HO-377
The Main Street, Elkridge Historic District
Numerous Private Owners
Elkridge

Circa 1817

The Main Street, Elkridge Historic District is located on the north and south sides of Main Street, Elkridge, from its intersection with Furnace Road (including the Boyle House, HO-385) west, crossing the B & O Railroad tracks, still further west to its intersection with the Old Washington Road.

This section of Main Street, Elkridge is a part of the old Baltimore-Washington Turnpike, constructed in 1817, to replace an earlier road, located some distance south. In 1914, it was replaced by the present U.S. Route #1, which runs north and parallel to it.

The buildings, lining this section of the old turnpike, date from the early nineteenth century

MARYLAND HISTORICAL TRUST

HO-377
District 1

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY MAGI #1403775529

1 NAME

HISTORIC: Elk Ridge Landing

AND/OR COMMON: The Main Street, Elkridge Historic District

2 LOCATION

STREET & NUMBER: North and South sides of Main Street, Elkridge

CITY, TOWN: Elkridge — VICINITY OF

CONGRESSIONAL DISTRICT: 6th

STATE: Maryland

COUNTY: Howard

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	X PUBLIC	X OCCUPIED	AGRICULTURE	MUSEUM
BUILDING(S)	X PRIVATE	UNOCCUPIED	X COMMERCIAL	PARK
STRUCTURE	BOTH	WORK IN PROGRESS	EDUCATIONAL	X PRIVATE RESIDENCE
SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	ENTERTAINMENT	X RELIGIOUS
OBJECT	IN PROCESS	X YES: RESTRICTED	GOVERNMENT	SCIENTIFIC
	BEING CONSIDERED	YES: UNRESTRICTED	INDUSTRIAL	X TRANSPORTATION
		NO	MILITARY	OTHER

4 OWNER OF PROPERTY

NAME: Numerous Private owners - see accompanying individual inventory forms

Telephone #:

STREET & NUMBER:

CITY, TOWN: — VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

Liber #: Tax Map 38

Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Hall of Records

STREET & NUMBER: Howard County Court House

CITY, TOWN: Ellicott City

STATE: Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: Howard County Historic Sites Inventory

DATE: 1977

FEDERAL X STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS: Maryland Historical Trust

CITY, TOWN: 21 State Circle, Annapolis

STATE: Maryland

7 DESCRIPTION

HO-377
Dist. 1

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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See individual inventories for greater detail.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

HO-377
Dist. 1

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY)
		__INVENTION		Local History

SPECIFIC DATES 1817 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Main Street, Elkridge Area, from Furnace Avenue west over the B & O Railroad tracks, still westward to its intersection with the Old Washington Road is historically, architecturally, and in the field of transportation of outstanding significance to Howard County, the State of Maryland, and to the federal government as an original section of the Baltimore-Washington Turnpike, constructed in 1817 by the Washington and Baltimore Turnpike Road Company, a turnpike company in Maryland, chartered in 1812, and featuring along its north alignments and south alignments, many old nineteenth century structures of historic and architectural merit. An earlier charter of 1796 to the first turnpike company in Maryland which was to construct the road between Baltimore and the District of Columbia set the tolls, and made a provision for camels as well as other domestic animals. The company, however, did not construct the turnpike then.

Main Street, Elkridge, is of significance in the field of transportation as the Washington and Baltimore Turnpike Road Company which was chartered in 1812 did construct this road, a part of the old turnpike linking Baltimore to Washington.

As early as 1746, in Maryland's history most transportation was by water. At that time, Elkridge was also important as a transportation hobb, rivaling Annapolis and holding a prominent location as a Port of Entry for English ships, upon which tobacco was loaded by the tobacco growers of Upper Anne Arundel County. J. D. Warfield relates that in 1763 "there were 1,695 hogsheads of tobacco, more than half of the crop in Anne Arundel County, inspected at Elk Ridge, and during the Revolution it was at the height of its usefulness".

The forerunner of present Main Street, Elkridge was the great Northern and Southern Post Road which originally ran south of present Main Street, Elkridge, or the Turnpike Road, according to Mr. Charles Toomey, local resident and businessman.

The turnpike, constructed in 1817, of which Main Street, Elkridge is a part, was said to have three characteristics:

CONTINUE ON SEPARATE SHEET IF NECESSARY

(1) A road bed or improved surface.
(2) An incorporated company which provided money to construct the road.
(3) Tollgates along regular intervals at which tolls were collected.

In the case of the road's construction, usually only the specifications of the width of the road and that the road be made of stone or durable materials to a depth of 12 inches unless the bed beneath was hard, was dictated in turnpike company's charters. In the case of the Baltimore-Washington Turnpike, it was a gravel road of 36 miles total length. Photographs of Main Street, Elkridge in the early twentieth century indicate a dirt road beneath which was the gravel base.The turnpike went along Pratt Street in Baltimore west almost to Mt. Clare Station where it turned south, following the present Washington Boulevard. Part of the road was opened in 1815 with Elkridge opened by 1817. A Mr. David Scott was superintendent in 1818.

Repairs to the road occurred only after extreme necessity, when holes or ruts had developed. Such repairs were made by a gate keeper or hired hands, paid to haul and break stone to fill in the holes. In 1835, the Washington branch of the B & O Railroad was built and the tolls for the road declined, creating pressure for the company and difficulty in maintaining its roads and bridges. Failure of the turnpike companies to respond to complaints eventually led to the revocation of their charters and the establishment of a report in 1898 by the Geological Survey Commission which resulted in the creation of the Highway Division, later the State Roads Commission.

In 1904, the State of Maryland created legislation to provide 50 per cent aid and State supervision to the counties for the purpose of constructing modern roads. In 1914 the realignment and construction of the Baltimore-Washington Turnpike or U. S. Route #1, was built north of Main Street, Elkridge. The busy character of Main Street, Elkridge, remained for a time, featuring much commercial development with several grocery stores,until today it is almost entirely residential, and its past busy and active character difficult to imagine in the present quiet street.

Before leaving the subject of its general construction,it should be noted that milestones originally marked the turnpike. Only one of its many milestones have been found, its twenty-five mile stone, located on the grounds of Delhaven White House Motel in Beltsville. These stones gave the distance to Baltimore but not to Washington.

In a lighter vein, the turnpike was not only used by the heavy laden carriages and wagons of travelers and farmers during the Spring, Summer and harvest times,but Main Street, Elkridge, was used by the young people of the community for sledding during the quieter winter months.

Toboggans would begin at St. Augustine's Church, west of the present section and snow enthusiasts would ride down to Main Street all the way to the bridge (originally a covered bridge) which crossed the Patapsco River, hitching the sleds to a farmer's wagon for a return trip to their starting position.

In regard to the second characteristic of the turnpike: The estab-

ishment of an incorporated company to provide funds for the construction f the road, the establishment in 1812 of such a company has already been noted. According to Mr. Hollifield, author of A History of Turnpikes in Baltimore City and County, its organizers were William Lorman, Henry Payson, George Lindenberger and Jacob Giles Smith, all of Baltimore, as well as Archibald Dorsey, Richard G. Stockett, John S. Belt, Thomas Lee, Jr., George Calvert, Richard Ross, Thomas Bowie and William Fitzgerald. The Capital stock was to be $100,000.00 in shares of $50.00 each.

These first turnpike companies were restricted to annual dividends of ten percent until 1868, when a state law limited dividends to eight percent. Very rarely, however, did the dividends approach this figure as construction costs for the road and initial outlay was considerable. That, coupled with the completion of the construction of the Washington branch of the B & O Railroad in 1835 led to the demise of the whole structure. Initially, the turnpike company attempted to bring suit against the railroad, as in 1839, but the county court and Court of Appeals decided in favor of the railroad. In 1838 and 1839, the turnpike was in good order and repair, and until 1858, it was considered adequate. By 1860, however, due to neglect of the road, Baltimore City and County, as well as other counties through which the road passed, initiated proceedings to have the charter revoked. By 1863, a general rebellion occured with 50 men from Baltimore County driving thru the first tollgate without paying. The toll keeper closed the gates, only to have them dismantled and thrown into Gwynns Falls. Incidents such as this occured frequently and eventually led to the total demise of the turnpike companies and finally their acquisition by the State Roads Commission in 1910 and 1911.

The third characteristic of a turnpike, the construction of tollgates at regular intervals to collect tolls has already been touched upon. They were of two types - one type was raised and lowered while the other swung sideways across the road. Some tollgates had two small gates, each forming a smaller triangle. Some tollgates were left open at night. It may be the reason for most farmers of the nineteenth and early twentieth centuries going to market at 10 p.m., arriving in Baltimore at 2 a.m. with their produce and returning home before sun up. This was the custom on both the Baltimore-Frederick Turnpike and the Baltimore-Washington Turnpike. Farmers would arrive in Baltimore with their produce at 2 a.m., after meeting middle men who sold their produce for them. On the return trip, the horses were so well trained that they could make the return trip without the benefit of the driver, who slept behind in his wagon.

In connection with the tollgates, the gatekeepers' house or tollhouse, must be mentioned, nearly all owned or leased by the turnpike companies, with usually one half to one acre of land. Some were only a wooden building with a stove to provide heat, while in most cases they consisted of about four rooms. Those constructed in the early 1800's were often of stone.

In regard to the architectural and historic contribution this area akes to Howard County and the State of Maryland, it appears that in 1817 everal land transactions were made. By 1828, George Pocock had acquired almost the entire south side of Main Street, between Furnace Road and present Railroad Avenue, while a James Hill, believed to be a Sea Captain had acquired numerous lots west of the railroad tracks. In the will

f 1828 of George Pocock, seven buildings are mentioned. Specifically he left HO-319 The Tilghman-Ferraro House and HO-320, the Pocock-Rodgers House to his son, George Pocock and five other houses to his daughter Matilda Hobbs. These latter houses are believed to be HO-146, The Stempner House, HO-321, The Gonzales House, HO-327, The Kloman Building, HO-461, The Hobbs Residence and HO-496, The Lineberg House. The Stempner House, The Kloman Building and the Hobbs Residence are basically the same two bay wide, one room deep, two story high gabled roof (running east-west) frame structures to which west and south additions have been made.

The Tilghman-Ferraro House was the residence of George Pocock. This house is a very significant one architecturally, as well as historically. It, along with its neighbor to the west, The Pocock-Rodgers house, Pocock's Store #1 and #2 on the southwest corner of Furnace Road and Main Street, east of the railroad, as well as the Railroad Building, HO-497, The Howard Lodge #101 Masonic Building, HO-329 and HO-505, The Dr. Hopkin's House, all west of the Railroad on the north side of Main Street, Elkridge, are the only brick buildings on this section of the road.

The Dr. Hopkin's House appears to have been a double residence with wide central brick chimney, while Pocock's Store #1 and #2 appears to have been an early building of prominence, estimated to date from 1820, but believed by local residents to beamuch earlier nineteenth century building.

George Pocock may have had The Tilghman-Ferraro House on his property hen he bought it in 1817. Records are most difficult to trace prior to this date but the house is, with its neighbor west, The Pocock-Rodgers House, the most prominent in scale and importance. The former features proportionally scaled fenestration and twin gabled roof dormer windows on both the north and south elevations with what was originally a central door leading into a single residence. Today its north facade has been altered and a second north entrance placed on the west side of the north elevation leading into a second residence. As the home of a man of prominence of an important area of the state, The Tilghman-Ferraro House is of exceptional historic as well as architectural value.

Most of the remaining buildings on the north and south sides of Main Street are frame and are residential in use. In the mid to late nineteenth century, Elkridge was a village of shop keepers. Business notices of the 1878 Hopkin's Atlas note three attorneys, two blacksmiths and wheel wrights, a carpenter, an engineer, four general merchants, a post master and a tinsmith. Large wagons moved continually through the town day and night, carrying the produce of local farmers to the market in Baltimore. Today, this quiet residential street makes such activity difficult to contemplate.

On the west side of the railroad tracks, west of the Elkridge Pharmacy stands the old Howard Lodge #101 Masonic Hall Building, HO-329 which is one of the most prominent brick buildings of the town. Two buildings west of it are HO-500, The Daniel's House, home of Anna Hill, ife of James Hill, reputed to have been a sea captain, who constructed his home, built on the grand scale, sometime before 1860. West of the Daniel's House we find Elkridge Springs, HO-501, another fine frame house also built on the grand scale and featuring a projecting central bay and intersecting gables. Past these two rather grand homes lie

three modest frame houses and lastly the Dr. Hopkin's House, of brick reviously mentioned. The architecture is not homogeneous but rather individual in character, presenting a number of building styles. (Please see individual inventories for more detail).

In conclusion, Main Street, Elkridge from Furnace Road (including HO-385, The Boyle House) west to its intersection with the Old Washington Road is of outstanding historical and architectural significance as well as playing a most prominent part in the area of transportation for The United States. For these reasons, it should be placed on the National Register of Historic Places, The State Critical Areas Program and any future local landmark legislation.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See accompanying individual inventories

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Please see Attachment 1, Tax Map 38

VERBAL BOUNDARY DESCRIPTION

Please see Howard County Land Records, Liber _____ Folio_____

See accompanying individual inventories

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
Maryland	Howard

11 FORM PREPARED BY

NAME / TITLE
Cleora Barnes Thompson, Archivist

ORGANIZATION
Office of Planning & Zoning-Comprehensive Planning Section

DATE
465-5000 x257

STREET & NUMBER
3450 Court House Drive

TELEPHONE

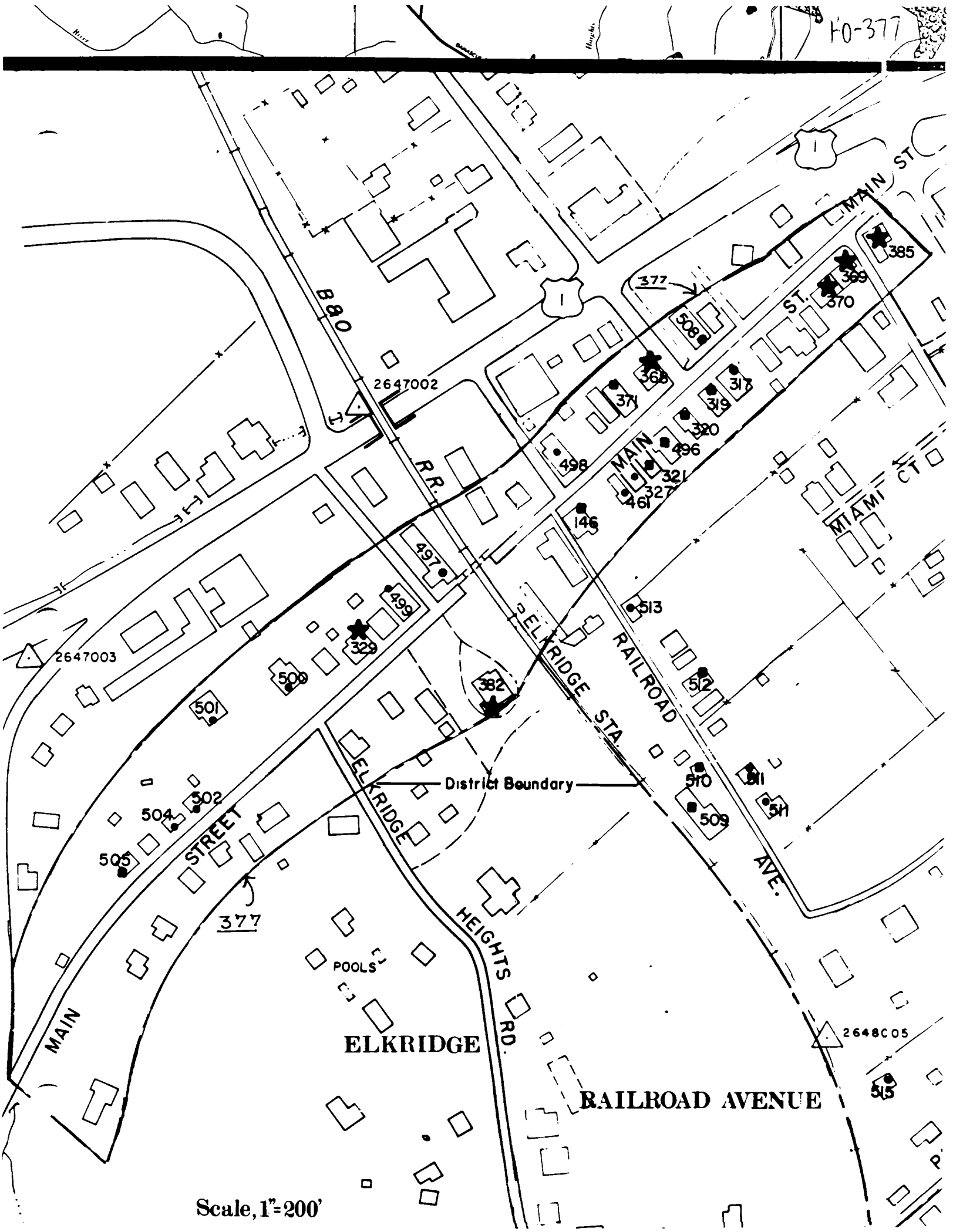
CITY OR TOWN
Ellicott City

STATE
Maryland

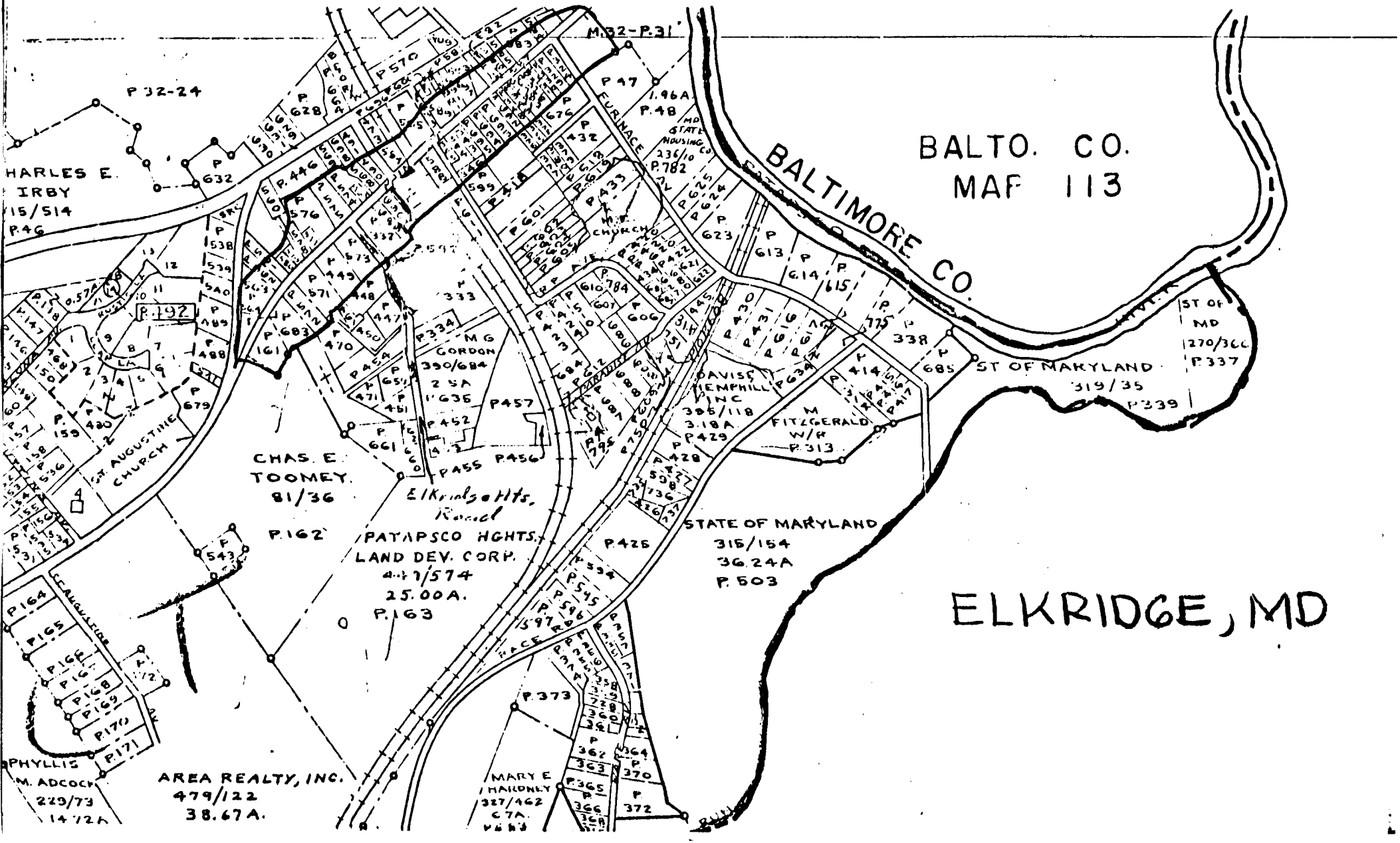
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

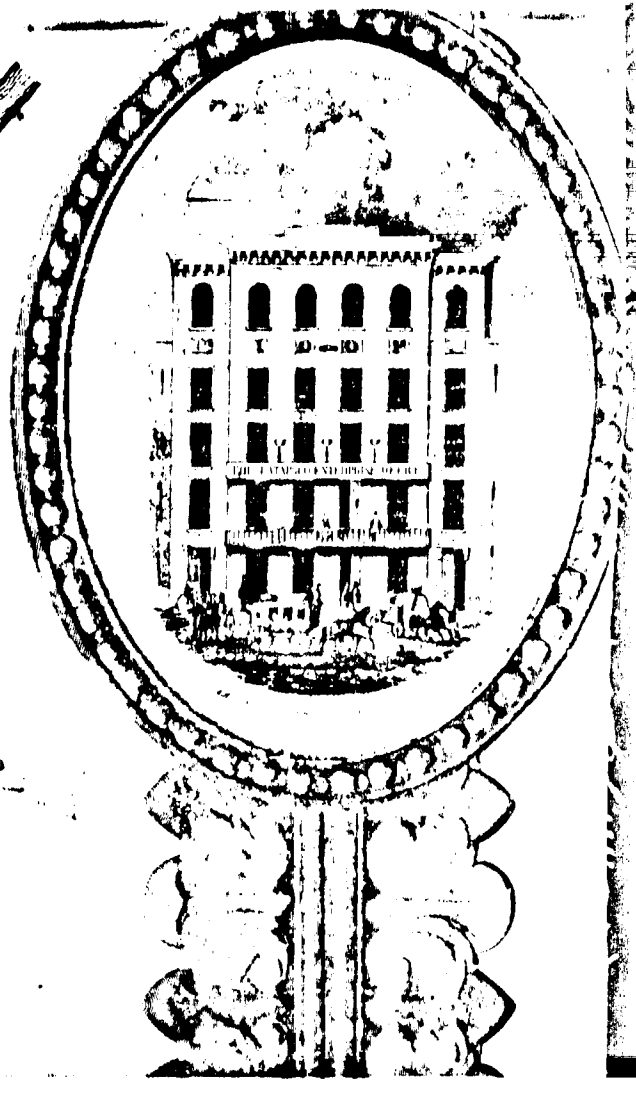
RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

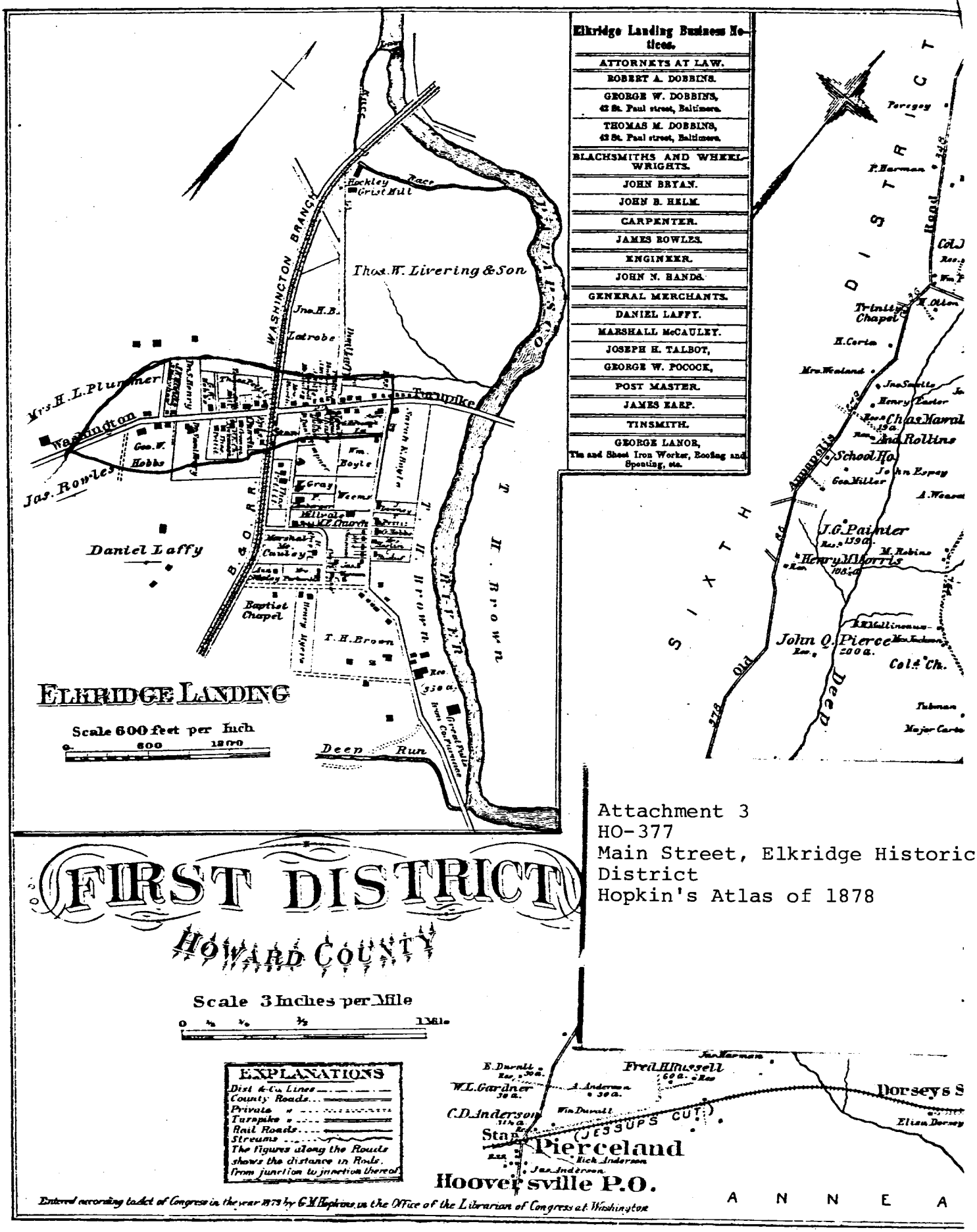

FO-377
MAIN ST
B&O
RR.
2647002
2647003
377
385
369
370
ST.
508
368
371
317
319
320
496
MAIN
498
321
327
461
146
MIAMI CT
497
499
329
513
ELKRIDGE STA.
RAILROAD
512
500
382
501
District Boundary
510
511
509
502
504
505
STREET
ELKRIDGE
AVE.
377
POOLS
HEIGHTS RD.
MAIN
ELKRIDGE
2648C05
515
RAILROAD AVENUE
Scale, 1"=200'

Attachment 1
HO-377
The Main Street, Elkridge Historic District
Tax Map 38

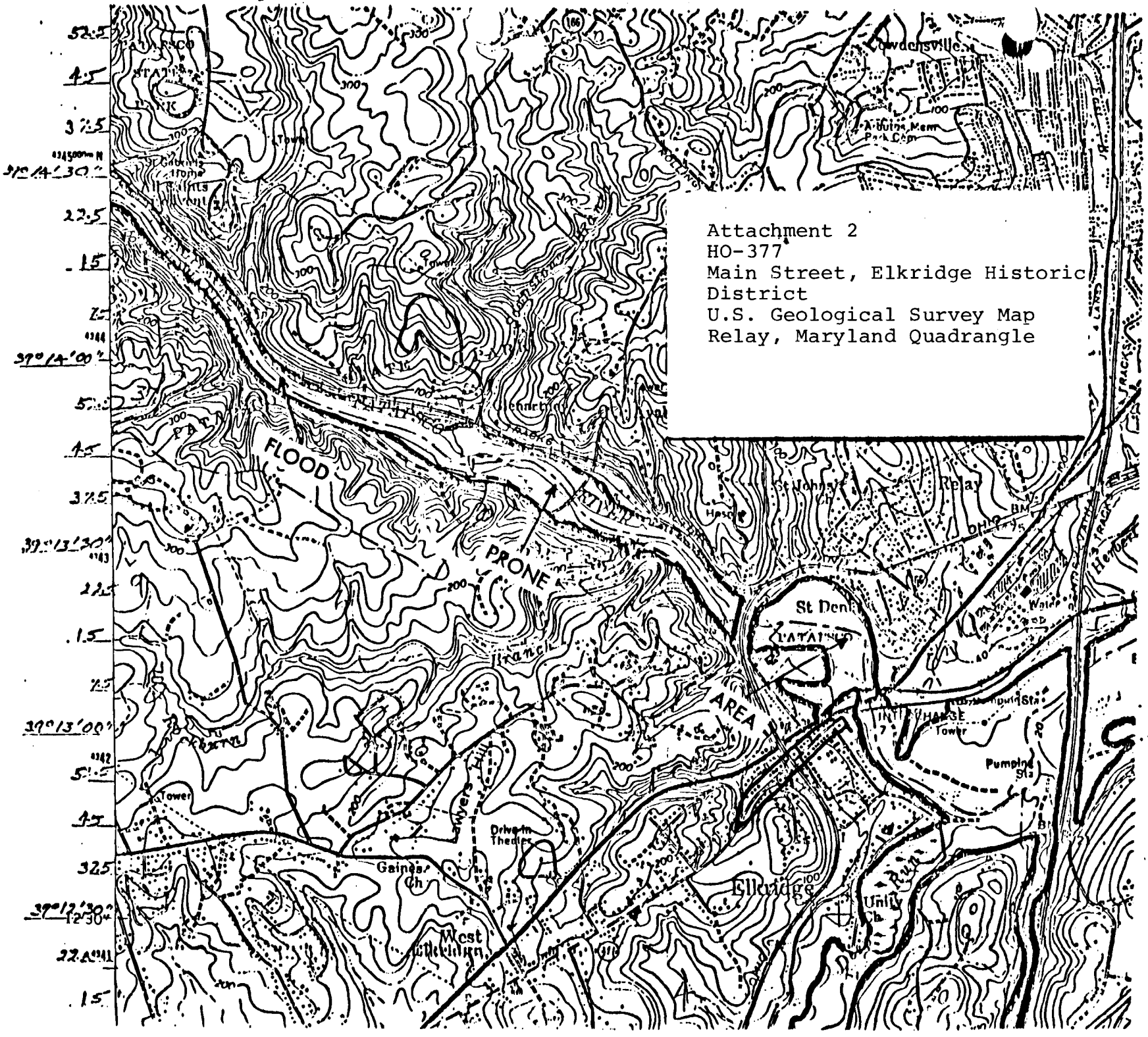


Attachment 4
HO-377
The Main Street, Elkridge
Historic District
1860 Martennet Map





Attachment 3
HO-377
Main Street, Elkridge Historic District
Hopkin's Atlas of 1878



Attachment 2
HO-377
Main Street, Elkridge Historic District
U.S. Geological Survey Map
Relay, Maryland Quadrangle