Survey No. P.G. 82A-34

Magi No.

DOE ___yes ___no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Ellerslie

and/or common

2. Location

street & number 6704 Chew Road ___ not for publication

city, town Upper Marlboro ___ vicinity of congressional district 5

state Maryland county Prince George's

3. Classification

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

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

name National Bank of Washington

street & number 14th and G Streets, N.W. telephone no.:

city, town Washington, D. C. state and zip code 20005

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 2529

street & number Main Street folio 425

city, town Upper Marlboro state MD.

6. Representation in Existing Historical Surveys

title None

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. P.G. #82A-34

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
___ good	___ ruins	_X_ altered	___ moved date of move _____
_X_ fair	___ unexposed		

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

Ellerslie is a large two-part gable-roof frame house of the Colonial Revival style; it is an early example of the popular "Classic Box" plan. It stands in a rural area between Marlboro and Mount Calvert, and faces roughly south towards the Popes Creek line of the Baltimore and Potomac (now Conrail) Railroad. It is distinguished by its use of bays, pediments and Palladian window.

The house consists of a two-and-one-half-story main block, three bays by three bays and roughly square, and a slightly lower gable-roof wing to the east. The main block is side-gabled with entrance in the central bay of the main south facade through a double door. Each leaf of the door has six molded panels. A bead-and-reel molding above the door separates it from the single pane transom on which the number 1895 (date of construction) is painted in gilt. The door has a molded surround, and lintel with molded cornice. A one-story hip-roof porch across the south facade is supported by plain square posts, with cross-rail balustrade, and is approached by a wide flight of concrete steps embedded with ornamental quartz.

Above the porch there is a central projecting cross gable cantilevered over the entrance, with paired windows at second level. The gable end is pedimented at third level, and within the tympanum is a tripartite Palladian window. The central window 12/6, with interlaced muntins has a round arch and keystone molding and is flanked by 8-pane single-sash windows with molded lintels.

The building is sided with narrow horizontal board painted white (covered on the first story of the south facade with wide aluminum siding). Windows are 2/2 double hung sash on the first story, and 6/2 on the second; they have plain board surrounds with outer bead and molded lintel. Ghosts of shutters indicate that the house once had them. The window in the first bay of the south facade is 2/4 and full-length, while the third bay consists of three small windows with colored border lights, ascending toward the east to light the interior staircase.

The east and west gable ends of the main block are fully pedimented; two side-by-side 12/1 windows are centered in the west tympanum. In the third bay of the west gable end is a two-story hip-roof semi-octagonal bay; the bay is lighted on all faces at both levels, and has paired windows in its main west face. There is another two-story semi-octagonal bay in the first bay of the north facade; this projecting bay is surmounted by a fully pedimented overhanging cross gable.

8. Significance

Survey No. P.G. #82A-34

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1895 **Builder/Architect** John C. Yost

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

Ellerslie is a very good example of a late nineteenth century Colonial Revival frame dwelling, a transition from the Queen Anne style to the popular early twentieth century "Classic Box" plan. It was built by Richard B.B. Chew in 1895 to replace an older family home which had been destroyed by fire.

The original house at Ellerslie was built by Philemon Chew, probably in the 1840's, on 630 acres of land south of Upper Marlboro. After his death it became the house of his son, Richard Benjamin Brookes Chew; the younger Chew served for many years as Judge of the Circuit Court, and then retired to Ellerslie.[1]

Ellerslie was divided into two discrete parcels of land by the construction through it of the Baltimore and Potomac Railroad in 1870. After that time the westerly portion of the mansion and gardens, meat house, ice house, stable, corn house, two tenant houses and a tobacco barn, was referred to as the "upper farm"; the "lower farm", east of the tracks, included three more tenant houses, a tobacco barn and a five-acre lake.[2]

The house at Ellerslie was destroyed by fire in December 1894. The Prince George's Enquirer recorded the event: "The dwelling house of ex-Judge R. B. B. Chew at "Ellerslie", his farm located about 2 miles from here was totally destroyed by fire last Monday afternoon, the conflagration being caused by defect in chimney. It caught in the attic and rapidly spread through the whole building. The Judge was at his law office and his sons were in Washington. Mrs. Chew and Miss Lilly and Minnie were the only members of the household at home. Kind neighbors soon reached the scene and succeeded in saving the furniture from the basement and first floor. Nearly everything on the upper floors was lost, including much clothing. Insurance to the amount of $3,500 on building and contents is held in the Montgomery Fire Insurance Company, and Judge Chew expects to rebuild in the spring."[3]

9. Major Bibliographical References

Survey No. P.G. #82A-34

Cf. Notes, Item #8

10. Geographical Data

Acreage of nominated property 150.69

Tax Map 110, parcel 65

Quadrangle name Bristol, Section D

Quadrangle scale

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title	Susan G. Pearl, Research Historian		
organization	Historic Preservation Commission	date	September 1986
street & number	c/o County Planning Div., M-NCPPC, Rm. 4010	telephone	952-3521
city or town	Upper Marlboro,	state	MD. 20772

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

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

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746

A one-story hip-roof porch (screen enclosed) shelters the remainder of the north facade west of the projecting bay. There is a gable dormer between second and third bays in the north plane of the roof.

Extending east from the main block, flush with the north facade, is a two-bay-by-two-bay kitchen wing; it has gable roof with ridge line lower than that of the main block. Siding and fenestration are the same as that of the main block. The east gable end is fully pedimented, and lighted at third level by two small two-pane windows.

The roof of the building is covered with gray asphalt shingle. There are two interior corbelled brick chimneys at the east gable end of the main block, another (transverse) chimney in the south plane near the west gable end, and a fourth chimney at the east gable end of the wing. The cornice throughout is boxed with crown molding and there is a plain board frieze below it. The building rests on a high brick foundation which encloses a basement.

Interior plan of the main block consists of four large spaces, the stairhall taking up the southeast quadrant. The closed string two-run staircase rises along the south wall, then turns 90 degrees at a landing and continues along the east wall. The newel is square and fluted, and is surmounted by a square fluted column which continues to the ceiling with Ionic capital. The staircase has turned balusters, panelled spandrel and corner pendants.

Sliding double doors (each leaf with six molded panels) separate the two rear parlors, and retract into pockets in the north-south wall. There is a fireplace in each of the four spaces, the mantel in the northeast being the most plain. In the northwest parlor, colonettes flank the firebox while Ionic colonettes and entablature frame the over-mantel mirror. There is a similar mantel with over-mantel in the southwest parlor, further ornamented with applied acanthus leaf moldings on the friezes. The most ornate mantel is in the stairhall. Full-length Ionic colonettes frame the firebox and over-mantel; there is an applied shell design around the mirror, egg-and-dart molding below the mirror, and bead-and-reel molding at the mantel shelf. Door and window surrounds have multiband molding with bulls eye corner blocks.

North of the house there are remnants of terraced gardens, and there are daffodils, hollies and boxwood to the south.

Immediately northeast of the house is a square pyramidal-roof outbuilding which houses the windmill apparatus. The building is covered with German siding, unpainted, and has entrance in the south facade. The steel windmill tower rises from the roof.

To the east are several more farm outbuildings: a relatively new cow shed, and a large deteriorating barn in which can be seen both sawn and hewn members.

Judge Chew did rebuild in 1895, using a house plan which was then becoming popular. This house was a forerunner of the "Classic Box" plan, with a floor plan of four nearly square spaces, and classical decorative elements such as Palladian window and fully pedimented gable ends. It was built by John C. Yost, considered by the Chews to be "one of the best - builders then residing in Washington City."[4] The new house was built on the old foundation, with many of the bricks in the old foundation being used in the new house.

Thirty years later the Judge's son described the house as a fine and substantial mansion. "The first floor consists of a large reception hall, which opens into a parlor on the left with a bay window; into a large sitting room; into a large dining room with a bay window and all these rooms communicate with each other with sliding doors. Then between the dining room and large kitchen is a large butler's pantry. There is a front and back stairway. There are six bedrooms and bath on the second floor and a large attic on the third floor. There is a beautiful old English garden in the rear of this house said to have been laid out by the late Judge William H. Tuck in my grandfather's time. And a great many valuable shade trees in the front yard as well as the garden."[4]

Ellerslie was sold out of the Chew family in 1925, but the road which leads from Upper Marlboro to Ellerslie is still called Chew Road. Ellerslie has since that time been the home of John Van Wagoner (the Ellerslie farm lane is officially listed as Van Wagoner Road), and, from the 1940's, of Captain A. R. Nash.[5] It has in recent years been unoccupied, and is in deteriorating condition, but is fully restorable.

Ellerslie is a large and handsome house, a very good example of late nineteenth Colonial Revival architecture. It stands in a beautiful and secluded rural setting, the home of a prominent and well-known citizen of Upper Marlboro.

Notes

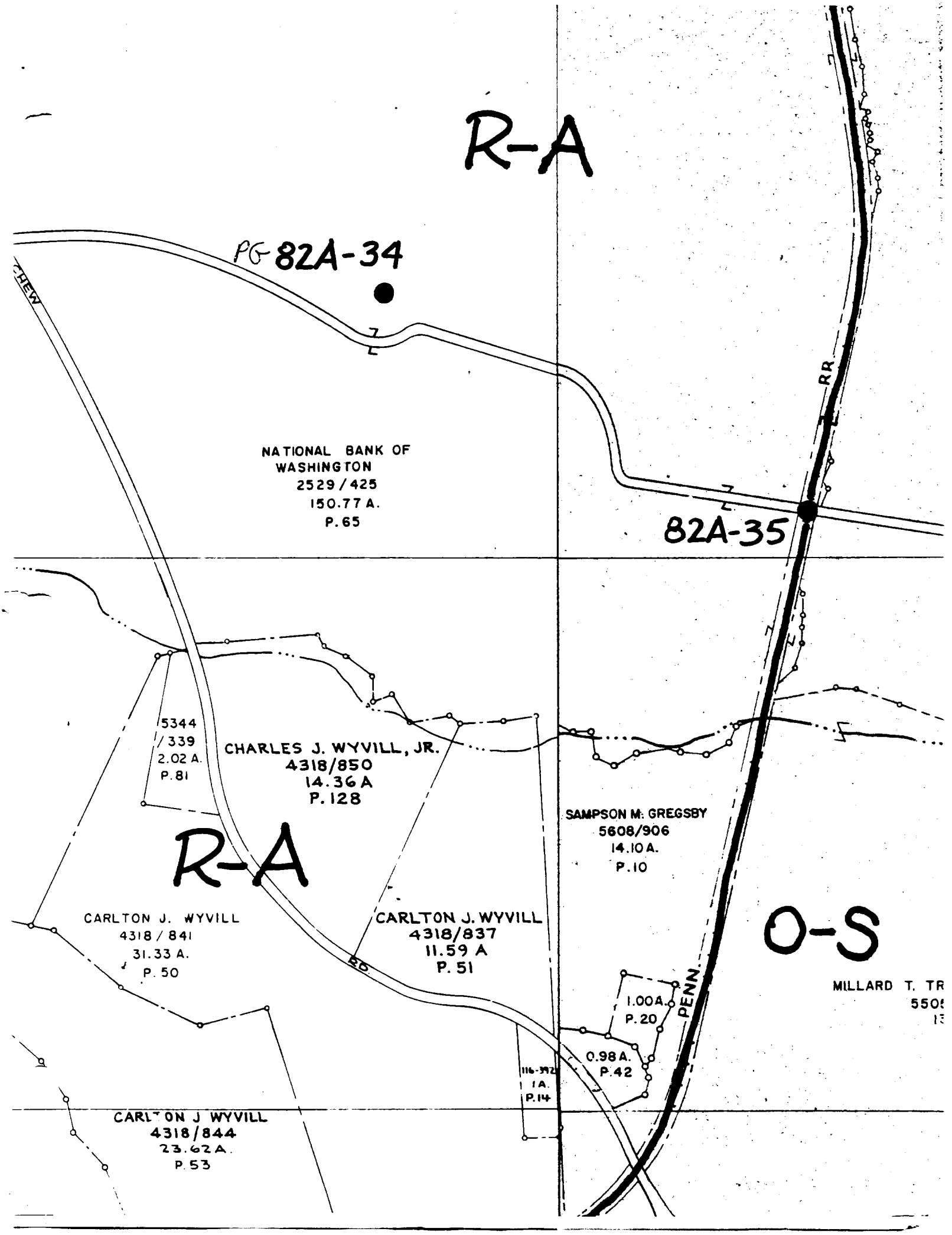
1 Prince George's County Marriage Licenses; Prince George's County Deed, FS #1:254, JBB #3:151; Prince George's Enquirer December 14, 1894, January 18, 1895.

2 Equity ##6194; Prince George's County Deed HB #4:273.

3 Prince George's Enquirer, December 14, 1894.

4 Prince George's County Equity #6194.

5 Prince George's County Deeds, #135:175; #233:124; #261:395; #265:238; #835:35.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/339
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P.81
CHARLES J. WYVILL, JR.
4318/850
14.36 A
P.128
SAMPSON M. GREGSBY
5608/906
14.10 A.
P.10
R-A
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4318/841
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1.00 A.
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P.42
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CARLTON J WYVILL
4318/844
23.62 A.
P.53

PG#82A-34

Ellerslie
Prince George's County
Susan G. Pearl
March 1986
South elevation
Neg: MD Hist. Trust, Annapolis, MD

PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
Southwest 3/4 elevation
Neg: MD Hist. Trust, Annapolis, MD

PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
North elevation
Neg: MD Hist. Trust, Annapolis, MD

PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
West elevation
Neg: MD Hist. Trust, Annapolis,MD

PG# 82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
South entrance, interior
Neg: MD Hist. Trust, Annapolis, MD

PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
Staircase
Neg: MD Hist. Trust, Annapolis, MD

PG#82A-34

Ellerslie
Prince George's County, MD
Susan G. Pearl
March 1986
Windmill, view to north
Neg: MD Hist. Trust, Annapolis, MD

PRINCE GEORGE'S COUNTY

HISTORIC SITE SUMMARY SHEET

Survey #: P.G. #82A-35 Building Date: ca. 1870

Building Name: Chew's Bridge

Location: Van Wagner Road at Conrail Railroad, Upper Marlboro, Maryland

Private/Transportation/NA/Good/Inaccessible

Description

Chew's Bridge is a heavy wood and iron bridge which spans the Popes Creek roadbed of the Baltimore and Potomac Railroad between Upper Marlboro and Croom Station. It was constructed circa 1870 when the tracks were laid for this line through southern Prince George's County. The bridge is 90 feet long and 14 feet wide; it runs east and west over the deeply cut railroad bed. It consists of three spans, two 20 foot spans flanking the central 43 foot span. The road surface (11 feet wide) consists of wide heavy planks of wood laid on a heavy wooden trestle structure. The large beams which form the horizontal supports are laid in shiplap joints; they are supported by upright posts standing in the slope of the roadbed cut. The central and highest section of the bridge is reinforced with a massive iron-girder on each side. The girders also are formed by plates riveted together in "I-beam" profile. The bridge was built to connect the east and west sections of the Chew family farm after the railroad line divided it.

Significance

Chews Bridge is probably the oldest surviving structure from the period of construction of the Popes Creek Line of the Baltimore and Potomac Railroad through southern Prince George's County. Its basic structure may have been constructed as early as 1870 when the tracks were being laid, and, if so, it is the only known surviving railroad bridge from that period in Prince George's County. The Baltimore and Potomac Railroad was chartered in 1853, after pressure from planters (notably members of the Bowie family) to provide transportation for their produce between Southern Maryland and the markets in Baltimore. The line of the new railway ran through Ellerslie, the farm of Judge Richard B. B. Chew, cutting it into two discrete parcels. It was therefore obligatory for the railroad company to build a connecting bridge over the railroad track. A station building was erected on the west side of the tracks, just south of the bridge. A farm lane led from the Ellerslie mansion eastward across the bridge to the extensive cultivated fields, tenant houses, and lake on the east side of the tracks. Chew's Bridge is the only known bridge surviving from the early period of the Baltimore and Potomac Railroad in Prince George's County. It has been reinforced and repaired in this century, but is essentially the same bridge which was built to connect the two parts of Judge Richard B. B. Chew's farm, Ellerslie. It is an important vestige of the period of railroad construction which had a profound effect on the history and economy of Prince George's County.

Acreage: 148.69 acres

Survey No. P.G. #82A-35

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Chew's Bridge

and/or common

2. Location

street & number Chew Road across Conrail Railroad (Now Van Wagner Road) not for publication

city, town Upper Marlboro ___ vicinity of congressional district 5

state Maryland county Prince George's

3. Classification

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

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

name National Bank of Washington

street & number 14th and G Street, N.W. telephone no.:

city, town Washington, D. C. state and zip code 20005

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's County Courthouse liber 2529

street & number Main Street folio 425

city, town Upper Marlboro, state MD.

6. Representation in Existing Historical Surveys

title None

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. P.G. #82A-35

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	X original site
X good	___ ruins	X altered	___ moved date of move _____
___ fair	___ unexposed		

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

Chews Bridge is a heavy wood and iron bridge which spans the Popes Creek roadbed of the Baltimore and Potomac Railroad between Upper Marlboro and Croom Station. It was constructed circa 1870 when the tracks were laid for this line through southern Prince George's County.

The bridge is 90 feet long and 14 feet wide; it runs east and west over the deeply cut railroad bed. It consists of three spans, two 20 foot spans flanking the central 43 foot span. The road surface (11 feet wide) consists of wide heavy planks of wood laid on a heavy wooden trestle structure. The large beams which form the horizontal supports are laid in shiplap joints; they are supported by upright posts standing in the slope of the roadbed cut. These posts are composed of iron plates riveted together to form vertical tubes known as Phoenix sections (similar in construction to a New Jersey bridge dated to 1891).

The central and highest section of the bridge is reinforced with a massive iron-girder on each side. The girders also are formed by plates riveted together in "I-beam" profile. On the north side of the bridge, a series of (newer) vertical posts supports a heavy railing above the girders.

The bridge was built to connect the east and west sections of the Chew family farm after the railroad line divided it. To the west, a path leads from the bridge along cultivated fields to the Chew home place, known as Ellerslie. To the east, the path leads to a deteriorating tenant house in open fields now owned by the W.S.S.C.

8. Significance

Survey No. P.G. #82A-35

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	X transportation
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates ca. 1870 **Builder/Architect**

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

Chews Bridge is probably the oldest surviving structure from the period of construction of the Popes Creek Line of the Baltimore and Potomac Railroad through southern Prince George's County. Its basic structure may have been constructed as early as 1870 when the tracks were being laid, and if so, it is the only known surviving railroad bridge from that period in Prince George's County.

The Baltimore and Potomac Railroad was chartered in 1853, after pressure from planters (notably members of the Bowie family) to provide transportation for their produce betwen Southern Maryland and the markets in Baltimore. The interruption of the Civil War postponed the actual construction of the line; work began in 1868 on the 73-mile line between Baltimore and Pope Creek in Charles County, and the first trains ran in 1873.[1]

The line of the new railway ran through Ellerslie (#82A-34), the farm of Judge Richard B. B. Chew. The 66 foot wide right-of-way ran 3,144 feet through Chew's property, cutting it into two discrete parcels. Approximately 2/3 of the farm would lie to the east of the proposed line, cut off from the mansion on the west side. It was therefore obligatory for the railroad company to build a connecting bridge over the railroad track. A station building was erected on the west side of the tracks, just south of the bridge. A farm lane led from the Ellerslie mansion eastward across the bridge to the extensive cultivated fields, tenant houses, and lake on the east side of the tracks.

In June of 1870, a jury of 20 local men was called to decide the amount of damages sustained by Judge Chew because of the railroad construction, to be weighed against the benefits of the same. They awarded the Judge $1.00, to be paid by the railroad company.[2]

9. Major Bibliographical References

Survey No. P.G. #82A-35

Cf. Notes, Item #8

10. Geographical Data

Acreage of nominated property 148.69 acres Tax Map 110, parcel 65

Quadrangle name Bristol, Section D Quadrangle scale

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Susan G. Pearl, Research Historian

organization Historic Preservation date September 1986

c/o County Planning Division, M-NCPPC

street & number 14741 Gov. Oden Bowie Drive telephone 952-3521

city or town Upper Marlboro, state MD. 20772

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

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return to: Maryland Historical Trust
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21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746

Chew's Bridge is the only known bridge surviving from the early period of the Baltimore and Potomac Railroad in Prince George's County. Parts of its construction, e.g., the Phoenix sections, resemble those in the Doty Road Bridge in Bergen, New Jersey, constructed in 1891.[3] Chew's Bridge has been reinforced and repaired in this century, but is probably essentially the same bridge which was built to connect the two parts of Judge Richard B. B. Chew's farm, Ellerslie. It is an important vestige of the period of railroad construction which had a profound effect on the history and economy of Prince George's County.

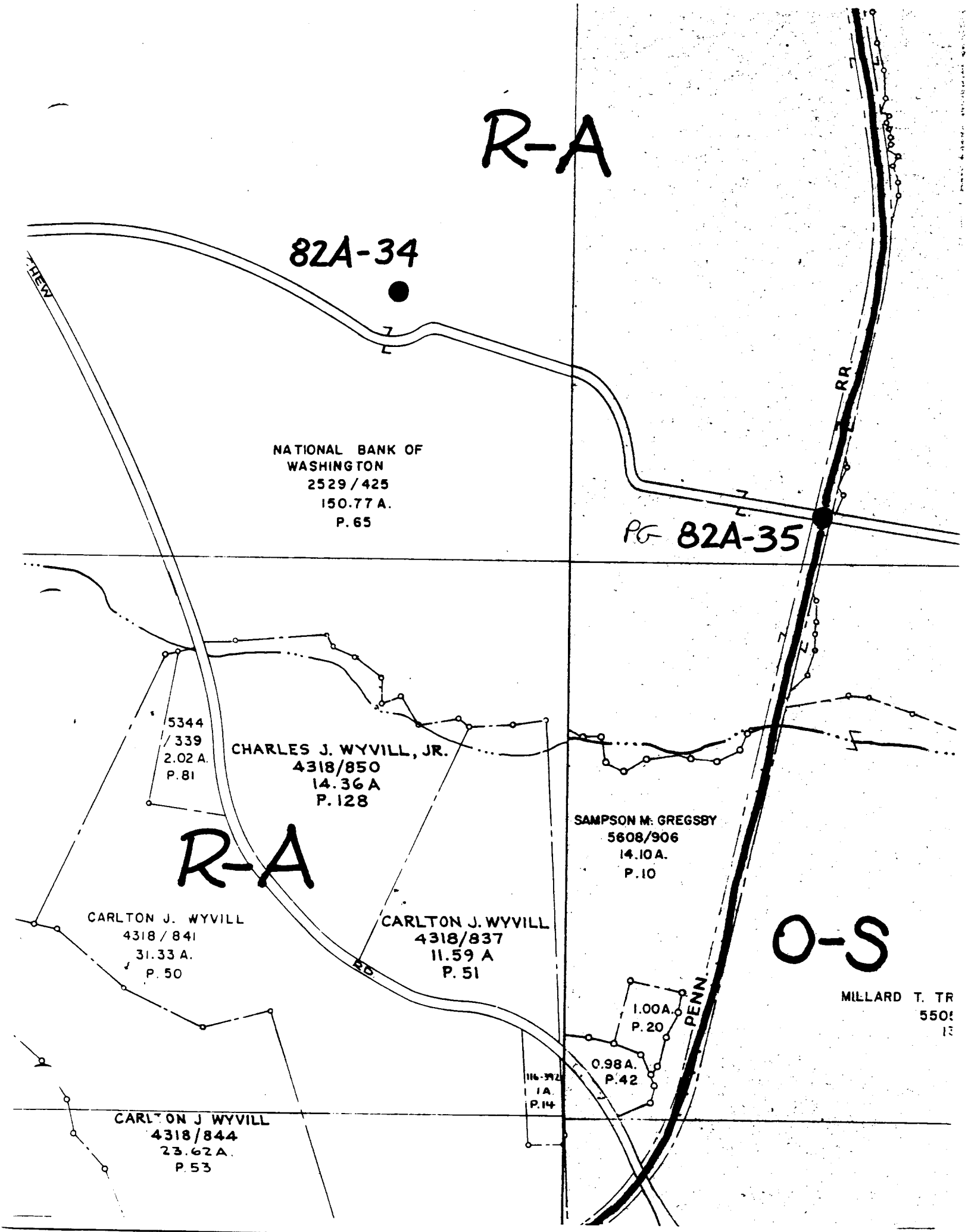
Notes

1 "The Baltimore and Potomac Railroad", Prince George's County Historical Society, 1973.

2 Prince George's County Deed, HB #4:273; Prince George's County Equity, #6194.

3 Pagan, A. R., "A Happy Marriage of the Old and the New," Better Roads, May 1984, pp. 36-47. The name plate on the New Jersey bridge reads "1891, Built by Dean and Westbrook, Bridge Engineers, New York".

cf. also Van Wagoner Bridge file, Prince George's County Department of Public Works, Upper Marlboro.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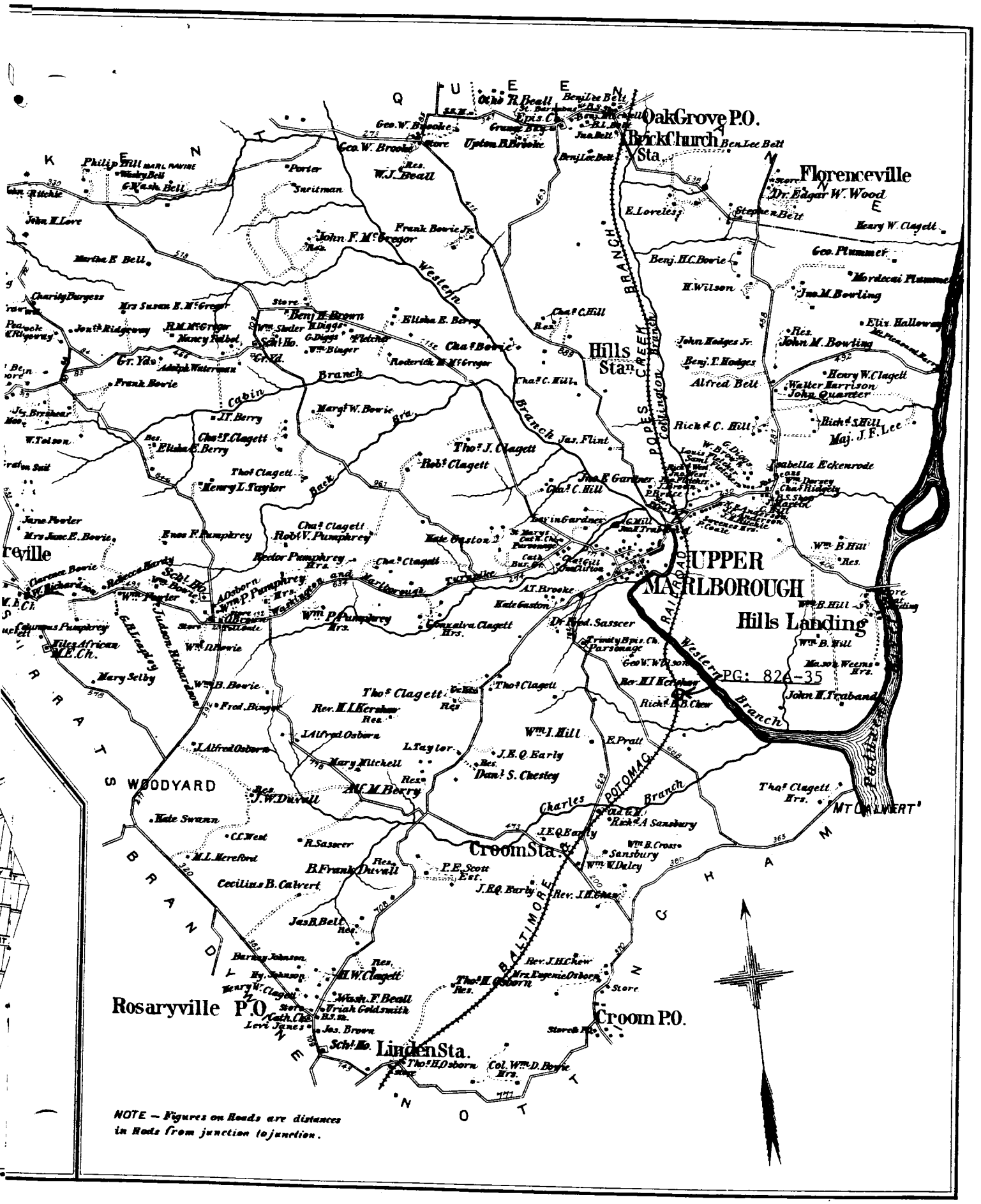
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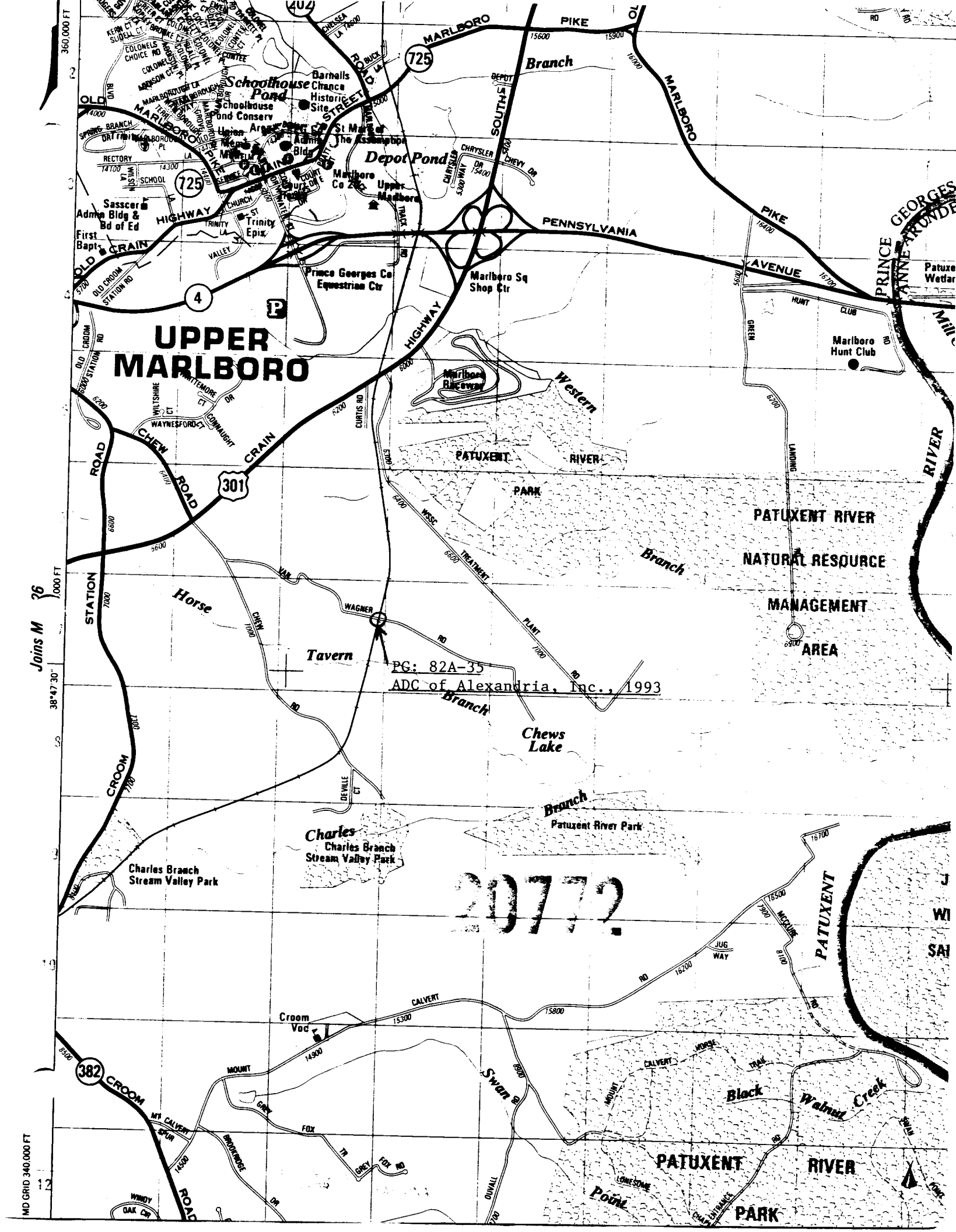
Hills Sta.
UPPER MARLBOROUGH
Hills Landing
Croom Sta.
Croom P.O.
Rosaryville P.O.
Linden Sta.
WOODYARD
Mt Calvert
Western Branch
Cabin Branch
Back Branch
Charles Branch
Popes Creek Branch
Baltimore and Potomac Railroad
Washington and Marlborough Turnpike
Patuxent River
Queen Anne
Prince George
Calvert
Charles
Anne Arundel
Prince George
Patuxent River
Benj. Lee Belt
Dr. Edgar W. Wood
Henry W. Clagett
Geo. Plummer
Mordecai Plummer
Jno. M. Bowling
Elix. Halloway
Walter Harrison
John Quarter
Maj. J. F. Lee
Isabella Eckenrode
Wm. B. Hill
John H. Traband
Thos. J. Clagett
Robt. Clagett
Jas. Flint
Chas. C. Hill
Chas. Bowie
Elisha E. Berry
Benj. H. Bowie
H. Wilson
Alfred Belt
John Hodges Jr.
Benj. T. Hodges
Rich. C. Hill
Rich. S. Hill
Frank Bowie
Henry L. Taylor
Thos. Clagett
Chas. Clagett
Robt. V. Pumphrey
Enos F. Pumphrey
Rector Pumphrey
Wm. P. Pumphrey
Wm. D. Bowie
Wm. B. Bowie
Mary Selby
Fred. Bingor
Rev. H. I. Kershaw
Thos. Clagett
Wm. I. Hill
E. Pratt
J. E. Q. Early
Dan. S. Chesley
Mary Mitchell
Alf. M. Berry
J. W. Duvall
Kate Swann
C. C. West
R. Sasscer
M. L. Hereford
B. Frank Duvall
Cecilius B. Calvert
P. E. Scott Est.
Rich. A. Sansbury
Wm. B. Cross
Sansbury
Wm. W. Daley
Rev. J. H. Chew
Jas. R. Belt
Barney Johnson
Hy. Johnson
Henry W. Clagett
H. W. Clagett
Wash. F. Beall
Uriah Goldsmith
Levi Janes
Jas. Brown
Thos. H. Osborn
Col. Wm. D. Bowie
Rev. J. H. Chew
Mrs. Eugenie Osborn
Store
Sch'l Ho.
Gr. Yd.
Res.
Store
NOTE — Figures on Roads are distances in Rods from junction to junction.



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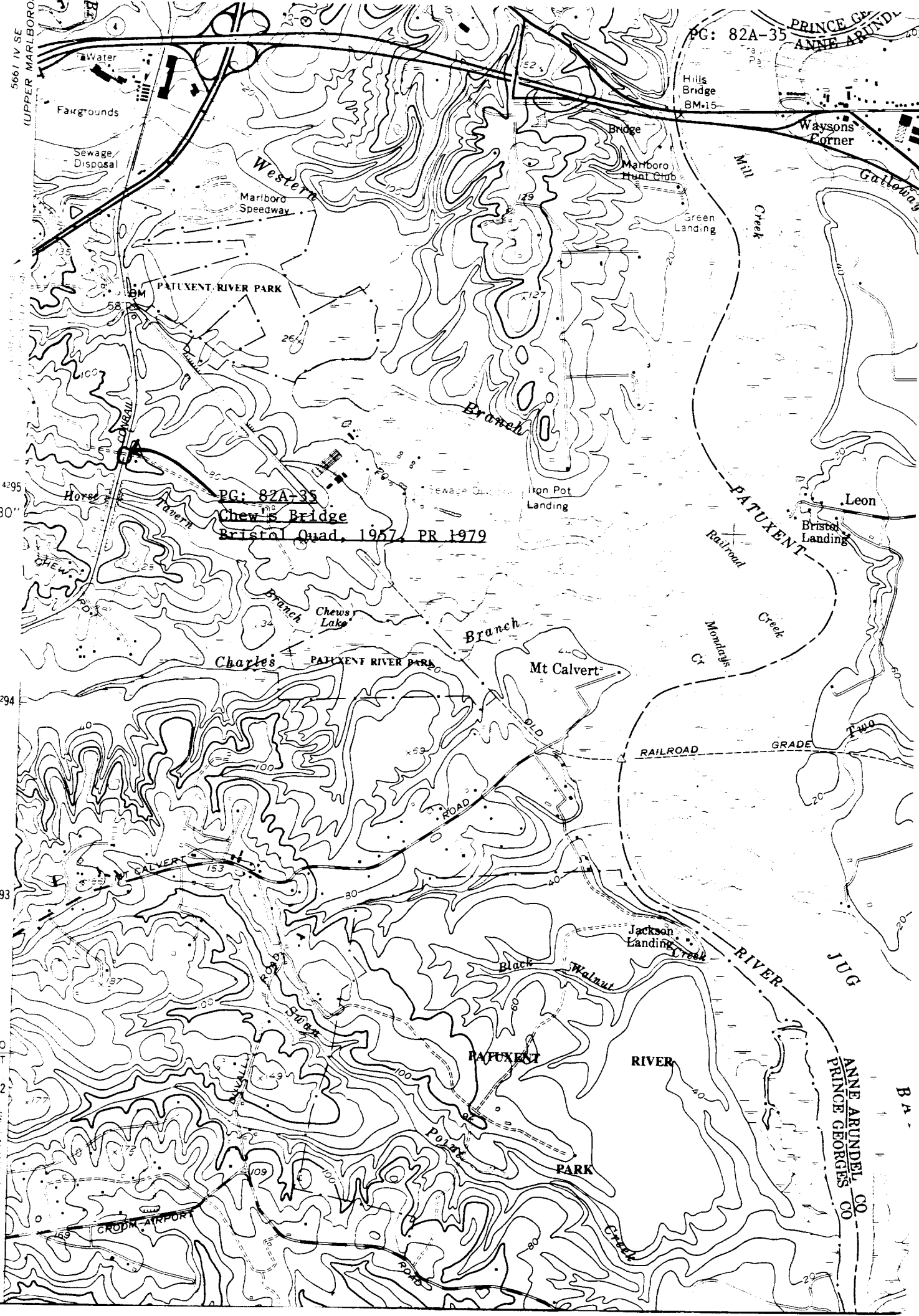
ADC of Alexandria, Inc., 1993


PG: 82A-35
PRINCE GE
ANNE ARUNDE
5661 IV SE
(UPPER MARLBORO
Water
Fairgrounds
Sewage Disposal
Western
Marlboro Speedway
Hills Bridge
BM 15
Bridge
Waysons Corner
Marlboro Hunt Club
Green Landing
Mill Creek
Galloway
PATUXENT RIVER PARK
BM
Branch
CONRAIL
Horse
Tavern
PG: 82A-35
Chew's Bridge
Bristol Quad, 1957, PR 1979
Iron Pot Landing
PATUXENT
Leon
Bristol Landing
Railroad
Creek
Mondays Cr
Branch
Chews Lake
Branch
Charles
PATUXENT RIVER PARK
Mt Calvert
OLD
RAILROAD
GRADE
Two
ROAD
MT CALVERT
Jackson Landing
Creek
Black
Walnut
RIVER
JUG
Swan
PATUXENT
RIVER
PARK
Point
Creek
CROOM AIRPORT
ROAD
ANNE ARUNDEL CO
PRINCE GEORGES CO
47'30"
340 000 FEET
4295
4294
4293
4292
4291

PG#82A-35

Chew's Bridge
Prince George's County, MD
Susan G. Pearl
March 1986
View to west
Neg: Md. Hist. Trust, Annapolis, MD

PG#82A-35

Chew's Bridge
Prince George's County, MD
Susan G. Pearl
March 1986
View to north
Neg: Md. Hist. Trust, Annapolis, MD

PG#82A-35

Chew's Bridge
Prince George's County, MD
Susan G. Pearl
March 1986
View to north, detail
Neg: Md. Hist. Trust, Annapolis, MD

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Copy for Multiple Numbers

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and

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