

**CAROLINE COUNTY
HISTORIC SITE SUMMARY SHEET**

SURVEY NO.: CAR-350

NAME: Hillsboro Survey District

LOCATION: Hillsboro, Maryland

DATE: 1784-1920

ACCESS: Private and public

DESCRIPTION:

Hillsboro is a small nineteenth-century village located on the east side of the Tuckahoe Creek (opposite the town of Queen Anne) in Caroline County on Maryland's Eastern Shore. The survey district had its beginnings as a crossroads village along the road from Denton to Easton (now Alternate MD 404) on the east side of the Tuckahoe Creek Bridge. The village's location along the creek allowed easy access to the Chesapeake Bay by route of the Choptank River. First settled in the early eighteenth century, the village of Hillsboro did not begin development until 1784. The town evolved into a market village during the mid-nineteenth century, spurred by its river access as well as the construction of the Maryland & Delaware and Queen Anne's Railroads through the area. The railroads shipped market produce from the farms in the immediate area to the larger communities of Annapolis, Baltimore, and Washington, D.C. The village is principally linear in form with the majority of its buildings located along Main Street, an east-west thoroughfare that was the original MD 404. Crossroads include Cemetery Road, Ridgely Road, Maple Avenue, Academy Avenue, and Tuckahoe Road. Church Street parallels Main Street to the south. There are approximately 61 primary structures within the district, including a bridge over Tuckahoe Creek. Of these, 57 contribute to the survey district. Almost every residential property includes outbuildings, the majority of which are also historic. Dwellings date from the late eighteenth century through the early twentieth century and exhibit a wide variety of architectural forms, detailing, and building materials. Within this district, eight structures have been previously documented with Maryland Historic Trust inventory forms: St. Paul's Episcopal Church (CAR-6); Yoash House (CAR-29); Savage Gambrel-Roof House (CAR-30); Lee Brick House (CAR-31); Elizabeth Downes House (CAR-101); Douglas Anderson House (CAR-102); St. Paul's Parish Rectory (CAR-104); and Eveland House (CAR-105).

SIGNIFICANCE:

The Hillsboro Survey District retains sufficient architectural and historical integrity to be recommended eligible for listing in the National Register of Historic Places under Criteria A and C. Under Criterion A, Hillsboro is significant as one of the oldest (if not the oldest) settlements in Caroline County. Its location in productive farmland along Tuckahoe Creek and its early settlement led to the erection of the first bridge across the creek to access important cities to the west, such as Annapolis and Baltimore. For many years, this bridge was the only crossing over the creek. The area was heavily traveled by both foot traffic (over the bridge) and water traffic (accessing the Chesapeake Bay). As such, the town became a leading commercial center in the county. The establishment of an early Anglican chapel-of-ease in the vicinity by 1694, which evolved into the St. John's Parish by 1752, gave the area an importance as a cultural center as well. Under Criterion C, Hillsboro is significant for its representative examples of residential, commercial, and ecclesiastical architecture. The district is architecturally cohesive with few modern intrusions. Buildings date from the late eighteenth through early twentieth centuries and represent architectural styles and local adaptations that were prevalent during these periods. Collectively these structures are representative of a small rural marketing town.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CAR-350

1. Name of Property (indicate preferred name)

historic Hillsboro Survey District

other

2. Location

street and number multiple addresses n/a not for publication

city, town Hillsboro vicinity

county Caroline

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

name multiple

street and number multiple telephone n/a

city, town Hillsboro state MD zip code 21641

4. Location of Legal Description

courthouse, registry of deeds, etc. Caroline County Courthouse tax map and parcel 21A (mult parcels)

city, town Denton liber n/a folio n/a

5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report at MHT
- Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	<input checked="" type="checkbox"/> recreation/culture	approx 60	approx 4 buildings
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	<input checked="" type="checkbox"/> religion	_____	_____ sites
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	<input type="checkbox"/> social	_____	_____ structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____	_____ objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____	_____ Total
		<input checked="" type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	

7. Description

Inventory No. CAR-350

Condition

excellent deteriorated
 good ruins
 fair altered

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

Hillsboro is a small nineteenth-century village located on the east side of the Tuckahoe Creek (opposite the town of Queen Anne) in Caroline County on Maryland's Eastern Shore. The survey district had its beginnings as a crossroads village along the road from Denton to Wye Mills (formerly MD 404, now Alternate MD 404) on the east side of the Tuckahoe Bridge. The village's location along Tuckahoe Creek allowed easy access to the Chesapeake Bay by route of the Choptank River. First settled in the early eighteenth century, the village of Hillsboro did not begin development until 1781. The town evolved into a market village during the mid-nineteenth century, spurred by its river access as well as the construction of the Maryland & Delaware Railroad through the area. The railroad shipped market produce from the farms in the immediate area to the larger communities of Annapolis, Baltimore, and Washington, D.C. The village is principally linear in form with the majority of its buildings located along Main Street, an east-west thoroughfare that was the original Route 404. Crossroads include Cemetery Road and Ridgely Road, which branch off the north side of Main Street, and Maple Avenue, Academy Avenue, and Tuckahoe Road, which branch off the south side. These southern roads intersect with Church Street, which parallels Main Street to the south. There are approximately 61 primary structures within the district, including a bridge over Tuckahoe Creek. Of these, 57 contribute to the survey district. Almost every residential property includes outbuildings, the majority of which are also historic. Dwellings date from the late eighteenth century through the early twentieth century and exhibit a wide variety of architectural forms, detailing, and building materials. Within this district, eight structures have already been documented with Maryland Historic Trust inventory forms (see below).

The Hillsboro Survey District is a cohesive small rural village located on a hill above Tuckahoe Creek. The district is linear in form with the majority of buildings concentrated along Main Street between Hillsboro-Ridgely Road (MD 480) and the creek. The town is composed of residential, commercial, ecclesiastical, and transportation structures. The commercial component consists of only a handful of structures, all located along Main Street. Several former commercial buildings have been converted to residences. The majority of structures are private dwellings that are located along Main Street. The residential section extends a block to the south of Main Street along Maple Avenue, Academy Avenue, and Church Street. Few modern intrusions are located within the core of the historic village. Modern construction is located along the fringes of this core farther east on Main Street and south on Tuckahoe Road. Approximately 61 properties are located within the survey district, 57 of which contribute to the district. The four properties that do not contribute include two modern residences at 21936 and 21929 Main Street that sit across from each other at the western end of town, one historic dwelling at 22017 Main Street that has been so significantly altered that its original form and appearance cannot be determined, and a concrete-block house and shop at 11215 Academy Avenue that date to the mid-twentieth century, postdating the rest of the town.

Architectural styles span the late eighteenth through early twentieth centuries and include Federal, Classical Revival, Colonial Revival, and Victorian-era interpretations. The majority of structures are vernacular in style. Many exhibit decorative detailing. In particular, Victorian-era architectural details are prevalent, indicating a period of extensive construction during the late nineteenth century. During this period many older dwellings were updated with such detailing as well. Examples of Victorian architectural features and decorative details include pointed or arched windows and trim, Queen Anne windows, octagonal turrets, cut-away bays, Italianate brackets, fishscale shingles, and extensive gingerbread trim on porch brackets, posts, balustrades, spandrels, and vergeboards. Most of the structures are of frame construction. The majority of these have been covered with modern materials such as aluminum, vinyl, or asbestos siding. Structures sit on brick or rusticated block foundations and have either metal or asphalt-shingled roofs. Many have retained their original window sash (2/2, 4/4, 6/6, 9/6, or Queen Anne-type). Three of the town's oldest dwellings are brick (one of which has been stuccoed) and several early twentieth-century commercial structures are of concrete-block construction.

Six of Hillsboro's oldest dwellings predate the nineteenth century. These structures were built in local adaptations of the Federal and Dutch Colonial styles, which were popular during that period. Although these structures, for the most part, were not constructed as fine examples of such styles, they do exhibit credible architectural elements. The oldest dwellings are located in the western half of the current town along Main Street, with the exception of one that had been moved from Main Street to a side street (Academy Avenue) in the early twentieth century. All six are on the Maryland Historic Trust Inventory of Historic Properties, including the Eveland House (CAR-105); the Elizabeth Downes/Francis Sellers House (CAR-101); the Yoash House [John Corrie House] (CAR-29); the Douglas Anderson House (CAR-102); the Lee Brick House (CAR-31); and the Savage Gambrel-Roof House (CAR-30).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. CAR-350

Hillsboro Survey District Continuation Sheet

Number 7 Page 1

Description (continued)

The two oldest houses in Hillsboro are the Eveland House and the Elizabeth Downes/Francis Sellers House, both built between 1784 and 1787. The Eveland House, located at 11204 Academy Avenue, is a one-and-a-half-story, three-bay frame dwelling with a Dutch Colonial-style-inspired gambrel roof. The house, likely built by shoemaker James Curtis, was originally located along Main Street but was moved to its current location on Academy Avenue in 1913 and now sits on a concrete-block foundation. Many alterations have been made to its exterior but the interior still hints at its late eighteenth-century construction date. The Elizabeth Downes/Francis Sellers House, at 21994 Main Street, is a three-bay, brick, Federal-style residence built by local businessman Francis Sellers and his wife Elizabeth Downes. Subsequent alterations during the late nineteenth century added Victorian-era detailing to the structure, including a front porch with elaborate spindlework and a frame two-story rear addition with fishscale shingles and a hexagonal bay window. During this period the structure was also covered with stucco.

Located at the western end of Hillsboro by the Tuckahoe Creek are the Yoash House (or John Corrie House) and the Savage Gambrel-Roof House. The Yoash House, at 21908 Main Street, is a three-bay, brick, Federal-style residence that overlooks the creek. It is most notable for its unusual three-story height, the result of a fully exposed basement level built partially into a hill. The house was built between 1785 and 1790 by merchant John Corrie. Next to the Yoash House sits the Savage Gambrel-Roof House. Located at 21914 Main Street, the Savage House is a one-and-a-half-story, three-bay, frame residence with a gambrel roof built as a vernacular adaptation of the Dutch Colonial style. This house, built circa 1800, is similar to the Eveland House (see above). The last two late eighteenth-century residences in Hillsboro are located diagonally across from each other on Main Street. The Douglas Anderson House, at 21000 Main Street, is a small, two-story, double-bay dwelling that was originally constructed as a one-and-a-half-story dwelling between 1793 and 1799. The Lee Brick House (22005 Main Street), at the southeast corner of Main Street and Maple Avenue, is an impressive five-bay brick dwelling built in two sections. The western three-bay, Federal-style section was the original portion of the house built circa 1794 and the eastern two-bay section was added soon after.

The town appears to have spread east along Main Street with mid-nineteenth-century development taking the form of simple, usually symmetrical, residential construction. Three-bay frame residences at 22104, 21959, and 21948 Main Street have similar form and appearance with side-gabled roofs, front porches, and chimney placement. The residence at 21948 features a side-hall entrance instead of the typical central entrance. The residence at 11192 Maple Avenue is an impressive example of this three-bay, central-entrance form featuring two pedimented dormers with arched windows, a large rear ell, and a commanding location on a large lot off the main thoroughfare. Other examples of this symmetrical form include the dwellings at 22023 and 22060 Main Street. Both are five-bay frame structures with transomed entries and front porches with elaborate spindlework.

Clustered on the north side of Main Street near the center of town are three large duplexes with Victorian-era detailing. Located at 21994, 22016, and 22020 Main Street, the structures are each side-gabled with metal roofs and full-width front porches. Detailing includes elaborate cornice brackets, porch posts, spandrels, and balustrades. The duplex at 22020 Main Street was historically the town's hotel. The western three-bay section housed a drug store and restaurant during the 1950s.

Mid- to late nineteenth-century residences, built in a gable-front-and-wing form, are located at 21974, 22043, 22047, and 22052 Main Street. Infill porches are located at the ell between the two sections. These structures tend to be simple in design with little or no architectural ornament. Only the residence at 21974 Main Street has limited gingerbread detailing at its vergeboard. The structure at 22043 houses the town's post office in its gable-front section. Two more elaborate examples of dwellings built in a gable-front-and-wing plan are the late nineteenth-century residences located at 22070 and 22090 Main Street. The dwelling at 22070 Main Street, which was built circa 1900, has fishscale shingles in the upper portion of the gable-front section, a pointed-arch window in the attic level, and a pedimented door surround. A large carport addition to the wing section detracts from the house's original appearance. The dwelling at 22090 Main Street, built circa 1880, is a beautiful Victorian-period residence with a gabled dormer, arched windows in the attic level, Queen Anne windows, and a one-story projecting bay on the gable-front section.

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Hillsboro Survey District Continuation Sheet

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Description (continued)

Residences with hipped or pyramidal roofs are interspersed throughout the town. Some of the more elaborate examples include the house at 11248 Cemetery Road, which is a large, late nineteenth-century structure with a two-and-a-half-story cutaway bay, a wraparound porch with turned posts and balusters, and a commanding location on a hill at the corner of Main Street and Cemetery Road. Two other late nineteenth-century examples are Italianate-inspired dwellings at 21968 and 22913 Main Street. Both have full width porches (21968 Main Street has a wraparound porch) with Victorian-era detailing, gingerbread at the cornice, side-hall entries with elaborate door surrounds, and long narrow windows on the first story. An early twentieth-century example of a hipped-roof dwelling is located at 22028 Main Street. This structure has Colonial Revival-inspired elements including a large massive form, deep full-width porch with grouped columns on brick piers, a two-story bay window on the façade, hipped dormers on each elevation, a squared window (on point) at the stairway landing, and a Palladian window on the second-story façade.

Residential construction along Maple Avenue and Church Street dates to the late nineteenth to early twentieth century. Dwellings are typically simple vernacular structures that are less ornamental than those along Main Street. The two exceptions are the dwellings at 11192 Maple Avenue (see above) and at 22008 Church Street, across from St. Paul's Episcopal Church. Known as the St. Paul's Parish Rectory (CAR-104), the impressive structure at 22008 Church Street is a symmetrical, five-bay, brick dwelling that has been covered with aluminum siding. Built circa 1868, the rectory was the home of St. Paul's rector for years until recently becoming a private residence.

Two churches are located within the survey district. The St. Paul's Episcopal Church (CAR-6) is a small, gable-roof, Gothic Revival-style church covered with board-and-batten siding. This building is located on the south side of Church Street. Constructed in 1853, the church appears to have been fashioned after designs published in *Upjohn's Rural Architecture* of 1852. To the east of the church is a small fenced cemetery. The church, which is still used, has been restored and is listed in the National Register of Historic Places. The second church is the Hillsboro-Queen Anne United Methodist Church (21991 Main Street) located on the southwest corner of Main Street and Maple Avenue. This simple Gothic-inspired structure was built in 1883 and has a belltower at its northeast corner and stained-glass lancet windows.

Hillsboro has no commercial district, only a handful of commercial structures interspersed among the residences along Main Street. The most impressive commercial structure is the old Hillsboro Bank building at 21004 Main Street. Built in 1909, this Classical Revival-style brick structure is so elaborate that it almost seems out of place in the small unassuming town. The façade has three bays, the central of which is the most impressive featuring an entryway composed of double doors at the bottom, a decorative signboard in the middle, and a fanlight window on top. The entryway is bordered by a semi-circular arch course of brick topped by a concrete keystone. The central bay is set off by large paired pilasters that support a broken-bed pediment. Other architectural features on the facade consist of brick quoins, a brick soldier course with concrete keystone above each flanking window, and date plaques (one featuring "1909" and the other "1912") above each window. The building is currently vacant and in a state of deterioration.

Other structures that were originally commercial are located on the south side of Main Street, principally in the block between Maple Avenue and Tuckahoe Road. The nineteenth-century vernacular building at 21979 Main Street appears to be the only actively used commercial structure in town. This two-story, front-gabled, frame structure, once the town's hardware store, is covered in vinyl siding but retains its original shopfront windows topped by a bracketed cornice. A former general store at 22033 Main Street is similar in form but now functions as apartments. The shopfront windows have been covered with a one-story brick façade and the building itself is covered with aluminum siding. The small gable-front building at 22027 was originally the post office and was later used as a barbershop. The building is covered with aluminum siding and has modern windows and an added front porch. The post office now is located in the frame building at 22043 Main Street. This building, which resembles a front-gable-and-wing residence, once housed

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Description (continued)

a grocery store as well. Next to the post office is an interesting two-story, single-bay structure set back from the road that was at one time the telephone office. It is currently covered with asbestos siding and is used as a residence.

The last former commercial building is located between 22043 and 22057 Main Street. It is a single-story gable-front building with large display windows. Constructed of concrete-block, the building once housed an appliance and piano store. The two-story concrete-block building at the rear of the lot, at 11215 Academy Avenue, was the home of the shop owner. This shop (currently vacant) and the residence to the rear do not contribute to the survey district since they date to the mid-twentieth century, postdating the town's period of significance.

The survey district also includes the vehicular bridge (Bridge #5017) over Tuckahoe Creek. Located at the far western end of town, this three-span, concrete, girder bridge was built in 1915. In 1980, rehabilitation work to strengthen its load-carrying capacity included the installation of steel pile bents adjacent to the original piers and abutments. The bridge is an important feature along the Main Street, which historically was the principal route over the creek.

8. Significance

Inventory No. **CAR-350**

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates	1784-1920	Architect/Builder	multiple
Construction dates	1784-1920		

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary

The Hillsboro Survey District retains sufficient architectural and historical integrity to be recommended eligible for listing in the National Register of Historic Places under Criteria A and C. Under Criterion A, Hillsboro is significant as one of the oldest (if not the oldest) settlements in Caroline County. Its location along the Tuckahoe Creek in the productive agricultural landscape of Maryland's Eastern Shore and its early settlement led to the erection of the first bridge across the creek to access important cities to the west, such as Annapolis and Baltimore. For many years, this bridge was the only crossing over the creek and subsequently resulted in the area becoming known in general as Tuckahoe Bridge. The area was heavily traveled by both foot traffic (over the bridge) and water traffic (down the creek to the Choptank River and then the Chesapeake Bay). As such, the town became a leading commercial center in the county. The establishment of an early Anglican chapel-of-ease in the vicinity by 1694, which evolved into the St. John's Parish by 1752, gave the area an importance as a cultural center as well.

The survey district is also significant under Criterion C for its representative examples of residential, commercial, and ecclesiastical architecture. The district is architecturally cohesive with few modern intrusions. Buildings date from the late eighteenth through early twentieth centuries and represent architectural styles and local adaptations that were prevalent during these periods. Collectively these structures are representative of a small rural marketing town.

Historic Narrative

Hillsboro is a small rural community in Caroline County on Maryland's Eastern Shore. The town sits on a rise above the eastern side of Tuckahoe Creek. It is currently a bedroom community for nearby commercial centers in Easton and Denton. Historically, however, Hillsboro was an important market center providing an outlet for local goods that were shipped by water. Tuckahoe Creek flows into the Choptank River, approximately six miles south of Denton, which then flows into the Chesapeake Bay near Cambridge. The town is historically important for two reasons: its location near one of the earliest churches in the area, a late seventeenth-century Anglican chapel-of-ease that was located 300 yards north of the current town, and its association with the first bridge over Tuckahoe Creek, built in the early eighteenth-century. This early history led to the common acceptance of Hillsboro as the county's oldest settlement. The settlement of the village, which had its beginnings before the American Revolution, and the subsequent establishment of a private country school before the turn of the nineteenth century has resulted in the description of the community as historically the area's spiritual, commercial, and cultural center (Rairigh 1950:1108).

As early as 1694, an Anglican chapel-of-ease was established in the area on the west side of Tuckahoe Creek in what is now Talbot County. This church evolved into St. Paul's Parish by 1752. By 1706, a bridge had been constructed over Tuckahoe Creek to facilitate the crossing of the St. Jones Path, portions of which eventually became the Hillsboro-Ridgely Road (Route 480). This bridge (located approximately 300 feet north of the current bridge) was the only land-based creek crossing for many years. This structure was so important that the entire area was generally referred to as Tuckahoe Bridge.

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Historic Narrative (continued)

By the time of the Revolution, the area known as Tuckahoe Bridge was sparsely settled. Agriculture was an important economic endeavor. Crops, such as tobacco and corn, were grown on the productive adjacent land and then shipped downstream on the creek to the Chesapeake Bay. The earliest settlers in the area were planters. The first colonial inhabitants of the area were Thomas Fisher and his wife Sarah, who owned a farm from 1684 to 1721, and Philip Fiddeman and his wife Elizabeth, who owned an adjacent farm from 1709 to 1734 (Horsey 1981:96 and 99). By 1742, a tobacco house had been built in the area to the south of the current Main Street, although the road had not yet been laid out. These two farms and the associated tobacco house were the nucleus of the village of Hillsboro.

Following the Revolution, the western portion of the land on which Hillsboro is located was inherited by Elizabeth Baynard Downes and her husband Philemon. In 1784, Main Street was laid and the Downeses laid out town lots along it. Two years later, the eastern portion of Hillsboro came into the ownership of John Hardcastle, who likewise laid out lots along Main Street. The first lots were purchased soon after they were laid out and residences were constructed. The Downes built a brick Federal-style residence on the north side of Main Street in 1784 for themselves. That first year, five lots were sold. The first purchasers included Caleb Ricketts, a miller; Edward Burk, a farmer; Henry Downes, a farmer; Thomas Williams, an innholder; and James Curtis, a cordwainer (Horsey 1981:110). As part of the purchase agreements, a provision stated that within three years on each lot a tenantable house of 400 square feet having brick chimneys must be built fronting on the main road. Two other early residences included the gambrel-roofed, frame Eveland House (CAR-105) built by James Curtis, and the brick, Federal-style Yoash House (CAR-29) built by John Corrie (Horsey 1981:120 and 122). By 1787, a tavern stood on the corner of Main Street and Maple Avenue (Horsey 1981:133).

In 1794, the bridge over Tuckahoe Creek was rebuilt, approximately 300 south of the original bridge, in line with Main Street (Horsey 1981:92). The bridge spurred additional growth along Main Street. Over the next 25 years, a village developed. Early property owners were farmers, laborers, and businessmen such as coachmakers, blacksmiths, joiners, and tailors. The developing town was first referred to as Hillsborough in a 1796 deed (Horsey 1981:122). The following year, lots were purchased for Ebenezer's Church (Methodist meetinghouse) and a private school (Horsey 1981:111). The school, known as the Hillsborough Academy, was built in 1797 and operated until 1878, after which it was razed (Rairigh 1950:1109).

By 1800, the village of Hillsboro had assumed its current layout. Crossroads were established during the 1790s providing the community with additional development. In 1793, Franks Street was laid out, and later in 1853 when the St. Paul's Episcopal Church was built on its south side, it was renamed Church Street (Horsey 1981:130). In 1796, Maple Avenue was laid out (Horsey 1981:131). After the construction of the Hillsborough Academy on the south side of Franks Street in 1797, Academy Avenue was laid out to access it.

During the nineteenth century, Hillsboro developed into an important rural market center. Crops from the local farms were shipped down Tuckahoe Creek to the Choptank River, which emptied into the Chesapeake Bay. Main Street became part of an important northeast-southwest route that ran from Greensboro to Easton. The lots along Main Street within the central part of the village filled in and eventually the town expanded to the east. Residential construction also occurred on the village's side roads, including Maple Avenue, Church Street, and Academy Avenue. In 1853, St. Paul's Parish moved its church into Hillsboro. The new church was apparently fashioned after designs published the preceding year in *Upjohn's Rural Architecture* (Hill 1973). A cemetery was established to the eastern side of the church. Across the street from the church, a large brick residence (CAR-104) for the church's rector was built in 1868 (Bourne and Getty 1977).

In 1868, the Maryland & Delaware Railroad was extended southwest from Ridgely to Hillsboro providing high-speed transit for people and produce. The line did not run directly through Hillsboro, but approximately a mile north of it where both passenger and freight stations were built. Crops and produce from the surrounding farms were shipped from this freight station. The railroad

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Historic Narrative (continued)

allowed the shipping of formerly untransportable produce such as berries, cherries, peaches, and perishable vegetables as well as small game and animals including partridges, wild duck, geese, rabbits, and poultry (Preston 1983:234).

By the last quarter of the nineteenth century, Hillsboro had assumed the town layout that exists today. Development along Main Street extended from Tuckahoe Creek to Ridgely Road (MD 480). In 1875, the town included three churches, a hotel, a blacksmith shop, an academy, three doctors, and approximately 40 residences (Isler 1875). A catastrophic fire in July of 1894 destroyed the central and eastern portions of the town including two hotels, one store, thirteen dwellings, and four barns (*Denton Journal* 1894). The fire was started in F. J. Willoughby's feed room by German painter A. E. Beager, who lit his pipe and threw the match in an explosive liquid. The village quickly rebuilt and by 1897 had assumed much the same layout as it had had previous to the fire. As a result of this, late nineteenth-century architecture is present in the eastern end of town. In that year, the town had approximately 35 dwellings, three churches, a post office, an academy, two general stores, two drug stores, a hardware store, a shoemaker, a blacksmith shop, and a hotel (Saulsbury 1897). A cannery was located on the east side of Tuckahoe Road across from its intersection with Church Street. Additional residential construction occurred along Church Street.

In 1896, a second railroad was constructed through the area (Hayman 1979:118). The Queen Annes Railroad was the last major railroad to be built on the Eastern Shore. It was constructed as an east-west line to service the agriculturally productive region in the upper Eastern Shore. This railroad ran along the north side of the Hillsboro to Denton road (now Alternative MD 404) just north of the town. A station was established at Hillsboro, which had recently lost its Maryland & Delaware station to the town of Queen Anne to the west. The Queen Annes Railroad serviced the growing number of canneries in this portion of the Eastern Shore region.

During the first quarter of the twentieth century development in Hillsboro slowed down considerably. A few residences were built east of Tuckahoe Road. The large residence at the corner of Maple Avenue and Church Street was built by Mr. Mender in 1905. A telephone office was established in town and a filling station was built on the southwest corner of Main Street and Tuckahoe Road. Circa 1913, the Eveland House (CAR-105) was moved from Main Street to its current location on Academy Avenue (Bourne and Getty 1979). The offices for the Stewart & Jarrell Cannery (1910-1919), which later became the Charles Jarrell Cannery (1920-1955), were located in Hillsboro (Burton 1986:68-70). In addition, the Hillsboro-Queen Anne Co-op Cannery operated in Hillsboro and nearby Federalsburg from 1932 to 1944, and at its closing retained offices for the new Southern States Hillsboro-Queen Anne Co-op (1945-1953) in Hillsboro, despite the cannery being located across Tuckahoe Creek in Queen Anne (Burton 1986:68-70). Locally, cannery production peaked in 1920 with subsequent decline thereafter. Many local canneries went out of business in the mid-twentieth century leading to a shutdown of the railroad lines soon after (Burton 1986:68).

During the mid-twentieth century, many of the historically commercial buildings were converted into private residences. Currently, there are few commercial establishments in the town. The village, which had been incorporated as a borough in the late nineteenth century, consists of mostly dwellings. Once the cultural, religious, and commercial center of Caroline County, Hillsboro has since become a bedroom community for commuters to Centreville, Annapolis, Baltimore, Bethesda, and even Washington, D. C.

9. Major Bibliographical References

Inventory No. **CAR-350**

Bourne, Michael and Joe Getty

1977 Maryland Historical Trust Inventory Forms for Yoash House (CAR-29); Savage Gambrel-Roof House (CAR-30); Elizabeth Downes House (CAR-101); Douglas Anderson House (CAR-102); St. Paul's Parish Rectory (CAR-104); and Eveland House (CAR-105). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

Burton, R. Lee, Jr.

1986 *Canneries of the Eastern Shore*. Tidewater Publishers, Centreville, Maryland.

Caroline County Tax Assessment Records and Tax Maps. Located at Caroline County Courthouse, Denton, Maryland.

10. Geographical Data

Acreage of surveyed property approx. 30 acres
Acreage of historical setting n/a
Quadrangle name Ridgely, MD (1973)

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The recommended boundary for the Hillsboro Survey District (taken from Caroline County Tax Map 21A -- Hillsboro) is as follows:

Beginning at a point at the northeast corner of the Tuckahoe Creek Bridge and going north along the creek to the northwest corner of Tax Parcel 754; then east along the rear of Parcels 754-749, crossing Cemetery Road to a point on its east side; then north along the side of said road to the northwest corner of Parcel 747; then east along the rear of Parcels 747-730 to the northeast corner of Parcel 730; then south along the east side of Parcel 730, crossing Main Street to a point on its south side; then east along Main Street to the northeast corner of Parcel 678; then south along the east side of Parcel 678 to its southeast corner; then west along the rear of Parcels 678, 679, and 680 to a point on the east side of Tuckahoe Neck Road; then north along said road to its intersection with Main Street; then crossing Tuckahoe Neck Road and going west along the south side of Main Street to the northeast corner of Parcel 682; then south along Parcel 682 to its southeast corner; then west along the rear of Parcel 682 to the northeast corner of Parcel 690; then south along the east side of Parcel 690 to a point on the north side of Church Street; then west along said street, crossing Academy Avenue, to the southwest corner of Parcel 705; then south, crossing Church Street, and going along the east and rear sides of Parcels 722, 721, and 720; then west along the rear of Parcels 720, 719 and 718 to the east bank of Tuckahoe Creek; then north along the creek to the southeast corner of the bridge over the creek, then along the bridge to its southwest corner, crossing road to the northwest corner of the bridge, and along the bridge to its northeast corner, which is the point of beginning.

11. Form Prepared by

name/title	Wendy Zug-Gilbert (Principal Investigator)		
organization	Archeaological & Historical Consultants, Inc.	date	July 2001
street & number	101 N. Pennsylvania Ave., PO Box 482	telephone	(814) 364-2135
city or town	Centre Hall	state	PA

The Maryland Inventory of Historic Properties 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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. CAR-350

Hillsboro Survey District Continuation Sheet

Number 9 Page 1

Major Bibliographical References (continued)

Denton Journal

1894 Hillsborough Partially in Ruins. *Denton Journal*, 21 July. Denton, Maryland. From personal files of Henrietta Wood.

Hayman, John C.

1979 *Rails Along the Chesapeake – A History of Railroading on the Delmarva Peninsula, 1827-1978*. Marvadel Publishers, unknown location.

Hill, Anne E.

1973 National Register of Historic Places Inventory – Nomination Form for St. Paul's Episcopal Church (CAR-6). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

Horse, Eleanor F.

1981 *Origins of Caroline County, Maryland from Land Plats*, Volume II. Printed for private distribution by E. A. Christian and D. Price, Denton, Maryland.

Isler, John B.

1875 *Map of Caroline County, Maryland*.

Preston, Dickinson J.

1983 *Talbot County: A History*. Tidewater Publishers, Centreville, Maryland.

Rairigh, William N.

1950 *Narrative History of Caroline County*. Edited by Charles B. Clark. Reprinted by Lewis Historical Publishing Co., Inc. New York.

Saulsbury, M. L.

1897 *Map of Caroline County, Maryland*. Drafted by M. L. Saulsbury, Civil Engineer, Ridgely, Maryland. Traced and copied by George Herbert Foster, Denton, Maryland, 1969.

United States Geologic Survey (USGS)

1973 *Ridgely, Maryland Quadrangle*. 7.5-minute series.

1905 *Denton, Maryland Quadrangle*. 15-minute series.

Wood, Henrietta

2001 Personal conversation with Mrs. Henrietta Wood (local historian), July 2001.

Verbal Boundary Description and Justification (continued)

This boundary encompasses the entirety of the following parcels: 754-749, 747-742, 740-730, 708-722, 678-680, 682-690, 694-707 and includes properties along Main Street, Academy Avenue, Church Street, and Maple Avenue, as well as the bridge over Tuckahoe Creek. Parcels 751, 710, 699, and 684 do not contribute to the survey district. The boundary was drawn to encompass a cohesive grouping of properties with similar architecture and history and excludes modern properties farther east on Main Street and to the southeast along Church Street, School Street, Academy Street, and Tuckahoe Neck Road.

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

I. GEOGRAPHIC REGION:

- X EASTERN SHORE (ALL EASTERN SHORE COUNTIES AND CECIL)**
- WESTERN SHORE (ANNE ARUNDEL, CALVERT, CHARLES, PRINCE GEORGE'S, ST. MARY'S)**
- PIEDMONT (BALTIMORE CITY, BALTIMORE, CARROLL, FREDERICK, HARFORD,, HOWARD,
MONTGOMERY)**
- WESTERN MARYLAND (ALLEGANY, GARRETT, WASHINGTON)**

II. CHRONOLOGICAL/DEVELOPMENTAL PERIODS:

- X RURAL AGRARIAN INTENSIFICATION (A.D. 1680-1815)**
- X AGRICULTURAL-INDUSTRIAL TRANSITION (A.D. 1815-1870)**
- X INDUSTRIAL/URBAN DOMINANCE (A.D. 1870-1930)**
- MODERN PERIOD (A.D. 1930-PRESENT)**
- UNKNOWN PERIOD (PREHISTORIC; HISTORIC)**

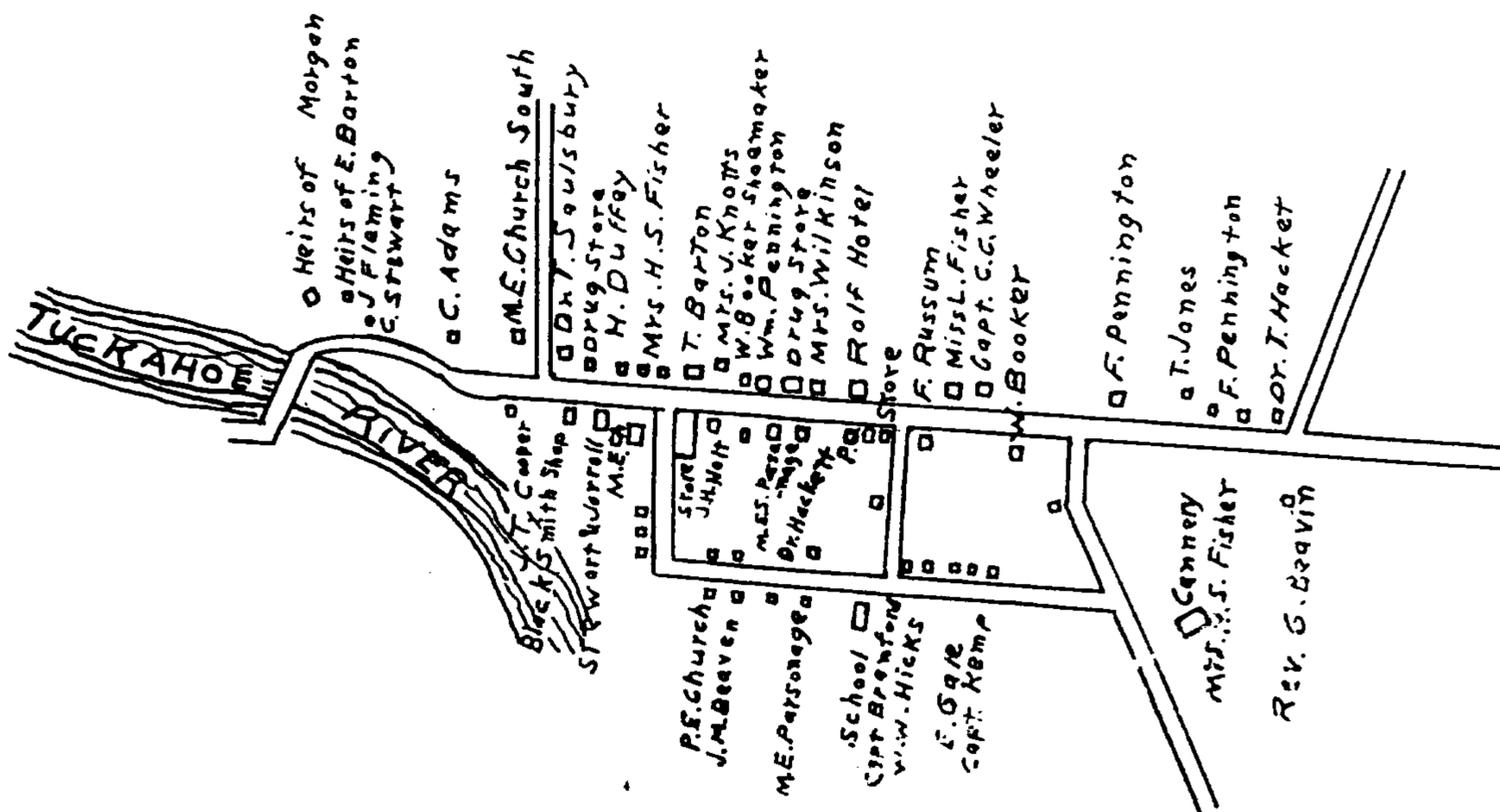
III. HISTORIC PERIOD THEMES:

- X AGRICULTURE**
- X ARCHITECTURE, LANDSCAPE, ARCHITECTURE, AND COMMUNITY PLANNING**
- X ECONOMIC (COMMERCIAL AND INDUSTRIAL)**
- GOVERNMENT/LAW**
- MILITARY**
- X RELIGION**
- X SOCIAL/EDUCATIONAL/CULTURAL**
- X TRANSPORTATION**

IV. RESOURCE TYPE:

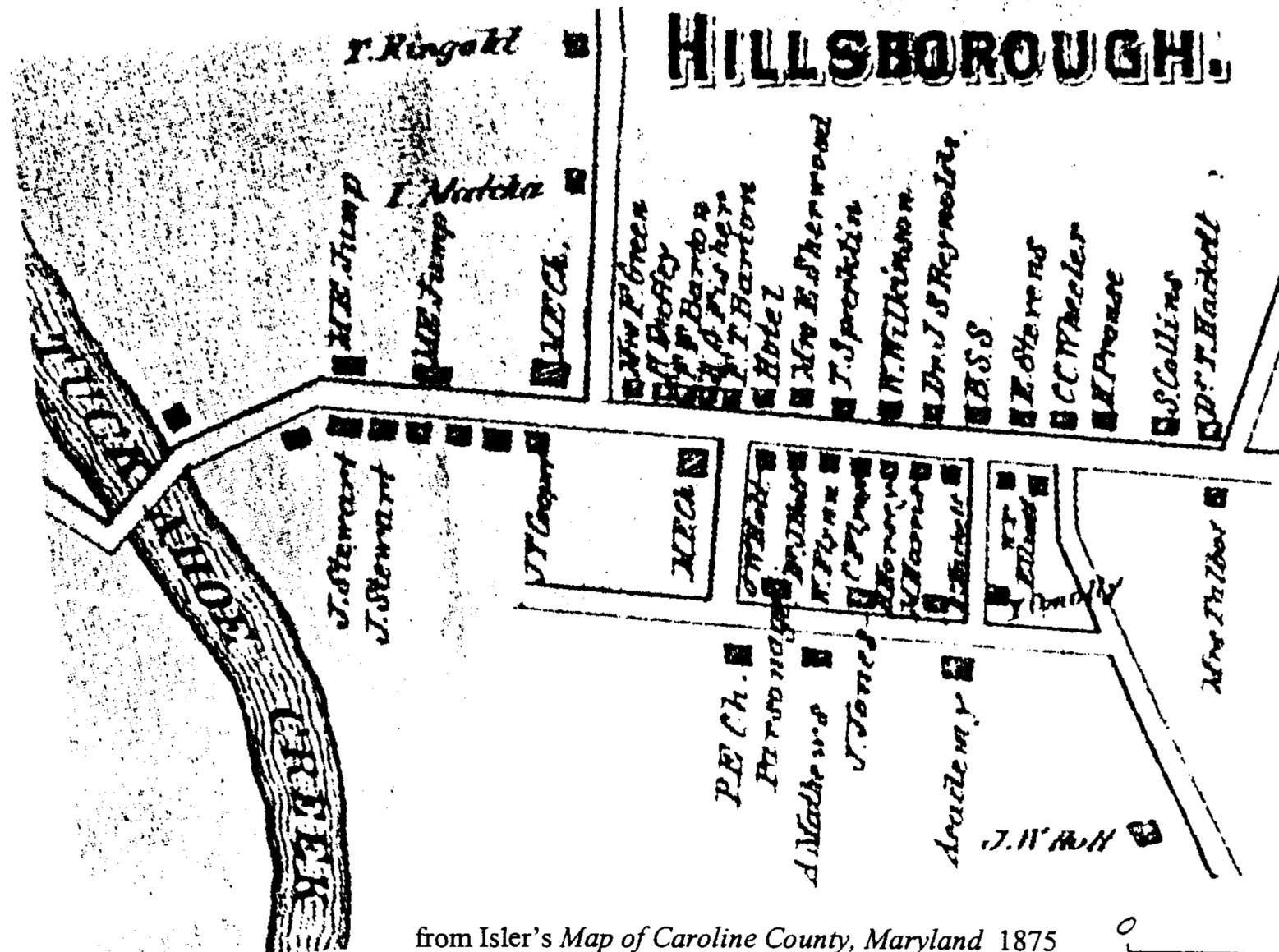
CATEGORY: district
HISTORIC ENVIRONMENT: rural
HISTORIC FUNCTION(S) AND USE(S): market village
KNOWN DESIGN SOURCE: none

HILLSBORO



from Saulsbury's Map of Caroline County, Maryland 1897
(Traced and copied by George Herbert Foster, 1969)

HILLSBOROUGH.

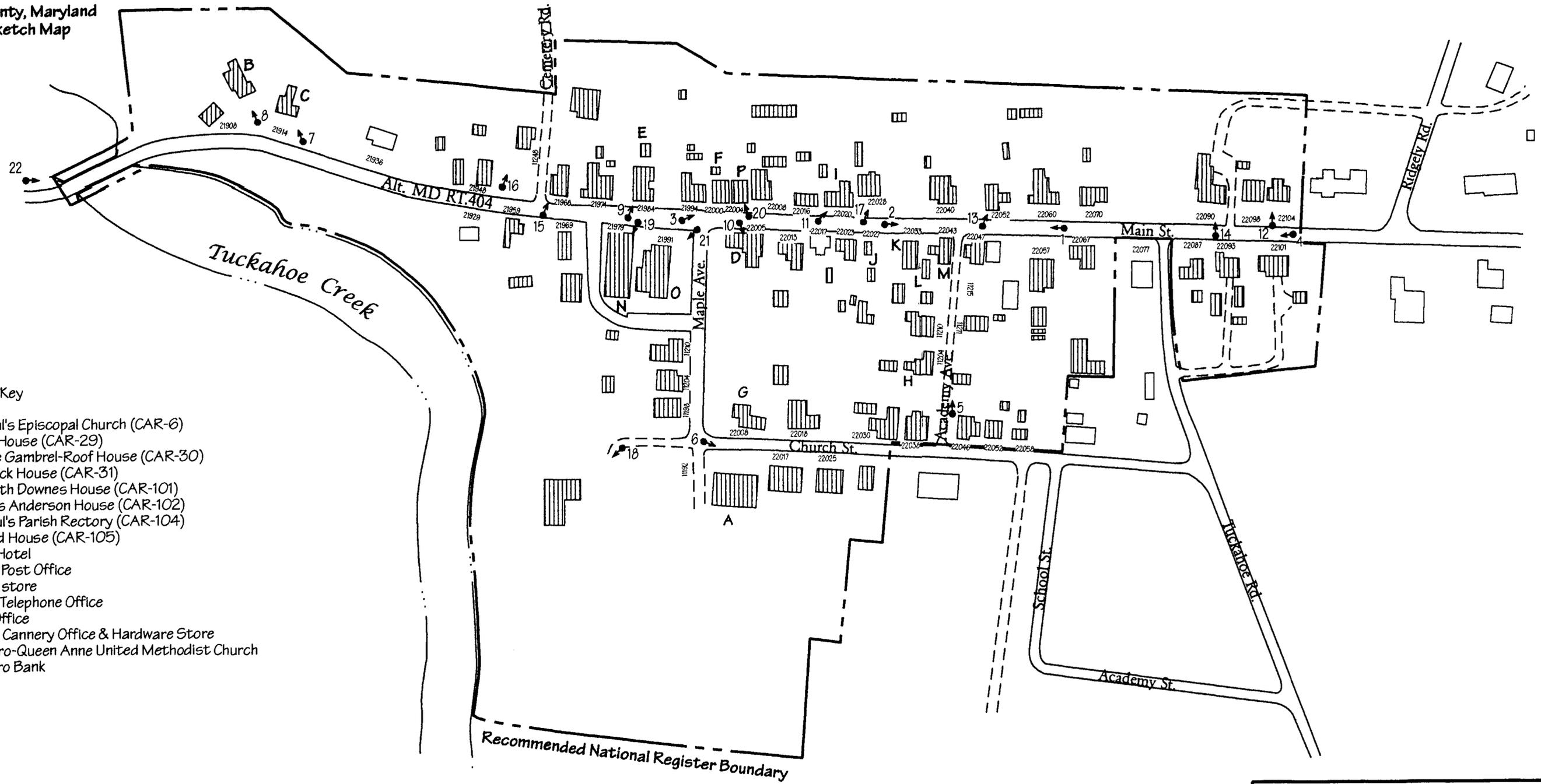


from Isler's Map of Caroline County, Maryland 1875



Hillsboro Survey District (CAR-350)

Hillsboro
Caroline County, Maryland
Resource Sketch Map



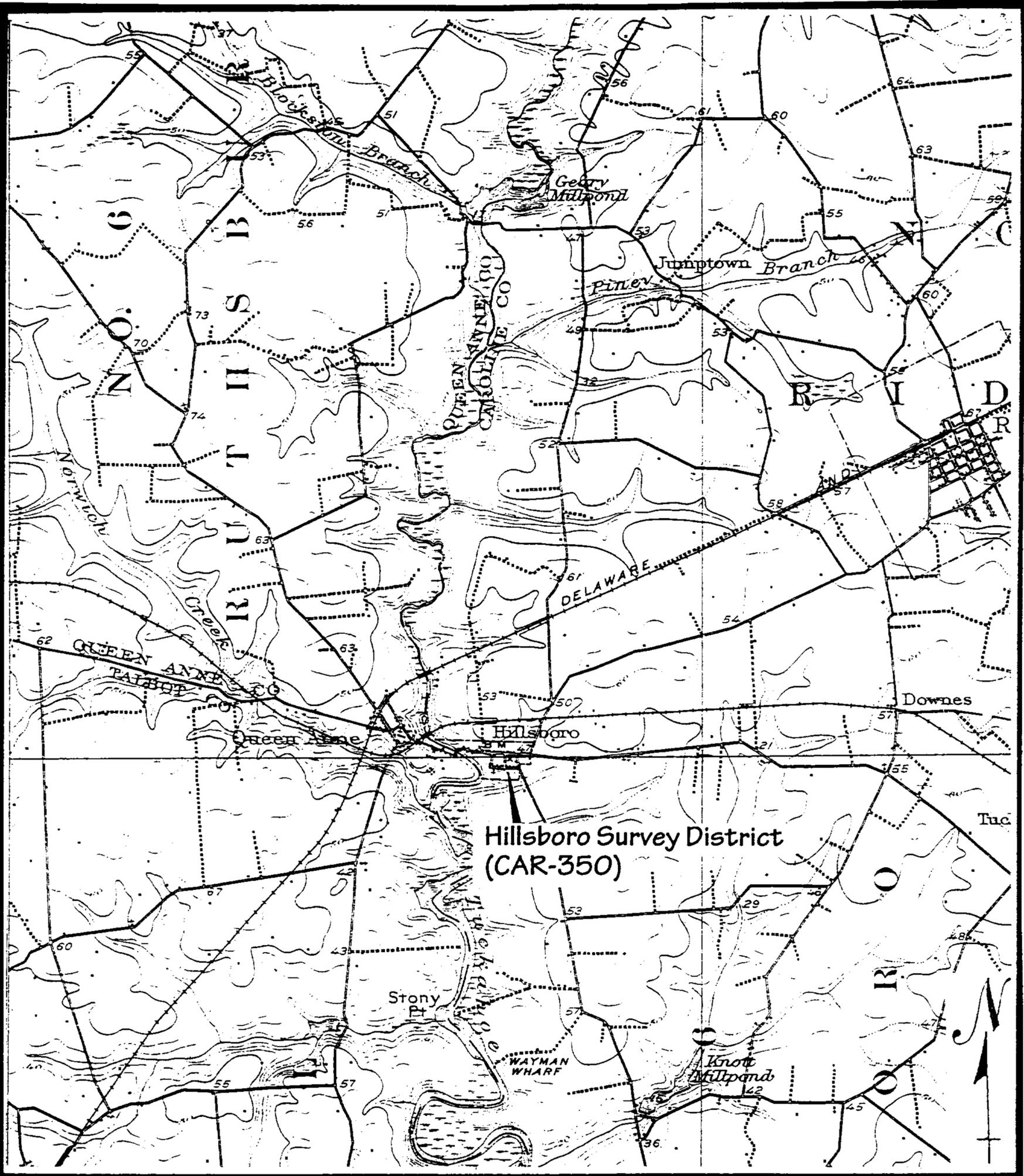
Structure Key

- A = St. Paul's Episcopal Church (CAR-6)
- B = Yoash House (CAR-29)
- C = Savage Gambrel-Roof House (CAR-30)
- D = Lee Brick House (CAR-31)
- E = Elizabeth Downes House (CAR-101)
- F = Douglas Anderson House (CAR-102)
- G = St. Paul's Parish Rectory (CAR-104)
- H = Eveland House (CAR-105)
- I = former Hotel
- J = former Post Office
- K = former store
- L = former Telephone Office
- M = Post Office
- N = former Cannery Office & Hardware Store
- O = Hillsboro-Queen Anne United Methodist Church
- P = Hillsboro Bank



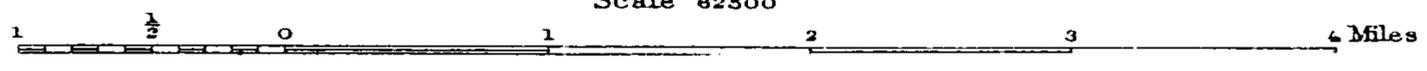
= Photo Viewpoint
 = Historic Structures Contributing to Survey District
 22017 = Street Address

0 200 0 60
 feet meters



Hillsboro Survey District
(CAR-350)

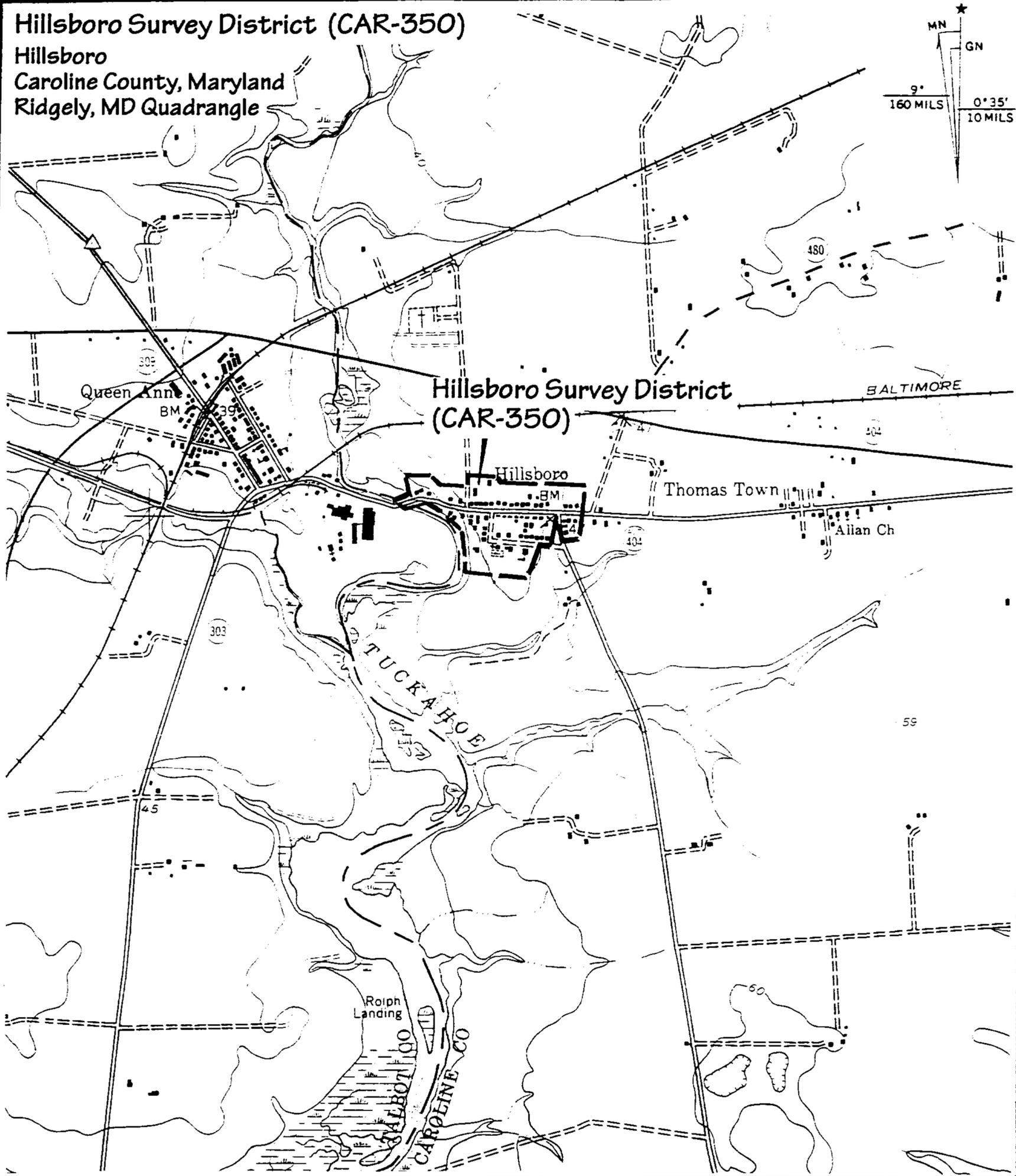
Scale $\frac{1}{62500}$



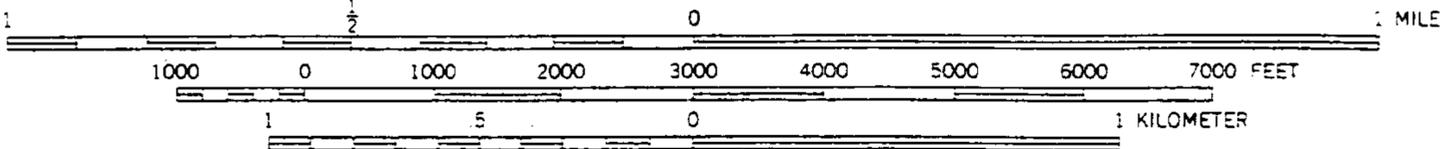
Denton, Maryland 1905
USGS Quadrangle, 15-minute series.

Hillsboro Survey District (CAR-350)

Hillsboro
Caroline County, Maryland
Ridgely, MD Quadrangle



SCALE 1:24 000



CONTOUR INTERVAL 20 FEET



QUADRANGLE LOCATION



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

View west along Main Street, showing former store (concrete-block bldg.), residence (at 22043), and front-gabled post office (at 22047).

1 of 22



CAR. 350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

View along (east) Main Street, showing post office (22043 Main St)
at far right.

2 of 22



CAR-350

Hillsboro Survey District
Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

View east along Main Street from near Maple Ave, showing duplex
at 21994 and Anderson House (CAR-102) at 22000.

3 of 22



CAR. 350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

View west along south side of Main Street, showing early
20th-century expansion at 22101, 22093, & 22087.

4 of 22



CAR-350

Hillborn Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MP SHPO

View north along Academy Avenue with Eveland House (CAR-105)
at far left)

5 of 22



CAR-350

Hillsboro Survey District
Caroline County, Maryland

Rita Suffness

July 2000

MB SHPO

View east along Church Street with St. Paul's Episcopal Church
(CAR-6) at far right

6 of 22



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

yoash House (CAR-29) at 21908 Main Street

7 of 22



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Savage Gambrel-Roof House (CAR-30) at 21914 Main Street.

8 of 22



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Elizabeth Dawnes House (CAR-101) at 21984 Main Street

9 of 22



22005

CAR 350

Hillsboro Survey District

Caroline County, Maryland

Rita Sutfness

July 2000

MD SHPO

Lee Brick House (CAR-31) at 22005 Main Street

ID of 22



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Former hotel at 22020 Main Street.

11 of 22



CAR-350

Hillsboro Survey District
Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Residence at 22104 Main Street

12 of 22



22032

CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Residence at 22047 Main Street.

13 of 22



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Residence at 22090 Main Street,

14 of 22



CEMETERY
MAIN ST

FOR SALE
BY OWNER

FOR SALE

FOR SALE

CAR-350

Hillsboro Survey District
Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Residence at 2196B Main Street, northeast corner with
Cemetery Road.

15 of 22



CAR-350
Hillsboro Survey District
Caroline County, Maryland

Rita Sutfness

July 2000

MD SHPO

Residence at 11248 Cemetery Road, northwest corner with
Main Street.

16 of 22



PAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Residence at 22028 Main Street.

17 of 22



AR-350

Hillsboro Survey District
Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Residence (bld 1905) at 11192 Maple Avenue, at corner of Maple
and Church Street.

18 of 22



IMPRESSive Printing
COMMERCIAL & LOCAL PRINTING
OFFICE - LETTERHEAD - BUSINESS CARDS



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Former hardware store and cannery office at 21979 Main
Street,

19 of 22



1909

1912

1611 CHURCH ST
PHILADELPHIA PA

CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Sutfness

July 2000

MD STPO

Former Hillsboro Bank (bldg 1909) at 22004 Main Street.

20 of 22



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Hillsboro - Queen Anne United Methodist Church (bH 1883) at
21991 Main Street, southwest corner with Maple Ave.

21 of 22



CAR-350

Hillsboro Survey District

Caroline County, Maryland

Rita Suffness

July 2000

MD SHPO

Bridge (blt 1915) over Tuckahoe Creek.

22 of 22