

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

File # 838

**1 NAME**

HISTORIC

AND/OR COMMON

Cregger House

**2 LOCATION**

STREET & NUMBER

3<sup>rd</sup> house on the left ~~side~~ east of Pilottown~~er~~ 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 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

Rufus and Bessey Cregger

Telephone #: 378-4286

STREET & NUMBER

Box 171

CITY, TOWN

Conowingo

VICINITY OF

STATE, zip code

Maryland 21918

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Clerk of the Circuit Court

Liber #: RRC 91

Folio #: 277

STREET & NUMBER

Cecil County Courthouse

CITY, TOWN

Elkton

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY 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 Cregar House c. 1858-1877 is a 2<sup>1/2</sup> story frame house on Oakwood Road just east of Pilot Town Crossroads. The house is on the north side of the road and faces south. The main gable runs east/west.

The 2<sup>1/2</sup> story main block is 3 bays across by one room deep. A closed-in single story shed addition extends off the north (back) of the house and a screened in shed roof porch is attached to the south (front) of the building.

The house rests on an uncoursed stone foundation and the entire structure is sheathed with imitation brick composition tile. The structure has a medium sloped ~~to the~~ tin roof.

The south facade is three bays across with the main entrance occupying the central opening. The front door has been replaced and so has the early sash. 1/1 sash windows are found on the first and 6/6 on the second. The door and window surrounds are plain. The boxed cornice has sloped soffits.

The front porch also has a tin roof and the vertical boards on the ends have saw-tooth decorations.

The east and west sides are similar in appearance with approximately the same fenestration. The sash is again one over one on the first and 6/6 on the second. The end eaves are extended and closed. Small brick stove stacks protrude out of each gable end. 4 pane attic windows flank stack.

The house is located on a downward slope from front to back. The back shed is elevated with basement exposed.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**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 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 CREGGAN HOUSE HAS*

*significant additions with more 19th century detail still remaining that most houses in Pilot Town*  
 One of many houses that are extremely similar in plan and appearance.

**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. Teuart Historic Sites Surveyer

ORGANIZATION

Cecil County Committee

DATE

7/26/78

STREET &amp; 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.

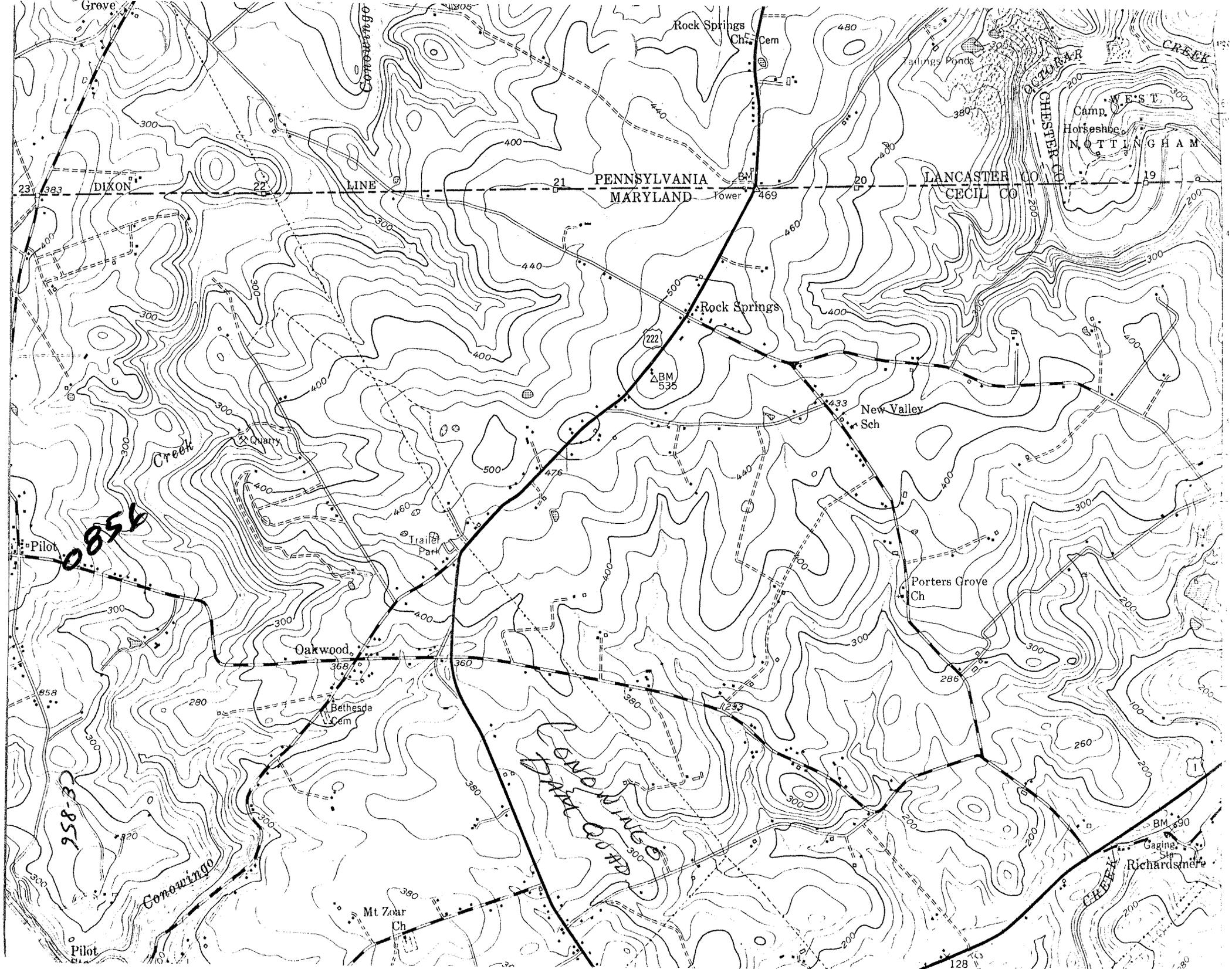
The houses that make up Pilot Town are traditional two<sup>story</sup> frame structures that one sees throughout Cecil County. (see CE-840, CE-842, CE-844, CE-846,

Pilot Town

2

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.



Rock Springs Ch. Cem

Tailings Ponds

CHESTER CO  
LANCASTER CO  
CECIL CO  
WEST  
Camp  
Horseshoe  
NOTTINGHAM

PENNSYLVANIA  
MARYLAND

LANCASTER CO  
CECIL CO

Rock Springs

New Valley Sch

Porters Grove Ch

Oakwood

Bethesda Cem

Mt Zoar Ch

Richardsmere

0854

958-32

CONOWINGO  
DAM OUTD

CONOWINGO

CHESAPEAKE

POTOMAC

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Pilot

Pilot

BM 690

Gaging Sta

BM 535

433

476

368

360

11293

286

260

128

130

300

300

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CF-856

CREGGAR HOUSE

SOUTH ELEVATION

PILOT TOWN, MD.

7/78

P135

NEG. / MD. HIST TRUST