CAPSULE SUMMARY SHEET

Survey No.: CAR-184 (PACS 4) **Construction Date:** circa 1930

Name: Banning Property II

Location: 20780 Dover Bridge Road, Tanyard Vicinity, Caroline County

Private/Commercial/Occupied/Deteriorated/Restricted

Description:

The Banning Property II is a 1-story, 14-bay commercial building on the north side of Dover Bridge Road in the Tanyard vicinity, Caroline County. Constructed circa 1930, the building is an L-shaped plan with a full-width screened porch on the front elevation. The structure has a pyramidal-hipped roof with asphalt shingles. It is of wood-frame construction with asphalt siding, and it has a concrete foundation. The windows are double-hung wood sash. The building has a large, hipped-roof porch on the front elevation which has been screened. Shelves have been added to serve as a produce stand.

Significance:

The Banning Property II is a commercial structure constructed circa 1930, when Dorsey Banning owned 27.1 hectares (67 acres) on the north side of Dover Bridge Road. According to plans for the Dover Bridge dating to 1932, this property existed on the north side of Dover Bridge Road, and was recorded as a frame service station, dwelling and store with 10 gas pumps. A driveway was located in the area now occupied by the porch. The current porch roof previously covered the driveway and pumps. The original building was T-shaped, with residential quarters in the rear wing and the service station and store in the front portion of the building.

Preparer:
P.A.C. Spero & Company
February 1998/Revised May 1998

Maryland Historical Trust
Maryland Inventory of Historic Properties Form
MD 331 - Dover Bridge over Choptank River

DOE ___yes ___no

1. Name: (indicate preferred name)

historic Banning Property II (preferred)

and/or common Ewing Property

2. Location:

street & number 20780 Dover Bridge Road n/a not for publication

city, town Tanyard _x_ vicinity of congressional district

state Maryland county Caroline

3. Classification:

Category	Ownership	Status	Present Use	
___district	___public	_x_occupied	_x_agriculture	___museum
_x_building(s)	_x_private	___unoccupied	_x_commercial	___park
___structure	___both	___work in progress	___education	___private residence
___site	**Public Acquisition**	**Accessible**	___entertainment	___religious
___object	___in process	___yes: restricted	___government	___scientific
	___being considered	___yes: unrestricted	___industrial	___other:
	_x_not applicable	_x_no	___military	
			___transportation	

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

name Paul T. Ewing, Jr. and Ruth N. Ewing

street & number 8455 Averly Farm Road telephone no.:

city,town Easton state and zip code MD 21601-7362

5. Location of Legal Description

Caroline County Clerk of Courts Office, Caroline County Courthouse, Room 104 liber FDM 309

street & number Market Street folio 918

city,town Denton state MD

6. Representation in Existing Historical Surveys

title

date ___federal ___state ___county ___local

depository for survey records

c_ ,town state

7. Description

Survey No. CAR-184 (PACS 4)

Condition		Check one	Check one	
___excellent	_x_deteriorated	___unaltered	_x_original site	
___good	___ruins	_x_altered	___moved	date of move _____
___fair	___unexposed			

Resource Count: 1

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

The Banning Property II is a 1-story, 14-bay commercial building on the north side of Dover Bridge Road in the Tanyard vicinity, Caroline County. Constructed circa 1930, the building is a L-shaped plan with a full-width screened porch on the front elevation.

The structure has a pyramidal-hipped roof with asphalt shingles. It is of wood-frame construction with asphalt siding, and it has a concrete foundation. The windows are double-hung wood sash. The building has a large, hipped-roof porch on the front elevation which has been screened. Shelves have been added to serve as a produce stand.

The south, or front facade is dominated by the screened porch which was previously a driveway when the building served as a service station and store. The first story has two doors, one located in the fourth bay from the west, and one located in the seventh bay from the west. The fenestration pattern is irregular, with openings from west to east in the following order: three 1/1 double-hung windows, a single door, two 1/1 double-hung windows, a single door, one 1/1 double-hung window, two paired 1/1 double hung windows, one 1/1 double hung window, one 1/1 double-hung window, two paired 1/1 double-hung windows. Alterations to the elevation include removal of gas pumps and the enclosure of the driveway into a screened porch.

The west elevation has a front wing and a rear wing. The fenestration pattern is irregular. There is one 1/1 double-hung window on the front wing. The rear wing has a small shed-roof addition, and two paired 1/1 double-hung windows at the northeast corner of the elevation. There is a door into the addition on the north elevation. The windows are covered with bars.

The north, or rear elevation is extremely deteriorated. There is a door at the northwest corner, and one 1/1 double-hung window next to the door. The center portion of the north elevation is collapsing and covered in vines.

The east elevation also shows signs of deterioration. The fenestration pattern is irregular. Starting from the south, there are two paired 1/1 double-hung windows fitted with bars, a door, two small, paired 1/1 double-hung windows, a door or boarded windows, and two paired 1/1 windows fitted with bars. The northeast corner shows signs of water damage, and the roof is sagging above the second door.

Interior access to the building was not available.

The property is located on the north side of Dover Bridge Road, with residential mobile homes surrounding the building on the west and north. There are cultivated fields to the north and east of the building and mobile homes. The property is very close to edge of the marsh, which is directly west of the property.

8. Significance

Survey No. CAR-184 (PACS 3)

Period	Areas of Significance—Check and justify below			
__prehistoric	__archaeology-prehistoric	__Community planning	__landscape architecture	__religion
_ 00-1499	__archeology-historic	__conservation	__law	__science
__ 00-1599	__agriculture	__economics	__literature	__sculpture
__1600-1699	__architecture	__education	__military	__social/ humanitarian
__1700-1799	__art	__engineering	__music	__theater
__1800-1899	__commerce	__exploration/settlement	__philosophy	__transportation
x 1900-	__communication	__industry	__politics/government	__other (specify)
		__invention		

Specific dates circa 1930 — Builder/Architect

check: Applicable Criteria: ___A ___B ___C ___D
and/or
Applicable Exceptions: ___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.

The Banning Property II is a commercial structure constructed circa 1930, when Dorsey Banning owned 27.1 hectares (67 acres) on the north side of Dover Bridge Road. According to plans for the Dover Bridge dating to 1932, this property existed on the north side of Dover Bridge Road, and was recorded as a frame service station, dwelling and store with 10 gas pumps. A driveway was located in the area now occupied by the porch. The current porch roof previously covered th driveway and pumps. The original building was T-shaped, with residential quarters in the rear w and the service station and store in the front portion of the building. The property was sold with 8.1 hectares (20 acres) to Vernon L. Swann, Sr. and Vivian Swann in 1946. In 1981, Sammy Dale Swann bought the property from Jessie Mae Faulkner, the executor of Vernon Swann's estate. That same year, Sammy Dale Swann sold a half interest in 7.6 hectares (18.809) acres of the property to Paul Ewing, Sr. and Dorothy Ewing, and a half interest to Paul Ewing, Jr. and Ruth Ewing. Paul and Ruth Ewing bought Dorothy Ewing's half interest in the property in 1996, and continue to own the 7.6 hectares (18.809) acres on the north side of Dover Bridge Road.

Late nineteenth and early twentieth century, small-scale, commercial buildings were most likely interpretations of simple dwelling and outbuilding forms. Often of wood-frame construction and one to two-stories tall, these buildings were built to serve specific roadside functions such as roadside shops and stands. In two-story structures, the top story provided living space for the proprietor. These buildings usually had front-gable or parapeted flat roofs and typically featured a large display window and a prominent sign over the entrance. Decorative features were few, predominantly limited to a transom over the door and decorative signs over the entrance or in front of the store.

As the development of the automobile led to highway improvements during the first half of the twentieth century, the increasing numbers of motorists using these improved highways soon led to roadside commercial development, particularly along primary routes. New businesses such as motels, restaurants, and gas stations thrived during this period. The emergence of gas stations to serve the needs of millions of drivers formed a large part of this new development. During the 1920s, instead of purchasing cans of gasoline or pulling up to a curbside dispenser, the car was driven off the road and under a canopy where gas was pumped. At this time, service stations sought to gain new customers by offering an ever-wider range of services such as oil checks, w w cleaning, and car repairs (Liebs 1985: 5-9).

8. Significance (Continued)

Early filling stations frequently resembled small dwellings with the high glass-topped pumps in front serving as the chief means of identification. Many were front gable cottages with a store and an extension, or canopy, leading out to the pumps. As highway speeds increased, it became increasingly necessary to attract the attention of quickly passing motorists. Owners employed bold, attention-grabbing signs and designed unusual buildings that resembled stately houses, oil cans, Indian tepees, and lighthouses. By the end of 1930s, however, gas stations became increasingly standardized in order to achieve lower costs. Such stations were built of concrete columns with continuous lightweight glass and enameled metal infill panels. They projected an image of efficiency and convenience which was popular with customers (Rifkind 1980: 302-303).

History of Surrounding Area

In June 1631 Cecil Calvert, the Second Lord Baltimore received a royal charter from Charles I founding the English colony of Maryland. This land was inhabited by the Choptanks, Nanticokes, Wicomesses and other peoples when English explorers and early settlers arrived. Caroline County was founded in 1774 from Queen Anne and Dorchester Counties. It differs from other Eastern Shore counties in having no border on the Chesapeake Bay, though access to the Bay is assured by means of the Choptank River (Rairigh 1950, 1095). The majority of Caroline County's populat descended from families of English ancestry. African-Americans arrived as slaves and have remained the largest minority population in the county although, slavery was much less prevalent in Caroline County than in neighboring Eastern Shore counties. From the end of the eighteenth century to the present, the county's population has been primarily Quaker or Methodist. Both groups contributed to a strong anti-slavery sentiment in the county years before the Civil War.

A boundary dispute which periodically grew violent discouraged settlers from entering parts of the future Caroline County which lay near the unresolved border of Delaware and Maryland. By the time much of the county was deemed safe to occupy in 1761, other Eastern Shore planters, as in Talbot County, had already begun to diversify their crops. A large proportion of the land under cultivation in Caroline County was held by small farmers (Rairigh 1950, 1100, 1104-5). Farmers in Caroline County had never depended upon tobacco, and in 1840 they produced none at all (Rairigh 1950, 1105). Instead farms produced a variety of livestock, grains, produce, dairy products and other goods.

After the Civil War, the arrival of the Maryland and Delaware Railroad in 1869, which ran north along the Eastern Shore peninsula, opened northern markets for Caroline County produce (Rairigh 1950, 1114). With the development of refrigerated cars and later automobiles, truck farming of fruits and vegetables along with dairy production became more profitable. In the 1950s, the Chesapeake Bay Bridge brought renewed life to truck farming and poultry production (Brugger 1988, 577). Seafood production was never a leading industry for Caroline County as it was for other Eastern Shore counties.

8. Significance (Continued)

The Choptank River served as a natural transportation corridor, encouraging the development of many small landings along the Caroline County shore. But the river also served as a barrier between the citizens of Caroline County and the port villages which were developing on the Talbot County side of the river. The port of Dover arose from John Barker's ferry on the Talbot County side of the Choptank River which was first mentioned in the records of 1663 (Preston 1983, 80). Its importance derived from the fresh water content of the river at that point. Ships from England sought Dover's harbor in order to kill the salt water shipworms which were notoriously destructive to wooden ships. After a failed bid by Dover to become the Eastern Shore capital in the late eighteenth century, Dover Ferry moved its crossing two miles upriver and Dover began to decline into obscurity. The new ferry location was a deep and narrow section of the river, with extensive marshes on the Caroline County side. The road was extended through the marsh and the ferry was established (Mullikin 1961, 42). The Dover name lingers in several place names, including Dover Road and Dover Bridge. Dover Ferry and later Dover Bridge, provided Caroline County with an important land link to Talbot County. In 1810 Talbot and Caroline county citizens petitioned for a bridge in the vicinity of Dover Ferry (History of Caroline County, 32-33). Historic maps indicate that a bridge was constructed in subsequent years at the site of the Dover Ferry crossing. A later replacement was one of the earliest cast-iron bridges in Maryland (History of Road Building in Maryland, 125). The bridge was constructed as a moveable structure in order to accommodate the height of the vessels which navigated the Choptank River and is labeled the "Dover Draw Bridge" on an 1873 map of the area (Martenet).The current structure is a Warren truss, swing moveable bridge which was built in 1933 (Survey Form).

8. Significance (Continued)

National Register Evaluation:

Constructed circa 1930, the Banning Property II is not eligible for the National Register of Historic Places. The property is not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state or local history. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. It is not eligible under Criterion C, as it has been altered from the original service station building, including the removal of the driveway and gas pumps and the conversion of the driveway to an enclosed porch. The building is suffering from extreme deterioration, and no longer retains the integrity of its setting, design, workmanship, feeling and association. Finally, the structure has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MARYLAND HISTORICAL TRUST

Eligibility recommended_____ Eligibility Not Recommended XX

Comments

Reviewer, OPS: _____ Date: 7/9/98

Reviewer, NR Program: _____ Date: 7/8/98

9. Major Bibliographical References (Continued)

Brugger, Robert J. 1988. Maryland. A Middle Temperament 1634-1980. Baltimore: Johns Hopkins University Press.

Cochrane, Laura, ed. [1920] 1971. History of Caroline County, Maryland from its beginnings. Reprint. Baltimore: Regional Publishing Company, 1971.

Caroline County Clerk of Courts Office, Deed Records.

Caroline County Tax Assessment Office, Tax Records.

A History of Road Building in Maryland. 1958. State Roads Commission of Maryland.

Liebs, Chester H. 1985. Mainstreet to Miracle Mile: American Roadside Architecture. Boston: Little Brown & Co.

Maryland State Roads Commission. 1932. Project Plans for Dover Bridge, No. 20023. State Highway Administration, Baltimore, MD.

Martenet, Simon J., H.F. Walling and O.W. Gray. 1873. A New Topographical Atlas of Maryland, District of Columbia and the United States. Baltimore.

Mullikin, James C. 1961. Ghost Towns of Talbot County. Easton, MD: Easton Publishing Company.

Preston, Dickson J. 1983. Talbot County. A History. Centreville, MD: Tidewater Publishers.

Rifkind, Carole. 1980. A Field Guide to American Architecture. New York: Signet Press.

Scairigh, William. 1950. "A Narrative History of Caroline County." Chapter 52 of The Eastern Shore of Maryland and Virginia. Charles Branch Clark, ed. 3 Vols. New York: Lewis Historical Publishing Company.

9. Major Bibliographical References

Survey No. CAR-184 (PACS 4)

See Attached

10. Geographical Data

Acreage of nominated property _____
Quadrangle name Fowling Creek, MD

Quadrangle scale 1:24,000

Verbal boundary description and justification

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Susan Taylor/Caroline Hall

organization P.A.C. Spero & Company date February 1998/Revised May 1

street & number 40 W. Chesapeake Avenue, Suite 412 telephone (410) 296-1635

city or town Baltimore state Maryland

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 purposed only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM
RESOURCE NAME: Banning Property II
SURVEY NO.: CAR-184 (PACS 4)
ADDRESS: 20780 Dover Bridge Road, Tanyard Vicinity, Caroline County

Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Eastern Shore

Chronological/Developmental Period Theme (s): Modern Period A.D. 1930-Present

Prehistoric/Historic Period Theme(s): Economic, Transportation

RESOURCE TYPE:

Category (see Section 3 of survey form): Building

Historic Environment (urban, suburban, village, or rural): rural

Historic Function(s) and Use(s): commercial, private residence

Known Design Source (write none if unknown): none

Preparer:
P.A.C. Spero & Company
February 1998/Revised May 1998

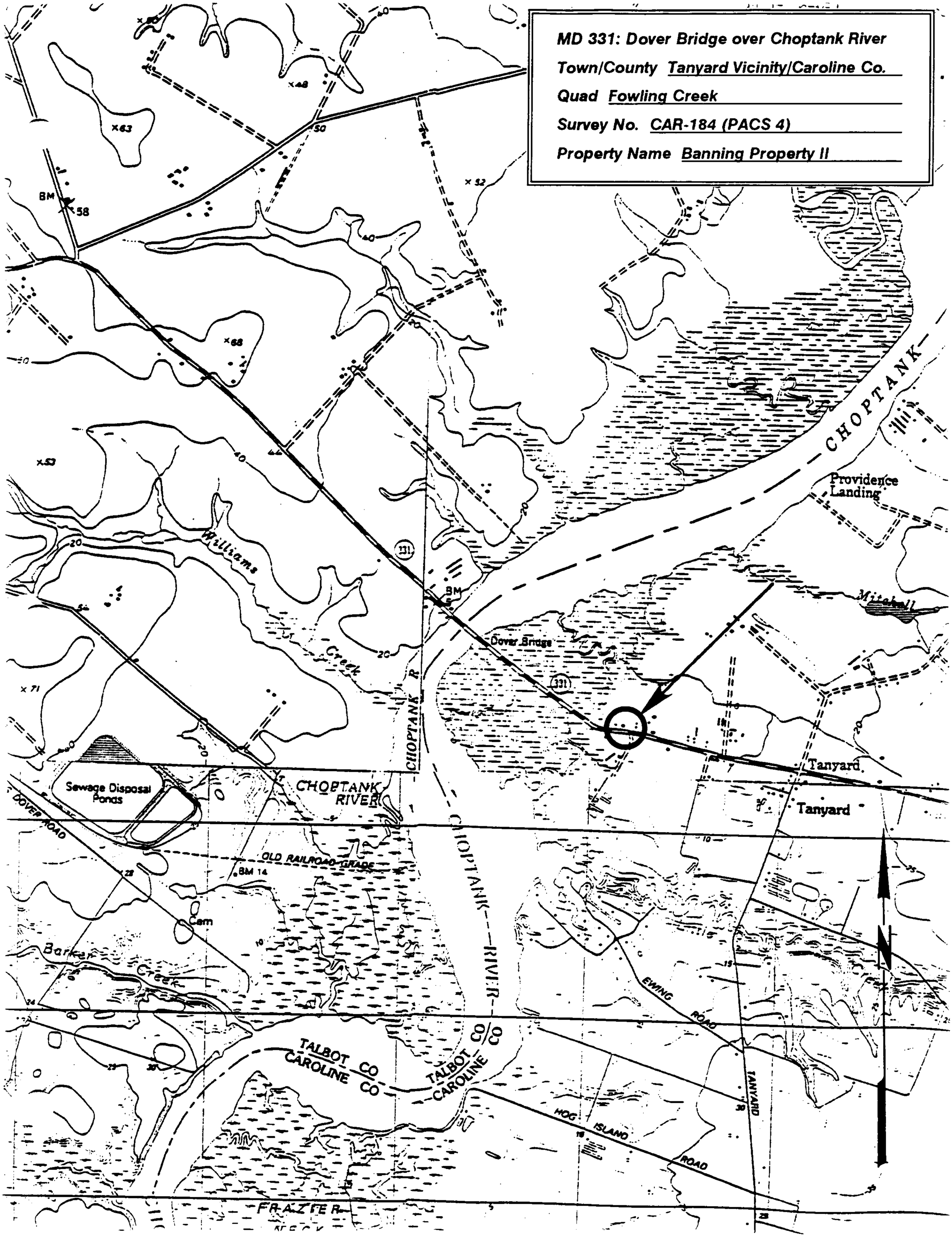
MD 331: Dover Bridge over Choptank River

Town/County Tanyard Vicinity/Caroline Co.

Quad Fowling Creek

Survey No. CAR-184 (PACS 4)

Property Name Banning Property II



1 CAR-184 (PACS 4)

2 BANNING PROPERTY II

3 CAROLINE CO., MD

4 SUSAN TAYLOR

5 JANUARY 1998

6 MARYLAND SHPO

7 SOUTH ELEVATION

8 1 OF 7

PRODUCE
TJ
PRODUCE

1 CAR-184 (PACS 4)

2 BANNING PROPERTY II

3 CAROLINE CO, MD

4 SUSAN TAYLOR

5 JANUARY 1998

6 MARYLAND SHPO

7 SOUTH & WEST ELEVATIONS

8 2 OF 7

1 CAR-184 (PACS 4)

2 BANNING PROPERTY II

3 CAROLINE CO., MD

4 SUSAN TAYLOR

5 JANUARY 1998

6 MARYLAND SHPO

7 WEST ELEVATION

8 3 OF 7

1 CAR-184 (PACS 4)

2 BANNING PROPERTY II

3 CAROLINE CO., MD

4 SUSAN TAYLOR

5 JANUARY 1998

6 MARYLAND SHPO

7 NW CORNER LOOKING SE

8 4 OF 7

1 CAR-184(PACS 4)

2 BANNING PROPERTY II

3 CAROLINE CO., MD

4 SUSAN TAYLOR

5 JANUARY 1998

6 MARYLAND SHPO

7 NORTH ELEVATION

8 5 OF 7

1 CAR-184 (PACS 4)

2 BANNING PROPERTY II

3 CAROLINE CO., MD

4 SUSAN TAYLOR

5 JANUARY 1998

6 MARYLAND SHPO

7 EAST ELEVATION

8 6 OF 7

PRODUCE

1 CAR-184 (PACS 4)

2 BANNING PROPERTY II

3 CAROLINE CO, MD

4 SUSAN TAYLOR

5 JANUARY 1998

6 MARYLAND SHPO

7 SE CORNER LOOKING NW

8 7 OF 7