

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Town of Boonsboro Inventory Number: WA-II-981

Address: Boonsboro, Maryland

Owner: Multiple

Tax Parcel Number: multiple Tax Map Number: _____

Project: Boonsboro Streetscape - WA960A21 Agency: Maryland State Highway Administration

Site visit by: John Milner Associates, Inc. Staff: _____ no X yes

Name Kerri Culhane and Rachel Mancini Date: June 1999

Eligibility recommended yes Eligibility **not** recommended _____

Criteria: X A ___ B X C X D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G None

Is property located within a historic district? ___ no X yes Name of district: Town of Boonsboro

Is district listed? X no ___ yes

Documentation on the property/district is presented in: Boonsboro Streetscape, Alternate US 40: MD 68 to East of Mousetown Road, Washington County, Maryland, SHA Report 215 (JMA 1999) and Final Report: Architectural and Cultural Survey of Boonsboro and Clear Spring, MD (Mueller 1992).

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

DESCRIPTION

Boonsboro's development occurred logically and regularly, and is easily discerned from the present streetscape. The first commercial buildings were primarily concentrated around the town square, and residential buildings radiated outward along Main Street and down the Boonsboro Pike (MD 34). The north and south edges of town saw a building boom in the early twentieth century, as evidenced by the rows of foursquares along North Main Street. Beyond the 1910s and 1920s development is a cohesive stretch of 1940s and 1950s-era ranch houses which extend north almost to MD 68. Extant buildings along Boonsboro's Main Street date from the earliest years of the area's settlement to the post-World War II era and to the present.

The earliest log houses can still be found along Main Street, though most have been altered or disguised with modern sheathing. 14-16 South Main Street dates to 1802 (WA-II-856). Nos. 40 and 42 North Main (WA-II-843) are both log buildings; no. 40 is brick clad and 42 is sided in weatherboard. The two early-nineteenth-century houses are connected by an enclosed breezeway. The historic town spring is located in the basement of no. 42. Other log houses include the Bowman House, ca. 1826-1840, a later example of the traditional type.

Stone, a prolific building material in the limestone-floored valley, is found throughout Boonsboro in the form of foundations and structural walls. Two early buildings in Boonsboro built with stone were the Eagle Hotel (1-5 North Main, WA-II-770), ca. 1796; and the Wyland House at 30-32 North Main Street (WA-II-845) (Ca. 1810). Both were built as large, two-story rubblework buildings. The Boone Store (44 North Main, WA-II-842) was built sometime in the late eighteenth century as a diminutive stone structure. It was later enlarged with brick walls.

Brick was not in widespread use in Washington County until after 1820. The first brick building believed to have been built in Boonsboro was the house of Dr. Ezra Slifer, ca. 1811 (2 South Main WA-II-853), later known as the U.S. Hotel. The imposing Federal building was followed by a number of Federal period brick buildings in the center of town. In 1821, the Stonebraker Building at 2-6 North Main (WA-II-852) was built as a major mercantile. Soon after the Stonebraker building was built, another, smaller Federal

Building was built across the street, north of the Eagle Hotel. No. 9 North Main (WA-II-771) is a three-bay-wide side-gabled brick building set in a Flemish bond. It was built ca. 1828.

Due to Boonsboro's intensive development during the nineteenth century, the common building type found in Boonsboro is characterized as two-story, three-to-five-bay side gable brick structure, which typically incorporated two interior end chimneys. The houses were commonly enlarged with a gable ell or addition to rear. Mid-nineteenth century building boom led to the erection of most of Boonsboro's extant residential buildings. The 1877 Atlas of Washington County indicates that most of these buildings were in place by that time. The mid- to late nineteenth century brought frame building into usage around Boonsboro. A few examples are scattered among the brick, stone, and log buildings along Main Street. These include: 119 North Main Street (WA-II-786), ca. 1897-1904; 33-35 South Main Street (WA-II-761), ca. 1860-70; 121 South Main Street (WA-II-745).

The turn of the century brought new, nationally popular building styles to Boonsboro. In addition to new construction, older buildings appear to have been updated with the addition of projecting polygonal bays, full-width or wrap-around porches, pressed patterned tin or steel roofing, and 2/2 or 1/1 sash windows. The Queen Anne and transitional late-Victorian hybrids began appearing on the northern and southern edges of town (309 South Main Street, WA-II-731; 404 North Main, WA-II-817; 408 North Main, WA-II-816). The American Foursquare, popularized during the first quarter of the twentieth century, is well represented in Boonsboro, with an array of examples along North Main Street and at the southern edge of town (314, 316, 318, 320, 322-24, 326 North Main Street, WA-II-827-WA-II-822; 140 and 144 South Main Street, WA-II-880-WA-II-881). The bungalow found favor in Boonsboro, with an impressive stone example situated at the top of the hill on the north end of town (518 North Main, WA-II-809). More modest examples were interspersed with the older buildings, including 118 South Main (WA-II-875), and 50 South Main (WA-II-866), both built ca. 1910-24.

During the 1920s and 1930s, development shifted to Lakin Avenue, the residential street cut through between 43 and 101 North Main in the early 1920s. A range of bungalows, foursquares, and Colonial and Tudor Revival styles line Lakin Avenue to its intersection with High Street. During the Late 1940s and 1950s, focus shifted back to North Main Street, where rows of ranch and mid-century bungalows were constructed.

Commercial architecture in Boonsboro spans the town's history. Early examples are less-easily distinguished from residential architecture, like the Stonebraker Building, the log building at 14-16 South Main and the Boone Store at 44 North Main. In the late-nineteenth century, earlier buildings were altered to incorporate show windows. The early show windows were small glazed bays, such as found on the former business at 29-31 South Main Street (WA-II-762). Later alterations include the insertion of large show windows of the Stonebraker Building (2-6 North Main), and 9 North Main. Twentieth century commercial buildings are generally stylistically distinct from residential architecture. Examples in Boonsboro include the turn of the century commercial building at 29 North Main (WA-II-777), a two-story two-bay flat-roofed frame building with large plate glass show windows; and the Warrenfeltz Store (WA-II-830) at 214 North Main Street, a long, narrow, one-story brick and concrete-block, gable-roofed commercial building with a stepped parapet (1937). The Bast Furniture Building (109 North Main, WA-II-783) is the largest commercial building in town. Built ca. 1925-26, the three-story brick building originally housed the furniture company and mortuary. The furniture store is still in operation.

The historic institutional and religious architecture in Boonsboro is generally located along South Main Street, and dates from the mid-nineteenth century. The Odd Fellows Hall, a large two-story brick building on a stone foundation, was built in 1852 (27 South Main, WA-II-763). The tower located on the gable roof behind the parapet is known as the Town Clock. Mount Nebo United Methodist Church is a brick, gable-front building dating to 1867 (134 South Main, WA-II-878). The Trinity Evangelical Lutheran Church is also located on South Main (WA-II-867). The gable-roofed brick church has a large, engaged brick tower centered on the facade. The church was built in 1870.

Archaeological Potential

The archeological potential of the proposed Boonsboro Historic District as a whole is assessed as high. A sizable number of intact archeological features including well, privy, and cistern shafts; razed dwellings and outbuildings; trash pits; and midden deposits are expected to be present.

Verbal Boundary Description

The proposed historic district boundaries are illustrated in the attached boundary map. Based on historical research and fieldwork, the following verbal boundary description was defined. Starting at the north end of North Main Street at number 518, the boundary line runs along the rear lot line of properties along the west side of the road until the rear of 302, at which point the boundary extends west to encompass the Lakin Farm House at 5 Stouffer Avenue. Returning to the lot line behind properties on the west side of the road, the line would run south to a point at the northern edge of Shafer Park. The boundary would encompass Shafer park, running along the north side of Park Drive on the south end of the park until rejoining the rear lot line of properties along the west side of North Main.

The boundary then extends south along the lot line to the intersection of the rear lot lines fronting Potomac Street. The boundary is contiguous with rear lot lines along Potomac Street to 241 on the north and 236 on the south side of the street. Returning to the rear of lots on the west side of Main Street, the boundary is contiguous with Reeder's Alley to the town Cemetery. Encompassing the town cemetery, the line returns to the rear lot line of buildings along the west side of South Main Street until the Cronise Fruit Stand (310) at which point the boundary joins the road right-of way and extends south/southeast to the stone arch culvert over an unnamed tributary. Returning northwest along the road ROW, the boundary encompasses mile marker 60 then at 309 South Main, shifts northeast to join the rear lot lines of properties fronting the east side of South Main. The boundary is then contiguous with the rear lot lines to High Street, at which point the rear lot lines of properties fronting the north and east side of High Street are contiguous with the boundary to the intersection with St. Paul Street. At St. Paul, the boundary runs contiguous to the rear lot lines to 50 St. Paul Street. Encompassing 50 St. Paul Street, the boundary shifts west/south west to the northeast lot line of 136 Lakin Avenue and crosses Lakin, contiguous with the lot line between 133 and 135 Lakin Avenue. The boundary is contiguous to the rear lot lines of the north side of Lakin Avenue, then returning to North Main turns north and is contiguous with the rear lot lines of the east side of North Main to number 409, north of the intersection of MD 66 and Alt. US. 40. The boundary encompasses 409, then shifts to the east side of the road ROW and continues north to the top of the hill, where it joins its starting point at 518 North Main.

The boundaries include the concentration of Boonsboro's historic residential, commercial, educational, social and religious architecture, Shafer Park, the Old National Pike and related features, archaeological features, and the town cemetery.

Three resources within the potential district are listed in the National Register. The properties are: the Bowman House (WA-II-478[NRHP 1977]); and National Road mile markers 60 and 61 (WA-II-726 and WA-II-727 [NRHP 1975]). The U.S. Hotel (WA-II-853) was recommended as individually eligible for listing in the National Register as part of the 1992 survey (Mueller 1992).

SIGNIFICANCE

The town of Boonsboro is notable for its high degree of architectural integrity and for its association with the Baltimore-Frederick Pike and Boonsboro-Hagerstown Pike, later known as the Old National Pike. Civil War activity is yet another component of the town's rich history, as are the efforts of the Civilian Conservation Corps (CCC) during the 1930s.

The town's history is relatively short in the scope of Western Maryland's settlement. Boonsboro was not officially founded until 1792, and it was not until 1831 that the town was incorporated. Settlers were living on the land prior to the town's founding and the town has grown steadily into the twentieth century. JMA recommends the period of significance for the proposed Boonsboro Historic District as ca. 1769 to World War II (1939). The Lakin Farm House (WA-II- 975), the earliest extant structure in town, dates to 1769. Shafer Park (WA-II-976), built by the Civilian Conservation Corps and dedicated in 1939, is one of the latest contributing resources in the proposed district. The range of building dates (1769 to 1939) provides a visual history of the town's development from its initial settlement of stone and log frontier houses, to the building of nineteenth century commercial and residential architecture, to the regular construction of nationally-popular twentieth-century building types and styles. In addition to buildings, the Old National Pike (Alt. Rt. 40) and associated resources are also contributing to the district. Boonsboro Historic District is recommended eligible for listing in the National Register of Historic Places under criteria A, C, and D.

Prepared by: Kerri Culhane, John Milner Associates, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Eligibility not recommended <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Criteria: <input checked="" type="checkbox"/> A <input checked="" type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: <u>Boundary accepted</u>	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>12/1/99</u> Date
<u>[Signature]</u> Reviewer, NR program	<u>2/18/00</u> Date

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
 Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
 Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
 Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- 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
 Unknown Period (prehistoric historic)

III. Historic Period Themes:

- Agriculture
 Architecture, Landscape Architecture, and Community Planning
 Economic (Commercial and Industrial)
 Government/Law
 Military
 Religion
 Social/Educational/Cultural
 Transportation

IV. Resource Type:

Category: District

Historic Environment: Village

Historic Function(s) and Use(s): DOMESTIC; COMMERCE/TRADE; RELIGION; EDUCATION; LANDSCAPE;
AGRICULTURE/SUBSISTENCE; RECREATION AND CULTURE; TRANSPORTATION; FUNERARY;
GOVERNMENT; SOCIAL

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. WA-II-981

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Town of Boonsboro

and/or common

2. Location

street & number _____ not for publication

city, town Boonsboro vicinity of _____ congressional district _____

state Maryland county Washington

3. Classification

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

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

name _____

street & number _____ telephone no.: _____

city, town _____ state and zip code _____

5. Location of Legal Description

courthouse, registry of deeds, etc. _____ liber _____

street & number _____ folio _____

city, town _____ state _____

6. Representation in Existing Historical Surveys

title Survey of Boonsboro

date October 1991 - August 1992 federal state county local

pository for survey records Maryland Historical Trust

city, town Crownsville state MD

7. Description

Survey No. WA-II-981

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved

date of move _____

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

see attached

8. Significance

Survey No. WA-II-981

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

Specific dates 1796-

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.

See attached

9. Major Bibliographical References

Survey No. WA-II-981

See attached

10. Geographical Data

Acreege of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A
 Zone Easting Northing

B
 Zone Easting Northing

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

11. Form Prepared By

name/title Julianne Mueller

organization _____ date August 1992

street & number 2730 Ordway Street, N.W. #6 telephone 202-364-6594

city or town Washington, D.C. state 20008

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

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

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

MARYLAND HISTORICAL TRUST
 CROWNSVILLE
 100 COMMUNITY PLACE
 CROWNSVILLE, MD 21032-2023
 514-7600

7. PHYSICAL DESCRIPTION

The town of Boonsboro is located in Washington County eight miles southeast of Hagerstown (the county seat), midway between Hagerstown and Frederick. Boonsboro is in a valley at the foot of South Mountain which provides a visual landmark for the town. Today, Boonsboro is connected to neighboring communities by Alternate U.S. Highway 40 (the old National Road) and State Routes 34, 67, and 68. Routes 67 and 68 intersect with Alternate 40 just beyond the town limits. Alternate 40 (Main Street) is the principal artery through Boonsboro and it is the road along which the town developed during the 19th century. There are no railroad lines passing through the town. Boonsboro today is a mix of residential, commercial, and institutional buildings. The area has witnessed a large growth spurt in recent decades which has led to the construction of large suburban tracts, mostly to the northwest and northeast of the original town limits. These tracts have slowly been annexed such that the legal size of Boonsboro has been constantly increasing. The growth has led to the demolition of some of Boonsboro's buildings along North Main Street to make room for large churches, banks, and franchise businesses with parking areas. The landscape surrounding the town remains rural in nature. There are still sections of the Boonsboro, where the open views out of the town have remained essentially unchanged during this century.

The original town plan was composed of a principal thoroughfare (Main Street) that was intersected by one secondary road (then called Church Street, now called Potomac Street to the west and St. Paul Street to the east). Today, however, due to growth that began soon after World War I, additional streets have been added to the grid. Lakin Street runs into North Main Street one block north of St. Paul Street. Ford Avenue and Orchard Drive, the next blocks north of Lakin, are recent additions to the map. Stouffer Avenue towards the north end of town was laid in the late 1950s on the site of a driveway that leads to the oldest house in Boonsboro. Streets have been established parallel to Potomac Street to either side of it. And an alley east of North Main Street, running behind the property lines, has been widened and named Center Street.

Main, Potomac, and St. Paul Streets are part of the original 1811 plan of the town on which approximately forty-four 82.5' x 264' lots were laid out and sold. Although many of these lots have remained intact, some have been subdivided into two or more lots. Lots on the newer streets are significantly wider allowing for changing tastes in residential development.

The majority of buildings in the center of Boonsboro are attached to one another on at least one elevation and are set at the public-right-of-way creating a cohesive chain along the streetscape. As one moves towards the edges of town, in any direction, the houses tend to be placed farther apart and are sometimes set back from the street. The effect is such that as one enters the town, there is a clear understanding of where the center of the town is--the

buildings become more and more tight-knit, as well as older.

Boonsboro has examples of building styles dating from the mid to late 18th century (before the town was established) through the present day. Although there are a number of high style structures dating generally to the 20th century, the majority of the buildings are vernacular building of no specific architectural style. Because much of the town appears to have been constructed during the mid to late 19th century, it has a cohesive, but not varied architectural nature. There are several architecturally intrusive, non-contributing structures along the historic main streets, however there are not enough to significantly detract from the historic character of the town.

According to historic maps of the town, much of the development of Boonsboro along its historic arteries had occurred by 1877. Of the 295 historic buildings which received survey numbers during the study of Boonsboro, 141 were determined to have been constructed prior to 1877 (48%).

A comparison of the 1877 map of Boonsboro with the 1897 Sanborn map of the town indicates that little additional development occurred between those years. Only three buildings were positively identified as having been built during this period. Between 1897 and 1904 only four were positively identified. A major change occurred following World War I during the late 1910s and early 1920s, according to the 1924 Sanborn. During that time, Lakin Street was opened and suburban-type development began there. In addition, a series of American Four-Square residential structures were constructed along the west side of North and South Main Street at either end of Boonsboro. Between 1910 and 1930, 43 buildings were constructed (15%).

There are very few places in the town where buildings have been demolished and not replaced with other structures. Most of the demolition has occurred along North Main Street, north of Lakin Street, where a bank, a church, and a gas station have been constructed and demolition has taken place along the east side of the street to accommodate the opening of perpendicular streets (Lakin, Ford, and Orchard). The west side of this portion of the street was never developed with residential structures, but held a series of small industrial structures from canneries to ice houses to electric plants. These have all been replaced with newer shed warehouses. Because of the lack of major demolition other parts of the town, it is possible to view the entire spectrum of Boonsboro's architectural past.

According to histories of Boonsboro, there were already five houses in the area that was to become the town in 1796, including 44 North Main (WA-II-842). Another was located just beyond the town limits. The Lakin Farmhouse (WA-II-975) is a large stone and log building that is believed to have been constructed in 1769, making it the oldest extant structure in Boonsboro. It is an excellent example of the type of stone construction for which Washington County is so

well known. By 1811, when the town was platted and a year after the National Road was opened as far as Boonsboro, there were 29 buildings.¹¹ Some of these were occupied by stores and others served as hotels, indicating that the town had a thriving economy. Several buildings have been dated to this early period in Boonsboro's history. They include: 2 South Main (1811, WA-II-853), 14-16 South Main (1802, WA-II-856-857), 141 South Main (1809, WA-II-744), and 30-32 North Main (1810, WA-II-845).

There are several houses in Boonsboro that have architectural detailing that could date them to this period, however, none have been researched to determine whether, in fact, they were standing in the 1820s. The details include Flemish bond coursing and Federal and Greek Revival entrances. In most cases, the doors in these entrances have been replaced, but the sidelight and/or transoms are intact. Examples include 2-6 North Main (1821, WA-II-852), 9 North Main (WA-II-771), 119 Potomac Street (WA-II-935), 24 South Main (WA-II-959), 26 South Main (WA-II-960), 15 Potomac (WA-II-936), the house between 107 and 115 Potomac (WA-II-927), and 42 St. Paul (WA-II-949). Due to the sometimes conservative architectural tastes in rural areas, it is possible that some of these structures may date to times generally considered late in the popularity of the Federal or Greek Revival style, and might, therefore, post-date the 1820s.

Among the most high style structures in Boonsboro is 27 Potomac Street, the former parsonage for Trinity Evangelical Reformed Church (WA-II-933). Built in the Greek Revival style, it stands out among the 19th-century vernacular structures in the town.

In general, houses erected during the early to mid 19th century in Boonsboro set the architectural trend for future development. Two- to two-and-a-half stories in height and three to five bays wide with side-gable roofs, they are of wood, brick, or stone construction on stone foundations and are set at the public-right-of-way. Most are of a simple, modest design. The vast majority have no ornamental features.

Several buildings have been dated to the period immediately preceding the Civil War. They include 323 North Main (the 1852 Bowman House, WA-II-478, listed on the National Register), 27 South Main (1852, WA-II-763), and 24 South Main (1852, WA-II-859). The First Christian Church on St. Paul Street was actually built in 1860 (WA-II-940).

The post Civil War period saw the construction and reconstruction of many buildings in Boonsboro. The town's churches had been used as hospitals following the battles of Antietam and South Mountain during 1862 and sustained damaged. Several were rebuilt during the years that immediately followed the war, generally on the lots

¹¹ T.J.C. Williams. A History of Washington County, Maryland. Hagerstown: Runk and Titsowrth, 1906, pg. 26.

where their earlier church had stood. Mt. Nebo United Methodist Church (134 South Main, WA-II-878) was rebuilt in 1867 and Reformed Church on Potomac Street (WA-II-932) was rebuilt two years later in 1870.

It is interesting to note that despite the fact that there are many commercial establishments near the center of town and that the Italianate style was extremely popular during the 19th century for such structures, the style is surprisingly absent in Boonsboro. One modest exception is 10-12 South Main Street (WA-II-855).

The French Second Empire style is represented by one building: 1-5 North Main Street (WA-II-770) at the northeast corner of Main and St. Paul Streets. This building was constructed in the early 19th century, but underwent several remodelings over the years. During one, probably during the last quarter of the 19th century, it received its characteristic mansard roof.

A style which found great popularity in Boonsboro during the last quarter of the 19th century and into the very beginning of the 20th century was the Queen Anne style. Although often lacking in the amount and type of ornamentation often associated with the style, they do have features that are typical to it, such as bay windows, cross-gable roofs, wrap-around porches, stained glass windows, and unusually shaped windows. At least 15 buildings can be attributed to this style in the town. They include 50 St. Paul (WA-II-950), 36 High Street (WA-II-961), 103-105 Lakin (WA-II-973), 312 North Main (WA-II-826), 15 and 19 Potomac (WA-II-936, and WA-II-935, respectively), 121 South Main (WA-II-745), 65 South Main (WA-II-753), 29-31 South Main (WA-II-762), 31-33 North Main (WA-II-778), 119 North Main (WA-II-786), 303 North Main (WA-II-796), 236 Potomac (WA-II-916), and the house between 20 and 28 Potomac (WA-II-895).

There are also several stylistically transitional structures between the Queen Anne and the American Four-Square, a style which was the prevalent building style in Boonsboro in the 1910s and early 1920s. Among these transitional buildings, which have a Four-Square general form, but to which have been added two-story towers, are 404 and 408 North Main (WA-II-817, and WA-II-816, respectively), 326 North Main (WA-II-822), the Parsonage on South Main Street between 66 and 104 (WA-II-868), 210 South Main Street (WA-II-886) and 22 South Main Street, a concrete block residence (WA-II-858).

Twentieth-century architectural styles are well represented in Boonsboro. Over 50 structures were identified during the survey of Boonsboro which date to this century, representing 17% of the survey. Among the styles found are the American Four-Square, the bungalow, and several revival styles including Colonial Revival and Tudor Revival.

There are 18 examples of the American Four-Square in the town. A few of these have been altered with the addition of manufactured siding and the replacement of original windows, but the majority

retain their original features. According to the Sanborn maps, they were constructed between 1910 and 1924. Among the 18 examples are 112 Lakin (WA-II-965), 334 North Main (WA-II-819), 314-324 North Main (WA-II-827 through WA-II-823), 35 Potomac (WA-II-931), 104 South Main (WA-II-869), 101 South Main (WA-II-751),¹² 310 South Main (WA-II-891), and 305 South Main (WA-II-732).

The Colonial Revival is most clearly represented in Boonsboro by two public buildings: The Boonsboro Municipal Building (1912, WA-II-959) which was constructed as a fire station, and the Boonsboro Public Library (1904-1910, WA-II-774) which was built as a bank.

Although not many bungalows were constructed in Boonsboro, there is a good sampling: 101 and 116 Lakin Street (WA-II-972 and WA-II-966, respectively), 330 North Main (WA-II-821), 50 South Main (WA-II-866) and 202 South Main (WA-II-884). An impressive example is sited high on a hill at the northern edge of the town. 518 North Main Street (WA-II-809) is constructed of stone and is set on a large landscaped lawn.

Most of the more eclectic revival structures are found on Lakin Street which was developed mainly during the 1920s through the 1940s and at the northern end of North Main Street, almost at the present town limits.

The principal mark that the 20th century made on the architectural character of many of Boonsboro's earlier houses is the addition of hipped- or flat-roof porches that extend the full length of the facades. Less obvious, but also of importance is the addition of manufactured siding (mostly vinyl or aluminum to look like clapboards) to many structures. In addition, many houses had their front doors replaced. The most popular door style, found on dozens of houses, is one with a glazed upper panel and two vertical wood panels in the lower half. This style is particularly prevalent on Potomac and St. Paul Streets.

There are several modern intrusions or buildings of no architectural merit due to the type of alterations which have been made to them within the town limits. However, the town remains, essentially, a cohesive district--especially south of Ford Avenue. Buildings which would not be considered contributing elements to an historic district along the principal arteries include: The Exxon Station, the Tastee Freez, the bank, and the Catholic Church on North Main Street; and the fire station on St. Paul Street. There are a few recently constructed houses along South Main and Potomac Streets which would also be excluded. The suburban subdivisions will need to be reassessed for their architectural significance after the passage of time.

¹² 101 and 102 South Main Street are an excellent example of a phenomena found in Boonsboro. There are several examples of houses that match each other in style or architectural embellishment directly across the street from one another.

8. STATEMENT OF SIGNIFICANCE

Boonsboro is a small rural town in eastern Washington County, Maryland. Platted in the 1790s, the community's development was directly influenced by the opening of the National Pike. By the beginning of the Civil War, Boonsboro was a thriving community and many of the buildings that are extant today had been constructed.

By the late 1870s much of the extant village had been erected and little new construction or development was to take place until the 1910s, when a construction boom that lasted twenty years began. During that time, the town extended to the north with the construction of numerous houses along Main Street and to the east with the opening of Lakin Avenue. This boom took Boonsboro architecturally into the 20th century and gave it a distinctly modern appearance that was unlike many other towns of similar size in the county.

Another spurt in the growth of the community began in the late 1950s and has continued to this day. Boonsboro is continually annexing additional lands and expanding the town limits. The lands, which have been developed principally as residential subdivisions, surround the town on the north and to a degree on the south near the cemetery. Despite all the new construction, the historic core of Boonsboro is essentially intact and retains its 19th- and early 20th-century architectural character. With a few notable exceptions, little of the original part of the town has been demolished. It is an excellent example of a community that illustrates a natural progression of architectural trends without the loss of its historic heritage. Because Washington County has a rich collection of historic communities, Boonsboro's significance is important not only unto itself, but as an important contributing member to the greater architectural and cultural character of rural villages in Washington County.

Brief History of Washington County

Three months after the signing of the Declaration of Independence in 1776, the first Maryland constitutional convention acted to divide one of its most populous counties into three counties. Reflecting large growths in population due to the western movement of immigrants and the political expediency for greater representation in the newly formed Maryland government, Frederick County was divided into Frederick, Washington, and Montgomery counties. Named in honor of George Washington who had just been named Commander-in-Chief of the Continental Army, Washington County was the first place to be named in his honor.¹ At the time, the newly formed county encompassed all of western Maryland, including what is today Allegany and Garrett Counties. Today, Washington County is bounded by the Pennsylvania state line on the north, the Potomac River on the south, the crest of South Mountain from Blue

¹ Kaminow, Marion J. Maryland A to Z, p. 313.

Ridge to Weverton on the east, and Sideling Hill Creek on the west.

The earliest historic settlement in the county began in earnest in the 1730s and 1740s and included Swiss, French, Scotch, and English immigrants. However, due to the presence of Indians who fought against the white encroachment, extensive permanent, European relocation to the area did not occur until after the colonial government built forts to protect and encourage settlement. By the mid-18th century, a few communities, such as Hagerstown, were well established in what is today the eastern portions of the county. They were close to previously settled communities and illustrate the gradual westward population movement.

Washington County began to grow quickly toward the end of the 18th century as the first wave of immigrants was followed by a second wave comprised mainly of Germans and Irish. By 1789, only 13 years after it had been formed, Washington County itself was divided into two, creating Allegany at Washington County's current western border. The county's 1790 population of 15,800 increased to 18,659 by 1800, with over 10% of the population held in slavery. Despite the increase in the number of people in Washington County, much of the land remained in large, uncultivated tracts, as the majority of the population was centered in towns.

The towns seem to have been settled in a combination of ways. Some of the extant towns appear to have evolved over time along a road in a linear fashion (for example, Keedysville), while others were consciously laid out according to a designed plan (Sharpsburg). Others, such as Boonsboro, were planned as a direct result of new national transportation corridors such as the C&O Canal or the National Road.

Although much of Washington County was not farmed at the beginning of the 19th century, the land that was under cultivation proved to be very fertile and rich. At a time when Maryland's soil in other portions of the state had been depleted of its nutrients due to intensive tobacco farming, Washington County produced significant quantities of grain and livestock that did not ravage the land. This can be credited in part to the German and Irish settlers who did not plant tobacco, but, rather, farmed old world crops with which they were more familiar. A second reason for the lack of tobacco farming in the region during the 18th century was the difficulty in moving the harvested tobacco from farmsites so far inland to ports.

With the growth in Washington County's population and the subsequent growth in transportation networks within the state that reached westward, there was increased importance placed on farm markets and the ability of the farming community to support rapidly growing urban centers. The development of three transportation systems, in particular, influenced this growth. In 1821, a road that connected eastern Maryland with the National Road that began in Cumberland was completed. This provided a road network that stretched from Baltimore westward beyond the Ohio River. Three

years later, in 1824, both the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal were opened through Maryland, thus connecting Washington County directly with the ports of Georgetown and Baltimore. Some grains grown in the county were sent by rail to towns to be milled and on to ports for shipping. Other grains, such as corn was generally milled locally and distilled into whiskey before being transported to Georgetown. Coal mined in the western reaches of Maryland was sent by barge and rail to the Nation's Capital.

The development of the transportation networks proved to be a double-edged sword. While the networks provided a means of supplying ever-growing urban area with produce, it also brought with it a rapid settlement of the Midwest. By the last half of the 19th century, wheat from farther west began to flood markets on the east coast, sending farm prices in Washington County plummeting. In an effort to remain economically viable, area farmers began to plant orchards and fruit crops. This proved to be successful and has remained an important aspect of Washington County's economy to this day.

It is within this setting that the town of Boonsboro was established and thrived.

The Founding and Early History of Boonsboro

The Boonsboro town site was originally part of two tracts of land, Beall's Chance and Fellowship, that were acquired by William and George Boone during the 18th century. The brothers were part of the Berks County, Pennsylvania Boone family and were related through their paternal grandfather to Daniel Boone.

Although Beall's Chance and Fellowship were purchased by the two brothers together, only William Boone actually migrated to the area. Boone is believed to have settled on the 100-acre Beall's Chance as early as the 1770s and it was not until 1791 that he bought Fellowship, a 140-acre tract that bordered his farm and the Fredericktown-Hagerstown road. With his brother, George, he laid out a town of 44 half-acre (82.5' x 264') lots which equally lined the road and began to sell plots to settlers and speculators. The center of town was placed at the intersection of the Fredericktown-Hagerstown Road with a road that veered toward Sharpsburg. William Boone must have known that the placement of Boonsboro along these roads was a savvy business move. The location of the town was set essentially one stage ride from Hagerstown and a little over one stage ride from Frederick. The first lot was sold in November 1792, which is considered, today, to be the official founding date of the town.

Although the first published map of the town indicates that it was named Margaretsville, perhaps in honor of George Boone's wife, the town is noted, even in the earliest deeds, as Boone's Berry or Boonsberry Town. By 1808, however, it was officially known as Boons Borough. The town first appears in the Maryland statutes in

1797 when it is noted as a point on a turnpike.²

By 1796, shortly after Boonsboro was platted, there were already a few buildings in what was to become a thriving town, including five houses.³ According to records left by Christian Dagenhart, an early settler in Boonsboro, the buildings were the Eagle Hotel (1-5 North Main Street, WA-II-770), the Boone family farmhouse, Jacob Craig's house, Mrs. Short's log cabin (on the current site of 2 South Main Street) which served as a store, and a house at the spring (44 North Main Street, WA-II-842). Deed research indicates that by 1797, just one year before William Boone's death and only six years after the town originally had been platted, at least 37 of the 44 original lots had been sold.

A postal route was established through the town by 1802 and, by 1805, mail coaches ran twice per week from Frederick through Middletown, Boonsboro, Hagerstown, and Greencastle on to Chambersburg. According to tax records, there were 24 houses in Boonsboro in 1803, including a few which are extant today. They include 14 South Main Street (WA-II-856), a log structure which served as a grocery store; 110 South Main Street (WA-II-871), from which Joseph Banner operated a tailor shop; 22 South Main (WA-II-858) which served as a schoolhouse in 1802;⁴ and a log house at 105 North Main Street (WA-II-782), which has since been enlarged and which was the boyhood home of William Hamilton who served as a U.S. Senator and later as Governor of Maryland (1880 and 1884).

Other extant buildings erected during the town's early history include 32 North Main Street (WA-II-845, circa 1810) and Rose Hill (141 South Main Street, WA-II-744) which was erected by Dr. Ezra Slifer in 1814, but has been extensively altered with massive additions since that time.

In 1812, Henry Nyman and Henry Betebenner purchased William Boone's estate, Beall's Chance⁵ and laid out the first addition to Boonsboro. (The 100-acre addition is now occupied by the public cemetery, Young Avenue, and Potomac Street.) This action might indicate that the town was growing rapidly and that there was a demand for additional building lots.

By the end of the second decade of the century, the town was so well established that, according to Scharf's history of Western Maryland, it advertised the need for a whitesmith, a silversmith, a gunsmith, a cabinet maker and a blue-dyer.

²Acts 1797, ch. 65, sec. 5.

³Walking Tour brochure of Boonsboro.

⁴Thomas, Susan K. "Roving Reporter Writes About History of North Main Street," Boonsboro News, November 18, 1954.

⁵Also spelled Beale's Chance.

The Mid-19th Century

By the 1820s, Boonsboro had grown into a town of some size, partially due to increased traffic along the National Pike which stretched from Baltimore to Boonsboro by 1810 and which had been macadamized between Hagerstown and Boonsboro in 1823, considerably easing travel and commerce. The 1820 census indicates that there were 395 whites, 7 free blacks, and 26 slaves living in the town.

Because it was at the confluence of several important roads and was well situated in a rich agricultural area, Boonsboro was an important trade center in Washington County. This prime location was essential in maintaining Boonsboro's prosperity in the coming decades when the establishment of the railroad through the county (and by-passing Boonsboro) lessened the importance of the National Pike as the principal transportation route to the west.

According to Scharf, Boonsboro's success as a business center is illustrated in the structure which was to become the U.S. Hotel in later years. The building, 2 South Main Street (WA-II-853) was constructed in circa 1821, and, by 1830, housed one of the most lucrative businesses in the state, with annual sales exceeding \$90,000 in merchandise. Other successful enterprises included several taverns and hotels whose business was dependent on the National Pike.

Of special importance to the town of Boonsboro is the erection of the first monument in honor of George Washington, which was dedicated on July 4, 1827 on the summit of South Mountain, just outside the town. The town's people constructed the now 34-foot high memorial of local granite.⁶

The population of Boonsboro almost doubled between 1820 and 1830, when the census indicates that there were 707 people residing in the town. One year later, in 1831, the town was incorporated and a burgess, assistant burgess, and five commissioners were elected the following year. Shortly thereafter, a justice of the peace was appointed as the first election judge and a tax collector and clerk were also appointed. With the incorporation of the town, ordinances were passed and public improvements, such as the laying of sidewalks and stepping stones at street crossings, were initiated. In 1835, all white males between 21 and 60 years of age were appointed members of the Boonsboro fire company which had been incorporated in 1828.⁷

By mid century, Boonsboro boasted a myriad of shops and was (or had

⁶The memorial fell into disrepair several times since its construction. Its most recent reconstruction was undertaken by the Civilian Conservation Corps in the 1930s.

⁷Historical Records Survey, Inventory of the County and Town Archives of Maryland, No. 21, Washington County.

been) home to numerous craftsmen and tradesmen, including potters, silversmiths, hat makers, tanners, gunsmiths, blacksmiths, tailors, merchants, druggists, cabinetmakers, carpenters, weavers, chairmakers, inn and tavern keepers, and grocers. The town also had several doctors and dentists. The town also had several newspapers, including the Boonsboro Odd Fellow which began publication in 1841 and continued to at least 1862. A second paper, The National Gazette, was founded in 1844, but folded one year later.

The Civil War Years

As with many of the small towns throughout Maryland, Boonsboro's loyalties during the Civil War were divided. Although most histories of the town favor the Union side, enough stories exist to indicate that there may have been significant numbers Confederate sympathizers in the town, as well. The town experienced several skirmishes between Confederate and Union troops during the 1862 Maryland Campaign. Mostly, however, the town was besieged by wounded soldiers following the Battle of Antietam and the smaller, earlier Battle of South Mountain. All available space was turned into hospital use, including the churches and many homes.

The war years in Boonsboro became the setting of David Belasco's 1895 play, Heart of Maryland, which was adapted as a motion picture circa 1915.

The Post Civil War Years and the End of the 19th Century

Although the town did not grow significantly during the second half of the 19th century (the population had only increased to 859 by 1880 and stabilized around 900 at the end of the century), the post Civil War years saw a number of civic improvements in Boonsboro. The first public high school building was erected in the early 1870s (WA-II-915) and continued to serve the town until the 1950s.

The 1897 Sanborn map of Boonsboro indicates that the town had poor water supply and fire fighting facilities. The fire department only owned one hand engine which was in such bad repair, it could not be used. Within two years, however, the water system was greatly improved with the installation, by the town, of a reservoir that was located about one-and-one-half miles outside of the town. It was fed by seven springs and, by 1904, included three miles of pipes.⁸

Based on historic maps, it is clear that the farming continued to be an important economic aspect in the town. Cultivated fields border the town all the way up to the public alleys which ran along the rear of the lots. The center of town remained an active commercial hub. The 1897 Sanborn map notes three hotels, a harness shop, a hardware store, a cobbler, a tailor, a jewelry store,

⁸1904 and 1910 Sanborn Maps.

grocers, general stores, a shoe manufacturer and shoe shop, a bicycle store, a dressmaker, an undertaker and furniture maker, several barbers and millinery shops, two confectioneries, four confectioneries, a combined cigar store and telegraph office, a tin shop, drug stores, and several dentists' and doctors' offices. The south part of town was principally residential in character. The north part was well developed along the east side of Main Street, but the west side remained vacant north of what is today Ford Avenue. There were some light industrial uses along the west side of the street, an area that traditionally had had such uses dating as early as the beginning of the century when a tannery was located where Shafer Park is today. (That tannery was still standing, though dilapidated, in 1897, but had been demolished by 1904.) The 1897 Sanborn shows a large sawmill, a planing mill, and a basket factory on the west side of North Main approximately opposite where Orchard Drive meets North Main Street today. A wagon maker and blacksmith were located near both the northern and southern edges of the town. The town had six churches.

The First Half of the 20th Century

The 1904 and 1910 Sanborn maps note that the population of the town remained at 900 people, that the roads were unpaved, and that the town continued to own its original water system. The fire fighting system, however, had not improved greatly since the end of the 19th century. The 25-man volunteer fire department was equipped with one hose cart, but did not own a hook and ladder or a steam or hand engine. Nor was there any official fire alarm system.

Most of the businesses that are noted on the 1897 Sanborn continue to be indicated on the 1904 map, with one significant change. The sawmill and basket factory complex had been replaced with the Hagerstown and Boonsboro Electric Railroad yard which included a lumber shed, freight house, coal shed and office. This railroad, which was actually a trolley line, provided easy and quick access to Hagerstown on a regular time schedule.

By 1910, the character of the central part of Boonsboro had begun to change. Two of the three hotels noted on earlier maps had closed--their buildings converted to dwellings, stores, and saloons. A bank had been erected, a movie house and library had opened in previously standing buildings, and a firehouse had been planned. The Hagerstown and Boonsboro Electric Railroad complex was converted into the Boonsboro Ice Company which produced ice on the premises. Still, the northern half of the west side of North Main Street remained undeveloped.

Oral histories of the town reveal that Boonsboro's inhabitants had little reason to leave the town. Most of their everyday needs could be met there. One could travel to Hagerstown and beyond to visit family, to go sightseeing, or to buy ready-made clothing, but such purchases were not the norm. Children attended the school on Potomac Street, but were often removed by their parents after the 6th or 8th grade so that they could assist with the family farm.

Often they were removed during the school year to help on a seasonal basis--or for certain hours during the day, for instance, to serve lunches in the family restaurant and to help make ends meet. There were not many employment opportunities for women in Boonsboro during the first part of the century. Many raised hens for extra eggs and sold them, as well as butter stamped with their own seal, to raise spending money. These products were either sold by local grocers or were purchased by dairies which sold them in larger town markets. Many families relied entirely on their own farms to raise all their food and much of the year was spent preparing for the winter months. The oral histories recount stories of planting, harvesting, canning, and the butchering season. Those who had enough land were able to grow extra crops or raise extra livestock and were able to sell their products at markets or to middlemen who traveled to Boonsboro to purchase goods for distant markets.

Agriculture and its associated truck farming was the principal source of income in the Boonsboro area well into the 20th century. The region was particularly well known for its peaches, berries, and cantaloupes (Boonsboro's "Hearts of Gold") which were sent to markets throughout the east coast and into Pennsylvania and Ohio. Historic photographs of Boonsboro dating to the 1930s and 1940s show stacks of crates of raspberries awaiting pick-up for trucking to far-away markets. In addition, berries were taken to Keedysville where they were loaded onto trains. According to local oral histories, there were enough berries to fill a boxcar.⁹

During the 1910s and 1920s, based on the architectural character of parts of Boonsboro, the town underwent a significant spurt in growth. During those years, the town expanded to the north with the construction of a long row of American Four-Square residential structures along the west side of North Main Street. Several similar structures also were erected at the southern edge of town. A new street, Lakin, was cut between 1910 and 1924, but was not extensively developed immediately. Its principal period of development occurred between the late 1920s and the late 1940s.

According to the 1924 Sanborn map of Boonsboro, the town apparently sold its municipal water system because the map notes that water was supplied by the Boonsboro Water Company, a private corporation. The company had two reservoirs and five miles of water mains that serviced the town, whose daily consumption was 40,000 gallons. It is unclear whether the private company expanded the city's system or whether the city had made the improvements and sold them to the water company. The 1924 map further notes that the fire fighting equipment of the town had been improved and now included a water pumper, a booster tank, several types of hoses, and a fire alarm system that included a siren. The map also indicates that the

⁹Woodring, Frank. "Country Gentlemen, Boonsboro Soil Provides Haven for Truck Farmers," Maryland Cracker Barrel, June/July 1992, p. 4-5.

roads had been paved and the school on Potomac Street was significantly enlarged to meet the needs of the growing town.

According to oral histories, Boonsboro was not greatly affected by the Depression. Most of the residents of the town had farms and were able to maintain their incomes or, at least, were able to grow enough food to survive. One direct and lasting legacy of the Depression years was the construction of Shafer Park which remains the town's principal recreational center. Located just west of North Main Street on land that was partially donated and partially purchased, the park was constructed by the Civilian Conservation Corps under the Works Progress Administration during the late 1930s. The Corps maintained a camp between Keedysville and Boonsboro and was responsible for improvements to those towns, as well as to parks in the surrounding area. Shafer Park consists of several stone structures, regraded grounds that include a variety of playing fields, and a channeled creek that is crossed by several stone bridges.

By 1940, according to the Sanborn map of that year, the commercial character of center of Boonsboro had begun to change. Many of the buildings which are noted with commercial functions on earlier maps had been converted to residential use. Nonetheless, according to oral histories, the town remained essentially self-sufficient. There was no need to travel beyond the town limits for one's everyday needs. However, possibly because quick travel by car had become readily available and so much easier for the general population, people did go to Hagerstown on a regular basis to shop. This may, in part, explain the closing of some stores.

The Post World War II Years

Although the town remained viable after the Depression, through the Second World War and into the 1950s, Boonsboro's economic base slowly began to erode. Many of the crops on which the inhabitants relied died of disease and many of the businesses began to close their doors. The construction of Interstate 70 to the east of Boonsboro and the rerouting of north-south traffic which once traveled through the town also may have factored into the town's changing economic scene. Despite the changes, Boonsboro continued to grow. Neighboring farms were converted into suburban housing divisions, beginning with the laying of Stouffer Avenue and the erection of houses along it.

In the 1950s, Boonsboro began an extensive building campaign to modernize and enlarge its public schools. In 1958, the original public school building on Potomac Street at the west end of Boonsboro was abandoned. A new high school was designed by the Washington, D.C. firm of McLeod and Ferrara and built at the north end of town.¹⁰

¹⁰A list of building specifications for the new high school are located in the Western Maryland Room in Hagerstown.

Boonsboro Today

Although farming remains an economic force in the area, it is becoming increasingly scarce. Fewer and fewer people farm and more and more rural land is being converted to suburban home sites, especially in Boonsboro. The high cost of growing labor-intensive fruits, as well as a blight that destroyed the majority of the berry crops and diminished the remaining crops' ability to produce over a long period of years, are partially responsible for this change. The town is no longer commercially self-sufficient. For instance, there are no full service food stores in town and one must leave the town for other basic needs, as well.

Despite the change in the economic base of the town, the population has grown significantly since the 1920s. The current population of the town is around 2400, a number which represents approximately a 250% growth since the turn of the century and a 30% growth since 1980, alone. Today, the town serves partially as a commuter suburb for Hagerstown. Although the center of town still offers some basic services (banking, library, drugstore, hardware store) to the local community, it is slowly being converted to cater to tourists who come to Boonsboro to shop in its many antique stores or who pass through on their way to Sharpsburg.

Conclusion

The town of Boonsboro is placed within the Maryland Comprehensive State Historic Preservation Plan in the following manner:

Geographic Organization: Western Maryland
 Chronological/Development Periods: Agricultural-Industrial
 Transition through Industrial/Urban Dominance
 Historic Period Themes: Agriculture; Architecture, Landscape
 Architecture, and Community Planning; Economic; Religion; and
 Transportation

The town retains much of its architectural heritage and demonstrates the evolution of town planning in a rational and systematic manner. From the center of Boonsboro where attached, 19th-century buildings line the street at the public right-of-way to the cross streets which represent suburban aesthetics of the mid to late 20th century with mowed lawns and houses set carefully back from the street, Boonsboro has evolved so that these changes in planning philosophies co-exist and have not infringed upon one another. One has not been demolished so that the other can develop. The town's architecture allows one to view the entire spectrum of Boonsboro's history.

The boundaries of a potential historic district could be defined as follows: Beginning at 518 North Main Street as the northern boundary and progressing southward along either side of Main Street to the rear property lines of the buildings that line the street to Stouffer Avenue; west along Stouffer Avenue to include the Lakin Farmhouse; returning to North Main Street and continuing southward

along either side of the street to the rear property lines of the buildings that line the street to Lakin Avenue; eastward along Lakin Avenue to St. Paul Street and including the pre-World War II houses which line Lakin Avenue (those houses which have not reached 50 years of age will have to be evaluated at a later date to assess whether they contribute to a further defined historic district); southwest along St. Paul Street to Main Street and including the houses that line it; northward on North Main Street to Lakin Avenue and southward on South Main Street to 309 South Main, including the structures which line the road; westward along Potomac Street from the intersection of Main Street, along both sides of the street to the rear property lines of the structures which line it to 241 Potomac Street. Other streets to be included are High Street, Park Drive, and Park View. The public cemetery west of South Main and south of Young Avenue is also a contributing element to the historic district.

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- Summers, Robert, 59 South Main Street, Keedysville
July 11, 1992

MISCELLANEOUS

- Bast, Douglas, Personal Archives and Photographic Collection (mainly photographs of C.D. Young taken during the 1910s).
- Bast, "A History of Boonsboro, Maryland," unpublished manuscript, 1976.
- "Boonsborough Days Walking Tour" leaflet September 7 & 8, 1985 (annotated by Doug Bast).
- Boonsborough Bicentennial Committee. "Boonsboro, Maryland Bicentennial Calendar," 1991.

UNIVERSITY OF MARYLAND

SITE NUMBER: no number assigned
ADDRESS: 69 South Main Street, Boonsboro, MD
OWNER/LOT NUMBER/ACCESS: private
BUILDING DATE: 1910-1924

69 South Main Street is building that has been completely enclosed in siding, obscuring all architectural detailing. In its present form, it is a non-contributing element to the historic character of the town.

According to historic maps of the town, there has always been a non-residential structure on this site. As early as 1877, the map shows a building that is slightly set back from the right-of-way. It is labeled "wg.sh." The 1897-1910 Sanborns show two business occupying the structure: a woodworking shop and a blacksmith. The road has been cut back to meet the edge of the building. A paint shop is located in a separate structure behind the main one. By 1924 a new structure, labeled as a "garage, capacity 15 cars, lighting: electricity, no heat, concrete block" is shown. It is numbered 250 Main Street. The same structure is shown on the 1940 Sanborn. Based on the size of the extant building, it is likely that the structure indicated on these maps is the one hidden under the current siding.

The building is within the Western Maryland Geographic Organization, the Development Period of Industrial/Urban Dominance, and falls within the Historic Period Themes of Economic; and Architecture, Landscape Architecture, and Community Planning.

Prepared by Julianne Mueller, July 1992

Boonsboro, Md. II 1991

SITE NUMBER: no number assigned
ADDRESS: 224 South Main Street, Boonsboro, MD
OWNER/LOT NUMBER/ACCESS: private
BUILDING DATE: 1960s

224 South Main Street is a non-contributing brick ranch style house.

Prepared by Julianne Mueller, July 1992

SITE NUMBER: no number assigned
ADDRESS: 214 Potomac Street, Boonsboro, MD
OWNER/LOT NUMBER/ACCESS: private
BUILDING DATE: 1970s-80s

This is a new, non-contributing residential structure.

Prepared by Julianne Mueller, July 1992

W. J. ...

SITE NUMBER: no number assigned
ADDRESS: 238 Potomac Street, Boonsboro, MD
OWNER/LOT NUMBER/ACCESS: private
BUILDING DATE: ?

238 Potomac Street is a north-facing, horizontally massed, one-and-a-half-story, log, freestanding, residential structure. The building, which is set slightly back from the public-right-of-way at the southwest corner of Potomac and Monument, rests on a concrete foundation. It has a side-gable, artificial roll roof with one, new exterior chimney. The entrance, which is located in the west bay, is obscured by a storm door. Fenestration is set in pairs and is double-hung, six-over-six sash.

The building is not indicated at this location on any of the historic maps of Boonsboro. It may be an entirely new structure, however, because of the way the building bows and bulges, it has the appearance of being old. Because it rests on a concrete foundation, the possibility exists that it was moved to this site. On the other hand, because so many of the building elements are new, the entire structure may have been recently constructed.

Prepared by Julianne Mueller, July 1992



WA II - 511 + 512 1981

Within WA-II-981

135 BOSTON ST. BOONSBURG WASH. CO.

12/5/81

JULIE MUELLER

LOOKING FOR

SITE NUMBER: no number assigned
ADDRESS: 117 Potomac Street, Boonsboro, MD
OWNER/LOT NUMBER/ACCESS: private
BUILDING DATE: 1970s-80s

This is a new, non-contributing residential structure. It is located on the site of a one-story, frame dwelling that first appears on the 1877 map of Boonsboro. The structure, which was at the public-right-of-way, was numbered 37 Potomac Street on the Sanborn maps, was still standing in 1940.

Prepared by Julianne Mueller, July 1992

SITE NUMBER: no number assigned
ADDRESS: 22 St. Paul Street, Boonsboro, MD
OWNER/LOT NUMBER/ACCESS: private
BUILDING DATE: ?

This is a one-and-a-half story structure that appears to be new.

Prepared by Julianne Mueller, July 1992

100-4111

SITE NUMBER: no number assigned
ADDRESS: 7? St. Paul Street, Boonsboro, Maryland
OWNER/LOT NUMBER/ACCESS: Boonsboro Fire Company
BUILDING DATE: late 1940s?

The Boonsboro Fire Company is a massive, south-facing, brick structure that looks like a gymnasium. The building is set directly at the public-right-of-way on a brick foundation and has undergone several alterations. The structure is not noted on any of the historic maps of Boonsboro.

Prepared by Julianne Mueller, July 1992



BOONSBORO

V6

Coca-Cola
BOONSBORO FIRE CO.
BINGO
MEET MON. 7:30

Coke

WA-II NIC & LESLIE
7 1/2 UNIT ST. BOND FORD, WA-ALCO, PA 15007

1/2
JULIE MESSER
LOOKING FOR

Within WA-II-981

SITE NUMBER: no number assigned
ADDRESS: 100 Lakin Street, Boonsboro, MD
OWNER/LOT NUMBER/ACCESS: private
BUILDING DATE: post-1940?

100 Lakin Street is a north-facing, two-story, four-bay, frame, freestanding, double house located on a corner lot. It does not appear on any of the historic maps of Boonsboro and, despite its use of historically replicating materials.

Prepared by Julianne Mueller, July 1992



Within WA-II-981

11/71
JULIE MUEGLER
LOOKING

SITE NUMBER: no number assigned
ADDRESS: 110 Lakin Street, Boonsboro, MD
OWNER/LOT NUMBER/ACCESS: private
BUILDING DATE: post 1940

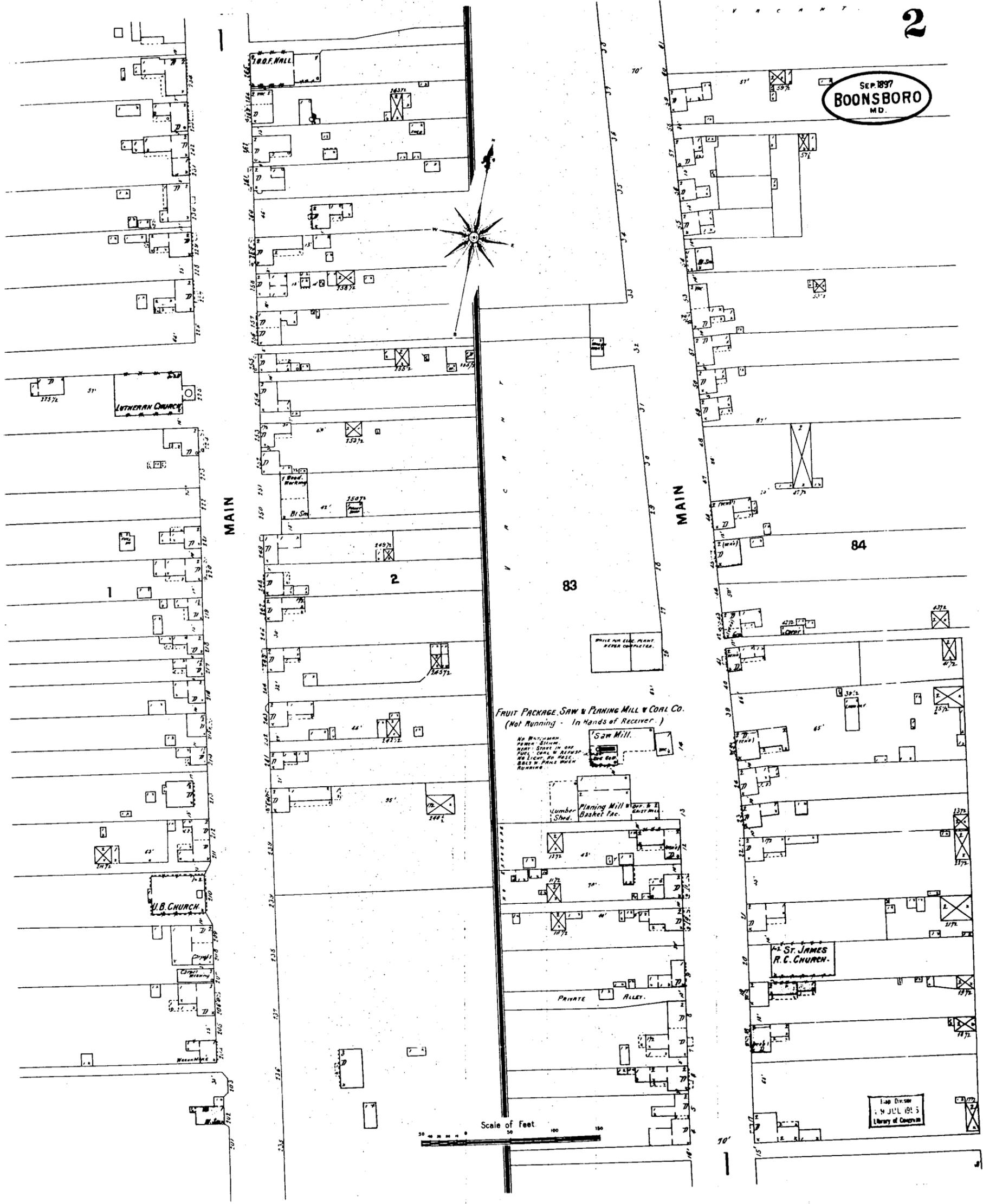
This one-story brick house appears to have been constructed within the last 40 years.

Prepared by Julianne Mueller, July 1992

VA-II 981

2

SEP. 1897
BOONSBORO
MD.



FRUIT PACKAGE, SAW & PLANING MILL & COAL CO.
(Not Running - In Hands of Receiver.)

NO WATER-POWER
FROM STREAM
NEVER STARTS IN ONE
PLACE, COMES IN SEVERAL
PLACES, NO LIGHT, NO FUEL,
BUILT IN PLACE WHICH
REPAIRS

Saw Mill

Planing Mill & Basket Fac.

PRIVATE ALLEY

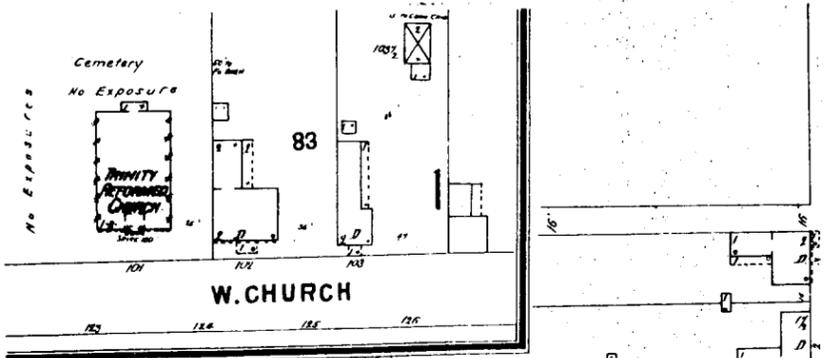
Map Drawn
JULY 1895
Library of Congress

NOTE:

NOTE: WORKS SHOWN BY THIS RECORD TO INDICATE THE PLACE &
DATE OF CONSTRUCTION. THESE WORKS SHOW PRESENT OR IN THE PAST
AND ARE NOT TO BE TAKEN AS A GUARANTEE OF THE ACCURACY OF THE
RECORD. THE STATE OF MARYLAND HAS NO LIABILITY FOR THE
CORRECTNESS OF THE RECORD.



1



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70'

1
1 June 1853

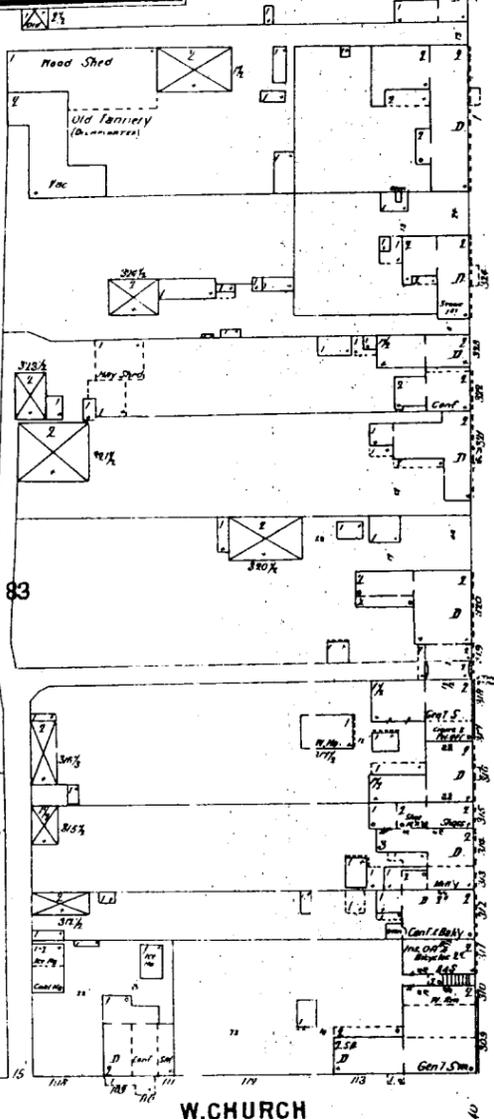
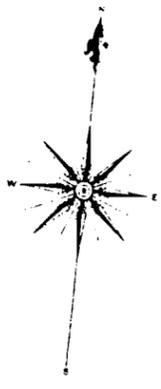
SANBORN - PERRIS MAP CO. LIMITED
1119 Broadway
NEW YORK

Population 300
No Steam & Hand Engine
No Independent Works
State Facilities: No Code
No Sewerage or Water Supply
Pressing Words: N.Y.

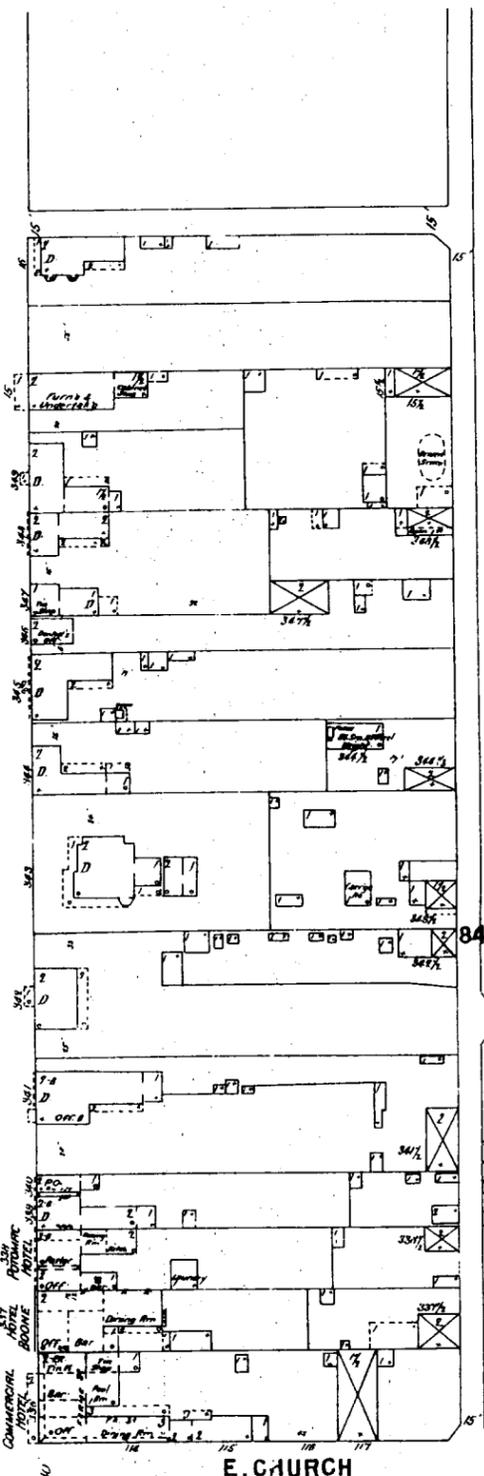
ROONSBORO.
No. 10
SEP 1857

NOV 22 1895

60117602

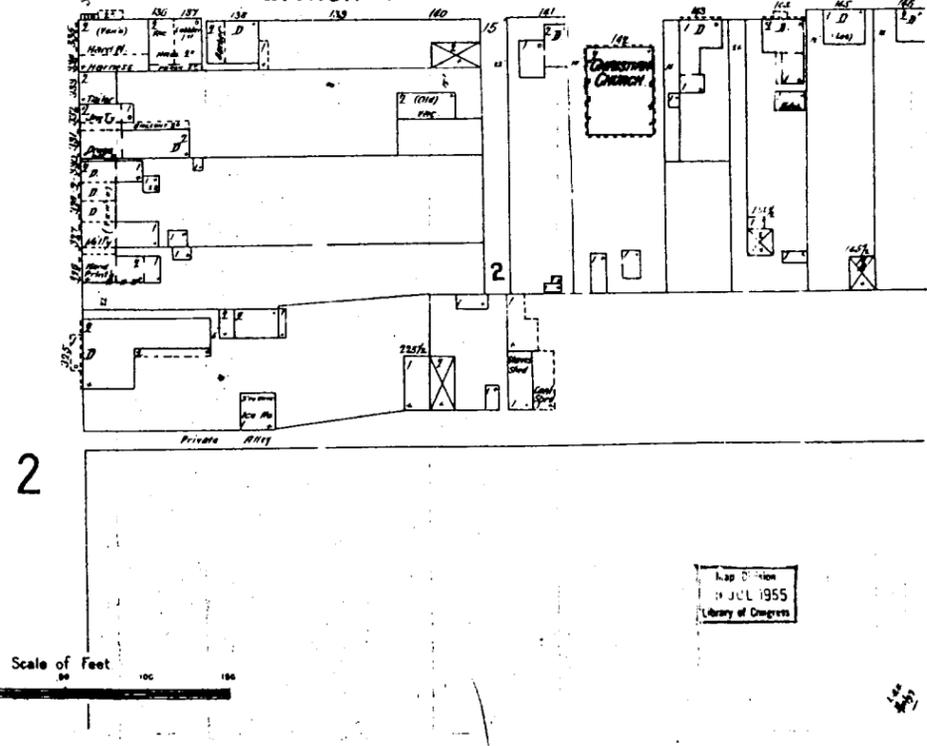
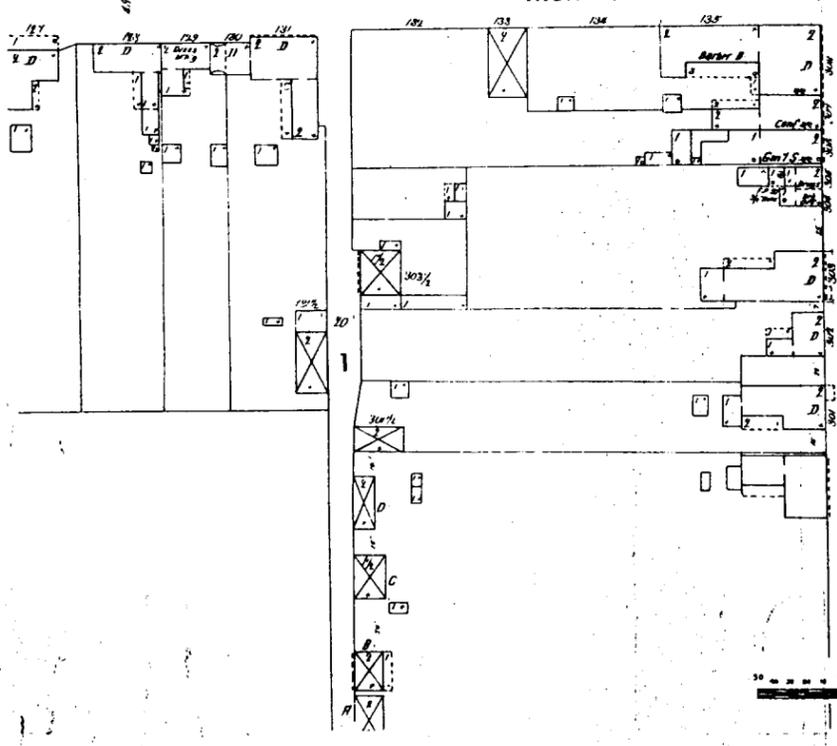


MAIN



KEY

1. FINE WALL OR BRICK WALL
2. PLASTER PARTITION
3. BRICK SHED
4. STABLE
5. WINDOW IN STORY
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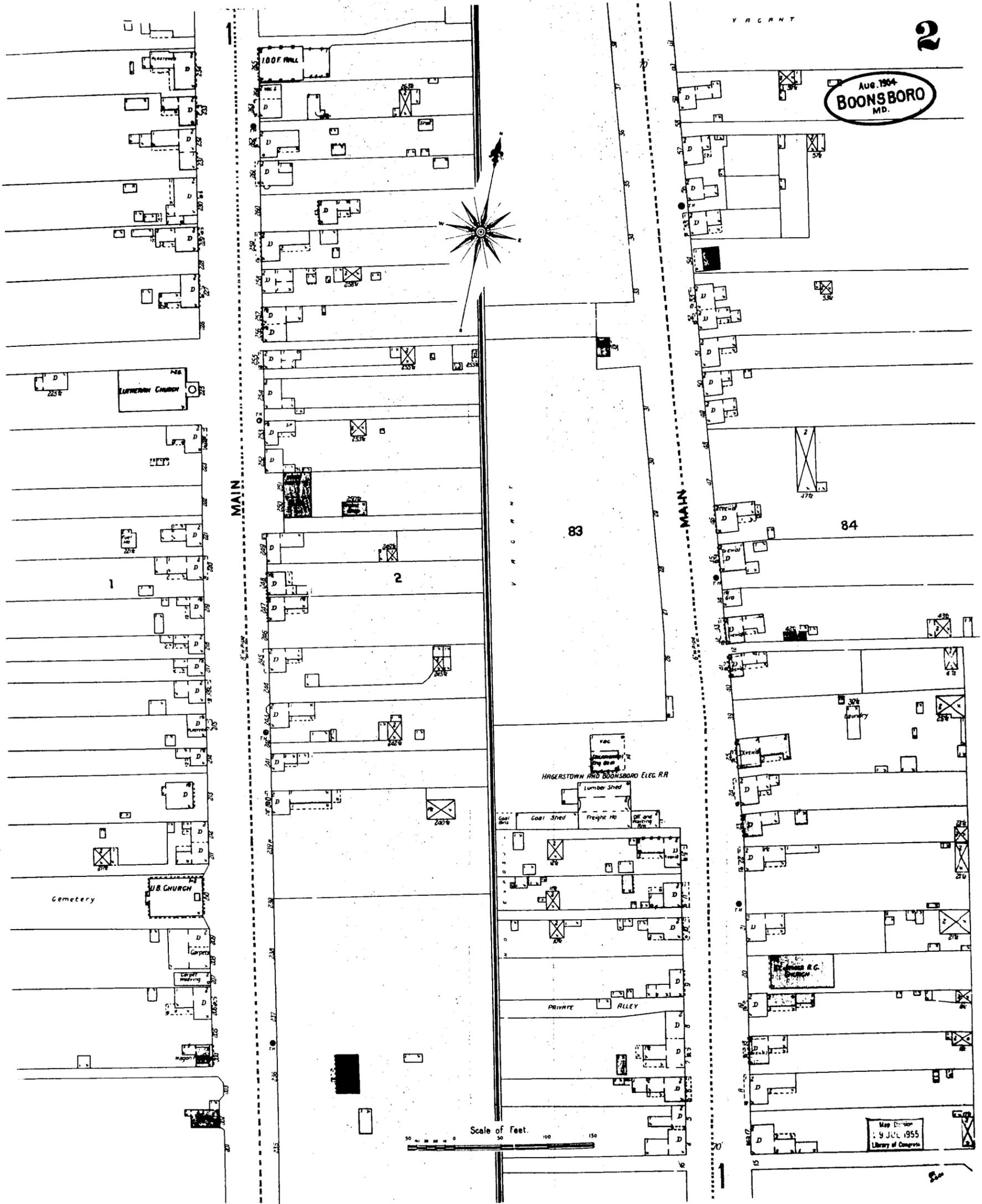
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Map of
JUL 1855
Library of Congress

WA-II 981

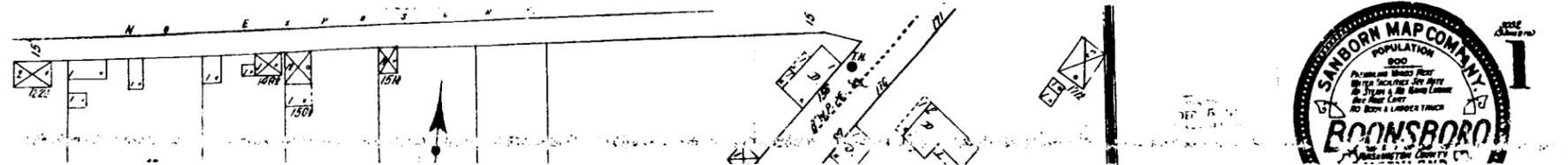
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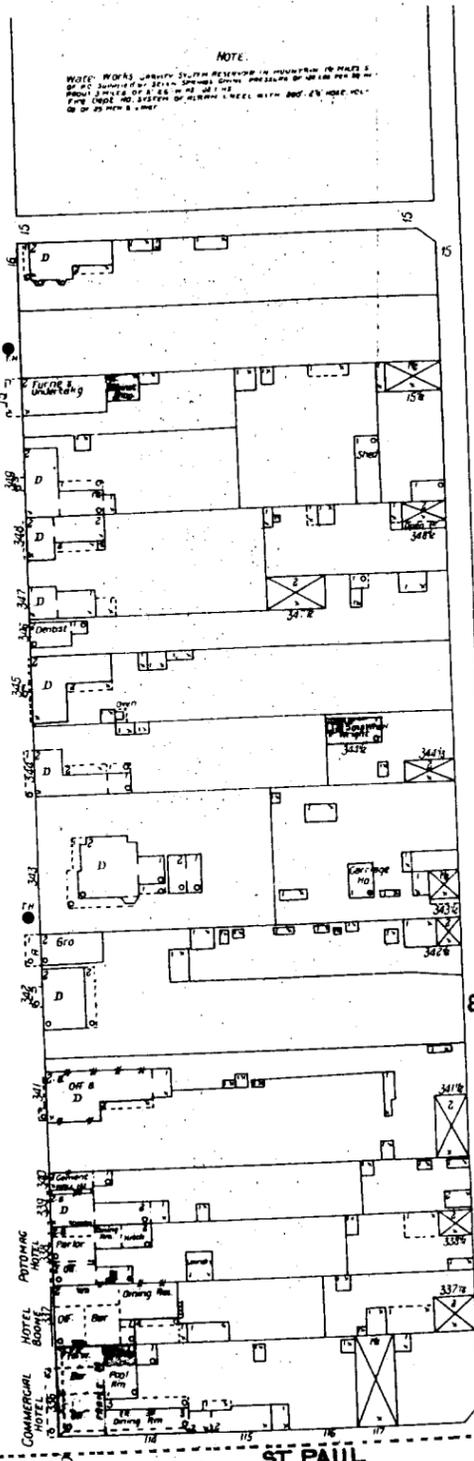
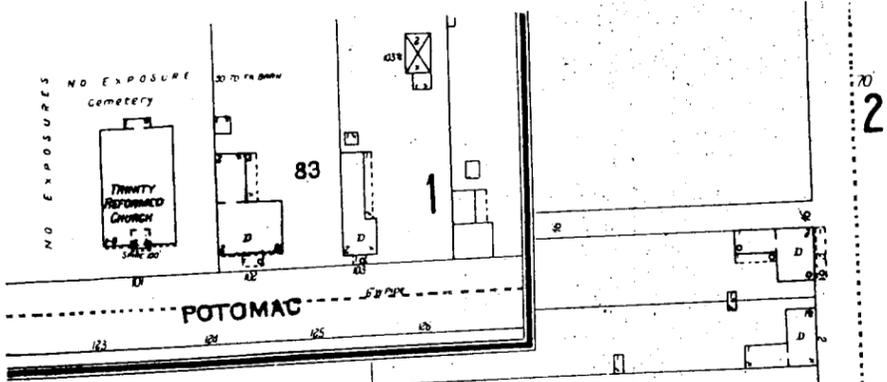
Aug. 1904
BOONSBORO
MD.



Scale of Feet
0 50 100 150

Map Division
19 JUL 1955
Library of Congress



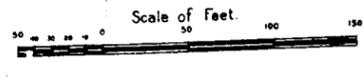
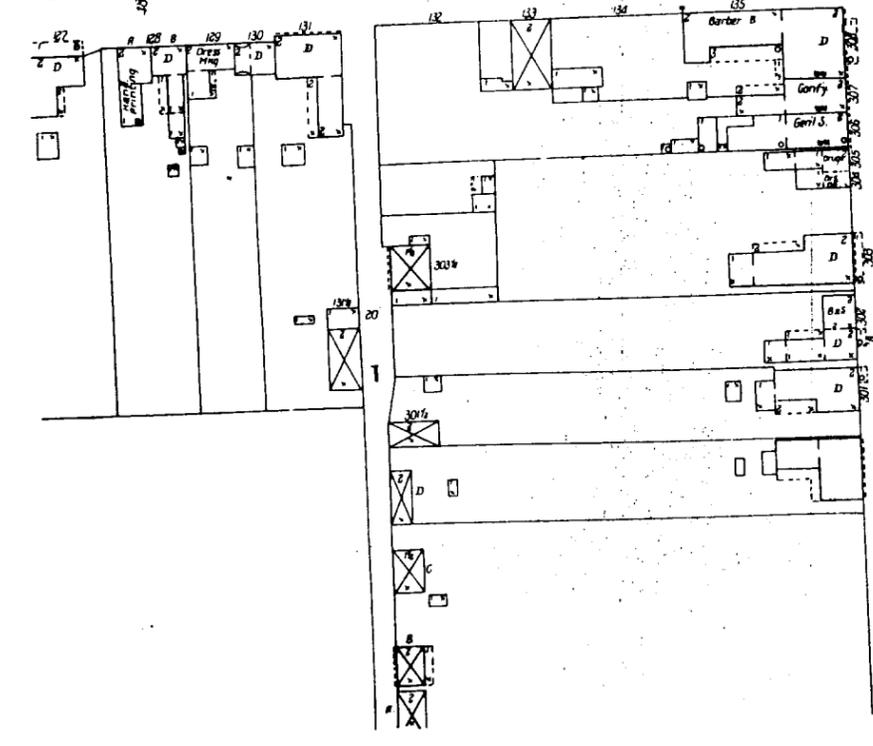
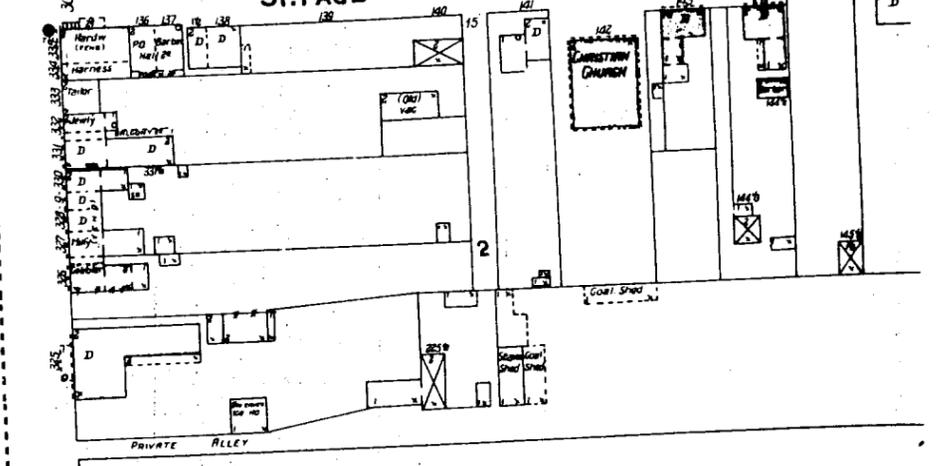
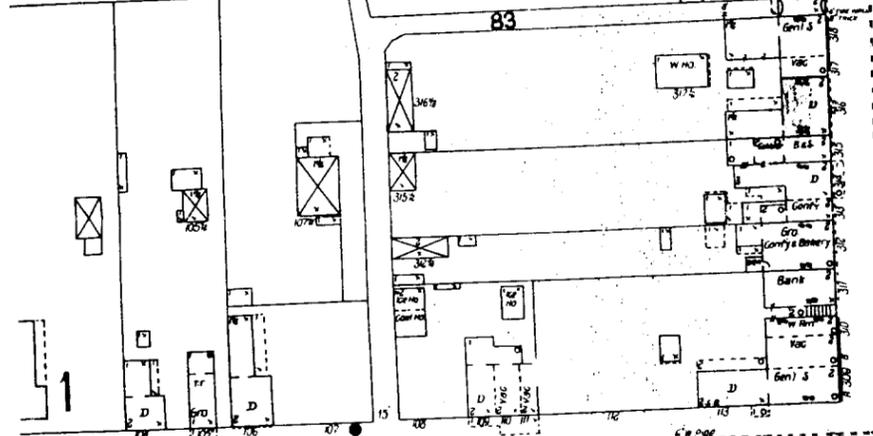
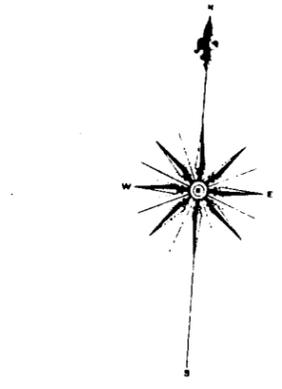


Nov. 1904
 6572

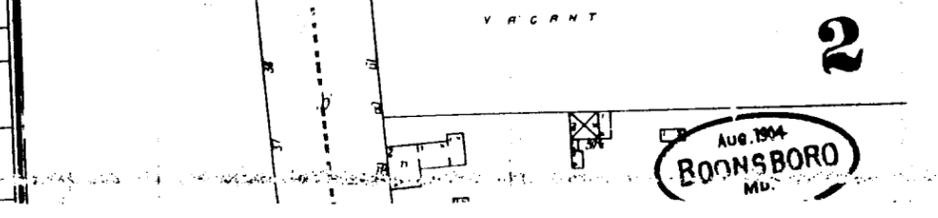
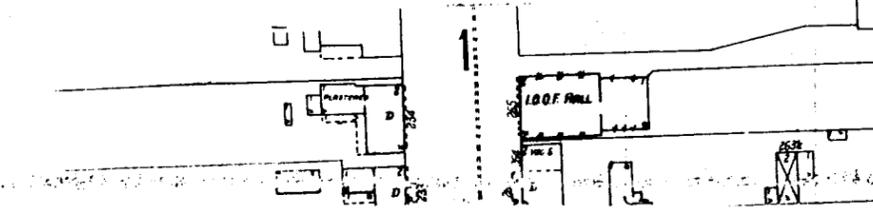
KEY

Black	Asphalt
Blue	Water
Green	Grass
Red	Fire Station
Yellow	Warehouses
White	Buildings
Grey	Sheds
Orange	Stables
Light Blue	Ice Houses
Dark Blue	Coal Yards
Light Green	Lawns
Dark Green	Fields
Light Yellow	Barren Land
Dark Yellow	Barren Land
Light Brown	Barren Land
Dark Brown	Barren Land
Light Grey	Barren Land
Dark Grey	Barren Land

① INDICATE RELATIVE HEIGHTS
 * FIRE STATION NUMBER SHOWN IN
 ALTERNATE STREET NUMBERS NOT ACTUAL
 CONSECUTIVE STREET NUMBERS AND ALTERNATE



1 of 2 sheets
 9 JUL 1955
 Library of Congress

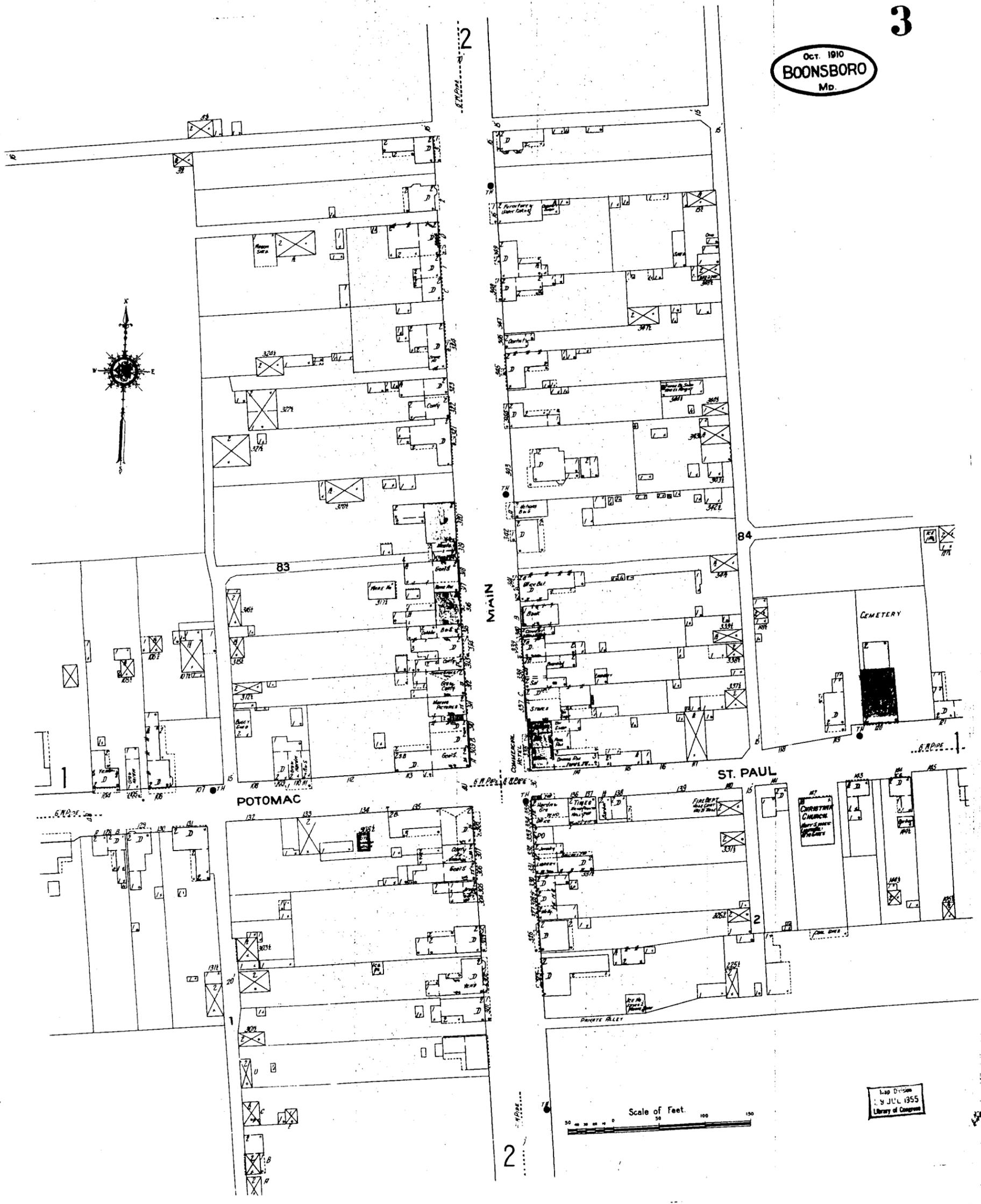
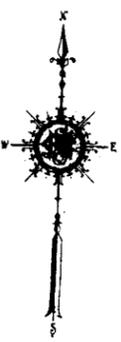


WA-II-981

WA II-981

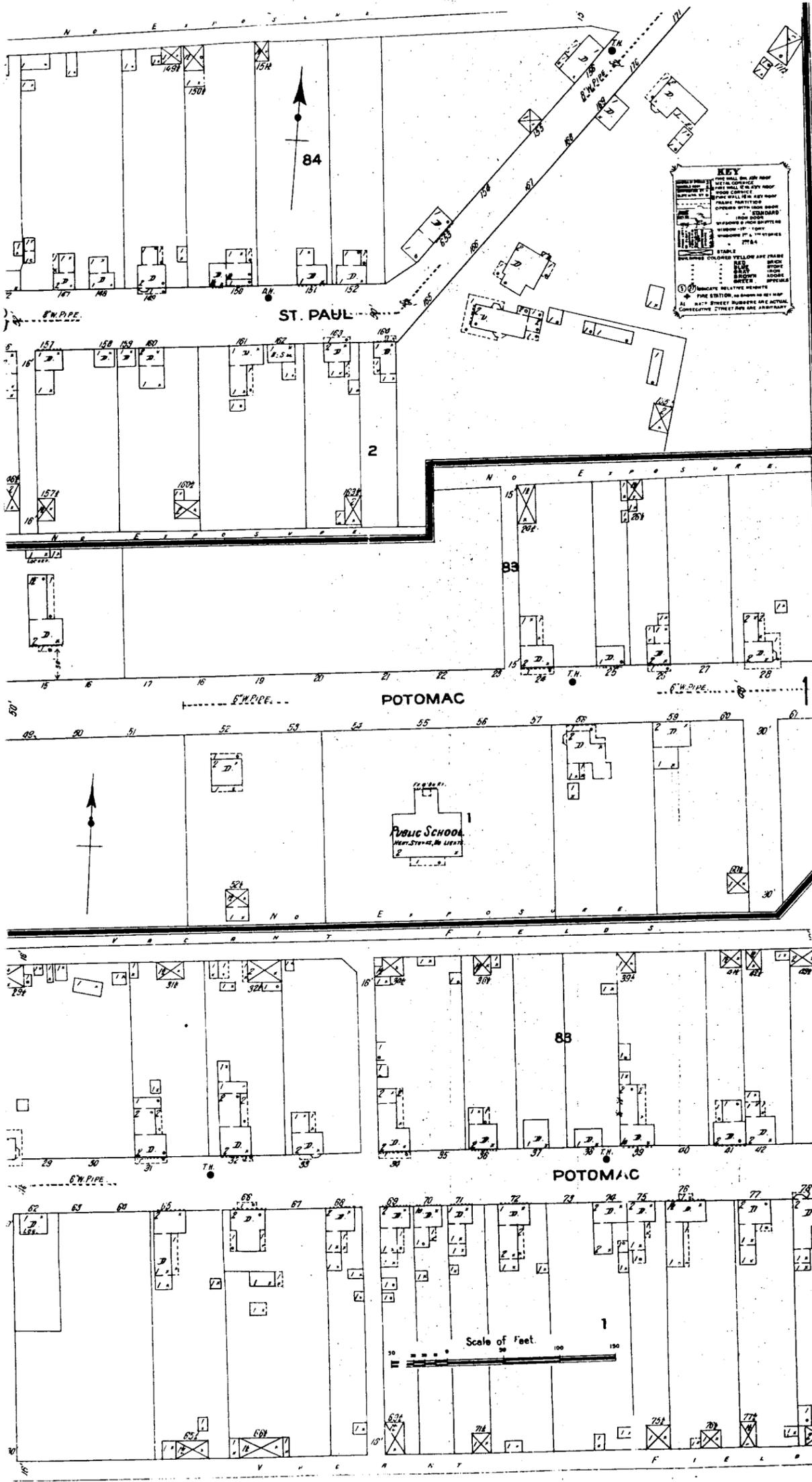
3

OCT. 1910
BOONSBORO
Md.



Scale of Feet.
0 50 100 150

Map Division
19 JUL 1955
Library of Congress



KEY

STABLES YELLOW AND FRAME
 BRICK
 WOOD
 IRON
 CONCRETE
 METAL
 GLASS
 STEEL
 BRASS
 COPPER
 ALUMINUM
 ZINC
 LEAD
 SLAG
 GRAVEL
 SAND
 ASPHALT
 CEMENT
 PLASTER
 GYPSUM
 LIME
 SODA
 POTASH
 SALT
 SULFUR
 PHOSPHORUS
 NITROGEN
 OXYGEN
 HYDROGEN
 CARBON
 SILICON
 BORON
 FLUORINE
 CHLORINE
 BROMINE
 IODINE
 MANGANESE
 CALCIUM
 MAGNESIUM
 ALUMINUM
 ZINC
 IRON
 COPPER
 SILVER
 GOLD
 PLATINUM
 PALLADIUM
 RHODIUM
 RUTHENIUM
 ZINC
 IRON
 COPPER
 SILVER
 GOLD
 PLATINUM
 PALLADIUM
 RHODIUM
 RUTHENIUM



WATER FACILITIES
 Gravity system owned by Town installed
 in 1898. Reservoir capacity 400,000 gal. in
 Mountain 8 miles E of P.O. by springs
 about 3 miles of water pipe 6 in. diameter
 22 triple hydrants, normal pressure of
 40 lbs. at Potomac. Size 100 lbs. per square inch.

FIRE DEPT.
 Volunteer Co. 25 men. One Cart. 500 ft. hose
 No system of fire alarm
 Streets not paved. Grades level. Public lights
 electricity.

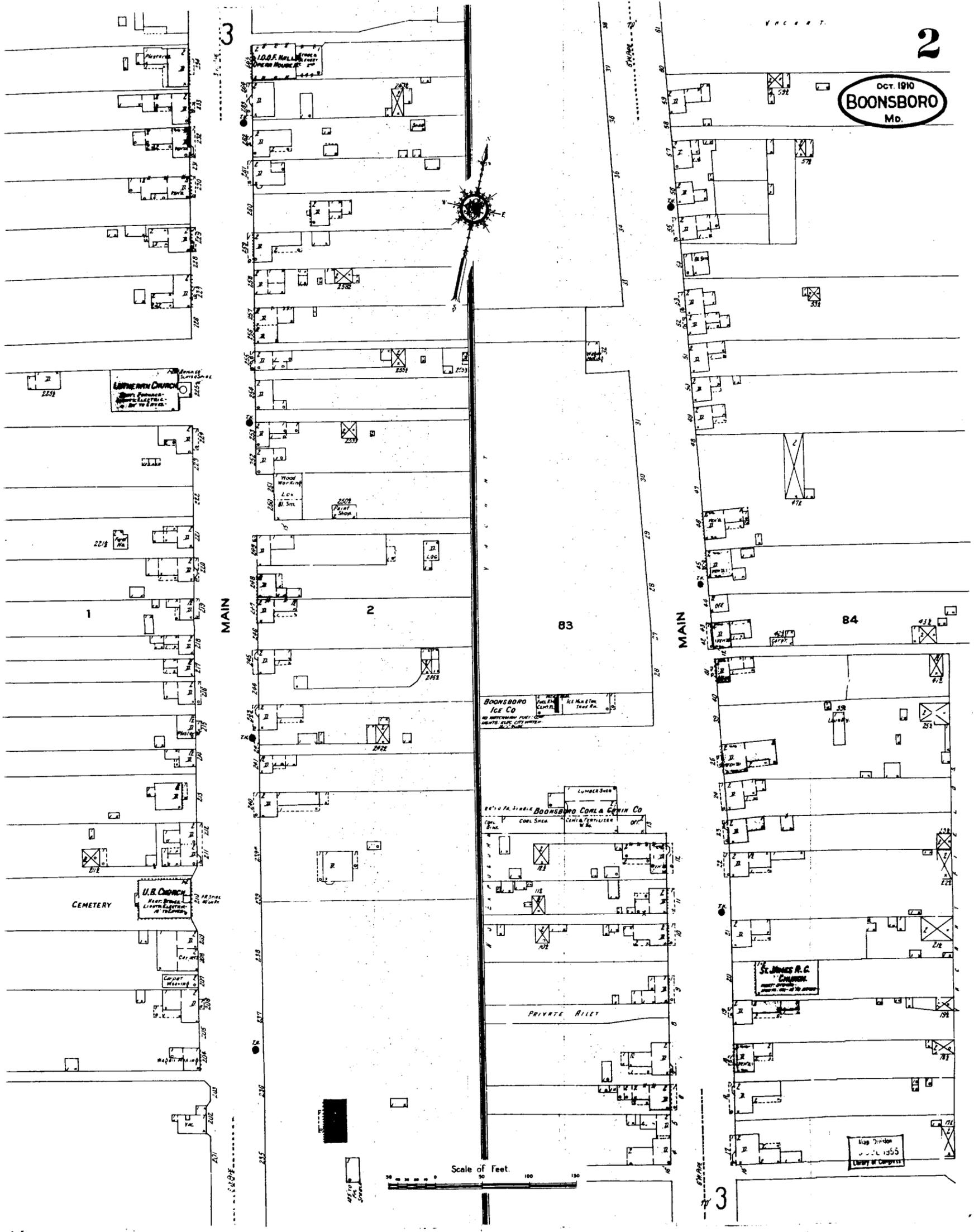
INDEX.

SPECIALS.	Number	Location	Count
B	2	Opera House	2
Boonsboro Coal and Grain Co.	2	Post Office	3
Ice Co.	2	Public School	1
O	3	Red Men's Hall	3
Christian Church	3	St. James Roman Cath. Church	2
Commercial Hotel	3	Times, Printing	3
Fire Department	3	Trinity Reformed Church	1
L. O. O. F. Hall	2	U. B. Church	2
Lutheran Church	2		

WA-II-981

2

OCT. 1910
BOONSBORO
Md.



2

3

OCT. 1910

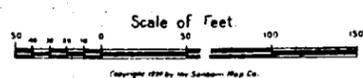
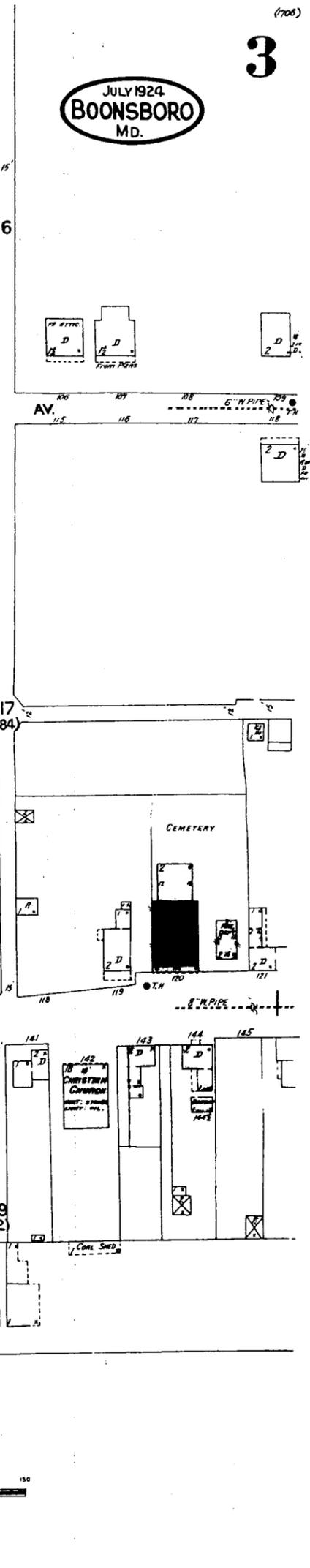
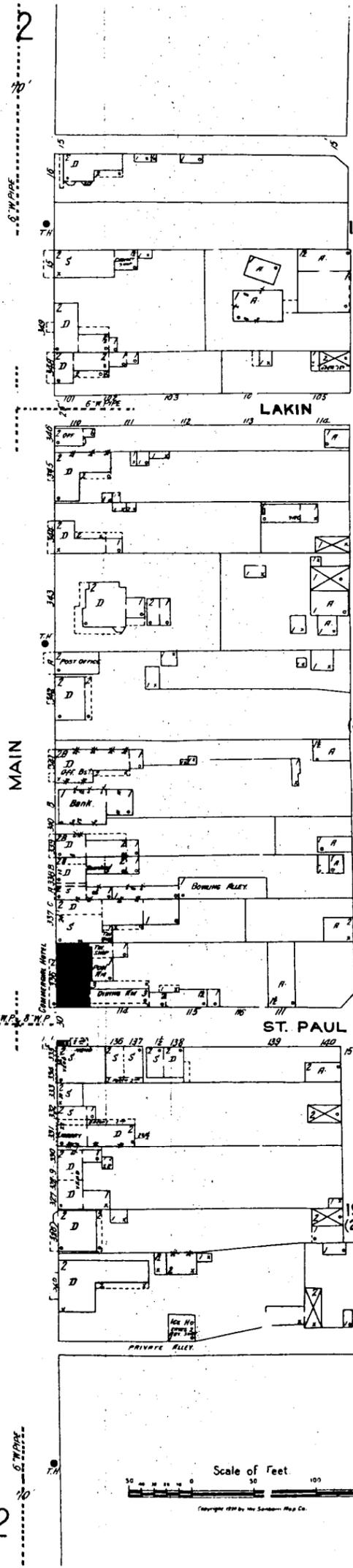
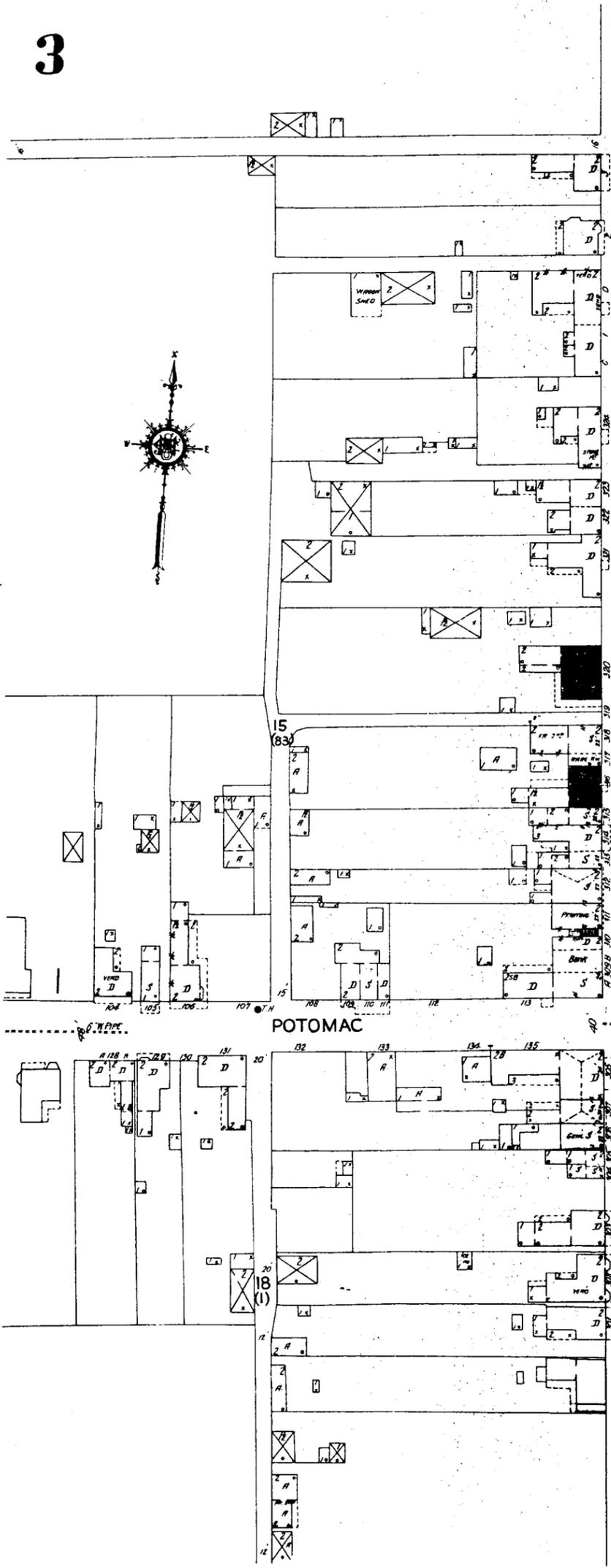
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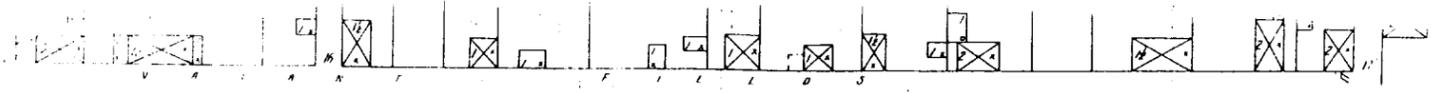
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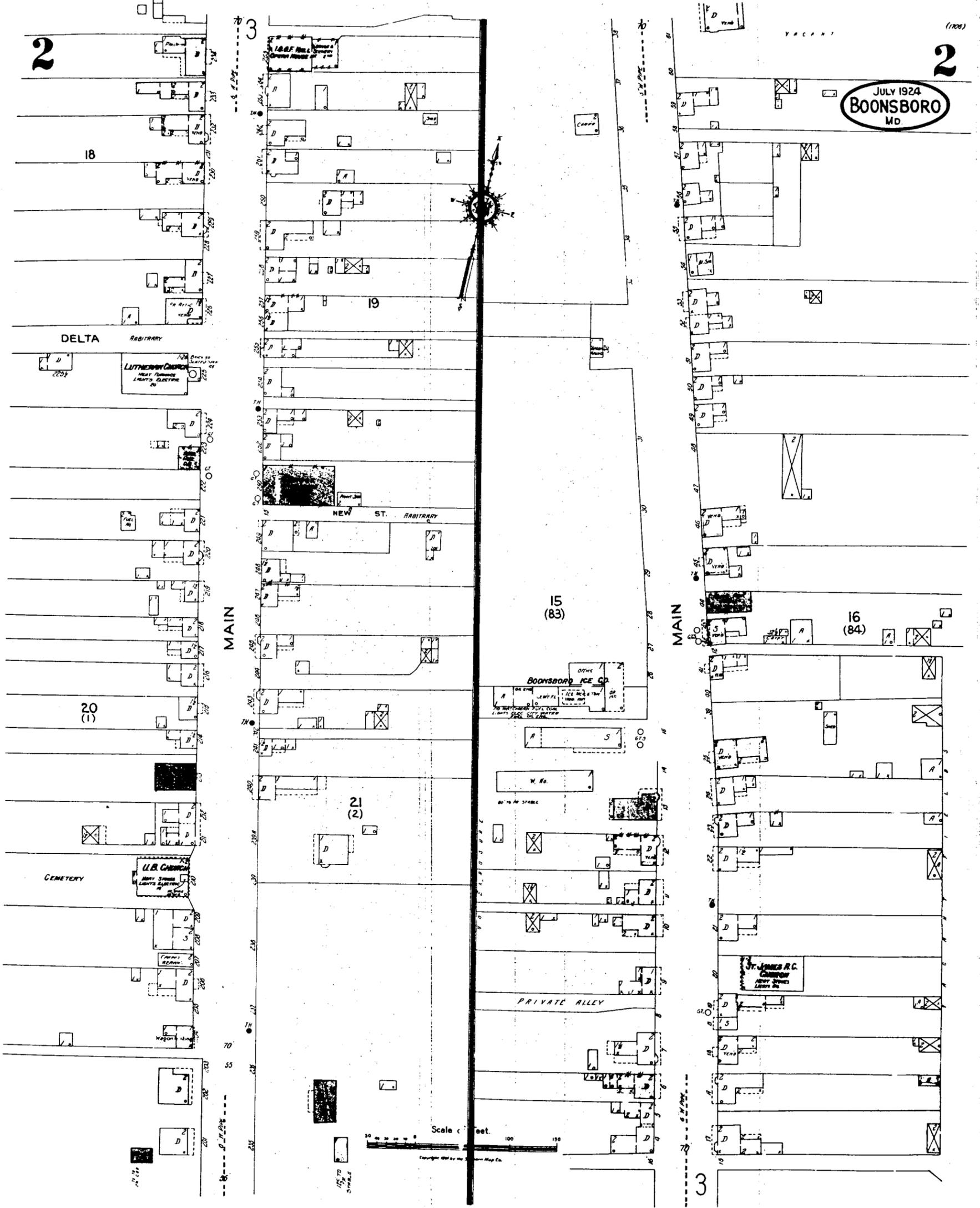
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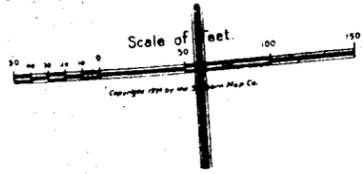
JULY 1924
BOONSBORO
MD.





WA-II-981

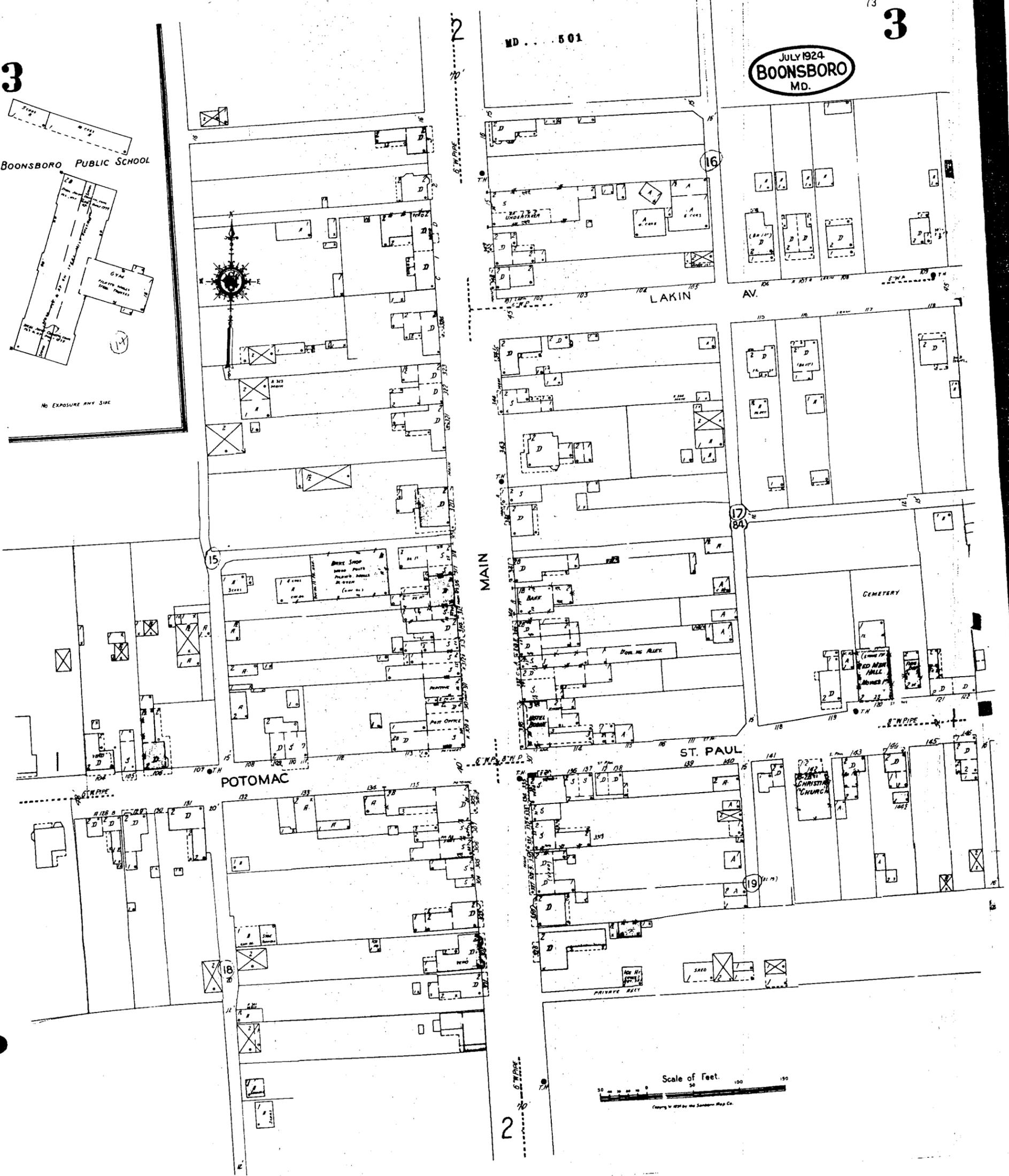
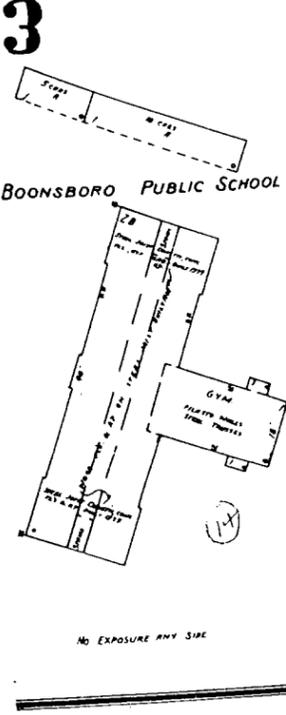




WA-II-981

73 (700) 3

JULY 1924
BOONSBORO
MD.

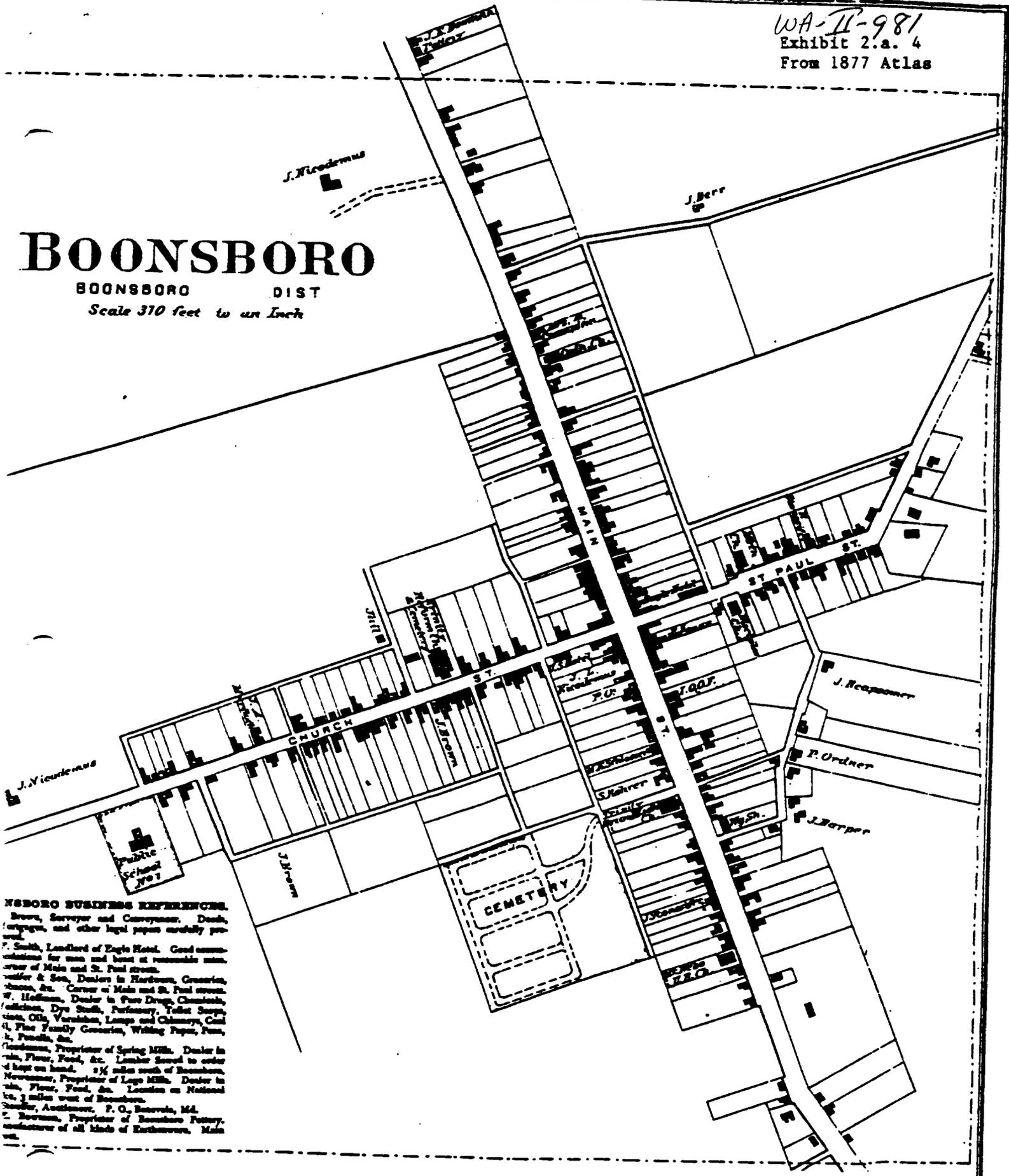


WA-11-981
 Exhibit 2.a. 4
 From 1877 Atlas

BOONSBORO

BOONSBORO DIST

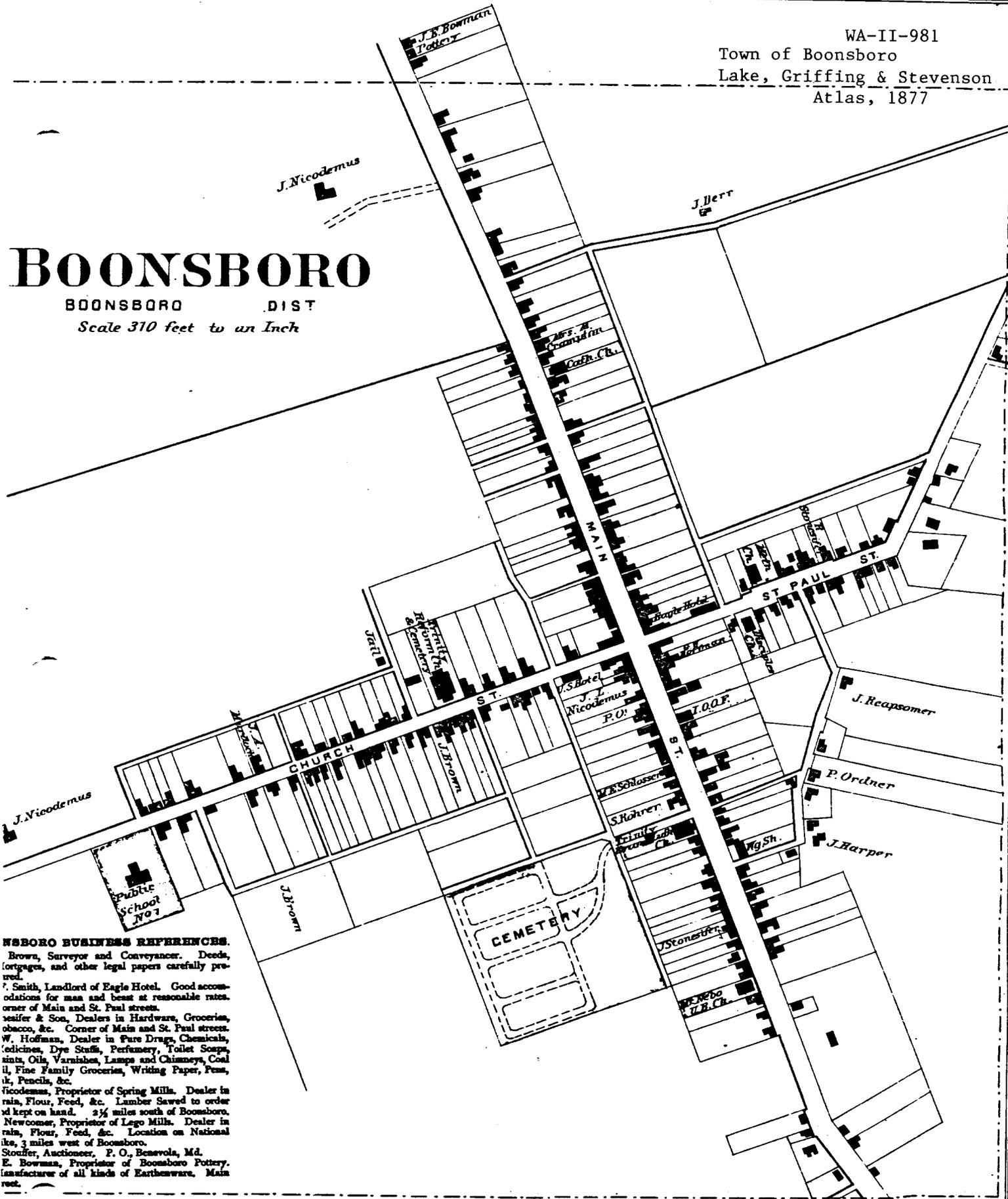
Scale 370 feet to an Inch



BOONSBORO BUSINESS REFERENCES.
 Brown, Surveyor and Conveyancer. Drafts, mortgages, and other legal papers carefully prepared.
 F. Smith, Landlord of Eagle Hotel. Good accommodations for men and best at reasonable rates. Corner of Main and St. Paul streets.
 Walker & Son, Dealers in Hardware, Groceries, Canned Goods, etc. Corner of Main and St. Paul streets.
 W. Hoffman, Dealer in Fine Drugs, Chemicals, Medicines, Dye Stuffs, Perfumery, Toilet Soaps, etc. Oils, Varnishes, Lamps and Chimneys, Coal, etc. Fine Family Groceries, Writing Paper, Pens, etc. Pennell, etc.
 Goodman, Proprietor of Spring Mills. Dealer in Flour, Feed, etc. Lumber stored to order and kept on hand. 1/4 mile south of Boonsboro.
 Newsome, Proprietor of Ledge Mills. Dealer in Flour, Feed, etc. Location on National R.R. 1/2 mile west of Boonsboro.
 Chandler, Auctioneer. P. O., Boonsboro, Md.
 T. Bowman, Proprietor of Boonsboro Factory. Manufacturer of all kinds of Earthware, Main street.

BOONSBORO

BOONSBORO DIST
 Scale 310 feet to an Inch



BOONSBORO BUSINESS REFERENCES.
 Brown, Surveyor and Conveyancer. Deeds, mortgages, and other legal papers carefully prepared.
 F. Smith, Landlord of Eagle Hotel. Good accommodations for man and beast at reasonable rates. Corner of Main and St. Paul streets.
 Vesifer & Son, Dealers in Hardware, Groceries, tobacco, &c. Corner of Main and St. Paul streets.
 W. Hoffman, Dealer in Pure Drugs, Chemicals, Medicines, Dye Stuffs, Perfumery, Toilet Soaps, sants, Oils, Varnishes, Lamps and Chimneys, Coal oil, Fine Family Groceries, Writing Paper, Pens, Ink, Pencils, &c.
 Nicodemus, Proprietor of Spring Mills. Dealer in Grain, Flour, Feed, &c. Lumber Sawed to order and kept on hand. 2 1/2 miles south of Boonsboro.
 Newcomer, Proprietor of Lego Mills. Dealer in Grain, Flour, Feed, &c. Location on National R.R. 3 miles west of Boonsboro.
 Stouffer, Auctioneer. P. O., Benevola, Md.
 E. Bowman, Proprietor of Boonsboro Pottery. Manufacturer of all kinds of Earthenware. Main street.



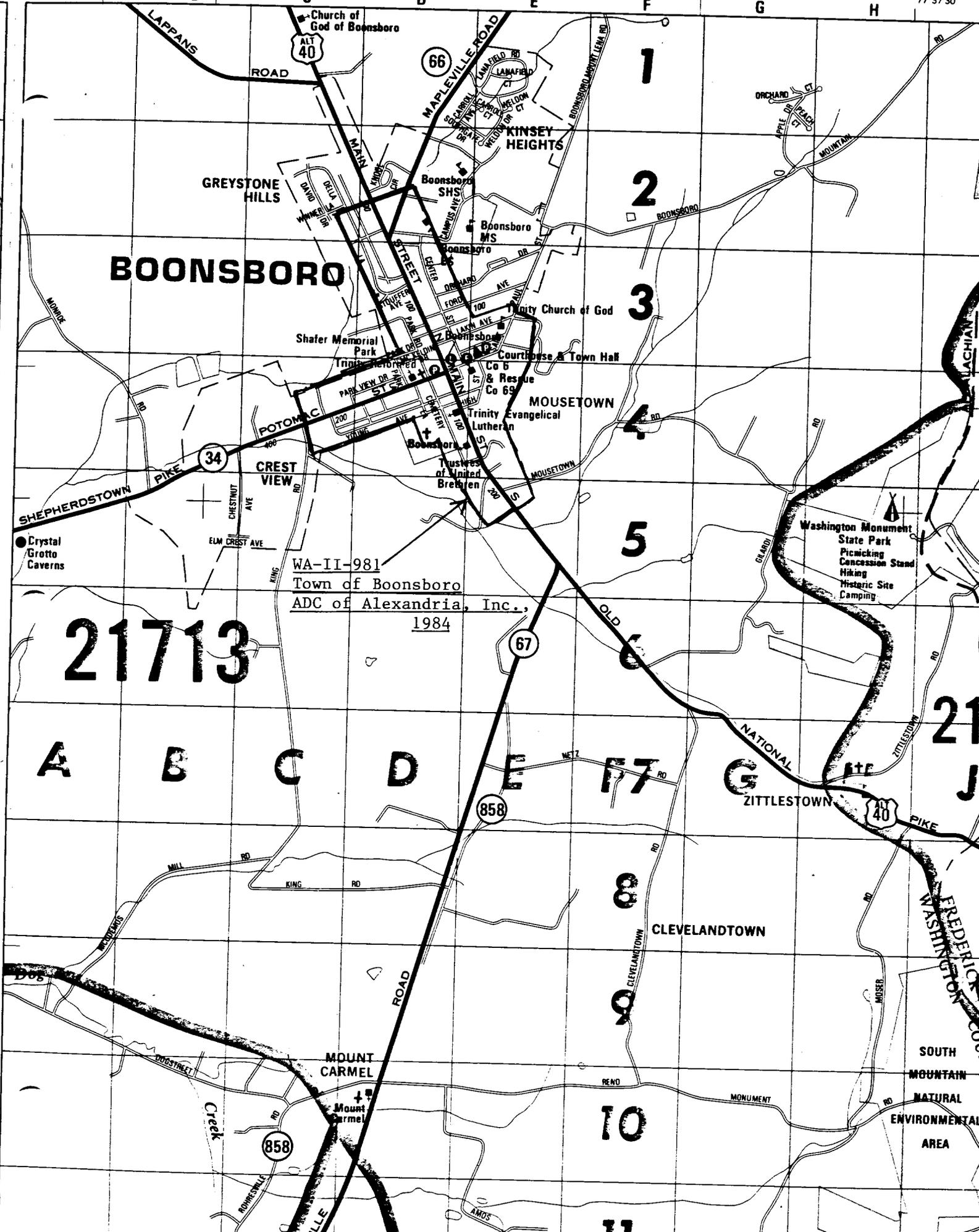
WA-II-981
 Town of Boonsborg
 15' USGS Quad, Hagerstown, 1912, Reprinted 1928
 Scale $\frac{1}{62500}$
 0 1 2 3 4 Miles
 0 1 2 3 4 Kilometers
 Contour interval 20 feet.
 Datum is mean sea level.

ES OF MARYLAND AND PENNSYLVANIA.

BOONSBORO

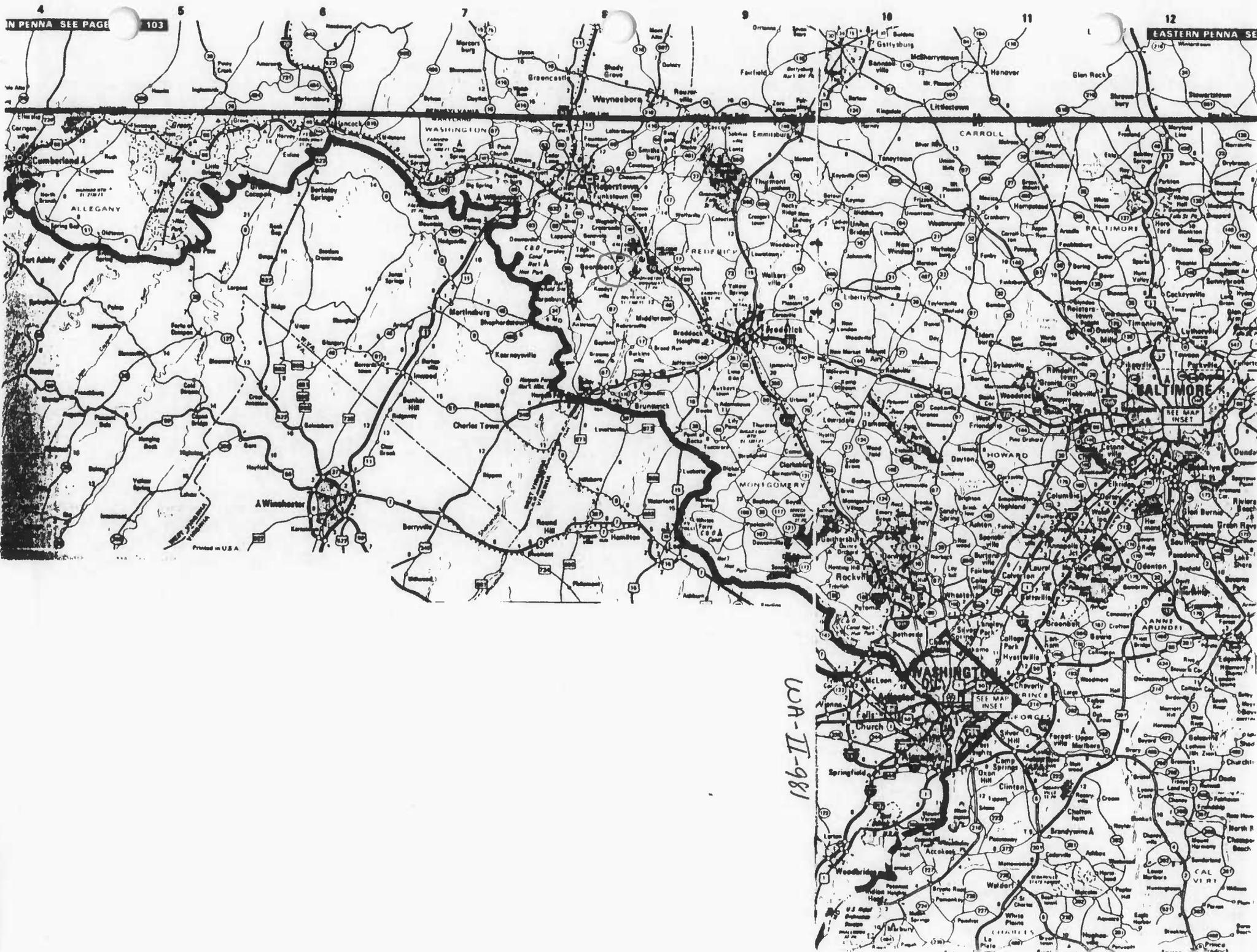
WA-II-981
Town of Boonsboro
ADC of Alexandria, Inc.,
1984

21713



21 J

SOUTH MOUNTAIN NATURAL ENVIRONMENTAL AREA



UA-II-981

Printed in U.S.A.

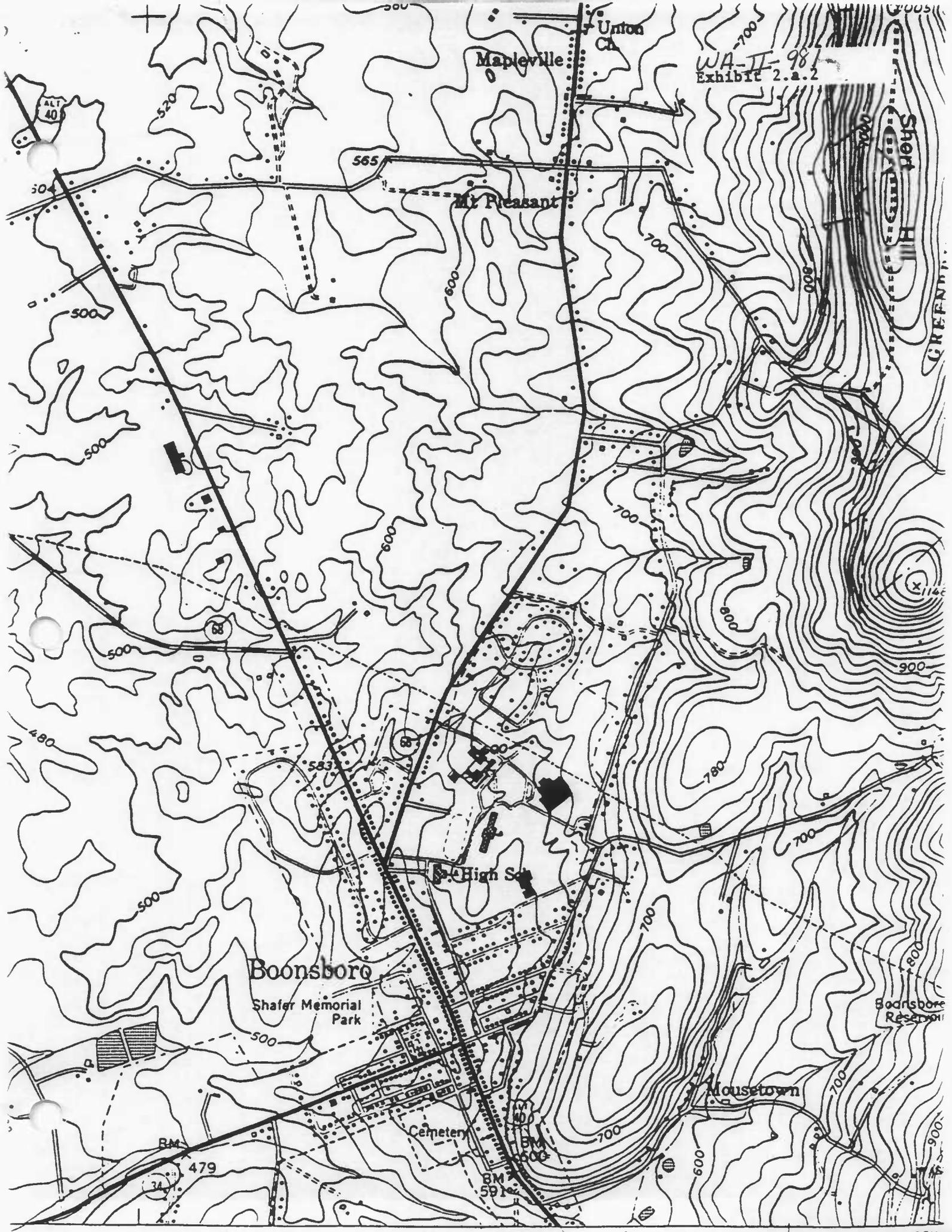
SEE MAP INSET

SEE MAP INSET

SEE MAP INSET

U.S. Road

U.S. Road



WA-II-981
Exhibit 2.a.2

ALT
40

Union
Ch

Mapleville

Mt Pleasant

High Sch

Boonsboro

Shafer Memorial
Park

Cemetery

Mousetown

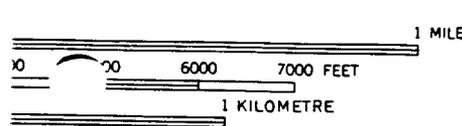
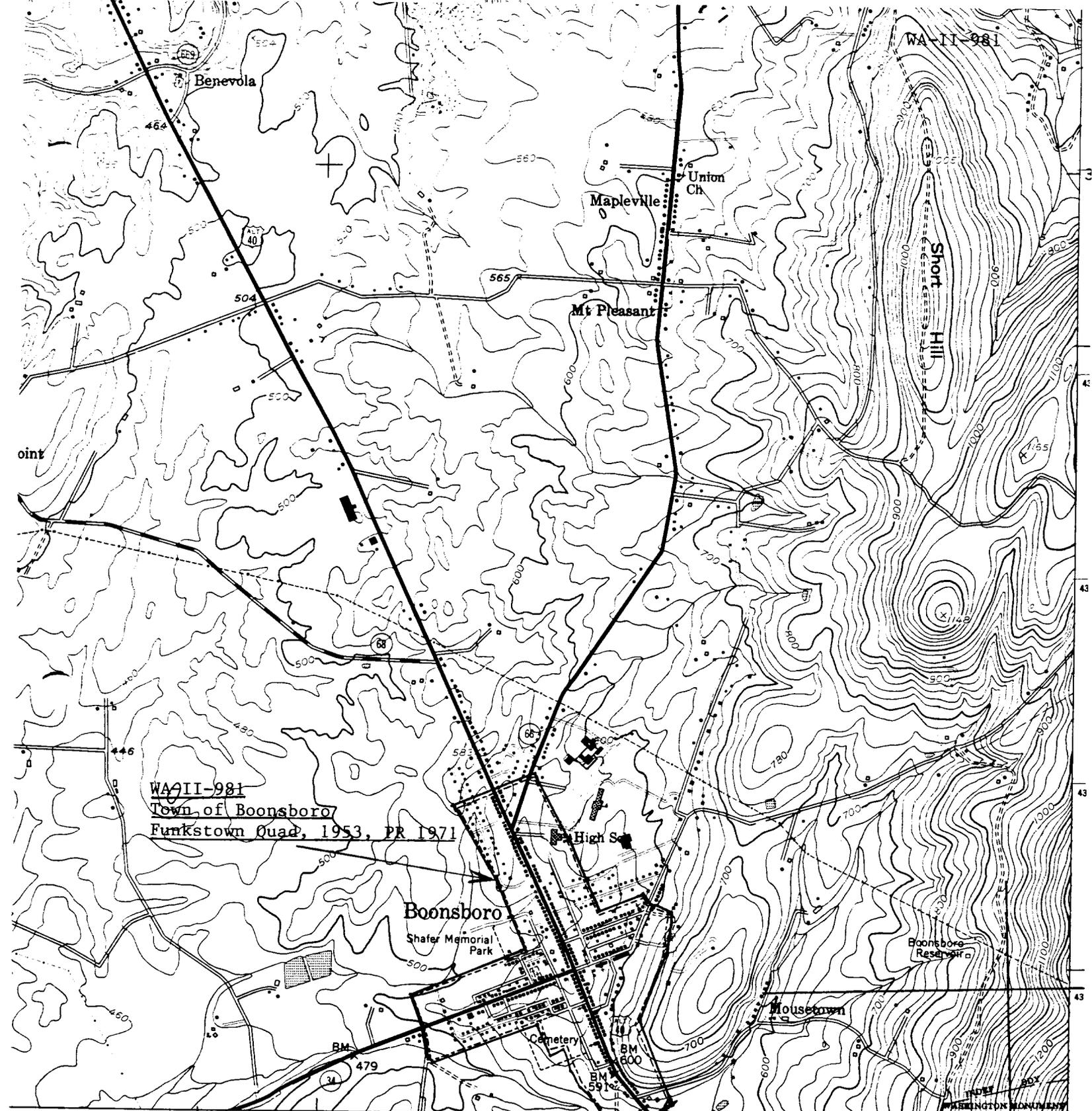
Boonsboro
Reservoir

BM
479

BM
591

GREENHILLS
CREEK

X 114



FEET
MAY 1929



ROAD CLASSIFICATION

Heavy-duty		4 LANE 16 LANE	Light-duty	
Medium-duty		4 LANE 16 LANE	Unimproved dirt	

U. S. Route
 State Route
 Interstate Route

FUNKSTOWN, MD.

N3930—W7737.5/7.5

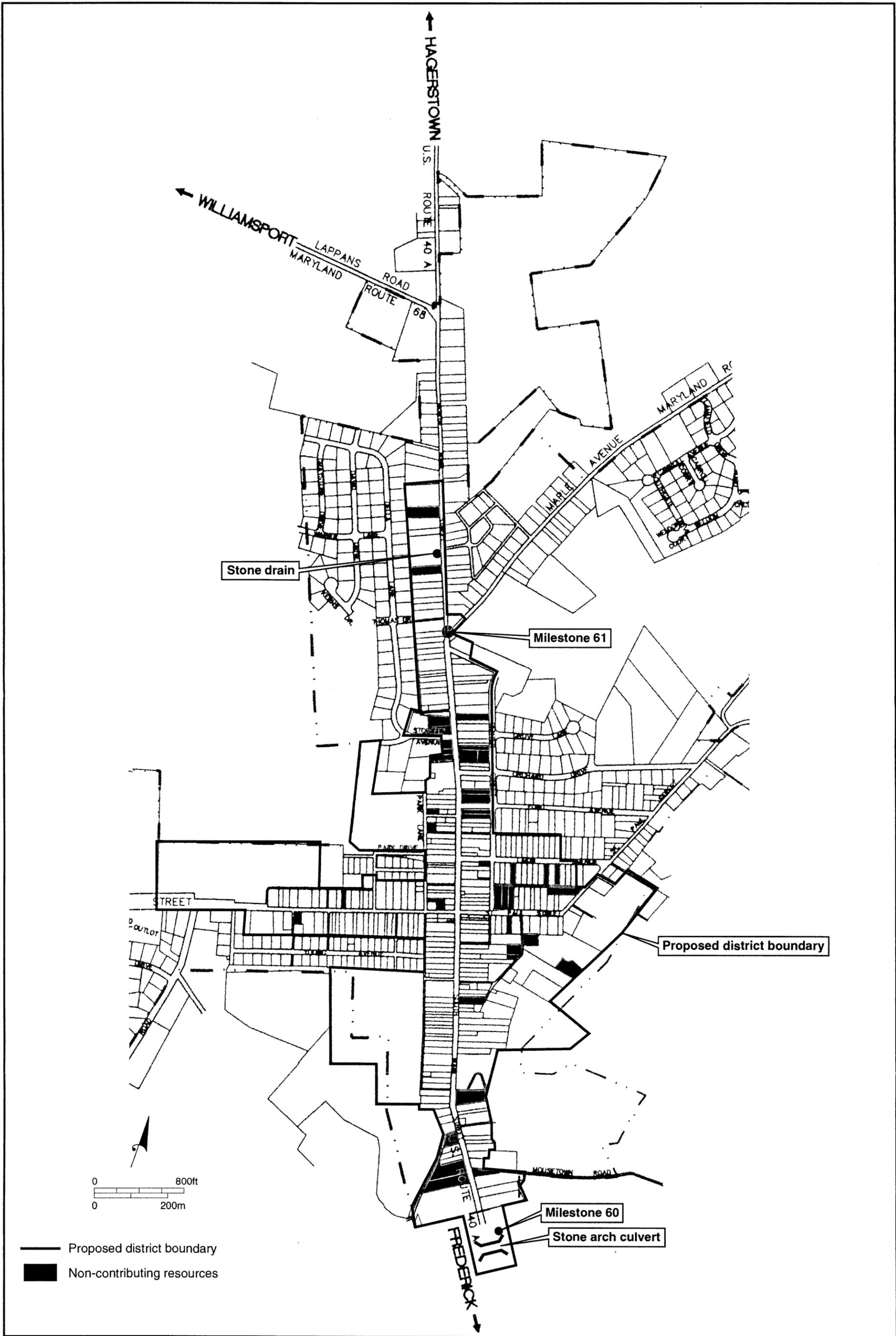


Figure 46. Proposed historic district boundaries for the Town of Boonsboro, MD (Fox & Associates, Inc., 1997).

WA-II-981



Figure 52. Early 20th century photograph looking south at the west side of Main Street showing the Commercial Hotel (Eagle Hotel) and the intersection of St. Paul Street (C. D. Young n.d.).

WA-II-981

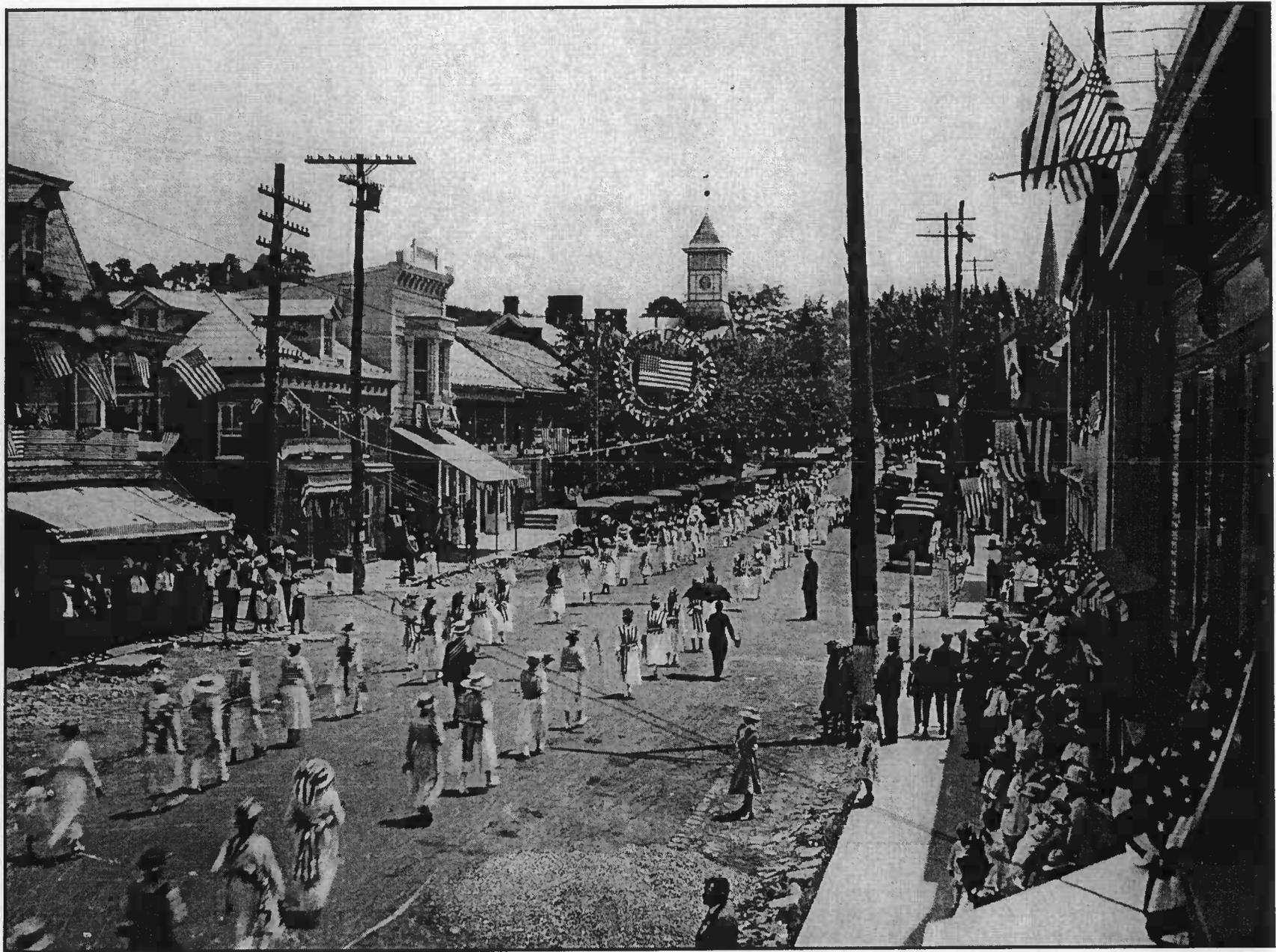


Figure 53. Homecoming parade along Main Street in Boonsboro looking toward the intersection of St. Paul and Potomac Streets
(C. D. Young, ca. 1918-1919).

WA-II-981



WA-11-981

11 Main St.

Lower Level Washington Co. MD

Vere Gilmore

3/22/77

U.S. 5470

Looking NW down N Main St from the
intersection of St Paul/Potomac



WA 11-981

N. Main St

Howe's Land, Washington - Co MD

Terri Culhane

CA 1999

Reg. MD SH/R

looking SE toward 44 - 36 N. Main St



WA 11-981

11 Main St

Brookside Washington Co. MD

Herri Culhane

6-1979

neg: MD S1P0

looking NW toward 114 116 → 120 N Main St



WA-11-981
N Main St
Frostera Washington Co. MD

Terri Culbreth

6/1999

1051 MD SHD

looking NW toward 200-210 N. Main St



WA 11-981

N. Main St.

Washington, D.C. MD

2nd Floor

214

MD 54/D

Looking SW toward 214-210 N Main St.



2A - 11 - 98

11 Main St

Fiant's Used Cars

Boonsboro, Washington Co., MD

Here Culture

6/1/19

near MD 54FO

looking NW at old pump (original?)



WA 11-981

N. Main St.

Bromberg Street, St. Louis, MO

Keri Culline

6/2000

WA 11-981

looking NE down N Main St from the
intersection of Potomac St.



WA 11 981

N Main St

Frederick, Washington Co. MD

Herb Collins

6/200

1985 MD HP

looking SE toward 109 (East Furniture) - 113

N. Main St.



WA H 981

N Main St

Boonsboro, Washington Co MD

Ken Culhane

6/1990

negs. MD St+PO

looking SW toward 29-31 N Main St



WA 11-081

N Main St.

Providence, Washington Co., MD

Ferris Collins

6/1990

neg: MD 6175

looking SE toward 229 - 215 N Main St.



WA 11-981

S Main St

Boonsboro, Washington Co, MD

Kerr Culhane

6/1999

neg MD SHPO

Looking SW down S Main toward the
intersection of Potomac St



WA-13-981

TOWN OF BOONSBORO

LOOKING WEST/SOUTHWEST ON SOUTH MAIN STREET

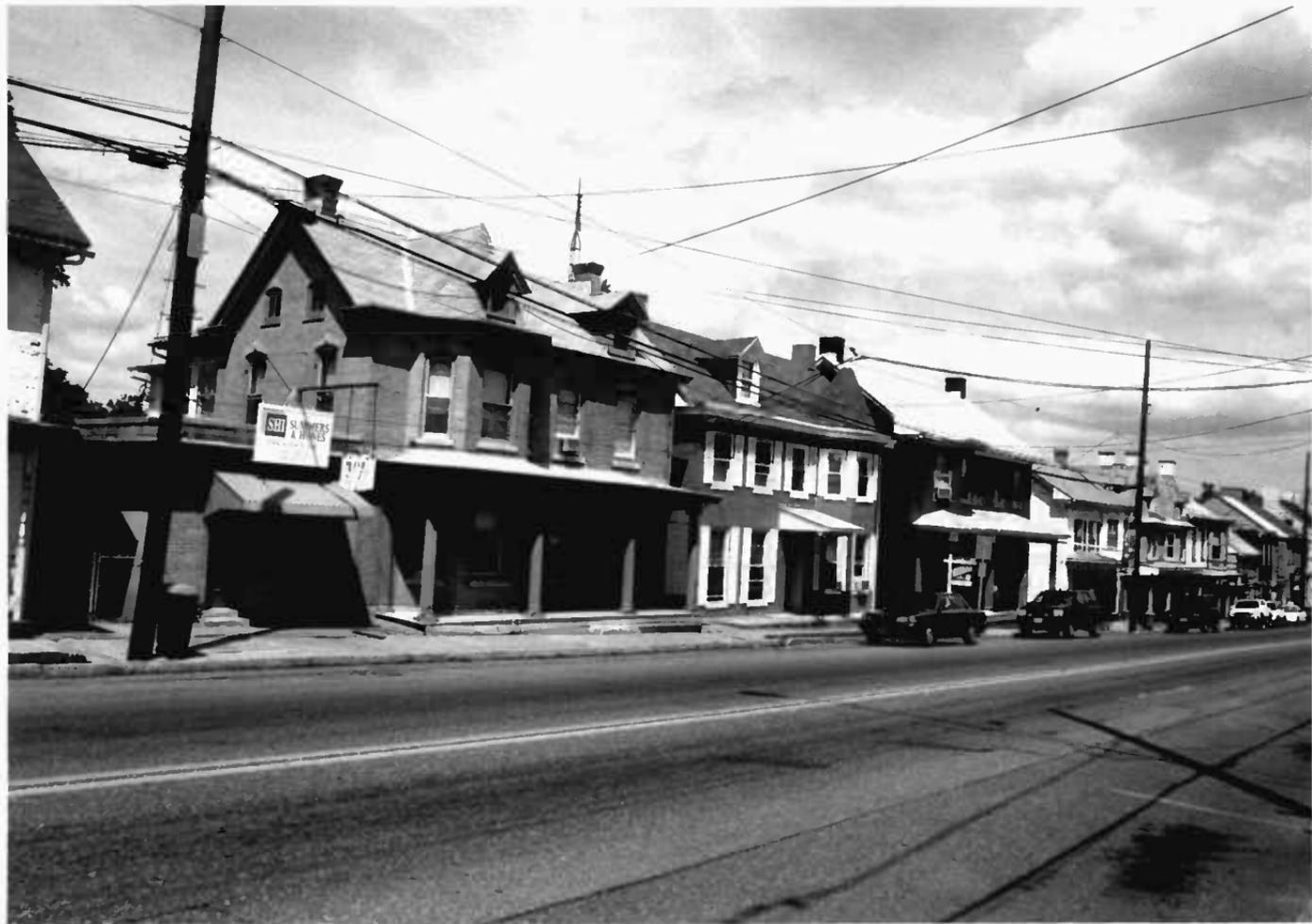
BOONSBORO, WASHINGTON COUNTY, MD

6/1999

KERRI CULHANE

neg: MD SHPO

LOOKING WEST/SOUTHWEST



WA 11-981

S Main St

Boonsboro, Washington Co. MD

Kerri Culhane

6/1999

reg. MD 9115

looking NW toward 30.32 → 14.16 S Main St



WA 11 981

S Main St

Woodward, Wash, D.C. 20001

Kennel Club

60999

1891 MI 2416

looking SW towards 216 & 214 S Main St



WA 11 981
S Main St

@ Ranch

Everglades, Washington Co, MD

Henri Casimir

4 1949

reg. MD 5420

looking S barn



W11- 981
S Main St
© Ranch

Boonsboro, Washington Co, MD

Herri Cuthbert

6/1997

neg MD 2110

looking NW. barn



UA 11 - 921

Ⓣ Ranch
S. Main St

Boonsboro, Washington Co., MD

Kerri Culhane

6/1999

neg. 113 SHPO

looking w. barn



20A-11-981

S. Main St / St Paul St

Four Corners, Washington Co., MD

Kerri Cuthare

2/1/04

reg: MD SHPO

looking SE toward the corner of S Main St
and St Paul St



WA 11-981
S Main St
Boonsboro, Washington Co, MD
Vanni Cullione
6-1-2009
neg: MD SHPD

looking SE toward 107-119 S. Main St



WA-11-981

S Main St

Boonsboro, Washington Co. MD

Verri Culhane

6/1/99

neg: MD SHPM

looking SE. toward 215, 217, 221, + 223 S. Main St



DDA 11 281

St. Paul St

Boonstons Washington Co MD

Ken Coltham

6/1999

neg MD SHPO

looking east streetscape



cut # 981

St Paul St

Boon Hill - Washington Co, MD

Jerry Culhane

6/1997

near MD 540

looking N.E. streetscape



318
1000
2000

Berkeley, Washington Co. MD

Kerrit Cullane

6/1999

neg. MD 34PO

looking into the
SI and SI



WA # 981

Potomac St

Evansford, Washington Co., MD

Kerri Culhane

6/1999

neg: MB: SHP

looking WSW, streetscape



WA 11-981

Potomac St

Boonsboro, Washington Co., MD

Herri Culhane

6/1999

neg. MD SHPO

Looking ENE. streetscap (St Paul's Church in center)



WA-II-981

POTOMAC STREETSCAPE

BOONSBORO, WASHINGTON COUNTY, MD.

Kerri Cuthane

6/1999

neg. MD SHPO

LOOKING WEST/SOUTHWEST



10/1/98

24th Ave

Boonsboro, Washington Co MD

Kerri Culbame

2/1999

negs MD SHPO

looking NW, streetscape



WA-11-917

241 Potomac St

Boonsboro, Washington Co., MD

Kerri Culhane

6/1999

neg: MD SHPO

Looking NE main house



WA 11-915

230 Potomac St

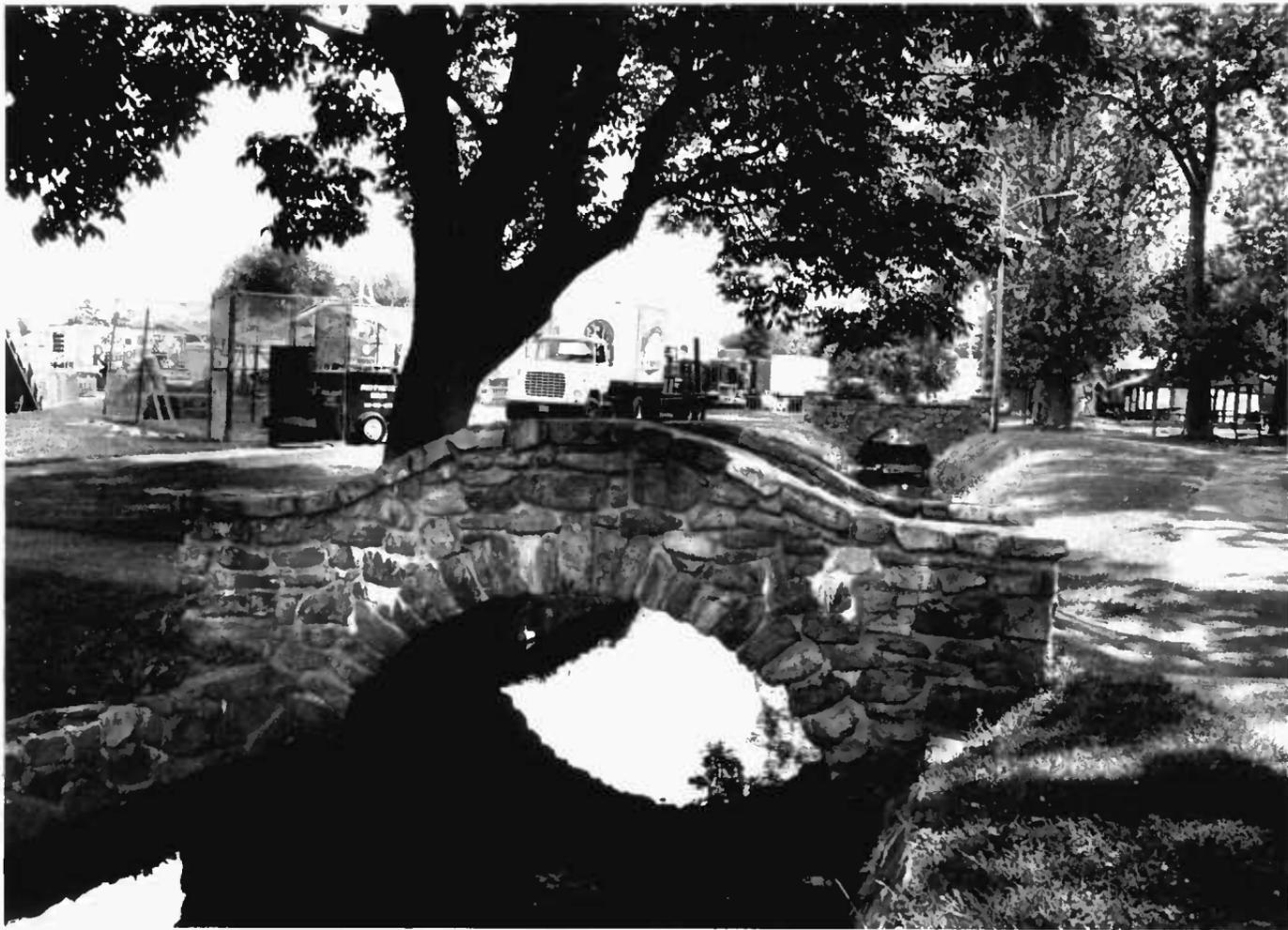
Washington, D.C. MD

Per. Culture

6/10/62

neg. MD 5180

look ng SW main building



WA 10976

Stafer Memorial Park

Boonsbald, WASHINGTON Co. MD.

Kerri Culhane

6/1999

negs: MW 9476

looking East, bridges crossing drainage



WA 11-281

Salmon Ave

Boonsboro, Washington Co, MD

Kerr Culhane

6/1/95

reg's MD CHFD

looking SW, streetscape



WA 11-981

Lakeview Ave

Emerald, Washington Co MD

from Culmore

6/1999

rays MD S#FO

looking S streetscape



lot 981

St. Paul St

Boonsboro Washington Co., MD

Kerr Culhane
6/1000

reg. MD SHPD

looking for street scene



WA 1 981

S Main St

Boonsboro, Washington Co MD

John Cuthbert

6/1999

neg. MD SHOC

Looking NW toward Gth S Main St



Ref - 1-2000

...



404 7-1-78
100-100



WP-7-781



JUL 2 1981



W.A. 1. 78/1



585 21



64-11-981



WP 2 - 451



12-7-93



1000 - 1970



2102.01







LONG & FOSTER



REALTORS



6/11/2011
CAME
5,172 ST. EAST SIDE COOK FORD, WA 98148

1.00
JUNE 2011
BOOKING FEE.



6.1. 19-1911