



# 7. Description

Survey No. CT-1189

<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: Parkers Wharf is a historic wharf site with no visible features on land or above mean low water.

Previously Existing Wharf Structures: "Patuxent River, Maryland Peterson to Reeder" 1860, revised 1908, depicts a relatively long wharf with what looks like a warehouse located at the end on the northwest side. An unimproved road leads down a ravine to the wharf. A structure is located on shore just to the north of the road. "Nomini Folio" 1896 misnamed the wharf as "Clarks Wharf" which is actually located on the St. Mary's side of the river. The wharf is depicted as a "T" wharf with no other structures located on shore. "Map of Calvert County Showing Topography and Election Districts" 1902 correctly calls the wharf "Parkers Wharf" and depicts a "T" wharf at the end of an unimproved road with a structure located on the west side of the road near the shore. "Chart no. 19 Natural Oyster Bars Calvert, St. Mary's and Charles Counties" 1908 depicts a "T" wharf perpendicular to the shore with an unimproved road leading to it with a structure located on the west side on the shore. "Soil Map Calvert County, Maryland" 1928 shows the same depiction. "Broomes Island Quad" 1963 shows 16 small private piers and no indication of the steamboat wharf. Interestingly, chart 24 in "Salt Water Sport Fishing and Boating In Maryland," no date, but probably circa mid 1970s, depicts what looks like an earth-filled wharf near where Parkers Wharf was located, which it so names. However, the earth-filled neck of land is where the oysterhouse was located. The wharf site was actually further to the west. The earth-filled protrusion has undergone severe erosion and little remains except for some piling stubs.

CMM photograph P-4003 of an undated oil painting of the steamboat *St. Mary's* at Parkers Wharf from the Maryland Historical Society, depicts a gable ended warehouse on a pier with no side rails (CMM also has two water colors by Joseph Bohannon of the same image). CMM photograph P-0097 (= Mariners' Museum PH 975 c224) undated, depicts a substantial structure unlike the others typically depicted on the river. This structure has horizontal wood siding and a very shallow pitched roof with low ventilation monitor along a portion of the roof ridge. Instead of the large wide single door typical of the earlier warehouse architecture this structure has one set of double doors and a narrow single door. The windows are 6-over-6 double hung sash. There are no side rails on the wharf. This structure is obviously of a later date of construction than seen in the painting. Thus this represents at least a second generation structure at the wharf or may depict the oysterhouse and not the steamboat wharf. There are no steamboat wharf structures with the above described architecture known from Maryland. CMM photograph P-2643 shows piling stubs of the wharf as they appeared in January 1956. A photograph titled "At the Landing" from *Summer Homes and Historical Points Along the Routes of the Weems*

# 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 type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input 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** 1822-1931 **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.

Parkers 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.

Parkers Wharf was located at the end of Parkers Wharf Road, on the Patuxent River approximately 12 miles above its mouth. An unimproved road continues from the hardtop and leads to the wharf site. A small pier is located just south of the former wharf site. Next to the present pier are pilings and fragments of concrete from a former oysterhouse. The wharf's name is attributed to Dr. John Clare Parker, a physician and president of the Maryland senate.<sup>109</sup> Mrs. Philip Briscoe ran a boarding house in 1896 near the wharf taking advantage of the steamer service. It was described as "A Large and Roomy House, with plenty of Shade, Good Water and fine Country Board; one-half mile from Patuxent River. Fishing and Boating. Open May 15 to September 1. Rates on application." A contemporary photograph of the Briscoe house can be found on page 56 of *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company*, published in 1896.<sup>110</sup> This may be the same house as the John D. Briscoe

<sup>109</sup> Charles Stein, *A History of Calvert County, Maryland* (privately published in cooperation with Calvert County Historical Society, 1976), pp. 32, 299-300; Hamill Kenny, *The Placenames of Maryland, Their Origin and Meaning* (Museum and Library of Maryland History, Maryland Historical Society, Baltimore, Maryland, 1984), p. 186; and 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), p. 264.

<sup>110</sup> *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company* (1896), p. 57.

# 9. Major Bibliographical References

Survey No. DP-1198

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

# 10. Geographical Data

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

Quadrangle name Broomes Island

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 21, 1996

street & number 12178 Preston Dr.

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  
DHOP/DHCD  
100 COMMUNITY PLACE  
CROWNSVILLE, MD 21032-2028  
514-7600

## Continuation Sheet 7.1 Parkers Wharf

*Steamboat Company*, published in 1896, has "Parker's Whf. Calvert Co." hand written on it in the copy at the Calvert Marine Museum. The photograph does not actually include the wharf but the shore near the wharf.<sup>107</sup>

An aerial photograph of the area dated 1938 clearly shows the oysterhouse built on earthfill projecting into the Patuxent River. The steamboat wharf is reputed to be to the west of the oysterhouse. The aerial photograph clearly shows an opening through the submerged aquatic vegetation directly out from the oysterhouse area as well the area immediately to the west where the steamboat wharf is said to have been located.<sup>108</sup>

---

<sup>107</sup> *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company* (1896), p. 57.

<sup>108</sup> Aerial photograph AHS 7-116, dated 1938, scale 1 inch equals 660 feet, Calvert Soil Conservation District, photostatic copy deposited at Calvert Marine Museum.

Continuation Sheet 8.1 Parkers Wharf

Tenant House (CT-629). Mrs. S. E. Parran also ran a boarding house. It was described as "A Country Home, commanding a Fine View of the Patuxent River, about a half mile from Steamboat Landing [Parkers Wharf?] and Post Office. Will accommodate a few Summer Boarders. An abundance of Fruit and Berries. Good Fishing and Crabbing. Rates, \$5.00 per week. Adults Preferred."<sup>111</sup>

In 1899 a fierce storm with hurricane force winds collapsed the warehouse at Parkers Wharf. Passengers who had taken shelter inside survived by lying prone on the wharf clinging by their fingers to the spaces between the planks.<sup>112</sup> In 1907 the wharf generated \$1,631.95 in local freight, \$155.64 in through freight, and \$730.90 for passengers, for a total revenue of \$2,518.49.<sup>113</sup>

---

<sup>111</sup> *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company* (1896), p. 61.

<sup>112</sup> *Baltimore Sun*, April 15, 1899.

<sup>113</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.



CT-1193  
PARKERS WHARF

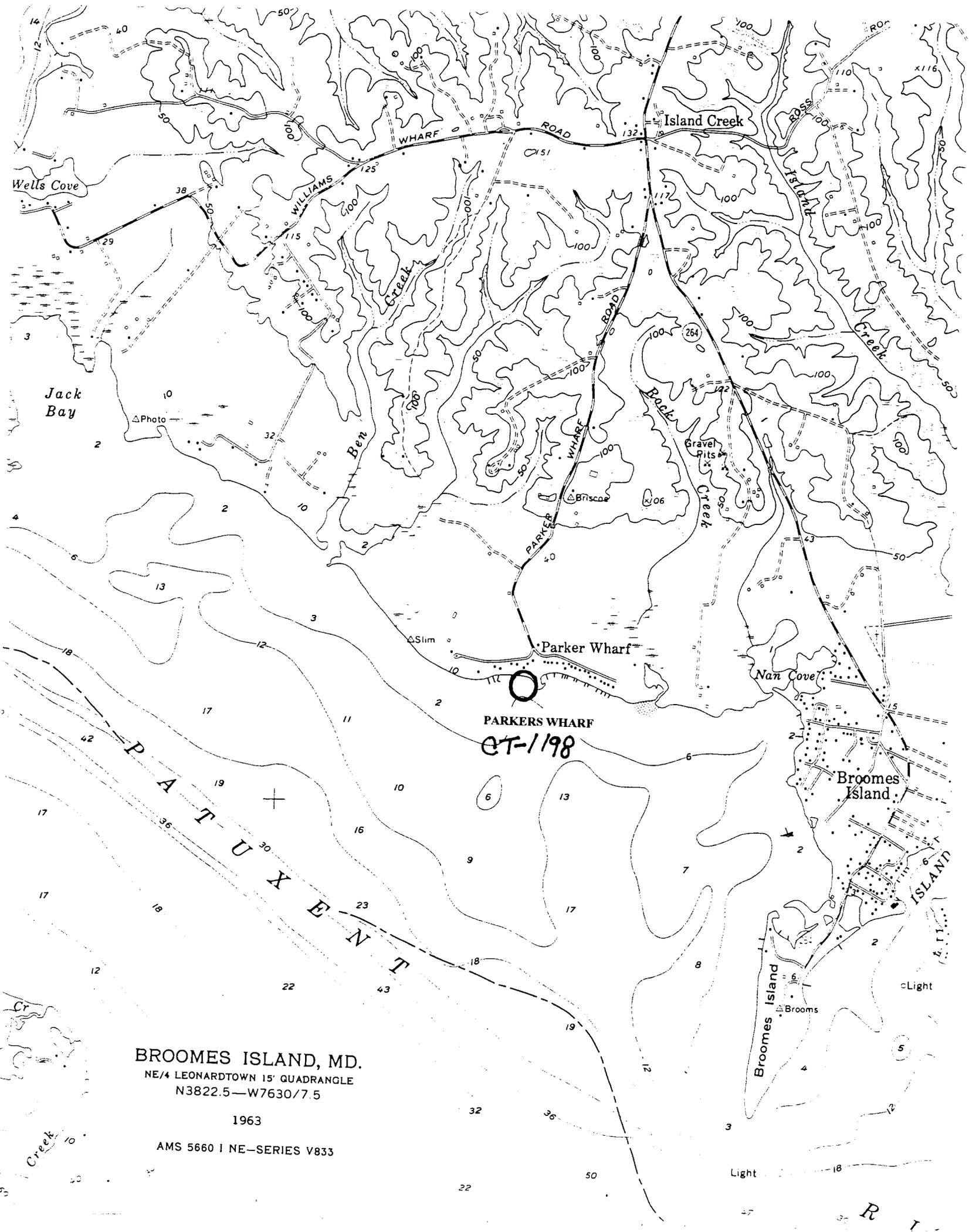
*open house*

Parkers Wharf

AHS 7-116

1938

Calvert Soil Conservation District



BROOMES ISLAND, MD.  
NE/4 LEONARDTOWN 15' QUADRANGLE  
N3822.5—W7630/7.5

1963

AMS 5660 I NE—SERIES V833

PARKERS WHARF  
CT-1198

Broomes Island

Broomes Island

ISLAND

Light

Light

R T



Parkers Wharf

CT-1198

Parkers Wharf  
Calvert Co, MD

Ralph Eshelman

Aug 1996

neg: MD SHPO

view north from end of private pier. system house is right of  
image, wharf site to left