

southeastern Pennsylvania, this time span has been referred to as the Intensive Gathering-Formative Culture Period (Custer 1996).

Locally, on the Coastal Plain of Maryland, this time frame is associated with severe climatic shifts that resulted in warm and dry conditions (Custer 1989). These changes enabled xeric and deciduous forests of oak and hickory to replace mesic forests, as well as the return of grassland areas. Although many of the existing interior wetland settings of the Middle Atlantic region disappeared, the slow but continued rise in sea level resulted in the emergence of new large brackish marshes, especially near the Chesapeake Bay. Stabilization of the climate, environment, and sea level were established by ca. 1,500 B.C. and these conditions were probably relatively similar to present ones (Custer 1983, 1989). This alteration of the environment also caused notable changes in the adaptive strategies of prehistoric populations. Floodplains of major rivers and estuarine swamp/marsh settings supported a broad range of floral and faunal resources. Throughout the Coastal Plain of the Middle Atlantic, large archeological sites, which often contain several different occupations, have been documented in such environmental settings. Similar base camp sites, barring regional variations, have also been identified in these resource-rich environments throughout the Middle Atlantic region.

Smaller base camps are often located along lesser tributaries, near cobble beds, or in coastal areas near shell middens. Small procurement and processing sites are also scattered throughout these environments, as well as along intermittent streams and in interior areas (Custer 1994). Along the southern coastline of the state, marine resources were integral in the subsistence of Late Archaic/Early-Middle Woodland populations. Sites dating to this time period are often found near tidal marshes, in sheltered coves, or in estuarine settings. Especially favored locations would be those that would have supported a diversity of resources such as ocean fish, crabs, and shellfish.

Although small short-term forays, for purposes such as hunting or obtaining raw lithic materials were made, in general, Late Archaic/Early-Middle Woodland Period groups seemed to have practiced a relatively sedentary settlement pattern. Group sizes seem to have ranged anywhere from small individual family units to conglomerations of several of these units dependent on seasonality or environmental setting (Custer 1989, 1994; Custer and Silber 1994).

Significant additions to prehistoric tool kits also appear during the Late Archaic/Early-Middle Woodland Period. Increased use of plant processing tools, such as grinding stones, mortars, and pestles, suggest a trend in efficient and intensive procurement of floral resources. Tools associated with woodworking, such as adzes and celts, become prevalent. More broad-bladed, knife-like processing implements also appear in chipped stone tool assemblages. Overall, procurement of raw lithic material was based on primary and secondary sources; however, often non-local lithic materials are found within Late Archaic/Early-Middle Woodland Period assemblages. The presence of these imported materials suggests emergence of trade and exchange networks among these groups (Custer 1989, 1994).

The addition of stone, followed by ceramic, vessels also reflect a growing efficiency in the use of certain food types. Most of these vessels served as cooking implements. Some of the larger ceramic vessels may have served as storage vessels for surpluses. Storage pits and house features have been identified at numerous sites dating to this time throughout the Middle Atlantic region (Custer 1989, 1994; Custer and Silber 1994).

This new, relatively sedentary, settlement pattern also caused considerable changes in social organization of populations living in the Middle Atlantic region. A more sedentary lifestyle combined with horticultural plant harvesting would have often yielded occasional surpluses. Consequently, these factors often allowed incipient ranked societies to form. For example, during the Middle Woodland Period, intensified procurement of fish resources is thought to have played a significant role in subsistence strategies within the Abbott Farm National Landmark near Trenton, New Jersey (Stewart 1994). Across the Middle Atlantic region, objects such as polished celts, gorgets, pipes, and tools of non-local materials appear to be manifestations of developing social organization.

The emergence of Adena culture, characterized by its unique material culture and mortuary practices, also occurs during the Early Woodland portion of this time frame. While Adena sites are more prevalent in the American Midlands, a few Adena sites have also been discovered in Maryland. Some of the better known Adena sites of Maryland are the West River Site near Annapolis, the Sandy Hill Site (18DO30) on the Choptank River near Cambridge (Ford 1976; Dent 1995; Custer 1989); and the Nassawango Adena Site (18WO23) (Wise 1973), which is along a small tributary of the Pocomoke River. In addition to large Adena-type bifaces made of non-local, high quality cryptocrystalline lithic material, some of these sites have also yielded distinctly Adena-type artifacts such as gorgets, pipes, or copper beads (Dent 1995).

Projectile points associated with the Late Archaic/Early-Middle Woodland Periods are quite diverse. For example, the Late Archaic Period marks the introduction of broadspear-type projectile points, which are believed to have functioned in knife-like capacities (Custer 1994). Common broadspear-types of the Mid-Atlantic region include Long/Savannah River, Perkiomen, Susquehanna, and Lehigh/Koens-Crispin types (Custer 1994; Dent 1995). Common non-broadspear points of the Late Archaic Period include Fishtail/Orient, Holmes, Halifax, Piscataway, and Bare Island/Lackawaxen types, as well as various side- and corner-notched Brewerton variants.

Numerous Early-Middle Woodland projectile point types have been noted for the Middle Atlantic region. Generally, most of these types consist of assorted stemmed and notched variants; however, several distinctive point types are also associated with the Early and Middle Woodland period. Rossville, teardrop/ovoid, and Calvert projectile points are typical distinctive Early Woodland point types of the Chesapeake region. Selby Bay/Fox Creek and Jack's Reef variants are regarded as common forms associated with the Middle Woodland Period (Dent 1995).

Early ceramic vessels were modeled in construction and closely resembled the lug-handled, flat-bottom steatite vessels of the early Late Archaic Period. Marcey Creek (ca. 1,200 B.C. -

800 B.C.) ceramic, a steatite-tempered ware, is one of the earliest wares of the Mid-Atlantic region and is often found in association with Fishtail/Orient points (Custer 1989, 1994, 1996). Later, these flat-bottomed vessels were replaced with conoidal-shaped vessels of coiled construction. While early vessels of this construction were often tempered with steatite (e.g., Selden Island, Bare Island Coiled), eventually, assorted materials that include sand, crushed rock, grit, clay, shell, or various combinations thereof, were used as tempering agents in ceramic manufacturing. For example, sherds of Accokeek ceramic, a sand/crushed rock (quartz) tempered ware, is a recurrent ware type that has often been recovered in Early Woodland contexts throughout Maryland's Coastal Plain and into the Piedmont beyond the headwaters of the Patuxent River and into the Patapsco drainage. This ware has also been found throughout the Potomac watershed (Dent 1995).

D. Late Woodland Period (A.D. 1000 to A.D. 1650)

Overall, the Late Woodland Period, also referred to as the Woodland II Period, is characterized by an emergence of pronounced agricultural food production systems (Custer 1984, 1989). The growth of efficient plant food harvesting is a reflection of a continued pattern of sedentism of prehistoric populations. Throughout the Delmarva peninsula, Late Woodland sites are often found in similar environmental settings as Late Archaic, Early and Middle Woodland Period sites. In fact, these sites often contain several occupations that span multiple temporal contexts and these occurrences further illustrate a more sedentary lifestyle.

In the Middle Atlantic Region, significant variability in the subsistence systems, social organization, and community patterns existed among Late Woodland populations. These differences ranged from societies who lived in large villages organized by kinship groups to some of the less complex populations whose lifeways closely resembled those of their Middle Woodland predecessors (Custer 1983, 1989, 1996).

Aside from some modifications in projectile point and ceramic styles, deviations of Late Woodland artifact assemblages from Middle Woodland assemblages are minimal. Lithic assemblages suggest decreases in preference for exotic materials and increases in the use of quartz in tool manufacturing. By comparison, Late Woodland projectile point types are less varied and triangle points are regarded as the primary diagnostic point type of this period. Late Woodland ceramic assemblages exhibit notable increases in variation, especially the non-shell tempered wares (Wanser 1982). Common Late Woodland ceramic types that have been recovered in Maryland's Coastal Plain include Rappahannock and Townsend wares, both of which are shell-tempered. Other common Late Woodland ceramic types include Sullivan and Potomac Creek pottery, which are shell-tempered and quartz/sand tempered, respectively.

E. Initial European Contact and Settlement Period (A.D. 1600 to A.D. 1645)

This period marks the initial arrival of European groups; predominately English, Dutch, Swedish, and Spanish, to the Middle Atlantic region. Overall, data from the archeological record of this time period is limited. Often, ethnographic accounts by these first explorers and settlers have been considered valuable supplementary sources of information.

Based on ethnolinguistic and ethnographic accounts, throughout the Late Woodland period, two Native American cultural groups, the Nanticokes and the Piscataway (both Algonquian-speaking groups) were quite active in the region. However, by 1634, the Susquehannocks, an Iroquoian-speaking group based around the southern reaches of the Susquehanna River, had extended their influence southward along Maryland's Eastern and Western Shore. According to historical accounts, during his travels along the Potomac and Anacostia Rivers in 1609, John Smith visited several palisaded Piscataway villages.

IV. REGIONAL HISTORY

The history of the Middle Atlantic region begins with the arrival of the first substantial numbers of European groups to North America. In general, the historical past of Maryland is divided into five significant time periods that span from the arrival of European explorers to modern times. These divisions are: Contact and Settlement (A.D. 1570 to A.D. 1750), Rural Agrarian Intensification (A.D. 1680 to A.D. 1815), Agricultural-Industrial Transition and Industrial Decline (A.D. 1815 to A.D. 1870), Industrial-Urban Dominance (A.D. 1870 to A.D. 1930), and the Modern Period (A.D. 1930 to the present) (MHT 1991). The following overview of the regional history has been abstracted from several secondary sources.

A. Contact and Settlement Period (A.D. 1570 to A.D. 1750)

Although other attempts are reported, the first documented exploration of present-day Maryland was conducted by Captain John Smith. In June 1608, Smith became the first Anglo-European to explore and map the Upper Chesapeake Bay, as well as to make contact with Native Americans. Captain Smith wrote the following about the land that would later become Calvert County:

“But finding this Easterne shore, shallow broken Isles, and for the most part without fresh water, we passed by the straits of Limbo (Hooper or Kedge Straits) for the Westerne shore; so broad is the bay here we could scarce perceive the great high clifts on the other side; by them we Anchored that night and called them Riccard Cliftes (Calvert Cliffs). 30 leagues we sayled more Northwards not finding any inhabitants, leaving all the Easterne shore, lowe Islandes, but overgrowne with wood, as all the coast beyond them so farre as wee could see; the Westerne shore by which we sayled we found all along well watered, but very mountainous and barren, the vallies very fertill but extreame thick of small wood so well as trees and much frequented with wolves, Beares, Deere, and other wild beasts. We passed many shallow creekes, but the first we found Navigable for a ship we called Bolus [Patapsco River].” (<http://www.calvert.lib.md.us/history/index.htm>; Rountree 2007).

According to historical accounts, Smith managed to lead the expedition as far north as “Bolus flu” (present-day Patapsco River) before illness forced the party to return to Virginia. A month later, Smith led a second expedition in the Upper Chesapeake. During this journey, Smith explored various waterways of present-day Kent, Harford, and Cecil Counties. Several weeks later, after passing what is now Spesutia Island, Smith reached the Susquehanna River. While exploring the Deer Creek area on foot, Smith and his crew first

encountered Susquehannocks. Smith was obviously impressed and wrote detailed narratives about the Susquehannocks' physical appearance, attire, and life ways (Weeks 1996). Although Smith provided the world with its first glimpse of the area, it would be some time before significant European settlement on the Western Shore occurred.

Around 1616, an Englishman named Edward Palmer established a trading post on Palmer's Island at the mouth of the Susquehanna River. While the post managed to operate for a few years, its success was short-lived. By the time of his death in 1624, Palmer had relocated back to London.

After Captain Smith, two Virginians, John Pory, Secretary of Virginia, and Estinien Moll, a Frenchman, led an expedition that explored the Patuxent region in 1621. Friendly relations were established with the Piscataway Indians and trading between the Indians and Virginia began (<http://www.calvert.lib.md.us/history/index.htm>; Stein 1976).

Around 1629, after visiting his failing land interests in Newfoundland, George Calvert (named the first Lord of Baltimore by King James of England in 1625) traveled to the Chesapeake Bay area in search of lands in a more favorable climate. Shortly after his return to England, Calvert began petitioning for rights to lands north of the Potomac River. Despite Calvert's persistent campaigning, King Charles remained reluctant to approve the petition for several years. Finally, on June 20, 1632, two months after George Calvert's death, the charter was approved and Calvert's son, Cecil, became the second Lord Baltimore and the first proprietor of Maryland. Both George and Cecil envisioned a colony that would serve as a haven for their fellow Roman Catholics who faced increasing persecution in England.

The year 1631 marked the first colonial settlement on the Eastern Shore. Secretary of Virginia, William Claibourne, established a fort and trading post on Kent Island to trade with Native American groups for furs. By 1636, a gristmill was in operation on the island. Tax records indicate that forty-nine taxable residents resided on the island in 1638 and ninety-eight in 1642 (Fiedel 1999).

The 1630s also mark the onset of colonization of Maryland's Western Shore and mainland. In 1634, Maryland's first colonists from England arrived at the mouth of the Potomac River in two ships, the *Arc* and the *Dove*. After a brief stay on Saint Clement's Island, Leonard Calvert, Cecil's brother, lead the *Dove* to Piscataway Creek via the Potomac Rover to initiate negotiations with members of the Piscataway tribe. In March 1634, the colonists purchased a village on the mainland and renamed the settlement St. Mary's City (Virta 1998). Three years later, in 1637, St. Mary's County, which included both shores of the Chesapeake Bay, was created. For the next several decades, St. Mary's County continued to lose and gain land as new counties were formed.

Shortly after his arrival, Calvert challenged Claiborne's rights to Kent Island. Calvert claimed ownership of the island through his land grant. Claiborne claimed the island as Virginia territory. The settlers on island had even been granted a seat in the General Assembly at Virginia. Calvert eventually evicted him by force in 1638. Claiborne returned

to Virginia though it would be only for a short time before he challenged Calvert's rights to Maryland again (Wilstauch 1969).

By 1639, settlement had spread to what later became Calvert County. Settlement was focused on the shores of the Patuxent River (Dames & Moore 1995).

Events in England quickly rippled to Maryland. In England, the Puritans, led by Oliver Cromwell, revolted and took control of the English government. Cecil Calvert, a Roman Catholic, was suddenly in a difficult position as his religion aligned him with the former ruling royalty. In attempt to place himself in the good graces of the English Puritans, Lord Baltimore offered the Virginia Puritans that had come into conflict with their governor a place of refuge. The Puritans would not settle in Maryland unless their religious freedom was granted. In 1649 the Maryland Assembly enacted the Religious Toleration Act that guaranteed freedom of worship to all Christians, regardless of sect. This act became the foundation of religious freedom in America (Stein 1976).

The Puritans arrived in December 1649 after religious freedom was granted and Calvert replaced the Catholic Maryland governor with the Virginia Protestant, William Stone. The Puritans founded a settlement called Providence, also known as Severn, on the Severn River. The area became Anne Arundel County in 1650 named in honor of the late wife of Cecil Calvert, the second Lord Baltimore (Luckenbach 1995).

As the Puritans were establishing themselves in Anne Arundel County, Lord Baltimore made plans for a new county between them and St. Mary's County that would certainly be loyal to him. The new county was designated Charles County, after the third Lord Baltimore, in 1650 and included all of present-day Calvert County and the southern and western shores of the Patuxent River, an area that included parts of what later became Montgomery County and Prince George's County (Stein 1976)². Lord Baltimore appointed his friend, Robert Brooke, as commander of the county. Brooke established himself at Brooke Manor on Battle Creek. Brooke laid out plans for a county seat with a court house, jail, chapel and other buildings designated Battle Town. Battle Town was later renamed Calvert Town (also Calverton and Calvertown) (Dames & Moore 1995).

In England, the Puritans were in full control. In 1651 Oliver Cromwell dismissed the English Parliament and assumed full powers of government under the title of Lord Protector. The next year, Cromwell sent a force of 750 men to ensure all on the Chesapeake pledged their loyalty to England. The force arrived in March 1652. The Virginia government surrendered first and was replaced by a commission of three men that included William Claiborne. The replacement of the Maryland government occurred later that month and was led by Claiborne. Lord Baltimore was enraged that Robert Brooke, his supposed loyal commander of Charles County, was cooperating with the Puritans. On July 3, 1654, he dissolved Charles County and divested the commander of his authority. On the same day Lord Baltimore re-established the county, with the same territory, under the name of Calvert County. The new

² This county is referred to in documents as Old Charles County. It was dissolved in 1654 and the current Charles County was created in 1658.

name, however, did not last long. The Puritans promptly renamed it Patuxent County (Stein 1976).

Although Governor William Stone was ousted from power, he was still loyal to Lord Baltimore. In 1655, Lord Baltimore ordered Governor Stone to recover his power immediately. Governor Stone set out from St. Mary's City and captured the Puritan commissioners and their meeting house in Patuxent (Calvert) County. The commissioners were caught off-guard and promptly surrendered. Governor Stone then headed north to launch an attack on Providence. On March 25, 1655, the Battle of the Severn was fought³. Governor Stone's forces were quickly defeated and Maryland became firmly under Puritan control (Stein 1976).

With military force no longer an option, Lord Baltimore submitted the controversy between himself and the Puritans to the Commissioners of Trade in England. In 1658, Maryland was returned to Calvert under the conditions that the act for religious freedom never be repealed, seized lands be returned to their original owners, and amnesty granted to all who took part in the Puritan uprising (Stein 1976). Upon the return of his colony, Patuxent County was changed back to Calvert County (<http://www.calvert.lib.md.us/history/index.htm>).

By the time Calvert reclaimed the title to his colony, large plantations had been established along the Patuxent River and Chesapeake Bay and the region was firmly tied to tobacco production. Domestic architecture was characterized by impermanent post-in-ground wood structures of one- or two-room plan dwellings. Outbuildings consisted mainly of tobacco sheds as constructing shelters for animals took time away from tobacco (Preston 1983; Kingsley, Benedict, and Katz 2006).

In 1668, Cecil Calvert ordered the Council of Maryland to establish official ports of entry for the unloading and selling of all goods and merchandise brought into the colony. Calvert's agents were ordered to purchase land and lay out lots, another attempt at fulfilling Calvert's dream of cities. In 1682, the Maryland Assembly passed the first of several Acts for the Advancement of Trade to further development by the creation of towns. Calvert's agents laid out three towns. Two of these towns were in Anne Arundel County - Arundelton on the Severn River and London Town on the South River. The third town was Herrington on Herring Creek in Calvert County (Lindauer 1997).

In 1695, the capital was moved from St. Mary's City to the newly founded city of Annapolis, formerly Arundelton.

One of the reasons that the capital was moved from St. Mary's City to Annapolis was transportation. Annapolis was more centrally located to the new counties on the Eastern Shore and closer to the major trading routes, many of which were focused on Pennsylvania at the time (Papenfuse 1995). The importance of this decision was based on the use of navigable waterways as the major transportation routes. However, gradual increases in

³ An eyewitness account of the Battle of the Severn is given by Leonard Stone, one of the Puritans in the battle, in *Babylon's Fall*, published in London in 1655.

settlement slowly encouraged the expansion of ground transportation. In 1661, the General Assembly passed an act to improve the existing land transportation system through the construction of new public roads and bridges. Specifically, the act called for “marking and making highwayes and making the heads of Rivers, Creeks, Branches, and Swamps passable for horse and foot”. To ensure that the mandates of road construction were met, the act allowed counties to appoint commissioners to oversee roadwork. The act also included provisions to preserve rights for creating private access roads. Penalties were payable in tobacco (P.A.C. Spero 1995).

B. Rural Agrarian Intensification (A.D. 1680 to 1815)

As with most of agrarian Maryland, a tobacco-based economy became firmly established during the eighteenth century. Early settlements tended to be dispersed along the Chesapeake Bay and its tributaries. Despite efforts to legislatively create towns and roads in the interior regions, settlement continued to concentrate along navigable waterways. Goods produced at milling operations, along with grain and tobacco, were transported to waterside communities along rivers and the Chesapeake Bay for shipping to domestic and European markets. The small waterside communities of the late seventeenth and early eighteenth centuries like Annapolis, Huntington, and Lower Marlboro quickly developed into prosperous port towns.

A census taken in 1706 showed a total population in Calvert County of 3,611 including slaves (Stein 1976; Dames & Moore 1995). By this time settlement had occurred throughout Calvert County and a more central seat of government was required. In 1722 an Act was passed that directed the seat of county government be moved to a central location at the head of Battle Creek and the head of Parker’s Creek. The new seat was named Prince Frederick, in honor of the eldest son of King George I. Although the 1722 Act directed the county seat be moved, the approved funds were not sufficient. A second Act was passed in 1725 appropriating funds for a court house and jail. It would not be until 1732 when Prince Frederick began to serve as the Calvert County seat (Stein 1976).

Although legislation failed to push settlers inland, other factors began to force settlers to the interior and towards a greater diversification of agricultural goods. Such factors included a decline in immigration, a stagnated economy, and increased tenancy. Decreases in immigration forced landowners to shift from the use of indentured whites as a source of labor to enslaved Africans, and later, native born slaves (Barse 1990; Kulikoff 1986). Tobacco slowly gave way to wheat and corn, with production increasing in the 1760s when grain prices soared due to British demand.

Even after the development of inland regions began to accelerate, albeit slowly, coastal and riverine routes continued to remain the primary arteries of the region’s transportation network despite concerted efforts by the Grand Assembly to expand the efficiency of ground transportation. Throughout the eighteenth century, the Grand Assembly repeatedly set forth various legislative acts and incentives to encourage the construction of new roads and

bridges. Most of the major roads and bridges that were built or chartered during this time were almost all exclusively privately built.

State and local governments had limited resources to respond to public needs such as roads and bridges. State governments responded by offering charters to private companies, allowing them to charge for use of the road or bridge. Initial construction or improvement of an existing road-turned-turnpike or bridge was funded by the sale of stock and structured to pay dividends. Improvements were to be funded by the tolls charged. Stock purchases were more like a contribution to the community than an investment as it was generally known from the beginning that the stock was worthless (Klein and Majewski 1991, 2004; Wood 1919). Private toll bridge companies began early, with the first being chartered in Boston in 1786. Pennsylvania would be the first to charter a turnpike in 1792. Maryland would not charter a turnpike until 1796 (Klein and Majewski 1991, 2004; Wood 1919).

The eighteenth century also marks the rapid emergence of Baltimore as one of the major ports of the eastern seaboard. While main ports like Annapolis continued to remain prosperous urban centers and integral transportation nodes, the traffic to and from these towns beyond that of regional networks began to wane around the 1760s.

After nearly a century of vicious disputes between the Proprietaries of William Penn and the Calverts, the border between the two colonies, Pennsylvania and Maryland, was finally established with the surveying of the Mason-Dixon Line in 1763.

Although disputes such as the boundary of Delaware and Maryland were settled peacefully, the eighteenth century was a time of armed conflict for Calvert County. Far removed from the western frontier, Calvert County was not directly affected by the Seven Years War. The County did send its militia, under the command of Colonel John Brome. Brome led the Calvert County men in General Braddock's failed attempt to capture Fort Duquesne. He also led the men during General Washington's successful capture of that fort (Stein 1976).

Tensions ran high in Maryland in the time before the Revolutionary War. Many colonists were ardent patriots. The Stamp Act of 1765 and the Townsend Acts of 1767 angered the colonists on the issue of taxation. In 1773, the British government passed the Tea Act, allowing tea to be sold by the East India Company without customs or duties. This led to the Boston Tea Party in December 1773. In October 1774, Annapolis residents had their own tea party, burning the brig *Peggy Stewart*, including a ton of tea and all her cargo (Marck 1995; Finlayson 1974; www.bostonteatpartyship.com).

At the outbreak of the war, British raiding parties frequented the Patuxent River, plundering and burning plantations. No major battles were fought in Calvert County; however, many men from the county fought for American independence. One of these men was General James Wilkinson. Wilkinson took part in driving the British forces from Boston, the battles at Saratoga, Trenton, and Princeton (Stein 1976)⁴.

⁴ Stein writes that General James Wilkinson had a distinguished military career that ended after the War of 1812. Wilkinson was a close friend of Thomas Jefferson and a key witness in the treason trial of Aaron Burr.

Unlike the French and Indian War and the Revolutionary War, battles were fought in Calvert County during the War of 1812. British ships sailed with frequency up and down the Chesapeake and conducted raiding parties along the County's shores. In 1814, the Chesapeake Flotilla, a collection of ships intended to pursue and rebuff British raiding parties along the Bay, engaged the British on the Patuxent River. The British were defeated in the June 1814 battle and retreated down river. In July 1814, reinforcements arrived and the British sailed upriver. The British landed and destroyed the old county seat at Calvertown and Huntingtown⁵. The British then attacked Prince Frederick. Although the British were driven back to their ships by the Calvert County militia, they managed to burn the County courthouse and several homes in the region. Residents around Prince Frederick were aware of the British attack and saved all the courthouse papers. The British then advanced to Lower Marlboro, landed, marched to, and burned Washington, D.C. The flotilla men later participated in the Battle of Bladensburg in Prince George's County and manned the guns defending Fort Henry during the Battle of Baltimore (Stein 1976; Hopkins and Shomette 1981).

C. Agricultural-Industrial Transition Period (A.D. 1815 to 1870)

Between 1815 and 1870 the Industrial Revolution transformed the country from an agrarian to a mercantile-based economy and Maryland was no different. The increasing immigration populations to North America during this time provided the labor force to support the fluctuations of supply and demand.

This transformation brought tremendous changes in transportation. About seventy-eight turnpikes and roads were chartered during this time, which greatly improved Maryland's transportation system (Klein and Majewski 2004). The National Road, the first highway constructed with federal funds, was also laid during this time. Begun in 1811, the road extended from Cumberland Maryland, through the southwest corner of Pennsylvania and westward. The road opened the Ohio River Valley and the Midwest to commerce and settlement⁶ (www.nps.gov/archive/fone/natlroad.htm).

In Calvert County, labor-intensive tobacco remained the dominant crop. Consequently, many Calvert County farmers remained committed to the use of slave labor.

Controversy arose in 1822 between Calvert and Anne Arundel Counties about the exact location of the border. Commissioners quickly discovered that the location of the original

Washington Irving, who attended the trial as a newspaper reporter, wrote a caricature of Wilkinson in his *Knickerbocker History of New York* calling him "General von Poffenberg" (Stein 1976).

⁵ The present day Huntingtown was rebuilt three miles from the site of the destroyed town (Stein 1976).

⁶ Federal funding for the construction of the National Road was for the road extending from Cumberland, Maryland west. Those portions of the road to the east connecting Cumberland with Baltimore were existing turnpikes. Today, the nearly 800 mile National Road that stretched from Baltimore to Vandalia, Illinois is part of US Route 40 (Route 40 – America's Golden Highway - <http://www.route40.net/index.shtml>)

boundary would be impossible to identify with any degree of certainty. The lost boundary was due in part to the dispute between Calvert and the Puritans when Charles County was created and then abolished, Calvert County was created, changed to Patuxent County and changed back again to Calvert County. The compromise boundary that was agreed upon in 1826 is the current boundary between the counties (<http://www.calvert.lib.md.us/history/index.htm>; Stein 1976).

In 1827, the Baltimore and Ohio (B&O) Railroad Company was formed. In 1830, Ellicott Mills became the first terminus for the railroad. The famous race between Peter Cooper's iron engine, the *Tom Thumb*, and a horse-drawn carriage took place on the return trip from Ellicott Mills. The horse won the race due to a broken belt on the engine, but the B&O officials were convinced of the power of steam. Steam engines continued to improve and become vital to the economy (Treese 2003). Six years later, in 1833, the B&O constructed a 32-mile rail line between Washington, D.C. and Baltimore through Anne Arundel County.

In Calvert County, steam powered ships replaced the sail powered craft that transported goods between Southern Maryland and Baltimore. The Weems Steamship Line was one of the companies that adopted steam and became the principal carrier until it shut down in 1894 (Stein 1976). In addition to regular passenger and shipping services, some specialized ships, such as floating theaters, could also be found on the Chesapeake Bay (Dames & Moore 1995).

Although no battles were fought in Calvert County, the county was regarded as an integral stronghold during the Civil War. Union forces established a camp at the mouth of Battle Creek, on the site of old Calvertown. The camp also held Confederate prisoners of war. Maryland may have been aligned with the Union, but many from Calvert County fought for the Confederacy (Stein 1976).

D. Industrial-Urban Dominance Period (A.D. 1870 to A.D. 1930)

The end of the Civil War also marked the end of the tobacco plantation life ways that characterized Calvert County for over one hundred and fifty years. After the war, finding labor for plantation grew increasingly difficult. With no manufacturing facilities in the county, many turned to the natural resources of the Chesapeake Bay.

The first large scale commercial fishery established in the county was by Joseph Solomon at what later became known as Solomon's Island, in 1867. Captain Solomon built the first oyster cannery there. By 1880 the fishing fleet at Solomon's Island exceeded 500. Nearly all of these ships were built in Solomon's and led to the invention of the Chesapeake Bay bugeye and skipjack vessels that are typical vessels found on the Chesapeake Bay (Stein 1976). One of the best known shipbuilding companies from this time is M.M. Davis and Sons. This company is still in business and known nationally for their yachts and motor boats.

The major focus of Captain Solomon and the Solomon Island fleet was oysters. Using another Calvert County invention, the deep-water oyster tong, the Maryland oyster harvest reached its peak in the mid-1880s. Of Maryland's sixteen tidewater counties, Calvert County ranked 8th in fishery production in 1901 (Dames & Moore 1995).

In March 1882, a major disaster struck Prince Frederick. A fire broke out and reduced the town, except for four buildings, to ashes. The County Clerk managed to save a few records from the courthouse. These records were stored in one of the four buildings that survived. However, in June of that same year, the Clerk's temporary office also burned down. Prince Frederick and Calvert County lost all the documents pertaining to the history of the county dating back to 1650 including those that had been saved from the British attack during the War of 1812 (Stein 1976).

The reliance on the County's natural resources also led to the construction of the County's only railroad⁷. Otto Mears envisioned a beach resort that would serve visitors from Annapolis and Washington D.C. Beginning in 1892, Mears built the Chesapeake Bay Railway from Washington D.C. to the new resort town of Chesapeake Beach. The project was completed in 1900. Steamers from Baltimore brought passengers, as well as the trains. The resort featured a boardwalk over the water, carousel, a band stand, dance pavilion, a roller coaster, and entertainment booths (www.cbrm.org/index.htm).

Solomon's Island and the mouth of the Patuxent River were also known for their deep and large harbor. In 1905, the American Navy towed the dry-dock "Dewey" to the area for testing. Dewey could accommodate the largest battleships and after testing was completed, the dry-dock was towed to Manila Bay in the Philippines. This testing foreshadowed the Navy's future on the Patuxent River (Stein 1976).

In addition to naval testing, marine study also began on Solomon's Island. In 1922, Chesapeake Biological Laboratory opened to study the marine life of the Bay. The name was changed to "Department of Research and Education" in 1939 and dorms were erected on the island (Stein 1976).

E. Modern Period (A.D. 1930 to the Present)

Between 1930 and 1940, numerous federally-funded projects, such as those performed by the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC) were conducted throughout Maryland.

⁷ The 1873 Atlas of Calvert, Charles, and St. Mary's Counties show a railroad called the Baltimore and Drum Point Railroad extending the length of Calvert County. Chartered in 1868, the railroad was intended to be a winter and deep water port for Baltimore. The line was never completed. Portions of the track bed, devoid of track, exist south of Prince Frederick. The railroad as a resource and its history are documented in MHT Files CT-1295.

Calvert County was electrified in 1939 when Southern Maryland Electric Cooperative began service in the area (<http://www.calvert.lib.md.us/history/index.htm>).

The onset of World War II had great effects on Calvert County. The US Navy purchased large tracts of land along the Patuxent River for training, research, and development. The Lower Cliffs of Calvert County were especially valuable as they were similar to those at Normandy and were ideal for training men for the invasion of Europe (Stein 1976). After the war, the US Navy continued research and development at the bases, contributing to county growth.

During the post World War II era, landscaped suburbs grew in popularity with the introduction of the automobile into mainstream life. The construction of new roads opened up new markets and accelerated the urban sprawl across Maryland. Of these improvements, the construction of the Bay Bridge in 1952 and US 301 between 1958 and 1965 have been the most influential. Together, these projects increased the flow of tourism and commerce through the region (Kingsley, Benedict and Katz. 2006).

In 1951, Calvert County was connected to Charles County by a toll bridge across the Patuxent River at Hallowing Point. Today, this road is Maryland Route 231 (www.co.cal.md.us).

Nuclear power came to Calvert County in 1975. The Baltimore Gas and Electric Company purchased land on the Calvert Cliffs in 1967. The first generating unit began operation in 1975 and a second opened in 1977 (Stein 1976).

In 1987, the Solomon's Island Bridge, connecting Solomon's Island to St. Mary's County officially opened. That same year, construction of Maryland Route 4 was also completed. Begun in 1964, Maryland Route 4 is a 38-mile-long-four-lane highway that runs the length of the county (www.co.cal.md.us).

Tobacco production was a major economic activity in Calvert County from its formation until 2001. In that year, nearly all of Calvert County's tobacco farmers, as well as those across Maryland, accepted a state-sponsored buy-out that effectively ended tobacco production in the state. Many farmers have since either developed their land to accommodate the expansion of the Baltimore-Washington D.C. metropolitan area or shifted to other crops (Lane 2004).

The commercial fishing industry has continued to thrive. Maryland currently retains the largest sail-fishing fleet in the county. The commercial fisheries, the naval bases, the bridges, and Route 4 brought and continue to bring growth to the county. Although Calvert County continues to grow, its rich history is ever present in the historic farmsteads and tobacco barns that dot its landscape and in the oyster boats that ply its shores.

V. BACKGROUND RESEARCH

Prior to field investigations, a review of existing literature was conducted with the intent to identify any known (i.e., previously documented) cultural resources within or in the immediate vicinity of the project APE. Research efforts were also undertaken to acquire a thorough understanding of the past land use of the project APE. The results of the background research were then used to assess the overall historic architectural and archeological sensitivity of the project APE and toward identifying target areas therein.

In addition to in-house materials, resources consulted included files (paper and electronic) housed at the SHA, the MHT, the Calvert County Historic District Commission, as well as various historical and educational institutions. Materials examined included relevant project documentation, historic and environmental maps, cultural resource management surveys, and technical journals. The MHT Maryland Inventory of Historic Places (MIHP), National Register of Historic Places (NRHP), and cultural resource databases maintained by the SHA and Calvert County were regarded as primary sources for known cultural resources. Other resources included pertinent publications regarding the prehistory, history, ethnohistory, and geography of the area. Research efforts also included interviews with knowledgeable individuals as well as a review of electronic media (e.g. internet resources). Examples of online databases and reference materials consulted include those maintained by the Jefferson Patterson Park and Museum (JPPM), the Maryland State Archives, and the National Park Service (NPS).

Figure 9 through **Figure 11** present a series of historic mapping that depict the general vicinity of the project APE. **Figure 12** depicts known cultural resources in the general vicinity of the project APE.

A. Previously Documented Cultural Resource Studies and Resources

Background research revealed that several cultural resources studies have been conducted around the general vicinity of the project APE. These studies have ranged from regional studies (e.g., Steponaitis 1979, 1981; Williamson-Berry 1990; Dames and Moore 1995) to detailed resource examinations (e.g., Red Hall – MIHP# CT-4). Although portions of the 85-acre Eisenman Property have been included in some of these prior studies (e.g., Williamson-Berry 1990), past work efforts therein have not involved any detailed historic architectural examinations or controlled subsurface archeological testing within the bounds of the 15-acre Dunkirk P&R project parcel itself.



Historic Mapping
(1751, 1794, and 1841)

FIGURE 9



FIGURE 10

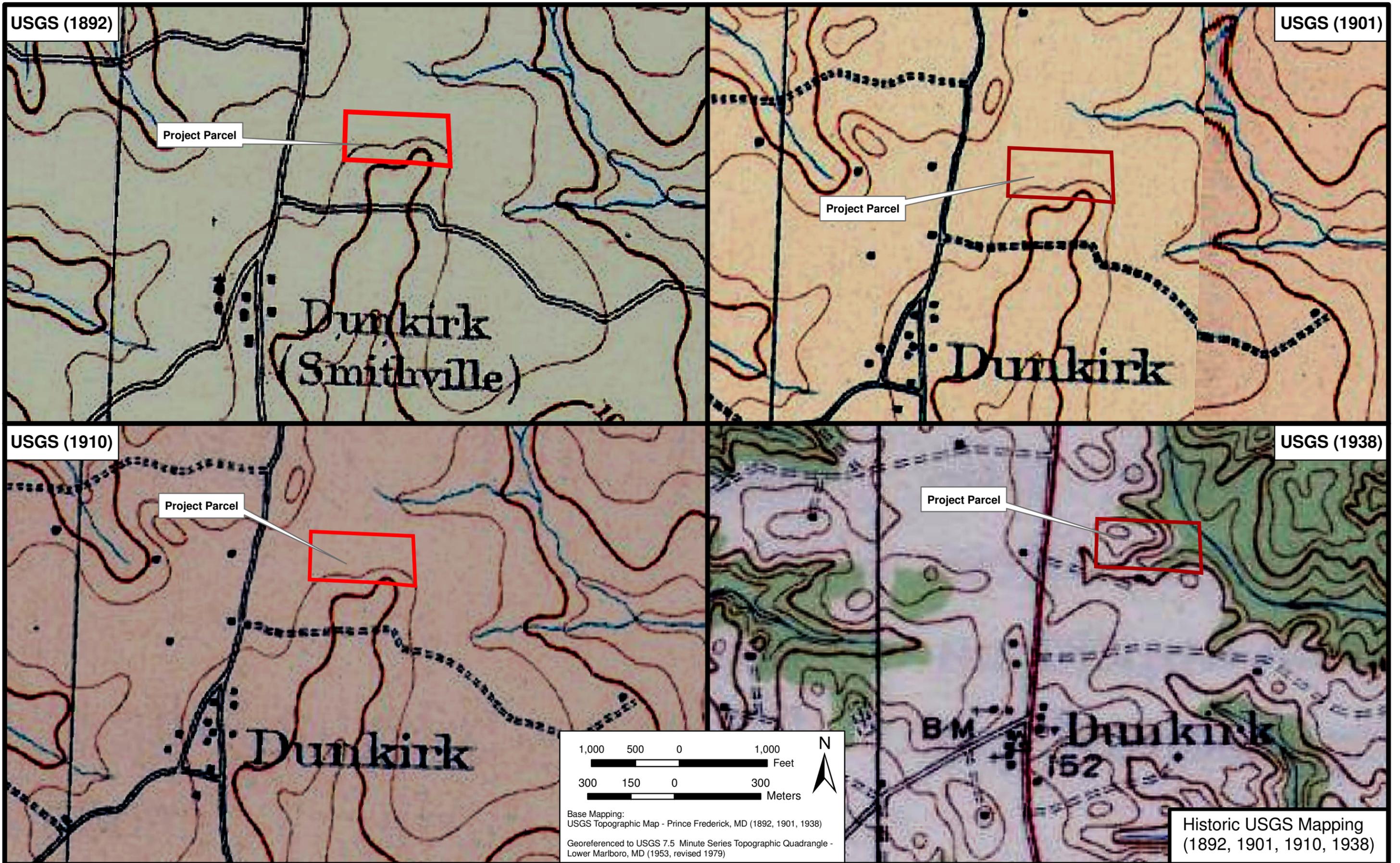


FIGURE 11

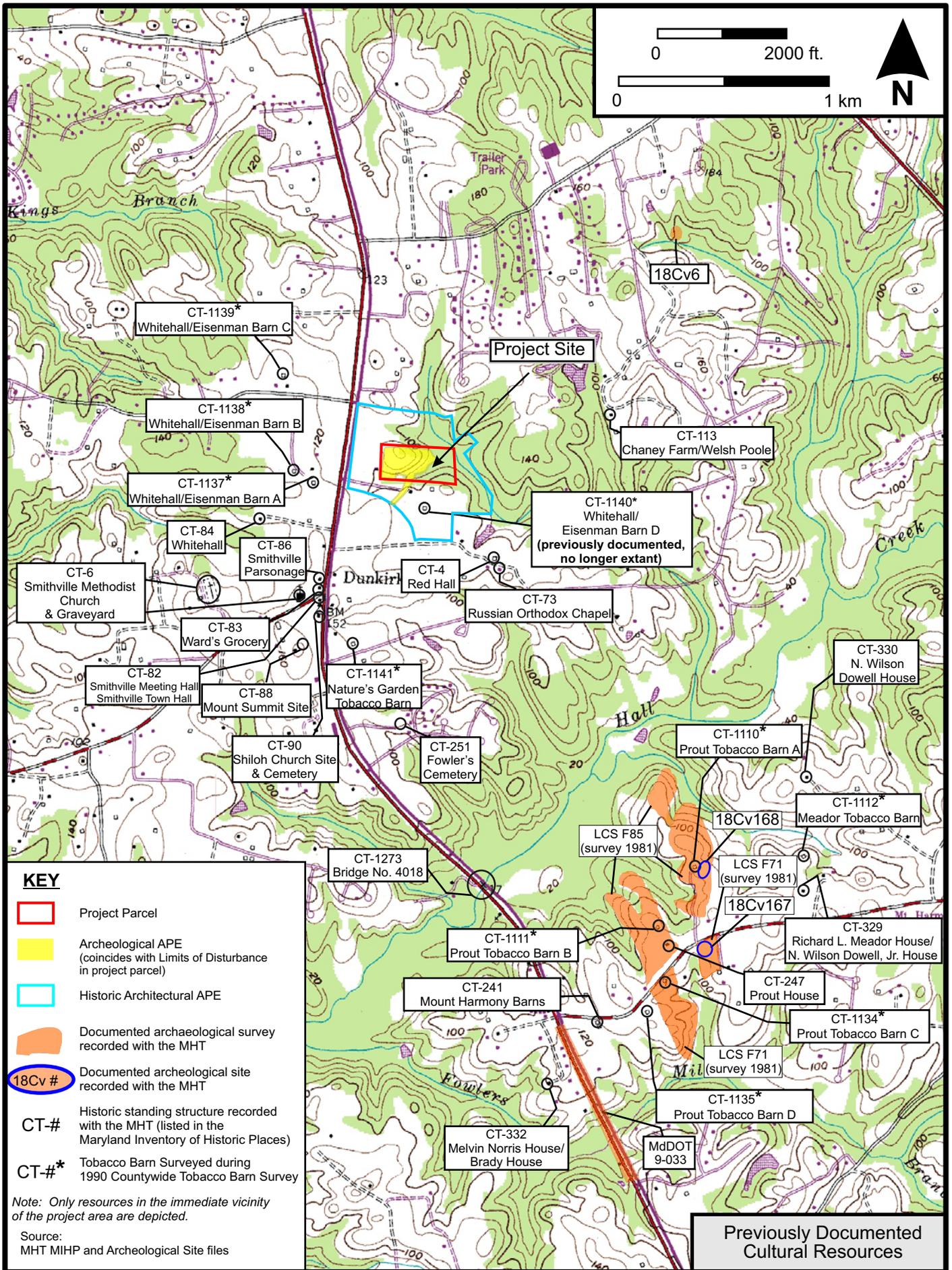


FIGURE 12

1. Previously Documented Historic Architectural Surveys and Resources

The reviews of documentary materials and existing databases also revealed that several historic architectural resources have been previously recorded within a one-mile radius of the project APE (**Figure 12**). Interestingly, five of these previously documented structures are historically associated with the 85-acre Eisenman Property. These structures are four tobacco barns, known as Whitehall/Eisenman Barn A – D, and Whitehall, which is the core area of Whitehall Farm/Eisenman Farm.

Of the aforementioned structures, the Whitehall/Eisenman Barn D (MIHP# CT-1140) is of additional interest because of its location in the historic architectural APE. At the time of this survey, the Whitehall/Eisenman Barn D was the only known historic architectural resource recorded within the historic architectural project APE.

Structure CT-1140 was recorded on the property that abuts the southern boundary of the proposed park and ride site. According to MHT survey documentation, this structure is noted as an approximate 68' x 24' tobacco barn that was constructed sometime during the early-mid twentieth century. The survey documentation also notes that the barn has undergone several alterations. Structure CT-1140 was identified, recorded, and registered with the MHT as part of a 1990 Calvert County Tobacco Barn Survey conducted by the Calvert County Historic District Commission (Williamson-Berry 1990).

As noted earlier, Structure CT-1140 is one of four tobacco barns that are historically associated with the Whitehall Farm/Eisenman Farm (ca. early – mid nineteenth century). The other three barns, designated CT-1137 (Barn A), CT-1138 (Barn B), and CT-1139 (Barn C), are located outside of the proposed anticipated project APE on the west side of MD 4. Like CT-1140, the construction and use of structures CT-1138 and CT-1139 date to the twentieth century. Structure CT-1137 is a c. early- to mid-nineteenth century barn with twentieth century alterations.

Although the core area of the Whitehall Farm/Eisenman Farm complex is also on the same 85-acre property that contains the project site, this complex is over 1,000 feet west of the project APE on the west side of MD 4. Although the dwelling of the Whitehall Farm/Eisenman farm complex has been registered with the MHT as Whitehall/Thomas Smith House (MIHP# CT-84), the MHT inventory files do not currently contain any documentation for this structure.

To date, studies of CT-1140, CT-1139, CT-1138, CT-1137, or CT-84 have not extended beyond the identification level. No formal NRHP-eligibility evaluation studies have been performed for any of the aforementioned structures.

The results of comparative analyses of historic imagery, field inspections, and consultation with the Calvert County Planning Office (K. Uunila) indicate that the Whitehall/Eisenman Barn D is no longer extant.

2. *Previously Documented Archeological Surveys and Sites*

Although several prehistoric and historic archeological sites have been identified along Halls Creek (Barse 1988; Steponaitis 1983), to date, no archaeological sites have been recorded with the MHT within a one-mile radius of the archaeological APE.

The closest known archaeological sites are 18Cv6, 18Cv168, and 18Cv167. These sites are located about one and one half miles from the project site along unnamed tributaries of Hall Creek (**Figure 12**). Site 18Cv6 is located northeast of the project APE. Sites 18Cv6 and 18Cv168 are located south east of the project APE. Sites 18Cv6, 18Cv168, and 18Cv167 contain both prehistoric and historic archaeological components (MHT site files: Steponaitis 1983). All three sites are recorded as prehistoric artifact scatters. Since study efforts at all of the aforementioned sites have not extended beyond the identification level, the exact temporal and function contexts of these sites are unknown.

Background research also revealed that several previous studies have been conducted in the general vicinity of the project APE. One study is a regional archeological assessment study of the Patuxent drainage basin (Steponaitis 1983). Under Steponaitis (1983), the overall project APE was included in a comprehensive study that was designed to collect information on the quantity and spatial distribution of archeological resources within the Patuxent River watershed. In addition to detailed reviews of existing site documentation, this research effort also involved field verification of previously documented sites, as well as repeated pedestrian inspections. Most of the known archeological sites within 1.5 miles of the project APE (e.g., 18Cv168 and 18Cv167) were identified by this survey.

Several compliance surveys of various levels have also been conducted along MD 4 both north and south of the project APE (e.g. Gibb 2000; Wall 2003; Dinnel, Herbert, and Tull 2006). The closest of these prior studies along MD 4 was conducted south of the project APE between West Mt. Harmony Road and Fowler Road (MDOT 9-033; MHT site files). No archeological sites were recorded by this survey.

Another survey of note is Barse (1988). Although this survey was conducted about 2.5 miles southeast of the project APE, this survey is of interest because it entailed examinations along Halls Creek near its confluence with the Patuxent River. This survey identified several archeological sites. Most of the prehistoric sites, such as 18Cv291, 18Cv292, and 18Cv294, consist of small transient camp sites. One of the larger sites identified by Barse (1988) is 18Cv293. In addition to debitage, excavations at 18Cv293 also yielded several sherds of Riggins, Mockley, and Pope's Creek ceramic ware. Based on its size, the recovered artifact assemblage, and presence of a pit feature, site 18Cv293 is believed to be the remains of a Middle-Late Woodland base camp locale. A 19th-20th century ferry landing (18Cv295), as well as a mid 18th to 19th century domestic occupation at 18Cv292 was also recorded (Barse 1988).

B. Review of Historic Mapping

The historic settlement of Calvert County dates to the early part of Maryland's history. Although MD 4 has undergone several modifications, this road generally follows the original path of Marlboro Pike, one of the state's earliest highways. By the end of the eighteenth century, Marlboro Pike was well established as one of the county's main north-south corridors by the end of the eighteenth century (**Figure 9**).

By the end of the eighteenth century, several small hamlets, crossroad settlements, community structures, and assorted commercial enterprises could be found along the region's main transportation corridors. Although various isolated structures/properties, such as churches, mills, meetinghouses, vineyards, inspection stations, bridges, warehouses, and even an occasional dwelling, were regarded by Griffith (1794) as notable enough to warrant depiction, apparently no such structures of note were located near the project parcel. The closest detailed structures shown on Griffith (1794) to the project parcel are two mills. These mills, which are attributed to "Gants" and "Ireland", shown north and southwest of the project parcel, respectively. Gants mill was located along a stream associated with Lions Creek. Interestingly, Ireland mill was located downstream of (southwest of) the project APE along another branch of Halls Creek (**Figure 9**). The closest dwelling on Griffith (1794) to the project parcel is shown at the ancestral crossroads of present-day MD 262 and MD 4 (**Figure 9**).

Historic mapping also provides little evidence to suggest that the archeological project parcel coincides with the location of any nineteenth century structures. The closest structure shown on Lucas (1841) is an unmarked structure to the southwest, on the other side of MD 4. It is possible that the depicted structure may represent Whitehall (MIHP# CT-84). It is also possible that the depiction marks a structure located near what would eventually develop into the core area of Dunkirk. Unfortunately, discrepancies between modern and historic mapping prevent any accurate spatial analysis. Interestingly, this structure does not appear on Martenet (1873). The only structures around the project parcel shown on Martenet (1873) are those associated with the historic town center of Dunkirk (**Figure 10**).

The 1892, 1901, and 1910 editions of USGS topographic mapping also do not present any cartographic information suggestive of any structure locations within the project parcel (USGS 1892, 1901, and 1910) (**Figure 11**). These maps also demonstrate that the immediate vicinity of the project APE remained sparsely developed well into the early twentieth century. The first structures that readily appear on historic mapping within relatively close proximity to the project parcel are found on the 1938 edition of USGS topographic mapping. This map depicts two structures south of the project parcel. The western structure is no longer extant and its location coincides with a modern stormwater basin that was constructed as part of the Town Center Boulevard commercial development. The eastern structure coincides with Howes Barn (MIHP# CT-1316), a twentieth century tobacco barn that was recorded as part of this survey.

The current landscape also provides indication that much of the project parcel continued to remain undeveloped woods flanked by agricultural field throughout most of the twentieth century. While much of the land in the region was cleared for agricultural purposes at one time or another, the maturity of the vegetation within the parcel itself clearly implies that compared to other portions of the county, historic use of parcel has been relatively limited. No doubt, the irregular terrain and stream, rendered the project parcel less suitable for agricultural use or construction than its more level surroundings.

In sum, no documentary materials to suggest that the general vicinity of archeological APE (LOD) coincides with the location of any former structures were encountered during archival research. Background research also did not uncover any information to suggest that any military activities or skirmishes may have occurred within the archaeological APE.

VI. RESEARCH DESIGN AND METHODOLOGY

The cultural resources survey was performed within a general research framework designed to achieve several goals.

A. Overall Project Goals

The primary goals of the survey were:

- to conduct a systematic survey of extant structures within the project APE that meet the 50 years or older requirement necessary for consideration as a historic property;
- to conduct a systematic archeological examination (via subsurface and pedestrian techniques) within the project APE to confirm the presence or absence of archeological resources within the APE;
- to delineate and inventory all cultural resources that may be eligible for inclusion in the National Register of Historic Places (NRHP) or the Maryland Register of Historic Places (MRHP) in the APE;
- to provide preliminary assessments of any encountered cultural resources, historic architectural and archaeological. This goal included:
 - delineation of site boundaries (up to 30 meters outside the project APE, if applicable and feasible),
 - characterizations and interpretation of represented data categories with respect to the cultural/temporal periods as established in the regional and state contexts (e.g., Maryland State Comprehensive Plan).
 - evaluations of NRHP/MNRHP eligibility of identified resources.
- to evaluate the potential effects of the proposed construction on any identified resources according to the “Criteria of Effect and Adverse Effect” (36 CFR 800.9).
- to identify any supplemental studies (e.g., formal, intensive investigations or mitigation studies) that may be warranted at any identified resources in relation to and commensurate with the proposed project.
- to develop appropriate measures for cultural resource management for the proposed project and for any identified resources.

- to provide supplemental data that can be used to assess, enhance, and update existing historic architectural and archeological models.

To achieve the goals of the survey, the results of the background research were taken into consideration to assess the cultural resource sensitivity of the project APE. Factors that were taken into consideration to assess sensitivity included regional prehistoric/historic settlement patterns, environmental characteristics, proximity to known resources, extent of previous subsurface disturbance and modern development, as well as historic landscape use. The results of the sensitivity assessment were then used to identify target areas within the project APE and to develop research designs. Individual research designs were established for the historic architectural and archeological studies. Research methods were tailored to address project conditions and expectations. Overall, the research designs were intended to serve as a scientific means for collecting data that would assist in better understanding past human uses of the project APE.

B. Historic Architectural Survey Methods

In addition to developing a historic context, the historic architectural survey involved preparation of an inventory of aboveground architecture 50 years or older in age in the project APE. The inventory included basic photodocumentation and recordation.

During the inventory, collections of buildings that are historically and/or architecturally related, and which are in spatial proximity to one another, were examined collectively. The purpose of these broader examinations were to ascertain if the buildings were representative of, or contributing elements to, multiple property resources such as historic districts, thematic districts, or historic landscapes. Newly identified resources were also evaluated for inclusion as contributing elements of established multiple property resources.

Aboveground architecture was photographed using film (35mm black and white film) and digital media. Building facades and architectural details of note were photographed. Whenever possible, interiors of buildings were also photographed. Field measurements were also recorded.

All aboveground architecture meeting the 50 years or older requirement needed for consideration as a historic property within the project APE were evaluated for NRHP-eligibility by applying the NRHP Criteria of Evaluation. Recommendations were made in consultation with the MTA.