



# 7. Description

Survey No. CT-1195

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

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

CONTRIBUTING RESOURCE COUNT: 1

Standing Wharf Structures: None.

Associated Standing Wharf Structures: None.

Description: Hallowing Point Wharf is a historic wharf site with no visible features on land or above mean low water.

Previously Existing Wharf Structures: "Patuxent River Maryland, God's Grace Pt. to Horse Landing Creek" 1860 revised 1908 depicts a long wharf nearly perpendicular to the shore with a broad "T" head. The broad "T" head may be from the 1908 revision but the wharf dates from the 1860 edition. Surprisingly the "Patuxent Folio" 1907 does not depict a wharf though it shows a wharf at Benedict directly across the river and one at Holland Cliffs ("Hollins Cliff"). "Chart no. 19 Natural Oyster Bars" depicts a long wharf nearly perpendicular with the shore with a "T" head and a cluster of structures just onshore. "Soil Map Calvert County, Maryland" 1928 depicts a wharf nearly perpendicular to the shore with an asymmetrical "T" head (one end longer than the other). "Patuxent River" chart 1934 reissued 1938 shows a straight wharf. "Benedict Quadrangle Topographic Map" 1953 depicts the public boat ramp pier and bridge which replaced the ferry at the wharf site. The wharf is not depicted. An aerial photograph dated 1938 clearly shows the wharf, approximately 160 feet long, located north of the point where the road ends. This site is located about 600 feet southwest of the Hallowing Point Farmhouse.<sup>70</sup> The ferry terminal during the days of steamboat operation was almost certainly different from the steamboat wharf. Thus two potential archeological resources are located at this site area.

---

<sup>70</sup> Aerial photograph AHS 7-6, dated 1938, scale 1 inch equals 660 feet, Calvert Soil Conservation District; photostatic copy deposited at Calvert Marine Museum.

# 8. Significance

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 type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input 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 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** 1892–1931 **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.

Hallowing Point Wharf is one of twenty historic steamboat wharf/landing sites identified in “Calvert County Steamboat Wharves and Landings: Architectural Level Survey and Inventory.” This survey and inventory was completed in 1996 by Eshelman & Associates for the Calvert County Historic District Commission with funding from the Calvert County Board of County Commissioners. The final report includes a context study which places the historic significance of these steamboat wharf and landing sites within the broad pattern of local county history and regional history of the Chesapeake Bay. The study falls within the theme of “Transportation” within the time periods of “Agricultural-Industrial Transition (1815-1870)” and “Industrial/Urban Dominance (1870-1930).” Refer to this study for a general historical view and historical significance of the resources as a whole.

Hallowing Point Wharf was located immediately north of Hallowing Point Road (Route 231) and the Patuxent River bridge, directly on the Patuxent River, approximately 24 miles above its mouth. Local tradition holds that the point got its name by hollering for the ferry which once operated here. The name later changed to Holland Point, but current U.S. Geological Survey topographic maps refer to the point as Hallowing Point.<sup>71</sup> The house near the former landing (just north) is Hallowing Point Farm (CT-36), a circa 1820 Federal-style structure. During the Weems Line era this house was home of Captain James Russell Gourley, a favorite captain with the Weems Line for 51 years, and Thomas Ashcom Gourley, whose father was purser on many bay steamers and whose uncle was James Russell Gourley.<sup>72</sup> Mrs. T. B. Gourley, operated a boarding house here to take advantage of the steamboat service. It was described

<sup>71</sup> Hamill Kenny, *The Placenames of Maryland, Their Origin and Meaning* (Museum and Library of Maryland History, Maryland Historical Society, Baltimore, Maryland, 1984) pp. 107 and 115.

<sup>72</sup> Charles Stein, *A History of Calvert County, Maryland* (privately published in cooperation with Calvert County Historical Society, 1976) p. 105; David Holly, *Tidewater by Steamboat: A Saga of the Chesapeake: The Weems Line on the Patuxent, Potomac, and Rappahannock* (Baltimore: Johns Hopkins University Press in cooperation with Calvert Marine Museum, 1991) pp. 264-266; and *Inventory of Historic Sites in Calvert County, Charles County and St. Mary's County* (Annapolis, Maryland, Maryland Historical Trust, revised edition 1980), p. 10; and Brooks p. 8.

# 9. Major Bibliographical References

Survey No. CT-1195

See context study bibliography in "Calvert County Steamboat Wharves and Landings: Architectural Survey and Inventory."

# 10. Geographical Data

Acreeage of nominated property \_\_\_\_\_

Quadrangle name Benedict

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

F	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

Verbal boundary description and justification

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

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

# 11. Form Prepared By

name/title Ralph Eshelman

organization Eshelman & Associates

date December 19, 1996

street & number 12178 Preston Drive

telephone 410-326-4877

city or town Lusby

state MD

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

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

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

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

## Continuation Sheet 8.1 Hallowing Point Wharf

as “A pleasantly situated Farm House, directly on the River Bank, overlooking Four Counties, and 300 yards from the Steamboat Landing and Post Office. Good Bathing and Crabbing. Rates, \$1.00 per day; \$5.00 per week.”<sup>73</sup> This description is probably the Hallowing Point Farmhouse.

The wharf was said to be “close to three hundred yards” long. When a steamboat was scheduled to come into the wharf at night, a man in Benedict, just across from Hallowing Point, hung a lantern on a spar buoy off the point. Another man who was to meet the steamer at Hallowing Point would carry a lantern out to the end of the wharf. A lamp was kept burning on a table in the hall upstairs in the Hallowing Point Farmhouse, so that the steamer could line up on the two lights when coming into the wharf.<sup>74</sup> In 1907 the wharf generated \$1,818.54 in local freight, \$34.87 in through freight, and \$565.63 for passengers, for a total revenue of \$2,419.04.<sup>75</sup>

---

<sup>73</sup> *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company* (1896), p. 62.

<sup>74</sup> Kenneth Brooks, “Deep in December it’s nice to remember...,” *Chesapeake Bay Magazine* (September 1973) p. 10.

<sup>75</sup> “Maryland Delaware & Virginia Railway Company Annual Report, Statement of Freight and Passenger Revenue by Wharves for the Fiscal Year Ending December 31st, 1907.” Original in private ownership, copy deposited in collections of Calvert Marine Museum.

HALLOWING POINT WHARF

*wharf*  
↓

① CONTOUR STRIP CROP 9 A.

PERMANENT PASTURE 10 A.

③ CONTOUR STRIP CROP 10 A.

⑧ CONTOUR STRIP CROP 14 A.

⑨ CROPLAND 9 A.

⑫ CONTOUR STRIP CROP 8 A.

⑥ CROPLAND 7 A.

② 2 A.

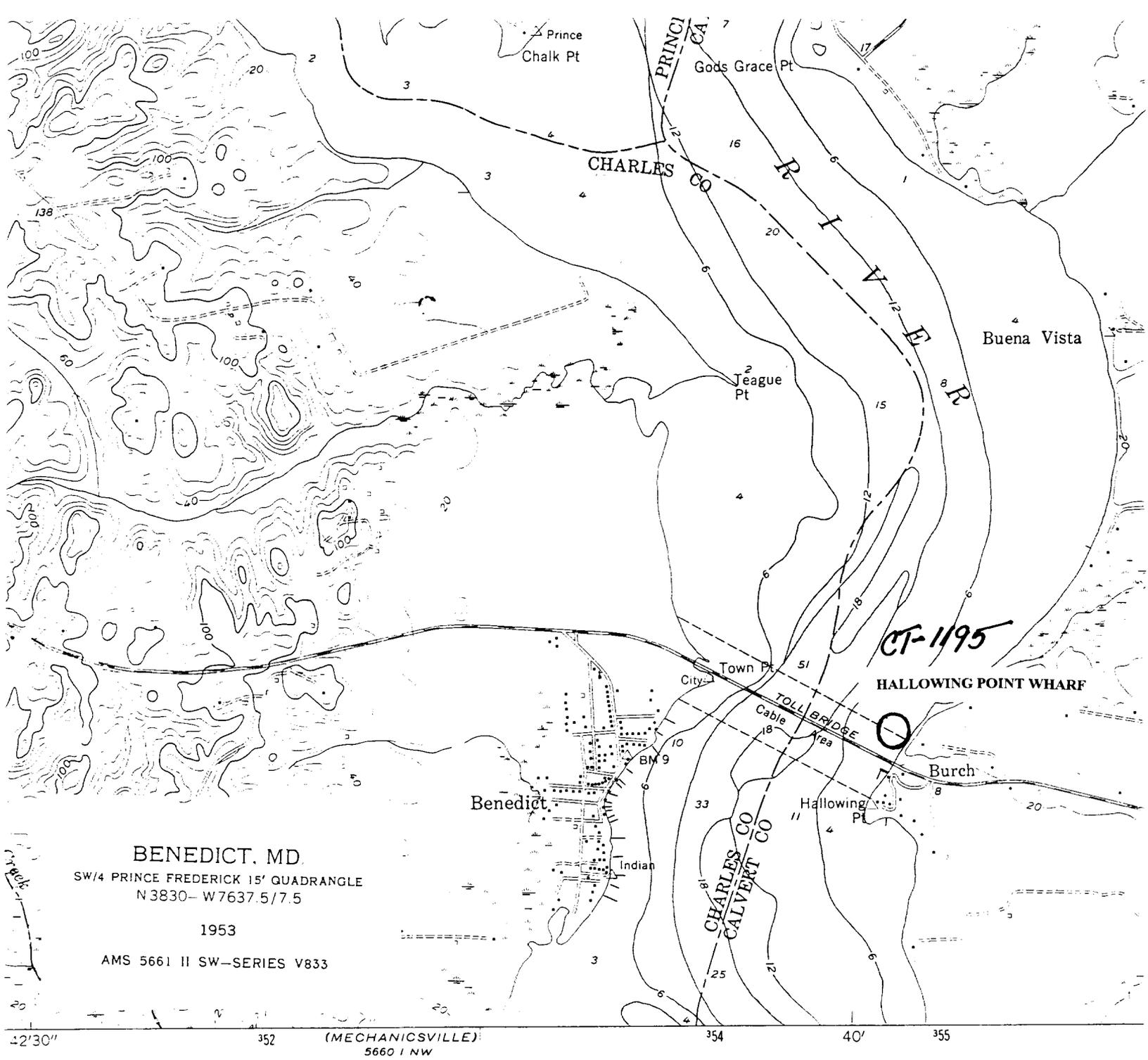


Hollaway  
Point

AHS 7-6

1938

Calvert Soil Conservation District



**BENEDICT, MD.**

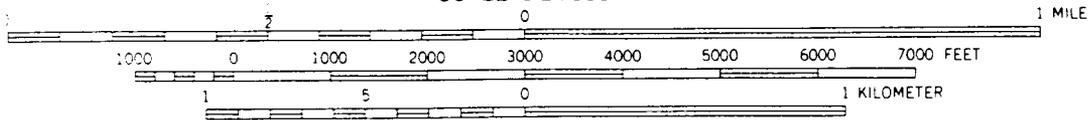
SW/4 PRINCE FREDERICK 15' QUADRANGLE  
N 3830—W 7637.5/7.5

1953

AMS 5661 II SW—SERIES V833

12°30' 352 (MECHANICSVILLE) 354 40' 355  
5660 I NW

SCALE 1:24,000

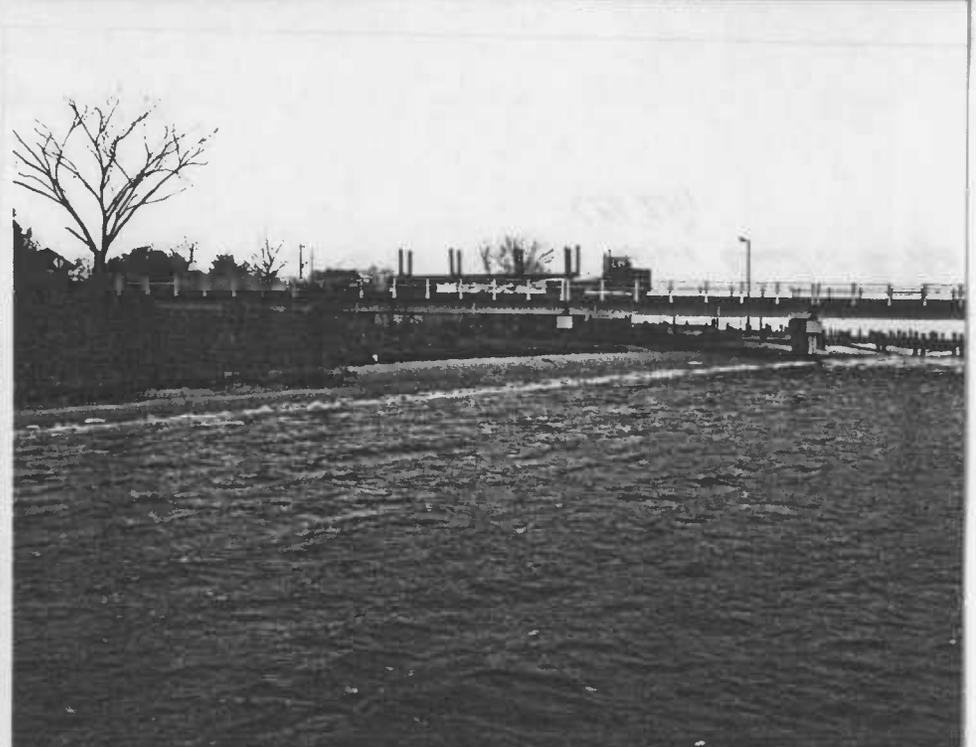
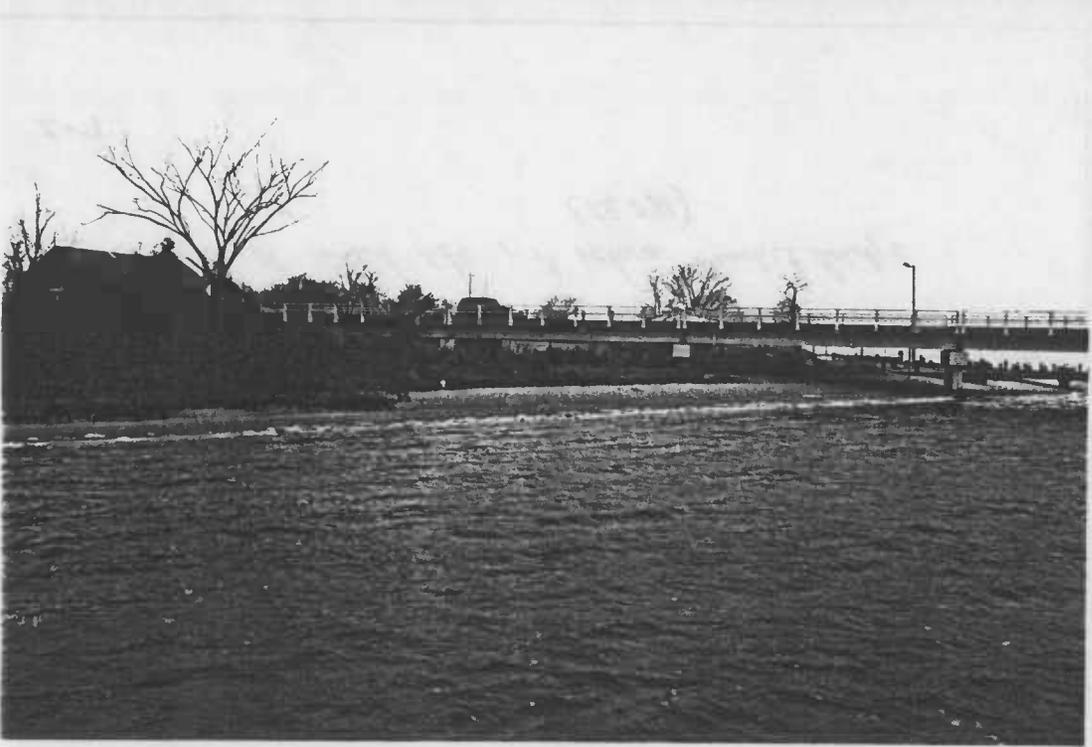


CONTOUR INTERVAL 20 FEET  
 DATUM IS MEAN SEA LEVEL  
 DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER  
 A DASHED LINE REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
 THE MEAN RANGE OF TIDE IS 1.6 FEET



QUADRANGLE LOCATION

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
 FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242  
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



CT-1195

Hallowing Point Wharf

photos into on back

CT-1195

Hallowing Point Wharf  
Calvert Co., MD

Ralph Eshelman

Dec 1996

neg: MD SHAD

view south of wharf site just before Benedict Bridge  
(Rt 231)

2-3

CT-1195

Hallowing Point Wharf  
Calvert Co., MD

Ralph Eshelman

Dec. 1996

neg: MD SHAD

view south of wharf site just before Benedict Bridge  
(Rt 231)

3-3

CT-1195

Hallowing Point Wharf  
Calvert Co., MD

Ralph Eshelman

Dec 1996

neg: MD SHAD

view northeast of wharf site from under Benedict Bridge  
(Rt 231)

1-3 )

CT-1195

Hallowing Point Wharf  
Calvert Co., MD

Ralph Eshelman

Aug 1996

neg: MD SHAD

view WNW of boat launch area at Benedict Bridge  
wharf site just beyond bridge landing