Caroline Co.

MARYLAND HISTORICAL TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Greensboro Historic District **Survey Number:** Car-264

Project: ~~Caroline~~ Farmer's Home - New Community Center Agency: FmHA

Site visit by MHT Staff: ___ no ✓ yes Name Ron Andrews Jo Ellen Freese Date 4/18/91

Eligibility recommended ✓ Eligibility not recommended ___

Criteria: ✓A ___B ✓C ___D Considerations ___A ___B ___C ___D ___E ___F ___G ✓None

Justification for decision: (Use continuation sheet if necessary and attach map)

Greensboro is eligible for the National Register under criteria A and C. Greensboro developed as a rural crossroads town nestled at the bend of the Choptank River which became a local market center, providing goods and services to the surrounding rural residents. After the turn-of-the-century, Greensboro supported several good processing and manufacturing establishments.

Greensboro is significant under criteria C for the architectural character of its buildings and contains many good examples of traditional building types found in the agricultural towns of the Eastern Shore of the 19th thru the early 20th centuries. The town remains largely intact and conveys a sense of the turn of the century small eastern shore town.

(See attached map with boundaries developed on 4/18/91 site visit)

Documentation on the property/district is presented in: MHT survey files - significance statement prepared approx. 1978.

Prepared by: Jo Ellen Freese 4/19/91

Reviewer, Office of Preservation Services Date

NR program concurrence: ✓ yes ___ no ___ not applicable

R Lindner 16 Dec 91

Orig

Survey No. _____

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

✓	Eastern Shore	(all Eastern Shore counties, and Cecil)
___	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
___	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
___	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

___	Paleo-Indian	10000-7500 B.C.
___	Early Archaic	7500-6000 B.C.
___	Middle Archaic	6000-4000 B.C.
___	Late Archaic	4000-2000 B.C.
___	Early Woodland	2000-500 B.C.
___	Middle Woodland	500 B.C.- A.D.900
___	Late Woodland/Archaic	A.D. 900-1600
___	Contact and Settlement	A.D. 1570-1750
✓	Rural Agrarian Intensification	A.D. 1680-1815
✓	Agricultural-Industrial Transition	A.D. 1815-1870
✓	Industrial/Urban Dominance	A.D. 1870-1930
___	Modern Period	A.D. 1930-Present
___	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

___ Subsistence
___ Settlement
___ Political
___ Demographic
___ Religion
___ Environmental Adaptation

IV. Historic Period Themes:

✓ Agriculture
✓ Architecture, Landscape Architecture, and Community Planning
✓ Economic (Commercial and Industrial)
___ Government/Law
___ Military
___ Social/Educational/Cultural
___ Transportation

V. Resource Type:

Category: Rural Commercial Center (District)

Historic Environment: Village

Historic Function(s) and Use(s): Domestic / Commercial / Agricultural

Known Design Source: /

Caroline County
Historic Site Summary Sheet

Survey No. Car-264

Name: Greensboro Survey District

Location: Greensboro, Caroline County

Date: 1732-1930

Access: Not Applicable

Description

Greensboro is a small town in Caroline County on Maryland's Eastern Shore. The survey district has evolved from the time it was founded in 1732 [as crossroads community formed at the intersection of Sunset Avenue (formerly Railroad Street) with Main Street] into a medium size Eastern Shore town. The survey district encompasses East and West Sunset Avenues (Maryland Route 314), and portions of three streets which are parallel to it--Maple, Bernard and Cedar Streets. Almost the entirety of Sunset Avenue, between the railroad track on and east and extending to west of the Greensboro Bridge (built 1996), is included within the survey district, with some resources included which are situated on cross streets adjacent to it. These crossroads are Granby, Hobbes, Horsey, School, Academy, Mill, Church, Stonesifer and Park Streets, as well as Main Street. The approximately 150 contributing resources within the Greensboro Survey District represent many of the most popular architectural styles of the nineteenth and early-twentieth centuries, thus depicting in microcosm the evolution of American architecture during that period. There are ca. 65 structures that do not contribute to the significance of the district.

Significance

The Greensboro Survey District is significant under Criterion C for its architecture and as a rural marketing center under Criterion A. It is a cohesive district whose residential and religious buildings, while modest, represent the gamut of late eighteenth, nineteenth, and early-twentieth century styles, and demonstrates the development of a small agricultural community on Maryland's Eastern Shore. Individually and collectively, the buildings and streetscapes that make up the district retain their integrity.

Survey No. Car 264

Magi No.

DOE __yes __no

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND
HISTORIC

1. Name (indicate preferred name)

historic Greensboro Survey District

and/or common

2. Location

street & number Multiple Addresses: Main, Sunset, Maple, Granby, Academy, School, Stonesifer and Park, Mill, Hobbs, Cedar, Church, Bernard Streets ___ **not for publication**

city, town Greensboro ___ **vicinity of** **congressional district**

state no **county** Caroline

3. Classification

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

4. Owner of Property (give names and mailing addresses of all owners)

name Multiple Owners

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Caroline County Courthouse liber

street & number folio

city, town Denton **state** MD

6. Representation in Existing Historical Surveys

title

date ___ **federal** ___ **state** ___ **county** ___ **local**

depository for survey records

city, town **state**

7. Description

Survey No. Car 264

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Contributing Elements: ca. 150

Non-contributing Elements: ca. 65

See Continuation Sheet 7.1

8. Significance

Survey No. CAR-264

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

Specific dates 1732-1930 **Builder/Architect** Unknown

check: Applicable Criteria: __A __B X C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state X local

Prepare both a summary paragraph of significance and a general statement of history and support.

See Contribution Sheet 8.1

9. Major Bibliographical References

Survey No. CAR-264

10. Geographical Data

Acreage of nominated property less than 10

Quadrangle name _____ **Quadrangle scale** 1-24:000

UTM **References** do NOT complete UTM references

A	Zone	Easting	Northing	B	Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification Sections of Main, Sunset, Granby, Hobbs, Church, Cedar, Stonesifer, Park, Mill, Bernard. Sunset Avenue from Granby to Mill Streets.

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Rita Suffness, Leader, Cultural Resources Group

organization Maryland State Highway Administration **date** November 26, 1997

street & number 707 N. Calvert Street **telephone** (410) 545-8561

city or town Baltimore **state** Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

PS-2746

CAR-264
Greensboro Survey District
Caroline County, Maryland

Description
Continuation Sheet 7.1

Description Summary

Greensboro is a small town in Caroline County on Maryland's Eastern Shore. The survey district has evolved from the small village at the time it was founded in 1732 [as crossroads community formed at the intersection of Sunset Avenue (formerly Railroad Street) with Main Street] into a medium size Eastern Shore town. The survey district encompasses East and West Sunset Avenues (Maryland Route 314), and portions of three streets which are parallel to it--Maple, Bernard and Cedar Streets. Almost the entirety of Sunset Avenue between the railroad track extending to west of the Greensboro Bridge (built 1996) is included within the survey district, with some resources included which are situated on cross streets adjacent to it. These crossroads are Granby, Hobbes, Horsey, School, Academy, Mill, Church, Stonesifer and Park Streets, as well as Main Street. The approximately 150 contributing resources within the Greensboro Survey District represent many of the most popular architectural styles of the nineteenth and early-twentieth centuries, thus depicting in microcosm the evolution of American architecture during that period. There are ca. 65 structures that do not contribute to the significance of the district.

Description

The Greensboro Survey District is a cohesive community which has grown around the intersection of West Sunset Avenue, MD 314 (formerly Railroad Street) with Main Street (MD 408) on the Eastern Shore in Maryland. There are approximately 150 contributing resources and 65 non-contributing buildings in the district. The contributing resources and the town as a whole retain integrity of location, design, setting, materials, workmanship, association, and feeling.

Architectural styles include many popular nineteenth and early-twentieth century style from the Greek Revival and Georgian style of the early nineteenth century to the Craftsman and bungalow forms popular in the early twentieth century. There are a number of modern intrusions.

The oldest house in the survey area appears to be the Peter Harrington House, built in 1786 but radically altered by its owner, Joseph Bernard, in 1893. The Leonard House (CAR-116), with refined Greek Revival detailing, dates to ca. 1813. It embodies several distinctive design and construction characteristics of the time that are rare or unique in Maryland. The Boulais House (CAR-91), dating to the 1820-30 period, is a two and one-half story townhouse with a two-story wing. The Boyd Building (CAR-92) may be one of the town's first dwellings, possibly contemporary with the Peter Harrington House. It is

currently utilized as a commercial structure. The majority of the remainder of the buildings in the Greensboro Survey District date from the mid to late-nineteenth century and the early-twentieth century. Most of them are of wood-frame construction.

A modest building with Gothic Revival stylistic affinities is the Mount Pleasant African Methodist Church on Park Street. This church, and the Dalton Baptist Church on West Sunset Street, are the religious and political centers of activity for Greensboro's black community. A good residential example of the Gothic Revival style is the Goldsborough House—a.k.a. Harry's Restaurant at 116 West Sunset Avenue (CAR-97). Well known as the home of Dr. Goldsborough, a physician of the twentieth century, its current appearance dates to a re-modeling of ca. 1885.

Victorian era buildings of the mid to late-nineteenth century also include the M. K. Porter House (CAR-98), a well-preserved example of the Italianate style at 301 West Sunset Avenue. The Clinton Porter House (CAR-99) on Main Street exhibits massing characteristic of the Italianate Style. The Dr. Malone House (CAR-100) is a large frame structure from ca. 1885 that has elements of the Gothic Revival with Queen Anne stylistic overtones in the tower-like addition. Queen Anne style influenced dwellings are located at 317 West Sunset Avenue and at West Sunset Avenue at its intersection with School Street (Paris Florists).

An excellent residential example of the Colonial Revival style may be found on the north side of West Sunset Avenue at School Street. The Baptist Church on the southwest corner across from it is an imposing and monumental version of the style. A Shingle style residence is located at 208 West Sunset Avenue. There are numerous of early twentieth century Craftsman and bungalow styles in Greensboro. Examples are located at 207 West Sunset Avenue and on the side streets.

Non-contributing buildings on Main Street are the houses located at 202 and 127 S. Main Street, 113 and 303 N. Main Street, the commercial building south of the Servistar Hardware, the addition to the Caroline County Bank, the Volunteer Fire Company and the Police Department. The non-contributing resources on Academy Street are the houses located at 101, 103, 102, 107, 109, 211, 213, 215. Non-contributing resources on Church Street are the Day Care Center on the corner of Church Street and Cedar Lane, 111 and 109 Church Street, plus the Post Office at Church and Sunset Streets. 108 and 110

CAR-264
Greensboro Survey District
Caroline County, Maryland

Description
Continuation Sheet 7.3

Hobbs Lane do not contribute to the historicity of the district. Along West Sunset Avenue, the following houses are non-contributing: 520, 518, 516, 508, 506, 507, 504, 503, 502, 501, 500, 423, 420, 421, 414, 417, 416, 415, 412, 411, 410, 311, 109, 104, the Post Office at the corner of Sunset Avenue and Church Streets, and the commercial building between 101 W. Sunset Avenue and the corner of Main Street and Sunset Avenue. On East Sunset Avenue Bodie's Farm Market, the Weaver Building/Town Hall, 218, across from 205, 202, 218, 220 and 222 do not contribute to the significance of the District. On Park Street, 101, 103, 115 and 121 plus 105 Mill Street, do not contribute to the historicity of the district. Houses at 101, 105, 112, 113, and 200 Main Street also do not contribute to the historicity of the Greensboro Survey District.

The town of Greensboro is located on the Eastern Shore of Maryland, in Caroline County, approximately 5 miles north of Denton. In 1732 an act was passed to establish this town at the bridge near the head of "Great Choptank River." Its first names were *Choptank Bridge* and *Bridge Town*. The change to *Greensborough* came in 1791 after a resurvey. The *Green* of the present name is from a family name. In 1878 a Nathan Green was a farmer there.

History

The project area, along the upper reaches of the Choptank River, was probably settled relatively late due to its inland location. The Choptank divides the relatively poor soils of the lower Eastern Shore from the more fertile soils of the upper shore. Only after 1680 did settlement extend upriver past the confluence of the Choptank and Tuckahoe Creek, due to the inability to get larger vessels up the river. The lands comprising the present town of Greensboro were patented between 1665 and 1695. Four of the six owners lived in St. Mary's City, and obtained the land with "head rights" for settlement by immigrants. References in these patents also refer to the "head of navigation" of the Choptank during the colonial era, located at what would become the town of Greensborough. Settlement reached the headwaters of the Choptank by the 1730's.

Greensboro was established in 1732 by an act of the Maryland Assembly. Landings were present at two of the six land patents comprising the proposed town at that time, and a tobacco warehouse was later established there. A bridge had been constructed prior to 1732, 1/3 of a mile below the "wading point" of the river at Gravelly Branch (which obviously established the river's head of navigation). The townsite was located

at a prominent bend in the upper Choptank River where several overland trade routes converged to cross the waterway. Designated "Bridge-Town," the site was chosen as one of the few crossings of the upper Choptank and a potential stopover point for overland and river traffic. The town's primary orientation, however, was to overland traffic, secondarily supported by waterborne traffic in the form of small vessels such as sailing packets. The original settler of the town, Peter Rich, was a merchant, innkeeper, and landowner who in 1732 patented 31 acres of land, and sold it to Queen Anne's County. In 1734 he repurchased Lot 6, which he felt was well situated for commerce. The lot was located on the west bank of the Choptank River, adjacent to the bridge.

The tobacco market declined between 1732 and 1734, and no other lots in the proposed town sold at that time. However, Richard Chance in 1734 purchased a 200 acre tract called Bear Point that included part of the hill on the west bank of the Choptank. The remaining lots of Bridge Town reverted back to Rich in 1740, but he seems to have prospered at his crossroads location with its river access despite his solitude. In 1736 he purchased a 200-acre tract called Ingram's Desire, located adjacent to Bear Point and comprising most of the remaining land that was to become the town of Greensborough. The 1747 Tobacco Inspection Act established a tobacco warehouse on the land of Peter Rich. Presumably, from the time of his earliest residence in the area Rich had kept an Inn on his property to serve travelers; deeds dating 1748 and 1754 refer to Rich as an "innkeeper," and also show that lots were beginning to sell in the town. In 1748 Rich purchased Lot 2 of Bridge Town from a Thomas Stanton, whose father John had purchased and built on the lot. He also patented and purchased more than 1000 acres on the east bank of the river. In 1754, John Campbell purchased a 400-acre tract called Dentons Valley, adjoining the east end of the Choptank Bridge. By this time, the town was referred to as "Choptank Bridge."

By mid century, Rich had acquired large tracts on both sides of the Choptank, and about the same time the population in the immediate vicinity of present Greensboro was expanded by the immigration of several more families. During the 1740s, Philadelphia grain merchants had established trade portages between the headwaters of Delaware and Eastern Shore rivers and by mid century wheat production equaled that of tobacco on the upper Shore. The developing town began to grow in three separate areas: the hill on the west side of the bridge, the lowlands within the great bend of the Choptank, and the hill on the east bank of the river. On land purchased from John Campbell on the eastside of the bridge, Rich erected several structures (as shown by the greatly increased value of the land) and probably resided there. By the

1760s, Choptank Bridge had become an evolving village comprising the tobacco warehouse, several wharves, an inn, storehouse, stable granary, one surgeon, and at least eight dwellings. Tobacco was shipped south to Oxford, while grain was portaged overland to Dover and Philadelphia in exchange for consumer goods.

The survey that established the present boundary between Maryland and Delaware was completed on November 12, 1761. Definition of the Maryland boundary increased the rate of settlement of inland areas northeast of the Choptank, where fertile soils occurred. Caroline County was formed from parts of Dorcester and Queen Anne's Counties in 1773. Rich had died in 1762, and 17 years later his heirs (particularly Peter Harrington) began selling lots in Choptank Bridge. Ten lots were sold between 1779 and 1785. In 1775, two individuals, David Davis and William Haslett (husband of Cynthia Rich) applied for licenses to keep ordinaries in the town of Choptank Bridge, a fact that indicates the volume of traffic passing through the town.

The General Assembly provided that business of the new Caroline County would be conducted at Melvill's Warehouse, located on the Choptank River between Choptank Bridge and Pig Point (now Denton). The old Dorcester County almshouse was located several miles south of Choptank Bridge on the east bank of the river, and intermittently served as the location of the county court and jail between 1777 and 1786. The almshouse served as the county courthouse from 1778 to 1780.

Following the end of the Revolutionary War, development in the town of Choptank Bridge shifted to what was to become Main Street. In 1784 a large brick house and store was built neat the east end of the bridge. The town grew quickly as a local market center supported by road and river commerce, and harboring merchants and tradesmen who provided goods and services to the local planters. The importance of the town increased as Baltimore and Philadelphia began vying for control of the grain trade, causing an increase in prices. It was considered as the site of the county seat, but a local referendum in 1790 determined that the new courthouse would instead be constructed in nearby Denton.

In 1791 the town was surveyed and the village of Greensboro was created with the power to tax and create a police force. At this time the Choptank remained navigable as far as the bridge, and a sailing packet carried passengers from Greensboro to Baltimore on a scheduled basis. While the decreasing production of tobacco led to closure of the warehouse, the advent of the Napoleonic Wars in 1795 increased the demand for grain, and the resulting period of prosperity led to construction of a number of large estate

houses in the county (Walsh 1995). Choptank Bridge shared in this prosperity, which led to construction of Nehemiah Townsend's Inn (ca. 1793; CAR-92), the Peter Harrington House (ca. 1787), the Taylor house (CAR-93), a Quaker meeting house(1795), and a brick tannery (between 1785 and 1814--CAR-90). An 1808 Act of the General Assembly noted the ruinous condition of the bridge over the Choptank, and formed a commission composed of George Reed, Nehemiah Townsend, and William Whitely with the authority to construct a new bridge.

Additional information is available about Nehemiah Townsend that suggests the economic prosperity of the period. In 1792 he purchased one acre of land in Greensborough from Peter Harrington for the sum of 35 pounds. The following year Townsend was described as an Innkeeper, and an 1801 mortgage shows that he was still practicing that trade at that time. He purchased a lot in town adjoining his first in the same year, and made other real estate transactions over the next few years. Townsend was made a Major in a Caroline County militia unit in 1808. In 1813 he opened (or perhaps reopened) the Greensborough Tavern. By 1812, Harrington and his cousin had conveyed a total of 27 lots in the new town. The service oriented nature of the town is indicated by the fact that 12 of the 27 new lot owners are listed on deeds as merchants or tradesmen, including a saddler, tanner, and two carpenters; a carriage maker and crafter of spinning wheels also operated in the town. Griffith's (1795) map notes the presence of "Greensborough's Mill" at the town site. A physician resided in the town by 1762, and nine doctors are known to have practiced in the town between 1784 and 1825. The large population of non-landowning individuals in Caroline County during the late 18th and early 19th centuries, caused by an increase in the size of landholdings, may have provided an incentive to crafts and trades in the town of Greensboro. The area around Greensboro was made up of relatively small landholdings under a few hundred acres in size which had the effect of producing a relatively dense population in the vicinity of Greensboro that supported the service based economy.

Early structures that survive in the town include Peter Harrington's house, a small, two-story brick structure probably built between 1786 and 1789, located at the corner of Church Street and Bernard Avenue. Its late nineteenth century owner, Joseph Bernard, radically altered the building in 1893, disguising the exterior by new cladding, roofline and additions, plus gutting the interior. David Whiting's Tannery is located near Sunset Avenue on the bank of the Choptank. It is a three-story brick structure built sometime after 1783.

The War of 1812 disrupted trade, and the subsequent end of the Napoleonic Wars led

to a banking panic, financial collapse, and depression starting in 1819. Caroline County's population declined during the second quarter of the 19th century, with many people moving west to take advantage of abundant land on the frontier. The town supported some manufacturing and industrial activity, but continued primarily to provide goods and services to the surrounding area and to travelers. There appears to have been little or no growth or new construction in town between 1819 and 1890. Two structures have been individually identified that date to that time period. The Tilden house at the corner of Railroad Avenue dates to ca. 1844 and Reed's Store, one of the largest in the region, and which may have been located at the corner where the Caroline County Bank was located in 1920, was built about 1820.

The region's first railroad, the Maryland and Delaware, was constructed through Greensboro in the years immediately following the Civil War, connecting Delaware's main rail line to Oxford. The railroad may have had little positive economic impact at first due to the continuing depression in agriculture and the grain trade.

The region began to grow again in the last quarter of the century. The oyster boom in the last decades of the century did not directly benefit Caroline County except to stimulate shipbuilding at the yards of W. C. Scatterfield and George Moore. However, in 1889 Caroline County reaped the benefits of a boom in the canning industry. Over 150 canneries opened in the county over the next decades, many in the Greensoboro vicinity. Railroad service to Caroline County expanded considerably in the period after 1870 and six daily trains passed through Greensboro by 1900. The railroad opened new markets for produce, revitalizing the town, and most of its surviving buildings date to its greatest period of prosperity at the turn of the century.

The Foster or Riverside Hotel at the northern end of town on Main Street reflects a period when Greensboro served the traveling public. The hotel, which was opened in 1912 by C. B. Jarman, was originally established as a country inn for drummers, or traveling salesmen, and visitors arriving in the town by train. When first established the hotel had telephones in each room, and a small yacht was docked on the river for the use of guests. During the 1920's, there were nights when the hotel was booked solid and the proprietor secured rooms in the neighborhood to handle the overflow. Today the Riverside operates as a restaurant, with rooms for rent on the upper floor. A number of other manufacturing establishments were started in the 20th century, including a garment factory and a sporting goods factory, supported by the local labor force. A previous Greensboro bridge (documented by Suffness in CAR-286) was built in 1908 close to the wooden structure it replaced around 1908. It was, in turn, replaced by a

new bridge was constructed in 1996.

Greensboro during the early twentieth century is remembered by one of its residents, Mrs. Mabel Rich as follows:

Now the [movie] theater was packed every Saturday night, and so was the town. The small stores were open very late at night. Mr. Ed Willis had a store, and everybody would go in there and get a bag of roasted peanuts before they went to the picture show. Then Mr. Roe had a large cannery across from the old railroad station, and there was also a tomato cannery on Mill Street operated by the Pearsalls, from Ridgely. Many of the black men, as well as the white men, worked at these canneries on a seasonal basis. Most of the black women worked for local families, and when the mother became older, the daughter would take over the domestic duties of the mother. On what is now Stonesifer Drive, there was a blacksmith shop run by a Mr. Holmes, and there was always a good tone as you went by there. You could hear him hammering the shoes for the horses. Also on Mill Street was a factory owned by the Cake Brothers, and many of the women worked there.

Another resident notes that *"most of the homes had porches across the front and were the means of much visiting by the neighbors in the days when life moved at a slower pace."*

Further recollections include the fact that the town supported a number of grocery stores, two department stores, two hardware stores, a drug store, a jewelry store, a millinery shop, and a candy shop, meat markets (one in the old hotel building), and two shoemakers. Ms. Addle Griffin and her mother ran a boarding house just south of the Horsey Building. The Roe Cannery operated until it was destroyed by fire in 1941. A sawmill operated across from the school building in the 1920's.

Caroline County prospered during this period by its inclusion in the national rail transportation network, which did more to stimulate the economy of the region than any other single factor. World War I initially led to increased demand for canned products, and at one time Greensboro was the site of one of the largest condensing plants on the Delmarva Peninsula, the Helvetia Company.

The second quarter of the twentieth century saw major social and economic changes as a result of mechanization and rural electrification. More social and economic changes may have taken place in the quarter century following World War I than in any

other period. Agriculture remained an important aspect of the economy, with an equal balance between farm and town residents. By mid-century, access to automotive travel had shifted the focus of social life in the county away from church or town-sponsored events towards family and individual recreation, and mechanization has greatly facilitated agricultural production. Trucking became an important industry in Caroline County during the second half of the twentieth century. Rairigh (1950) notes that:

The [transportation] patterns established [during the i9th century] have been continued to the present, even though the railroads have largely given way to motor transportation. Today, not a single town is served by a passenger train, and railway freight service has been severely curtailed But all the towns are connected with the commercial centers of the entire nation by a network of busses and transport trucks.

However, the canning boom of the First World War led to greater competition in the canning industry, foreshadowing the eventual decline of the town relative to others in the county. The old mill operated by the Riddleberger family, located on the river off S. Main Street, burned in the 1950s. The Helvetia plant, later Pet Milk Company, closed in 1971. The town has been bypassed during the later twentieth century by nearby, larger centers such as Denton and Federalsburg.

CAR-264
Greensboro Survey District
Caroline County, Maryland

Significance
Continuation Sheet 8.1

Significance Summary:
The Greensboro Survey District is significant under Criterion C for its architecture and as a rural marketing century under Criterion A. It is a cohesive district whose residential and religious buildings, while modest, represent the gamut of late eighteenth, nineteenth, and early-twentieth century styles, and demonstrates the development of a small agricultural community on Maryland's Eastern Shore. Individually and collectively, the buildings that make up the district retain their integrity.

Significance
Greensboro is rich in historical associations through its architecture, embodying many types of popular eighteenth, nineteenth and early twentieth century styles, thus it is eligible for inclusion in the National Register under Criterion C.. The Greensboro Survey District is significant under Criterion A for its development as a rural crossroads town at the bend of the Choptank River, It became a local market center, providing goods and services to the surrounding rural farms and residences. After the turn of the twentieth century Greensboro supported several food processing and manufacturing establishments, largely because of the arrival of railroad service and the subsequent growth in railroad technology. These more effective transportation network provided new markets for Caroline County's produce. Opportunities to transport perishable products such as fruits and vegetables quickly became available and a period of prosperity occurred in the late nineteenth century. Surviving reminders of how Greensboro existed in history is reflected in its architecture, which embodies many types of popular nineteenth century styles, however with numerous modern intrusions.

CAR-264
Greensboro Survey District
Greensboro, Caroline County

Continuation Sheet 8.2
Statement of Significance

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Eastern Shore

Chronological/Developmental Periods:
Rural Agrarian Intensification 1680-1815
Agricultural-Industrial Transition 1815-1870
Industrial/Urban Dominance 1870-1930

Prehistoric/Historic Period Themes:
Architecture, Religion, Commerce

Resource Type:
Categories:
Standing Structures, Archeological Sites
Historic Environment: Rural
Historic Functions and Uses (former and/or present):
Economic/Commercial/Store and Hotel
Subsistence/Dwellings/Outbuildings
Religious/Churches
Education/School
Known Design Sources: None

CAR-264
Greensboro Survey District
Caroline County, Maryland

9.1 Major Bibliographical References

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Suffness, Rita M. Greensboro Bridge (CAR-286), November 4, 1993.

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CAR-264
Greensboro Survey District
Caroline County, Maryland

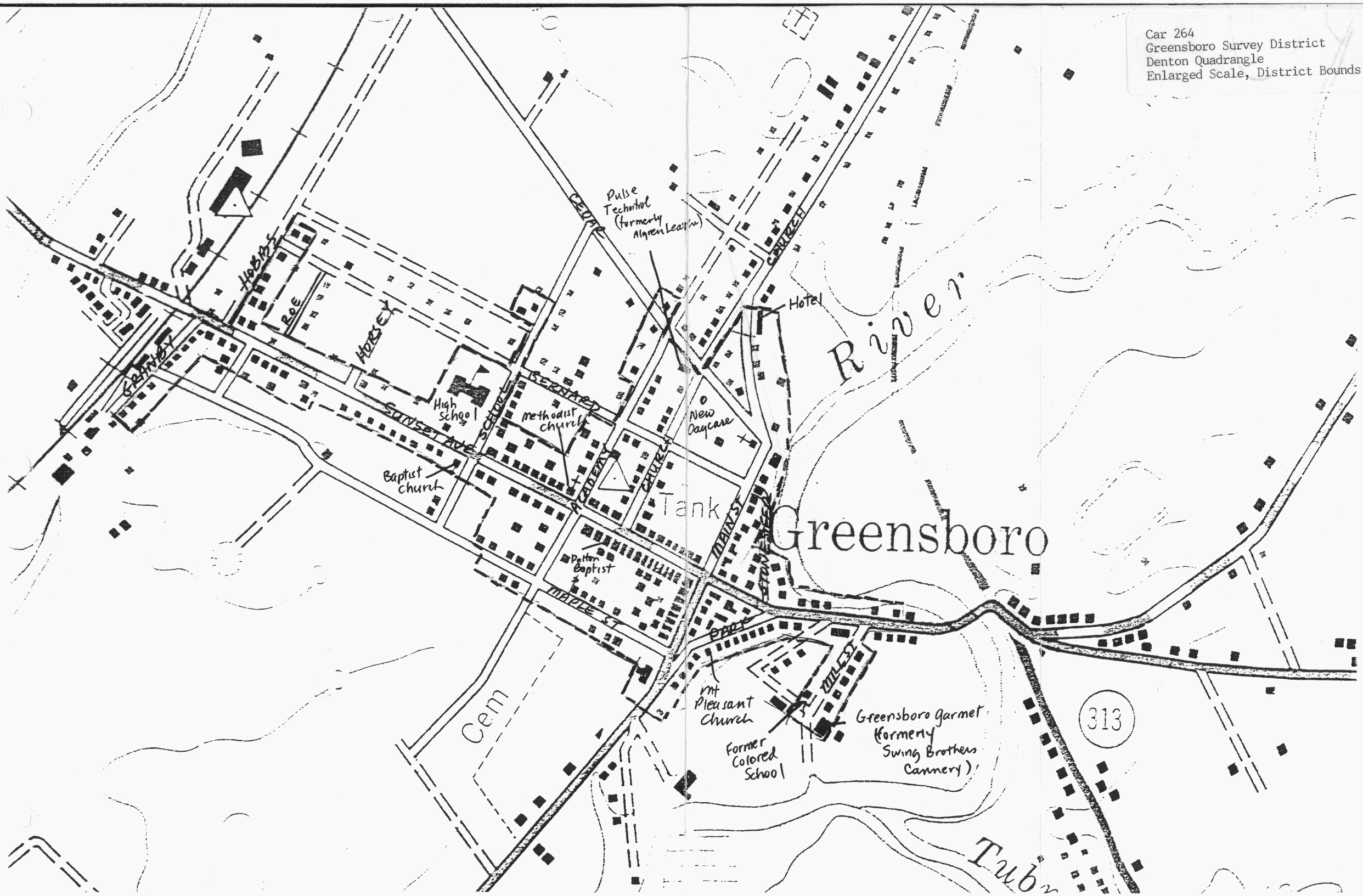
9.2 Major Bibliographical References

United States Geological Survey

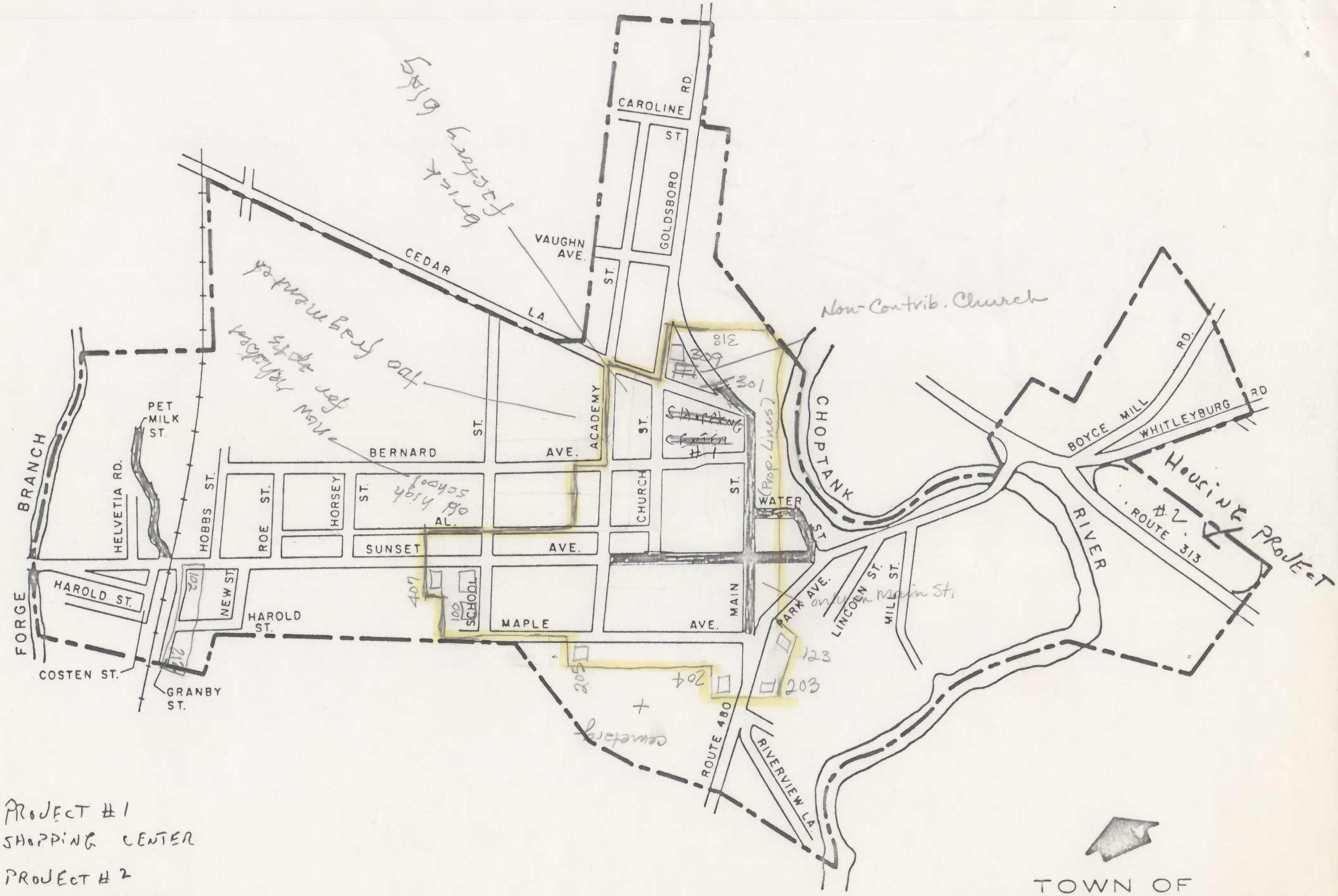
Denton, Maryland 15" quadrangle, surveyed 1902-1904

Denton, Maryland 7.5' quadrangle, photographed 1942, and photo-revised 1973

Car 264
Greensboro Survey District
Denton Quadrangle
Enlarged Scale, District Bounds



Car 264
Greensboro Survey District
Denton Quadrangle
Location Map



PROJECT #1
SHOPPING CENTER

PROJECT #2
HOUSING PROJECT

PROJECT #3
BUSINESS DISTRICT
REHABILITATION

TOWN OF
GREENSBORO

CAR-264

Potential historic district defined by George Andrew Peter Kuntze, 1979
See compliance files for more info.

TARGET AREA No. 2

TARGET AREA No. 1

CAROLINE RD.
ST.
GOLDSBORO
VAUGHN AVE.
ST.
CEDAR LA.
PET MILK ST.
BRANCH
HELVETIA RD.
HOBBS ST.
ST.
ROE ST.
HORSEY ST.
BERNARD AVE.
ST.
ACADEMY ST.
CHURCH ST.
ST.
CHOPTANK
WATER ST.
AL.
SUNSET AVE.
HAROLD ST.
NEW ST.
HAROLD ST.
FORGE
SCHOOL
MAPLE AVE.
MAIN
PARK AVE.
LINCOLN ST.
MILL ST.
COSTEN ST.
GRANBY ST.
ROUTE 480
RIVERVIEW LA.
BOYCE MILL RD.
WHITLEYBURG RD.
RIVER
ROUTE 313

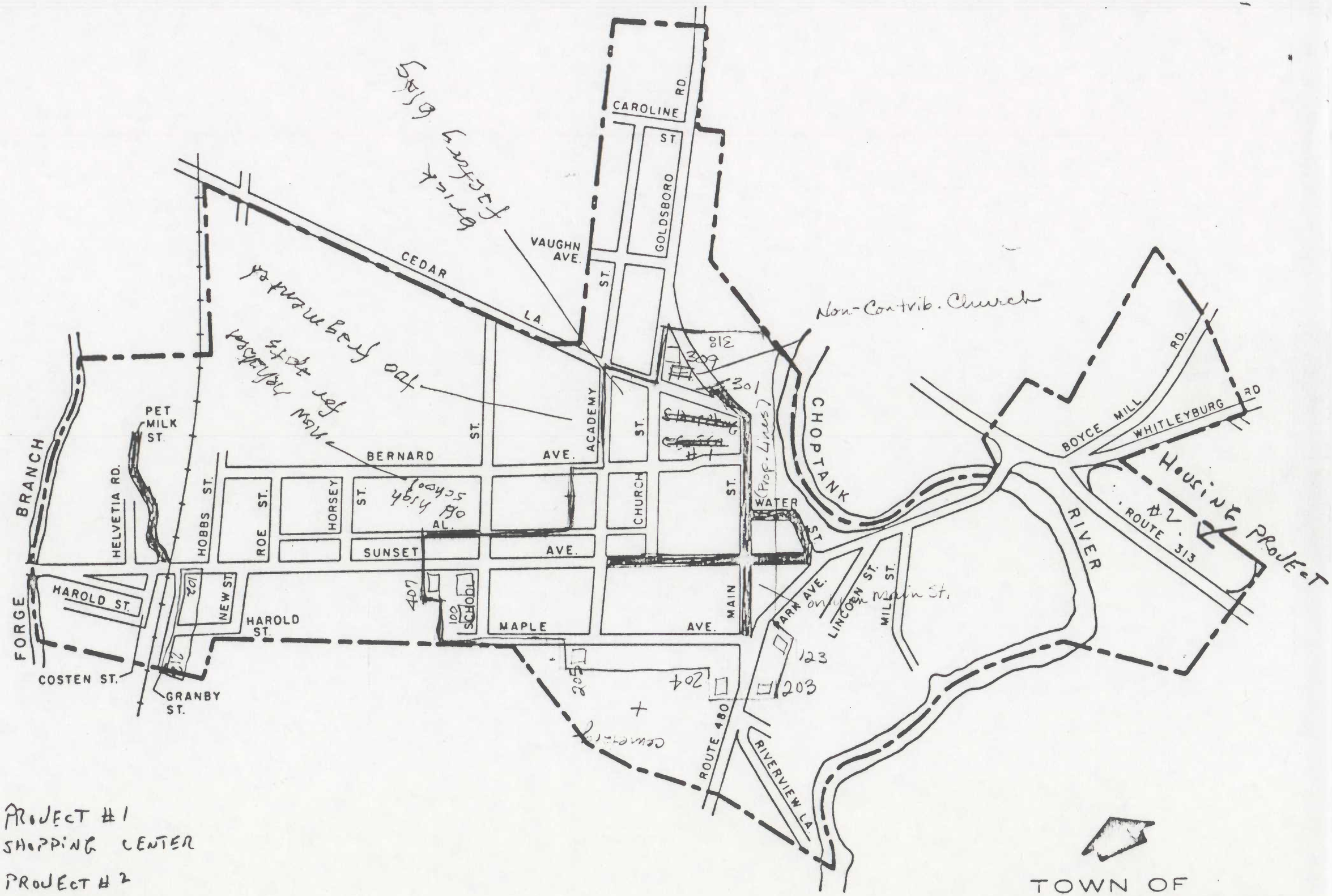
CONCENTRATION OF MINORITY POPULATION
(10% Total Population-1970 Census)

NEIGHBORHOOD REVITALIZATION AREAS
To Include: Energy Conservation & Housing Rehabilitation

CONCENTRATION OF LOWER INCOME POPULATION
16.04% Total Population Below Poverty Level
183/1139 - UDAG Criteria

TOWN OF
GREENSBORO
GENERAL LOCATION
OF ACTIVITIES

CAR-264
GREENSBORO HISTORIC DISTRICT



PROJECT #1
SHOPPING CENTER

PROJECT #2
HOUSING PROJECT

PROJECT #3
BUSINESS DISTRICT
REHABILITATION

TOWN OF
GREENSBORO

CAR-264

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: 200 Sunset Avenue Survey Number: _____

Property Address: 200 Sunset Avenue, Greensbore, MD

Project: HOME Agency: CDA

Site visit by MHT Staff: ___ no _X_ yes Name Jo Ellen Freese Date 4/18/91

District Name: Greensboro Hist. District Survey Number: CAR264 — Caroline

_____ Listed __X__ Eligible _____ Comment

Criteria: _X_ A ___B _X_ C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

The resource __X__ contributes/___ does not contribute to the historic significance of this historic district in:

__X__ Location __X__ Design __X__ Setting _____ Materials

_____ Workmanship __X__ Feeling ___X__ Association

Justification for decision: (Use continuation sheet if necessary and attach map)

The property at 200 Sunset Avenue is located within and is a contributing element in the National Register Eligible Greensbore Historic District.

Documentation on the property is presented in: Project Review and Compliance Files

and Maryland Inventory files

Prepared by: Jo Ellen Freese/Ron Andrews

Jo Ellen Freese — 6/94 (rev'd 10/11/96)
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter E. Kurtze — 10/11/96 mgk
Reviewer, NR program — Date

Survey No. CA 264

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

X	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
____	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
X	Industrial/Urban Dominance	A.D. 1870-1930
____	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	____ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

____	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
____	Transportation

V. Resource Type:

Category: Building

Historic Environment: Village

Historic Function(s) and Use(s): Domestic/single dwelling

Known Design Source: none

200 Sunset Avenue 16X20X2
Greensboro, N.C. 14X16X2

6/16/94

200 Sunset Avenue 16X20X2
Greensboro, N.C. 14X16X2

6/16/94

200 Sunset Avenue
Greensboro, Md.

6/18/94

200 Sunset Avenue
Greensboro, Md.

6/18/94

200 Sunset Avenue
Greensboro Md

(7'6 X 16
6 X 22
L Shape
porch)

6/16/94

200 Sunset Avenue
Greensboro, Md

(7'6 X 16
6 X 22
L Shape
porch)

6/16/94

CAR-264
Greensboro S. Survey District
Caroline County
R Suffren 11/97
INDUSTRIAL PHOTO 19NOV97#---
MDSHPO
S. Main Street looking north

1/18

CA12-264

Greensboro Historic District

Carlene Cly

INDUSTRIAL PHOTO 19NOV97#---

(Siffords "1997

MPS HPO

N. Main Street looking North

2/18

CAR 264
Greensboro Survey Dist
Caroline County

INDUSTRIAL PHOTO 19NOV97#---

R Suffness 11/97
MDSHPO
Church Street looking north
from Sunset
3/18

SPEED
LIMIT
25

CAR 264
Greensboro Sung District
Caroline Cty
R Soffner 11/97
MD SHPO

INDUSTRIAL PHOTO 19NOV97#---

MD480 looking north
toward Greensboro

4/18

CAR 264
Greensboro Survey, District
Caroline Cly
R Suffren 11/97
INDUSTRIAL PHOTO 19NOV97#---
MDSHPO

Academy Avenue looking
North Toward
Sunset Ave

5/18

CAR 264

Greensboro Dunes Destroy

Cardene Cly

INDUSTRIAL PHOTO 19NOV97#---

(2 suffices 11/97

School Street looking North from Sunset Avenue

6/18

STOP
25

CAR 264
Greensboro Sunny District
Caroline Cty
R Suffren 11/97

INDUSTRIAL PHOTO 19NOV97#---

MD SHPO

School St looking north
from Sunset Avenue

7/18

SPEED
LIMIT
25

CAR 264

Greensboro Survey Dec

Carolina Cty

R Suffron 11/97

INDUSTRIAL PHOTO 19NOV97#---

MB 5400

Sunset Avenue looking
East from 220 (W. Bound)

8/18

LIQUOR
STORE
ICE
COLD
ICE

CAR 264
Greensboro Survey District
Caroline Cty
R Suffness 11/97
MD SHPO

INDUSTRIAL PHOTO 19NOV97#---

Sunset Avenue at vester
edge of survey dist
Parsley

9/18

CAR 264
Breensburg Survey Dist
Caroline Cty
R Suffren 11/97
MDSHPO
Sunset Avenue Hwy east

INDUSTRIAL PHOTO 19NOV97#---

St Pauls U M Church on Sunset Ave
at Academy

10/18

CAR 264
Greensboro Survey Dist
Caroline Cty

R Goffman 11/97
INDUSTRIAL PHOTO 19NOV97#---
MDSHPO
Sunset Avenue Bkg
East

11/18

CAR 264
Greensboro Survey Dis
Caroline Cty

R Siffrein 11/97
MDSHPO

INDUSTRIAL PHOTO 19NOV97#---

Cedar Street looking east
from Academy

12/18

CAR 264
Greensboro Survey Dist
Carolina Cty
R Suffner 11/97

INDUSTRIAL PHOTO 19NOV97#--- WPS SHPO

Bernard Avenue Hwy east
from Academy Ave

13/18

CAR264
Greensboro Survey Dist
Caroline Cty
R Suffness '97

INDUSTRIAL PHOTO 19NOV97#---

MD 480 Looking south
toward Riverside Hotel

1 of 18

CAR 264

Greensboro Survey District

Caroline County

Rita Suffness 11/97

MDSHPO

Foster Hotel (Riverside Hotel)

Main Street near jctn w/ Church

15/18

CAR264
Greensboro Historic District
Caroline County
Rita Suffren 11/97
MDSHPO

Greensboro School
School St between Sunset and Bernard

16/18

Pulse

CAR 264
Greensboro Survey District
Caroline County
Rita Suffren 11/97
MD SHPO

Pulse Technitrolls Company
(formerly Algren Leather Goods)
Corner Church and Cedar

17/18

CEDAR LN

CAR 264
Greensboro Survey District
Caroline County
Pete Sufferer 11/97
MD SHPO

Day Care Center (non-contributing)

18/18