

MARYLAND HISTORICAL TRUST

CE - 849

File #831

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

McVey Property

AND/OR COMMON

Pilot Town Store

2 LOCATION

STREET & NUMBER

East corner of Piletown crossroads

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 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

Everett Lee Pierce

Telephone #: 378-3805

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

Maryland 21918

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

Clerk of the Circuit Court

Liber #: WAS 202

Folio #: 232

STREET & NUMBER

Cecil County Courthouse

CITY, TOWN

Elkton

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 McVey Property c. 1860-1877 is located on the northeast corner of Pilot Town Crossroads. The structure is a combination general store and residence. The general store structure is a 2 1/2 story frame building 3 bays across by 2 deep. A structure later in appearance was added to the south gable end. It is two bays across by two deep. Another section of the structure which runs perpendicularly to the last section is a 2 1/2 story frame, 2 bays across by 2 deep. A shed roof addition extends off the north of the last section.

The present configuration of these sections is extremely odd and interior investigation would be the only way to prove a definite sequence of change. Since this was not permitted an exterior description will have to suffice. The most significant section of the structure is the first part, the general store. It is 3 bays across by two deep. It rests on an uncoursed fieldstone foundation and is sheathed with novelty siding. There is a medium pitch to the slate roof and a brick stove stack exiting out the north gable end. The fenestration is symmetrical with the sash being 2/2. There are paneled shutters on the first floor windows. There are doors in the central opening on both floors. A 19th Century paneled door remains on the second level while a later replacement is found on the first. The first floor door has a sidelight to the right.

~~Side~~ The north end has a 6/6 sash on the first floor (western side) and a single 4 pane attic window.

The other sides of the house have similar detailing. The southern additions to the house are fairly non-descript. The exterior is covered with asbestos. The window fenestration is approximately symmetrical. Some 6/6 sash do remain while other sashes have been replaced. The roofs have a medium pitch and are covered with composition tile.

8 SIGNIFICANCE

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 checked="" 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

STATEMENT OF SIGNIFICANCE

The property possesses local significance in that it served as the community store in the 19th and early 20th Centuries and was undoubtedly the place the town revolved around. It probably served as the town's mail service and general supply outlet. It still retains a 19th Century character and ties the cross^{roads} community together.

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 Survey

ORGANIZATION

Cecil County Committee

DATE

7/25/78

STREET & NUMBER

Cecil County Courthouse

TELEPHONE

398-7568

CITY OR TOWN

Elkton

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
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.

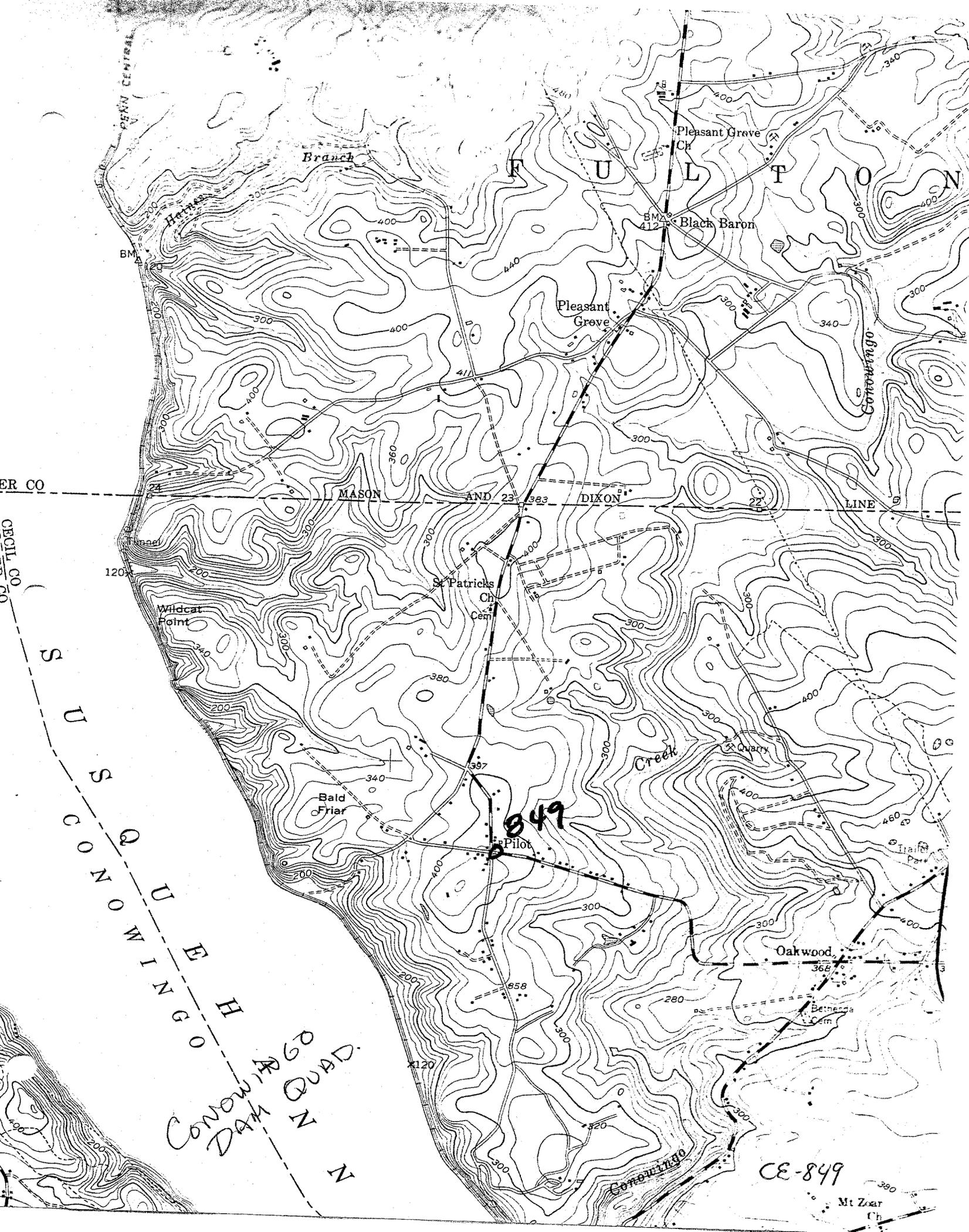
Pilot Town owes its existence to two primary reasons. The first is the 19th Century mining activity in the area and the second is the shift of the Susquehanna crossing from the Bald Friar ferry to the town of Conowingo. The road from Pennsylvania to the Bald Friar ferry passed west of the present Pilot 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.



CONOWINGO
DAM QUAD.

849

CE-849

ER CO

CECIL CO

CONOWINGO H

BM 412

BM 412

Mt Zoar Ch

Wildcat Point

Branch

Pleasant Grove Ch

Black Baron

Pleasant Grove

MASON AND DIXON LINE

St. Patrick's Ch

Bald Friar

Pilot

Oakwood

Betnanna Cem

Creek

Conowingo

Conowingo

120

120

658

397

383

41

400

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400

400

400

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PILOT TOWN STORE
WEST ELEVATION

CE-849

PILOT TOWN, M.P.

PBT 6/78

NEG. / M.P. 1785 TRUST



PILOT TOWN STORE

CE-849

WEST ELEVATION

PILOT TOWN, MD.

RBT 6/78

NEG. / MD. HIST. TRUST