Enclosure

Documentation of the Baltimore and Drum Point Railroad Calvert County, Maryland (CT-1295) February 2010

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Prepared for UniStar Nuclear Energy, LLC. and The Maryland Historical Trust

By Hannah L. Cole, M.A. Senior Architectural Historian GAI Consultants, Inc. C081163.50

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1.0 PREFACE

This report is part of the environmental review and Section 106 consultation process associated with the Calvert Cliffs 3 nuclear project (CC3), Calvert County, Maryland, undertaken by UniStar Nuclear Energy, LLC (UniStar). UniStar Nuclear proposes construction of a new nuclear power generating unit adjacent to the existing Calvert Cliffs Nuclear Power Plant facility, including ancillary facilities (e.g. cooling water intake, discharge structures and access roads), temporary laydown areas, and wetland and stream mitigation localities (Figure 1).

The architectural and historical resources survey conducted for the CC3 project identified historic properties, which are defined as buildings, sites, objects, structures, or districts listed in or eligible for listing in the National Register of Historic Places (NRHP). This survey also assessed the project's potential impacts on four (4) NRHP-listed or -eligible historic properties located within the project APE. In consultation with the Maryland Historical Trust (MHT), GAI concluded that construction activities associated with the proposed undertaking will have an adverse effect on two NRHP-eligible historic properties in the APE: the Baltimore and Drum Point Railroad (BDPRR) (CT-1295) and Camp Conoy (CT-1312). Development of an appropriate mitigation plan among consulting parties, pursuant to the Memorandum of Agreement (MOA) executed for this undertaking, produced a treatment plan that features intensive-level documentation of these historic resources (Camp Conoy is documented in a separate report). The consulting parties agreed that documentation of the BDPRR should include archival research, field recordation (topographic survey of the rail bed within the project APE,

measured drawings of the rail bed, and photographic and written documentation), preparation of a technical report, and public , outreach. Publication and promulgation of this report, therefore, serves to mitigate the undertaking's adverse effect to this historic property.

Although this report is the product of the historic preservation regulatory environment, Unistar is proud to support a publication such as this, which promotes awareness of Maryland's rich history through its built environment.

Documentation of the Baltimore and Drum Point Railroad

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Figure 1. Location of BDPRR (CT-1295) Segments within CC3 Project Area

Documentation of the Baltimore and Drum Point Railroad

(back of 11x17 Figure 1)

Figure 1: Location of BDPRR (CT-1295 Segments within CC3 Project Area is withheld per section 34 of the National Historic Preservation Act and Title 36 of the Code of Federal Regulations Part 800.11(c)

2.0 INTRODUCTION

In 1996, Greiner, Inc., in consultation with MHT, determined the BDPRR (CT-1295) eligible for NRHP listing based on its documentation in other locations within Calvert County. The railroad is associated with a significant, yet failed, local economic endeavor and serves as an example of the materials and techniques of late-nineteenth-century railroad construction. As such, it was determined NRHP-eligible according to Criteria A and C. Segments identified within the CC3 APE also contribute to the resource's NRHP eligibility.

The unfinished and intact sections of the BDPRR, including cut and fill sections, drainage infrastructure, and graded earth collectively form a significant historic resource indicative of the amount of physical labor and monetary support which such a venture necessitates. First discussed as early as 1856, and chartered in 1868, plans for the BDPRR included construction of 34 miles of track linking eastern Maryland, Baltimore, and Drum Point (Figure 2). Construction of the railroad began in 1888, and by 1890, a twenty-foot-wide swath cut through Calvert County. Additionally, workers had constructed trestles over St. Leonard's and Hunting Creeks and had assembled telegraph poles throughout the railroad's right-of-way. All of the construction was completed by men using shovels, pick-axes, mattocks, plows, horse-drawn carts, and dump carts. Men and horses had to be imported to supplement the local labor forces. As many as 250 laborers and 100 teams of horses were needed during peak periods of construction.¹ MHT notes that "construction of the railroad

The never-completed railroad also provides us with a physical link to the vision and ambition of numerous investors who saw the possibility for profit in a railroad line that would both provide access to Drum Point (a deep-water port that did not freeze-over in the winter) and promote land development in southern Calvert County. Its very presence reminds us; at least it should, of the potential for rural, predominantly agricultural, communities in the late-nineteenth and early-twentieth centuries to provide profitable returns by means of accessibility to rail transport. In fact, it has been suggested that had the railroad been completed, the social and economic climate of Calvert County would be very different from its rural, agricultural-based economy.3

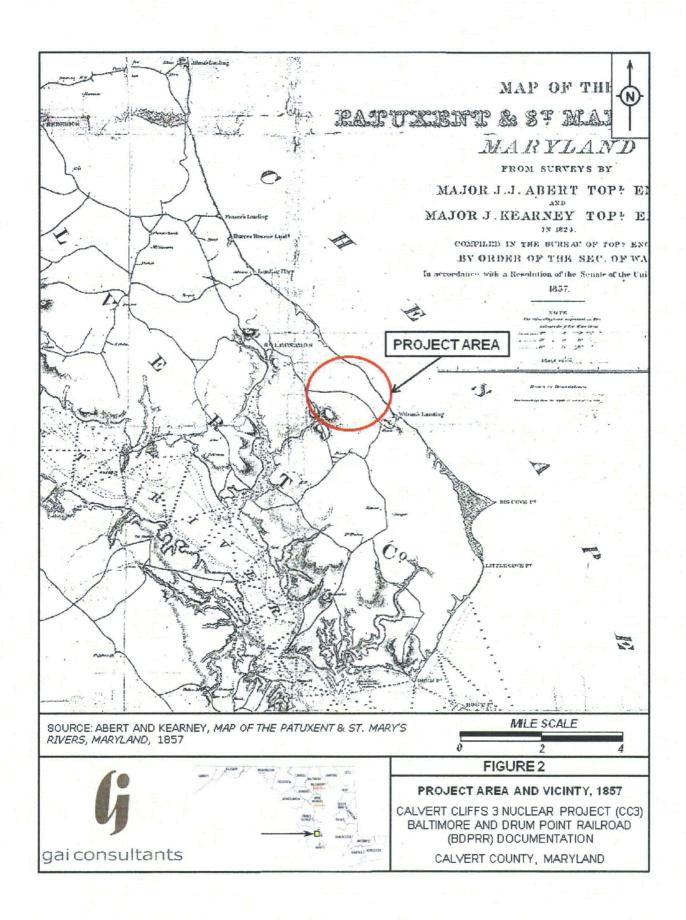
It is worth noting that the historical significance of a railroad usually, but not always, is derived from its impact on the historical developments and trends of a region and, in turn, its integrity relies heavily upon the physical remains of the ballast, ties, and track to convey the significance of the railroad network. The BDPRR is an exception to this standard, as its historical signi-

bed was a labor-intensive undertaking using manual labor, simple tools such as shovel picks and horse-drawn carts. The exactness and levelness required to complete a railroad bed is a significant construction achievement." Furthermore, "the physical remains of the bed, and the fact that it was a three-county undertaking indicates the project was a significant economic endeavor with monies dedicated to its completion from state, county, city, and private funds." ²

¹ MHT, CT-1295 Capsule Summary MHT Inventory Form. On File at Maryland Historical Trust (Crownsville, MD, 1992).

² Ibid.

³Gibb, J.G, and P.F. Mask, A Road without Rails: The Baltimore and Drum Point Railroad, 1868-1891 in the *Calvert Historian* 5(2):20–35.



ficance is not expressed through an integral rail line, but rather by an abandoned graded earth bed—representing not a prosperous economic and social achievement in local transportation, but a failed fiscal endeavor. The impact of the unfinished BDPRR on Anne Arundel and Calvert Counties lies in the implications of its failure. In other words, to ascertain the relative importance of the railroad is to engage in counterfactual history on some level, which brings into sharp relief the importance of the BDPRR and how its fate shaped social and economic aspects of life in Calvert County and southern Maryland.

The BDPRR, then, broadens our understanding of Calvert County's natural resources, agricultural practices, and economic climate in the context of a transition from the agricultural to the industrial. Human components such as ingenuity, ambition, and optimism serve as a counterpoint to those of greed and self-interest and configure the way we understand the ill-fated railroad and how it came to be part of the county's cultural landscape.

3.0 ENVIRONMENTAL SETTING

Setting, which includes the surrounding terrain, natural features, and local soils, played an important role in investors' visions for the proposed BDPRR, as well as in its placement and construction. The noncontiguous segments of the rail bed within the project area are located in southeastern Calvert County, on Maryland's Western Shore. The county is a peninsula surrounded by the Chesapeake Bay to the east and southeast and the Patuxent River to the west and southwest. The county is bordered by Prince George's County to the north.

The BDPRR lies within the Western Shore Division (of the Chesapeake Bay) of the Atlantic Coastal Plain physiographic province.⁴ This province is a rolling upland characterized by unconsolidated deposits of gravel, sand, silt, and clay.⁵ In general, the topography of Calvert County slopes gently from north to south, with steeper slopes occurring along the shores of the Chesapeake Bay and the Patuxent River.

Calvert County is essentially an agricultural region, although its proximity to the waters of the Chesapeake Bay and the Patuxent River gives it an advantageous position in the oyster industry. The soils of the county are well adapted to the growth of tobacco, corn, wheat and rye, while small fruits, especially peaches, can also be successfully raised. Other areas are well adapted for the raising of sheep and cattle. Lumbering interests of the county have been of considerable importance in the past, and there are numerous large tracts in the county where valuable wood-lands could be advantageously developed.

For the transportation of these products, the BDPRR, as proposed in 1880, would offer special advantages, saving both time and expense. Plans were made for the strategic location of large buildings that would give ample space for receiving and handling all products of the country through which the road would pass, such as tobacco, grain, fruit, vegetables, oysters, and fish. The line, as located in that year, left

⁴ W.D. Thornberry, Regional Geomorphology of the United States (London, England : John Wiley and Sons, 1965), 89.

⁵Harold E. Vokes, Geography and Geology of Maryland, Maryland Geological Survey Bulletin 19 (Baltimore, MD: Maryland Department of Natural Resources, 1968), 97; John D. Glaser, Coastal Plain Geology of Southern Maryland, Maryland Geological Survey Guidebook No. 1 (Baltimore, MD: Maryland Department of Natural Resources, 1968), 121.

Baltimore on Ridgely Street, extended to Putnam Street, along which it passed until, on crossing Gwynn's Falls, it entered the property of the South Baltimore Land Company, in Baltimore County. After passing through the Kaufman estate and the lands of Patrick O'Brien and others, it crossed the main branch of the Patapsco River to Brooklyn. From there, the line extended easterly to Curtis' Creek, through the lands of the Patapsco Land Company and others, and then generally south, crossing Furnace and Marley Creeks and the Severn River at Cypress Point. This was within two and a half miles of the Annapolis and Elkridge Railroad (AERR), which it joined at Waterbury Station. From that point the track of the AERR, which had been purchased by the BDPRR, would be used to Annapolis, making the entire distance from Baltimore to the capital of the State about twenty-six miles, being the shortest

practicable rail route. The line in Baltimore crossed the tracks of the Baltimore and Ohio Railroad, thus permitting a grade connection between the two railroads. From Annapolis, the road ran by the shortest routes to South River, Owensville, Fair Haven, Friendship, Prince Frederick, Port Republic, and St. Leonard's, the distance between the termini being approximately seventy-six miles⁶.

4.0 HISTORICAL AND CULTURAL OVERVIEW

4.1 Contact & Settlement Period (1570 to 1750)

Although other European explorers reported on their cruises along the margins of the region, particularly the southern reaches of the Chesapeake Bay and North Carolina's Albemarle Sound (which partially appears in John White's 1590 map), sustained exploration and deliberate mapping of the Chesapeake Bay began with Captain John Smith's voyages throughout the bay in 1608 (Photograph 1).

As he mapped the bay, Smith documented his encounters with members of local Algonquin and Iroquoian groups and incorporated their knowledge of other groups in the region into his maps and reports.



Photograph 1. Selection from Virginia, Discovered and Described by Captayn John Smith, 1608. Geography and Map Division, Library of Congress

⁶ George Burbank Shattuck, *Maryland Geological Survey: Calvert County* (Baltimore, MD: John Hopkins Press, 1907), 22.

Smith recorded numerous tribes, such as the Susquehannocks, Massawomecks, Tuckwoghs, and Anacostians, and noted their mutual hostility.⁷

In the lower Potomac River area, he noted members of the Conoy chiefdom and their villages. Smith also identified numerous native villages belonging to the Patuxent tribes along the Patuxent River drainage west of the project area: Patuxent, Wascocup, Quomacac, and Opanient. The Patuxents maintained a loose affiliation with the Piscataways, who stood as the predominant member of the Conoy chiefdom ⁸

As the seventeenth century progressed, contact with Europeans resulted in trade, conflicts, alliances, dramatic cultural change, and ultimately dislocation for local native groups. Some members of the Conoy chiefdom participated in Opechancanough's 1622 uprising against the English settlers in Virginia. Later, pressure from Susquehannocks, who ranged south from the upper Susquehanna River area in Pennsylvania to the head of the Chesapeake Bay, influenced the socio-economic dynamics of life for the Piscataway chiefdom. Susquehannock incursions into the lower Potomac and Patuxent Rivers region induced the Piscataways into alliances with Maryland's English settlers in the early seventeenth century. As another measure of defense against Susquehannock raids, Piscataways constructed a palisaded fort Stated briefly, the relations between European colonists, the native Algonquins, and Susquehannocks formed a significant aspect in the region's early history. The approximately 150 colonists, including Father Andrew White and Leonard Calvert, at Saint Clement's Island on the north shore of the Potomac River to negotiate with the Conov chiefdom for a settlement, marked the establishment of the Maryland colony in 1634. With permission and agreement from the Conov Chiefdom, the colonists occupied an abandoned Yaocomoco village at Yeocomico and planted crops in fields previously cleared by its former inhabitants. They named the capital of the colony St. Mary's City. St. Mary's, Maryland's first county, was established in 1637 (Photograph 2).

As a proprietary colony, Maryland followed the designs of its private founders rather than the corporate policies of a joint stock company such as the Virginia Company or the dictates of the Crown over a royal colony. The Calvert family intended to import and maintain a social order based on an idealized English class hierarchy. Established as a refuge for disenfranchised English and Irish Roman Catholics, they also mandated religious freedom in their colony.

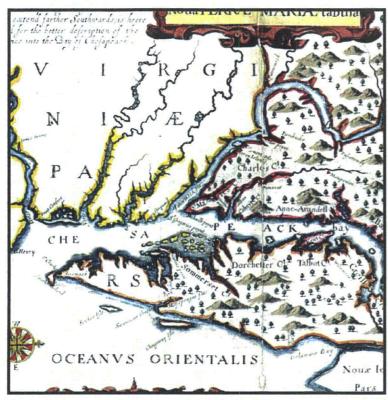
Their advocacy for freedom of religious worship was based on their experiences of persecution and legal disabilities as Roman Catholics in Great Britain and their desire for drawing immigrants to the colony. Calvert's manorial system

in Zekiah Swamp, north of the study area, within current Charles County. 9

⁷ P.L. Barbour, *The Complete Works of Captain John Smith, 1580-1631.* 3 Vols. The University of North Carolina Press for the Omohundro Institute of Early American History and Culture (Williamsburg, Virginia, and Chapel Hill, North Carolina, 1986), 148-150,166,231-232.

⁸ C.F. Feest, Nanticoke and Neighboring Tribes. *Handbook of North American Indians, Vol. 15.* In *Northeast*, edited by B.G. Trigger (Washington, D.C.: Smithsonian Institution Press, 1978), 240-252.

⁹ H.Hobbs, *Pioneers of the Potomac* (Privately Published, 1961), 66-7



Photograph 2. Selection from John Ogilby's Nova Terra-Mariae Tabula, 1635. Maryland State Archives, W.T. Snyder Map Collection

of land disposal mirrored the headright system of Virginia, but it also endowed the manor lords with special rights, judicial duties, privileges, and status. Opportunities for profit in tobacco, the introduction of chattel slavery, the immigration of yeoman families from England and Virginia, and religious factionalism undermined the Calverts' designs by the end of the seventeenth century. ¹⁰ Instead of a hierarchical society with Calverts at the pinnacle, middling planters emerged as the prevailing economic and social agents.

Maryland's Fur Trade

The fur trade illustrates the significance of relations between colonists and natives during this historic period. European economic activities in the project area immediately followed the realization of profit in the fur trade and tobacco cultivation. Initially, interethnic alliances among regional tribes, elite colonial entrepreneurs, and London merchants developed the trade in beaver furs, which temporarily deferred the expansion of agricultural pursuits and conflicts for control of arable land in the region. North of the project area, William Claiborne, with a royal trading license, engaged in the fur trade with Susquehannocks,

Tuckwoghs, and other neighboring Algonquin groups at Kent Island from 1631 to 1637. Henry Fleet engaged in a similar trade in the upper Potomac River area with Anacostias. Word in England of Claiborne's success over the course of three years in the trade encouraged Sir George Calvert, the first Baron of Baltimore, and his investors to pursue a royal proprietary charter and profits in the fur trade. Calvert 's charter, claiming authority over lands between Delaware Bay and the Potomac River, was approved by Charles I in 1632, precipitating a conflict with Claiborne's trade, New Sweden (and later the Dutch at New Amstel), and the interests of other Virginia colonists. When Calvert's colonists arrived in 1634, Claiborne's Virginia supporters and Susque-hannock allies provided a hostile reception. After the Calverts, with their Piscataway allies, expelled Claiborne from his Kent Island and Palmer's Island trading

¹⁰ K.W. Wesler et al., The Maryland Department of Transportation Archaeological Resources Survey, Vol. II: Western Shore. Maryland Historical Trust Manuscript Series. 6 (Crownsville, MD: MHT, 1981), 153.

posts in 1638, relations deteriorated further.¹¹ Demonstrating their enmity for Maryland and the Piscataways, the Susquehannocks (Photograph 3) diverted their furs and pelts to the Swedish Fort Christina on the Delaware Bay beginning in 1638.¹²



Photograph 3. A Susquehannock, Selection from Virginia, Discovered and Described by Captayn John Smith, 1608. Geography and Map Division, Library of Congress

Complex relations between the Maryland colonists and the Susquehannocks persisted through the last quarter of the seventeenth century. Competition with the Swedish colony for furs and pelts from the Susquehannocks, which surpassed the quality of furs and deer

skins produced by the Piscataways, led to violence in the 1640s. Following a raid on settlements along the lower Patuxent River in 1642, Gov. Leonard Calvert designated the Susquehannocks, Wicomese, and Nanticoke tribes, which had been armed by Swedish traders, as "enemies of this Province" and ordered local authorities to prepare for an expedition against them. In 1643, after suffering further Susquehannock raids, the Maryland governor fortified Palmer's Island with a garrison and engaged the Susquehannock warriors in battle that year. The campaign produced limited results. In 1644, Maryland commissioned Henry Fleet as their representative in peace negotiations with the Susquehannocks and ordered him to return with captives and artillery the Susquehannocks had captured in the engagement.¹³

In the 1650s, the misfortunes of the Susquehannocks against their League Iroquois enemies benefited the Maryland colony and yielded a period of regional stability. Due to disease, and losses in battles with the Mohawk in particular, Susquehannock hegemony in the Chesapeake region declined. In 1650, the Susquehannocks negotiated a peace treaty with the colonists of Virginia, Maryland, and New Sweden, and ceded some territory along the northern Chesapeake shores. 14 Nevertheless, the decline of the Susquehannocks continued even as they succeeded in some battles with their enemies. As the League Iroquois broke up the Huron confederacy in a quest for western fur hunting territory during the Beaver Wars, Susquehannocks, engaged in their own attacks against League Iroquois, sought a broader alliance with

¹¹ Fausz, J.F. "Merging and Emerging Worlds: Anglo-Indian Interest Groups and the Development of the Seventeenth-Century Chesapeake." In *Colonial Chesapeake Society*. L.G. Carr, P.D. Morgan, and J.B. Russo, eds., The University of North Carolina Press for the Institute of Early American History and Culture (Chapel Hill, North Carolina, 1988),p.62-74.
¹² Ibid.,p.73.

¹³ Archives of Maryland, Vol. 3: 116-117, 128, 131-134, 146-150, 276-279.

¹⁴ Fausz 1988: 83; Archives of Maryland, Vol. 3: 277-278.

Maryland to counter the growing strength of their League rivals. In 1652, in exchange for arms and support, Susquehannocks granted more of their territory to Maryland. Although Susquehannock warriors were successful against the League enemies, in the 1660s, disease and trading opportunities influenced their decision to accept Maryland's offer of a reservation and to relocate to an abandoned Piscataway village at the confluence of Piscataway Creek and the Potomac River.

The Susquehannock relocation to Piscataway Creek proved unfortunate. League Iroquois raids in the Virginia backcountry between 1675 and 1676 were blamed on Susquehannocks, and colonial militia reprisals forced them into flight from Maryland. Specifically, a combined force of Virginia and Maryland militia attacked the Susquehannock's Piscataway Creek stronghold in present-day Prince George's County, marking the end of their alliance with Maryland in 1675. Survivors of the attack fled to the Virginia backcountry in the vicinity of Ocaneechi Island in the Roanoke River, where they endured further assaults during Bacon's Rebellion. Remnants of the group lived among Lenni Lenape at Shackamaxon on the Delaware River or in New York among League Iroquois. 16

Although they had secured peaceful relations with Maryland as a tributary group, the Conoy chiefdom diminished during the second half of the seventeenth century. By 1650, the Patuxents had moved off of the lands they had occupied at the time of Capt. Smith's exploration of the bay. They relocated to a Choptico reservation on the Potomac River. Encroachment on their territory by English settlers, destruction of their crops by

English cattle, and dissatisfaction with colonial authority's plans for their consolidation on reservations with other groups of the Conoy chiefdom led to a migration of Piscataways, Chopticos, Yaocomacos, and Patuxents up the Potomac River to Harrison Island in 1697. By 1704, they had moved farther up the Potomac River to Conoy Island. By 1750, they had left the Potomac River drainage for Iroquoian territory in the upper Susquehanna River Valley of Pennsylvania and lived under tributary status to the League Iroquois. ¹⁷

Tobacco Culture

By the end of the seventeenth century, tobacco cultivation surpassed the fur trade as the driving force of Chesapeake society and economy. Tobacco culture began to shape the English colony's demographics, social hierarchy, and settlement patterns on the landscape from its inception. Initially, British Americans settled primarily along the shoreline areas of the bay and the Potomac and Patuxent Rivers, the major transportation arteries in the area. Settlers placed their domestic and agricultural complexes on necks of land along the shorelines of the rivers, creeks, and bays-rather than in the interior. The transportation and merchandise needs of tobacco planters were met by ships and waterways rather than roads.

With little demand for central market places, town development proceeded slowly. In 1654, the colonial council formed Patuxent County, later renamed Calvert County. By 1660, there were 6,000 settlers in Calvert County.

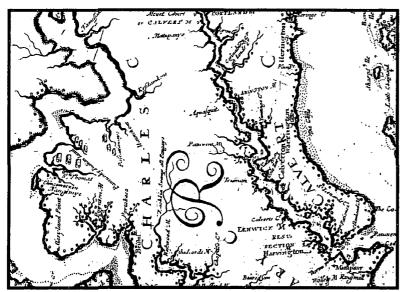
Herman's 1673 map (Photograph 4) illustrates the seventeenth-century riparian settlement patterns of the colony. The map identifies

¹⁵ Jennings 1978: 365.

¹⁶ Fausz 1988: 88-89; Kent:1984: 45-50; Jennings 1978: 366; Jennings 1984: 133-141; Morton 1960:227-234.

¹⁷ Feest 1978: 246.

numerous plantations situated on necks of land close by navigable waterways. It also notes the location of settlement clusters such as Calverton and Warrington, both in Calvert County.



Photograph 4. A Selection from Augustine Herman's Virginia and Maryland, 1671 [1673]. Library of Congress, MSA SC 5339-1-172. The project area is located in Calvert County.

Also, Herman identified the native settlements in Charles County at the Piscataway village. English settlers utilized areas that offered potable water and good tobacco soil (not poorly drained tracts) which also were proximal to navigable waterways.

Agricultural development in Maryland proceeded slowly. Various factors affected the tobacco economy. Morbidity and mortality characterized life in seventeenth-century Maryland. Labor shortages occurred due to the short life spans of indentured servants. The colony relied on immigration for population growth. The increase of a creolized population was constrained by the colony's disproportionate sex ratio, as men outnumbered women. Without opportunities for marriage, stable development retarded. family was

population featured numerous orphans and step-children. If indentured servants survived the term of their indenture, manor lords could not expect all of them to continue farming as

their tenants. Changes in the Calvert's land disposal policy, brought about by Ingle's Rebellion, allowed individuals to acquire small plats of land. Small planters, who could afford to hire freemen and transport servants into the colony, developed into the dominant group in Maryland's seventeenth-century colonial society.

The Development of Democracy

Ingle's Rebellion of 1645 illustrates the political, 'social, and economic tensions at work in Lord Baltimore's colony. Claiming that the Calverts

failed to fulfill the mandates of their charter (by maintaining the Protestant religion) and that they had seized goods, ships, and property of Protestants, Captain Richard Ingle gained the support of disgruntled Protestant colonists. Emboldened by letters of marque from Parliament, he commanded a raid on St. Mary's City and the hundreds in the vicinity. Following the uprising, the population of colony fell to about 100 people, Gov. Leonard Calvert and his supporters fled to Virginia, and Ingle usurped the government until the middle of 1646, when Gov. Calvert regained control.

The rebellion marked a period of government reorganization. In response to the unrest, the Calverts abandoned the manorial plan for Maryland government. They appointed William Stone, a Protestant, as governor in 1647. Seeking to encourage immigration, they adopted generous terms of land disposal. They allowed the immigration of radical Protestant

settlers from Virginia. Fortunately, these changes coincided with a boom in the tobacco market, and a period of growth returned to the colony. Servants and family groups of free yeomen arrived with aspirations of tobacco profits. Thereafter, a society of middling planters, rather than a society of lords and squires, took root.

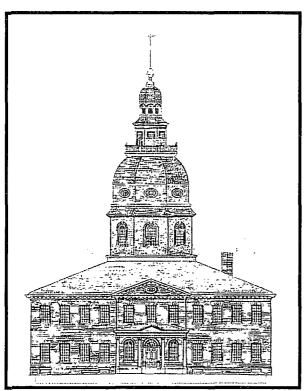
Political stability did not follow along with the growing demographic and economic stability. Another rebellion in 1654, spawned by the wars in England between King and Parliament, kept the Calvert proprietors, and their Protestant governor, out of government until 1657. During this period, the Puritan commissioners who usurped proprietary power met and kept their provincial court records at Richard Preston's house in the vicinity of Sollers Wharf. Forces loval to Lord Baltimore attacked Preston's house in 1655.18 Upon their return, the Calverts reasserted their dominance by installing family members in the highest ranking, and most lucrative, colonial offices. Confined to the lower ranks of power in the assembly and county offices, Protestants, whose numbers increased through direct immigration from Great Britain, remained opposed to Calvert leadership.

Their final submission to Calvert authority was brief. Another coup, led by John Coode against forces loyal to Lord Baltimore under William Digges, began in 1689, and its success was aided by events in England. During a phase of colonial centralizing governments revolution in Great Britain, the monarchs King William and Queen Mary, having recently accepted Parliament's invitation of sovereignty, declared Maryland a royal colony and took over Maryland government in a bloodless revolution in 1689. Royal control of Maryland meant the establishment of state religion, the Church of England, and the installation of a Royal Governor, who arrived in 1692. The local jurisdictions established by the Calvert proprietors were re-designated by the royal governor as parishes.

The end of the seventeenth century marked the decline of Southern Maryland's prominence in affairs of the colony. The new royal administration moved the seat of government from St. Mary's City to Anne Arundel Town in 1694, which was renamed Annapolis. The new royal governor, Francis Nicholson, designed an axial plan for the colony's capitol city. In 1695, Charles and Calvert Counties lost territory when Prince George's County was created. According to the council orders, Charlestown was designated the county seat, remaining so until 1721. 19 Baltimore and Annapolis emerged as the leading urban and commercial nodes of the colony, rather than the wharves and port towns of southern Maryland (Photograph 5).

¹⁸E.G. Papenfuse et al., *Maryland: A New Guide to the Old Line State* (Baltimore: Johns Hopkins University Press, 1984), 242.

¹⁹Papenfuse et al, 1984: 251.



Photograph 5. Maryland State House, Southeast Elevation, HABS Survey MD-245, National Park Service, Dietmar Opitz, Alan Halvorzen, and Andrew Wenchel, Maryland State House Project 1986, Library of Congress.

4.2 Rural Agrarian Intensification and Agricultural-Industrial Transition (1750 to 1870)

Social stratification. political revolution. population growth, western migration, shifting industries, and transportation improvements are the important themes in the region's history during this period. Changes in the labor system, agriculture, commerce, and demography appeared as the population increased. By converting to the Church of England and petitioning Parliament, the Calvert family regained their proprietary control of the colony at the beginning of the century. In 1715, Benedict Leonard Calvert became the Fourth Lord Baltimore and appointed his brother Charles as governor. Settlements in Maryland moved from

the shoreline of the bay and the rivers to the piedmont, as migrants from Pennsylvania arrived. The expansion of towns, roads, canals, and commerce changed the character of life in Maryland, more so along the upper Chesapeake Bay and upper Potomac River. Inland towns developed more slowly because the goods and services they could provide were not required by self-sufficient plantations.

Tobacco and Slaves

Due to the limits of indentures as a reliable supply of field labor and a long-term tobacco market depression at the turn of the century, Maryland planters turned to slavery as their primary labor base. When the flow of white immigrant servants from Great Britain declined due to improved economic conditions and a deceleration in the birth rate there, slave traders began importing Africans and slaves from the West Indies into Maryland.

In contrast to the freedom earned by servants at the expiration of their indenture, Africans and their offspring remained in slavery for life. Although the transformation of the Chesapeake region's labor force from servant to slave had begun in the 1660s, this change manifested itself as significant aspect in the agrarian intensification of southern Maryland by the 1750s.²⁰

²⁰ A. Kulikoff, *Tobacco and Slaves: The Development of Southern Cultures in the Chesapeake, 1680-1800 (*Chapel Hill, NC: The University of North Carolina Press for the Institute of Early American History and Culture, 1986), 37-42.



Photograph 6. Selection from William Tatham, An Historical and Practical Essay on the Culture and Commerce of Tobacco, London, 1800, NW0029, Special Collections Department, University of Virginia Library, Charlottesville.

Tobacco's labor-intensive cycle included planting and weeding beds of seedlings, transplanting seedlings to fields and mounding soil around them, constant weeding and removal of pests, harvesting, stemming, curing, and prizing the leaves into hogsheads (Photograph 6). Planters then shipped their product to wharves along the Potomac and Patuxent Rivers and across the Atlantic Ocean to merchants and dealers in England.

The Planter's Prospect

This period of agrarian intensification also witnessed a change in the character of domestic architecture in the Chesapeake. Changes in the type of crops grown on some Chesapeake

plantations induced a change in the type of housing built by upper class, prosperous planters. Relative to architectural resources, the domestic and agricultural complex of tobacco plantations from the historic period featured a main dwelling house, slave quarters, and various dependencies such as: a kitchen, a dairy, a poultry house, and other agricultural storage buildings. Two tobacco-related structures dating from this time period (Preston's Cliffs tobacco barns CT-59A and CT-59B) were encountered in the survey area.

When they were able to diversify their crops and engage in mixed farming, particularly switching from tobacco to growing cereal grains, wealthier planters moved from impermanent architecture—with earthfast foundations, hole-set posts, and clapboarded framing. Rather than repair these expedient buildings, which had suited the needs of their early circumstances, they replaced them with buildings on brick foundations or built entirely in masonry. Research shows this transformation occurring earlier in areas where planters shifted to grains than in the southern Maryland region, which is delineated by the navigable length of the Potomac River and the Chesapeake Bay's western shore. By clinging to tobacco cultivation until the 1800s, architectural renewal was late in developing on plantations in the project study area. Once diversification occurred, however, rebuilding progressed steadily.²¹

While Baltimore, Frederick, and Georgetown burgeoned as market towns, modest growth of central places occurred in the project vicinity. St. Leonard Town was established as river port with a tobacco inspection station in 1706 on St.

²¹ C. Carson et al., "Impermanent Architecture in the Southern American Colonies." In *Material Life in America*, 1600-1860. (Boston, MA: Northeastern University Press,1988), 134-48.

Leonard Creek in Calvert County. Benedict, Charles County, was established for a similar purpose as a tobacco inspection station and shipping point. These examples illustrate a hamlet settlement pattern rather than a pattern of fully integrated towns. Prince Frederick, however, was established in 1772 to serve as Calvert County's court house, when St. Leonard Town was no longer convenient.²²

For the remainder of this period, southern Maryland's Western Shore witnessed the further development of tobacco farms, the entrenchment of a slave-based labor system, and economic diversification in the form of maritime commerce (Brugger 1988: 20-39). Other eighteenth-century developments in southern Maryland's history were related to the tobacco cultivation and transportation. Ferries, wharves, and tobacco inspection houses appeared on the landscape in the vicinity of the project area.

The Tobacco Inspection Act of 1747 engendered the need for the public tobacco warehouses found at locations such as St. Leonard Town, Upper Marlboro, and Port Tobacco. A system of inland roadways began to emerge through the efforts of the local courts.

Salient events during the colonies' struggle for independence from Great Britain occurred in the vicinity of the survey area (Papenfuse et al, 1984). Although Maryland did not witness significant military action during the Revolution, some Maryland merchants established non-importation policies against British goods, and Maryland militiamen distinguished themselves at various battles. At various times during the

Revolution, Baltimore and Annapolis served as the capitol for the Continental Congress. Farms within the project area also suffered from the depredations of British marine raiding parties. Annapolis briefly served as the capitol when the Continental Congress fled Philadelphia following the British occupation and militia riots there.

During the second war for independence (the War of 1812), British forces raided plantations and wharves along the Potomac and Patuxent Rivers. In response, U.S. Commander Joshua Barney, who had served in the French navy, directed naval actions in the Patuxent River against the British fleet, which blockaded the Chesapeake Bay in March 1813 and raided from Norfolk up to Havre de Grace. From a temporary base on St. Leonard Creek in Calvert County, Barney commanded a fleet of hastily constructed, lightly armed, shallow draft, barges gunboats. The Chesapeake challenged the British fleet in June 1814 in the bay, at Cedar Point, and twice at the mouth of Saint Leonard Creek, where they retreated. Barney scuttled two gunboats in Saint Leonard Creek, northwest of the study area.

On August 19, 1814, British marines landed at Benedict, Charles County (northwest of the project vicinity), and marched inland on their assault against the capitol at Washington, D.C. Two days later, Barney ordered that the flotilla be scuttled in the Patuxent River near Pig Point. The British then occupied Upper Marlboro before the Battle of Bladensburg, where Barney and his forces engaged the enemy on land. Although the battle at Bladensburg was a bust for the Americans and Washington, D.C was destroyed, the American victory at Baltimore revived American spirits.

²² W.A. Dando and T.D. Rabenhorst, Atlas of Calvert County, Maryland. University of Maryland, Dept. of Geography (College Park, MD. 1969).

The introduction of steamboat service enhanced the tobacco economy of the region in the nineteenth century. The Weems Line provided access to markets in Alexandria, Virginia, and Baltimore in 1815. The Weems Line established a terminal at Benedict, Charles County, along the Patuxent River. Tobacco culture continued to prevail as the major component of the local economy, especially with the construction of numerous steamboat landings. Yet, ship-building contributed to the local economy of southern Calvert County, which earned a regional reputation for its skipjacks and bugeyes.²³

Civil War

As a border state, Maryland's role in the sectional conflict that developed into the Civil War is intriguing. Dedication to a slave-labor system of tobacco cultivation resulted in strong local sympathies for secession and the Southern cause in southern Maryland, while citizens from other regions of the state supported the Union. Some residents of Maryland joined regiments in the Confederate army. Nevertheless, Maryland remained in the Union, and no significant military engagements occurred within the survey area. However, the area did achieve notoriety immediately following the surrender at Appomattox Court House. After shooting President Lincoln at Ford's Theatre in the District of Columbia, John Wilkes Booth and his co-conspirators fled to southern Maryland. Hoping to escape south into Virginia, the assassins planned to cross the Potomac River in boats piloted by southern sympathizers. Furthermore, Dr. Samuel Mudd set Booth's broken leg at his farmhouse in adjacent Charles

4.3 Industrial\Urban Dominance (1870 to 1930)

Emancipation resulted in the loss of southern Maryland's enslaved labor supply. To replace the former tractable labor force, tenant farming and farming on shares emerged in place of slavery as the region's economic base. Tobacco, despite its soil-depleting characteristics, and other grains remained as cash crops. In the 1870s, Waldorf, in neighboring Charles County, emerged as a tobacco trading and shipping node, and it remained a significant tobacco auction center into the late twentieth century.²⁵ Later in the nineteenth century, industrialization manifested itself in the region through the establishment of seafood processing and vegetable canning facilities. Tourism recreation also contributed to the regional economy at locations such as Marshall Hall and Solomon's Island.

In the late-nineteenth century, efforts to connect the southern portion of Calvert County to Baltimore via a railroad failed. In 1868, the Baltimore & Drum Point Railroad (CT-1295) received its charter. By 1889, the railroad alignment reached Bertha; however, construction ceased in 1891 and the line was never completed. Without rail transportation, this portion of the county remained predominantly rural in character throughout this period.

County. Lastly, Booth and his partisans secreted themselves in Zekiah Swamp before making their river crossing into Virginia, where they were captured and Booth was killed.²⁴

²³ J.D. Brown, Charles County, Maryland: A History (La Plata: MD Charles County Bicentennial Committee, 1976), 37-40.

M.B. Klapthor, The History of Charles County, Maryland.
 Charles County (La Plata, MD: Tercentaenary, Inc., 1958) 123-43.
 Papenfuse et al. 1984: 253.

As a counterpoint to the failed Baltimore & Drum Point Railroad, the effect on community development from successful railroad construction is illustrated by La Plata, Charles County. La Plata was founded in 1873, with the arrival of the Pope's Creek Branch of the Pennsylvania Railroad (PRR). The Pope's Creek Branch line allowed the PRR access to Washington, D.C.'s, freight market. When silting in the creek restricted the size of vessels that could use the wharf at Port Tobacco, and after the courthouse burned to the ground in 1892, La Plata replaced Port Tobacco as the county seat in 1895.²⁶

The regional economy of southern Calvert County also relied on tourism. The Marburger Family ran a hotel at Point Patience, south of Lusby, in the early decades of the twentieth century. Later owners of the tract rented cottages to Point Patience visitors. By the late 1920s, the region's economy began to falter and declining oyster harvests and fish production forced watermen to look elsewhere for a living. Many local boatyards at Solomons went out of business as the demand for workboats decreased. M. M. Davis and Son turned to building other types of crafts, such as custom yachts. Solomons began to show a steady growth in the business of providing recreation to "outsiders"-beginning with summer boarding houses and charter boat fishing in the early years of the century.27

4.4 Modern Period (1930 to Present)

While agriculture continued to prevail as the economic base of southern Maryland during this period, the effects of the Great Depression, mobilization for world war, and industrial growth are important historic themes

emanating from this period. The most salient theme, however, is suburbanization, for its certain effect on the cultural landscape of southern Maryland. Due to the decline of tobacco, the expansion of federal government and military agencies, residential developments, and commercial strip development have come to constitute the region's primary growth factor. Transportation improvements, such as the toll bridge at Hallowing Point (erected in the 1930s), and roadway improvements, such as the dual carriage widening of Route 4, illustrate progress and modernization in the project study area. The Baltimore YMCA constructed a summer camp for youths in the county in the 1930s, reflecting the improved access afforded by roadways. Located within the current study area and documented during the project's architectural survey, Camp Conoy provided recreational activities for youths from the city.

During World War II, the construction of the U.S. Navy's Patuxent River Air Station (south of the project area) and the Navy's propellant plant at Indian Head (northwest of the project area) changed the character of southern Maryland. These facilities brought thousands of workers to the area. The effects of the war effort came quickly after the introduction of electricity to the region. In 1938, the Southern Cooperative brought affordable Electric electricity to homes in the region.²⁸ Soon thereafter, the Navy re-engineered an abandoned railroad, the Washington, Potomac, & Chesapeake Railroad, to serve their facility. The Navy acquired the line, which terminated at Hughesville, and completed it to the U.S. Naval Air Station in Saint Mary's County.²⁹ During the war, the beaches in the vicinity of Cove Point

²⁶ Klapthor 1958: 138.

²⁷ Catts et al 1999: 59.

²⁸ (Papenfuse et al 1984: 286.

²⁹ Klapthor 1958: 140.

and Drum Point served as grounds for practicing amphibious landings, and the deep waters off the shoreline were suitable for deep mine testing. The Navy acquired the resort property at Point Patience and transformed it into the United States Naval Mine Warfare Test Station. The station featured warehouses, quarters for men, and docks.³⁰

Following World War II, southern Maryland saw further residential and commercial development, due to expansion of federal facilities and energy-related industries, as well as the growth of tourism and suburban sprawl from Washington, D.C. The Indian Head Naval Reservation and Patuxent Naval Air Station have experienced continued growth. Following the war, Titanium Ore Corporation constructed an ilmenite extraction facility in the vicinity of Cove Point Lighthouse, south of the project area.³¹ This plant was demolished when Columbia Gas Company acquired the property in 1970. Construction of the Liquefied Natural Gas Terminal near Cove Point was completed in 1974. Located within and immediately adjacent to the current study area, the existing Calvert Cliffs Nuclear Power Plant, Maryland's only nuclear power facility, was constructed in the 1970s and began operation in 1975.

4.5 Conclusion

When viewed as a historical landscape, the terrain of southern Maryland offers a field of contrasts in the Chesapeake region. While Maryland witnessed and endured similar categories of historical forces at work in Virginia, Pennsylvania, and Delaware, the manner of colonialism, federalism, and industrialism in southern Maryland is distinctive. Social and economic relations with native groups started out on a footing quite different from that in Virginia. Maryland's treatment of the Conov Chiefdom and the Susquehannocks contrasts with Virginia's relations with the Powhatan Confederacy. Maryland's struggle with denominational tolerance and inclusion provides historical contours not found in Tidewater and Piedmont Virginia or Pennsylvania. Agricultural colonization through tobacco plantations followed a different pace in Maryland, lagging a few years behind Virginia. The development of railroads, as an indication of industrialism, in southern Maryland contrasts with the efforts of the Baltimore & Ohio Railroad in the northern and western part of the state. The relocation of the seat of governmental power shaped the development of southern Maryland. From its loss of prominence to Annapolis in the lateseventeenth century to its current role as a bedroom community and recreational venue for residents of the federal District of Columbia following World War II, historical forces continue to shape this landscape and its architectural and historical resources.

³⁰ Catts et al. 1999: 59; Papenfuse et al, 1984: 243.

³¹ Mountford 2002: 6.

4.6 Historical Overview of Baltimore and Drum Point Railroad

In 1867, the Maryland General Assembly passed a bill authorizing Governor Bowie to appoint commissioners who, by a \$5,000 appropriation and under the direction of Col. H. Hughes, were to survey and estimate the cost of building a railroad from Baltimore to Drum Point in Calvert County, Maryland. A railroad was projected between Baltimore and Drum Point, at the mouth of the Patuxent River as early as 1856; however, it wasn't until the commissioners' favorable report on the subject in 1868, that a charter was granted by the General Assembly for the "Baltimore and Drum Point Railroad Company"—a capital stock of \$1,500,000, divided into shares of \$100 each.³²

Governor Bowie, in his message to the legislature, called attention to the advantages that would be brought to the state by the construction of this road, and recommended that aid be given to it by Anne Arundel and Calvert Counties and the City of Baltimore, noting that "anyone who knows the country through which the road is to run will admit that its capacity for production cannot well be exaggerated," and the advantages that would result from its construction would "largely counterbalance the outlay." Drum Point had long been recognized by shipping interests as one of the safest and most commodious

harbors in the country, with deep water, never obstructed by ice, and within an easy run of the capes.³⁴ Bowie emphasized the necessity of a coal depot on deep water, and at a point convenient to the ocean, and he believed that Drum Point could afford the best location for this purpose. Likewise, he accentuated the development of the intermediate country between the harbor and Baltimore (boasting a fine soil especially adapted to the growth of the earliest and finest fruits and vegetables), and the convenient transportation of the valuable products of the surrounding waters—both "considered very important to the full growth and prosperity of the State."

Maryland's railroad system was extended and improved in the years to follow, as new projects were developed and work progressed on the construction of several important lines and branches. In 1871, Considerable interest was shown in the BDPRR project (first proposed in 1856). During the year, the amount of private subscriptions, required by the charter to enable the company to organize (\$250,000), was entirely realized from New York and Baltimore Capitalists, and the necessary legislation was requested by Governor Bowie, to enable Baltimore, and the counties through which the road was to pass, to subscribe the former \$300,000, the County of Anne Arundel \$200,000, and the County of Calvert \$100,000, to the stock.35

³² General Assembly, House of Delegates. *Journal of Proceedings and Acts of the General Assembly of Maryland*, MdHR 821080, 2/1/6/10. (Annapolis: Henry A. Lucas, 1867), 547.

³³J. Thomas Scharf, The Natural and Industrial Resources and Advantages of Maryland (Annapolis: C.H. Baughman & Co., 1892), 358.

Ibid., 358.

³⁴ D. Appleton, The American Cyclopedia and Register of Important Events of the Year 1871: Embracing Political, Civil, Military, and Social Affairs; Public Documents; Biography, Statistics, Commerce, Finance, Literature, Science, Agriculture, and Mechanical Industry, Vol. 6 (New York, NY. Appleton and Co, 1872), 487.

³⁵ Appleton1872: 488.

Among these private investors were two entrepreneurial brothers who stumbled upon the Lusby area while on vacation. One of the brothers, Frederick (or Frederico) Barreda, purchased a 250-acre parcel of land near Drum Point and built a mansion known as "Barreda de Barril Place." Both brothers eventually purchased several thousand acres and invested in the BDPRR venture. Seeing great potential in the area, they bought into a plan created by the Patuxent City and Land Improvement Company of New Jersey. The plan included a city concept to be named "Rousby on the Patuxent," of which many of the lots were to be located at the terminus of the BDPRR. It is probable that several of those plans later formed the basis for the Chesapeake Ranch Estates, built in 1957.

In 1872, an Act was passed by the General Assembly amending the charter of the BDPRR Company by increasing the number of directors of the company to twelve, authorizing the company to mortgage its property and franchises, and to build, construct, and maintain bridges over navigable waters.³⁶

In turn, the President and Directors of the BDPRR Company petitioned the Maryland Senate for the sale of the State's interest in the AERR to the BDPRR. The petition was read and referred to the Committee on Finance, which in turn, introduced a bill amending the BDPRR's charter and at passage authorized the sale.³⁷

The BDPRR, according to its 1873 contract, bisected Anne Arundel and Calvert Counties through their entire length, ending at the mouth of the Patuxent River. However, a proposal to route the BDPRR around the city of

Brooklyn (on the Patapsco) by means of a tunnel was also considered.³⁸

By 1874, the BDPRR was considered "prominent" among the prospective railroad connections of the city of Baltimore. The enterprise had created a great deal of attention throughout the State and was regarded "favorably" by the State authorities. Drum Point Harbor was pronounced by officers of the United States Coast Survey to be inferior only to that of Portsmouth, New Hampshire. Additionally, Drum Point had been regarded by intelligent merchants and shippers as a point which would "prove valuable" to the commerce of Baltimore, if connected with that city by a railroad; affording as it does the deepest water-never liable to obstruction by ice or otherwise. 39

It was undetermined, as of 1874, whether these ideas about establishing a coal depot at the southern terminus of the new road would be successfully realized, and whether a port, which had no opportunities of disposing of or distributing inward cargoes, could be a financial success. Despite these uncertainties, it was assumed that the development of the "fine country" between Baltimore and Drum Point by the construction of the railroad would "insure the prosperity" both of the state and city by "stimulating the production of the earliest fine fruits and vegetables, which "will find a ready

38 George W.Howard, The Monumental City: Its Past History and

their entire length, ending at the

³⁹ Patapsco Land Company. *Curtis' Bay: its superior advantages* and admirable location as the only existing and available deep water harbor contiguous to the City of Baltimore, in connection with its rapidly increasing local manufactures, the development of its coal traffic, and the accommodation of its western and southern railroad connections (Baltimore: J. Murphy & Co., 1874), 59.

³⁶ General Assembly, Laws 1872: 237.

³⁷ Ibid., 487.

market in Baltimore," both for immediate consumption and canning. Many saw the potential for a large oyster trade and the considerable contributions of tobacco and grain from Anne Arundel and Calvert Counties. 40 The basis for these predictions regarding tobacco were sound, as the crop of Maryland tobacco inspected in Baltimore amounted, in 1872, to 30,000 pounds, about 1/3 of which was produced in Anne Arundel and Calvert Counties combined. Also emphasized was the potential for considerable products of butter, milk, eggs, poultry, meats, and timber. For all of these productions, the only means of communication with a market previously had been by means of steamboats, which were frequently debarred from running regularly at a season of the year when their services were most required. It was estimated, that with certain definite means of transportation guaranteed by a railroad, local productions could be increased (at a very low average) nearly 500 percent.

Another important advantage of the proposed railroad would be the direct route it established between the city and the state capital. The distance between Annapolis and Baltimore by the existing route of the Washington Branch and Annapolis and Elkridge Railroads was forty miles. The BDPRR would shorten this distance by twenty miles and would make the run within one hour, without change of cars and at a greatly reduced charge. As evidence of the amount of traffic carried on between Annapolis and Baltimore in 1874, with very "imperfect and unsatisfactory arrangements," it was recorded in that year that the revenue derived from these existing rail connections exceeded \$90,000 per

annum (Patapsco Land Company 1874, p.61). As such, it was difficult to predict what increase could be anticipated upon the completion of the BDPRR and the "superior conveniences" it would furnish for the traveling and shipping public.⁴¹

These optimistic tones, however, failed to drown out the displeasure of individual stockholders, particularly those along the proposed railroad alignment, regarding the BDPRR's failure to complete the road in the time limited by the Act of 1868. In *Berry v. Baltimore & Drum Point Railroad Co.*, the BDPRR argued that there was no law that could nullify their charter. The Court of Appeals ruled in opposition, finding that the company did not complete the work by the date indicated in their charter, making the contract void, which was justified by statute. 42

The ruling was later followed by an extension of the BDPRR charter, granted in 1876, which transferred to the State of Maryland, all the shares of stock and certificate in the Annapolis and Elk Ridge Railroad Company, as well as all the claims, interest, and property in that company held by the BDPRR. This made the State of Maryland a preferred stockholder to the sum of \$300.000.⁴³

The Senate Committee on Finance compiled testimony that was submitted as evidence in an 1878 report. The report cited that the BDPRR, incorporated by the Act of 1868, had no corporate power to acquire any interest in the Annapolis and Elk Ridge Railroad (AERR) and the

⁴⁰ Patapsco Land Company 1874: 59.

⁴¹ Ibid., 61.

⁴² J. Schaff Stockett, Maryland State Reporter, *Reports of Cases*Argued and Determined in the Court of Appeals of Maryland, Vol.
XLIV (Baltimore: William K. Boyle & Son, 1877).

⁴³General Assembly, House, 1876.

AERR never possessed any right to aid the BDPRR in the construction of a railroad.

The Act of 1872, under which the authority of which the AERR issued bonds to the amount of \$400,000 and secured these bonds by a mortgage of all its franchises and property, was enacted as it appears by its express terms, only for the purpose of enabling the AERR to extend its own road and to build branches from that road. The arrangements made by AERR and the BDPRR were not sanctioned by the Act of 1870, because the Act forbade any such arrangement unless it were first approved by the stockholders of both companies assembled respecttively in general meetings. No such general meeting of the stockholders assented to the arrangements which were disclosed by the testimony.



Photograph 7. Judge Magruder, Circuit Court, date unknown, Calvert County Library, Prince Frederick, Maryland.

Evident to the committee was the fact that President Magruder and his Board of Directors misapplied all these bonds of the AERR, which were used for other purposes than the extension of the road of that company, or the building of branches of that road (Photograph 7).

These acts on behalf of railroad officials were common and were readily recognized by Arthur Hadley in his 1888 Scribner's Magazine article 'The Railroad in its Business Relations.' Hadley noted, that the manager of a large railroad system has under his control a great deal of property besides his own—the property of the railroad and the investors which have been placed in his charge. These managers have two options—to "make money for the investors, and thereby secure the respect of the community; or he may make money out of the investors, and thereby get rich enough to defy public opinion. The former course has the advantage of honesty, the latter of rapidity. It is a disgrace to the community that the latter way is made so easy, and so readily condoned."44

Therefore, it was determined that the BDPRR had no legal right or title to retain the ownership or control of any stock in the AERR. Additionally, the BDPRR was not completed within the time limited by the Act of 1868, therefore its charter, in its express terms, was considered null and void. It could claim no advantage under the Act of 1876, extending the time for the completion of its road, because the President and Directors did not comply with the conditions upon which alone this extension of time was granted.

⁴⁴ Arthur T Hadley, The Railroad in its Business Relations. *Scribner's Magazine* 4(4), October, 1888, 479.

An Act of the Senate declared that the BDPRR charter ceased—unless the Assembly saw fit to revive it. It would be the duty of the AERR to proceed by due course of law to ascertain the extent to which the mortgage bonds had been misapplied and to resist the right of any person (under title of BDPRR) to hold or vote any stock in the AERR. Likewise, it would be the duty of the State as a stockholder in the AERR to protect its interest by taking proceedings that would "ascertain the true amount of the indebtedness to which the Company is subject" (under a proper construction of the mortgage created under the Act of 1872) and generally to take such measures as are needed to protect its interests in that Company.

It was resolved that the whole subject of the relations existing between the AERR and the State be referred to the Attorney General and that he exercise of his discretion to promote the interests of the State. 45 As a direct result, an Act passed in 1880 authorized the State Board of Public Works to sell the interest of the State in the AERR. An additional Act was passed extending the time for the completion of the road of the BDPRR and authorizing the company to acquire the rights of the State and all others interested in the AERR. This act served as an amendment to the company's charter, extending the date of completion to May 1, 1885; however, this extension was not granted without stipulation. BDPRR was authorized to acquire from the Board of Public Works all the interest of State in the AERR and all the claims and demands of the State against the AERR and also to acquire from all other persons willing to dispose of the same. However, the extension of time for the road's completion was not to be construed, in any way, to bind the County of Anne Arundel for its subscription to the capital stock of the company, unless the county commissioners gave their consent to a continuance of its subscription. Likewise, nothing would be construed to authorize the consolidation of the AERR and BDPRR until and after the BDPRR had "built and completed, and have in good running order" the railroad from Drum Point to some point on the line of the railroad of the AERR.⁴⁶

On January 16, 1888 (two years before the extended charter called for completion of the road), the BDPRR entered into a contract with the Baltimore and Ohio Railroad Company for interchange and traffic—the Baltimore and Ohio agreeing to set aside 10% of its earnings from such traffic for ten years, and 5% for thirty years thereafter, to be used only in making up any deficiency that may occur in payment of interest on bonds the company.⁴⁷

Also that year, excavation of railroad grade finally began, and by 1890, a twenty-foot-wide grade cut through Calvert County. Railroad workers who began constructing the rail bed were housed in a building known as the commissary, located on the grounds of what is now the Chesapeake Hill Country Club. 48

Still, the BDPRR failed completion by the May 1, 1890 deadline and a joint resolution of the General Assembly authorized the Comptroller of the Treasury Department to strike from his

⁴⁶ General Assembly, Laws: 1880.

⁴⁷ Henry Varnum Poor, Manual of the Railroads of the United States (New York: H.V. & H.W. Poor, 1892), 1028.

⁴⁸ MHT CT-1295 Site Form.

⁴⁵ General Assembly, Senate: 1878.

books old and worthless accounts and to discontinue their publication in the annual report of the Comptroller of the Treasury. Among them were: "the Baltimore and Drum Point Railroad Co. \$152,000.00" and the "Stock of Annapolis and Elk Ridge Railroad Co. \$299,378.41."

In 1890, the General Assembly passed an Act to further amend the charter of the BDPRR in regard to the construction of branches, which enabled the company to lease, operate, or to consolidate with other railroads. ⁵⁰ A year later, Thomas Hughes and S. Johnson Poe were appointed receivers of the BDPRR and a decree was signed by the court directing the receivers to sell the road at public auction. The proceedings were instituted by Mr. Hughes as counsel of the late Henry E. Loane.

The State of Maryland, along with Anne Arundel and Calvert Counties, had previously subscribed to the stock of the company, but afterward withdrew their subscriptions. In turn, the Company issued over a million dollars of bonds: \$400,000 being held by the Annapolis, Washington, and Baltimore Railroad, and \$500,000 by a New York syndicate, represented by Edward Lauterbach. The remaining stock was placed on the open market with the Mercantile Trust and Deposit Company as trustee.

Grading of earth bed for the BDPRR was completed in some parts, but the withdrawal of the State and county subscriptions caused a cessation of the work. Rumors circulated in 1891 that a syndicate of capitalists intended to purchase and complete the road when it was available at public auction.⁵¹

Despite its failures, an optimistic vision of the railroad prevailed. The facilities for travel and for transportation of freights were found to be amply sufficient for southern Maryland in 1892; however, proponents of the BDPRR still emphasized the advantages of a Drum Point road. The railroad system of the region by that year consisted of the Baltimore and Potomac, a part of the Pennsylvania trunk line system, the Baltimore and Ohio, the Annapolis and Elk Ridge, and the Southern Maryland (over part of its route). In progress, or in process of development, were the Southern Maryland to connect Washington and Point Lookout, the Washington and Chesapeake, the Washington and Marlboro (electric system), and of course, the BDPRR. The older lines were creating or aiding in the growth of new enterprises, the new lines in progress, or in prospective, were encouraging the opening of new industries and the investment of capital in undeveloped localities. All the produce was shipped by steamboat, and in some cases had to be hauled a distance of ten miles or more to the landing. It was believed this would be remedied when the BDPRR, then under construction, was finished.

There were many profitable peach orchards in the southern part of Anne Arundel County, and their number and acreage was rapidly increasing. Farmers along the line of the proposed Drum Point road predicted that "if railroad transportation was afforded them, it would not be long before lower Anne Arundel would also become a great trucking country." Tobacco of very fine quality was raised in all parts of the County, and corn grew "luxuriantly." In the northern portion of the county, iron mines were successful, and there were several

⁴⁹ General Assembly, Laws: 1892.

⁵⁰General Assembly, Laws: 1890.

⁵¹ New York Times, The Drum Point Road.

iron furnaces "profitably engaged" in manufacturing pig iron. 52

The completion of the BDPRR would ensure quick facilities of transit for a section of the country which was then solely dependent on water transportation. The road would run through a practically new and undeveloped region capable of producing a great variety of crops and watered by numerous water-courses. The lands were cheap and easy of cultivation, and oysters, fish, and crabs were abundant. Clays for brick drain pipe and terra cotta products were found along the shores of the Patuxent in localities suitable for manufacture and shipment. Timber for vessels, buildings, and general manufacture were plentiful. If the road were constructed, it would have afforded the people of Baltimore quick and easy access to various excursion points, including Fair Haven, Drum point, Point Patience, etc. Drum Point harbor was conceded to be second to none on the Chesapeake Bay, and would be an admirable point for the development of the oyster industry, as hundreds, as hundreds of oyster vessels are now obliged to take refuge there during stormy weather, and would find a safe and convenient location for discharging their cargoes.

From Drum Point, the road and its connections could be continued across the Patuxent through St. Mary's county, across the Potomac into Virginia, and then to Richmond and Norfolk, giving Baltimore a direct route to the South, which "business men have so long needed... if the oyster were once established at Drum Point,

various other industries would spring up in its wake." 53

By 1892, the physical completion of the BDPRR had failed, but the vision of such a road clearly had not. An Act passed four years later by the General Assembly, amended and re-enacted the charter of the BDPRR and changed the name to the Baltimore and Southern Railroad. ⁵⁴ (Figures 3 and 4) The following years were characterized by rumor and speculation surrounding the future of the abandoned BDPRR project, and it became clear that despite the lack of physical evidence of its progress, in one form or another, the idea of a railroad connecting Baltimore with Drum Point would continue to advance—evolving in name, but not identity.

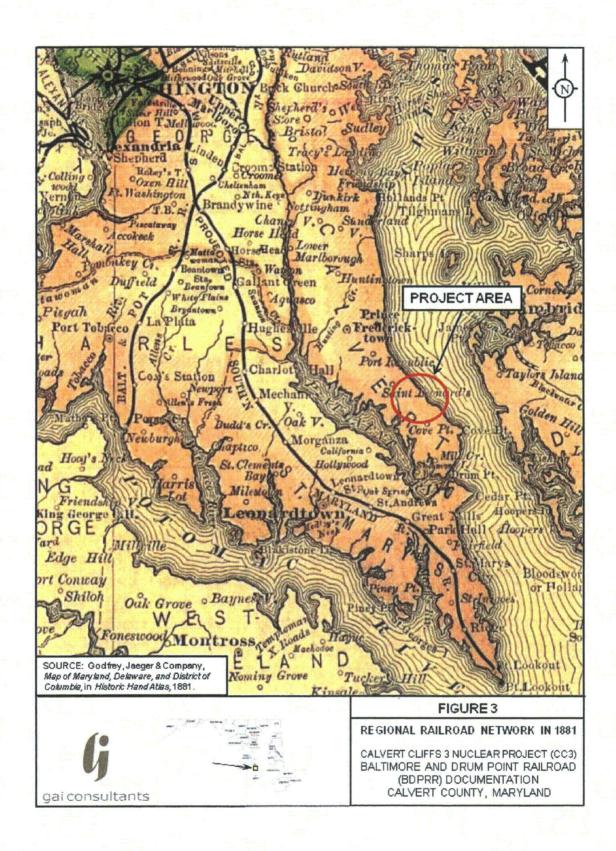
By 1902, negotiations handled by Edward Lauterbach of New York, President of the Company, were pending for purchase of the franchises and property of the Baltimore and Southern Railroad Co. (BSRR), formerly the BDPRR (Figure 5). A previous effort to secure options on the Baltimore and Annapolis short line and the Annapolis, Washington and Baltimore Railroad, was rumored to be in connection with the Drum Point Project. Speculations included the involvement of a Fuller or Gould syndicate, which owned the Western Maryland Railroad, with the goal of establishing a deep water Harbor at Drum Point.

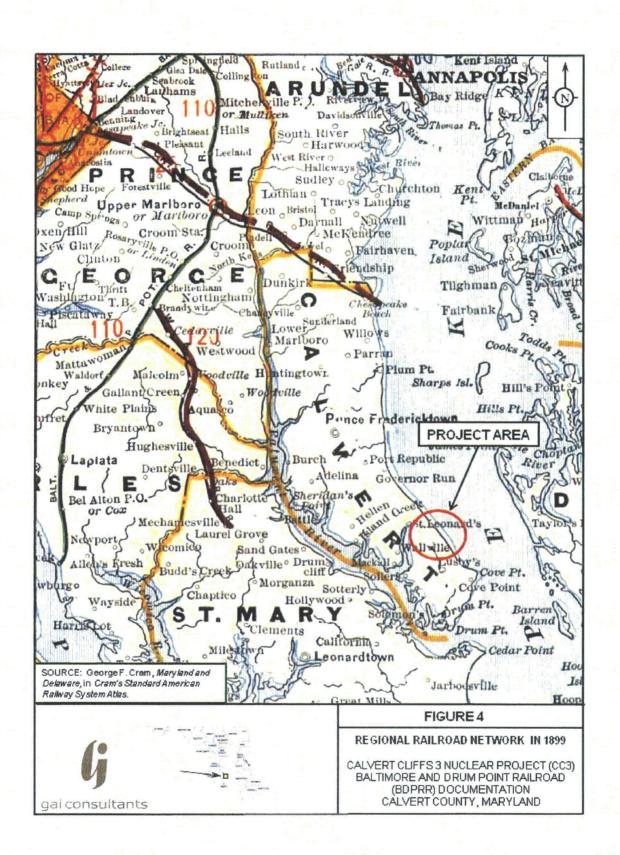
The property of the BSRR (formerly the BDPRR) was inclusive of fifty acres of land, which embraced the entire water frontage at Drum Point, as well as access to its tunnel under Baltimore City (granted under the charter of the

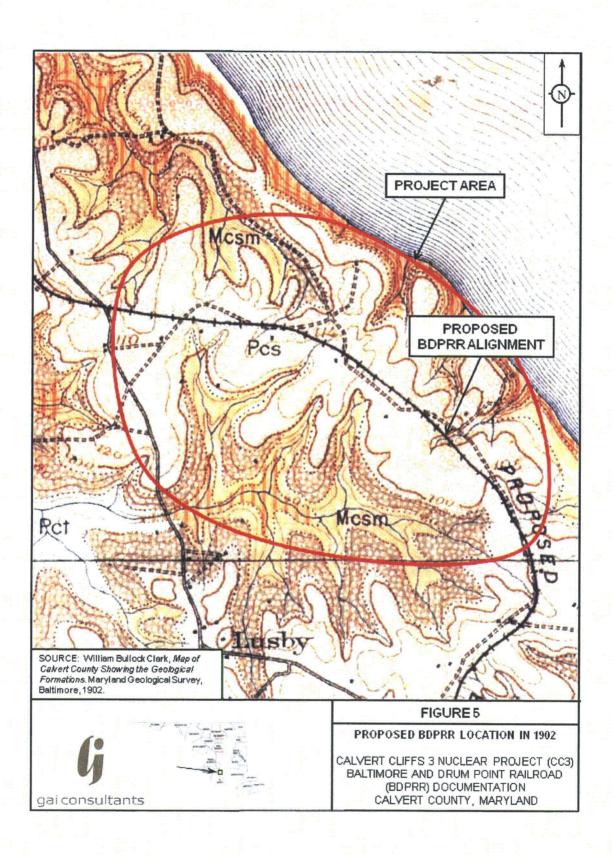
⁵² Scharf 1892: 204.

⁵³ Scharf 1892: 125-6.

⁵⁴ General Assembly, Laws: 1896.







Belt Line of the Baltimore and Ohio Railroad). Over \$700,000 had been spent on rights of way and partial grading of the failed railroad (Figure 6). 55

Richard Elv's examination of the effects of unregulated railway competition seemed to echo the chain of events surrounding the failed BDPRR. In his 1886 Harper's New Monthly article, "The Economic Evils in American Railway Methods," Ely noted several indications of this 'waste,' including the unnecessary expenditures in railway construction such as that of the BDPRR. In the article, Ely addressed the stock exchange and the purchase and sale of railway shares, calling attention to the speculative nature of these transactions where property is bought and sold, not for the sake of realizing on the shares or for the sake of an investment, but rather to gain from the fluctuation in value of railroad property—which leads inevitably to attempts to promote fluctuations.56

Another closely related abuse Ely noted was the management of railways for the outside interests of managers and their friends. In this case, both the stockholders and business competitors are robbed—by those who are "faithless to their trust as managers of a public highway." Ely theorizes that a similar crime is committed when men in their capacity as railroad officials enter into contracts with themselves in another capacity, and "reap a rich harvest from the harmony" between the two parties to the contract.⁵⁷

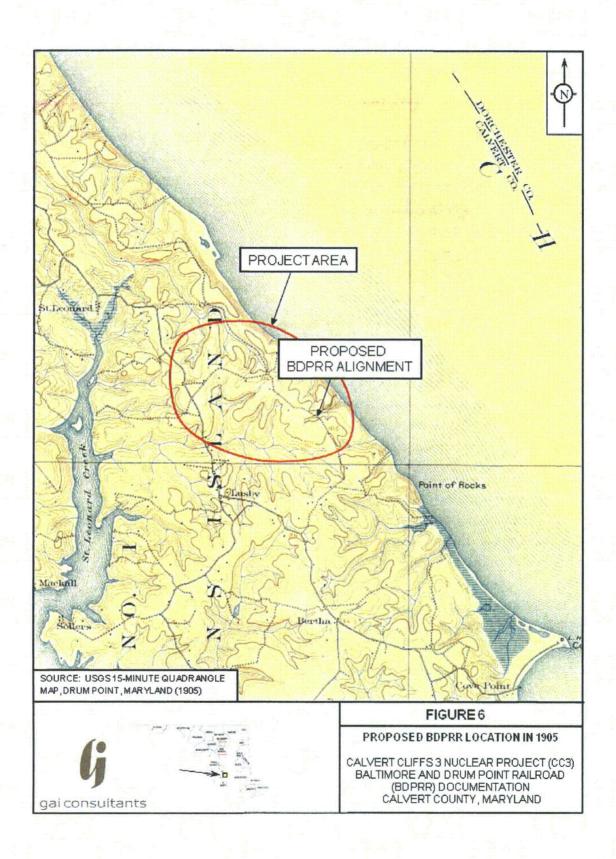
The discernible segments of graded earth bed of the BDPRR are demonstrative of the speculative nature of this type of capital hungry venture and the abuses of power which often accompany it. While the cuts and berms of the railroad's prism are indicative of the amount and nature of the physical labor required to complete such an endeavor, the never-placed rails and ties are reminders of the dangers presented by a railroad race—fueled by funding from a variety of sources, the need to "beat" competing railroads and existing transportation facilities, and the misguided interests of those in power. As noted by Hadley, and applicable in the case of the BDPRR, "...vital is the question of economic liberty, which is involved in the problem of the railway; equally vital are good morals and political integrity."58

⁵⁵ New York Times, Negotiating for a Railroad: It is Said the Fuller Syndicate is Planning to secure the Baltimore and Southern. July 5, 1902.

⁵⁶ Ely, 452.

⁵⁷ Ibid., 453.

⁵⁸ Hadley, 457.



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4.7 Topographical Survey Data Recordation and Documentation

From June 22 through July 10, 2009, GAI's architectural historians and topographical survey team mapped and documented the extant alignment of the Baltimore & Drum Point Railroad as it occurs in the project area. The survey was performed using GPS and a total station, and consisted of gathering topographic information at intervals of approximately 100 feet, or at varying intervals as needed, based on alignment or landform constraints, to capture data on the shape and orientation of this resource. The survey team also recorded data at locations that, in their judgment, reflected important topographic features and changes in the historic property. Evidence of culverts or other features were identified and mapped during the survey. Based on the results of this survey, GAI prepared measured drawings of the rail bed in both plan view and cross-section, depicting segments of extant railroad alignment. The surfaces created from the preparation of these plan views and crosssections were then manipulated using Google™ SketchUp to create 3-D renderings. The BDPRR (CT-1295) is represented by six noncontiguous linear segments extending in a generally northwest/southeast orientation through the eastern, central, and western sections of the project area. Due to heavy vegetation coverage, evidence of this resource was not observed in the more-heavily disturbed central section of the project during the Phase I and II Cultural Resources Investigation; however, topographical survey data collection allowed for the identification and recordation of this segment (Segment D), which exceeds the other segments in length.

Photographs of the railroad alignment were taken at advantageous locations to depict its current condition and setting, using high-resolution digital and 35mm black and white photographs (Photographs 8-13).



Photograph 8. BDPRR cut (Segment E) near CC3 transmission corridor, facing east; note cuts in the rail bed as they are disguised by rolling topography and vegetation



Photograph 9. BDPRR berm (Segment B) near gated entrance to Camp Conoy, facing NW; note how berm appears as a cut for the adjacent road



Photograph 10. BDPRR rail bed (Segment A) facing NW; note how rail bed could be mistaken for an abandoned roadway



Photograph 11. BDPRR berm and culvert (Segment A) facing SW



Photograph 12. BDPRR berm (Segment F) facing E

5.0 CONCLUSIONS

A variety of sources place the BDPRR in the nineteenth-century context of southern Maryland and Calvert County. Colonial history and the history of the early American republic provide contextual understanding of the development of local markets for farm produce, natural resources, and manufactures in the region. Various secondary sources illustrate the significant contributions and failures of transportation, steamboats and railroads in particular, in the economic development of the area. Primary evidence in the form of proceedings and legislation from the Maryland General Assembly, rulings from the Maryland Court of Appeals, and historical maps, shows an evolving concept for a railroad connecting Baltimore with Drum Point-complicated by varied and numerous financial sources and interests, the speculative nature of railroad stock and shareholdings, and competitive and self-motivated concentrations of power. The collection and interpretation of topographical survey data identifies graded earth bed (berms and cuts) as well as drainage infrastructure associated with the abandoned railroad project, some of which would have never been revealed otherwise. This data leads to the recognition of the BDPRR as a significant achievement in nineteenth century railroad-building technology; taking into account the surrounding topography, manual labor and simplistic tool set utilized, and the exactness and levelness required for rail bed grading. The historical significance of the failed BDPRR is clearly and appropriately expressed by the non-continuous linear segments of graded earth bedrepresenting a failed fiscal and political endeavor in the race to build a railroad.

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Appendix A Topographical Survey Data Collection Index Maps

Appendix B Topographical Survey Data Collection Cross Sections and Plan Views

Appendix C
Topographical Survey Data Collection
3D Renderings

THIS PAGE IS AN OVERSIZED DRAWING OR FIGURE,

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SEGMENTS A, B AND C"

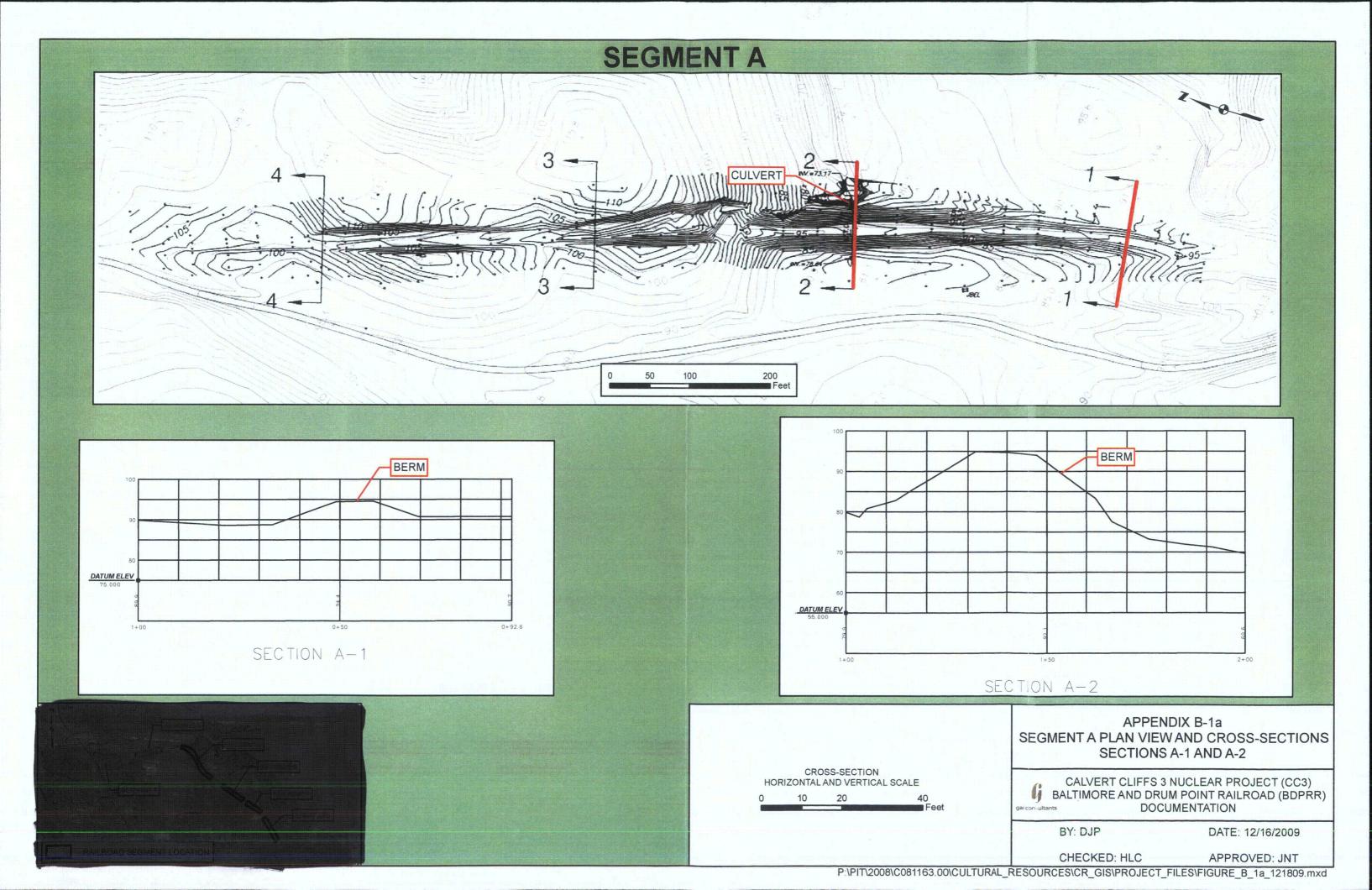
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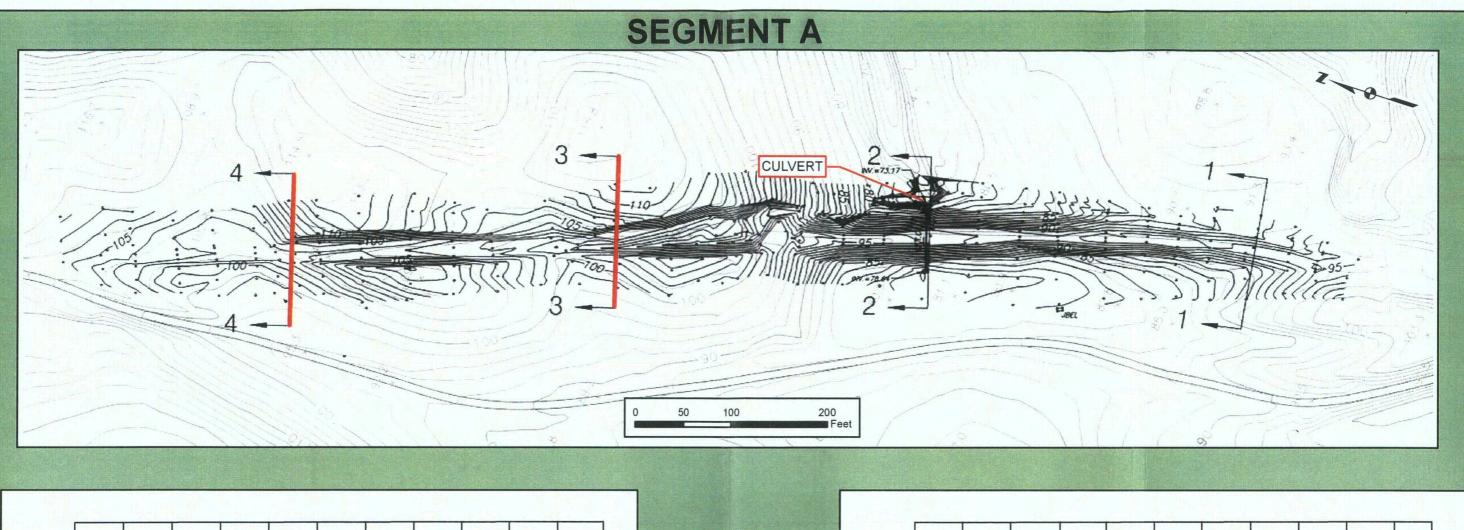
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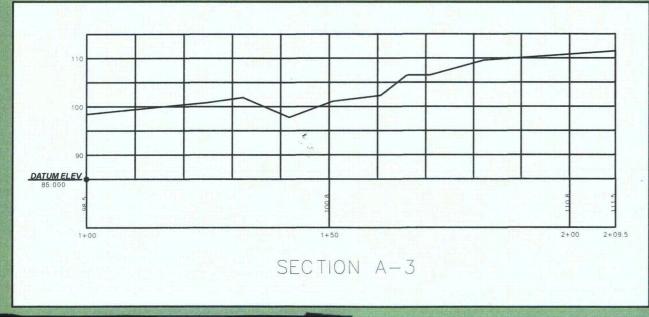
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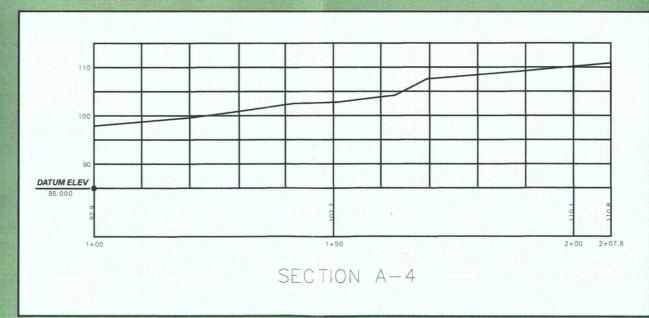
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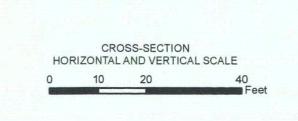
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APPENDIX B-1b SEGMENT A PLAN VIEW AND CROSS-SECTIONS SECTIONS A-3 AND A-4

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BALTIMORE AND DRUM POINT RAILROAD (BDPRR)
DOCUMENTATION

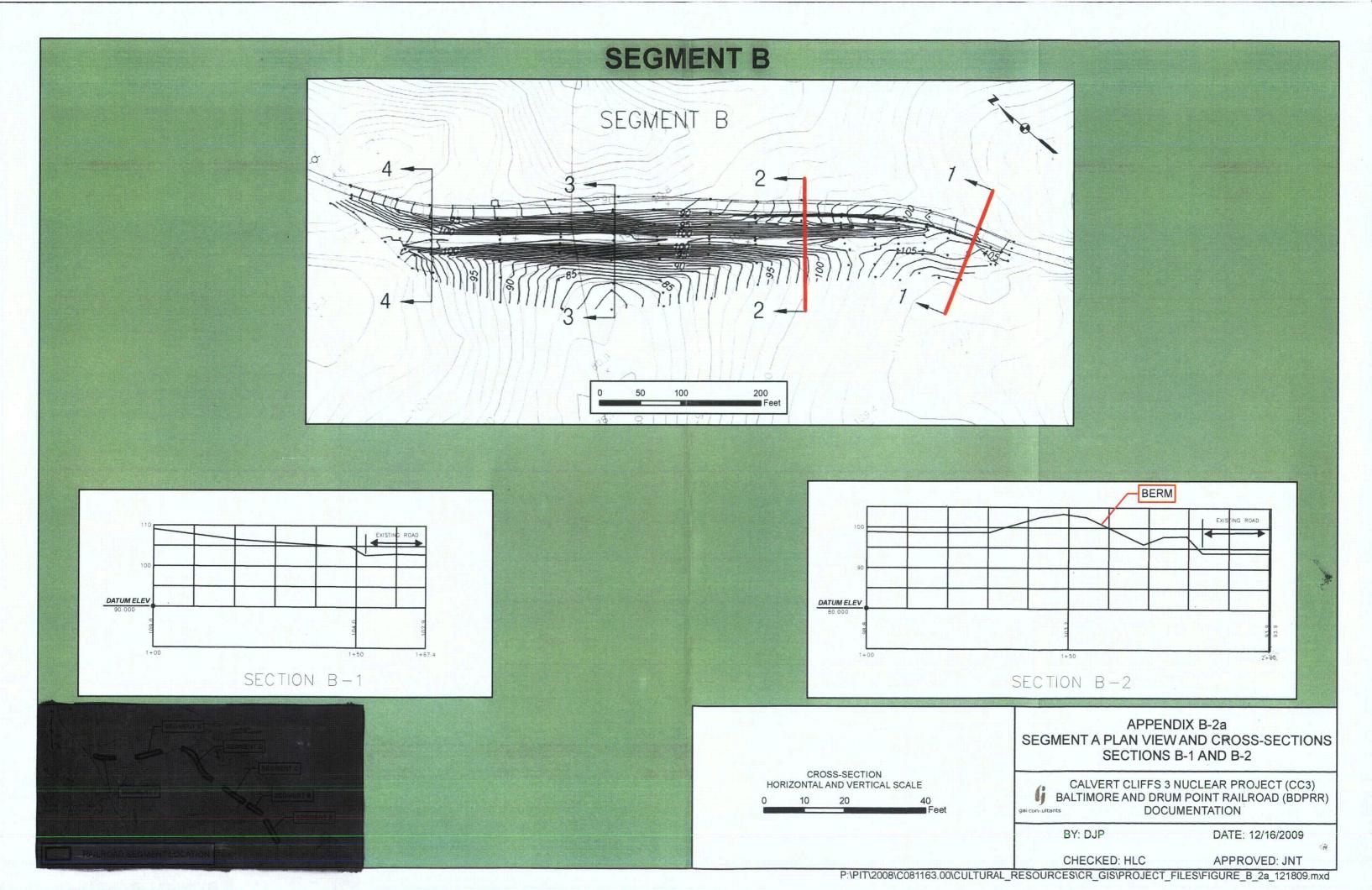
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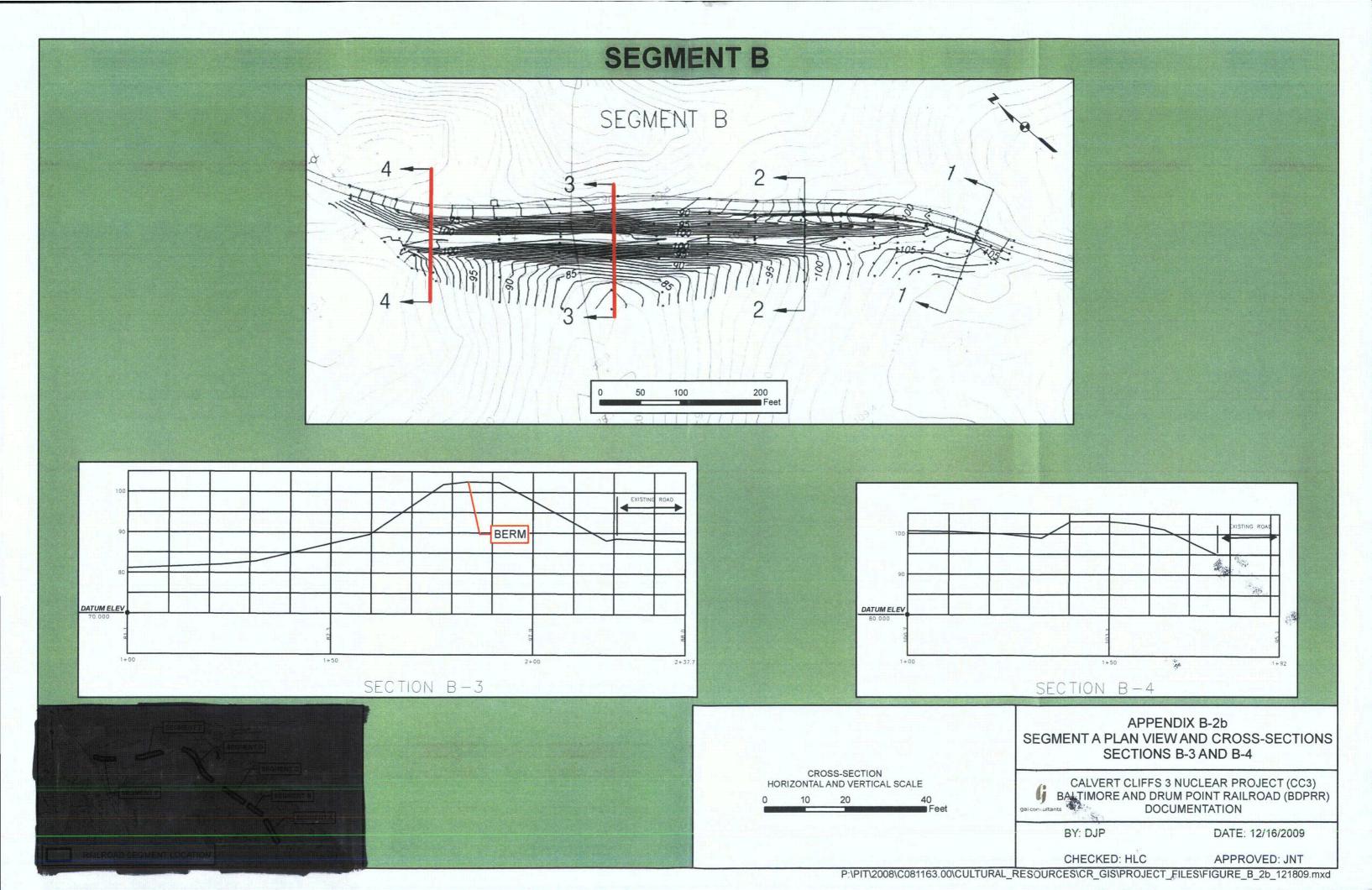
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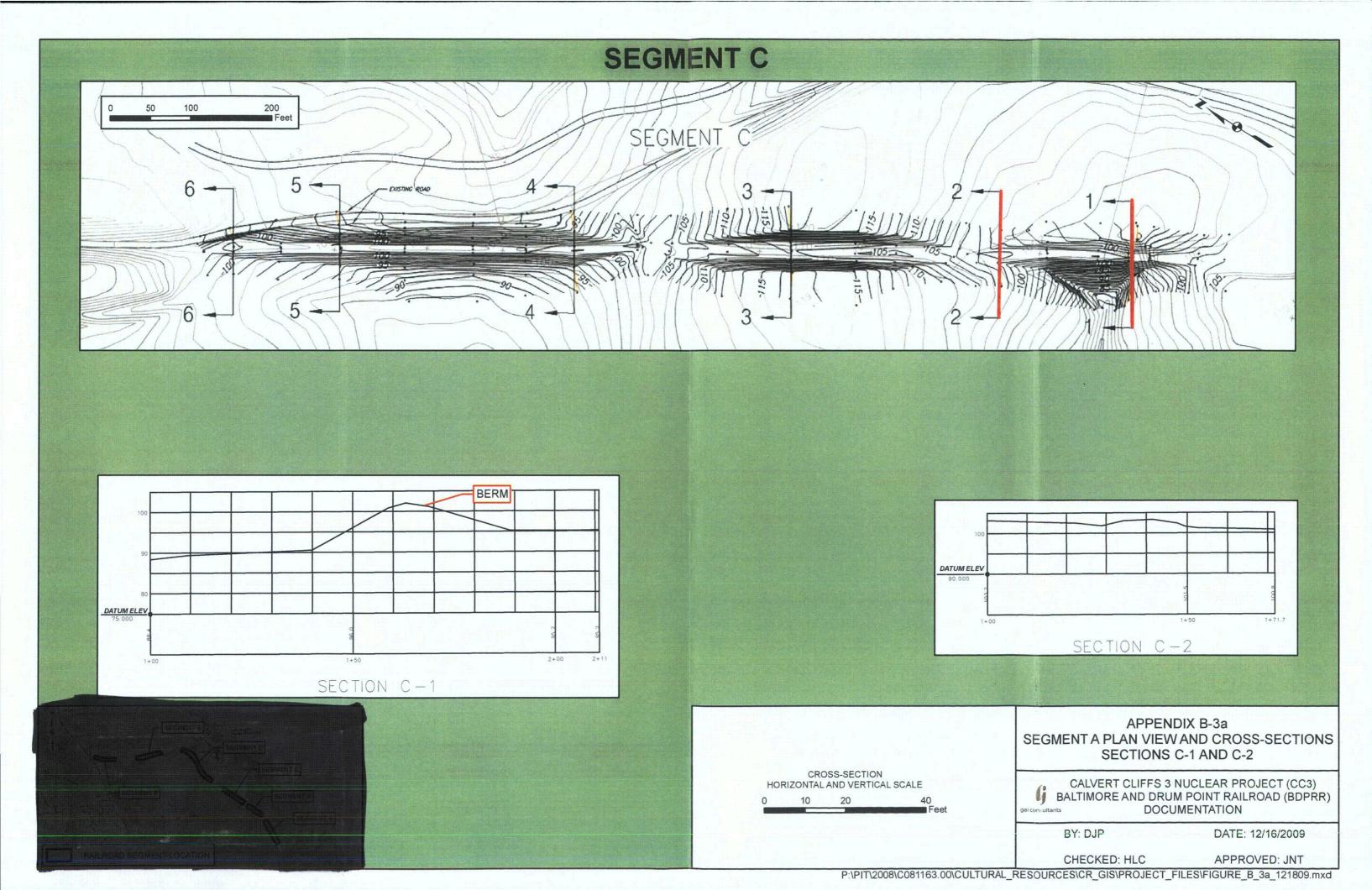
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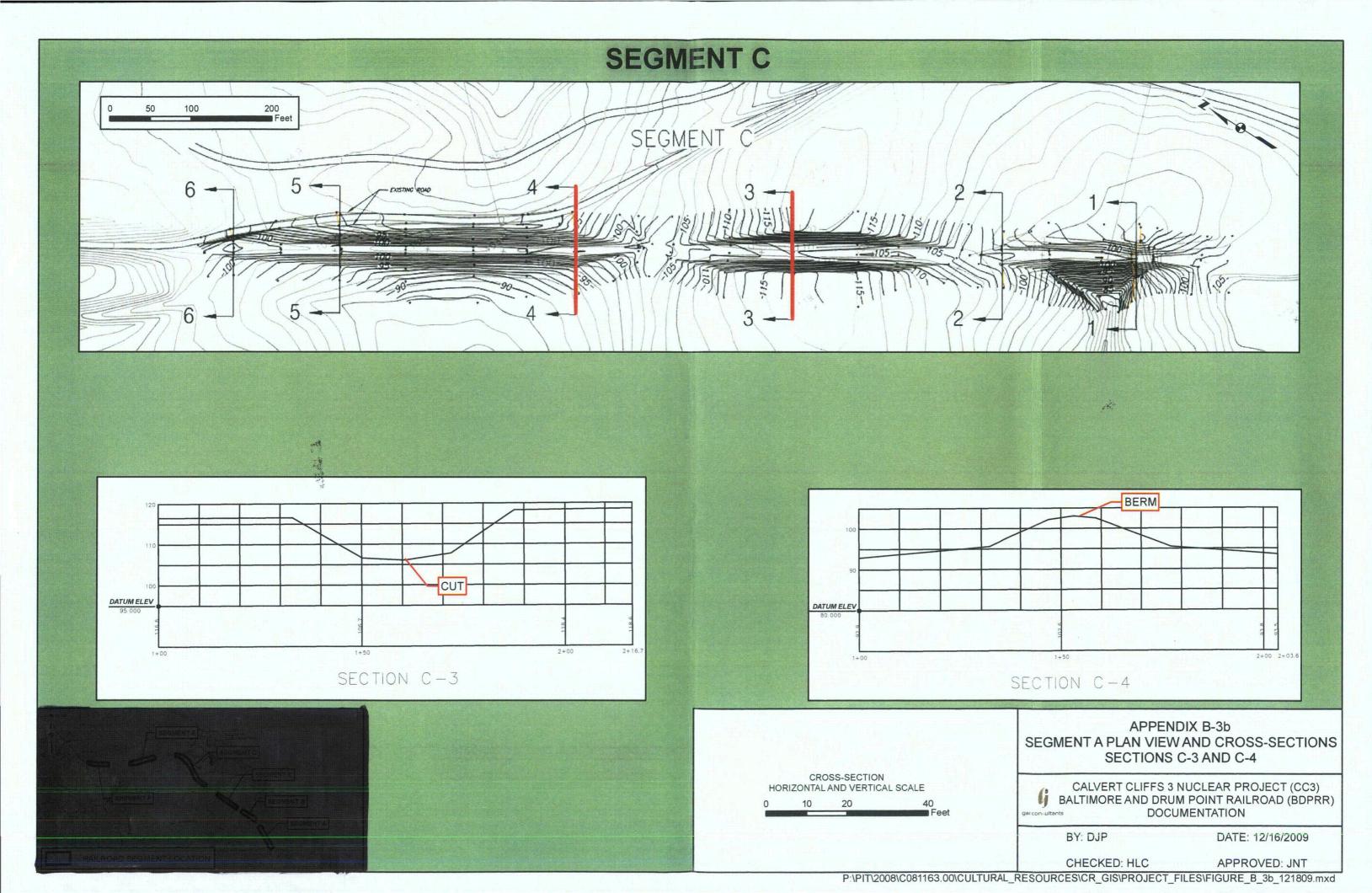
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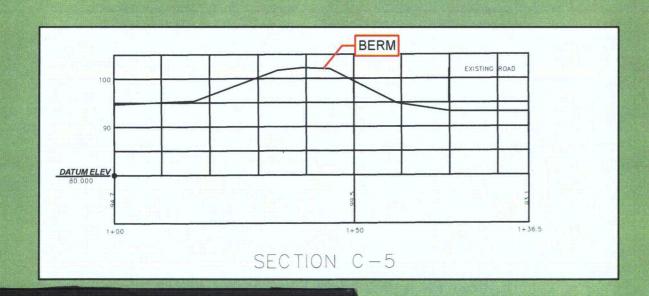


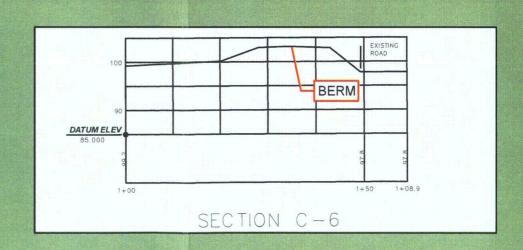


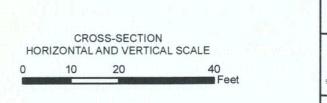




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APPENDIX B-3c SEGMENT A PLAN VIEW AND CROSS-SECTIONS SECTIONS C-5 AND C-6

CALVERT CLIFFS 3 NUCLEAR PROJECT (CC3)
BALTIMORE AND DRUM POINT RAILROAD (BDPRR)
DOCUMENTATION

BY: DJP

DATE: 12/16/2009

CHECKED: HLC

APPROVED: JNT

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