

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

Property/District Name: McCauley Road Arch over Trib. of Octoraro Creek, Cecil County, Maryland  
Survey Number: CE-1201

Project: Repairs to Bridge Agency: Cecil County DPW

Site visit by MHT Staff:  no  yes Name A. Bruder Date 12/2/98

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)

The McCauley Road Arch over a Tributary of Octoraro Creek in the vicinity of Rowlandsville, Cecil County, is a mid-nineteenth century example of a stone arch culvert. The Cecil County DPW believes that the bridge was built circa 1862 although McCauley Road was originally surveyed and constructed in 1810. The stones are granite rubble with some quartzite stones inserted in the arch ring. The parapets and the wingwalls are also made of granite rubble. Based on the information supplied, the culvert is eligible for inclusion in the National Register under Criterion C as an example of stone arch construction.

Documentation on the property/district is presented in: Project Review and Compliance File

Prepared by: James Aguirre

A. Bruder February 24, 1999  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable

B. Kinty 2/24/99  
Reviewer, NR program Date

*Handwritten signature*

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
- Technology
- Environmental Adaptation

IV. Historic Period Themes:

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

V. Resource Type:

Category: Structure  
Historic Environment: Rural  
Historic Function(s) and Use(s): Creek crossing for vehicles and animals  
Known Design Source: \_\_\_\_\_

Maryland Historical Trust HISTORIC PROPERTIES  
State Historic Sites Inventory Form

CE-1201  
DOE yes no  
File 6-137

**1. Name** (indicate preferred name)

historic McCauley Road Stone Arch  
and/or common Bridge No. XCE 3005 on McCauley Road over Tributary of Octoraro  
Creek

**2. Location**

street & number near 665 McCauley Road, half mile west of Liberty not for publication  
Grove Road  
city, town Rowladsville Heights  vicinity of congressional district  
state Maryland county Cecil

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

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

name Cecil County Department of Public Works  
street & number 129 East Main Street telephone no.: 410-996-5200  
city, town Elkton state and zip code Maryland, 21921

**5. Location of Legal Description**

courthouse, registry of deeds, etc. NA liber  
street & number folio  
city, town state

**6. Representation in Existing Historical Surveys**

title McCauley Road Stone Bridge - CE-1201  
date 11-13-81 federal  state county local  
depository for survey records Maryland Historical Trust  
city, town Crownsville state MD

# 7. Description

Survey No. CE-1201

**Condition**

excellent

good

fair

deteriorated

ruins

unexposed

**Check one**

unaltered

altered

**Check one**

original site

moved      date of move \_\_\_\_\_

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

See attached sheets.

# 8. Significance

Survey No. CE-1201

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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

probable date of structure

Specific dates	Builder/Architect
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check: Applicable Criteria:  A  B  C  D  
and/or  
Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

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

# 9. Major Bibliographical References

Survey No. CE-1201

See attached sheets.

# 10. Geographical Data

Acreeage of nominated property NA

Quadrangle name Conowingo Dam, MD-PA

Quadrangle scale one inch @ one half mile

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification Stone arch culvert located on McCauley Road adjacent to 515 McCauley Road about one mile east of Rowlandsville.

List all states and countles for properties overlapping state or county boundaries NA

state	code	county	code
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state	code	county	code
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# 11. Form Prepared By

name/title James T. Aguirre, P.E. Cecil County Bridge Coordinator

organization Cecil County Roads Division date November 3, 1998

street & number 758 East Old Philadelphia Road telephone 410-996-6270

city or town Elkton state MD 21921

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 ~~MARYLAND HISTORICAL TRUST~~  
 Shaw House DHCP/DHCD  
 21 State Circle 100 COMMUNITY PLACE  
 Annapolis, Maryland 21401 CROWNSVILLE, MD 21032-2023  
 (301) 269-2438 514-7600

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

The McCauley Stone arch bridge, Small Structure XCE 3005, is a vernacular, random course rubble stone, single arched culvert which carries McCauley Road over a tributary of Octoraro Creek. In the vicinity of the structure McCauley Road runs in a curved alignment in a general east- west direction between Vinegar Hill and Rowlandsville while the tributary of Octoraro Creek flows south east to north west.

McCauley Road is part of the Cecil County road system and serves the rural farmland and orchards of the northwest and central areas of the County. The terrain is rolling and wooded. Agricultural parcels have become developed and subdivided into single family housing in the past several decades.

Small Structure No. XCE 3005 is comprised of an arch approximately 5'-0"± wide and 6'-0"± high with a length of arch barrel of 23'-4"±. The structure is composed of undressed granite although are a few random quartzite stones as well. Longitudinally the structure and the roadway appear to follow a natural ridgeline. The culvert is located just south of a small waterfall and is situated on native bedrock with a relatively flat invert from inlet to outlet. The structure rests in natural setting with several exposed boulders supporting the main arch. The structure is earth filled carrying an improved bituminous roadway.

The vertical alignment of the roadway at the arch is level but rises dramatically about ten feet in elevation on each approach. Horizontally the roadway is on a sharp curve running concave from northwest to northeast. The roadway is very narrow at the structure being only 16'-0"± wide with variable width shoulders and is bordered by exposed stone parapets measuring 1'-6"± feet wide and from 1'-8"± to 2'-10"± high. The structure carries two lanes of opposing traffic.

The structure is very unique among the stone arch structures inventoried in Maryland. Its wing walls are aligned on chords whose angles meet at approximately the center of the arch barrel to approximate the curved alignment of the roadway. The lengths of these wing walls are as follows: northeast- 30'-4"±, northwest- 22'-8"±, southeast- 24'-5"± and southwest- 21'-11"±. These lengths are measured at the top of roadway and include those portions which are missing which will be discussed further.

Also of architectural note is the shape of the arch proper. Unlike other Maryland arched structures that have a complete arch shape from base to rise, this culvert opening can be described as a smooth segmental arch with a curved transition from arch to rectangular supporting sides. At the base the culvert opening is rectangular shaped with vertical walls about 4'-0"± in height and is topped with a shallow arch about 2'-0"± in height.

The structure itself has not undergone any major alteration except for a poorly conceived parging of its joints. There are some areas where original mortar is visible and it is believed that the structure when first built was not free standing. Sloping concrete lips have been fashioned on the shoulder sides of the stone walls for drainage. These are not original.

Overall the structure is considered in good condition. The southwest and northeast wing wall have been struck by vehicles at their ends and the lengths of walls missing are 11'-0"± and 6'-0"± respectively. These walls can easily be repaired since the fallen stone lies in piles near the area of vehicular collision. Additionally, the end portion of the northeast wall is leaning towards the roadway. There is some graffiti on the tops of the parapets which are slightly wider than the vertical wall which supports them. The road side face of granite is dark showing exposure to the elements. The west inlet end of culvert barrel has a missing stone at the base probably from scouring. The concrete parging is generally in disrepair.

Overall the structure retains the integrity of all the primary and secondary defining elements for a stone arch culvert. It retains integrity of location, setting, materials, workmanship, feeling and association.

Cecil County Public Roads Division initiated a rehabilitation project in January, 1999 to correct the before mentioned problems with the structure.

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

Small Structure No. XCE 3005 as a contributing resource of McCauley Road is significant to Cecil County history and transportation. Certainly it meets Criterion A for its role in encouraging transportation and commerce through the turnpike construction in Maryland. The structure meets Criterion C as previously discussed for its distinct engineering and architectural features and is certainly a significant example of its type.

McCauley Road is one of the original secondary thoroughfares of the County being constructed after the original road system of the County was first established in the mid and late eighteenth century. The road first appears on the 1854 Martenet map of the County. Its original name was Wallace Road. The road was used as a major transportation route for industry and farming development in this area of the County.

A good indication of the structure's age and rationale for construction has been found in Publick Roads, Cecil County Md., Book No. 2. On March 16, 1810 the County Commissioners decided to survey and construct Wallace Road which was to bisect those properties which formerly consisted of the Nottingham estate. It was to lead from Thomas Wallace's Mill near the present day Rowlandsville to the public road which lead from Creswell's Ferry (Port Deposit) to the Brick Meeting House Road (intersection of Maryland Routes 272 & 273). The width of road was thirty feet and the property owners were compensated for their losses in property. It is important to note that the road was surveyed and therefore an early example of an engineered roadway.

Also of importance is that the plot made by the surveyor does not describe a structure where the McCauley arch now exists although many other plots in this Commissioner's minute book from this time period describe dams and bridges of similar lengths. Finally, it should be noted that the road was named after the mill which was established by 1810 and the reason for the creation of the roadway.

The first move from agriculture to industry in this area was the establishment of mills which required a steady network of feeder routes for raw supplies and the same for the transportation of their finished goods. Direct roads would facilitate the burgeoning mill industry. Octoraro Creek was the site of many mill facilities.

About a mile to the west on McCauley Road from the structure near the outskirts of Rowlandsville is the ruins of the Wallace mill near Octoraro Creek. The 1854 Martenet map indicates this was the location of a grist mill and a saw mill and the 1877 county map indicates it was later the location of the McCullogh Iron Co. Although Rowlandsville dates to 1749, the early mills date to the end of the eighteenth century.

CE 042 was a mill on Octoraro Creek owned by D.W. Dempsey. An iron mill was introduced at the same location and was owned by Davis Christy & Co. Frey's forge was built in 1795 by John Churchman & Samuel Hughes. The Octoraro Rolling Mill was built in 1828 and made iron products. CE 886 is a complex of three fieldstone structures which housed its employees. McCullough Iron Co. bought the iron mill in 1852. The Christie grist mill was established in 1840 and made flour. It is inventoried as CE 789.

It was not until May 13, 1862 that further mention was made of Wallace Road. It appears there was a property dispute in the area of the present day arch. Furthermore, the roadway required repairs and changes had been made in the alignment due to the users of the thoroughfare. A resurvey was ordered by the Sixth District Road Supervisor who also lived on Wallace Road, William Coate. This resurvey of the existing road made further changes to lessen the road grades but did not indicate any structure in the vicinity of the McCauley Arch.

Unfortunately the later volumes of Publick Roads are missing and the date of the structure can not be ascertained. It must be assumed that its date of origin is after 1862.

There are only two stone arch structures still serving the local road system in Cecil County, the McCauley Arch and the Lewis Shore Arch built in 1832 for the Frenchtown and New Castle Railroad. The before mentioned Commissioner's Minute Book indicates that other stone arches had been constructed. One over Herring Run on the Port Deposit to Perryville Road was let for construction on May 11, 1864 for \$1,500. Its mortar mix was designated as one part lime, one part mortar and two parts sand.

The McCauley Arch spans this large gore and in reality acts more like a retaining wall keeping the side slopes of the roadway from spilling into the adjacent farmlands. This probably is an indication of the property dispute of 1862. The arch shape is extremely tight with a very small opening large enough only for a single cow to enter and exit which again would be a feature that farm owners would be conscious of. Many arched structures have larger openings than the normal width of the waterway but this is not the case with the McCauley arch.

The 1854 Martenet map also indicates that structures nearby the arch were owned by the prominent Swisher family, John, Jeremy and James. The Hanson House, CE-39, was owned by the Swishers and is another contributing resource. The 1877 Cecil County map again indicates the same Swisher structures on the north side of the road and the same on its south side which were owned by N. McDowell, CE 1182, and M. Morrison. The area in the vicinity of the arch has not been designated for historic eligibility.

The date when the road was renamed can not be verified. However, the name McCauley is of a prominent Cecil County family and this roadway was apparently named after one

of its leading citizens, Judge James McCauley, who was the County surveyor in the nineteenth century and a leader in the development of free schooling in the County. He also constructed a bridge over Dogwood Run in the County in 1882.

As the transportation needs of the area changed with the advent of the twentieth century, this region of the county was bypassed by heavy industry and travelers used the major transportation corridors of U.S. Route 40 and U.S. Route 1. McCauley Road became a secondary thoroughfare used only by local farmers and truck farmers as the mills fell into disrepair. The focus of these early years of the twentieth century was the overall improvement of the main arterial roadways to meet the needs of modern vehicular usage. McCauley Road certainly did not fit this category of roadway.

The improvements of the secondary road system of Good Road movement were not seen in Cecil County until well after World War II and this structure was never considered for replacement because the road is not a well traveled route and does not need to be widened. Fortunately the lack of modern day wear and tear has helped the McCauley arch retain its original features and has spared it from the stress of modern day traffic that has lead to the failure of many older structures. With the spur of recent development in the County, this may not hold true.

**9. Major Bibliographical References**

1. Harford and Cecil County Portrait & Biographical Record. 1897.
2. Illustrated Atlas of Cecil County. Lake Griffin & Stevenson, 1877. plate 51.
3. Martenet's Map of Cecil County. 1858.
4. At the Head of the Bay, A Cultural & Architectural History of Cecil County, MD. Editor Paula Blumgart, Cecil County Historical Society, 1996, page 400 & 406.
5. The James McCauley Outline. 1981
6. History of Cecil County. George Johnston, 1881, page 79.
7. History of West Nottingham Academy, 1744-1981. Scott A. Mills, Maryland Historical Press, 1985.
8. Cecil County Open Bridges Transcription from the Commissioner's Minute Book-Nine Volumes. Sara M. Boyle et al, 1993. Commissioners Minute Book- April, 1860 to June, 1863, page 202, entry dated Tuesday, May 13, 1862.10.
9. Publick Roads Cecil County MD. Book #2- 1768-1840, Book No. 3- 1843-1863.

**EXHIBITS**

1. U.S.G.S. Map- Conowingo Dam-MD-PA, 1992.
2. Cecil County, MD ADC Map No. 2, 1994.
3. Maryland General Highway Grid Map, Map No. A-14, January, 1987.
4. 1858 Martenet Map.
5. Illustrated Atlas of Cecil County. Lake Griffin & Stevenson, 1877. plate 51.
6. CE-1201-McCauley Road Stone Bridge, 1995 from Reference #4.
7. Small Structure XCE 3005- Plan.
8. Small Structure XCE 3005- Elevation.
9. Page 72- Publick Roads Cecil County MD, 1768-1844.
10. Page 73- Publick Roads Cecil County MD, 1768-1844.
11. Plat No. 21- Publick Roads Cecil County, MD 1768-1844.
12. Page 202, Commissioners Minute Book, April, 1860 to June, 1863.
13. Page 528, Publick Roads Cecil County MD, 1843-1863.

EXHIBIT 9- PAGE 72 PUBLICK ROADS CECIL COUNTY MD

To the Honorable the Justices of the Levy Court of Cecil County

The undersigned Commissioners appointed by the Levy Court to lay out and open two public Roads in Cecil County, one to commence at Thomas Wallace's Mill on Octoraro Creek, thence to the south west corner of the Nottingham Lands, thence along the End of said lots until it intersects the public's Road leading from Creswell's ferry on Susquehannah, to the Brick Meeting House in East Nottingham, the other to Commence on the last above mentioned Road at or near John Brook's gate, thence to the public Road leading from the aforesaid Creswell's ferry to Lancaster, at or near the Presbyterian Meeting House, have surveyed and laid out said Road agreeable to an act of Assembly for that purpose (unreadable), at November Session 1808 as will fully appear by the Plat and Certification of the Courses of the (same) herewith returned and have also valued and estimated the damages taken into consideration the advantages and disadvantages to the persons through whose land, the said Roads (prop?) by opening the same, viz, on the first mentioned road, laid out 30 feet wide.

To Robert Cann to the sum of \$16	
" Samuel Rowland "	5
" James Garey "	6
" Elisha Harris "	24
Disputed land between Harris and Patten	\$14
" Morris Nesbitt "	16
" Abraham Trump "	30
" Archibald Job "	16
" Genus Witherington "	14
" John Key "	10
" John Maris "	12
" Robert Finley "	55
" Joseph Sidwill "	14
" William Johnson's Heirs	18
" John Coulson "	18
" Andrew Ramsey "	28
" Samuel Ramsey "	10
" Eli Reynold "	38
" George Coburn "	14
" George Nelson "	10
" James Egan "	2 1/2
" John McCullough "	5
" Eph. Blackburn's heirs	60
" Joachim Brickley	20
	495 1/2

On the Second Mentioned Road laid 20 feet wide, viz	
To Samuel Ramsey	\$20
Andrew Ramsey	40
Joseph Coulson	40
George Coburn	10
Mary Hartshon	16
Thomas Williams	14
	158

Enclosed is a bill for our attendance in discharge of the duties required in laying out said road and also the Surveyor's acct's for services on the before mentioned Roads, all which is respectfully submitted, & given from under our hands this 16<sup>th</sup> day of March, 1810.

Wm. C. Miller  
James Sims  
James Beard  
John Megredy

To the Honorable the Justices of the Levy Court of Cecil County,  
 The ten designed Commissioners appointed by the Levy Court to lay  
 out & open two public Roads in Cecil County, one to commence at Thomas Waller  
 old Mill on Octorara Creek, thence to the south west corner of the Nottingham  
 Lot lands, thence along the Ends of Saida Lots until it intersects the public  
 Road leading from Creswells ferry, on Susquehanna, to the South Meeting  
 House, in East Nottingham; the other to commence on the east above men-  
 tioned Road, at or near John Brooks' gate, thence to the public Road  
 leading from the aforesaid Creswells' ferry to Lancaster, at or near the  
 Presbyterian Meeting House; have surveyed & laid out said Roads agree-  
 to an act of Assembly for that purpose passed, at November Session 1780,  
 as will fully appear by the Plan & Certification of the Courses of the  
 here with Returns, & have also valued & estimated the Damages  
 into consideration the advantages & disadvantages to the persons from  
 whose Lands the said Roads pass by opening the same, viz; on the  
 mentioned Road, laid out 30 feet wide,

To Robert Carson to the Survey	\$ 16.
To Samuel Lupton	5.
To James Gray	6.
To Gideon Harris	24.
Disputed Land between Harris & Patten	14.
To Morris Keestell	16.
To Abrahams Truump	30.
To Archibald Jot	16.
To James Witherington	14.
To John Key	10.
To John Morris	12.
To Robert Tenley	55.
To Josiah Sidwell	14.
To William Johnson's Heirs,	18.
To John Coulson	18.
To Andrew Ramsey	28.
To Samuel Ramsey	10.
To Celi Reynolds	38.
To George Schum	14.
To George Nelson	10.
To James Egan	2 1/2.
To John McCulloch	5.
To Eph. Blackburn's Heirs,	60.
To Joakim Miller	20.
<b>Total</b>	<b>445 1/2</b>

on the second mentioned Road,	
laid out 30 feet wide, viz;	
To Samuel Ramsey	" " " "
To Andrew Ramsey	" " " "
To Joseph Coulson	" " " "
To George Coulson	" " " "
To Mary Manshorn	" " " "
To John Brooks	" " " "
To Thomas Williams	" " " "

Enclosed is a Bill for our alle-  
 dence in discharge of the duties  
 required in laying out said  
 and also the Surveyors acct of  
 Services on the before mentioned  
 Roads, all which is respectfully  
 Submitted, & given from under  
 our hands this 16<sup>th</sup> day of  
 March, 1810.

Wm C Miller  
 James King  
 James Beard  
 John Keegan

Acts Enacted in above Returns,

Book #2  
 Public Roads Cecil County  
 Md.

CE-1201

EXHIBIT 10- PAGE 73 PUBLICK ROADS CECIL COUNTY MD

Dr Cecil County'

For laying out two roads, Plots of which  
Are herewith sent

- 1809 To Wm. C. Miller to 8 days attendance
- " To James Sims to do, " do,
- " To James Beard to do " do,
- 1810 To John Megredy to 6 days do,

To the Levy Court Now Setting,

We the subscribers Interested in the  
Road from Thomas Wallace's Mill at Octoraro Creek to the Brick  
Meeting House, Certify that we are satisfied with what the Commissioners  
have done in laying out said Road, as well as the damages  
assess by them, given under our hands this 4<sup>th</sup> day of June, 1810.

Thomas Wallace  
James Gerry  
Moses Nesbitt  
Arch. Job  
John Maris

Robt. Coner  
James Patton  
Abraham Trump  
Zenas Worthington  
John Kay  
Joseph Sidwell

Appended to the Plot as the following certificate

This is to certify that the Subscribers, heirs of Ephraim Bleackburn,  
Deceased, on behalf of themselves and other coheirs of the same  
Blackburn, do accede and agree to the road as now laid down across  
The Meadow of the said deceased, by Doctor William C. Miller, James  
Simms, Esq., Mr. John Megredy and Doctor James Beard, Acting Commissioners  
Appointed by the Levy Court of Cecil County (to lay out and  
open a road from Thomas Wallace's Mill on the Octoraro, to where it intersects  
the great road leading from the Brick Meeting House to Creswell's  
Ferry, on the Susquehanna River,) agreeably to the plot of same  
Road here unto annexed. As witness our hands this second  
Day of February Eighteen hundred and ten

Witness  
Hugh Beard

James Blackburn  
John Blackburn

Endorsement on papers above

"Filed 23<sup>rd</sup> April 1810  
Confirmed"

Dr Cecil County.

For laying out two Roads, Plans of which are herewith sent.

1809

To Mr. C. Miller To 8 days attendance

\$ 16.

"

To James Sims To do, " do,

16.

"

To James Beard To do, " do,

16.

1810

To John Mcgregory To 6 days do,

12.

\$ 60.

To the Levy Court now Sitting.

We the Subscribers interested in the Road from Thomas Wallace's Mill at Octorara Creek, to the Brick Meeting House, Certify that we are satisfied with what the Commissioners have done in laying out Said Road, as well as the damages by them, given under our hands this 24<sup>th</sup> of June 1810,

Thomas Wallace,	Rott Corner,
James Terry,	James Patton,
Moses McMill	Norham, Trump,
Arch. Job,	Genas Worthington,
John Morris	John Kay,
	Joseph Sidwell,

Appended to the Plot is the following Certificate:-

This is to Certify that the Subscribers, Heirs of Ephraim Blackburn, deceased, on behalf of themselves and their Coheirs of the Said Blackburn, do accede and agree to the road as now laid down across the Meadow of the Said deceased, by Doctor William C. Miller, James Simon Gray, Mr John Mcgregory and Doctor James Beard, acting Commissioners appointed by the Levy Court of Cecil County (to lay out and run a road from Thomas Wallace's Mill on Octorara, to where it intersects the great road leading from the Brick Meeting House to Creswell Ferry on the Susquehanna River,) agreeably to the plot of Said road herewith annexed - as witness our hands this second day of February Eighteen hundred and ten

Witness  
James Beard,

James Blackburn,  
John Blackburn,

Endorsement on papers above - Filed 23<sup>rd</sup> April 1810.  
Confirmed

Vol. 1 p. 21

CE-1201

**EXHIBIT 11- PLAT NO. 21 PUBLICK ROADS CECIL COUNTY MD**

Table of Courses and Distances  
Of the Road from Tho. Wallace's  
Mill on Octoraro Creek to Caldwell's  
(Orp.) Roads

Agreeably to the directions of (Nepures) Doctor William C. Miller, James Sims, James Bard and John McGredy, Commissioners appointed by the Levy Court of Cecil County to lay and open a road from Thomas Wallace's Mill on Octoraro Creek to where it intersects the great road leading from Creswell's Ferry to the Brick Meeting House in East Nottingham, I have surveyed and plotted said road beginning at the place where the road to Rockrun cross the head race of said Mill, about two perches from the east door of said Mill, thence of the different courses and distances in the annexed Table- the Road is laid out thirty feet.

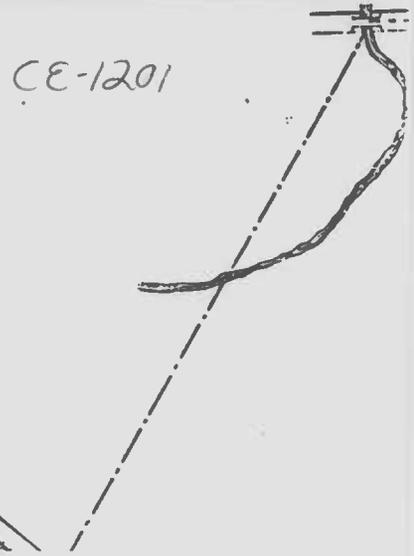
Certified the Second Day of March Anno  
Domini Eighteen Hundred and Ten

Hugh Bard



CE-1201  
Trick M.H.

EXHIBIT 44  
1858 Plat-Book Map



CE-1201

**RISING SUN BUSINESS REFERENCES.**

**Blacksmiths and Wheelwrights.**  
N. J. Nesbit, Wheelwright and Coachmaker. Shop at Vinegar Hill.  
R. L. Tosh, Blacksmith. Horse-shoeing and repairing done in good style.

**Carpenters and Undertakers.**  
Isaac R. Taylor, Practical Cabinet Maker. Every description of Furniture furnished at shortest notice. Undertaking promptly attended to. Coffins of every style, from the finest to the plainest at reasonable rates.  
Theodore Sharples, Carpenter. Residence near Col. S. M. McCardell, Carpenter, Contractor and Builder. Those having work in his line will find it to their interest to see him.

**Druggists, Dentists and Physicians.**  
Dr. R. L. Kirk, Druggist and Chemist. Dealer in Spices, Medicines, Drugs, Chemicals, Paints, Oils, Glass, Druggists' sundries, etc.  
Dr. A. H. Smith, Operative and Mechanical Dentist, of more than twenty years' experience. Charges moderate and all operations warranted to be as represented. Office over Rittenhouse' store, Office hours 9 to 12 A. M. and 1 to 5 P. M.  
J. T. Brown, Physician and Surgeon. Residence and Office, Hinespo.

**S. T. Roman, Physician and Surgeon. Office and Residence, near Vinegar Hill.**

**Hardware and Agricultural Implement Dealers.**  
Haines & Kirk (E. Haines, Jr., M. E. Kirk), Dealers in Hardware, Cutlery, Edged Tools, Saws, Heat Irons and Razors of every description, with repairs for the same. Oils, Paints, Glass, Carpenters' Tools, and a full line of Carriage-makers' and Blacksmiths' Materials.

**Wm. Thomas (successor to A. J. Miehener & Co.), Dealer in Hardware, Carpenters' Tools, Ready-made Horse-shoes and Nails, Bulbs, Tin, and Wooden-ware, Tobacco, Cigars, Farming Implements and Machinery. Satisfaction guaranteed. Colusa.**

**A. J. Miehener, Agent New York Agricultural Works. Horse Powers, Thrashers and Cleaners, Thrashers and Shakers, Illaca Horse Rakes, Feed-Cutters, Churns, Roe Thrashers, etc. Colusa.**

**John**

**EXHIBIT 12- PAGE 202 COMMISSIONERS MINUTE BOOK**

1862 Tuesday May 13<sup>th</sup>

Ordered that Wm. Coate, road Sup. 6<sup>th</sup> District, be authorized to employ S.H. Jacks, Esq., Co. Surveyor, at the expense of the County, to make a resurvey and plot of "Wallace Road", in order to settle certain disputes that have arisen among land owners in regard to the location of said road and to enable said Road Sup. Properly to repair same.

Lewis Boulden was appointed to show for travel that part of the Public Road from the Punchtown Pike to the Oldtown Road (located in 1856) lying between W<sup>m</sup> Taylor's house and said Oldtown Road, not heretofore opened and authorized to travel his acct. for the same to his Commissioner and to exceed the sum of \$100.

A survey of the above named road being found necessary in order to its proper opening, the Clerk was ordered to procure the services of a Surveyor for the purpose.

In consideration of an agreement this day filed by Mrs Ann E. McLusby, by which she agrees to waive all claim for land damages, in the matter of a road located through her lands, (See Return of Examiners, filed May 15<sup>th</sup> 1861) and also to accept the payment of fence damage, allowed her, until provision is made for the same in the Levy of 1863, provided an alteration be made in the location of said road as made by the aforesaid Return of Examiners, and that the old road be vacated for use; it is therefore ordered, that the Report of Messrs Jas Price, Geo. W. Morgan & E. DeK. Richardson, Examiners to straighten the public road through lands of Mrs Ann E. McLusby, filed on the 15<sup>th</sup> day of May 1861, be referred back to said Examiners for alteration of the location made by them, by removing said location 30 to 50 feet west of the location first made by them, at the point where said road crosses St. Albans Creek, in order to fix the same at its narrowest point of the marsh adjoining said Creek.

Ordered that W<sup>m</sup> Coale, Road Sup. 4<sup>th</sup> Dist. be authorized to employ S. H. Jack, Civ. Engr. Surveyor, at the expense of the County, to make a re-survey, <sup>and plot</sup> of the "Wallace Road", in order to settle certain disputes that have arisen among adjacent land owners in regard to the location of said road, and to enable said Road Sup. properly to repair the same.

Ordered that S. Crouch, Col. 3<sup>rd</sup> Dist. 1861, collect from J. Plantwell the taxes on Real Estate valued in new assessment of said Collector at \$2500, with which it appears said land was

## EXHIBIT 13- PAGE 528 PUBLIC ROADS CECIL COUNTY

State of Maryland  
Cecil County to Witness

At the instance of Wm. Coate, Road Supervisor of the 6<sup>th</sup> District. I did on the 22<sup>nd</sup>, 23<sup>rd</sup> & 24<sup>th</sup> of May 1862, resurvey the Road from Wallace's Mill (now Christie & Co.) to Caldwell's X. Now (Brickley Town) according to the original plot of the same bearing dated March 2<sup>nd</sup>, 1810 as per order of the County Commissioners dated May, 1862. Beginning for the center link of this resurvey of the original beginning to ibit where the centerline of the road to Port Deposit Xs the head race of said mills. Two perches from the East door and forty links from the Southeast corner of the Said Mill. As represented on the Plot by the letter A and running south with the same as numbered and by the Table of Courses to the Letter B, allowance for variation 2 degree West.

I discovered a few errors in the original survey principally in the distance and which I have corrected. There has also been a few changes in said road as shown on the plot. The Red lines being the original location and the Black lines, the present as now used. The object of the changes was to lessen the grade of the hills. Also, the last line of the original location has been vacated and enclosed, said road is located thirty feet wide.

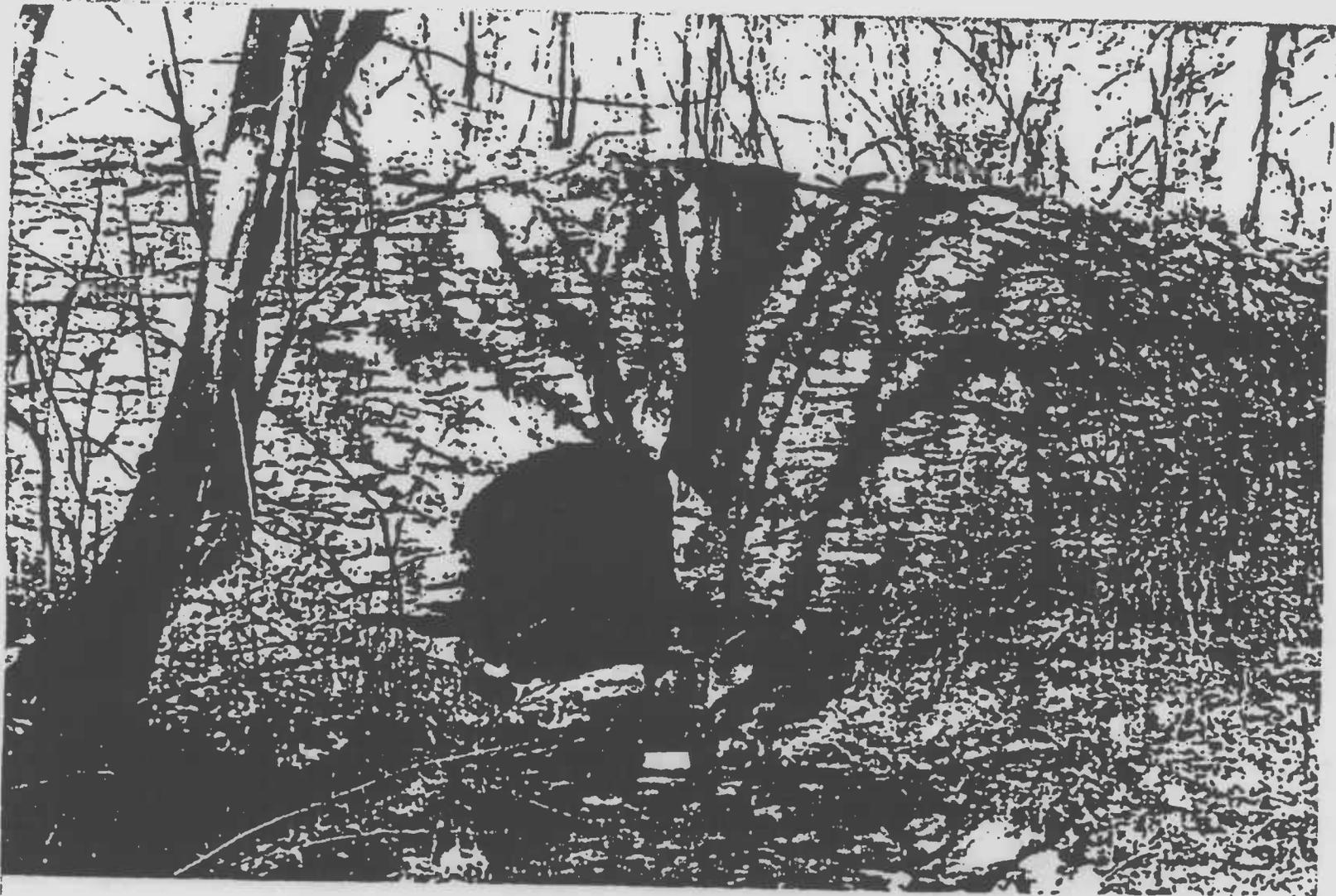
Certified by  
S. H. Jack Surveyor for Cecil Co.

June 7<sup>th</sup>, 1862,

The above resurvey confirmed by the County Commissioner this 13<sup>th</sup> day of August A.D. 1862.

Geo. W. Boulder, President



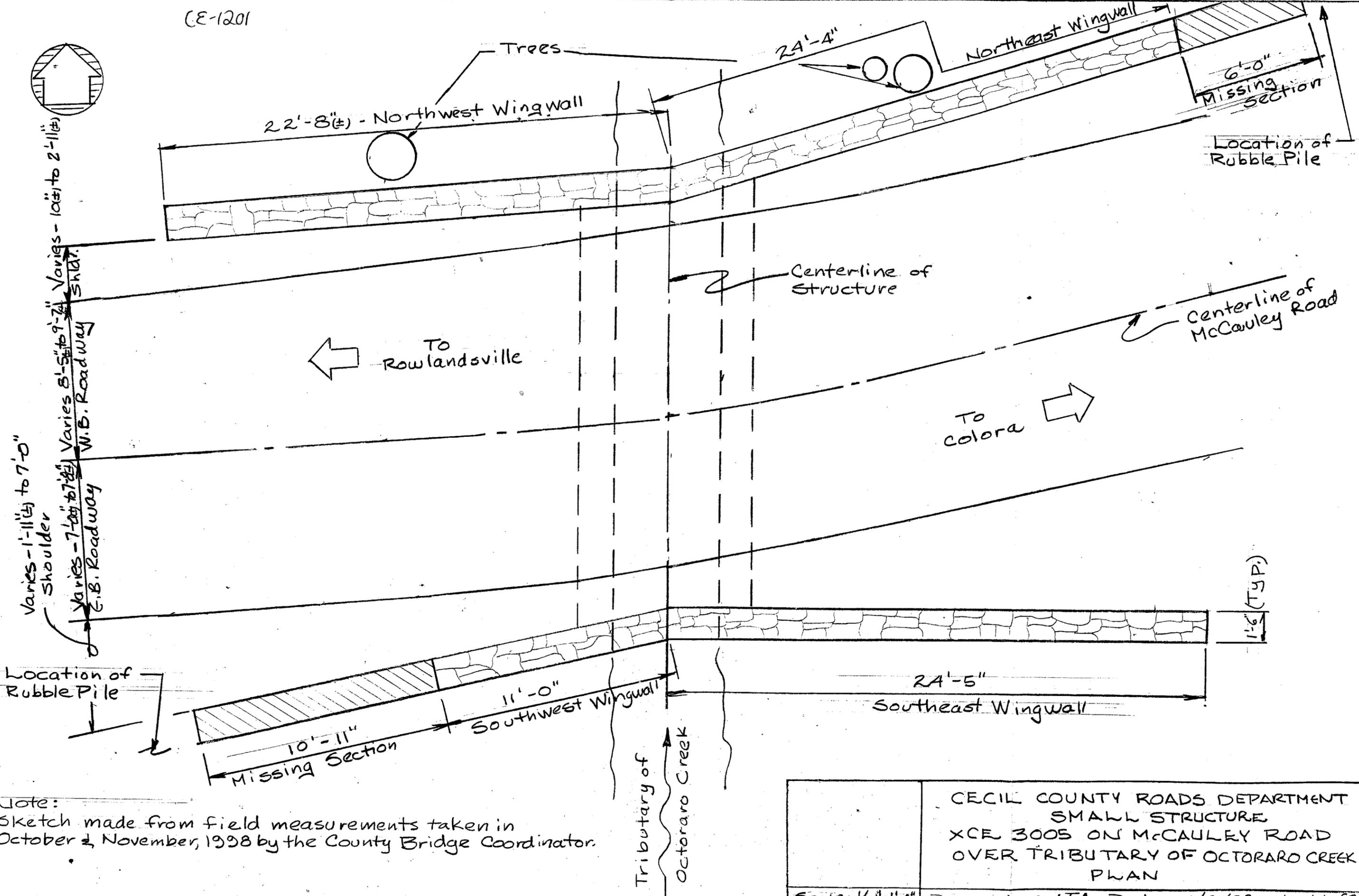
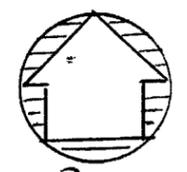


CE 1201 McCauley Road stone bridge (1995)

EXHIBIT #C

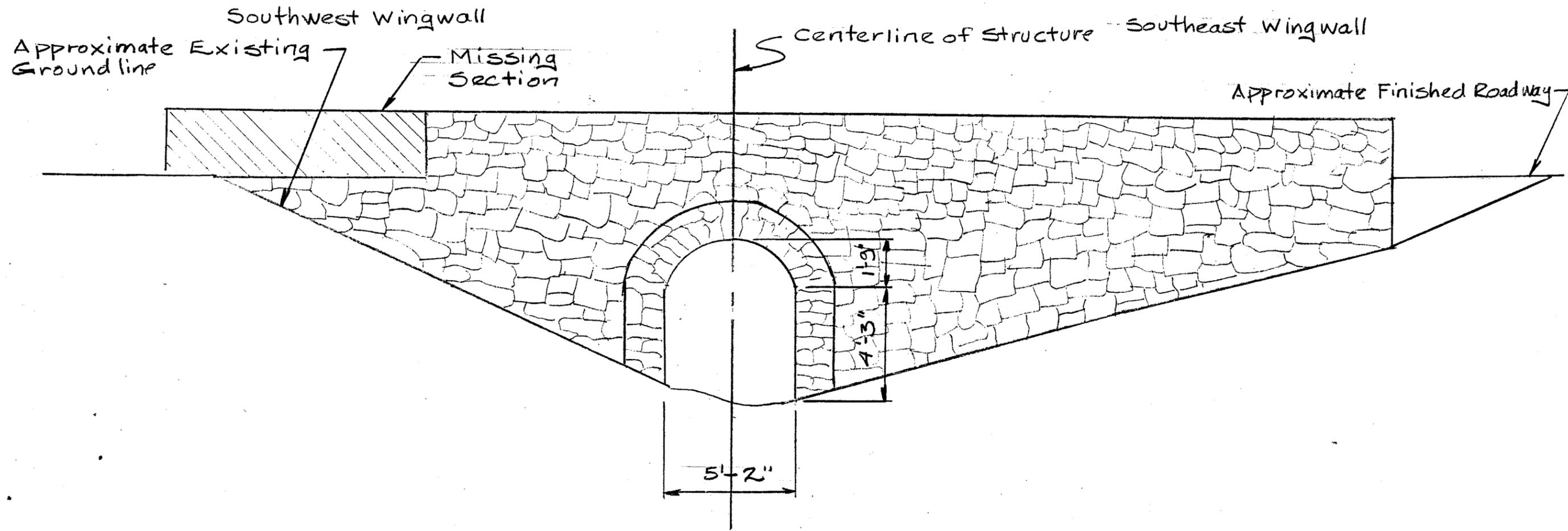
CE-1201

(E-1201)



Note:  
 Sketch made from field measurements taken in  
 October & November, 1998 by the County Bridge Coordinator.

	CECIL COUNTY ROADS DEPARTMENT SMALL STRUCTURE XCE 3005 ON MCCAULEY ROAD OVER TRIBUTARY OF OCTORARO CREEK PLAN
Scale: 1/4" = 1'-0"	Drawn by: JTA Date: 11/6/98 Sheet 1 of 2

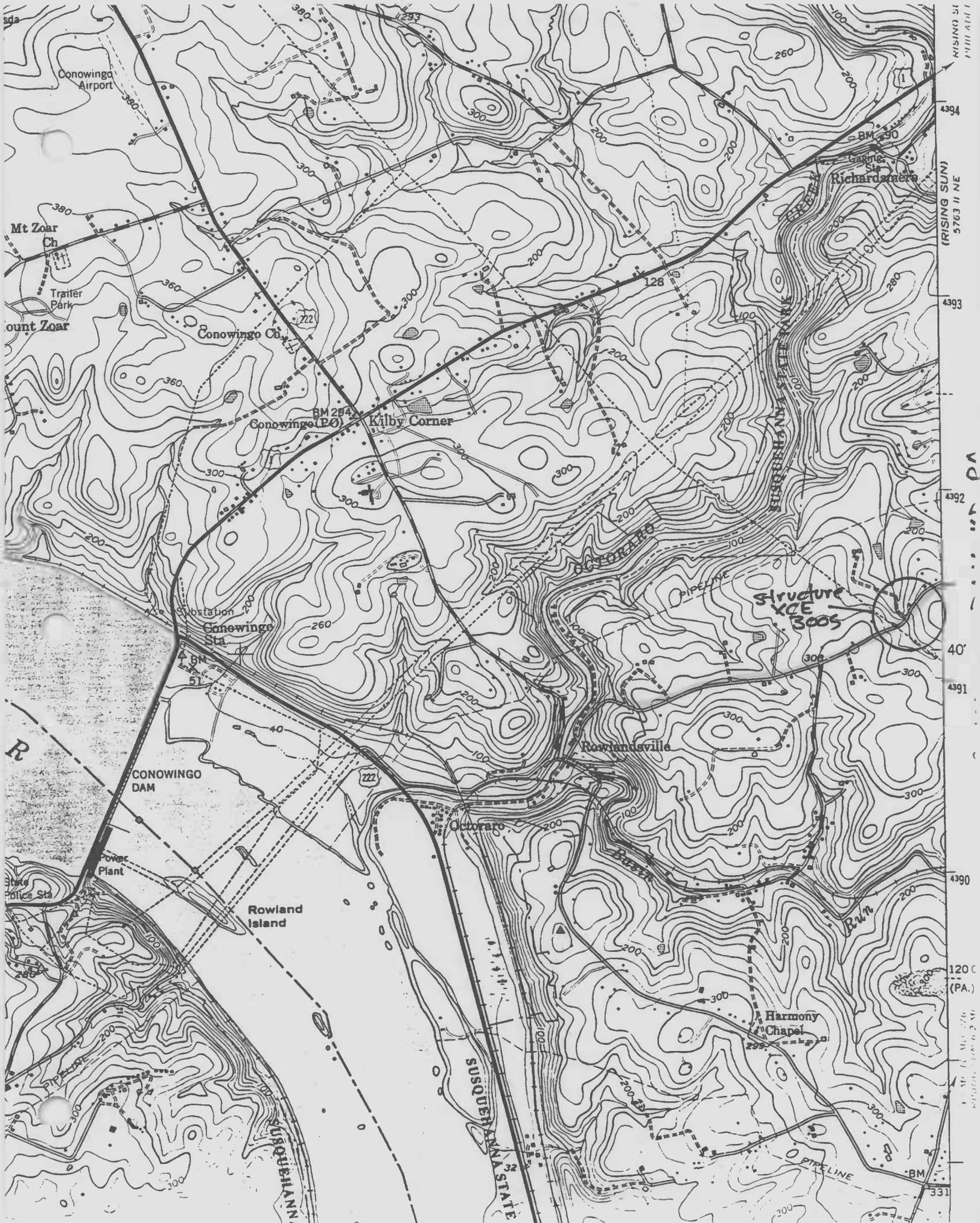


Note:  
 Sketch made from field measurements taken in  
 October & November, 1998 by the County Bridge Coordinator

CECIL COUNTY ROADS DEPARTMENT  
 SMALL STRUCTURE  
 XCE 3005 ON McCAULEY ROAD  
 OVER TRIBUTARY OF OCTORARO CREEK  
 UPSTREAM ELEVATION

Scale: 1/4" = 1'-0" DRAWN BY: JTA DATE: 11/6/98 Sheet 2 of 2





4394  
4393  
4392  
40'  
4391  
4390  
120 C  
(PA.)  
331

Magi No. 0812015417  
 INVENTORY FORM FOR STATE HISTORIC SITES SURVEY  
 File 6-137

**1 NAME**

HISTORIC McCauley Road Stone Bridge  
 AND/OR COMMON

**2 LOCATION**

STREET & NUMBER McCauley Road 1/4 mile east of New Valley Road  
 CITY, TOWN Rowlandsville VICINITY OF CONGRESSIONAL DISTRICT 1  
 STATE Maryland COUNTY Cecil

**3 CLASSIFICATION**

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

**4 OWNER OF PROPERTY**

NAME County Board of Public Works Telephone #:  
 STREET & NUMBER Cecil County courthouse  
 CITY, TOWN Elkton VICINITY OF STATE, zip code Maryland 21921

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Clerk of the circuit Court Liber #: Folio #:  
 STREET & NUMBER Cecil County courthouse  
 CITY, TOWN Elkton STATE Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE  
 DATE  
 DEPOSITORY FOR SURVEY RECORDS  FEDERAL  STATE  COUNTY  LOCAL  
 CITY, TOWN STATE

**7 DESCRIPTION**

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<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 McCauley Road Stone Bridge is a one ~~lane~~<sup>LANE</sup> fieldstone span with central stone arched tunnel that allows for the passage of a small brook. The bridge is 1/4 mile east of the intersection with New Valley Road.

The bridge span is approximately 30 ft. with side walls about knee height and tapering slightly from a higher midpoint. The bridge is laid in rubble fieldstone with a round arch supported by individually shaped voussoirs with a slightly larger keystone.

CONTINUE ON SEPARATE SHEET IF NECESSARY

# 8 SIGNIFICANCE

CE-1201

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input checked="" type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
00-1499	<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 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" 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

Unless reference to construction of this bridge surfaces in the Commissioner Minute Books the bridge is hard to date any closer than the 19th century. It probably dates to before iron spans but this can not be relied upon exclusively. The bridge is the only one of its type in the County.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**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

ORGANIZATION

Cecil County committee

DATE

11/13/81

STREET &amp; NUMBER

Cecil County Courthouse

TELEPHONE

398-0200

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



TRISING SUN  
5763 II NE

1021-33

4393

4392

40'

4391

4390

120 000 FEET  
(PA.)

4.8 MI TO MD 276  
TRISING SUN 6.2 MI

*Conowingo  
Bar 40*



CE-1201

McCauley Rd Stone Bridge

West Side

Near Rowlandsville

1/80 PBT

Net/MA. HIST TRUST



CE-1201 McCauley Rd. stone bridge; PJB 3/95