CAPSULE SUMMARY SHEET

Survey No.: T-948 (PACS 8) **Construction Date:** circa 1880, 1953

Name: Dover Ferry Farm

Location: 31031 Dover Road, Easton vicinity, Talbot County

Private/Agriculture/Occupied/Good/Accessible:No

Description:

Dover Ferry Farm is an agricultural property located on both the north and south sides of Dover Road, on the northwest bank of the Choptank River, in the vicinity of Easton, Talbot County. The property was historically referred to as Dover Ferry Farm in deeds and publications, and contained an early eighteenth century farmhouse and several outbuildings. According to the current owners, the original farmhouse and many outbuildings were demolished circa 1950. Presently, the farm consists of twelve (12) associated buildings including a main house constructed in 1953, a barn constructed in 1938 and a tenant house constructed circa 1880.

The property on the north side of Dover Road contains a house (house #1), a barn, three chicken houses, two machine sheds, a shed, a granary, a smokehouse, a dog house and agricultural fields. The property on the south side of Dover Road contains an abandoned tenant house and a modern house (house #2) constructed in 1975.

Significance:

In the early eighteenth century a house was constructed on the property. The house was 2-stories in height, 3-bays wide with a central entry and brick gable ends. The front and rear walls were frame and the roof flared at the eaves. The interior had a hall-parlor plan and the winding staircase pierced the rear wall, creating a stair tower similar to the one found at Troth's Fortune (MHT# T-50, a late seventeenth century house adjacent to Dover Ferry Farm). The staircase had carved wheat-motif balusters, which was copied in the twentieth century for an addition to the main building at Troth's Fortune (The Eastern Star-Democrat). Ownership of the Dover Ferry Farm at this time is unknown, although one source attributes the property to the Harrison family which purchased 182 hectares (450 acres) of Dover by 1708 (Forman 1934, 193).

In the early nineteenth century the Dover Ferry Farm was purchased by Colonel William Hughlett. Hughlett's daughter, Tamsey Hughlett Reese, inherited several landholdings, including Dover Ferry Farm in 1845. When Tamsey Reese died in 1903, the portion of the property known as "Dover Ferry", and containing 122.6 hectares (303 acres), was sold to Louis Trail. In 1917, Louis Trail sold the property to William Leonard. The farm was purchased by Thomas E. Leaverton in 1919, then sold by his widow to A. Pratt Roe in 1922. In 1938, Allen Beachley purchased the property and constructed a concrete block dairy barn. The property was sold to the current owners, the Cober family, in 1949. The Cober family has demolished all buildings constructed prior to 1949, with the exception of the dairy barn, smokehouse and tenant house.

Preparer:
P.A.C. Spero & Company
February 1998/Revised May 1998

Survey No. T-948 (PACS 8)

Maryland Historical Trust
Maryland Inventory of Historic Properties Form
MD 331 - Dover Bridge over Choptank River

DOE ___yes ___no

1. Name: (indicate preferred name)

historic Dover Ferry Farm (preferred)

and/or common Cober Property

2. Location:

street & number 31031 Dover Road N/A not for publication

city, town Easton X vicinity of congressional district

state Maryland county Talbot

3. Classification:

Category	Ownership	Status	Present Use	
___district	___public	X occupied	X agriculture	___museum
X building(s)	X private	___unoccupied	___commercial	___park
___structure	___both	___work in progress	___education	X private residence
___site	**Public Acquisition**	**Accessible**	___entertainment	___religious
___object	___in process	___yes: restricted	___government	___scientific
	___being considered	___yes: unrestricted	___industrial	___other:
	X not applicable	X no	___military	
			___transportation	

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

name Nyda Cober

street & number 31031 Dover Road telephone no.:

city,town Easton state and zip code MD 21601-8735

5. Location of Legal Description

Clerk of Court Office of Talbot County liber 609

street & number 11 North Washington Street folio 675

city,town Easton state MD

6. Representation in Existing Historical Surveys

title

date ___federal ___state ___county ___local

depository for survey records

c ,town state

7. Description

Survey No. T-948 (PACS 8)

Condition		Check one	Check one	
___excellent	___deteriorated	_X_unaltered	_X_original site	
_X_good	___ruins	___altered	___moved	date of move _____
___fair	___unexposed			

Resource Count: 12

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

Dover Ferry Farm is an agricultural property located on both the north and south sides of Dover Road, on the northwest bank of the Choptank River, in the vicinity of Easton, Talbot County. The property was historically referred to as Dover Ferry Farm in deeds and publications, and contained an early eighteenth century farmhouse and several outbuildings. According to the current owners, the original farmhouse and many outbuildings were demolished in 1953. Presently, the farm consists of twelve (12) associated buildings including a main house constructed in 1953, a barn constructed in 1938 and a tenant house constructed circa 1880.

The portion of the property on the north side of Dover Road contains a house (house #1), a barn, three chicken houses, two machine sheds, a shed, a granary, a smokehouse, a kennel and agricultural fields. House #1 is located at the end of a tear-drop shaped driveway extending north from Dover Road. The front elevation of the house is oriented toward the south. The building is a 1-story, 9-bay brick ranch-style house constructed in 1953. It has a concrete block foundation, brick walls and a hipped roof covered with asphalt shingles. The windows are 1/1 double-hung and an interior brick chimney is located on the north slope of the hipped roof. An attached 1-car garage with a hipped roof is located on the east side of the house.

The description of the outbuildings on the property will be discussed in clockwise order beginning with a shed located at the base of the driveway, south of the house. Shed #1 is a machine shed constructed circa 1955. The building has a concrete block foundation, vertical wood siding and a metal-covered shed roof. The building is oriented east toward the driveway and has open bays on the east elevation. A small pent roof is located above the open bays. The northern bay is enclosed with plywood with wood double doors on the east elevation.

To the north of the machine shed and southwest of house #1 is the oldest barn on the property. The dairy barn is a concrete block and wood-frame building constructed in 1938. The 2-story dairy barn has a concrete block first story and a wood-frame second story which is covered with vertical wood siding. The structure has a gambrel roof covered with asphalt shingles. Two metal ventilators are located along the roof ridge. The building has central double doors flanked by 2/2 metal double-hung windows on the first story of both the north and south gable ends. The loft of the barn has two 2/2 double hung windows in the gable ends. The east elevation has three wood doors and five double-hung windows on the first story. The first story of the west elevation has one wood door and seven double-hung windows. A 1-story gable roof shed (shed #2), constructed in 1938, is located immediately east of the barn. The building's concrete block and wood-frame construction is identical to the dairy barn. A shed roof addition was constructed on the north side of the building circa 1970.

East of the dairy barn, and immediately west of the house, is the granary. Constructed in 1949, the building is supported by concrete block piers. It has vertical wood siding and a metal side-gable roof.

North of the granary, dairy barn and shed is a modern machine shed constructed circa 1995. The machine shed is of wood-frame construction supported by wood posts. The exterior is sheathed with vertical wood siding and the roof is covered with metal.

7. Description (Continued)

The largest structures on the property are three chicken houses located northeast of the modern machine shed and north of house #1. All three chicken houses are arranged east to west and have long gable roofs extending north-south. Chicken house #1, the easternmost chicken house, is 1-story with a concrete block foundation, vertical wood siding and a metal roof. Constructed circa 1950, the building has the capacity to hold 10,000 chickens. Chicken house #2, constructed circa 1960, is a 1-story structure and holds 14,000 chickens. The building is of concrete block construction with a metal roof. The western chicken house, chicken house #3, is 3-stories, 3-bays wide and 29-bays deep. The building is covered with metal siding and has a metal roof. The building holds 60,000 chickens.

Located north of the house and east of the chicken houses is a front-gable, 1-story smokehouse. Constructed circa 1900, the building is supported by posts with walls and roof covered with corrugated metal. The building was moved from the middle of the farm complex to the northwest corner of the property in 1953.

South of the smokehouse and east of house #1, is a kennel constructed circa 1970. The building has a shed roof covered with asphalt shingles. The exterior is covered with vertical wood siding and a fenced enclosure is located north of the building.

The portion of the property located on the south side of Dover Road contains a house, a tenant house and agricultural fields. House #2, constructed in 1975, is a 1-story, 7-bay ranch-style house with a hipped roof. The building has a concrete block foundation, brick walls and an asphalt shingle roof. The building has metal sliding windows and a central brick chimney. The building is located at the end of a dirt lane extending south from Dover Road.

The second building on the property, an abandoned tenant house, is located adjacent to Dover Road. Constructed circa 1880, the building has a side-gable roof and is supported by brick piers. The structure is of wood-frame construction, with wood shingle siding and a wood shingle roof. The building is 3-bays wide and one room deep with a central brick chimney. A section of the roof on the rear of the building has collapsed causing considerable damage to both interior levels. The interior rooms have a hall-parlor plan, with two exterior doors on the front elevation providing access to both rooms on the first story. The first floor west room has an exterior door on the rear wall and a winder stair in the southwest corner of the building.

Access to the interior of the buildings was not available.

The property is located on the north and south sides of Dover Road, with agricultural property to the north, south and west, and the Choptank River to the east. The farm is separated from adjacent agricultural land to the north and south by a tree line. The western boundary of the property is a dirt lane leading to properties north and west of the farm. The property's setting remains agricultural.

8. Significance

Survey No. T-948 (PACS 8)

Period	Areas of Significance—Check and justify below				
__prehistoric	__archaeology-prehistoric	__Community planning	__landscape architecture	__religion	
__1400-1499	__archeology-historic	__conservation	__law	__science	
__1500-1599	__agriculture	__economics	__literature	__sculpture	
__1600-1699	__architecture	__education	__military	__social/ humanitarian	
__1700-1799	__art	__engineering	__music		
X_1800-1899	__commerce	__exploration/settlement	__philosophy	__theater	
X_1900-	__communication	__industry	__politics/government	__transportation	
		__invention		__other (specify)	

Specific dates 1880(tenant house); 1938(barn); 1953,1975(houses) **Builder/Architect** Unknown

check: Applicable Criteria: ___A ___B ___C ___D
and/or
Applicable Exceptions: ___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.

The Dover Ferry Farm is an agricultural property located on the north and south sides of Dover Road (MD 331) at the crossing of Dover Road over the Choptank River. Land along the Choptank River was surveyed and patented for settlement in the late seventeenth century. The tract of land which became known as Dover Ferry Farm in the nineteenth century appears to have been part of the original surveyed tracts known as "Acton" and "Upper Dover". Both of these early ? patents were located on the northwest side of the Choptank River in the vicinity of the current Dover Bridge. Upper Dover, located south of present-day Dover Road, was surveyed for John Edmondson in 1670 and totaled 161.8 hectares (400 acres). Acton, totaling 121.4 hectares (300 acres), was surveyed in 1663 for Richard Acton and was centered north of present-day Dover Road (Leonard 1990, 160).

In the early eighteenth century a house was constructed on the property. The house was 2-stories in height, 3-bays wide with a central entry and brick gable ends. The front and rear walls were frame and the roof flared at the eaves. The interior had a hall-parlor plan and a winding interior staircase pierced the rear wall, creating a stair tower on the rear elevation similar to the one found at Troth's Fortune (MHT# T-50, a late seventeenth century house adjacent to Dover Ferry Farm). The staircase had carved wheat-motif balusters, which was copied in the twentieth century for an addition to the main building at Troth's Fortune (The Eastern Star-Democrat). Ownership of Dover Ferry Farm at this time is unknown, although one source attributes the property to the Harrison family which purchased 182 hectares (450 acres) of Dover by 1708 (Forman 1934, 193).

In the early nineteenth century the Dover Ferry Farm was purchased by Colonel William Hughlett. William Hughlett was born in 1769 in Northumberland County, Virginia. He was active in mercantile business and moved to Caroline County, Maryland. Hughlett soon began to purchase large land tracts in Caroline County, Talbot County, Dorchester County in Maryland, as well as tracts in the State of Delaware, amounting to several thousand acres. In 1805 he was a founder of the Easton National Bank, and acted as its president from 1840 to 1845. He was a State Senator in 1816 and a member of the Board of Trustees of the Maryland Agricultural Society of the Eastern Shore. By the end of his life he resided in the Town of Easton and was reputed to be the wealthiest man on the Eastern Shore. William Hughlett died in December 1845 (Vertical Files of the Talbot County Historical Society).

8. Significance (Continued)

Though most of William Hughlett's estate was willed to his first son, William Richards Hughlett, he left considerable land holdings and money to his nine other children. Eldest daughter Tamsey Hughlett inherited several landholdings, including Dover Ferry Farm. On November 5, 1849, Tamsey Hughlett married Reverend Levi Reese. A marriage contract recorded prior to the marriage states that Levi Reese was not, "entitled to any personal property, funds, lands, tenements, lots, monies...of Tamsey Hughlett, who is possessed of considerable estate - real and personal, upon marriage...and cannot interfere or meddle in the affairs of said person or family" (Talbot County Clerk of Courts Office, Deed Book 62/Folio 187).

Between 1845 and 1896, Tamsey Reese acquired more land adjacent to Dover Ferry Farm. In 1896, Reese had the property surveyed and platted. The property contained a total of 225.4 hectares (557 acres) on both sides of Dover Road, and was divided into tracts called "Dover Ferry" 122.6 hectares (303 acres) and "Dover Heights" 102.8 hectares (254 acres). When Tamsey Reese died in 1903, the portion of the property known as "Dover Ferry", and containing 122.6 hectares (303 acres), was sold to Louis Trail. In 1917, Louis Trail sold the property to William Leonard. At that time the property was described as a farm which contains, "five fields besides a 15 acre [6 hectare] lot, all of which is under cultivation and rented by Mr. T. A. Jones" (Talbot County Clerk of Courts Office, Deed Book 176/Folio 375).

The farm was purchased by Thomas E. Leaverton in 1919, then sold by his widow to A. Pratt Roe in 1922. Roe owned the property at the time of the Dover Bridge replacement and road realignment in 1933. State Roads Commission plat #649, illustrates the new route of Dover Road through the Dover Ferry Farm and shows the locations of buildings on the property. On the north side of Dover Road are three sheds, the eighteenth century farmhouse and two additional outbuildings. The south side of Dover Road had two barns, two corn cribs, two tenant houses, a hog house and a shed. In 1938, Allen Beachley purchased the property and constructed a concrete block dairy barn. The property was sold to the current owners, the Cober family, in 1949.

In the early 1950's, the Cober's began numerous alterations to the property. The original farmhouse was demolished and replaced with a 1-story brick ranch-style house in 1953. All buildings on the south side of Dover Road, with the exception of one tenant house, were demolished. The tenant house is currently vacant and partially collapsed. A second 1-story brick ranch-style house was constructed on an approximately 1.6 hectare (4 acre) parcel on the south side of Dover Road in 1975. Only two buildings on the north side of Dover Road date to a period of ownership prior to the Cober family, the concrete block dairy barn constructed in 1938 and the circa 1900 smokehouse. The parcel has retained its size of 122.6 hectares (303 acres) since Tamsey Hughlett's ownership. The property currently contains a dairy barn, chicken houses, sheds, machine sheds, a granary, a smokehouse and two modern houses.

The barn on the property is an example of an early twentieth century dairy barn in a Dutch gambrel style. The Dutch barn is known for its front-gable orientation with a central wagon door

8. Significance (Continued)

on each gable end. In form, the Dutch barn is nearly square in plan with a large central aisle. The aisle is used as a wagon drive-through and a threshing area, while the aisle is flanked by animal pens and grain bins. The loft area is often used for hay storage (Janik 1990, 15). In the early twentieth century, a rise in milk production technology and stronger health regulations changed the form of dairy barns. The result was a larger specified dairy barn constructed of concrete block, often with a gambrel roof (Rebeck 1987, 18).

The Dover Ferry Farm has three chicken houses. Chicken houses are utilitarian structures used to provide protection for the chickens to nest and roost. The size of the structure was dependant on the number of chickens in the flock. Early chicken houses were simple structures constructed of rough timber and reused boards, and did not conform to specific traditional building forms. Chicken houses throughout the eighteenth and nineteenth centuries were of varied forms and material without distinctive external features to indicate their use. Often older outbuildings were converted for use as chicken houses. The structures were commonly constructed to face south or east to provide direct sunlight and circulation. The location of the building on well-drained, sandy soil was another effort to keep the chicken house dry and disease free. Chicken houses were also constructed against other outbuildings which used the existing building as the rear wall of the chicken house. Free-standing structures were built into hillsides, w a high stone foundation. The banked building was sheltered by the hillside on three sides, a..d allowed for a 3-story structure. In the twentieth century chicken farming became specialized resulting in standardized, recognizable chicken houses. A long, low, broadly-pitched gable roof structure of pole construction characterizes chicken houses of the twentieth century.

Numerous sheds are located on the property. Sheds are small utilitarian buildings used for the storage of non-food items, such as small tools, chemicals, or machines. Sometimes equipment such as generators or oil tanks are sheltered in sheds. They are often built to supplement the storage space available in structures designed for a specific function such as animal shelter, food storage, or food production. These multi-purpose sheds are difficult to categorize because of their simple building form and resemblance to other outbuildings. Most sheds are small wood-frame structures with gable roofs and few wall openings. Sheds are likely to be associated with domestic properties, as well as agricultural properties.

Function-specific sheds are identified by specialized building forms. Machine sheds are long gable-roof buildings which serve as a storage space for large farm equipment. Often of wood-frame construction, covered with an exterior sheathing, machine sheds are open on one or more sides to allow for easy storage of machines like threshers, combines, and farm vehicles.

The property has one granary. Granaries are mostly small, rectangular, gable-roofed structures used for storing small grains like wheat, barley and oats. These buildings are built on piers and have a limited number of openings to discourage infiltration by rodents or other vermin.

8. Significance (Continued)

The interior of the granaries often features double-wall construction, and a division of the space into individual bins (Noble and Cleek 1995, 155).

In the northeast corner of the farm complex is a smokehouse. Smokehouses are small outbuildings dedicated to the preparation and curing of meats. They were extremely common, and took various forms. Smokehouses are usually constructed of the same materials as other outbuildings. They typically have a square plan of 12 feet or less on a side, and are capped with gable roofs. On the interior smokehouses are open to the roof, and fitted with hooks on which to hang the meats.

Smokehouses usually have a small door in the gable end but no windows, and have a chimney or small flue opening under the eaves or in the gable. Stone and brick smokehouses often have ventilation slits or openings in the gables while wood-frame examples do not. Smokehouses are associated with both domestic and agricultural properties (Lanier and Herman 199, 55).

History of Surrounding Area

In June 1631 Cecil Calvert, the Second Lord Baltimore received a royal charter from Charles I founding the English colony of Maryland. This land was inhabited by the Choptanks, Nanticokes, Wicomesses and other peoples when English explorers and early settlers arrived. The majority of Talbot County's population descended from families of English ancestry. African-Americans arrived in the county as slaves and have remained the largest minority population in the county. From the end of the eighteenth century to the present, the county's population has been primarily Quaker or Methodist. Both groups contributed to a strong anti-slavery sentiment in the county years before the Civil War.

Many of the major plantations were established during the decade prior to the foundation of Talbot County (by winter 1661-1662). Plantation families such as these were the county's political and social leaders to the beginning of the twentieth century. Tobacco energized the economy initially but by the mid-eighteenth century, planters began growing wheat as well. The supply of navigable waterways influenced settlement patterns since planters with their own landings could trade directly with England. After the Revolutionary War, the bulk of Talbot County's goods found markets in Philadelphia or Baltimore. Both the Choptank River and Tred Avon Creek gave the inhabitants of the central and eastern portions of Talbot County access to markets outside of the county by sailing ships and later by steamboats.

Seafood and agricultural production periodically endured slumps which were broken by transportation improvements and subsequently expanded markets. In the mid-nineteenth century, the combination of railroads and steamboats encouraged agricultural diversity and prosperity. Farmers could send their perishable products to more markets than had been feasible by land transport or sailing vessels (Preston 1983, 234-235; Weeks 1984, 118). The first railroad, completed in 1871, ran north along the Eastern Shore peninsula and enhanced trade with

8. Significance (Continued)

Philadelphia and New York City. After the completion of the Chesapeake Bay Bridge in 1952, Talbot County experienced its greatest growing pains, prompting decisions about county planning as tourists and potential residents found their way into the county in large numbers.

The area surrounding the Dover Bridge on MD 331 played an important role in the earliest days of the county. Dover Road connected Court House (present-day Easton) with Dover and continued into Caroline County. Dover itself arose from John Barker's ferry on the Choptank River which was first mentioned in the records of 1663 (Preston 1983, 80). From there a port with its village, named Dover, arose. Its importance derived from the fresh water content of the river at that point. Ships from England sought Dover's harbor in order to kill the salt water shipworms which were notoriously destructive to wooden ships. Quaker and merchant-planter William Troth centered his substantial operations from his home, Troth's Fortune, two miles north of Dover, close to the current location of Dover Bridge. After a failed bid by Dover to become the Eastern Shore capital in the late eighteenth century, Dover Ferry moved its crossing two miles upriver and the town of Dover declined into obscurity. The new ferry location was a deep and narrow section of the river, with extensive marshes on the Caroline County side. A road was extended through the marsh and the ferry site was established (Mullikin 1961, 42). The Dover name lingers in several place names, including Dover Road and Dover Bridge. In 1810 Talbot Caroline county citizens petitioned for a bridge in the vicinity of Dover Ferry (History of Caroline County, 32-33). Historic maps indicate that a bridge was constructed in subsequent years at the site of the Dover Ferry crossing. A later replacement was one of the earliest cast-iron bridges in Maryland (History of Road Building in Maryland, 125). The bridge was constructed as a moveable structure in order to accommodate the height of the vessels which navigated the Choptank River and is labeled the "Dover Draw Bridge" on an 1873 map of the area (Martenet). The current structure is a Warren truss, swing moveable bridge which was built in 1933 (Survey Form).

8. Significance (Continued)

National Register Evaluation:

Settled in the eighteenth century, the Dover Ferry Farm is not eligible for the National Register of Historic Places. The property is not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state or local history. This property consists of two twentieth century houses, twentieth century agricultural outbuildings and a circa 1880 tenant house which is in ruins. As a result, the property is not representative of historic agricultural resources of this region and does not possess a cohesive grouping of buildings from a specific period in time to establish an association with historic events or trends. Historic research indicates that the property has an association with William Hughlett, a important person in local history. However, there are no extant physical elements on the property which represent the period of ownership of William Hughlett. Therefore, it does not meet Criterion B. The Dover Ferry Farm is not eligible under Criterion C, due to the demolition and replacement of the original eighteenth century house and the demolition of all buildings constructed prior to 1949, with the exception of the dairy barn, smokehouse and tenant house. The tenant house is currently vacant and partially collapsed. In addition, the property's setting has been compromised by the construction of two modern houses and a large modern machine shed within the farm complex. Finally, the structure has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MARYLAND HISTORICAL TRUST

Eligibility recommended_____ Eligibility Not Recommended XX

Comments:

Reviewer, OPS: _____ Date: 4/29/98

Reviewer, NR Program: _____ Date: 7/8/98

9. Major Bibliographical References

Survey No. T-948 (PACS 8)

See Attached

10. Geographical Data

Acreage of nominated property _____
Quadrangle name Easton, MD/Fowling Creek, MD Quadrangle scale 1:24,000

Verbal boundary description and justification

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 Tim Tamburrino/Caroline Hall

organization P.A.C. Spero & Company date February 1998/Revised May 1998

street & number 40 W. Chesapeake Avenue, Suite 412 telephone (410) 296-1635

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 purposed only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

9. Major Bibliographical References (Continued)

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9. Major Bibliographical References (Continued)

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Talbot County Free Library, Maryland Room, vertical files.

Talbot County Office of Assessments.

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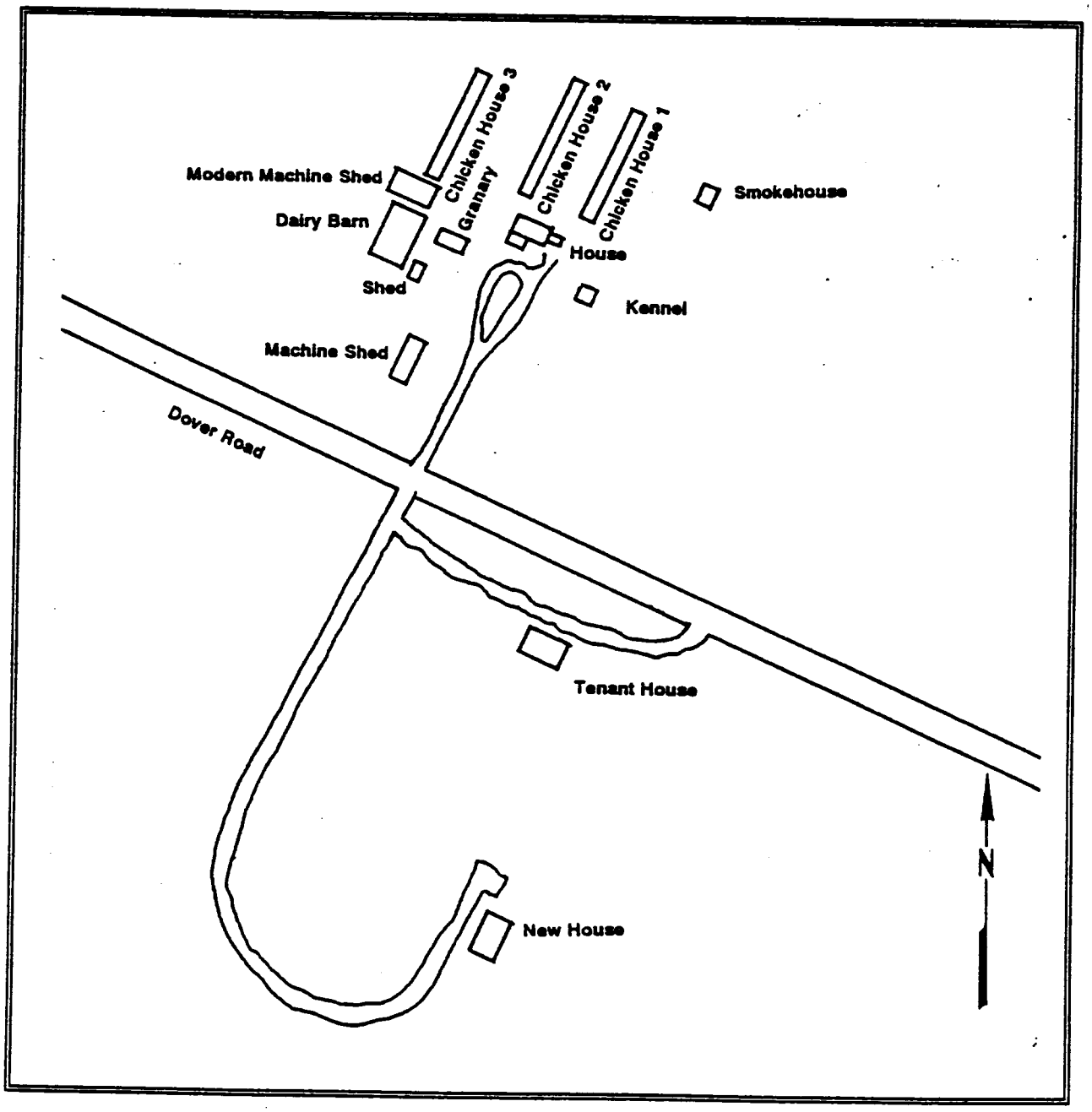
10. Geographical Data (Continued)

Resource Sketch Map:



CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Dover Ferry Farm
SURVEY NO.: T-948 (PACS 8)
ADDRESS: 31031 Dover Road, Easton vicinity, Talbot County

Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Eastern Shore

Chronological/Developmental Period Theme (s):

Industrial/Urban Dominance A.D. 1870-1930

Prehistoric/Historic Period Theme(s):

Agriculture

RESOURCE TYPE:

Category (see Section 3 of survey form):

Buildings

Historic Environment (urban, suburban, village, or rural):

Rural

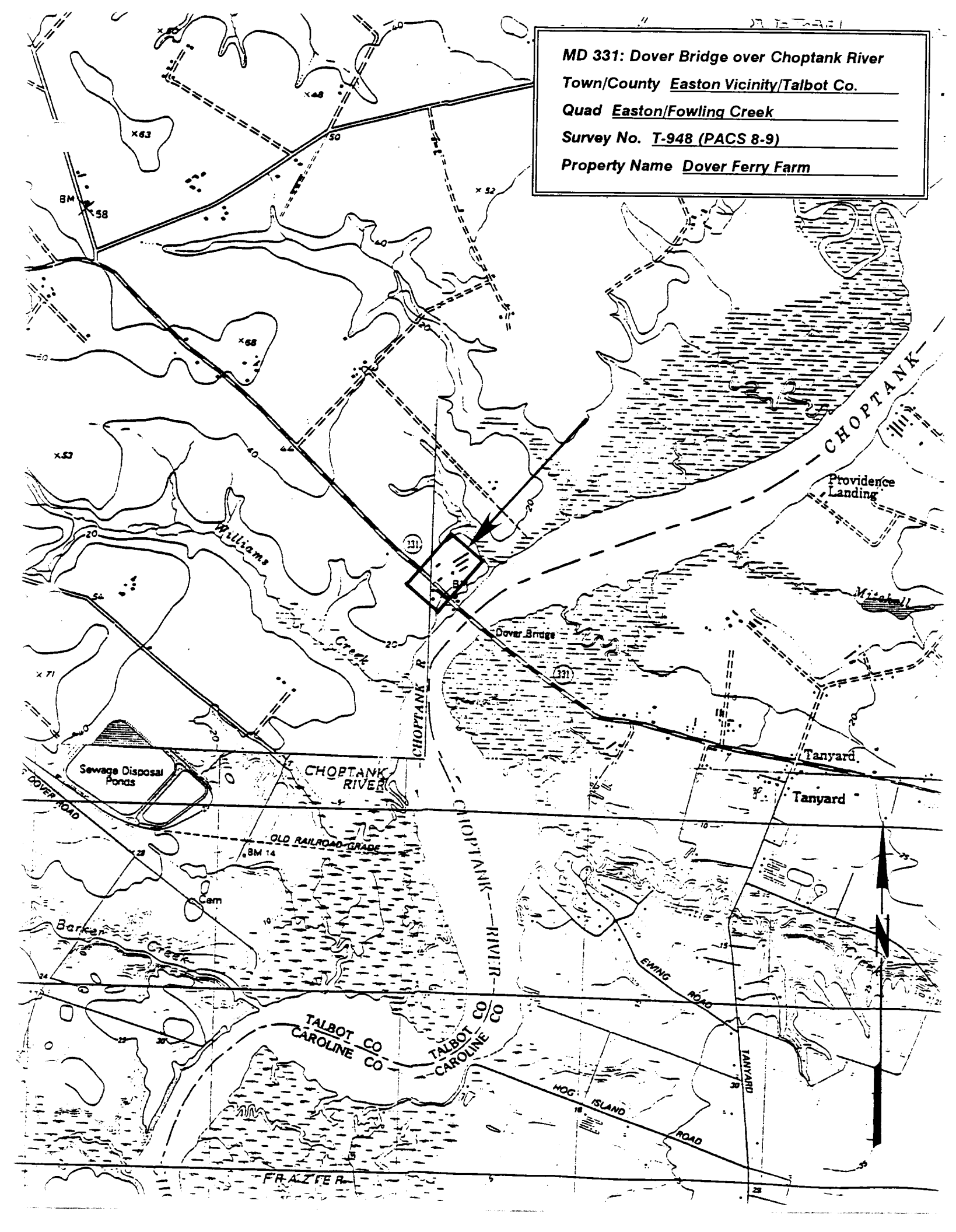
Historic Function(s) and Use(s):

Agriculture, Private Residence

Known Design Source (write none if unknown):

Unknown

Preparer:
P.A.C. Spero & Company
February 1998/Revised May 1998


MD 331: Dover Bridge over Choptank River
Town/County Easton Vicinity/Talbot Co.
Quad Easton/Fowling Creek
Survey No. T-948 (PACS 8-9)
Property Name Dover Ferry Farm
CHOPTANK
Providence Landing
Williams Creek
Dover Bridge
Mitchell
Tanyard
Tanyard
Sewage Disposal Ponds
CHOPTANK RIVER
CHOPTANK R
CHOPTANK — RIVER
DOVER ROAD
OLD RAILROAD GRADE
BM 14
Cem
Barker Creek
EWING ROAD
TALBOT CO
CAROLINE CO
TALBOT CO
CAROLINE CO
HOG ISLAND ROAD
TANYARD
FRAZIER
331

1 T-948

2 Dover Ferry Farm

3 Talbot Co, MD

4 Tim Tamburrino

5 1/98

6 MDSHPO

7 Modern house #1, site of Dover Ferry house

8 1 of 27

1 T-948

2. Dover Ferry Farm

3 Talbot Co, MD

4 Tim Tamburino

5 1/98

6 MD SHPO

7 Modern house #1, rear elevation

8 2 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co., MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Machine Shed

8 3 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co., MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Dairy barn

8 4 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co., MD

4 Tim Tamburrino

5 '98

6 MD SHPO

7 Dairy Barn

8 5 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co. MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Granary

8 6 x 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co, MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Granary

8 7 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co, MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Modern barn

9 8 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co., MD

4 Tim Tamburrino

5 1/78

6 MD SHPO

7 Chicken House #1

8 9 of 27

READ

1 T 948

2 Dover Ferry Farm

3 Talbot Co. MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Chicken house #2

8 10 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co., MD

4. Tim Tamburrino

5 1/98

6 MD SHPO

7 Chicken house #1

8 11 of 27

agri
systems

1 T-948

2 Dover Ferry Farm

3 Talbot Co. MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Chicken house #2

8 12 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co., MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Chicken house #3

8 13 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co., MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Chicken house #3

8 14 of 27

T-948

DOVER FERRY FARM

TALBOT COUNTY, MD

TIM TAMBURRINO

1/98

MD SHPO

SMOKE HOUSE, VIEW N

15 OF 27

T-9418

DOVE & FERRY FARM

TALBOT COUNTY, MD

TIM TAMBURRINO

1/98

MD SHPO

SMOKE HOUSE, VIEW SE

16 OF 27

T-948

DOVER FERRY FARM

TALBOT COUNTY, MD

TIM TAMBURRINO

1198

MD SHPO

KENNEL, VIEW SE

17 OF 27

1 T-948

2 Dover Ferry Farm

3 Talbot County, MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Modern house #2, front elevation

8 18 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co., MD

4 Tim Tamburrino

5 '98

6 MDSHPO

7 Modern house #2, North elevation

8 19 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot Co, MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 North elevation, tenant house

8 20 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot County, MD

4 Tim Tamborrino

5 '98

6 MD SHPO

7 Northeast corner, tenant house

8 21 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot County, MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Southeast corner, tenant house

8 22 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot County, MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Rear elevation, tenant house

8 23 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot County, MD

4 Tim Tamburrino

5 1/94

6 MD SHPO

7 West elevation, tenant house

8 24 of 27

1 T-948
2 Dover Ferry Farm

3 Talbot Co., MD
4 Tim Tamburrino

5 1/98
6 MD SHPO
7 Northwest corner, tenant house
8 25 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot County

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Front elevation

8 26 of 27

1 T-948

2 Dover Ferry Farm

3 Talbot, Co, MD

4 Tim Tamburrino

5 1/98

6 MD SHPO

7 Interior

8 27 of 27