

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Petersville School (Public School 15, Crossroads Restaurant) Inventory Number: F-2-069
 Address: 847-A Jefferson Pike City: Knoxville Zip Code: 21758
 County: Frederick USGS Topographic Map: Harpers Ferry, Va.-Md.-W.Va.
 Owner: Sylvia King Is the property being evaluated a district? yes
 Tax Parcel Number: 19 Tax Map Number: 91 Tax Account ID Number: 288417
 Project: Brunswick Crossing Development-200666892\N66902 Agency: U.S. Army Corps of Engineers
 Site visit by MHT Staff: no yes Name: _____ Date: _____
 Is the property located within a historic district? yes no

If the property is within a district District Inventory Number: _____
 NR-listed district yes Eligible district yes District Name: _____
 Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context

If the property is not within a district (or the property is a district)
 Preparer's Recommendation: Eligible yes no

Criteria: A B C D Considerations: A B C D E F G None
 Documentation on the property/district is presented in: MHT inventory 1991 by Janet Davis

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*
See continuation sheets for historical context

When Janet Davis surveyed this property she looked only at the 19th century school, which had substantial alterations. "The Petersville School is a circa 1855 one-story brick schoolhouse adjoined by a modern 2-story brick and frame residence/commercial building, the whole group being currently used as a restaurant, the crossroads Inn. The schoolhouse is also adjoined by a concrete block addition. The schoolhouse with its additions is located on the east side of Jefferson Pike (Maryland Route 180), just south of the intersection of Burkittsville Road (Maryland Route 17), about 1-1/2 miles west of Brunswick, Frederick County, Maryland.

"The school's exterior form is the only remaining recognizable feature of its original use and that form is mostly visible from the north and west. The exterior brick is heavily painted 5:1 bond with the original three window bays on the west elevation obscured by a modern foyer addition and enlarged plate glass windows. On the north gable end are two window bays which are filled with brick. The roof is standing seam and the cornice is boxed. In the center of the roof is a patch indicating a chimney location. The interior of the building has been completely altered, with the original exterior walls on the east and south removed or relocated to accommodate a large dining area which extends into the first floor of the adjoining two-story building." (Section 7. Description). The foyer and paint have been removed. The restaurant is closed.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: <u>based on info presented, appears to lack integrity.</u>	
<u>Jonathan Bayn</u> Reviewer, Office of Preservation Services	<u>7/10/07</u> Date
<u>[Signature]</u> Reviewer, NR Program	<u>7/5/07</u> Date

200701971

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

F-2-69

Continuation Sheet No. 1

Section 8. Description states "The Petersville School is an example of a rural schoolhouse of the mid-19th century which has lost most of its integrity through mid-20th century alterations; however the one-story, gable-roofed form of the original brick structure is still three-bay side elevations, even in the altered state of the Petersville school, show the persistence of the functional form and its potential for adaptive reuse."

Almost directly across the street is the building that was once the Hawaiian Nite Club and just south of it is the motor court built in the late 1930's by the owner of the night club. The same relationship of motor court and separate restaurant, serving motor court patrons and other travelers, is replicated at the Petersville School, except that the historic structure was, unfortunately, renovated to become a restaurant, which appears to have outlasted the motor court. There is no documentation to support this analogy, but the physical evidence of close proximity of restaurant and motor court, which was a national characteristic, its location on the Old US 180 which ran from Frederick to West Virginia's Harper's Ferry and Charles Town with its race track, is convincing.

Based on the small size of each cottage, it would appear most likely that they were built in the 1930's. (See *The Motel in America* by John A. Jakle, Keith A. Sculle, and Jefferson S. Rogers). And it is most likely that at that time, the former schoolhouse was the office, residence and dining room for the motel complex (as reflected in the name Crossroads Restaurant). The small, rectangular, concrete block structures with gable roofs are unused, but in good condition. The semi-circular layout of the cottages is also consistent with early motels erected on major roads in the early part of the century, after affordable cars made travel by families and traveling salesmen more popular. During this period, Jefferson Pike was the major route from Frederick (and perhaps much of Maryland and Washington, D.C.) to Harpers Ferry, W. Va.

In the opinion of this reviewer, Ms. Davis was correct in stating that the building had lost most of its integrity, and it is therefore, not individually eligible for the National Register of Historic Places. However, the six early 20th century motel cottages behind the former schoolhouse/restaurant need to be considered with the latter building. And when taken together, the historical associations of a 19th century rural school and later associations with burgeoning early to mid-20th century recreational and business travel make this an eligible property.

Overall Historic Context for Brunswick Region (in which Petersville School is located)

While European exploration, including surveying and purchasing of land, of western Maryland dates to the first decades of the 18th century, the area that is present-day Frederick County remained unsettled until about the 1730's, except for native tribes. The Proprietary Letter of 1732 encouraged settlement by farmers by offering large tracts with payment deferred for three years, and Frederick County in the period from 1730 to 1805 has been characterized by historians as undergoing "agrarian intensification." These early settlers were Pennsylvania Germans and these Protestants were subsequently joined by smaller numbers of English Catholics. According to the Frederick County Historic Plan (also the source of later quotes), "The amalgam of German and English influences is a characteristic of Western Maryland houses of the early and mid 18th century and some of its features, such as the hillside siting and a functional interior spatial disposition persisted through most of the 19th century."

In the late 18th century, Frederick County farmers had limited success with tobacco growing due to stony soil and the cost of transporting tobacco to coastal ports. So the farmers raised other crops.

Frederick County was formed from part of Prince George's County in 1748, three years after Frederick Town was platted. The town grew rapidly and was the second largest Maryland town in the late 18th century and in the same period Frederick was the state's second largest county.

The French and their native allies' victory over the British and colonial troops in the French-Indian War in the mid-1750's temporarily slowed growth in Frederick County, out of fear of Indian attacks, but growth due to new settlers resumed by the mid-1760's.

In 1776, Montgomery (on the east) and Washington (on the west) counties were carved out of Frederick County.

MARYLAND HISTORICAL TRUST
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Continuation Sheet No. 2

During the same period --- during the Revolutionary War ---- industries such as iron forges and foundaries and glass blowing were established in the county and spurred economic and population growth. By 1794 there were also 20 mills, one saw mill, one forge and one glass works in the county.

In 1790 Frederick County counted 26,937 whites, 213 free blacks, and 3,641 slaves. Sixty years later, the county had 33,314 whites, 2777 free blacks, and 3913 slaves. While the number of free blacks increased dramatically, as it did throughout all of Maryland, Frederick was one of the few counties that showed an increase in the number of slaves. From the late 18th century through the Civil War, Frederick County citizens were of divided loyalties.

In 1805 construction on the National Road through Frederick had been initiated and other turnpikes were undertaken to provide better roads from Frederick to Harper's Ferry and other outlying towns. Improvement in roads coupled with improved farm machinery, such as threshers and reapers, enabled large scale movement of farm products from Frederick County to the east, and manufactured goods were shipped west from the eastern towns/cities and ports to the farmers.

The most dramatic improvements to shipping farm goods and finished goods occurred with the construction of the C & O along the Potomac River and the B & O Railroad, roughly paralleling the National Road.

The railroad and canal both arrived in Brunswick (originally Berlin) in 1834, but very quickly the railroad became the dominant mover of produce and the other products between the various Frederick county mills and towns and the more eastern towns and cities. Despite the canal's initial success and economic influence it rapidly lost out to the railroad. To quote "A Walking tour of Historic Brunswick": "C & O Canal Lock No. 30. Two interpretive markers tell the story of early industry based on water power, that drew people to this area. The mills- such as C.F. Werner's- formed the nucleus around which Berlin grew... Lock No. 30 is dry now. No longer do coal-laden canal boats 'lock down' as the gates opened to let water out and lower the boat on its journey east, or 'lock up' on the return trip." Again quoting the "Walking tour" booklet: "Brunswick prides itself as a railroad town. In many ways, the Baltimore & Ohio Railroad built the Brunswick you see today. However, the B&O tracks didn't arrive in town until 1834, and the big expansion of the rail yard here- which made the B&O the town's largest employer for years - didn't happen until 1890 and again in 1905-06."

In 1850 the Bond Map showed the well-developed railroad and canal along with major north-south roads leading from Brunswick and its northern neighbor of Knoxville. The road that terminated at Knoxville ran east to Frederick and was from at least from the late 18th century known as Jefferson Pike or later US 340 and now MD 180. Through the 19th century and into the late 20th century it was the popular route for people traveling from Frederick and other parts of Maryland to West Virginia, especially Harper's Ferry and Charles Town. A few miles north of Brunswick the road cut through the small town of Petersville as did the other east- west route from Brunswick, which is Rt 17 or Petersville Road. While the houses along Petersville Rd. are more recent, at best early 20th century, several farms and farmsteads along Jefferson Pike (closest to Knoxville), for example the Deaver Farmstead, are at least as old as mid-19th century. A disjointed road runs between Petersville Road and Jefferson Pike and this road is approximated by the present Burkittsville Rd.

During the Civil War, two major battles took place in Frederick County, and Frederick Town was occupied at various times by Confederate and Union armies, and it was a hospital center throughout the war. Marauding troops, supposedly mostly Confederate raided farms, stealing food and animals.

After the Civil War, economic growth restarted, spurred by the use of newly available steam powered farm equipment. But only the more affluent farmers could afford this equipment or the gas powered tractors that became more common in the 20th century.

Starting in the 1870's, "in the industrial/urban dominance period, the most important agricultural development was the change from grains, produce, and livestock to dairy products for other than domestic use... The major events in agricultural and industrial development from 1870 to the 1920's had visible effects on the physical structure of farmsteads, villages, and towns. The use of steam, and later, gasoline-powered agricultural equipment required shelters in the farmsteads to protect the machinery. These were usually small frame sheds, often with open side for ease of access. Equipment sheds were sometimes attached to existing sheds, bank barns, and other buildings." Other buildings that were built were pull-through wagon

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NR-ELIBILITY REVIEW FORM

F-2-69

Continuation Sheet No. 3

shed/corn crib and silos, which became common by the 1890's. Creameries for the sanitary handling of milk also started to appear in the late 19th century.

In the late 19th to early 20th century, the variety of revival domestic architectural styles popular throughout the country were built in Frederick County or existing buildings were renovated to reflect newest styles. Sears Mail Order houses were common because the extensive network of railroads made it possible to bring the pre-cut and numbered lumber to the most isolated farm. In addition to other styles popular in the late 19th and early 20th century, the four-square caught on in Frederick County. "In the early 20th century, the Four Square house, with a generally square or rectangular plan topped by a hipped or pyramidal roof, became increasingly popular across the nation. Easily built and convenient to extend or embellish with porches, dormers, porte cocheres, and wings, the Four Square single dwelling and duplex house became a familiar part of the County's architectural scene. Bungalows achieved a modest showing, principally in or near the towns, but occasionally occurring in rural locations as well. The Four Square, with its usually full-height second story, was marginally more popular than the bungalow in farmsteads for new or replacement dwellings, but neither type was built in large numbers in the rural landscape." Concrete block construction was introduced in the 20th century as was electricity.

Of course the Depression slowed severely the economy, which only revived with the Second World War. Aside from military camps in the county, there was little building during the war. After World War II and the Korean War, major highway projects started throughout the country and effected roads in Frederick County. There was also a national shift from agriculture and fields were lost to highways and housing subdivisions. "Subdivisions began to appear at the edges of Frederick City, and both Brunswick and Frederick City began a series of annexations in the late 1960's." In 1970, Jefferson Pike was supplanted by a modern divided highway just north of it.

In sum, the history of Frederick County is that of a rural, agrarian county strongly affected by major transportation modes. At the local level the influence of transportation routes was even greater and the agrarian quality perhaps faded a little bit earlier. In Brunswick and surrounding areas, the strong rural, agrarian quality persisted into the late 1960's, but the impact of the B&O Railroad, with its roundhouse and other major structures at Brunswick, and to a lesser degree the C & O Canal and manufacturing in Brunswick had more influence than industry or commerce probably had in other rural parts of Frederick County. While the outlying areas of Brunswick did not develop commercially or even residentially the way Brunswick did, there was the spread of railroad worker housing north from Brunswick and by the early 20th century housing communities were planned for middle or perhaps even upper class people who worked or owned companies in Brunswick. After World War II the agrarian nature of the Brunswick region was seriously altered first by the construction of largely brick one story residences for people who commuted not only to Brunswick but to much more distant work sites. This erosion of the farm setting was further seriously undermined by the construction in 1970 of the new divided highway which cut through what had previously been farm land. Also, Jefferson Pike, as a major connector between Frederick and Harper's Ferry and Charles Town (especially its race track), starting in the 19th century, developed as a mix of farmsteads with some fine 19th century homesteads and transportation related buildings such as the two motor courts and night club at the northern end of Jefferson Pike in the Brunswick Region.

Prepared by: William Lebovich

Date Prepared: February 2007

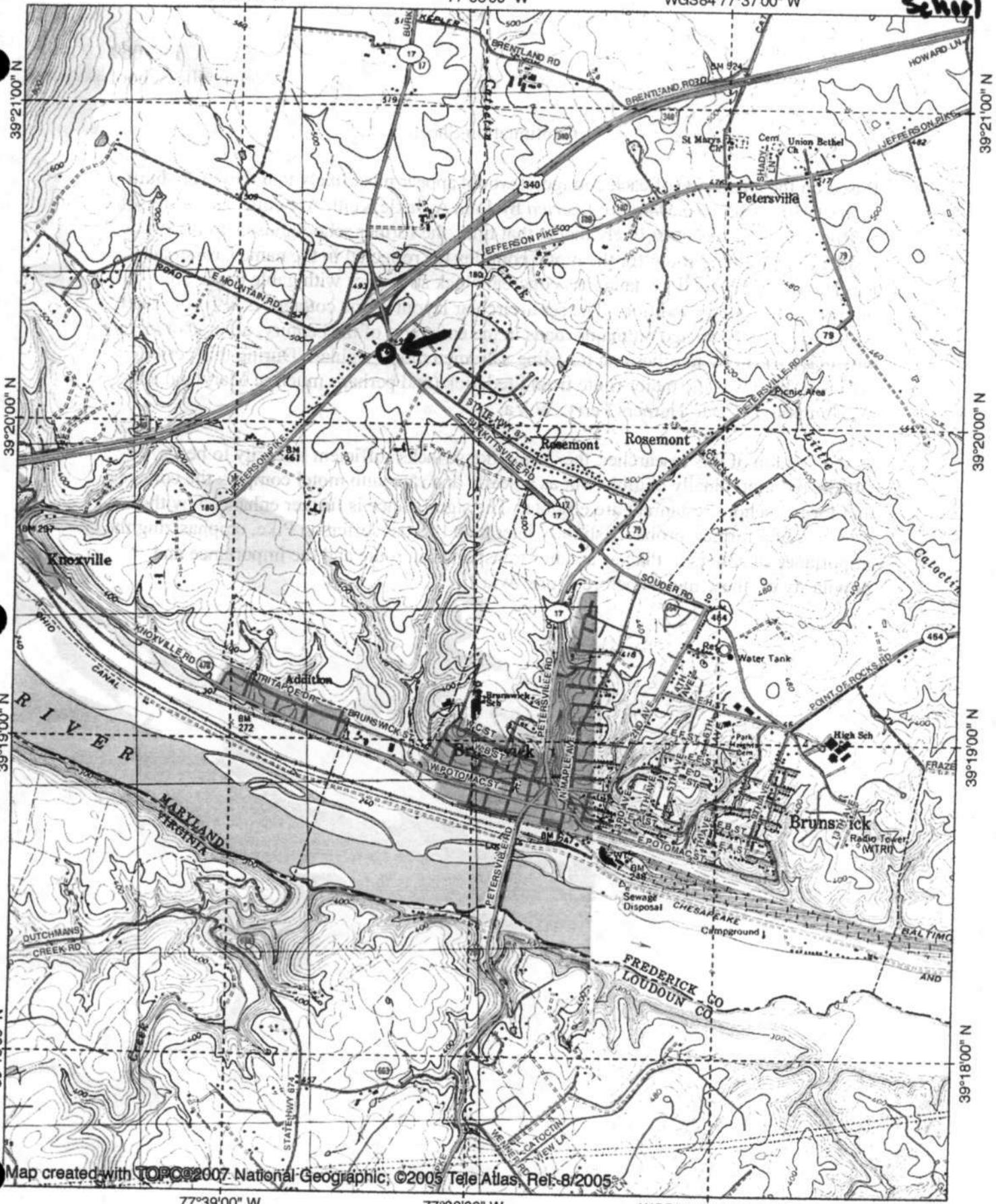
F-2-069
Petersville
School

TOPO! map printed on 02/20/07 from ".tpo"

77°39'00" W

77°38'00" W

WGS84 77°37'00" W



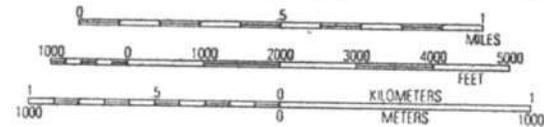
Map created with TOPO! 2007 National Geographic; ©2005 Tele Atlas, Ref. 8/2005

77°39'00" W

77°38'00" W

WGS84 77°37'00" W

NATIONAL
GEOGRAPHIC



Harpers Ferry - MN TN
Va. - Md. - W.V.
10.5°
02/20/07



F-2-009
Petersonville School
George Jefferson
P.O.
Box 111
Fredericks Co.
MD

Bill Leavich
Dec 2006



F-2-069

Pete. w. 14

Schurf Jefferson Pike
Kirkville

Frederick Co.

MD

311 Lehigh

Dec 2006

F-2-69
Petersville School
Brunswick vicinity
Private

Ca. 1855

The Petersville School was built about 1855 as a one-story brick structure which was altered in the 1930's for use as a restaurant, to which later a two-story brick and frame residence and commercial expansion building was added. Only the north and west elevations of the original schoolhouse still retain their historical integrity at a minimal level. The school's adaptive reuse indicates the strategic character of the rural schools' locations at busy crossroads, a quality echoed in the name of the restaurant, the Crossroads Inn.

F-2-69

Petersville School; Public School 15
Petersville
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Agricultural-Industrial Transition A.D. 1815-1870
Industrial/Urban Dominance A.D. 1870-1930

Prehistoric/Historic Period Themes:
Social/Educational/Cultural

Resource Types:

Category: Buildings

Environment: Rural

Function and Use:
Education/school/schoolhouse

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Petersville School; Public School 15

and/or common Crossroads Inn Restaurant

2. Location

street & number 847-A Jefferson Pike not for publicationcity, town Petersville vicinity of congressional district 6th

state Maryland county Frederick

3. Classification

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

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

name Willard T. & Josephine Compher

street & number 847A Jefferson Pike telephone no.:

city, town Knoxville state and zip code Md. 21758

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber 983

street & number 100 W. Patrick Street folio 48

city, town Frederick state Maryland 21701

6. Representation in Existing Historical Surveys

title

date federal state county local

pository for survey records

city, town state

7. Description

Survey No. F-2-69

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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

CONTRIBUTING RESOURCE COUNT: 1

The Petersville School is a circa 1855 one-story brick schoolhouse adjoined by a modern 2-story brick and frame residence/commercial building, the whole group being currently used as a restaurant, the Crossroads Inn. The schoolhouse is also adjoined by a concrete block kitchen addition. The schoolhouse with its additions is located on the east side of Jefferson Pike (Maryland Route 180), just south of the intersection of Burkittsville Road (Maryland Route 17), about 1-1/2 miles west of Brunswick, Frederick County, Maryland.

The school's exterior form is the only remaining recognizable feature of its original use and that form is mostly visible from the north and west. The exterior brick is heavily painted 5:1 bond with the original three window bays on the west elevation obscured by a modern foyer addition and enlarged plate glass windows. On the north gable end are two window bays which are filled with brick. The roof is standing seam and the cornice is boxed. In the center of the roof is a patch indicating a chimney location. The interior of the building has been completely altered, with the original exterior walls on the east and south removed or relocated to accommodate a large dining area which extends into the first floor of the adjoining two-story building.

8. Significance

Survey No. F-2-69

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 checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1850 **Builder/Architect**

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.

The Petersville School is an example of a rural schoolhouse of the mid 19th century which has lost most of its integrity through mid-20th century alterations; however, the one-story, gable-roofed form of the original brick structure is still discernible and can be compared to other schools of the period. The familiar three-bay side elevations, even in the altered state of the Petersville School, show the persistence of the functional form and its potential for adaptive reuse. The schoolhouse was built about 1855 on the northeast corner of the Burkittsville Road and Jefferson Pike. Known as Public School 15, it was a well-known local landmark, as most rural schools of the 19th century were. On the 1858 Isaac Bond map of Frederick County, a scenic view in the map's border of the Potomac River gap at Foxville was identified by placing the viewer between two familiar reference points, the P.S. 15 and the toll house, which stood further south on Jefferson Pike. In the mid-20th century, the Burkittsville Road was relocated north of the schoolhouse, but it remained a pivotal structure and was remodeled for commercial use, in which it has operated to the present.

9. Major Bibliographical References

Survey No. F-2-69

Bond, Isaac, Map of Frederick County, 1858.
Land Records of Frederick County
Titus, C.O., Atlas of Frederick County, 1873.

10. Geographical Data

Acreage of nominated property less than 1 acreQuadrangle name Harpers Ferry, Va. - Md. - W.Va.Quadrangle scale 1:24000UTM References do NOT complete UTM referencesA

Zone	Easting		Northing				

B

Zone	Easting		Northing				

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

Tax Map 91, Parcel 19

List all states and counties for properties overlapping state or county boundaries

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

name/title Janet L. Davis, Historic Sites Surveyororganization Frederick County Planning & Zoning Dept. date October 1991street & number 12 E. Church Street telephone 696-2958city or town Frederick state Maryland 21701

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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
301-514-7600

LIBER/FO. NO	GRANTEE	GRANTOR	ORIGINAL TRACTS	COST	DATE
983/48 19 Mar 76	Millard J. & Josephine m. Compher	Millard J. Compher	P. 1: 1a. 462/136 P. 2: 785/121 P. 3: 954/494		
1: 462/136 8 Apr 47	Millard J. Compher	James E. & Ruth E. Ferrell	1a.		
1: 406/599 1 Apr 37	James E. & Ruth E. Ferrell	James S. Didionuk	"Resurvey of Maryland" (Maryland?) Lot #2. 104a. incl. 1/2 a. in a school lot		
1: 380/543 12 Sept 31	James S. & Clara D. Duoliusk	Charlotte M. Hilleary widow, et al	P. 1: "Resurvey on Maryland" 104a. Lot #2 on plat made for will of Silghman Hilleary incl. 1/2 a. in the school lot		
1: T62/718 29 Dec 1874	Clarence M. Hilleary	John Hilleary, exec. & Sally Ann Hilleary exec. of Silghman Hilleary will & test.	104a. incl. 1/2 a. in the School Lot	#10,671.87	
1: Reg. of Wills TLMC #2/306 Sales of real estate 13 Sept 1869	Clarence M. Hilleary	John & Sally Ann Hilleary, executors of Silghman Hilleary	"... also a schoolhouse and lot containing 1/2 acre..."	#300	

WBT 4/216 gene 2 1846 Schools Districts Primary
describes district boundaries

~~BGF 1/397, Apr 1, 1858 State of Md. Commission
John Hilleary - Coroner~~

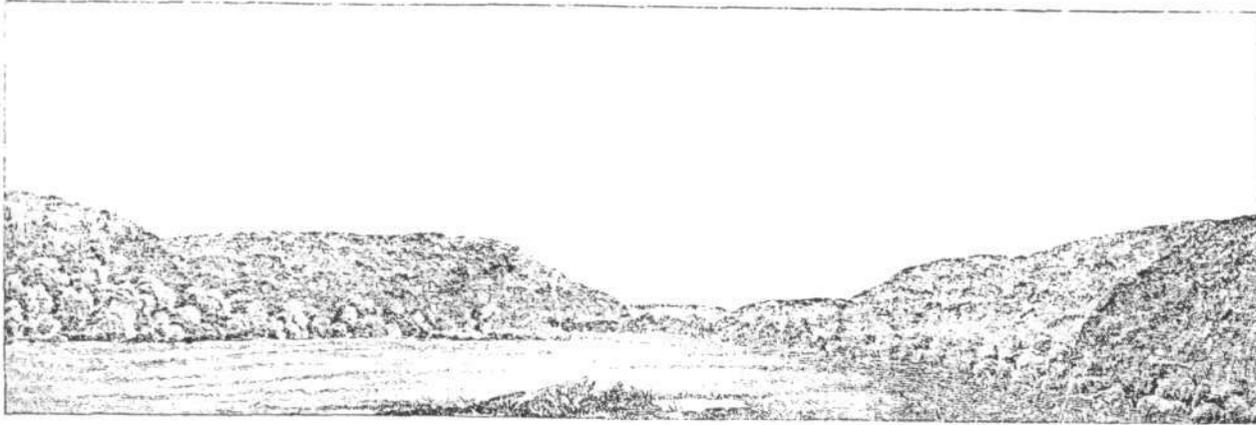
~~JWLC 3/565 23 Mar 1866 Silghman Hilleary
to Harg - & gene Mousin~~



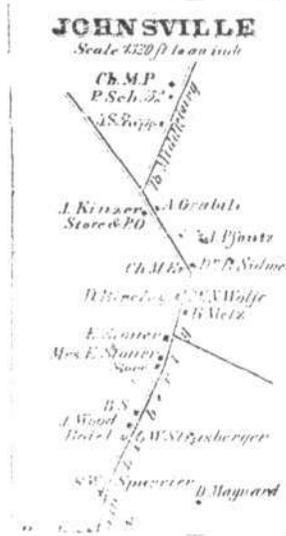
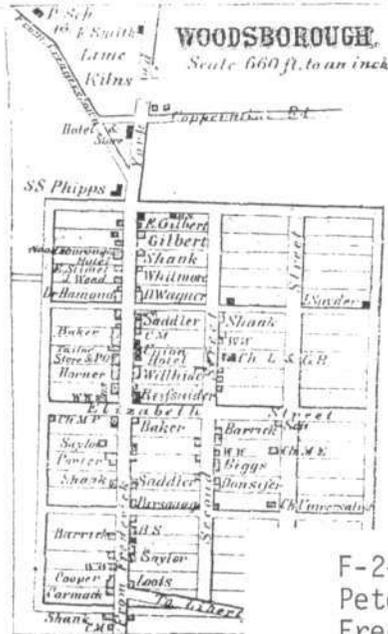
F-2-69
Petersville School
Frederick County
Isaac Bond, Map of Frederick County, 1858.

SURFACE, SOIL, &c.

Districts Nos. 10 and 6, and the northwest parts of 2, 4, 5 & 11, are mountainous, producing little but timber, except in the rich and fertile Harbaugh and Eyler Valleys, about Wolfsville and Wolfsville and in a few other spots. Nos. 16, 3, 12 and 14, form the billy but productive and fertile...



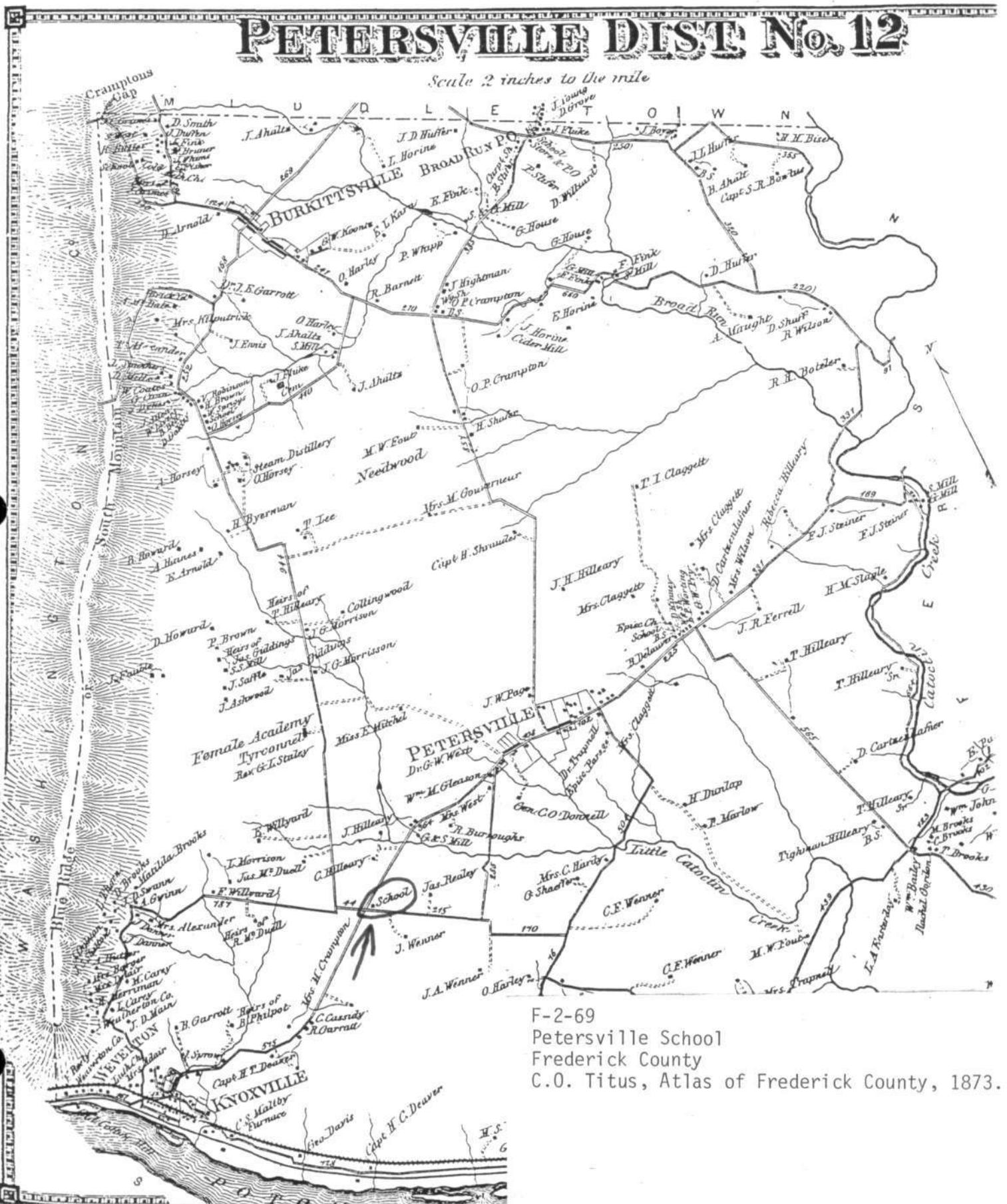
Harpers Ferry & Weverton Gaps, - from Ridge Road, mid way between P.Sch 15 & the Toll Gate.



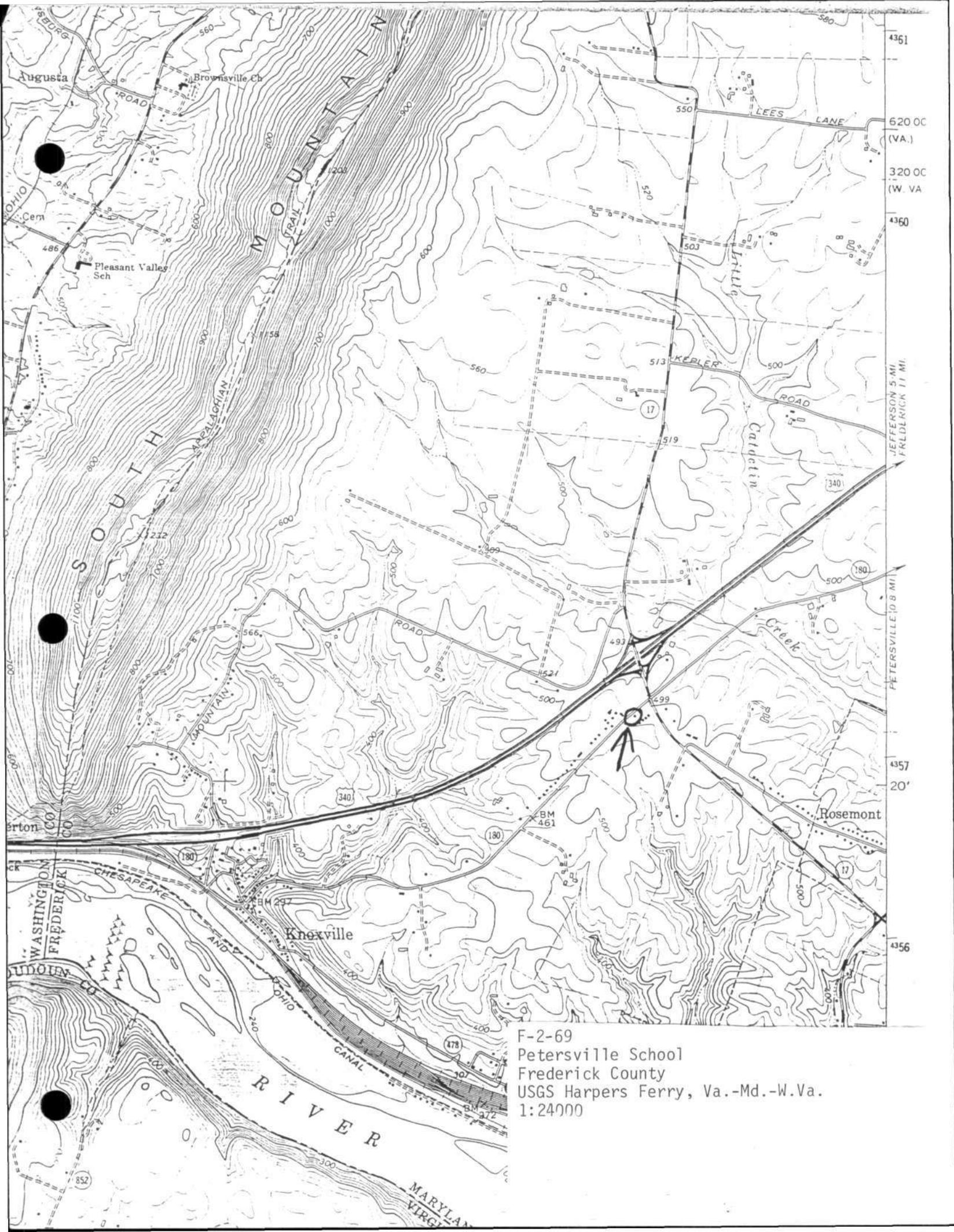
F-2-69
Petersville School
Frederick County
Scenic vignette near school on Bond
map, 1858.

PETERSVILLE DIST No. 12

Scale 2 inches to the mile



F-2-69
Petersville School
Frederick County
C.O. Titus, Atlas of Frederick County, 1873.



F-2-69
Petersville School
Frederick County
USGS Harpers Ferry, Va.-Md.-W.Va.
1:24000



F-2-69

Petersville School

Frederick County

Photo: Janet Davis

October 1991

Neg. loc.: Md. SHPO, Crownsville, Md.

Northwest corner view