CAPSULE SUMMARY SHEET

Survey No.: T-950 (PACS 12) **Construction Date:** 1932

Name: Maryland State Police Property

Location: 30589 Dover Road, Easton vicinity, Talbot County

Private/Law/Government/Transportation/Occupied/Fair/Accessible: Yes restricted

Description:

The Maryland State Police Property is a 1-story, 3-bay civic building with Spanish Eclectic-style influences on the south side of Dover Road in the Easton vicinity, Talbot County. Constructed in 1932, the building functioned as a state police barracks until 1960. The property contains the main structure and a garage. The structure is of concrete construction with a stuccoed exterior. It has a flat roof and an embattled parapet with widely-spaced merlons. The embrasures are ornamented with decorative tiles. The windows are wood 6/1 double-hung. The building is rectangular in plan with an enclosed porch on the front elevation and two additions on the rear elevation. The enclosed porch on the front elevation is located at the northeast corner of the building.

Significance:

The Maryland State Police Property is a former state police barracks located on the south side of Dover Road in the Easton vicinity, Talbot County. In 1932, the Commissioner of Motor Vehicles of the State of Maryland purchased .4 hectares (1 acre) of land from the executors of the Louis W. Trail estate. In that same year, a 1-story stucco-covered building with Spanish Eclectic-style influences was constructed on that parcel. The building was used as a state police barracks from 1932 until its sale in 1960. John Jewell (Commissioner of Motor Vehicles of the State of Maryland), Carey Jarman (Superintendent of Maryland State Police) and the Board of Public Works of Maryland sold the property to Ada M. Legates in 1960 for $2,500. The property was purchased by the Columbia Manor, Inc. in 1964. Thomas and Frances Duncan, the current owners, purchased the property in 1978. The property size remains .4 hectares (1 acre) in size. The period of operation of a state police barracks on Dover Road, and its closure in 1960, reflect the development of state roads in Talbot County during the mid-twentieth century. In 1932 the barracks opened in conjunction with the State's improvement of the Dover Bridge, located approximately 1.6 kilometers (1 mile) east of the barracks. The bridge links Talbot and Caroline counties, and facilitates a major east-west transportation corridor between Talbot County, Caroline County, Dorchester County and the State of Delaware. However, the relocation of the barracks in 1960 to the recently completed Route 50, a dualized north-south highway through Easton, Maryland, led to the closure of the barracks on Dover Road.

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

Survey No. T-950 (PACS 12)

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 Maryland State Police Property (preferred)

and/or common Duncan Property

2. Location:

street & number 30589 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	___agriculture	___museum
_X_building(s)	_X_private	___unoccupied	___commercial	___park
___structure	___both	___work in progress	___education	___private residence
___site	**Public Acquisition**	**Accessible**	___entertainment	Xreligious
___object	___in process	_X_yes: restricted	___government	___scientific
	___being considered	___yes: unrestricted	___industrial	___other:
	_X_not applicable	___no	___military	
			___transportation	

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

name Thomas and Francis Duncan

street & number 9044 Glebe Creek Road telephone no.:

city,town Easton state and zip code MD 21601-7238

5. Location of Legal Description

Clerk of Court Office of Talbot County liber 519

street & number 11 North Washington Street folio 203

city,town Talbot state MD

6. Representation in Existing Historical Surveys

title

date ___federal ___state ___county ___local

depository for survey records

city,town state

7. Description

Survey No. T-950 (PACS 12)

Condition		Check one	Check one	
___excellent	___deteriorated	___unaltered	_X_original site	
___good	___ruins	_X_altered	___moved	date of move _____
_X_fair	___unexposed			

Resource Count: 2

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

The Maryland State Police Property is a 1-story, 3-bay civic building with Spanish Eclectic-style influences on the south side of Dover Road in the Easton vicinity, Talbot County. Constructed in 1932, the building functioned as a state police barracks until 1960. The property contains the main structure and a garage.

The structure is of concrete construction with a stuccoed exterior. It has a flat roof and an embattled parapet with widely-spaced merlons. The embrasures are ornamented with decorative tiles. The windows are wood 6/1 double-hung. The building is rectangular in plan with an enclosed porch on the front elevation and two additions on the rear elevation. The enclosed porch on the front elevation is located at the northeast corner of the building. The porch has a hipped roof, a stuccoed exterior and a solid wood panel door on the north elevation. Also on the north elevation of the enclosed porch is a 1/1 double-hung wood window, while the east elevation has a 6/1 double-hung window.

The north, or front facade has a central semi-exterior chimney. The chimney is stucco-covered and has a tapered chimney top and a stylized buttress at the chimney base. The northeast [illegible] northwest corners of the building also have stylized buttresses. The first story of the fr[illegible]t elevation has a single 6/1 double-hung window.

The east elevation is 5-bays wide. The first and fifth bays have been enclosed with large air conditioning units. The centers bays consist of three 6/1 double-hung windows.

The south, or rear elevation has two additions. The first addition is located at the southwest corner of the building. This addition is lower in height than the original section of the building and contained a garage bay. It has a flat roof and parapet design similar to the original section. The rear elevation of this addition has two 4-light casement windows, while the west elevation has an enclosed garage bay, an enclosed doorway and a modern wood exterior door. The second addition to the rear elevation is a shed roof section which projects from, and obscures the original wall of the rear elevation. The addition has a concrete block foundation, textured plywood siding and an asphalt shingle roof. The addition has two three-light awning windows.

The west elevation is 3-bays deep. The first and third bays are single 6/1 double-hung windows. The center bay is a double 6/1 double-hung window.

There is one outbuilding associated with this building. Located south of the main building is a 1-story stuccoed garage. The building has a flat roof with a decorative parapet on the front, east and west elevations. The north elevation once contained one continuous garage bay, which has been filled with concrete block to create two separate garage bays with hinged wood doors. The west elevation has two single-light fixed-sash replacement windows, while the south elevation has a single wood door.

The buildings are currently used by the congregation of the Bible Baptist Church. Interior access to the buildings on the property was not available.

7. Description (Continued)

The property is located on the south side of Dover Road, with residential property to the east and west, and open space to the north and south. There are circa 1980 residential structures to the east and west of the property.

8. Significance

Survey No. T-950 (PACS 12)

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	
__1800-1899	__commerce	__exploration/settlement	__philosophy	__theater
X 1900-	__communication	__industry	__politics/government	__transportation
		__invention		__other (specify)

Specific dates 1932 **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 Maryland State Police Property is a former state police barracks located on the south side of Dover Road in the Easton vicinity, Talbot County. In 1932, the Commissioner of Motor Vehicles of the State of Maryland purchased .4 hectares (1 acre) of land from the executors of the Louis W. Trail estate. In that same year, a 1-story stucco-covered building with Spanish Eclectic-style influences was constructed on that parcel. The building was used as a state police barracks from 1932 until its sale in 1960. John Jewell (Commissioner of Motor Vehicles of the State of Maryland), Carey Jarman (Superintendent of Maryland State Police) and the Board of Public Works of Maryland sold the property to Ada M. Legates in 1960 for $2,500. The property was purchased by the Columbia Manor, Inc. in 1964. Thomas and Frances Duncan, the current owners, purchased the property in 1978. The property size remains .4 hectares (1 acre) in size. The operation of a state police barracks on Dover Road, and its closure in 1960, was influenced by the development of state roads in Talbot County during the mid-twentieth century. In 1932 the barracks opened in conjunction with the State's improvement of the Dover Bridge, located approximately 1.6 kilometers (1 mile) east of the barracks. The bridge links Talbot and Caroline counties, and facilitates an east-west transportation corridor between Talbot County, Caroline County, Dorchester County and the State of Delaware. However, the relocation of the barracks in 1960 to the recently completed Route 50, a dualized north-south highway through Easton, Maryland, led to the closure of the barracks on Dover Road.

Early institutional buildings typically accommodated a number of functions and their appearance provided a symbolic presence in the community they served. Civic buildings had elaborate public assembly rooms and administrative offices with ornate architectural detailing. During the nineteenth century, specialization in government occurred; as the function of departments became more distinct, offices were frequently located in separate buildings. As a result of this new organizational structure in government and corresponding decentralization of office space, the need for elaborate public spaces decreased. Later buildings which functioned primarily as administrative offices, were characterized by simplified interiors. In many cases however, the exterior of institutional buildings remained complex in response to the symbolic importance of public buildings in the community. In order to distinguish these structures from other buildings, they were often ornamented with details from such classical architectural styles as the Colonial Revival and Greek Revival. However, examples also exist which exhibit the stylistic influences of more eclectic styles, including Art Deco and Spanish Eclectic (Maddex 1985, 4

8. Significance (Continued)

The architectural details of the barracks building reflect the influence of the Spanish Eclectic style. Spanish Eclectic buildings use decorative details borrowed from all periods of Spanish architecture, including Moorish, Gothic and Renaissance styles. The style gained popularity after the Panama-California Exposition, which was held in San Diego in 1915. The style reached its apex during the 1920s and early 1930s, and fell out of favor during the 1940s. There are five principal subtypes of the Spanish Eclectic-style, distinguished by their roof form. The subtypes include side-gable roofed, cross-gable roofed, combined hipped-and-gabled roofed, hipped roof, and flat roofed. The identifying features of the Spanish Eclectic style are low-pitched roofs with tile coverings, stuccoed walls, and asymmetrical facades. Decorative details often included tiles, multi-level roofs, and arched or curved walls (McAlester 1984, 417-418).

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 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.

8. Significance (Continued)

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 and 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).

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Maryland State Police Property
SURVEY NO.: T-950 (PACS 12)
ADDRESS: 30589 Dover Road, Easton vicinity, Talbot County

8. Significance (Continued)

National Register Evaluation:

Constructed in 1932, the Maryland State Police Property is not eligible for the National Register of Historic Places. The property is not eligible under Criterion A. Research conducted indicates that the location of the barracks was influenced by the replacement of Dover Bridge and the upgrade of Dover Road (MD 331), however the structure has no specific association with the construction and expansion of state roads in the area. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. It is not eligible under Criterion C, due to a lack of material and design integrity. Material integrity has been compromised by the replacement of the exterior doors on the main building and the windows of the garage. The integrity of design has been affected by the enclosure of the front porch, various windows and the garage bay of the rear addition and outbuilding. In addition, the design integrity has been compromised by the two rear additions. Finally, the structure has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MARYLAND HISTORICAL TRUST

Eligibility recommended XX Eligibility Not Recommended

Comments The Trust believes this is significant under Crit A as an example of an early MSP barracks & Crit C as an example of rural Spanish-Eclectic architecture

Reviewer, OPS: [signature] Date: 6/29/98

Reviewer, NR Program: [signature] Date: 7/8/98

9. Major Bibliographical References

Survey No. T-950 (PACS 12)

See Attached

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Easton, 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 . 8

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)

Arthur, Eric and Dudley Whitney. 1972. The Barn: A Vanishing Landmark in North America. New York: Arrowhead Press.

Brugger, Robert J. 1988. Maryland. A Middle Temperament 1634-1980. Baltimore: Johns Hopkins University Press.

Cochrane, Laura, ed. [1920] 1971. History of Caroline County, Maryland from its beginnings. Reprint. Baltimore: Regional Publishing Company, 1971.

Dilworth, William H. 1858. Map of Talbot County, Maryland with Farm Limits. Talbot County Historical Society.

Forman, H. Chandlee. 1967. Old Buildings, Gardens and Furniture in Tidewater Maryland. Cambridge, MD: Tidewater Publishers.

_____. 1989. Early Buildings and Historic Artifacts in Tidewater Maryland. Vol. 1 The Eastern Shore. Easton, MD: Eastern Shore Publishers' Associates.

Gottfried, Herbert and Jan Jennings. 1988. American Vernacular Design, 1870-1940. Ames, Iowa: Iowa State University Press.

Grow, Lawrence. 1985. Country Architecture. Pittstown, NJ: The Main Street Press.

A History of Road Building in Maryland. 1958. State Roads Commission of Maryland.

Janik, Carolyn. 1990. The Barn Book. New York: Gallery Books, An Imprint of W.H. Smith Publishers, Inc.

Lake, Griffing and Stevenson. 1877. Illustrated Atlas of Talbot and Dorchester Counties, Maryland. Philadelphia.

Maddex, Diane ed. 1985. Built in the USA: American Buildings from Airports to Zoos. Washington, D.C.: The Preservation Press.

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Martenet, Simon J., H.F. Walling and O.W. Gray. 1873. A New Topographical Atlas of Maryland, District of Columbia and the United States. Baltimore.

Mullikin, James C. 1961. Ghost Towns of Talbot County. Easton, MD: Easton Publishing Company.

9. Major Bibliographical References (Continued)

Noble, Allen G and Richard K. Cleek. The Old Barn Book. New Brunswick, New Jersey: Rutgers University Press, 1995.

Preston, Dickson J. 1983. Talbot County. A History. Centreville, MD: Tidewater Publishers.

Rebeck, Andrea. 1987 TMs. Montgomery County in the Early Twentieth Century. Maryland Historical Trust and The Montgomery County Historic Preservation Commission.

Talbot County Clerk of Court Office, Deed Books.

Talbot County Free Library, Maryland Room, vertical files.

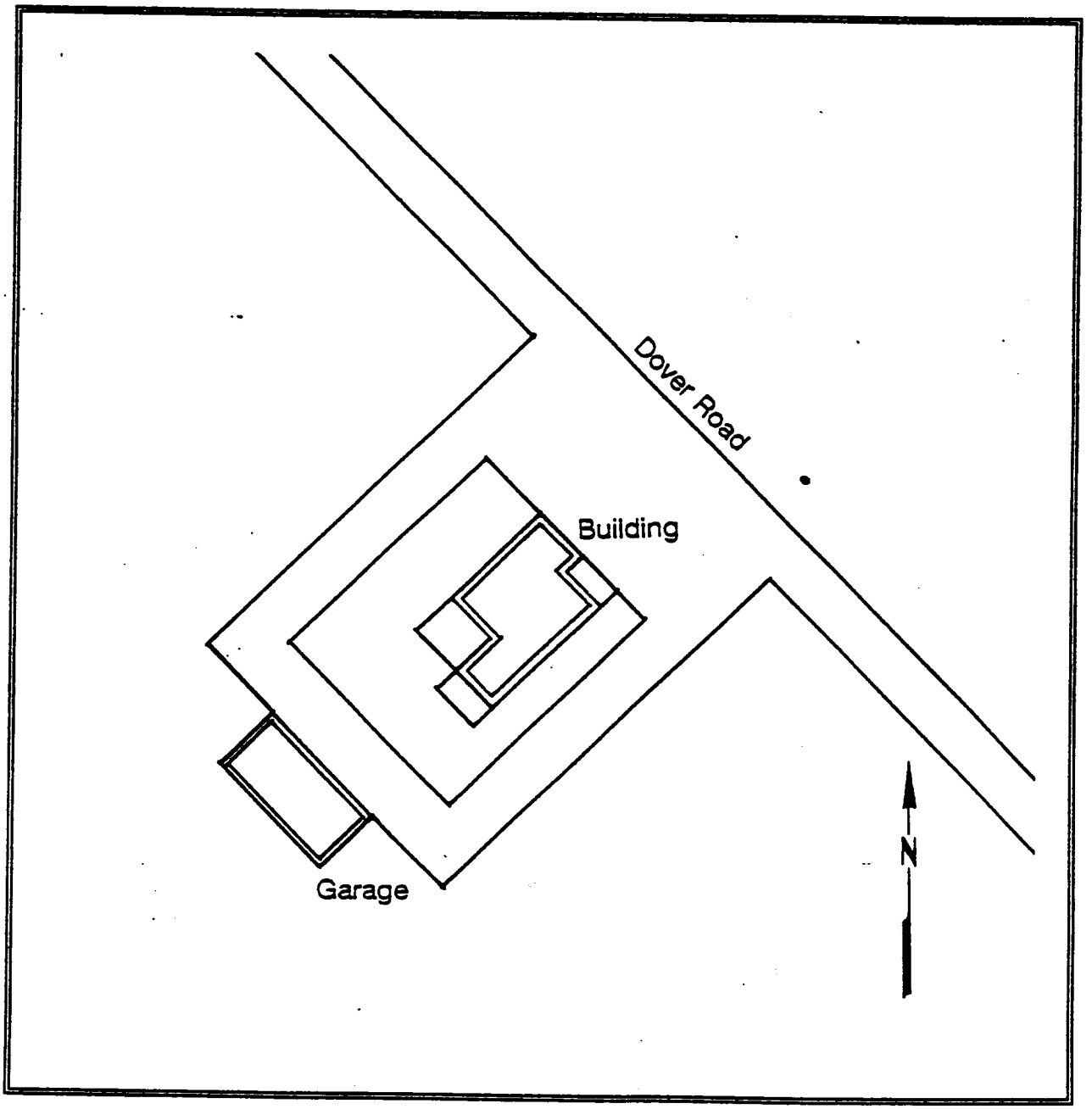
Talbot County Office of Assessments.

Weeks, Christopher. 1984. Where Land and Water Intertwine. An Architectural History of Talbot County. Baltimore: Johns Hopkins University Press.

Wooters, Howard. Interview with author. 19 January 1998.

10. Geographical Data (Continued)

Resource Sketch Map:



Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Eastern Shore

Chronological/Developmental Period Theme (s):

Modern Period A.D. 1930-present

Prehistoric/Historic Period Theme(s):

Government/Law

RESOURCE TYPE:

Category (see Section 3 of survey form):

Buildings

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

Rural

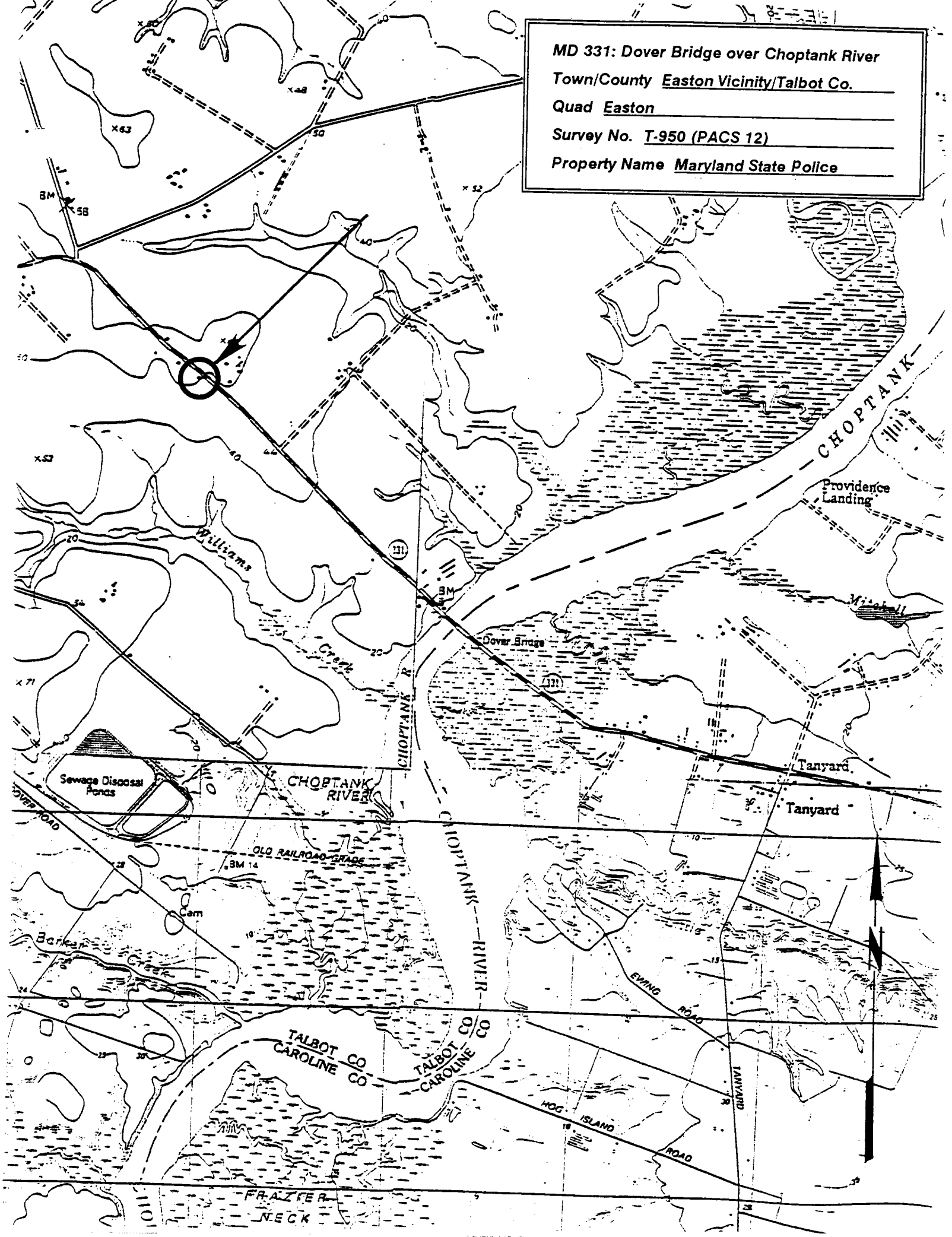
Historic Function(s) and Use(s):

Maryland State Police Barracks

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
Survey No. T-950 (PACS 12)
Property Name Maryland State Police
CHOPTANK
Providence Landing
Williams Creek
Dover Bridge
CHOPTANK R
CHOPTANK RIVER
Sewage Disposal Ponds
OLD RAILROAD GRADE
Tanyard
Barkers Creek
EWING ROAD
TALBOT CO
CAROLINE CO
HOG ISLAND ROAD
TANYARD
FRAZIER NECK

ENTRANCE

T-950

MARYLAND STATE POLICE PROPERTY

TALBOT COUNTY, MD

TIM TRAMBURRINO

1/98

MD SHPO

NORTH (FRONT) ELEVATION

1 OF 10

T-950

MARYLAND STATE POLICE PROPERTY

TALBOT COUNTY, MD

THE TAMBURINO

1/98

MD SHPO

NORTH EAST CORNER

2 OF 10

T-950

MARYLAND STATE TOUCH PROPERTY

TALBOT COUNTY, MD

TIM TAMBURRINO

1/98

MD SHPO

EAST ELEVATION

3 OF 10

T-950

MARYLAND STATE POLICE PROPERTY

TALBOT COUNTY, MD

TIM TAMBURRINO

1/98

MD SHPO

SOUTHEAST CORNER

4 OF 10

T-950

MARYLAND STATE POLICE PROPERTY

TALBOT COUNTY, MD

TIM TAMBURINO

1/98

MD SHPO

NORTH (REAR) ELEVATION

5 OF 10

T-950

MARYLAND STATE POLICE PROPERTY

TALBOT COUNTY, MD

TIM TAMBURRINO

1/98

MD SHPO

SOUTH WEST CORNER

10 OF 10

T-950

MARYLAND STATE POLICE PROPERTY

TALBOT COUNTY, MD

TIM TAMBURRINO

1/98

MD SHPO

WEST ELEVATION

7 OF 10

T-950

MARYLAND STATE POLICE PROPERTY

TALBOT COUNTY, MD

TIM TAMBURINO

1/98

MD SHPO

NORTH WEST CORNER

8 OF 10

T-950

MARYLAND STATE POLICE PROPERTY

TALBOT COUNTY, MD

TIM TAMBURRINO

1/98

MD SHPO

GARAGE, VIEW SE

9 OF 10

T. 95C

MARYLAND STATE TROOPER PROPERTY

TALBOT COUNTY, MD

TIM TAMBURRINO

1/98

MD SHPO

GARAGE, VIEW NE

10 OF 10