

7. Description

Survey No. CT-1203

Condition		Check one	Check one	
<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: Cove Point Wharf is a historic wharf site with no visible features on land or above mean low water.

Previously Existing Wharf Structures: "Map of Calvert County showing Topography and Election Districts" 1902 depicts a short straight wharf perpendicular to the shore. "St. Mary's Folio" 1906 depicts no wharf. "Lower Part of Patuxent River 1907-08" depicts a short wharf perpendicular to the shore. This chart is clearly based on an earlier base map as it shows Cove Point Road leading directly to the wharf and no road to the lighthouse at the point. "Chart no. 20 Natural Oyster Bars Calvert County and St. Mary's Counties, Maryland" 1908 depicts no wharf and only an unimproved road running from Cove Point Road to the landing site. "Soil Map Calvert County, Maryland" 1928 essentially is the same base map as the 1902 map above. These maps and chart indicate a simple short wharf once existed at this landing.

A 1938 aerial photograph of the Cove Point area shows a wharf protruding approximately 165 feet long over the water and located directly off the end of Park Drive. A brochure promoting the Cove Point Beach resort area circa 1936 mentions a "...200-foot pier extending out into deep water..." This is no doubt the same pier as in the 1938 aerial photograph. It is assumed this is the same as the 1896 steamboat wharf which is known to have been in service up to 1928, but no earlier maps or photographs can confirm its exact original location in relation to current roads.³⁹

³⁹ 1938 aerial photograph AHS 10-101, Calvert Soil Conservation District Office, photostatic copy deposited at Calvert Marine Museum archives; and Patricia G. Erickson, "A Community on the Bay," *Potomac Review* (Fall, 1996), p. 76.

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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1896-1928 **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

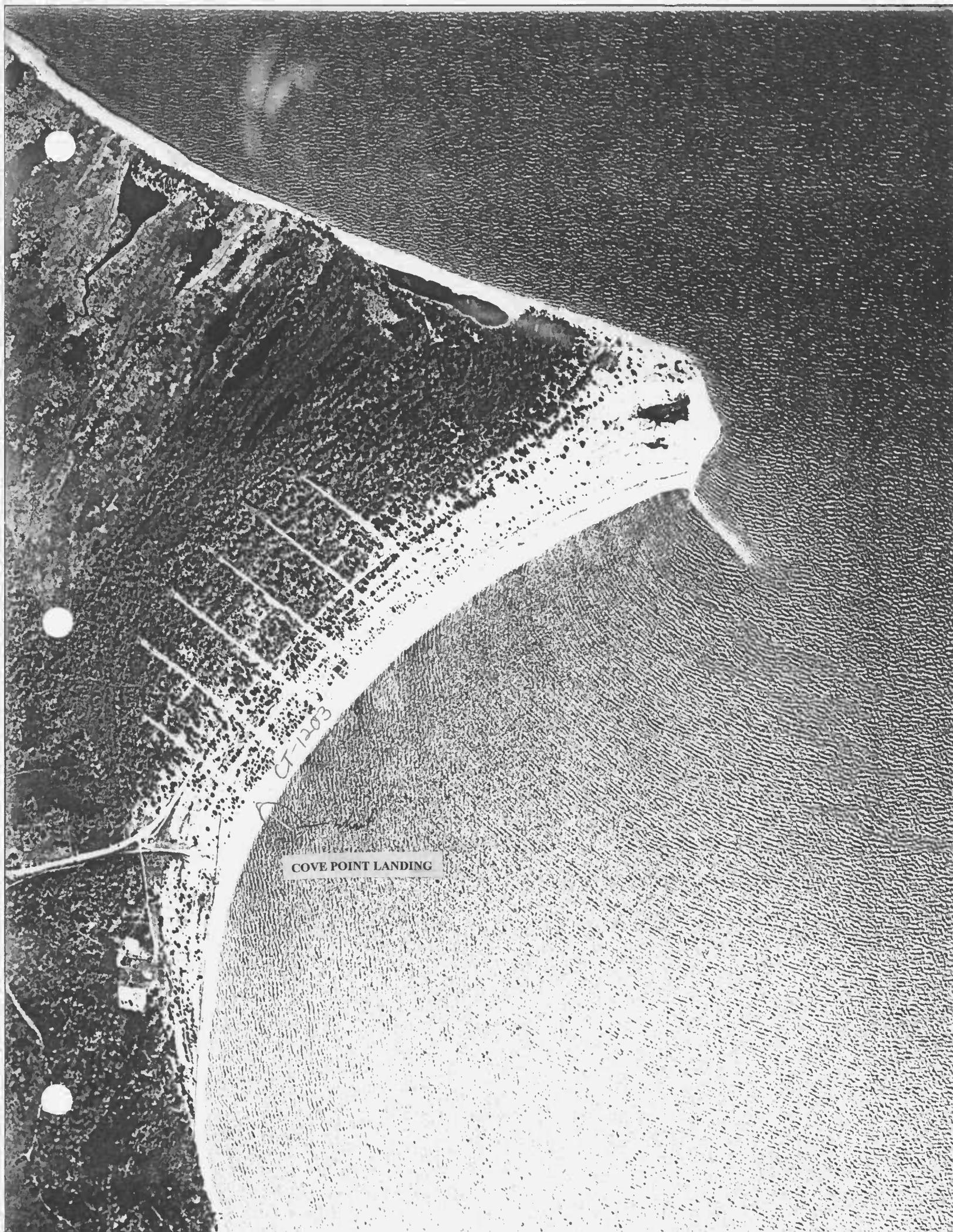
Prepare both a summary paragraph of significance and a general statement of history and support.

Cove 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 review and historical significance of the resources as a whole.

Cove Point Landing was located three lots south near the end of Park Drive, off Cove Point Road (Route 497). The landing was located about midway along the hollow below Cove Point. No visible wharf structures are present. Cove Point Landing was probably a "flag stop" similar to Drum Point Landing. At such stops a flag was used to signal in daylight and a lantern at night. This landing was called "Cove Point wharf" by the Weems Steamboat Company in its 1896 literature.⁴⁰ In 1907 the wharf generated \$1,019.74 in local freight, \$31.34 in through freight, and \$739.28 for passengers, for a total revenue of \$1,790.36.⁴¹

⁴⁰ A 1938 aerial photograph AHS 10-101, Calvert Soil Conservation District Office, photostatic copy deposited at Calvert Marine Museum archives, shows a wharf located immediately at the end of the first road to the right off Cove Point Road in the Cove Beach Community. Today the first road to the right in the community is Park Drive; however oral communication from Dorothy Ordwein and Cora Dixon to Ralph Eshelman, December 20, 1996, indicates this first road is now grown over by trees and that Park Drive is actually 3 lots to the north of the first road shown on the aerial photograh; and *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company* (1896), p. 5.

⁴¹ "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-1303

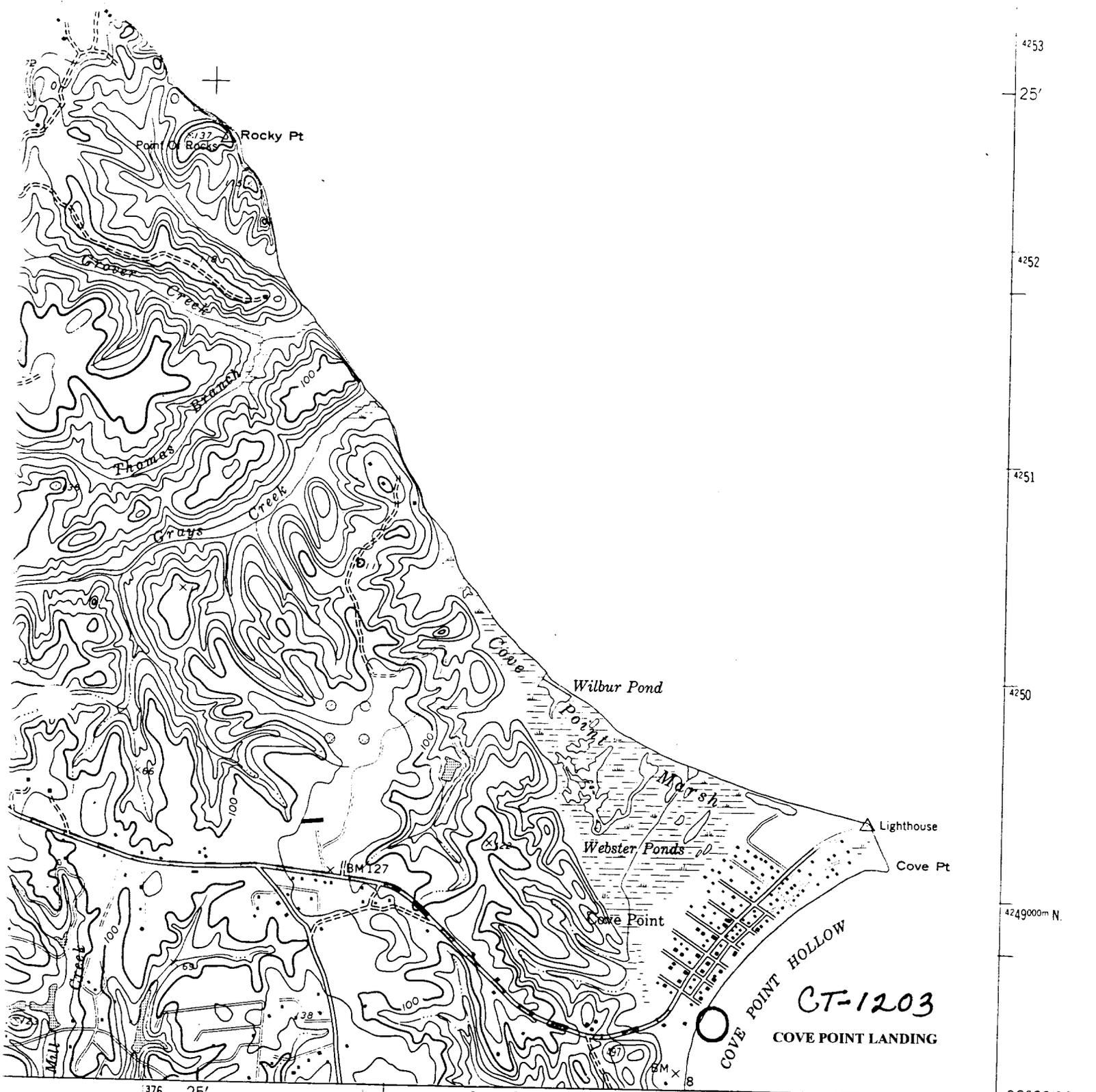
COVE POINT LANDING

1938

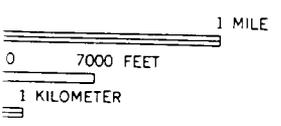
AWS-10-101

Cove Point Landing

Calvert Soil Conservation District



4253
25'
4252
4251
4250
4249000m N
38°22'30"
76°22'30"



376 25' INTERIOR GEOLOGICAL SURVEY, RESTON, VIRGINIA—1976 379000m E 76°22'30"

ROAD CLASSIFICATION

Heavy-duty		Light-duty	
Medium-duty		Unimproved dirt	
		State Route	



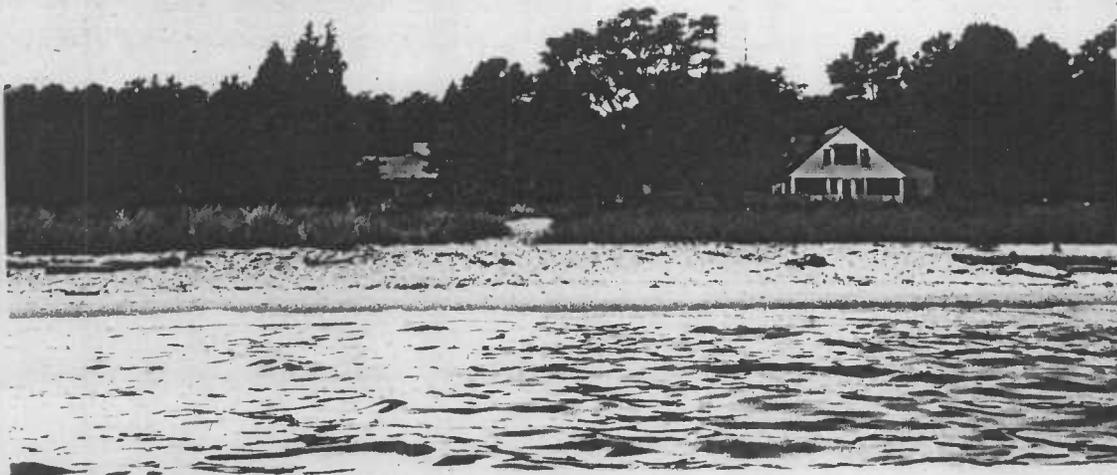
COVE POINT, MD.

N3822.5—W7622.5/7.5

1943
PHOTOREVISED 1974
AMS 5700 W. ANNU. SERIES

ARDS
22092
ON REQUEST

(BARREN ISLAND)
5760 IV SE



Cove Point Landing

CT-1203

*Cove Point Landing
Calvert Co., MD*

Ralph Eshelman

Aug 1996

neg: MD SHPD

*view northwest toward end of Park Drive. Wharf site
located 3 lots south (left)*