

MARYLAND HISTORICAL TRUST

CE-848

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

FILE # 830

1 NAME

HISTORIC

AND/OR COMMON

Wallace House

2 LOCATION

STREET & NUMBER

West corner of crossroads in Pilottown

CITY, TOWN

Pilottown

VICINITY OF

CONGRESSIONAL DISTRICT

1

STATE

Maryland

COUNTY

Cecil

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Spencer Wallace

Telephone #: no phone

STREET & NUMBER

CITY, TOWN

Pilottown

VICINITY OF

STATE, zip code

Maryland 21918

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Clerk of the Circuit Court

Liber #: WAS 1

Folio #: 362

STREET & NUMBER

Cecil County Courthouse

CITY, TOWN

Ellicton

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Wallace House c. 1888-1900 is located on the northwest corner of Pilot Town Crossroads. The 2½ story T-Plan frame house is on a north/south axis with the main facade facing east.

The main block is 3 bays across by two deep. The 2nd story addition extends to the west and is 2 bays across by one deep. A single story shed addition is found on the north side of the rear section. A single story shed porches extend off the main facade and the south side of the rear section. The entire house rests on an uncoursed stone foundation. The exterior has been totally covered with aluminum siding and the steeply pitched roof has a composition tile sheathing.

The front facade is three bays across with the entrance located in the central bay which projects from the house about a foot. This projecting section is covered with a small ^{closed} gable, perpendicular to the main gable. A small spire decorates the gable. The fenestration is symmetrical and the sash is two over two, with plain surrounds. The front porch, probably contemporary with the house has a later cement block foundation and 20th Century windows. The porch roof has a small central pediment decorated with stone set into cement. The eaves are extended and the soffits left open like the main block. The porch was probably closed in and a block foundation added. ~~to replace the earlier posts for more support.~~

The north and south gable ends have two windows on each floor with two attic windows in the gable ends. The rear sections have also been aluminum sided and do not offer much else in the way of 19th Century detail.

The interior was not open to inspection.

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES	BUILDER/ARCHITECT
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STATEMENT OF SIGNIFICANCE

The Wallace House retains more significance than most houses in Pilot in that it is larger and has more of its late 19th Century appearance. The house is located on the northwest corner of the crossroads and across the street from the store to the east and school to the south.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

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

STATE _____ COUNTY _____

STATE _____ COUNTY _____

11 FORM PREPARED BY

NAME / TITLE

Paul B. Touart Historic Sites Surveyor

ORGANIZATION

Cecil County CommitteeDATE
7/25/78

STREET & NUMBER

Cecil County CourthouseTELEPHONE
398-7568

CITY OR TOWN

ElktonSTATE
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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Pilot Town

CE- 840, 842, 843, 844, 845 (log house), 846, 847 (school no. 3), 848, 849 (store),
850, 851, 852, 853 (Johnson Victorian), 854, 855, 856, 857, 858, 859, 860,
861, 862, 863.

Pilot Town owes its existence to two primary reasons. The first is the 19th Century mining activity in the area and the second is the shift of the Susquehanna crossing from the Bald Friar ferry to the town of Conowingo. The road from Pennsylvania to the Bald Friar ferry passed west of the present Pilot Town crossroads. It is obvious that this route predated any other southerly route in the vicinity especially since the earlier farms and houses are oriented to it. St. Patrick's Church (CE-834), Pembroke Farm (CE-836), Moore-Love log house (CE-845), and the Fulton-Alexander House (CE-841) all date from before the mid 19th Century and stand near or next to the earlier route. Due to the treacherous descent to the ferry and easier access at Conowingo a covered bridge was built across the Susquehanna at Conowingo, which eclipsed activity at Bald Friar. With the construction of a bridge at Conowingo a more direct southerly route from Pennsylvania was needed, which necessitated an easterly shift in travel. It amounted to a difference of a few hundred yards but was enough to form an intersection with the east/west Mount Pleasant road. Continued interest in the mining of feldspar, soapstone, and gravel in the mid 19th Century brought more development and change. Pilot Town was a definite result of these two factors and the mid to late 19th Century housing that exists today is ample evidence for this occurrence. Pilot Town supported a local market till the early 20th Century (CE-849) and its own school (CE-847) till about the same time.

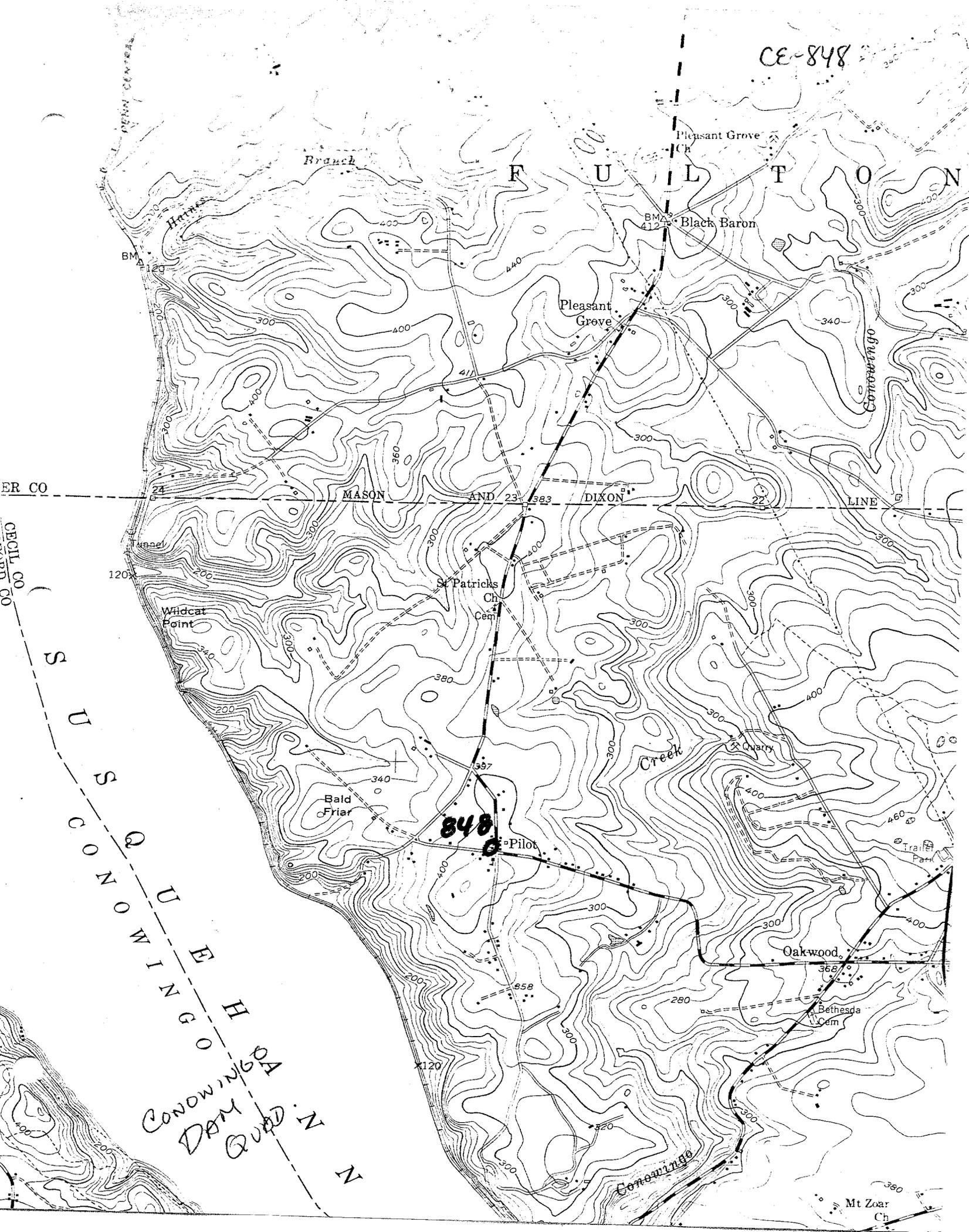
The houses that make up Pilot Town are traditional two^{story} frame structures that one sees throughout Cecil County. (see CE-840, CE-842, CE-844, CE-846,

Pilot Town

CE-848, CE-851, CE-852, CE-853, CE-854, CE-855, CE-856, CE-857, CE-858, CE-859, CE-860, CE-861, CE-862, CE-863) The structures are basically

plain straightforward buildings that are typical houses for workers in a mining area. This is not to say that the previous agricultural life of area was replaced by the mines. The farming community continued as it had since the late 18th Century but now alongside mining operations that brought Irish immigrants in the early 19th Century.

CE-848



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Branch

F U L T O N

Pleasant Grove

Black Baron

Pleasant Grove

MASON

AND

DIXON

LINE

Wildcat Point

St. Patrick's Ch. Cem.

Bald Friar

848
6
Pilot

Creek

Quarry

Oakwood

Bethesda Cem.

Conowingo

Mt Zoar Ch.



WALLACE HOUSE
EAST ELEVATION
PILOTTOWN, MD.

POST 6/78

NEG. / M.D. HIST. TRUST

CE-848



CE-848

WALLACE HOUSE
SOUTHWEST ELEVATION
PILOT TOWN, MD.
PIBT 6/78
VEE. / MD. HIST. TRUST