indian Queen. Winterthur Portfolio 5. Charlottesville, Va.: University of Virginia Press, 1969.



CHARLESTOWN HISTORIC DISTRICT

RECORDED
JAN 17 1900
NATIONAL
REGISTER







R I V E R

R I V E R

CHARLESTOWN HISTORIC DISTRICT
Cecil County, Md.

Legend:

-  Great Public Road (now Md. rte. 267)
-  Paved Secondary Roads
-  Infrequently Used Roads
-  Roads Now Defunct But Still Discernable

