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F-7-120

MHT Inventory No.

MHT Computer No.

Maryland Historical Trust/ National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. For instructions, see the Trust publication National Register Application Guidelines. Type all entries.

1. Name of Property

historic name: Sugarloaf ~~Rural~~ Mountain Historic District

other names:

DRAFT

2. Location

street & number: Area defined by Bennett Creek, Peters Road & Thurston Road to the north; Comus-Hyattstown, Comus, & Peach Tree Roads to the east; B&O Railroad to the south; and Monocacy River to the west ☐ not for publication ☒ vicinity

city, town:

state: Maryland code: MD county: Fred. & Montg. code: zip code:

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☒ XX private	☐ building(s)		buildings
☒ XX public-local	☒ XX district		sites
☒ XX public-State	☐ site		structures
☒ XX public-Federal	☐ structure		objects
	☐ object		Total

Name of related multiple property listing: ☐

Number of contributing resources previously listed in the National Register

4. OWNERSHIP

☐ See Continuation Sheet

5. RESERVED (leave this space blank)

submit completed applications to:

National Register Administrator
Maryland Historical Trust
Arnold Village Professional Center
1517 Ritchie Highway
Arnold, Maryland 21012

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6. Function or Use MHT Inventory No.:

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
Domestic: Single dwelling/Residence/Farmstead	Domestic: single dwelling
Domestic: Secondary Structures/Dependencies	Domestic: Secondary structures
iculture: agricultural outbuildings	Agriculture: Agricultural Outbuildings
ommerce: Specialty Stores/Craftsmen Shops	Commerce: Specialty Stores/Craftsmen Shops
Recreation and Culture: Outdoor Recreation	Recreation and Culture: Outdoor Recreation

7. Description

Architectural Classification (enter categories from instructions)

Vernacular
Colonial Revival

Materials (enter categories from instructions)

foundation Stone
walls Stone, Brick, Log
roof Metal, Wood Shingle
other

Describe present and historic physical appearance.

DESCRIPTION SUMMARY:

The Sugarloaf Rural Historic District is an irregularly shaped area of land principally located in the southwest section of Frederick County and extending south into adjacent northwestern Montgomery County. Amidst a gently rolling Piedmont landscape, it provides a geographic transition between the flatter "plains" of the tidewater region and the mountainous terrain of Western Maryland. The district is essentially agrarian in character, with open spaces provided by large dairy and crop farms affording sweeping vistas in all directions. Sugarloaf Mountain, a monadnock rising 1,282 feet above sea level and occupying a central location within the district, is a dominant feature of the landscape. The mountain is forested with occasional stone outcroppings. Wooded acreage rediating out from the mountain provides natural coundaries between farmlands, particularly on the north, east and south sides. This area has been listed on the National Register of Natural Areas because of its significant environmental and natural resources and it adjoins the Catoctin Rural Historic District located south of the Potomac River in Loudoun County, Virginia, which is listed in the National Register of Historic Places.

The district preserves a wide range of cultrual traditions and historic landscapes with the mountain providing the focus for sweepoing vistas in all directions. The rural landscape components reflect man's interaction with the land for over two centuries. Early development involved local industries including the Johnson family iron furnace and Johan Frederich Amelung's glass manufactory and both standing structures and archaeological sites document this period of history. Agriculture has been the center of the local economy since the early 19th century and the historical traditions of the region's agriculture are shown in the farmstead designs and architecture of the farmhouses, barns, and other agricultural buildings. These designs were influenced by the cultural affiliations of the settlers which primarily consisted of Pennsylvania Germans migrating from the north and Tidewater Marylanders from the east and south. Transportation history is well-represented in the engineering structures and architecture within the district. Significant cultural traditions are also present in the layout and development of the small towns and crossroad villages. The buildings and history of Stronghold present a unique enterprise in the conservation and historic preservation field.

☐ See continuation sheet

For GENERAL DESCRIPTION, see continuation sheets.

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8. Statement of Significance MHT Inventory No.:

the significance of this property in relation to other properties:

☐ national ☐ statewide ☐ local

plicable National Register Criteria ☒ A ☒ B ☒ C ☒ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)
Agriculture
Architecture
Landscape Architecture
Community Planning
Economic
Transportation

Period of Significance
mid-18th century to 1939

Significant Dates
n/a

Cultural Affiliation n/a

Significant Person n/a

Architect/Builder William T. Hilton, builder

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SIGNIFICANCE SUMMARY:

The Sugarloaf Rural Historic District is a cohesive region of cultural landscapes and natural areas oriented around the monadnock Sugarloaf Mountain. The district reflects many facets of man's interaction with the land representative of the iedmont region along the East Coast, especially in the central Maryland region. Scattered throughout the rural landscape are several small communities, including Barnesville, Comus and Dickerson. Sugarloaf Mountain attracted the earliest settlers in the region who developed industries using the natural resources of the area. These include the iron furnaces of the Johnson family and the glass manufactory of Johan Friederick Amelung. The natural resources also influenced the agricultural development and transportation network of the area. The settlement pattern involved primarily two groups: the Pennsylvania Germans from the north and the Tidewater Marylanders from the east and south. Cultural traditions from both groups involving both agriculture and architecture are part of the historical evolution of this region. The transportation history of the district includes early roads and turnpikes, the C&O Canal, The B&O Railroad, and 20th century farm to market roads. Significant engineering landmarks include the Monocacy River Aqueduct, the Little Monocacy Viaduct, and the B&O Railroad Monocacy Viaduct. Successful conservation and historic preservation activities have also been a part of the district's history and contribute to the preservation of the cultural landscape today. The centerpiece of this program was the establishment of Stronghold by Gordon Strong and the preservation of over 3,000 acres of the mountain by a non-profit organization. The district also contains a portion of the C&O National Historic Park administered by the National Park Service, the Monocacy Multiple Resources Area administered by the Maryland Department of Natural Resources, and easements held by national and state agencies. Public conservation efforts also include a county-wide historic preservation plan and transfer of development rights program in Montgomery County and agricultural easements purchased under the Maryland Agricultural Land Preservation program.

☐ See continuation sheet

For HISTORIC CONTEXT and MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN data, see continuation sheets.

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9. Major Bibliographical References MHT Inventory No.:

see attached continuation sheets

[XX] See continuation sheet

Previous documentation on file (NPS):
- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record # _____

Primary location of additional data:
- [XX] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository:
Maryland Historical Trust
21 State Circle, Annapolis, MD

Geographical Data

Acreage of property approximately 16,000 acres

USGS quad _____

UTM References

A Zone Easting Northing

B Zone Easting Northing

C Zone Easting Northing

D Zone Easting Northing

[ ] See continuation sheet

Verbal Boundary Description

[X] See continuation sheet

Boundary Justification

[X] See continuation sheet

Form Prepared By

name/title Sugarloaf Regional Trails - Joseph M. Getty, Frederick Gutheim
organization _____ date April 1990
street & number 23720 Mt. Ephraim Road telephone (301) 972-8375
city or town Dickerson state MD zip code 20753

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MAJOR BIBLIOGRAPHICAL REFERENCES

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Williams, Woodbridge. *A Biological Survey of the Little Monocacy.* Sugarloaf Regional Trails, 1988.

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Description

The Sugarloaf Mountain Historic District is an irregularly shaped area of land principally located in the southwest section of Frederick County and extending south into adjacent northwestern Montgomery County. Amidst a gently rolling Piedmont landscape, it provides a geographic transition between the flatter "plains" of the tidewater region and the mountainous terrain of western Maryland. The district is essentially agrarian in character, with open spaces provided by large dairy and crop farms affording sweeping vistas in all directions (Photo 1, 2, & 3). Sugarloaf Mountain, a monadnock rising 1,282 feet above sea level and occupying a central location within the district, is a dominant feature of the landscape. The mountain is forested with occasional stone outcroppings. Wooded acreage radiating out from the mountain provides natural boundaries between farmlands, particularly on the north, east and south sides (Photos 4, 5, & 6). This area has been listed on the National Register of Natural Areas because of its significant environmental and natural resources. The district also adjoins part of the Catoctin Rural Historic District, a 25,000 acre district in Loudoun County, Virginia, that is listed on the National Register of Historic Places. The outline for documention of landscape characteristics provided in *National Register Bulletin 30: How to Identify, Evaluate, and Register Rural Historic Landscapes* has been used to organize the material in the description section.

Patterns of landscape spatial organization

The rural landscape components in the Sugarloaf historic district focus on the role of Sugarloaf Mountain as a natural landform. Landscape spatial organization refers to the large-scale relationships among major material components, predominent landforms, and natural features. Sugarloaf Mountain as a predominant natural feature determined many features of settlement and development within this region.

The rough terrain of the mountain limited settlement of the slopes themselves, but the timber and geological resources located here led to early interest in the region for the local economy. Exploitation of the mineral and forest resources led to a road system that circles the mountain. Small villages were established at the foot of the mountain to house the workers of the local industries and their families. The rolling topography of the foothills provided rich agricultural lands that were developed as farmsteads. The waterways that traverse the region provided some early transportation routes as well as power for local industry and mills.

Despite the proximity of the district to the urbanized corridor along Interstate Highway 270 reaching from Washington, D.C., into Frederick County, the Sugarloaf area remains essentially free from development and has an atmosphere of quiet isolation. The large farms adjoining the mountain seem to flow naturally into one another, their farmhouses and related structures providing a sense of visual continuity (Photo 7). The farms, mountain, and Monocacy River are linked together by a system of narrow country roads. Ranging from macadam to dirt, these follow winding routes that in several instances were established trails and wagon routes long before the advent of the automobile. A report titled "Proposal for a Rural/Rustic Roads Program, Montgomery County, Maryland, March 1990" identifies all of the routes surrounding Sugarloaf as meeting the qualifications for designation and protection under the proposed program.

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Although much of the district's historical significance is based on it's early industrial development, the manufacture of iron and glass, to an uninformed visitor, few structures within the district obviously relate to these activities. Most of the industrial sites, excluding the houses erected by the early industrialists, are of an archaeological nature. Many such sites exist, although to a great extent they are unmarked and only a few are accessible to the general public.

Few 20th century intrusions have occurred within the district. Two power lines that pass through portions of the district on the north, south and east sides are visually detrimental to the district. The local economy is promarily agricultural with some commercial support services. Commercial operations generally fit into the ambience of the district such as the Comus Inn, located in a 19th century farmhouse in Comus, and the fish hatchery at Lily Pons. Recent subdivision activity including the Columbia-Comus tract and individual lots along Route 109 introduce new land development and architectural features to the district but have not greatly impacted the cohesiveness of the tradition landscape. Scattered throughout the district are mid-20th century houses that do not contribute to its architectural or historic significance.

Considering the kinds of development that have occurred elsewhere in the region, the Sugarloaf Mountain area is, overall, a unique survival of a now rare landscape and way of life. Much of the mountain's preservation is due to the foresight of Gordon Strong who began in 1902 to acquire extensive acreage here, eventually including most of the mountain itself. Strong's 3,000 acres are now maintained by Stronghold, Incorporated as a private preserve open to the public. Similar occurrences which will hopefully insure against development of an adverse nature are the acquisition of 2,000 acres (encompassing many of the principal industrial sites along the Monocacy at Furnace Ford) by the State of Maryland, ownership of the C&O Canal by the Department of the Interior and the activities of Sugarloaf Regional Trails, a non-profit planning organization sponsored by Stronghold, Inc. Sugarloaf Regional Trails developed interpretive histories of the immediate area and seminars on local environmental and historic preservation, and devised and published a series of trail guides for the use and education of visitors to the area.

Major Boundary Elements

Rural historic districts are defined by cultural, political and natural boundaries. The boundaries for the Sugarloaf historic district are based primarily on the cultural identity of the region and demarcated by the natural characteristics and physical features with the monadnock of Sugarloaf Mountain as the focus. The boundary has been delineated to protect the essence of the district and provides a broad perspective on the historic, cultural and natural resources of the Sugarloaf region.

The Sugarloaf Historic District has been defined to reflect the historical character of the area as a whole; the reciprocity of views - to the mountain and from the mountain; specific historic sites that illustrate the vernacular architecture of the region, throughout successive historical periods; and historical significance as exemplified in the region's industry, agriculture, transportation, construction.

To define the history of this resource, a description of the district's boundaries beginning at Comus is provided. Comus is a crossroads settlement of the later 19th century that was originally a crossroads village known as Johnsonville. It offers commanding panoramas of the Sugarloaf monadnock which runs from north to south

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parallel to Rte. 109 (Old Hundred Road; also called Barnesville-Hyattstown Road). In this complex of white-painted clapboard houses the Comus Inn is representative, although larger than its neighbors. A wide-ranging view of the mountain is found about 750 yards farther south on Route 109 - one forming the subject for a mural painting of the New Deal era in the Rockville Post Office on Court House Square. But good views of the mountain will be found for nearly a mile along this ridge. In the far distance the Catoctins and Blue Ridge can be seen. To the east are the Martin, Johnson and other large dairy farms typical of the agriculture circa 1910-1960 (Photos 8 & 9). Farther along on the west side is Hough's apple orchard (peaches also) that is also typical of the area, as on Peach Tree Road. Passing a wooded stretch of the road takes us down to a branch of the Little Monocacy, the main stream flowing from the east side of Sugarloaf.

The boundary takes in the lots on the northeast corner of Comus and continues to the east along Comus Road with the northern edge of the road forming the boundary. At Thompson's Corner (the intersection of Comus Road and Peach Tree Road), the boundary turns south and follows the eastern edge of Peach Tree Road, which is called Ridge Road on the U.S.G.S. topographic maps, down to the intersection of the B. & O. Railroad tracks at Sellman. This area west of Peach Tree Road consists of farms, woodland and some large lot modern housing and is included in the district for its vistas of Sugarloaf Mountain and for the protection of the scenic countryside east and south of the village of Barnesville. In Barnesville, the rolling Piedmont character of the landscape is experienced, with views of Sugarloaf's south flank. The large Hays dairy farm on the right along Barnesville Road, and the Breger peach orchard on the left a little farther along are representative of an agriculture that has prevailed here for nearly a century. The Hays farm has been in the same family for several generations. The Hays family also own one of the few surviving mountain lots on Sugarloaf where building materials, fence posts and rails and firewood are cut which preserves an early cultural tradition. Beyond the orchard the road runs down to the Little Monocacy, here a larger stream. The rise on the west side presents the Carlisle Ensor farm, the largest dairy farm in the region and cornerstone of a larger than 1,000 acre farming operation, much of it on leased land - another illustration of the impact of mechanization on commercial farming in this region.

At Sellman, the boundary follows Sellman Road to the west to include within the district the lots fronting on the south side of the railroad which have traditionally had industrial uses. At the intersection of Sellman Road with Beallsville Road, the boundary follows the southern edge of the B. & O. Railroad right-of-way. This boundary encompasses the southern view of the Breger orchard and the Dayhoff farm north of Dickerson at Mount Ephraim Road, another of the very large farming operations in the region, marked seasonally by corn, winter wheat, soy beans, barley, alfalfa as well as a large dairy herd.

The boundary encircles the historic section of the railroad community of Dickerson (1873) by following the property lines of lots within the village. On the west side of the village, the boundary again follows the B. & O. Railroad until its intersection with the Mouth of Monocacy Road which runs down to the Potomac at the seven-arched aqueduct carrying the C & O Canal across the Monocacy River (Photo 10). Further views of Sugarloaf are seen to the north as the boundary continues along a tributary down to the Monocacy and then follows the west bank of the Monocacy to the north (Photo 11). At the Route 28 bridge, one has entered the 2,000 acres Monocacy Multiple Resource Area, owned by the Maryland State Department of Natural Resources. This part of the historic district is significant during the prehistoric and early historic periods because of its Indian

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trails, hunting camp sites, 17th century French fur trading stations and other archaeological sites.

Lying within this historic district, just before Rte 28 crosses the river, is the early iron furnace of Roger Johnson, youngest brother of Thomas Johnson, Maryland's first governor. He lived at Rock Hall, up the hill to the northeast. Pig iron from Johnson's furnace was processed into bar iron, the article of commerce, at the Bloomery Forge near Urbana, the two operations being connected by barge along the Monocacy and Bennett Creek, and by the Mount Ephraim and Mountain Roads built by this early enterpriser.

Shortly after crossing the Monocacy, the historic district boundary turns north onto Park Mills Road. Along this route one sees Sugarloaf Mountain's west side, with views of the fertile Frederick Valley on the left. Also within view is Lily Pons, a flood plain complex where aquatic plants are produced, an adaptive use of the former fish ponds. Farm houses of brick, stone and wood and extensive barns and dependencies line this road through increasingly rugged landscapes until the early settlement of Park Mills (formerly called Fleecy Dale) is reached.

At the upper end of the village a private road turns toward Mountvina, the two-story brick mansion built ca. 1785 by Johann Friedrich Amelung whose glass factory produced both window panes and household glassware for the early republic as well as the "presentation glass" exhibited in the Metropolitan Museum of Art in New York City and the Yale University Fine Arts Collection. Important archaeological discoveries have been made here.

Before reaching the hilltop village of Flint Hill, with its views of Sugarloaf's exposed rock face to the west (Photo 12), and the distant Catoctins and Frederick valley, the district boundary turns west along Peter Road (which parallels Bennett Creek.) The higher rugged land traversed by Peter Road crossed the north end of Sugarloaf Mountain. Farms here are devoted to beef cattle sheep, or the northern crop of hay. Farmsteads are more modest in size. Many areas are heavily wooded. Peter Road finds its first significant intersection at Thurston Road where the district boundary turns south along the south fork, Little Bennett Creek. Here one is travelling the historic road built by Roger Johnson from Furnace Ford to the Bloomery.

Thurston Road continues to rise from the stream bottom through the woods to the heights above its junction with Comus Road where it turns south, past the historic Mountain Chapel, built by William Hilton, the Barnesville carpenter-builder whose works are frequently encountered throughout the Sugarloaf Historic District. The boundary closes at Comus Inn.

The route described is inseparable from Sugarloaf Mountain. Throughout the district, the mountain serves as a focus for the natural and cultural landscape. An additional historic theme is conservation and the work of Gordon Strong, whose vision led him to assemble the 3,000 acres of Sugarloaf Mountain and create it as a protected natural resource through the formation of Stronghold, Inc. Conservation activities at the local, state and national level through public and private initiatives have also supported the preservation of this district.

Land use

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Human activities in the Sugarloaf help to define the rural historic district. The exploitation of mineral resources in the 18th and early 19th century was ended primarily due to economic restructuring of the nation's economy as a result of the Industrial Revolution. Some historical illustrations of the mountain provide a view of this era in its history, including scenes from when the mountain was occupied by Union forces during the Civil War (Photo 13 & 14). Mining and industrial use of the mountain has given way to recreational uses.

Primary land uses today include woodland, pastures and agricultural fields. The agricultural land continues to be tilled although the traditional practices have been adapted to modern agricultural techniques in the 20th century. This has primarily resulted in a change in field patterns with strip cropping, no-till farming and large field sizes compatible to highly mechanized agriculture.

There has also been some conversion of land use to modern residential. Zoning provisions and market conditions create a non-traditional pattern of large-lot residential or farmette development. An example can be seen at the Columbia-Comus tract north of Comus Road. The large amount of land in conservation areas provides for the long-term preservation of the historic district.

Response to Natural Features and Vegetation Related to Land Use

The most prominent natural feature and the visual focal point for a wide-ranging landscape throughout the region is the monadnock Sugarloaf Mountain. The geology of the mountain is a syncline with a tight overturned fold which is bent into the shape of a horseshoe that opens southward. The crest of Sugarloaf Mountain peak is about 1300 feet in altitude and stands 800 feet above the general level of the Piedmont upland. Its high cliffs on the west and south sides are made of thick-bedded white quartzites while the lower ledge-making quartzites, some stained bright red from iron oxide, form irregular-trending rocky spurs descending to the base of the mountain. These are known as "Sugarloaf Mountain quartzites" and the grade downward into the Ijamsville phyllite, Urbana phyllite and associated quartzites of the Piedmont upland.

Sugarloaf Mountain projects out as a large area of upland forests amidst a Piedmont landscape of rolling terrain marked by agricultural fields. Ecologist Stanwyn G. Shetler describes the natural resources as an agricultural countryside ecosystem:

> In major features it blends in with all the other farming parcels, which consist of cultivated fields, pastures, hayfields, fencerows, farmsteads, orchards, small stream valleys, and roadsides. Here and there, portions of the land have been taken out of intensive agriculture in recent years and allowed to revert to old-field succession. These quickly become rich pockets of local flora and fauna. Hardwood forests once covered the entire region, but most areas have been cut over and cleared for agriculture for nearly three centuries. An agricultural land use and economy began to take shape in the early 19th century. Apparently, substantial clearing continued into the late 19th century, however, and the present remnant pattern in which the forest is reduced to the vanishing point has existed for only about a hundred years. The typical forest remnant occupies steep or rocky slopes, stream bottoms, edges, and other sites that have proved unsuitable for farming. It consists of small woodlots, orchards, shade trees around dwellings and in pastures, and narrow files of trees along roadsides, fences, and watercourses...The fauna

and flora are similar and shared throughout the agricultural countryside around Sugarloaf Mountain. The forest remnant of the area is dominated by oaks, primarily red and white oaks. Other species of trees are beech, hickories, black locust, red maple, tulip-poplar and an occasional black walnut. Flowering dogwood is a frequent understory tree. In the stream valleys, sycamore, American elm, pin oak, river birch and willows occur. Virginia or scrub pine is a ubiquitous successional tree, and aspen (big-toothed) invades old fields and roadsides. The pockets of woodlands harbor pockets of typical hardwood ground flora, including such choice spring wildflowers as bloodroot, hepatica, and trout-lily, to mention only a few. These pocket flower gardens are vestige outposts of the once widespread forest flora, and their preservation rests with the preservation of the forest remnant.

The Sugarloaf region is well known to local birders for its rich birdlife both during migration and year-round... The open rural landscape affords safe passage to an amazing diversity of spring and fall migrants and to residents that occupy the mountain stronghold but make regular forays into the surrounding countryside. The countryside itself, despite its apparent habitat uniformity at first glance, really is a mosaic of diversse vest-pocket habitats and biotic communities, which provide food and shelter not only for migrants but for many summering and/or wintering species. The open space around Sugarloaf Mountain is favored soaring space for hawks (especially red-tailed and red-shouldered) and vultures, both the black and turkey vultures. In winter, such open-country raptors as short-eared owls and rough-legged hawks frequently are among the northern visitors. Among the increasingly uncommon species of the fields, grasshopper and vesper sparrows, horned larks, ring-necked pheasants, bobwhite quail, and even upland sandpipers and dickcissels are known to nest in the Sugarloaf region. Fence row and edge thickets harbor sparrows and thrushes. King fishers, green herons, and wook ducks range along the streams in summer. Pileated and red-headed woodpeckers can still be found in the woodlots, which also provicde a haven for migrating warblers, vireos, and other species. Farmstead trees and orchards are home to orioles, wrens, robins, and bluebirds, still a common sight here in the open country. The buildings harbor swallows and barn owls. Red and gray foxes, rabbits, raccoons, opossums, skunks, and white-tailed deer roam the countryside, and squirrels are common in the woods. For the mammals as well as the birds, the mountain and the countryside are all part of the same habitat.

Details of the large-scale patterns have changed over time, such as the reforestation of the mountain. However, the spatial patterns and elements have remained fairly consistent in the history of the region. The panoramic views to and from the mountain are preserved primarily by the continuity of land use within the region.

Circulation networks

The current road system retains strong relationships to the early transportation routes around Sugarloaf Mountain. The mountain itself provided an obstacle for early travel so the major east-west routes, including roads, the C&O Canal, and the railroad, follow along the Potomac River corridor. Secondary roads formed a network that encircled Sugarloaf mountain. The earliest circulation route of iron furnace trade followed the streams. Various aspects of the circulation network are described in the book *Circling*

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Historic Landscapes: Bicycling, Canoeing & Walking Trails near Sugarloaf Mountain published by Sugarloaf Regional Trails in 1980..

Early settlement in the Sugarloaf area occurred primarily to create industry aimed to exploit the available resources. A transportation network was then necessary to make these industries economical. Perhaps in no element of the history of the area more than in transportation can be seen the dynamics of regional growth: the canoe and pack horse trails, the canal and turnpike, the railroad and the highway - down to today's Concorde roaring overhead daily at 1:15 p.m. precisely - offer a varied interpretation of the fortunes of the region, as reflected in the landscape itself.

The most significant of the early industries were the iron works of the Thomas Johnson family headed by the youngest brother, Roger Johnson. The Johnson family used "bank ore," surface deposits extracted along stream banks. Cast iron (pig iron) was the product of his establishment at Furnace Ford. Surface mining of iron ore and limestone, with charcoal made from the Sugarloaf forest were the raw materials of this operation. To make bar iron (the principle article of commerce) Johnson's pig iron was taken in shallow draft barges, at seasons of high water, up the Monocacy and Bennett Creek to the Bloomery forge near Urbana. The demands of the Revolutionary War stimulated this production of iron. Later Johnson built a road, now designated as Sugarloaf Mountain Road, along which ox teams hauled the pig iron to the Bloomery. The iron works yielded in the 1830s to the iron works elsewhere that were more competitive because they commanded better grades of ore, had the railroad for transportation and had access to coal.

The early transportation system that provided for removal of natural resources was primarily roads and rivers. The first public roads led from Georgetown to Frederick and 1774 public monies provided for the upkeep of these roads. During the early 19th century, the road network multiplied rapidly. The Old Baltimore Road at Barnesville led from the Mouth of Monocacy, connecting with Mt. Ephraim, and then to Baltimore. The 1873 Montgomery County Atlas shows a diverse road network that circled around Sugarloaf Mountain (the northern and eastern parts of this traditional road network are the same as the historic district boundaries today). The road from Barnesville to Frederick City (now West Harris Road) went to Park Mills; Peter Road at the northern boundary of district connected Flint Hill and Bloomsbury (R. Johnson Bloomery Forge) to what is now Thurston Road (both run along Bennett Creek). This pattern continued to connect to Mt. Ephraim and at Linthicum a branch road continued to the east. To the west of this road system south of Bennett Creek is Park Mills Road.

In a much-remarked coincidence on July 4, 1828, the first shovelful of dirt was removed in Washington to begin construction of the Chesapeake and Ohio Canal, while simultaneously in Baltimore construction started on the Baltimore and Ohio Railroad. The two modes of travel to the west were in hot competition for the next two decades (Photo 15). More than the dramatic episodes of construction was the effect of these new modes of transportation in accelerating the concentration and specializations of America's industry, agriculture and urbanization. In the Sugarloaf region, the local merchant furnaces yielded to Pittsburgh. Local grist and flour mills began the transition to industrialized processes that eventually favored the large-scale Midwest mills.

Construction of the new modes of transportation brought a temporary boom during construction, but more notably greater access to markets. The first impact to the Sugarloaf District was improved access to Baltimore. Not until 1833 did the completion of the 516-foot long, seven-arch aqueduct over the Monocacy mark the arrival of the canal from

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Georgetown. The Metropolitan Branch of the B & O Railroad was built in 1873, and further construction of stations and replacement of temporary wood trestles with masonry arch as at the Little Monocacy occurred in 1906. The railroad brought summer visitors, commuters and jobs for construction workers. it spawned new local industries and took diary products to Washington markets. Increased prosperity opened new post offices at Dickerson and Sellsman (Barnesville). As throughout the nation, the railroad revolutionized the old local life and restructured the community to the national influences.

Major transportation changes also occurred in the early 20th century with hard roads, automobiles and trucks. Heralded by the bicyclists' demands for hard roads, "Centurians" from Washington made the trip to Sugarloaf a popular objective of a day's outing. It was on such a trip at the turn of the century that Gordon Strong discovered the mountain that he would one day own.

More important as an agent of change was the farm-to-market roads. One popular form of these rural roads in the Sugarloaf district was a single lane concrete strip with dirt lanes to either side edged by fieldstone walls. Called "politician's paths," such roads brought the greatest benefit to the largest number of rural voters. As traffic increased, the concrete lane was flanked by asphalt and eventually paved over altogether, as with Mount Ephraim Road. Embraced in the State Roads network, historic roads like Park Mills and Old Hundred Roads joined earlier designated Route 28 with its strategic crossing of the Monocacy. Many historic and scenic routes remained unpaved landmarks such as Peter Road, Mount Ephraim Road or West Harris Road. Mouth of Monocacy Road now provides access to the C&O Canal National Historic Park.

Significant architectural and engineering structures relative to the development of transportation in the Sugarloaf district include the Monocacy River Aqueduct, Baltimore and Ohio Railroad Viaduct, Little Monocacy Viaduct, Maryland Route 28 Bridge over the Monocacy (Photo 16), Barnesville station, and the Dickerson station.

Cultural Traditions and Structural Types

The Sugarloaf Mountain Historic District preserves a wide range of cultural traditions and historic landscapes with large farms surrounding the mountain providing sweeping vistas in all directions. Although the influence of early German settlement in this area and distinct regional characteristics (especially before 1830) are apparent, a variety of building materials and styles is in evidence. Many of the finer early structures are of stone; there are a number of dwellings and small dependencies manufactured of local brick; log structures span the entire 19th and early 20th centuries; and industrial sites range from 18th century iron and glass enterprises to 19th century structures related to the C&O Canal and the B&O Railroad.

Several hundred structures of various types exist within the district, with agriculturally related buildings constituting about one-half of this number. The majority of these structures date from about 1840 to 1925; less than one-fifth are known to date earlier. During the period when this particular area experienced its greatest industrial development, stone was the most popular building material. Many of the district's finer early buildings were constructed of log and log structures continued to be built here well into the early 20th century (Photo 17). There are also a number of brick dwellings and small dependencies, but the use of brick as a building material does not seem to have become popular until about

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the end of the second quarter of the 19th century, undoubtedly due to the lack of necessary materials and labor.

Most of the existing 19th century brick houses were probably built of brick made at Buckeystown, Frederick or elsewhere in the vicinity where commercial brick kilns were established. One exception to this is Mountvina (site No. 16), a fine Georgian house built in 1785 by Johann F. Amelung, founder of the New Bremen Glass Works. Its brick appears to have been made near the site of the house, although it is possible that it was prepared somewhere closer to the Potomac or Frederick. Mountvina is the only known 18th century brick house located within the district. By about 1850, when several saw mills had been established, frame construction became more common, and many of the buildings erected here between 1785 and 1925 are frame structures.

Despite the variety of building materials, all of the dwellings relate to one another in their overall architectural styling and detail. Distinct regional characteristics, especially evident on houses erected after about 1850, include symmetrical facades, interior end chimneys and two-part plans that include a two-story main block with a lower two-story wing located either at the end or to the rear. The wings usually were fronted by a two-story galleried porch. The influence of the regions early settlement by Germans is evident in an overall appearance of simplicity and solidity, a characteristic trait of most western Maryland architecture.

A representative complex of a farm house with its preserved outbuildings is the Farr Farm. The farmhouse fits into the regional style of a two--story, five-bay by two-bay main block with an ell wing, gable roof and symmetrical facade(Photo 18). This brick structure has a centrally-located entrance on the main facade and the windows on the first story are taller than those on the second story. It has had additions to the rear of the house, but the integrity of the 19th century farmhouse has been preserved. Also as part of the farmstead is a late 19th century bank barn (Photo 19). The barn has a stone foundation and a stone ramp on the west elevation. It is a timber-framed barn with vertical siding and round-arched louvers. The gable roof iw capped with three ventilator cupolas. The complex also includes two log outbuildings (Photos 20 & 21). The is a log corncrib consisting of two log pens with a central area open as a wagon shed. It is covered with a gable roof and the spaces between the logs are not chinked. The other log building is a meat house and consists of a single log pen with chinked logs, gable roof, no windows and a gable-front main facade with a single four-paneled door. Both the these log structures have V-notched corners and they represent typical agricultural outbuildings of the 19th century. The site also contains several 20th century farm buildings including a frame chickenhouse on a brick foundation (Photo 22).

One of the major visual features of the cultural landscape throughout the Sugarloaf Historic District are the large bank barns (Photo 23). These barns are part of the vernacular architectural tradition in this region. The earliest barns were constructed of log and used to shelter livestock although no log barns are known to survive within the district. One characteristic of the bank barn design is the projecting forebay to shelter livestock from the prevailing winds. The typical siting of the barn was with the forebay oriented towards the south or southeast. The standard design of these barns includes a foundation dug into the hillside and constructed of stone. Construction into a bank provided ground level access to the main floor. The foundation level was used for the shelter of livestock and the wall under the forebay had several doors that opened into aisles leading to the bank wall at the rear. Usually along the bank wall was an aisle running the length of the barn. Between the aisles were stalls for cattle, horses, a tack room and cellars. The stalls were equipped with

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a trough for water and hay racks to hold fodder for feeding the livestock. The main level of the barn contained a central threshing floor with hay mows on both sides. Doors open at each end of the threshing floor. During the early 20th century, silos built of staves, concrete or tile were constructed adjoining the barns and are also part of the visual features in the Sugarloaf landscape (Photo 24).

During the height of its industrial development in the last quarter of the 18th century and the first quarter of the 19th, the immediate area encompassing Sugarloaf Mountain was settled and largely cleared. A few large farm complexes existed along with numerous small subsistence farms. An extensive amount of land was owned by the four Johnson brothers: Thomas, Roger, Baker and James.

The abundance of raw materials had to be steadily worked to continue the operations of the various Johnson enterprises. The use of charcoal, for instance, was a necessary part of iron production, and before the iron furnaces ceased operations in the early 19th century thousands of acres of surrounding forest had been stripped bare. The around-the-clock maintenance of the furnaces required the workers and their families to remain close by, usually in clusters of small dwellings built for them by the owners.

With the decline of these industries in the early 19th century, the lands were gradually sold and converted to agricultural use. Beginning about 1820, farming activities continued to increase steadily until a nearly complete transformation from industry to agriculture had taken place by the middle of the century. Agriculture continues to be the chief occupation in the district today.

Some of the prominent and representative examples of the district's archtecture are listed below:

Amelung House (Mountvina) and the New Bremen Glass Factory
ARCHEOLOGICAL SITE (MHT-54) (Individually listed on the National Register.): Built by Johann Friedrich Amelung in about 1785, this two-story brick house has several features not ordinarily found in the region--a high watertable and a brick beltcourse (Photo 25). The principal facade, facing the former factory site, is six bays in width. The transomed entrance door occupies the third bay from the southeast corner. The windows frame sash of twelve-over twelve panes and have flat-arched lintels. The gable roof, with a single flush chimney at each end, has a boxed cornice decorated with modillion blocks. Original woodwork from two principal rooms has been removed and is in storage in Baltimore.

Amelung's home is all that remains of the New Bremen Glass Factory, an extensive industrial complex that once supported as many as 342 employees and produced the finest glass in America at the time. Established about 1785, the glassworks were unfortunately short lived. A disastrous fire preceded by financial difficulties forced the operation to cease shortly after 1795. A stone outbuilding survives that depicts the industrial nature of the architecture of the site (Photo 26). Several of the principal structures, including one of the glass houses, have been excavated and recorded by Colonial Williamsburg and others.

Johnson Furnace: (Individually listed on the National Register.) Today only scattered remains mark the site of what was once a remarkable complex of industrial sites extending from this point west to Point of Rocks and north to Catoctin Furnace at Thurmont (Photo 27).

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The Johnson furnace is believed to have commenced operations in about 1785. Not quite as large as Catoctin Furnace, It produced 12 to 15 tons of pig iron per week, a large percentage of which was probably sent by wagon to the Bloomsbury Forge (No. 13) for working into bars.

The existing remains of the furnace, located on the north bank of Furnace Creek just above the intersection of Maryland Rte. 28 and the Monocacy River, indicate that it was a "broad based pyramidal structure about 30 feet square at the base tapering to 18 to 20 feet across the top, built of sandstone quarried further upstream. Its height was probably 25 feet, and its bosh--the widest part of the firepot--about 8 feet across."

There were undoubtedly other structures in addition to the furnace stack--casting houses, storehouses and workers' cottages among others, but no traces survive above-ground of any of these except the charcoal storehouse. Evidence of a system of trails and wagon roads and several quarry sites are clearly discernible.

In 1793 the original owners, brothers Thomas, James, Baker and Roger Johnson, dissolved their partnership, with Roger assuming ownership of the furnace and forge. He continued its operation until about 1822 or 1823.

Old Forge Farm (Bloomsbury: MHT-311): The original construction date of this ivy-covered stone house has not yet been sufficiently documented, but it is probable that it was built at about the same time that Roger Johnson established an iron forge here in 1789 (Photo 28). The main block of the two-part house is of local stone, two stories high beneath a gable roof. The principal (north) facade is five bays wide with the door centered. windows are six-over-nine on the first floor and six-over-six on the second. A single flush gable chimney stands at each end of the roof. Most of the original woodwork and hardware has been retained. At one end stands a modern, one-story, two-bay stucco addition.

The house is the only building remaining intact among the several structures that made up this small industrial complex. In 1964 the site was visited by representatives of Colonial Williamsburg and Corning Glass who documented the location of the forge, a dam spanning Bennett Creek, the foundations of several workers' cottages and other related structures. The forge is where pig iron brought from the main Johnson furnace near Rock Hall (21) was worked into wrought iron (bar iron) for the manufacture of hardware and other products.

Monocacy Aqueduct (Individually listed on the National Register.): Extending across the Chesapeake and Ohio Canal for a length of 560 feet, this seven-arch aqueduct is one of the finest examples of canal-related architecture along the canal route (Photo 29). Built between the years 1829 and 1833 by skilled Irish stonemasons, it is currently being stabilized under the supervision of the National Park Service. Stone for the aqueduct came from the Johnson quarries north of Rock Hall. The metal railing along the Aqueduct is worn from the ropes of the canal boats (Photo 30).

Little Monocacy Viaduct: When the Metropolitan Line of the B & O was completed in 1873, there were two permanent stone bridges built along the line, one at Rock Creek and one over the Monocacy. This crossing at the Little Monocacy was, like the other crossing, a wooden trestlework. During the early 20th century, these were replaced with masonry and steel structures. This was wan constructed in 1906-07 as a double piered, three-arch stone bridge (Photo 31). It is roughly 400 feet long and 70 feet from parapet to streambed.

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Monocacy Viaduct, Baltimore and Ohio Railroad: Just upriver from the Monocacy Aqueduct is the B & O Viaduct, an impressive structure of sandstone, limestone and white quartzite, the latter from the Johnson quarries. Seven hundred feet long and 75 feet high, it is now taller than the original structure erected in 1870, having been strengthened by the addition of three additional piers and raised to its present height in about 1900 (Photo 32).

Isaac Davis House (MHT-317): A two-story, ell-shaped brick farmhouse, the Davis House was built in two parts, the front section being the earlier (Photo 33). Probably of mid-19th century date, it has a formal five-bay facade featuring an entrance door with over and side lights beneath a bracketed wood lintel. Windows are of six-over-six sash with louvered shutters and bracketed lintels. Nearby are several good barns and related outbuildings.

Log House (MHT-344): Built against the sloping hill side, this two-story structure has a three-bay facade over an elevated basement. At the rear is a two-story frame wing. A centered stove chimney rises from the front roof. Attractively maintained, the house probably dates from the second half of the 19th century.

Rock Hall: The main block of this two-part house is believed to have been built circa 1812 (Photo 34). Of local sandstone, it is three bays wide with the transomed entrance door occupying an end bay. A single flush gable chimney rises from each end of the roof ridge. On the interior the existing three-room first floor plan constitutes a conversion of the original four-room plan. The woodwork, including mantels, cupboards, doors and trim, employs a simplified classical motif popular during this period. Much of the hardware also appears to be original. The roof is heavily framed, utilizing purlins, principal rafters and wind braces, and probably originally supported a slate covering as it does today. The boxed exterior eave cornices are embellished with fretwork on the bed moulding. At the north end of the house is a two-story stone wing fronted by a galleried porch. It contains two first and two second floor rooms. Beneath the main block is a two-room cellar that partially extends into the wing, which is believed to be of a slightly later date than the main block, although there is evidence to suggest that it incorporated an earlier detached or semi-detached kitchen.

Near the north end of the house stands a small log structure that is believed to date from the mid-19th century, but which has ceiling joists removed from an earlier building. A large bank barn of relatively recent date incorporates an earlier stone silo, possibly a surviving portion of the stone barn mentioned in the accounts of Roger Johnson for the year 1815. Though it is doubtful that he ever lived here, Rock Hall was built for Roger Johnson during his tenure as sole owner of the nearby furnace. While he retained title to the property, it served as the residence of one of his sons, Joseph A. Johnson. The property is now owned by the State of Maryland, Department of Natural Resources.

Heritage Hills (MHT-314): Heritage Hills is a two-part stone house in excellent condition and attractively maintained. Built by or for Richard Johnson, eldest son off Roger Johnson, the main block is three bays wide with a centered door and two stories high beneath a gable roof. A single flush gable chimney rises at each end of the roof. The wing, also of two stories but lower than the main block, is fronted by a galleried porch. Heritage Hills was probably built during the first quarter of the 19th century, although it may be somewhat earlier.

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Wellcome Farms (Bloomsbury MHT-60): The oldest part of this large, three-part stone house is believed to have been a log structure that was later extensively remodeled and is now incorporated into the two-story northwest wing of the existing building. Though not a truly formal house, it is nevertheless a physically commanding structure notable for its architecture and setting.

On the southwest front the centered main block is four bays wide with the main entrance door occupying the third bay from the southeast corner. The gable roof is unbroken and has a single flush gable chimney at each end. The northwest wing is also of two stories with the front wall flush with that of the main block. It has a single window at each floor level and a chimney at the northwest end of the gable roof. The southeast wing, of more recent date, is one story with a single first floor window. Directly behind the house is a row of several early dependencies, including a one-story, log slave quarter. Bloomsbury, now called Wellcome Farms, was purchased by Thomas Johnson in 1763 and first occupied by Roger Johnson in 1774-75. At that time, it is generally believed, he enlarged an existing structure, later, in about 1790-1810, adding the present center section. Roger Johnson remained at Bloomsbury until his death in 1831.

Mount Ephraim (M-NCPPC 12-1): A simple, regionally characteristic, ell-shaped brick house, Mount Ephraim, so named for its original owner, Ephraim Harris, was extensively modernized in 1941. Built in 1868 by William T. Hilton of nearby Barnesville, the house is two stories tall and was initially fronted by a one-story bracketed porch and center gabled. The two-story porch on the south side was retained. The house has been documented through photography in the Historic American Buildings Survey.

Prior to the rise of Dickerson three miles west when the Metropolitan Branch of the Baltimore and Ohio Railroad was completed in 1873, Mt. Ephraim was the name of not only the house, but also the locality, once a community of half a dozen houses and a store. The foundations of Ephraim Harris' store on the Mt. Ephraim property (at the SW corner of Harris and Mt. Ephraim Road) is a reminder of the importance of Mt. Ephraim Road, running from Barnesville to Park Mills -- the old route to Buckeystown.

Harris House (MNCPPC 12-2): There are two houses on this property. The earlier, probably of early 19th century date, is a one-story log structure that was initially built as a one-room house with an exterior chimney. It was subsequently extended on the chimney end with a recessed opening provided on one side of the chimney between the two parts of the house.

The second house, built about 1870, stands north of the first. Its two-story main block is of log construction and has a frame rear wing. The principal facade has a centered door with two flanking windows and three windows above. Fronting the house is a two-story, galleried porch. The house has two end chimneys, one internal and the other external. Windows are of two-over-two sash and the boxed cornices have gable returns. A recent frame addition to the rear is compatible.

James Pearre House (MNCPPC 12-5): A large, two-story, five-bay, stone structure built circa 1860, the Pearre House has an entrance door framed by over and side lights, first floor windows of six-over-nine panes, and two exterior chimneys at the east end. The house has been extensively remodeled, with a wing added to the south end of an earlier rear wing, the main block stucco, a front porch removed and other alterations.

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The Pearre House is particularly noteworthy for its interesting collection of dependencies, including a log smokehouse, log dairy and log corn crib.

Sugarloaf Mountain Chapel (MNCPPC 10-70): Built by William Hilton in 1861 for Otis Holland, the Sugarloaf Mountain Chapel is a simple, rectangular, brick structure in a good state of preservation. Its end facade faces south and has two first floor doors and two windows above. Both side elevations have three windows and a door and the roof is sheathed with slate. Originally a Methodist Church, the Chapel is now privately owned and used as a community church. It is surrounded on three sides by a tree-shaded cemetery.

Spates Farm (MNCPPC 10-71): A frame, two-story structure, the Spates house was probably built in the late 19th century (Photo 35). The principal facade has five bays with a centered entrance framed by over and side lights. A modernized one-story wing stands at the east end and there is a two-story rear wing. The house commands a particularly fine view of Sugarloaf Mountain.

Johnson House (MNCPPC 10-72): This small log structure is of particular interest for its false plate eaves construction, a framing technique popularly used on smaller dwellings, barns and sheds in the tidewater region from the 17th through the middle of the 19th century. Possibly dating from the late 18th century, the house has several other notable features, including two-piece chair rails and attic partition walls of vertical logs. The structure is in ruinous condition.

George Pearre House (MNCPPC 10-73): The Pearre House was initially built as a two-story, one-room deep, brick dwelling. It has a five-bay facade with a centered entrance flanked by two windows. In the early 20th century the house was enlarged by the addition of two rear rooms across the back of both floor levels. The dormered, hipped roof and interior woodwork date from this conversion. The structure and nearby barn are in ruinous condition. A family cemetery is nearby.

Peters House (MHT-310): Located close to the side of Peters Road and facing east, this pleasing two-story brick house dates from the mid-19th century. It was the mill owner's house associated with nearby Peters Mill (previously Bloomsbury Mill) and was evidently built after Thomas Peters purchased the mill property in 1857. The principal facade is five bays wide with a centered entrance door which has side and over lights beneath a bracketed wood lintel. A smaller version of the same lintel is repeated over the windows. At each end of the gable roof is a single brick chimney. The integrity of this structure is compromised by a large frame rear addition of recent date.

Yingling Stone House, Park Mills Road (MHT-1003): An ell-shaped house of local stone, this two-story dwelling has a three-bay front and a single chimney at each end of the roof (Photo 36). The house probably dates from the early to mid-19th century, with a cross gable added to the front roof slope in the late 19th century and, in more recent years, a two-story frame extension built against the south side of the two-bay rear wing.

Stone House on Park Mills Road Near Bennett Creek: The front of this otherwise attractive two-part stone house is unfortunately marred by a recent two-story frame addition that appears to have been created by enclosing the remaining portion of what was once a two-story galleried porch (Photo 37). The largest section was probably three bays wide on both floor levels, two bays of which, including the entrance, are now covered. A single chimney rises from each end of the gable roof. Against the south end stands a lower two-

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story wing, also partially covered by the frame addition. It has a later brick chimney built against the exposed south end.

Thomas House (MHT-302): A regionally typical 19th-century farmhouse, the Thomas House is a two-story brick structure with a one and one-half story rear kitchen wing (Photo 38). The three-bay principal facade faces north. The transomed entrance door was once framed by a heavy, Greek Revival-style surround, the outline of which is still seen in the surrounding brickwork. The gable roof is unbroken, has a single flush chimney at each end and sawtooth patterned brick cornices on both side elevations. The rear wing was initially constructed of frame over which a brick veneer was added; for its date an extremely unusual and interesting detail. The interior woodwork is fairly simple and characteristic of the region. However, the west parlor displays frescoed walls painted in imitation of elaborate marble and gilt panels, with similarly painted ceiling cornices and medallions.

Koontz Chapel (MHT-1000): Built by 1867, this one and one-half story frame structure with gable roof, Gothic windows and louvered shutters, was used as a school in 1867. By the time of the publication of Titus' Atlas in 1873 it was the Dixon Chapel Methodist Church. It was later renamed for Pastor William Koontz. A one-story, concrete-block wing has been added to the southwest facade of the chapel.

Cluster arrangement

There are two large-scale patterns of clustering within the Sugarloaf Historic District. One is the traditional arrangement of farmhouses and agricultural buildings on the region's farmsteads. The geography of a tract of land played an important role in the layout of an early farmstead. Prime agricultural land with well-drained fields was highly valued for acquisition in the first land grants. A settler looking for a home site first sought a spring and then considered the quality of the land around the spring with regard to its potential agricultural productivity. Topography of a house site was also important in protecting the house and barn from the winds and weather. Unfortunately there are no major studies of the proxemics of regional farmsteads in central Maryland that delineate the relationships of the farmhouses, domestic outbuildings, agricultural buildings and their landscape. From the arrangement of the farmsteads in the Sugarloaf Historic District, it appears that the cultural traditions affecting the farmstead designs are representative of the broad regional patterns found in central Maryland.

The second large-scale pattern of clustering in found in the layout and development of villages within the district. The villages of Dickerson and Barnesville basically follow a linear plan found widely throughout central Maryland. Comus is representative of a crossroads village. Park Mills represents the cluster arrangement of the 19th century whereby isolated locations would identify their community by the location of a country store and post office.

Dickerson. The village of Dickerson (MHT 12-21-1) is representative of the pattern of town development that occurred due to the construction of the Metropolitan Branch of the Baltimore and Ohio Railroad (Photo 40). The village today retains many of the rail-oriented characteristics that it possessed at the turn-of-the-century. The land which roughly comprises the town was a 217-acre fram inherited by Christy A. Dickerson in 1857 from the estate of her brother, Nathan T. Hempstone. At that time it included a frame dwelling housee, kitchen, stable, barn, tobacco house and outbuildings. Her son, William H. Dickerson moved to the farm in 1860. He established a general store and post office by

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1871, at the time the railroad was being constructed. Dickerson also opened a quarry in 1898 that served as a commercial boom to the community and resulted in the construction of a number of houses.

The village is located at the convergence of several prominent roads with the Metropolitan Branch. Route 28, Mount Ephraim Road, and Big Woods Road are the major thoroughfares that pass through Dickerson. The buildings are randomly grouped along these roads and the railroad tracks and present a mixture of late 19th and early 20th century architectural styles. While most of the structures are frame, they contain a variey of styles, rooflines, exterior surfaces, shutters, brick chimneys and other architectural details. The presence of porches, frame outbuildings, and mature shade trees on wide lawns provide representative village characteristics of the turn-of-the century. Although the individual structures are well spaced, there are groupings of buidings within the community. These include a cluster of the warehouse/commercial buildings along the railroad tracks, a row of smaller homes along Big Woods Road, houses with intertwined back yards along Dickerson Church Road, and the large Victorian style houses along Route 28 PHOTO NO.

Dickerson's store served as the original train depot. By the 1880s, an elevator and scales had been constructed to serve local commerce. About 1890, the store was moved across the road to provide a site for the railroad station built by the B&O in 1891. The store was moved to its present location about 1910 when Mt. Ephraim Road was widened (Photo 41). The center section of the existing store is the original log and frame structure of Dickerson's Store. It is a one and one-half story, four-bay structure that has been enlarged on the north and south by one-bay cinderblock additions with shed roofs. The exterior walls of the original section are now covered by asbestos siding. The gable roof is covered by slate shingles and there is a simple bargeboard on the north and south gable ends. The fenestration has been altered by the addition of plate glass commercial windows. The structure also has a utilitarian porch with poured concrete foundation, shed roof with raised metal roofing supported by four metal posts. A blacksmith's shop once stood next to the store.

The architectural focus of Dickerson is the 1891 Railroad Station (Photo 42). This was built by the B&O Railroad, which originally planned to construct a brick station at this location. This is a frame structure with a gable roof that is hipped and bracketed. There is one dormer along the south (railroad side) elevation. This dormer provides for a bay window projection from the building that provides a view up-and-down the tracks. The exterior sheathing is tongue-and-groove flush siding.

Other significant structures in the village include the William H. Dickerson house, the Richard Poole Hays house, the Lawrence Nicholson house, the William H. Dickerson House and the Dickerson Church, and the Meem House (Photo 43).

Barnesville. The village of Barnesville is located at the intersection of Maryland Route 109 and Barnesville Road. It has a linear plan and most of the buildings date from the late 19th century (Photos 44 & 45). An interesting feature of this cluster arrangement is the influence of a single builder, William T. Hilton, on the architecture of the community. The documentation available on Hilton, his business and his buildings provides a unique glimpse of the vernacular architectural traditions representative of a central Maryland town.

Hilton was born on the western outskirts of Barnesville in 1829. It is not known where he apprenticed as a carpenter, but it is most likely that trained under an earlier Barnesville carpenter and learned the traditional crafts of the region. Documentation shows

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that in the 1850s, Hilton was constructing buildings in the Dickerson area and in 1861 received a major project for the construction of the Sugar Loaf Methodist Chapel. Later, he established an undertaker's and carpenter's shop in Barnesville. He died in Barnesville at the age of 80 years old.

A good example of rural ecclesiastical architecture is the Christ Episcopal Church in Barnesville which was built by Willitam T. Hilton in 1878 (Photo 46). It is a one and one-half story, one-bay by five-bay structure with a gable roof. A small entry with a gable roof is on the east elevation and contains paneled double doors. A round-arched design caps the doors and windows of the church. The west elevation has a simple projecting apse with triple lancelet windows. After World War II, the congregation sold the building to the Hilton family and it is used as a cabinetmaker's workshop and storage shed by the descendants of the builder. A collection of account books and woodworking tools of William T. Hilton as well as the signboard "William Hilton and Sons - Carpenters and Undertakers" that formerly hung on the old woodworking mill are housed at the Christ Church building.

Hilton also built St. Mary's Catholic Church in Barnesville (Photo 47). It is a Victorian Gothic style structure built in 1900. Hilton worked from a design drawn by Henry L. Simpson, a Washington architect. It is a brick structure that is one and one-half stories with a gable roof covered with slate tiles. The three-bay by five-bay design has five corbelled brick buttresses on the east and west elevations. The main facade has a projecting, square bell tower with lancet windows and a pyramidal roof. There is an arched doorway with paneled double doors. Above the doorway is a leaded-glass rose window.

Another Hilton structure built outside of the local vernacular tradition is the Thomas O. White house. Its design is a fashionable Eastlake style and may have been taken from a popular pattern book of the period. Built in 1903, it is Hilton's last major project having been built five years before his death. It is a two-story frame house with interesting details in the Federal-style garlands below the cornice of the projecting bay and Georgian Revival windows over the entrance. The interiors include ornamental Doric columns turned from chestnut as well as chestnut wainscoting.

The vernacular traditions of Hilton, however, can best been seen in the early houses to which he constructed additions. One of the earliest homes in the area is the Leonard Hays house, where Hilton constructed the front part of an L-shaped frame house (Photos 48 & 49). The original portion of the house became the ell wing of an 1890 Victorain vernacular structure. Hilton's craftsmanship is especially evident on the interiors which, like in the Hays House, typically have curved stariways and rails, heavy molded wood trim of door and window frames, Victorian plaster ceiling medallions, and marble mantelpieces. The Mary Morningstar house was built in 1824 but contains a late 19th century addition constructed by Hilton. The main facade of this house contains a double-tiered porch with columns and latticework (Photo 50).

The Barnesville Post Office (Lawrence Hilton Price house) is also associated with Hilton (Photo 51). The original part of the house was built about 1835 when John Poole, Sr., purchased the property from William S. Hays. William Hilton's father, John, purchased the property in 1847. It became William's home and woodworking operation during the 1860s. The additional room which has housed the Post Office for about 20 years was built by Hilton about 1900.

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A number of other structures in Barnesville contribute to the historical characters of this small town. The Barnesville Baptist Church is another example in the community of rural ecclesiastical architecture with its plain, straight-forward design of a rectangular main block with gable-front main facade, bell tower, and white weatherboard exterior (Photo 52). Also of interest in the study of Barnesville's architectural are two Sears catalog houses representing 20th century national influences on the community (Photo 53). Both of these houses are in the "foursquare" tradition with a square main block, hipped roof with hipped roof dormers, and Colonial Revival details in the door and window trim.

Comus. Comus (MHT M-12-8) is representative of the small rural crossroads villages that developed in northwestern Montgomery County during the late 19th through early 20th centuries. It is located at the intersection of Comus and Old Hundred Roads and historically its commercial focus has been a general merchandise store (Photo 54). The village also contained a schoolhouse to serve the surrounding farm community.

The late 19th century map and atlases identify elements in the growth of Comus. The 1865 Martinet and Bond Map identifies the location of the schoolhouse and the residence of Robert Johnson (now the Comus Inn). The 1879 Hopkins Atlas designates the village as Johnsonville and shows three structures belonging to L. B. Nicholson, including a store building at the southwest corner of the intersection. Historical documents also refer to the village's name as Nicholsonville or Nicholson's Crossroads. In the 1880s, the village was known as Comus. Oral tradition indicates that Comus was named for Senator Lewis McComas who represented Maryland's Sixth Congressional District at the time that the post office was first established here.

The major commercial structure today is the Comus Inn at 23900 Old Hundred Road (Photo 55). The house today appears as a large Victorian vernacular dwelling. However, the earliest part of this rambling frame structure is the central portion, probably built in 1863 for Robert Johnson. It is possible that the original house was built by William Hilton, who is credited with two additions of 1890 and 1900. In 1960 the house was moved back from its original location closer to the road and the interior converted for use as a restaurant.

The Comus Inn is a two-story, five-bay by two-bay structure in an L-shaped plan. It has a gable roof with a central gable on the main facade with rounded-arch windows in the gables. The windows are two-over-two sash windows with shutters. The main facade also has a full-length porch with plain squared posts. In the north gable end of the main block iis an exterior brick chimney. The ell wing is two stories and two bays deep. A modern glass-enclosed porch is at the rear of the ell. An addition is located at the northern set back from the main elevation. It contains a large bay window on the first story and four four-over-four sash windows on the half-story. West of the house is a log meat house. It is a small square structure of hewn logs chinked with mortar. It has a gable roof with the gable on the main elevation with a single door.

The village contains seven other structures of vernacular design dating from the late 19th to the early 20th centuries. On the northwest corner of the crossroads is property bought by John W. Nicholson from the Johnson family in the 1870s. Historical documentation from the late 19th century shows a residence and store on this property. The current residence and store were probably built by Mary E. D. Maxwell who purchased the property in August 1880. The residence at 23830 Old Hundred Road is a two-story, cross-gable dwelling that was probably built around the turn-of-the century. The documentation on the store indicates that it was rebuilt about 1906. The current

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structure has been adapted for residential use. It is a two-story frame building with a gable front main facade.

One of the oldest surviving buildings inn Comus is the residence at 23810 Old Hundred Road. While this building has been substantially remodeled, it originally was a one and one-half story, two-bay by two-bay log house. The house now has aluminum siding, modern windows, and composition shingles on the roof. To the south of this property is a early 20th century one-story frame commercial building that houses Sugarloaf Mountain Market. It's design is a utilitarian commercial form with a gable front main facade and multi-paned storefront windows. On the same property at 23700 Old Hundred Road is a late 19th century vernacular Victorian style residence that is the most elaborate of the dwellings in Comus. It is a two-story frame with a front facing T-shaped plan and a cross gable and hipped roof. Its side pavilions, extended bays and multi-gabled roof present features popular in the Queen Anne style.

Located on the east side of Old Hundred Road, 16725 Comus Road is a frame, two-story structure with an L-shaped plan. It appears to have been built by Zachariah Cooley before 1891. 16715 Comus Road is a frame two-story with a gable front main facade. It is more fashionably ornamented with Italianate style trim including arched window lintels and a porch with Doric columns and pilasters. It appears to have been built by John P. Sellman in the late 19th century.

On the southeast corner of the crossroads is an early 20th century Bungalow style house that is located on the site of the old schoolhouse. It is a three-bay by three bay frame structure with a gable roof that projects out to cover a full-length porch. There are entrys on both the northern and western elevations. The structure has a plain brick chimney located off-center from the roof peak. The 20th century features include the cinderblock foundation, asbestos shingles as the exterior cladding and composition shingles on the roof.

Park Mills (Fleecy Dale: MHT-1002): Although a decaying remnant of it former self, this small village on Bennett Creek is significant to the 19th century socioeconomic history of the area. When Johann F. Amelung's nearby New Bremen Glass Factory closed many of the workers remained and later helped establish and maintain a woolen factory here between the years 1810 and 1860. Other workers evidently were absorbed in two new glassworks, one established by Thomas Johnson near Bush Creek (north of the district described here) and the other erected by Adam Kohlenberg on Lower Bear Branch.

Remaining buildings include two small log houses in ruinous condition, one suspected log house greatly altered, and two small commercial buildings that are vacant and deteriorating. One of the commercial building is known as the Bear Branch Academy (Photo 56). The most prominent building existing at Park Mills today is a two-story, two-part stone house with a two-story galleried porch fronting the main block (Photo 57). Situated away from the other buildings, it possibly served as the residence of the mill manager or owner, Mathias Brown.

Stronghold. There is also a cluster of sites relating the Stronghold (Photo 58) and the efforts of Gordon Strong to acquire the mountain and its surrounding land and his later plans for its future. In 1924, Strong commissioned Frank Lloyd Wright to design an automobile tourist attraction for the mountain. Wright made a number of sketches for an "automobile objective" that proposed a sprial plan of automobile ramps (Photo 59). The designs included various plans for the mountaintop to contain a planetarium, theatre,

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athletic facilities, open air and enclosed terraces for picnicing, restaurant, dance hall, and onernight accomodations. Strong eventually decided to preserve the mountain in a natural state and the concept of Stronghold, Inc., was spelled out in his will.

Strong's work at Stronghold involved the introduction of a number of man-made features that are now a recognized part of the landscape around the mountain. One widely-found element are the rail fences with concrete posts located throughtout the complex (Photo 60). Other landscape features include the brick gates, such as those to the pond (Photo 61) and the stone retaining walls along the automobile approaches and at the visitor's areas on the mountain (Photos 62 & 63).

The structures that are part of the Stronghold complex include:

Gordon Strong Mansion: Designed in 1907 by Joseph Ashe as the wing of a projected larger residence, this Georgian-style building, itself of mansion-house proportions, contains eighteen rooms and is built of reinforced concrete and Bedford stone (Photos 64, 65, & 66). Constructed in 1912 and situated amidst large trees, it functions today as a meeting place for civic, educational and religious groups. The gardens of the property are also designed with terraces as landscape features (Photos 67 & 68) and lion's head fountain (Photo 69).

Westwood: Also of Georgian styling, Westwood was built in 1921 for Mrs. Ella Denison, a sister of Gordon Strong (Photo 70). Its hundred-foot length house nine rooms. The house serves as the residence of the park superintendent.

Baxter Cottage: A two-story, five-bay frame structure, built about 1900, Baxter Cottage served as Gordon Strong's first living quarters during his early visits to the mountain. It was at that time a combined log and frame structure and was located west of the present site. A stone chimney marks the original site and near it is a mausoleum where the Strongs are buried.

Fram Cottage: Constructed of logs, this small attractive building served as a field hospital when Confederate forces captured the mountain look-out post following a brief skirmish in 1862. Believed to date from about 1812, the cabin was extensively remodeled in 1948.

Hunter Cabin: A one-story log house of probable early 19th century date, the Hunter Cabin is picturesquely situated in a small meadow beyond split rail fencing and large trees (Photo 71). Now boarded up, it awaits a planned restoration.

Snyder Cottage, a colonial-style frame house built about 1909, used as the offices of Sugarloaf Regional Trails from 1974-79 (Photo 72).

The Shop Building, housing the workshop and office of the park maintenance crew, is a long, one-story brick structure. It was built about 1916 to provide additional room for vocational high school subjects taught at the Halstead School.

Beardshire Cottage, of probable late 19th century date, is part of a small farm complex that visually relates the mountain to the surrounding community.

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The Halstead School, a chestnut frame structure containing one room, has been moved from its original site and is temporarily located behind the ship building. Its restoration is planned by Stronghold, Inc.

Comstock School, also a one-room building, is of frame construction (Photo 73). It was built by Gordon Strong early in this century to serve the local black community. Free blacks had settled in this area as early as 1840, owning their own land and working in various occupations, such as quarrying and fencing.

Tanglewood Cabin, a dependency of the Strong mansion, is of chestnut logs with stone floors and a large stone chimney. Built in the early 1920s, it is now temporarily boarded up.

The Barn, built around 1908, was designed as a horse and carriage barn (Photo 74). Current plans call for its conversion to an orientation and nature center.

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization:

Piedmont

Chronological/Developmental Periods:

Contact and Settlement Period	A.D. 1570-1750
Rural Agrarian Intensification	A.D. 1680-1815
Agricultural-Industrial Transition	A.D. 1815-1870
Industrial/Urban Dominance	A.D. 1870-1930
Modern Period	A.D. 1930-Present

Prehistoric/Historic Period Themes:

Agriculture/Architecture/Landscape Architecture/Community Planning/Economic/Transportation

Resource Type

Category: District

Historic Environment: Rural/Village

Historic Functions or Uses:

Domestic/Single Dwelling/Residence/Farmstead
Domestic/Secondary Structures/Dependencies
Commerce/Specialty Store/Craftsmen Shops
Recreation and Culture/Outdoor Recreation/Park

1. Historic Landscape/Cultural Geography;
2. Industry/Transportation;
3. Vernacular Architecture/Small Town/Village;
4. Conservation.

Historic Environment:

The geography of the Sugarloaf area formed the earliest Indian paths following the Potomac and the Monocacy Rivers. To command these routes the early fur traders had located their trading posts. Explorers became settlers before 1700. Louis Michel and Martin Chartier had located at the Mouth of the Monocacy where they were found by Christof de Graffenried in 1711 when he became the first to describe Sugarloaf Mountain. Today these early Indian and French sites are archaeological landmarks.

The timber resources of the Sugarloaf area were a mainstay of the early, charcoal-fueled local industry. Water-powered mills had been built before the revolutionary war,

helping to arm the American forces. One of these at Furnace Ford was built and operated by Roger Johnson, youngest brother of Thomas Johnson, Maryland's first governor. Pig-iron from this furnace was taken from there to the Bloomery Forge near Urbana by river barges up the Monocacy and, in seasons of low water, by the Mountain Road that Johnson built. After the Revolution a boom in native industries was reflected here by the glass furnaces near Flint Hill operated by Johan Friederich Amelung and successors. Amelung's "presentation glasses" and other products are highly prized examples of this early American craft in the collections of the Metropolitan Museum of Art and Yale University. His house, Mountvina, still stands and major archaeological investigations of this site by the Smithsonian, Steuben Glass and Winterthur have been conducted here.

Before the canal and railroad, local building resources were important and the white stone quarry on Sugarloaf Mountain provided the material for such landmarks as the Seven-Arch Aqueduct of the C & O Canal crossing the Monocacy; and later of the railroad viaduct at this location. The Metropolitan Branch of the Baltimore and Ohio Railroad was not built until 1873. Only then was the long hegemony of local industry and agriculture emancipated from reliance on local roads and the canal. The Little Monocacy viaduct at Dickerson, built in 1906 to replace an earlier wooden trestle, is a structure of importance to the Historic American Engineering Record.

The railroad provided Sugarloaf farmers with access to the expanding Washington market and the local dairy industry was based on this resource. The railroad also hauled commuters and railroad workers and such local specialties as goldfish from the Monocacy fish ponds. But the agricultural landscape of the area was dominated by such staples as corn, wheat and barley.

From the earliest settlements in the mid-18th century farming here was a reflection of Tidewater patterns of tobacco and corn, followed shortly by small grains and subsistence farming patterns of the Pennsylvania Germans and Quakers. Surrounding the big bank barns of the northerners was a rich profusion of wagon sheds, corn cribs, buildings for hogs, chickens, shops and other uses that can still be seen at the Farr residence on Comus Road or Inverness on Route 28. A good example of a flourishing dairy operation is that of Harry Ensor on Mount Ephraim Road. The physical reflections of such farming practices show a fundamental stability of the local population with its many families who have lived here for two centuries.

The urban opportunities brought first by the railroad, and later by automobiles have drained much of the local population, and the attractions of rural community life have brought many new settlers to the Sugarloaf area. Modern farming methods have reduced the demand for farm labor, and the exodus of many Black families in particular has brought social changes, but traditional settlements like Jerusalem or Mount Ephraim or Martinsburg come to life with weddings, funerals and local celebrations.

The Sugarloaf area is best regarded as an environmental district, a cultural landscape, rich in landmarks and historical associations. Remarkable for its continuity over nearly 300 years (plus thousands of years of earlier Indian history), its many and diverse landmarks of architectural and engineering significance, its beautiful scenic and cultural landscapes, it should also be recognized as an achievement of historic preservation. Hundreds of landmarks have been identified, researched, mapped and placed on preservation inventories by county and state preservation agencies. Visitors by the hundreds of thousands have been drawn to the area by its scenic and cultural value and its

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historic associations, but it is the area as a whole that contains the greatest value rather than any single historical period, phase, or individual. These characteristics are stamped on the land by the preservation of the 3200 acres of Sugarloaf Mountain by private efforts of Gordon Strong and the Stronghold trustees; the voluntary dedication of scenic and conservation easements by surrounding landowners, the acquisition of the 2000 acres of the Monocacy Multiple Resource area by the state of Maryland, the creation of the Chesapeake and Ohio Canal National Historic Park, the Barnesville and Poolesville historic districts and scores of historic sites included in the Montgomery County Master Plan for Historic Preservation. The protection of the Master Plan is accompanied by property use restrictions that reflect the public interest in this land and its historical significance. To ignore these considerations is to break faith with the residents of this area and to negate the historical and cultural significance of this place and the generations that have created its character and values.

In all of the United States and the extensive inventory of historic sites that has been accumulated since 1966 when the National Register of Historic Places was established one would be hard pressed to find any large cultural landscape of comparable significance encompassing so must of America history, exploration, settlement, industry, agriculture, and landscape.

Resource History:

Rural Historic Landscape

Historic landscape characteristics are the tangible evidence of the activities and habits of the people who occupied, developed, used and shaped the landscape to serve human needs. The landscape in the Sugarloaf historic district is defined by Sugarloaf mountain itself, and the natural resources that led to the early settlement of this region. The continuity of the district has been preserved by the continuation of traditional uses of the land by its residents and the conservation efforts of various organizations.

The Sugarloaf landscape illustrates a distinctive regional character much of which derives from its geographical position in the Maryland Piedmont. The rolling topography, the mixture of open and wooded areas, the variety of types of agriculture have all left their mark on the landscape. The celebration in 1986 of the fiftieth anniversary of the National Soil and Water Conservation program has further directed attention to the impact of stripcropping, contour planting, farm ponds and other man-made changes that are widely visible in this area.

The early settlement of the area brought two distinctive types of agriculture, one by settlers from the tidewater regions to the south and east, largely of British stock; the other from the north composed of German immigrants and Quakers. Each had its distinctive form of agriculture as well as architecture and gardening.

The Tidewater settlers located their houses on high ground and farmed plantation style with tobacco as a money corp and corn as the staple. The Germans practiced a more diversified farming with wheat and other small grains, orchards and livestock. They built large bank barns and located their houses near streams and springs that watered their stock. Early agriculture (1750-1800) in the Sugarloaf historic district shared its position with the significant industry that was stimulated by American independence. Water-powered mills of all sorts were prominently shown on early maps.

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Most of all the landscape is marked by Sugarloaf Mountain itself, a monadnock, independent of any range like the neighboring Catoctins. Sugarloaf dominates the horizon visible from a wide Piedmont area including portions of Frederick and Montgomery counties. Although known to the aboriginal inhabitants of the region for many centuries, the name, location and description of this historical and geological landmark were first chronicled in 1712 by Baron Christoph de Graffenried, noted Swiss explorer and founder of New Bern, North Carolina. But long before de Graffenried's visit, the mountain was known to previous generations of white fur traders exploiting the upper reaches of the Potomac.

To the indigenous population, the Sugarloaf area was dominated by the Potomac and Monocacy Rivers and the mass of the heavily-forested Sugarloaf Mountain. Indians from the lower Potomac followed the river in seasonal migrations to the upper Potomac where, in carefully cultivated upland pastures, they hunted the large migratory animals (eastern bison, elk and other species). The evidence of these seasonal migrations in the Sugarloaf District is seen in hunting camps, rock overhangs as well as in the trails and portages themselves. Further archaeological investigations are needed before this evidence is documented and understood. What is clear now is the location and use of such routes as the Carolina Hunting Path and the Warrior's Path that run from the Great Lakes down to the Carolinas.

Early white settlement is marked by two outstanding 17th century figures, the French fur trader, Martin Chartier who maintained a fur trade with Canadian Indians for decades before the westward moving settlers from Tidewater arrived. The Swiss, Christoph de Graffenried, first drew crude maps of the area, including a record of his ascent of Sugar Loaf Mountain. Later maps further trace the exploration and settlement of the region.

Few early sites have been recorded on the mountain itself, but in the late 18th and early 19th centuries Sugarloaf provided raw materials for the industries of both Amelung and the Johnsons. For instance, in 1810 Benjamin Henry Latrobe, noted American architect, visited Sugarloaf mountain and there sketched a Negro family living in a bark shack and engaged in charcoal burning. Several decades later the mountain was utilized as an observation and signal post during the Civil War, first by the Union forces and then, briefly following a skirmish, by the Confederates.

In 1902 Gordon Strong (1869-1954), whose family amassed a fortune in Chicago real estate, began purchasing large tracts of land on the mountain, developing it as a private preserve. At his death, he turned over the balance of his then 3,000 acres to be maintained by a private, non-profit corporation, Stronghold, Incorporated, which he had earlier created and given the upper portion of the mountain. Stronghold operates the property as a privately owned park accessible to the public. In addition to footpaths and a bridle trail, Stronghold maintains a macadam road allowing access to the mountain's four observation points, several of which include stone constructed platforms. High on the northeast side of the mountain, one of these offers a truly spectacular view of the surrounding countryside. To the north and west of Sugarloaf extends a miniature wilderness area of nearly 2,000 acres, broken only by old logging roads. This hinderland provides the hiker with a vivid impression of how the area looked 200 years ago.

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When Gordon Strong, decided to make the mountain the site of his permanent residence, he entertained various ideas about how the mountain should be developed. The more formal landscape history is well illustrated by his continuing efforts beginning about 1907, particularly in the country house tradition. Initially related to the design of the Strong Mansion, this came to fruition in the axial design by Henry V. Hubbard, head of the Harvard School of Landscape Architecture and a member of the National Capital Park and Planning Commission. Centered on the never-to-be-realized central part of the Strong Mansion, this featured a powerful axis running from high in the mountain down to a romantic rectangular *piece d'eau*, bordered by the white trunks of birch trees and the classically detailed terraces.

In the early 1920s, he retained Frank Lloyd Wright to prepared a plan for the development of Sugarloaf. Wright, in a series of drawings, envisioned the creation of an "Automobile Objective," a pyramidal-shaped structure to be built on the top of the mountain. Sunday drivers from Washington would ascend the mountain, driving up through the building via a spiral ramp. Within the structure, in addition to a complex system of ascending and descending ramps, bridge, roof garden and parking facilities, would be a restaurant, theater, planetarium and observation platform.

It is fortunate that Strong eventually decided the mountain was far more important as a natural monument and chose to preserve it in its natural state. His interest in the natural beauty of the region became evident in the informal pond that he had created at the entrance to the mountain. His further landscape efforts were illustrated in plans designed for the views from the mountain. These included the view of the Frederick Valley and the view to the east which was the scene of an annual Easter Sunrise service. These viewing points were provided with seating, defined by masonry parapets and walls, and enhanced with road landscaping.

A major landscape change to the district in the 20th century occurred with the agricultural orientation to dairy farming. The extensive dairy industry caused the formation of large farms (typically 300 acres) used for pasture and the production of ensilage and hay. These succeeded the smaller diversified farms of about 100 acres. Today, the large farms are slowly yielding to smaller farms, suburban and country homes, and subdivisions. Nearly all of the district in Montgomery County is zoned for agriculture, strengthened by a subdivision regulation of 25 acres per lot. In Frederick County, a conservation zone with basically the same provisions exists in the Urbana planning district which encompasses the area of the Sugarloaf Historic District.

The view of Sugarloaf Mountain today from within the district presents the characteristics and perceptual qualities of the traditional Piedmont cultural landscape. The rolling topography of open and wooded area, cultivated fields and rivers and streams preserve elements of the natural setting of the region. The cultural networks and patterns of spatial organizations of man-made features, including roads, railroads, canals, farmsteads and cultivated fields reflect the history of the district. There are few modern intrusions. The 1977 PEPCO tower located outside of the district presents a visual feature in sharp contrast to the overpowering image of Sugarloaf Mountain.

Industry/Transportation

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Early settlement in the Sugarloaf area occurred primarily to create industry aimed to exploit the available resources. A transportation network was then necessary to make these industries economical. Perhaps in no element of the history of the area more than in transportation can be seen the dynamics of regional growth: the canoe and pack horse trails, the canal and turnpike, the railroad and the highway - down to today's Concorde roaring overhead daily at 1:15 p.m. precisely - offer a varied interpretation of the fortunes of the region, as reflected in the landscape itself.

The most significant of the early industries were the iron works of the Thomas Johnson family, Maryland's first governor, headed by the youngest brother, Roger Johnson. The Johnson family used "bank ore," surface deposits extracted along stream banks. Cast iron (pig iron) was the product of his establishment at Furnace Ford. Surface mining of iron ore and limestone, with charcoal made from the Sugarloaf forest were the raw materials of this operation. To make bar iron (the principle article of commerce) Johnson's pig iron was taken in shallow draft barges, at seasons of high water, up the Monocacy and Bennett Creek to the Bloomery forge near Urbana. The demands of the Revolutionary War stimulated this production of iron. Later Johnson built a road, now designated as Sugarloaf Mountain Road, along which ox teams hauled the pig iron to the Bloomery. The iron works yielded in the 1830s to the iron works elsewhere that were more competitive because they commanded better grades of ore, had the railroad for transportation and had access to coal.

Another Sugarloaf industry closely related to the mountain was the glass works of Johann Friederich Amelung near Park Mills, started in 1789. Archaeological work under the auspices of the Corning Glass Company, Winterthur Museum and Smithsonian Institution produced historical reports that analyzed Amelung's production including the "presentation glass," which is considered the most important of early American glass production. While Amelung's business ultimately failed, those trained by him continued at the Sugarloaf location and, at a larger scale, in Pittsburgh, Pennsylvania.

One of the most dramatic episodes relates to the forest resources of the area, now but a sad reflection of former richness. Here 18th century timber merchants cruised the area, selecting specifically shaped forms to be used for parts of the largest contemporary ships, ultimately the celebrated Baltimore Clippers. To this region, this business was as significant for the young maritime nation as the exploitation of timber for ship's masts was for southern Maine. Later the hardwood resources were prodigally used for barns, bridge and other utilitarian structures. The raw material of bark from the trees and hides from the farms was used locally by the tanning industry. Ultimately, as Benjamin Henry Latrobe recorded in drawings made about 1810, the entire mountain forest was systematically cut and burned to provide charcoal for the merchant furnaces of the infant iron industry. A drawing of Sugarloaf charcoal burners by Benjamin Henry Latrobe has survived to record the primary resource of this district that largely denuded the district's forest cover, leaving the second growth for the nearby farmers who needed firewood, fencing materials and building timber.

Mineral resources also were extracted as part of early industries. Quarries were opened to provide white sandstone that built significant structures of the Chesapeake and Ohio Canal, particularly the seven-arched aqueduct that carries the canal across the Monocacy River; and the white granite that built the piers of the Baltimore and Ohio Railroad bridge at the same spot, as well as other important structures. A white stone quarry at the base of Sugarloaf Mountain, shown on the 1873 atlas, was used to build the

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first railroad viaduct (a later one was built about 1909). Another stone quarry was located near Sugarloaf but is not shown on map.

Stones for the underpass at Dickerson were quarried at a nearby farm. Local quarries were also opened near building sites for farmstead houses and foundations where the stone was available. The limestone in this regions was also quarried and used in local lime burning operations through the 19th and early 20th centuries.

Water was perhaps the most important natural resource especially when used as water power for mills. Water-powered mills of many types (grist mills, saw mills and woolen mills) were represented in the Sugarloaf historic district before 1800. One example is Park Mills, also known as Fleecy Dale (MHT-1002). Although a decaying remnant of it former self, this small village on Bennett Creek is significant to the 19th century socioeconomic history of the area. When Johann F. Amelung's nearby New Bremen Glass Factory closed many of the workers remained and later helped establish and maintain a woolen factory here between the years 1810 and 1860. Other workers evidently were absorbed in two new glassworks, one established by Thomas Johnson near Bush Creek (north of the district described here) and the other erected by Adam Kohlenberg on Lower Bear Branch. The most prominent building existing at Park Mills today is a two-story, two-part stone house with a two-story galleried porch fronting the main block. Situated away from the other buildings, it possibly served as the residence of the mill manager or owner, Mathias Brown. Remaining buildings include two small log houses in ruinous condition, one suspected log house greatly altered, and two small commercial buildings that are vacant and deteriorating.

The early transportation system that provided for removal of natural resources was primarily roads and rivers. The first public roads led from Georgetown to Frederick and 1774 public monies provided for the upkeep of these roads. During the early 19th century, the road network multiplied rapidly. The Old Baltimore Road at Barnesville led from the Mouth of Monocacy, connecting with Mt Ephraim, and then to Baltimore. The 1873 Montgomery County Atlas shows a diverse road network that circled around Sugarloaf Mountain (the northern and eastern parts of this traditional road network are the same as the historic district boundaries today). The road from Barnesville to Frederick City (now West Harris Road) went to Park Mills; Peter Road at the northern boundary of district connected Flint Hill and Bloomsbury (R. Johnson Bloomery Forge) to what is now Thurston Road (both run along Bennett Creek). This pattern continued to connect to Mt Ephraim and at Linthicum a branch road continued to the east. To the west of this road system south of Bennett Creek is Park Mills Road.

In a much-remarked coincidence on July 4, 1828, the first shovelful of dirt was removed in Washington to begin construction of the Chesapeake and Ohio Canal, while simultaneously in Baltimore construction started on the Baltimore and Ohio Railroad. The two modes of travel to the west were in hot competition for the next two decades. More than the dramatic episodes of construction was the effect of these new modes of transportation in accelerating the concentration and specializations of America's industry, agriculture and urbanization. In the Sugarloaf region, the local merchant furnaces yielded to Pittsburgh. Local grist and flour mills began the transition to industrialized processes that eventually favored the large-scale Midwest mills.

Construction of the new modes of transportation brought a temporary boom during construction, but more notably greater access to markets. The first impact to the Sugarloaf

District was improved access to Baltimore. Not until 1833 did the completion of the 516-foot long, seven-arch aqueduct over the Monocacy mark the arrival of the canal from Georgetown. The Metropolitan Branch of the B & O Railroad was built in 1873, and further construction of stations and replacement of temporary wood trestles with masonry arch as at the Little Monocacy occurred in 1906. The railroad brought summer visitors, commuters and jobs for construction workers. it spawned new local industries and took diary products to Washington markets. Increased prosperity opened new post offices at Dickerson and Sellman (Barnesville). As throughout the nation, the railroad revolutionized the old local life and restructured the community to the national influences.

Major transportation changes also occurred in the early 20th century with hard roads, automobiles and trucks. Heralded by the bicyclists' demands for hard roads, "Centurians" from Washington made the trip to Sugarloaf a popular objective of a day's outing. It was on such a trip at the turn of the century that Gordon Strong discovered the mountain that he would one day own.

More important as an agent of change was the farm-to-market roads. One popular form of these rural roads in the Sugarloaf district was a single lane concrete strip with dirt lanes to either side edged by fieldstone walls. Called "politician's paths," such roads brought the greatest benefit to the largest number of rural voters. As traffic increased, the concrete lane was flanked by asphalt and eventually paved over altogether, as with Mount Ephraim Road. Embraced in the State Roads network, historic roads like Park Mills and Old Hundred Roads joined earlier designated Route 28 with its strategic crossing of the Monocacy. Many historic and scenic routes remained unpaved landmarks such as Peter Road, Mount Ephraim Road or West Harris Road. Mouth of Monocacy Road now provides access to the C&O Canal National Historic Park.

Significant architectural and engineering structures relative to the development of transportation in the Sugarloaf district include the Monocacy River Aqueduct, Baltimore and Ohio Railroad Viaduct, Little Monocacy Viaduct, Barnesville station, and the Dickerson station.

Vernacular Architecture/Village/Small Town

Much of the vernacular architecture in the Sugarloaf district can be viewed from the perspective of the agricultural economy of the region. Historians have concluded that within two or three miles from Sugarloaf Mountain, two distinct streams of settlement crossed and blended: Pennsylvania German and Tidewater plantation peoples. This movement from their original "hearths" has been described by Henry Glassie and others so that it can be clearly illustrated in map form, and the close parallel to earlier Indian paths demonstrated. The settlement of the area is closely related to these migrations, and the early history of the region and its agricultural prosperity in the period 1800-1850 has been well documented. Similarly, later periods tracing the shift from diversified family farms to more specialized dairying - a change that was faithfully reflected in the landscape and its buildings - can easily be illustrated.

From the earliest settlements in the mid-18th century farming here was a reflection of Tidewater patterns of tobacco and corn, followed shortly by small grains and subsistence farming patterns of the Pennsylvania Germans and Quakers. Surrounding the big bank barns of the northerners was a rich profusion of wagon sheds, corn cribs,

buildings for hogs, chickens, shops and other uses that can still be seen at the Farr residence on Comus Road or Inverness on Route 28.

The railroad provided Sugarloaf farmers with access to the expanding Washington market and the local dairy industry was based on this resource. The railroad also hauled commuters and railroad workers and such local specialties as goldfish from the Monocacy fish ponds. But the agricultural landscape of the area was dominated by such staples as corn, wheat and barley. A good example of a flourishing dairy operation is that of Harry Ensor on Mount Ephraim Road. The physical reflections of such farming practices show a fundamental stability of the local population with its many families who have lived here for two centuries. Orchards also appeared as a farming enterprise in the 20th century. Lily Pons is a unique aquaculture operation within the Sugarloaf district. In recent years, farm operations have become more diversified to meet the changing agricultural economy.

The vernacular architectural traditions followed primarily the ethnic traditions of the settlers in the Sugarloaf area. Log construction was a predominant building type of the early settlers. Following Piedmont traditions, the popular 19th century farmhouse was an L-shaped plan structure of two stories with a gable roof. Double-tiered porches in the ell wing were also a prominent feature of this regional style.

Another example of this regional style by mid-19th century is Mount Ephraim (M-NCPPC 12-1). The design and massing of the exterior reflects the regional style with its details including two-stories, symmetrical facade, gable roof, L-shaped plan, and double-tiered porches. Mount Ephraim is named for its original owner, Ephraim Harris. Built in 1868 by William T. Hilton of nearby Barnesville, the house is two stories tall and was initially fronted by a one-story bracketed porch and center gabled. The two-story porch on the south side was retained.

Prior to the rise of Dickerson three miles west when the Metropolitan Branch of the Baltimore and Ohio Railroad was completed in 1873, Mt. Ephraim was the name of not only the house, but also the locality, once a community of half a dozen houses and a store. The foundations of Ephraim Harris' store on the Mt. Ephraim property (at the SW corner of Harris and Mt. Ephraim Road) is a reminder of the importance of Mt. Ephraim Road, running from Barnesville to Park Mills -- the old route to Buckeystown. Small crossroads villages such as Mt. Ephraim dotted the Sugarloaf landscape but lost their historic function with the modern transportation network of the mid-20th century.

The vernacular building traditions changed with the changes in transportation during the nineteenth century. In the Sugarloaf region, these changes can be viewed through the buildings constructed by the vernacular builder William Hilton. Hilton built Mount Ephraim in the tradition of the regional farmhouse style. Later in the 19th century, he constructed several houses in Barnesville that make use of the Victorian designs that were popular nationally.

The design of the Comus Inn is one example of the vernacular Victorian style in the Sugarloaf district. The earliest part of this rambling frame structure is the central portion, probably built in 1863 for Robert Johnson. It is possible that the original house was built by William Hilton, who is credited with two additions of 1890 and 1900. In 1960 the house was moved back from its original location closer to the road and the interior converted for use as a restaurant.

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The Sugarloaf Mountain Chapel (MNCPPC 10-70) is an example of rural ecclesiastical architecture built by William Hilton in 1861 for Otis Holland It is a simple, rectangular, brick structure in a good state of preservation. Its end facade faces south and has two first floor doors and two windows above. Both side elevations have three windows and a door and the roof is sheathed with slate. Originally a Methodist Church, the Chapel is now privately owned and used as a community church. It is surrounded on three sides by a tree-shaded cemetery.

The evolution of the vernacular designs into the 20th century leads to mail-order architecture. Barnesville has two Sears-Roebuck houses that represent this popular designs of mass-appeal. Other vernacular features in the district include man-made features such as fences. The existing fences show the full range of fencing types including split rail, stone, concrete post and rail, and wire.

Conservation:

Events in the Sugarloaf district have made it a significant conservation area. Most notably is the work of Gordon Strong in creating Stronghold. However, the district has also demonstrated historic preservation and conservation techniques at the public and private levels. These efforts have been accomplished by a local private historic preservation organization, Sugarloaf Regional Trails, that has concentrated on educational programs, tours and planning studies of the region. The efforts have also included involvement of private organizations at the national level, including the Nature Conservancy which holds an easement within the district.

Easements are also held by state agencies, the Maryland Historical Trust and the Maryland Environmental Trust. The state also controls significant acreage within the Monocacy Multiple Resources Area, under the Maryland Department of Natural Resources, which has also designated the Monocacy in the state scenic rivers program. The National Park Service controls the land within the C&O National Historic Park that is within the Sugarloaf district. Also significant to the conservation initiatives of this district has been preservation studies by the state including Archaeological Resources of Monocacy River and the Power Plant Siting Survey.

Public involvement at the local level includes the county-wide historic preservation plan under the Montgomery County planning office and the use of transfer-of-development rights within the district. Under the Frederick County planning office, the land within the Sugarloaf district is zoned in a preferential agricultural zone. Easements on land in both Frederick County and Montgomery County has been purchased under the Maryland Agricultural Land Preservation Program.

Foremost to the conservation initiatives of this region was the work of Gordon Strong in creating his own private philanthropic institution, Stronghold, Inc. Strong was the son of a western railroad magnate who became the leading Chicago real estate broker and specialist in central business area properties. He was real estate adviser to Marshall Field and other leading Chicago enterprises. Among his distinctions are as the initiator of the Chicago subway system developer of the standard amortization tables for office buildings as used by the Internal Revenue bureau and one of the founders of the Chicago Regional Plan Association. Despite this Chicago background, Strong had spent nearly a decade of his early life in Washington and at this time had become attached to the Maryland

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countryside. At this period he bought his first tract of Sugar Loaf Mountain land, and built a characteristic log cabin where he spent weekends. This interest never waned and upon it was built the unique commitment to acquire and develop the entire mountain, first as a gentleman's country estate, and later as a public environmental trust.

In Gordon Strong's lifetime can be seen a transition from the gentleman's country house ideal to a more contemporary dedication to the conservation ethic. Tracing this biographical evolution will do much to explain why Strong, after assembling the 3,000 acres of Sugarloaf Mountain, chose to hand it over to a non-profit trust to maintain forever for public education and enjoyment. This evolution is punctuated by a series of five complete plans for the "development" of the area, the most important and revealing being the 1912 plan prepared by Henry V. Hubbard, an outstanding exponent of formal landscape architecture and head of the Harvard school of landscape architecture; that prepared in 1923 by Frank Lloyd Wright, one of America's greatest architects, and esteemed of such importance in that architect's career that more drawings of this scheme were included in the Museum of Modern Art's exhibition of his work than any other single project. The Hubbard plan was partially executed.

The plan finally adopted by Strong was, in fact, outlined by Robert Marshall, one of America's outstanding figures in the conservation movement, a noted forester and founder of the Wilderness Society. These documents were inventoried and arranged by Wilhelm von Moltke in 1942, but have never been publicly exhibited. The historical interpretation of the Strong material will involve further research in the Strong manuscript records, and interviews with many Strong connections, outstanding among whom is Donald and John McCormack. This background, explicit in Strong's will and the terms of the Stronghold Corporation, explains many features of the mountain park that have aroused the curiosity of visitors. The experimental program to discover a blight-resistant mutation of the American forest-type chestnut, decimated by the 1922 blight, derives from this source. The rustic path and stair leading from the parking area to the pinnacle of Sugar Loaf Mountain, marked by curious directions and admonitions, is another. The sudden appearance of the Strong Mansion, designed by architect Joseph Ashe in 1907, and its formal gardens with balustrades, balconies, reflecting pools and geometrical allees is equally puzzling unless seen in the historical perspective that will be provided of a rich man's search for appropriate expression of his philanthropic instincts.

Chief among the illustrations of Strong's philosophy and accomplishment here is the house he built himself, and a less important one built for this sister. The Strong mansion, designed by the architect Joseph Ashe in 1907, was never completed, due to personal reasons. The single wing of the projected mansion has been equipped as a small conference center, but the most important rooms have been maintained in their original state. It is proposed to describe the house in the trailside museum, and to offer conducted tours of the mansion and the adjacent grounds for small groups at periodic intervals.

Resource Analysis:

Criterion A: The district is "associated with events that have made a significant contribution of the broad patterns of our history" in that it contains resources which exemplify both the development of industries (notably iron and glass manufacture) on the frontier during the last quarter century of the 18th century and the first quarter of the 19th, and the subsequent

transition of agriculture as these rural industries declined with the shift to an urban focus by the mid-19th century

Criterion B: The district is "associated with the lives of persons significant in our past," by bearing the enduring mark of pioneer industrialists such as the four Johnson brothers, Thomas, James, Baker, and Roger, who established an iron works in 1785 on what has come to be known as Furnace Creek, and Johann F. Amelung, who started his New Bremen Glass Factory at about the same time. The district owes its excellent state of preservation in large part to Gordon Strong, a Chicago real estate magnate whose personal vision led him to acquire some 3,000 acres including nearly all of Sugarloaf Mountain and to preserve this area as a public trust.

Criterion C: The architecture of the district includes numerous examples of regional vernacular buildings and farmsteads of the late 18th through early 20th centuries which clearly "embody the distinctive characteristics of a type, period, or method of construction;" "the work of a master" is represented by Gordon Strong's mansion, Stronghold, designed by the prominent architect Joseph Ashe, and by the landscape plan which compliments the building, created by premier conservationist Robert Marshall. Taken as a whole, the district, whose current appearance is that of an essentially unaltered agrarian landscape of the 19th century, clearly represents "a significant and distinguishable entity.

Criterion D: The district contains significant properties "that have yielded, or may be likely to yield, information important in prehistory or history." The district offers countless opportunities for archaeological study, including the documented presence of early woodland (1000 BC - 200 AD) period habitation sites along the Monocacy and Potomac rivers. Historical archaeologists have investigated the remains of the New Bremen Glass Factory, and much remains to be learned about the early development of industry in the region. Also a systematic study of the vernacular architecture of this region would reveal significant patterns of cultural development in central Maryland.

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POOLESVILLE QUADRANGLE
MARYLAND—VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

5562 IV SE (URBANA)

77°22'30"
39°15'

690 000 FEET (MD.)

27'30"

25'

12'30"

510 000 FEET (MD.)

5562 IV SW (BUCKEYSTOWN)

1 MI. TO MD. 85

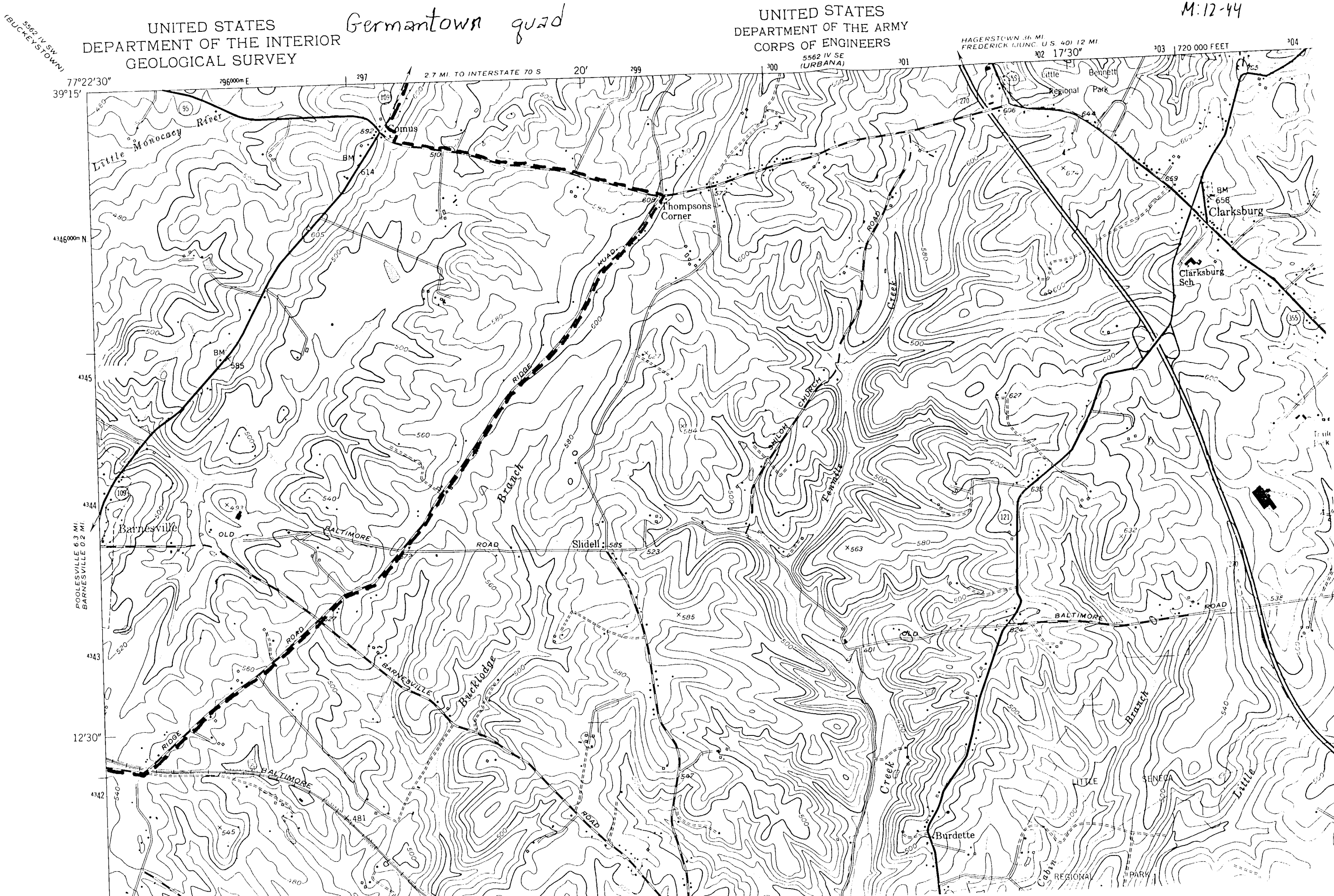
00 FEET (VA.)

287 288 290 291 292 293

4346 4345 4343 4342

COMUS 2 MI.

RIVER
MONOCACY
Furnace Ford
Furnace Branch
MONOCACY NATURAL RESOURCES AREA
FREDERICK CO
MONTGOMERY CO
Mount Ephraim
Monocacy River
HARRIS ROAD
EPHRAIM ROAD
Little Monocacy River
BARNESVILLE ROAD
Monocacy Sch
Barnesville
Cem
BM 548
BM 492
OHIO
BALTIMORE AND OHIO
Barnesville Sta
Sellman
Dickerson
Recreation Center
BM 356
BM 392
BM 284
BM 282
Scholls Hill
Mt Pleasant Cem
MOUTH OF MONOCACY ROAD
Monocacy Aqueduct
Campsite
Recreation Area
Lock 27
B & O
C & O CANAL NATIONAL HISTORIC PARK
CHESAPEAKE AND OHIO CANAL
Cox Island
Island
Woods
CK CO
CO
BIG WOODS ROAD
Conveyor
WT
PowerPlant
Substation
VIRGINIA
MARYLAND
Sellman Recreation Center
Mt Zion Ch
BALTIMORE AND OHIO ROAD



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY
Germantown quad
UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
M:12-44
5562 IV SW (BUCKEYSTOWN)
5562 IV SE (URBANA)
HAGERSTOWN 36 MI.
FREDERICK (JUNC. U.S. 40) 12 MI.
720 000 FEET
77°22'30"
39°15'
20'
17'30"
12'30"
2.7 MI. TO INTERSTATE 70 S
Little Monocacy River
Comus
Thompsons Corner
Clarksburg
Clarksburg Sch
Little Bennett Regional Park
Barnesville
Slidell
Burdette
Buckledge Branch
Tenmile Creek
Cabin Branch
Little Seneca Creek
Old Baltimore Road
Barnesville Road
Ridge Road
Shiloh Church Road
Little Seneca Regional Park
POOLESVILLE 6.3 MI.
BARNESVILLE 0.2 MI.

Claggett Diocesan Center
Flint Hill
North Branch
RIVER
Bennett
Park Mills
Fish Hatchery
Lilypons
Creek
Branch
MONOCACY
Koontz Ch
Cem
Greenfield Mills
St Paul Ch
Cem
SUGAR LOAF MTN
Furnace
Bells Chapel
Cem
Stronghold
MONOCACY NATURAL RESOURCES AREA
FREDERICK CO
MONTGOMERY CO
(URBANA)
(POOLESVILLE) 5562 III NW
CKERSON 2.1 MI.
ROCKVILLE 23 MI.
INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1986
77°22

SCALE 1:24 000

1 MILE
7000 FEET
1 KILOMETER

CONTOUR INTERVAL 20 FEET
NATIDNAL GEDDETIC VERTICAL DATUM DF 1929

THIS MAP CDMPLIES WITH NATIDNAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
RGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903
)LDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

64-12-44

MARYLAND
QUADRANGLE LOCATION

Revisions shown in purple and woodland compiled by the Geological Survey in cooperation with Commonwealth of Virginia agencies from aerial photographs taken 1981 and other sources. This information not field checked. Map edited 1984

ROAD CLASSIFICATION

Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U. S. Route — State Route

BUCKEYSTOWN, MD.—VA.

39077-C4-TF-024

1952
PHOTOREVISED 1984
DMA 5562 IV SW—SERIES V833

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Urbana quad

5562 IV SW
(BUCKEYSTOWN)

Urbana Lake
Fish Management Area

Bennett

Little Bennett Creek

Thurston

Hyattstown

FREDERICK CO
MONTGOMERY CO

PERRY LANE

SUGAR LOAF ROAD

Cem

4353
4352
17'30"
4351
4350
4348
520 000
FEET
39°15'
77°22'30"
20'

(POOLESVILLE)
5562 III NW

POOLESVILLE 10 MI.
DICKERSON 4.1 MI.

STRONGHOLD 1 MI

COMUS 1 MI.
COMUS 0.2 MI.
POOLESVILLE 8.8 MI.

700 000 FEET

Mapped by Corps of Engineers, U.S. Army
Edited and published by the Geological Survey

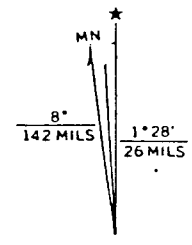
Control by USGS and USC&GS

Topography from aerial photographs by stereophotogrammetric methods. Aerial photographs taken 1943
Culture revised by the Geological Survey 1953

Polyconic projection. 1927 North American datum
10,000-foot grid based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

To place on the predicted North American Datum 1983 move the projection lines 7 meters south and 25 meters west as shown by dashed corner ticks

Revisions shown in purple compiled by the Geological Survey from aerial photographs taken 1977 and other source data. This information not field checked. Map edited 1979



UTM GRID AND 1979 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCA

1000 0 1000

CONTOUR I
NATIONAL GEODET

THIS MAP COMPLIES WITH N
FOR SALE BY U. S. GEOLOGIC
A FOLDER DESCRIBING TOPOGRAPHIC