WI-534
Fruitland
Salisbury vicinity
Public and private

Nineteenth and twentieth centuries

The City of Fruitland, at is officially known, owes its beginning to a fork in the main road that connected Salisbury and Princess Anne. As travelers headed south from Salisbury around the turn of the nineteenth century, the right fork turned in a southwesterly direction heading to the village of Trappe, later Allen, and then south to the county seat of Princess Anne. The left fork continued due south in a more or less straight course to Steven's Ferry, the principal crossing of the Pocomoke River. Both roads were major thoroughfares during the eighteenth and nineteenth centuries, and the trade that developed around the fork in the road encouraged the formation of a small village during the early years of the nineteenth century. Fork Town emerged as a small, rural village with a group of frame houses and a tavern clustered around the split in the road. The land surrounding this rural intersection was divided between counties; the western side was in Somerset County and was largely held by planter Eben Disharoon. The eastern side in Worcester County was owned by another planter and mill owner, Joshua Morris.

Both men created sizable estates during their lifetimes and left detailed wills to identify their bequests. Eben Disharoon penned his will in April 1815, and it is clear form this document that a town had started to form on his side of the county road where small acre parcels were subdivided near the fork in the road. To his son Francis, Eben Disharoon bequeathed

> *....one acre of land to be laid off at the eastermost (sic) side of my dwelling plantation and on the county road at the corner of my land adjoining the lot of Kirk Gunby which the said Gunby got form Joshua Morris and has now built on....*

To his namesake, Ebenezer Disharoon he left "one acre of land adjoining the acre given to my son Francis to be laid off fronting the county road and alongside the Francis lott." The balance of his lands not obligated in prior items fell to another son, Matthias Hopkins Disharoon.

Joshua Morris's will, written on January 23, 1819, named several one acre legacies identified in "Fork Town." To his son Jepthy, Joshua Morris left one acre at Fork Town, "where his house stands." To his daughter Mary Gunby he left an "acre at Fork Town to be laid off on the northwest side of the lot she now lives on to be laid off on the road leading from Fork Town being the piece Jack Morris laid off." To each of his Gunby grandchildren, William, Sarah, Mary, and James, he left a quarter acre "on the road leading through Fork Town," which was part of the tract he held known as "Morris's Conclusion." A later bequest to Stephen Taylor, identified another improved lot at Fork Town, "where his house stands."

Several years prior to his death, in October 1812, Joshua Morris sold an acre lot on the east side of the "main road leading from Salisbury to Steavenses (sic) Ferry about sevin (sic) miles from Salisbury," to the trustees of the Zion Meeting House. The acre lot was part of a tract called "Partnership." Although little is known about this early Methodist congregation, it documents the formation of a religious meeting within a mile of the crossroads village.

Another vital element of the community during the early nineteenth to mid nineteenth century was the Forktown tavern, which stood on the Worcester County side of the intersection. The Forktown tavern was an important resting place for travelers and their horses. The building stood until 1906 when it was dismantled by James H. Cathell for sister Ava Hastings, who had acquired the property the year before. The demolition of the old tavern would have gone unmentioned in the newspaper save for the fact that a shot bag filled with silver coins was found resting on the plate when the roof frame was taken apart. In the newspaper article written about the discovery, a short ownership history of the tavern was recited. The article stated:

> *The old building was used as the Forktown tavern for many years. William Smith kept hotel for many years when it used to be the stopping place for travelers using the old stage road from Princess Anne to Salisbury. Smith was found dead in his stateroom on the steamer Wilson Small in 1838, and the hotel was afterwards kept by William Shockley. In*

the early 1840s the property was owned by the late Isaac Morris, father of Mrs. Dr. F. M. Slemons, of this city.

During the second quarter of the nineteenth century, the crossroads village developed slowly. A post office was established in Forktown in 1840, however a complete measure of the town's commercial activity is difficult to document due to insufficient records. By the mid to late 1840s, the village population supported the organization of two churches, a new Presbyterian congregation by 1846 and a Methodist Episcopal congregation by 1849. The Presbyterians established their meeting house on the east side of the main road in Worcester County. The Methodist Episcopal church property was on the south side of the road connecting Forktown and Shad point, a parcel that was not conveyed formally until 1854.

The next major benchmark in the history of Forktown was the construction of the Eastern Shore Railroad from Salisbury to Somer's Cove in 1866. The railroad right-of-way passed on the western edge of the village, sponsoring a new surge of economic growth and commercial prosperity which most towns experienced along its route.

In light of the new found economic potential and exposure to the outside world by means of the railroad, there was a move to rename Forktown. The directors of the Eastern Shore Railroad proposed Phoenix, or Phenix, as it was spelled in the newspaper in February 1873. Despite the influence of the railroad's directors, renaming the village Phenix met with resounding disapproval, whereas names such as Siloam, Amon, Bethlehem, Elon, Hebron, Seba, or Sharon were much preferred according to one editorial with a distinct affinity for biblical sites. Not to let the issue linger or drift for fear of having the change left to the railroad officials, a proposal for the name Fruitland was soon advanced and by April it had been accepted by the United States post office with full usage officially beginning on July 1, 1873.

The name Fruitland seemed entirely appropriate to many since the region's farmers had developed significant investments in the cultivation of a variety of fruits and vegetables for

export. One of the principal businessmen in Fruitland during this period was Isaac H. A. Dulany, who established a store next to the railroad shortly after its construction. In addition to offering a line of general merchandise, Isaac H. A. Dulany, in partnership with his three sons, was a shipper of local fruits and vegetables to city markets. He also served as postmaster between 1869 and 1873.

By the time Lake, Griffing, and Stevenson published their Eastern Shore atlas in 1877, Fruitland boasted several stores located around the intersection of Main Street and the railroad. The commercial center had actually shifted from the old fork in the road to the intersection of Main Street and the railroad right-of-way. For the older community of Tony Tank mills to the west the construction of the railroad coupled with the widespread use of steam-generated power instigated an economic decline for the water-oriented grist and saw mills and shipping location on Tony Tank Creek.

During the last decades of the nineteenth century and the early twentieth century, Fruitland developed at a moderate pace with periods of economic boom. One of the most active eras in the town's history was around 1909 when the *Salisbury Advertiser* commented on significant construction and commercial activity:

> *This little town, so closely connected with Salisbury, by two shell roads, wires, and automobiles as to give us the advantage of the country and the City too, is growing faster than might be imagined.*
>
> *When we moved here two years ago last March there were about fifteen or twenty houses and two stores in the place, one saw mill and small canning factory in the centre (sic) of town. The factory has been moved out near the railroad. The saw mill has been sold and is to be moved out and nearer the railroad. The most of the houses did not look as if they had been painted in many years. They have nearly all been newly painted since then, and many of them have been enlarged and remodeled.*
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> *The large store house of I.H.A. Dulany and Sons has been very much enlarged with a marvelous increase in stock and trade, while there are four more new stores and another one nearly completed which expects to open soon.*

Twenty or twenty-five new dwellings have been erected and are now occupied. The Rev. H. S. Dulany is expected to move into his new home, by the side of the parsonage in a few days.

Roads are being graded for shells in two directions leading out of Fruitland into the country, besides the two already shelled that lead to Salisbury, which will enable the farmers and truckers from all around to find an easy way to their business centre.

The construction activity referred to in the article was concentrated north and south of Main Street as well as west of the railroad. During the first half of the twentieth century, additional lot development and expansion of Fruitland pushed farther west towards the intersection of West Main Street extended and Camden Avenue extended, an intersection historically known as Moore's Crossroads.

The early to mid twentieth century witnessed major changes to the nature of Fruitland with the construction of a second section of the US Route 13 "by-pass" in the late 1930s. The path of the new road paralleled the railroad right-of-way. A new generation of businesses were oriented to this modern highway corridor, which was enhanced with a row of bald cypress trees planted by the Salisbury Rotary Club in 1948. A prime supporter in the tree project was Fulton W. Allen. Fruitland continued to develop during the mid twentieth century with subdivisions on the west side of US Route 13. The Larmar Corporation bought the old Moore Homestead in 1940, which included 100 acre tract that was subdivided into building lots.

In a plan to accommodate an increased community population, the county financed the construction of a brick elementary school in 1937. A second school was erected on North Division Street in 1954. The population of Fruitland continues to expand at a moderate pace as a convenient bedroom community south of Salisbury, and the US Route 13 corridor remains a vital place for business investment.

Maryland Historical Trust
Maryland Inventory of Historic Properties Form

Inventory No. WI-534

1. Name of Property (indicate preferred name)

historic Fruitland, "Forktown"

other Fruitland Survey District

2. Location

street and number ____ not for publication

city, town Fruitland x vicinity

county Wicomico

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

name Various owners

street and number ____ telephone ____

city, town Fruitland state Maryland zip code 21826

4. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Courthouse liber ____ folio ____

city, town Salisbury tax map ____ tax parcel ____ tax ID number ____

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
x district
____ building(s)
____ structure
____ site
____ object

Ownership
____ public
____ private
____ both

Current Function
____ agriculture
____ commerce/trade
____ defense
x domestic
____ education
____ funerary
____ government
____ health care
____ industry
____ landscape
____ recreation/culture
____ religion
____ social
____ transportation
____ work in progress
____ unknown
____ vacant/not in use
____ other:

Resource Count

Contributing	Noncontributing	
250	____	buildings
____	____	sites
____	____	structures
____	____	objects
250	____	Total

Number of Contributing Resources previously listed in the Inventory ____

7. Description

Inventory No. WI-534

Condition

___ excellent ___ deteriorated
x__ 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.

The City of Fruitland, Wicomico County, Maryland is located a mile south of the Salisbury city limits on each side of US Route 13. US Route 13 serves as its modern-day principal road artery, while the historic access was provided originally by Division Street, which crosses Main Street on the east side of the city. East Main Street blends into Meadow Bridge Road on the southeast side of Fruitland, and West Main Street extends beyond its intersection with Camden Avenue extended as part of the city limits. Due to the modern-day expansion of both Salisbury and Fruitland the two communities have nearly merged together with a common boundary.

The housing stock of Fruitland consists of around two-hundred-and-fifty (250) contributing structures erected between 1840 and 1950 with the largest share post-dating 1900. The oldest documented structure to remain standing in Fruitland is the Clara Gunby house (WI-535), an 1840s two-story, five-bay frame dwelling that stands a short distance north of the historic crossroads. Another mid to late nineteenth-century house is the Moore Homestead (WI-109), which is located on the west side of Fruitland near the corner of West Main Street and Camden Avenue extended. However, this house was not built within the original limits of the town. It was built at the intersection historically known as Moore's Crossroads, which was engulfed in the expansion of Fruitland as it developed west of the original crossroads village during the early to mid twentieth century.

The historic building stock of Fruitland ranges from relatively plain two-story, three-bay, center hall/single pile frame dwellings with modest Victorian trim to two-and-a-half story asymmetrically planned late nineteenth- and early twentieth century tee or ell-shaped Victorian houses embellished with modest turned or sawn decorations. Most houses are of frame construction, supported on low brick foundations sheathed with artificial sidings. Asbestos shingles, vinyl, or aluminum siding are common. The houses dating from the first half of the twentieth century, which constitute the largest share of surviving structures, were built in bungalow, simplified Queen Anne, Colonial Revival, or four-square designs with varying degrees of period detail. There are a handful of dwellings brick of rusticated concrete block.

Fruitland's business district is located largely along Main Street and the US Route 13 highway corridor. Most of the historic commercial buildings have been demolished and modern mid to late twentieth-century structures now define the center of town. One of the principal historic structures along Main Street is St. John's United Methodist Church (WI-565), a composite nineteenth- and twentieth-century frame church sheathed in brick and formed stone. Accompanying the church is a nineteenth- and twentieth-century cemetery partially surrounded by an historic metal fence. The Mt. Calvary United Methodist Church (WI-142) stands along North Division Street and is accompanied by a nineteenth- and twentieth-century cemetery as well.

8. Significance

Inventory No. WI-534

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
x 1800-1899	x architecture	__ engineering	__ invention	__ politics/government
x 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	x religion
__2000-	__ commerce	__ ethnic heritage	__ law	__ science
	__ communications	__ exploration/ settlement	__ literature	__ social history
	__ community planning		__ maritime history	__ transportation
	__ conservation		__ military	__ other:

Specific dates **Architect/Builder**

Construction dates

Evaluation for:

_____ National Register _____Maryland Register ____x____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.)

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Both men created sizable estates during their lifetimes and left detailed wills to identify their bequests. Eben Disharoon penned his will in April 1815, and it is clear from this document that a town had started to form on his side of the county road where small acre parcels were subdivided near the fork in the road. To his son Francis, Eben Disharoon bequeathed

> *...one acre of land to be laid off at the eastermost (sic) side of my dwelling plantation and on the county road at the corner of my land adjoining the lott of Kirk Gunby which the said Gunby got from Joshua Morris and has now built on*[1]

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Joshua Morris's will, written on 23 January 1819, named several one acre legacies identified as in "Fork Town."[2] To his son Jepthy, Joshua Morris left one acre at Fork Town, " where his house stands." To his daughter Mary Gunby he left an "acre at Fork Town to be laid off on the northwest side of the lot she now lives on to be

[1] Somerset County Will Book, EB 23/251, Written 28 April 1815, proved 15 September 1817.
[2] Worcester County Will Book, MH 10/358, written 23 January 1819, proved 2 March 1819.

laid off on the road leading from Fork Town being the piece Jack Morris laid off." To each of his Gunby grandchildren, William, Sarah, Mary, and James, he left a quarter acre "on the road leading through Fork Town," which was part of the tract he held known as "Morris's Conclusion." A later bequest to Stephen Taylor, identified another improved lot at Fork Town, "where his house stands."

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> *The old building was used as the Forktown Tavern for many years. William Smith kept hotel for many years when it used to be the stopping place for travelers using the old stage road from Princess Anne to Salisbury. Smith was found dead in his stateroom on the steamer Wilson Small in 1838, and the hotel was afterwards kept by William Shockley. In the early 1840s the property was owned by the late Isaac Morris, father of Mrs. Dr. F. M. Slemons, of this city.*

During the second quarter of the nineteenth century, the crossroads village grew slowly. A post office was established in Forktown in 1840, however a complete measure of the town's commercial activity is difficult to document due to incomplete records. By the mid to late 1840s, the village population supported the organization of two churches, a new Presbyterian congregation by 1846 and a Methodist Episcopal congregation by 1849. The Presbyterians established their meeting house on the east side of the main road in Worcester County.[5] The Methodist Episcopal church property was not conveyed to the church trustees until 1854.[6]

The next major benchmark in the history of Fork Town was the construction of the Eastern Shore Railroad from Salisbury to Somers' Cove in 1866. The railroad right-of-way passed on the western edge of the village, sponsoring a new surge of economic growth and commercial prosperity like most towns along its route.

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[3] Worcester County Land Record, AD/85, 31 October 1812.
[4] Wicomico County Land Record, EAT 47/510, 31 October 1905.
[5] Worcester County Land Record, GMH 8/511, 20 January 1846.
[6] Somerset County Land Record, LW 7/97, 13 May 1854.

In light of the new found economic potential and exposure to the outside world by means of the railroad, there was a move to rename Forktown. The directors of the Eastern Shore Railroad proposed Phoenix, or Phenix, as it was spelled in the newspaper in February 1873.[7] Despite the influence of the railroad's directors, renaming the village Phenix met with resounding disapproval, whereas names such as Siloam, Amon, Bethlehem, Elon, Hebron, Seba, or Sharon were much preferred according to one editorial. Not to let the issue linger or drift for fear of leaving the change up to the railroad officials, a proposal for the name Fruitland was soon advanced and by April it had been accepted by the United States post office with full usage officially beginning on July 1, 1873.[8]

The name Fruitland seemed entirely appropriate to many since the region's farmers had developed significant investments in the cultivation of a variety of fruits and vegetables for export. One of the principal businessmen in Fruitland during this period was Isaac H. A. Dulany, who established a store next to the railroad shortly after its construction. In addition to offering a line of general merchandise, Isaac H. A. Dulany, in partnership with his three sons, was a shipper of local fruits and vegetables to city markets.[9] He also served as postmaster between 1869 and 1873.[10]

By the time Lake, Griffing, and Stevenson published their Eastern Shore atlas in 1877, Fruitland boasted several stores located around the intersection of Main Street and the railroad. The commercial center had actually shifted from the old fork in the road to one block west along the railroad right-of-way. For the older community of Tony Tank mills to the west, the construction of the railroad coupled with the widespread use of steam- generated power, instigated an economic decline for the water-oriented mills and shipping location on Tony Tank Creek.

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> *This little town, so closely connected with Salisbury, by two shell roads, wires, and automobiles as to give us the advantage of the country and the City too, is growing faster than might be imagined.*
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> *When we moved here two years ago last March there were about fifteen or twenty houses and two stores in the place, one saw mill and small canning factory in the centre (sic) of town. The factory has been moved out near the railroad. The saw mill has been sold and is to be moved out and nearer the railroad. The most of the houses did not look as if they had been painted in many years. They have nearly all been newly painted since then, and many of them have been enlarged and remodeled.*

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[7] *Salisbury Advertiser*, 29 February 1873.
[8] *Salisbury Advertiser*, 19 April 1873.
[9] John L. Graham, ed. *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland*, Wicomico County Bicentennial Committee, p. 16.
[10] Ethel G. Conley, *A Short History of Fruitland, Maryland*, Unpublished typescript, 1971, n.p.

The large store house of I. H. A. Dulany and Sons has been very much enlarged with a marvelous increase in stock and trade, while there are four more new stores and another one nearly completed which expects to open soon.

Twenty or twenty-five new dwellings have been erected and are now occupied. The Rev. H. S. Dulany is expected to move into his new home, by the side of the parsonage in a few days.

Roads are being graded for shells in four directions leading out from Fruitland into the country, besides the two already shelled that lead to Salisbury, which will enable the farmers and truckers from all around to find an easy way to their business centre.[11]

The construction activity referred to in the article was concentrated north and south of Main Street as well as west of the railroad. During the first half of the twentieth century, additional lot development and expansion of Fruitland pushed farther west towards the intersection of West Main Street extended and Camden Avenue extended, an intersection historically known as Moore's Crossroads.

The early to mid twentieth century witnessed major changes to the nature of Fruitland with the construction of a second section of US Route 13 "By-Pass" in the late 1930s.[12] The path of the new road paralleled the railroad right-of-way. A new generation of businesses were oriented to the modern highway, which was enhanced with a row of bald cypress trees planted by Salisbury Rotary Club in 1948. A prime supporter in this tree project was Fulton W. Allen. Fruitland continued to develop during the mid twentieth century with subdivisions on the west side of US Route 13. The Larmar Corporation bought the old Moore Homestead in 1940, which included 100 acres which were subdivided into building lots.[13]

In a plan to accommodate an increased community population the county financed the construction of a brick elementary school on West Main Street in 1937. A second school was erected on North Division Street in 1954.[14] The population of Fruitland continues to expand at a moderate pace as a convenient bedroom community south of Salisbury, and the US Route 13 corridor remains a vital place for business investment.

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[11] *Salisbury Advertiser*, 27 November 1909.
[12] *The Salisbury Times and the Wicomico News*, 30 September 1938.
[13] Wicomico County Land Record, JWS 225/363, 2 September 1940.
[14] Ethel G. Conley, *A Short History of Fruitland*, Unpublished typescript, 1971, p. 13.

Salisbury Advertiser, January 25, 1873

Mr. Editor:
Business in our ancient village is rather dull. The new steam mill in course of erection near here will soon be in operation if the weather continues favorable. The M. E. Church here is receiving the third coat of paint and will, perhaps, wind and weather permitting, receive the last touch of the brush this week. We still *have* a few vacant houses for rent but only one parsonage this year.

Salisbury Advertiser, February 29, 1873

Mr. Editor,

The new name selected for our village by the Directors of the E. S. R. R. fails to meet the approval of the people here. They regard Phenix as the very last of all choices. Its origin was a fabulous invention and it is unmusical to the last degree when uttered by the lips. If there be anything in names, whey not allow Forktown a name that has some beauty and real significance. For instance: Siloam, Amon, Bethlehem, Elon, Hebron, Seba, and Sharon.

We feel convinced thae either of the above mentioned names would be much preferable to Phenix, and really we feel that we have the right to have a voice in the matter, and would most respectfully ask that one of the above names be selected in place of Phenix.

Salisbury Advertiser, March 1, 1873

Fruitland—In view of the fact that the Board of Directors might be induced to suspend the recent action in changing the name of Forktown, we would suggest that the persons immediately interested in the naming of that village centre upon one name and petition the Board to adopt it. This is really the right mode of procedure and the only way to render satisfaction to all concerned. We are sure the Board, when it is known that the Post Office Department will refuse to sanction the late proceedings on account of theirs being already one post office in the State named Phenix, will grant the prayers of their petitioners. FRUITLAND, although it might be considered inappropriate by those disposed to cavil at any name which does not have a direct bearing on the character of the locality, would, in our opinion, be just the right name that would suit Forktown. It possesses two very good advantages, viz. It will give strangers an idea that the section is a fruit growing country, and on that account will meet with consideration, and it is a musical name, capable of being pronounced with ease, and not easily corrupted.

What say citizens of Forktown to the name?

Salisbury Advertiser, April 19, 1873

Fruitland—I. H. A. Dulany, esqr., post master at Forktown, has been notified by the Post Office Department that on and after the first day of July 1873, the post office now known as Forktown will be call d "Fruitland."

The Wicomico News, January 11, 1906

TREASURE IN OLD HOUSE

RESIDENTS OF FRUITLAND MUCH EXCITED AT THE FIND

Mr. J. M. Cathell In Tearing Down Old Forktown Tavern Discovered A Bag of Silver Coins--Some Very Old And Some of Later Date—A Mystery How the Money Got There.

The residents of Fruitland, this county, were much excited last week over the finding of a bag of silver money in an old house, which is being torn down there. Mr. James H. Cathell made the discovery in the old Forktown Tavern, which is one of the oldest houses in the county. The property was recently purchased by Mr. Cathell's sister, Mrs. Eva Hastings, and it was decided to demolish the old building to make room for a modern structure. Thursday morning while tearing out the second floor Mr. Cathell discovered an old shot bag completely hidden behind the second floor and the ceiling resting on the plate of the building. As soon as the discovery was made the workmen gathered around Mr. Cathell and for some time much excitement prevailed.

There was in the shotbag 120 pieces of silver, ranging from half dimes to dollars. The coinage dated from 1700 to 1846, and nearly all the money was new. There was some English money, Spanish coin, Mexican coin and United States coin. Among the lot was a half dozen silver coins dated 1836-7-8-9.

There is much speculation as to how the money got to the secret place and who put it there. The old building was used as the Forktown Tavern for many years. William Smith kept the hotel for many years when it used to be the stopping place for travelers using the old stage road from Princess Anne to Salisbury. Smith was found dead in his stateroom on the steamer Wilson Small in 1838, and the hotel was afterwards kept by William Shockley. In the early 1840s the property was owned by the late Isaac Morris, father of Mrs. Dr. F. M. Slemons, of this city.

The work of tearing down the property has just started and it is expected that some more treasure will be found when the hearths and chimneys are torn down. Now that the first fined has been made the property will be looked pretty carefully over, the grounds as well as the old house, in the hope that a pot of gold may be unearthed.

Salisbury Advertiser, November 27, 1909

FRUITLAND ON THE MOVE

Forward. Much Building and Many Improvements Denote Rapid Progress

This little town, so closely connected with Salisbury, by two shell roads, wires and automobiles as to give us the advantage of the country and City too, is growing faster than might be imagined.

When we moved here two years ago last March there were about fifteen or twenty houses and two stores in the place, one saw mill and small canning factory in the centre of the town. The factory has been moved out and near the railroad. The saw mill has been sold and is to be moved out and nearer the railroad. The most of the houses did not look as if they had been painted in many years. They have nearly all bee newly painted since then, and many of them have been enlarged and remodeled.

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Roads are being graded for shells in four directions leading out from Fruitland into the country, besides the two already shelled that lead to Salisbury, which will enable the farmers and truckers from all around to find an easy way to their little business centre.

Fruitland was once called Forktown, because the many roads that fork here, but is now appropriately called Fruitland because of the fruits, cantaloupes, and watermelons grown and shipping from this station.

Fruitland
Chain of title to corner lot, Map 803 Parcel 535
Fruitland City Fire Department, P. O. Box 70

356/339 Charles T. Carey, Juanita Hayman Carey, Nettie Elizabeth Carey
Frank W. Carey, Jr. and June W. Carey

to

5/14/1954 Frutland Fire Company
Parcel No. 1, 7 acres

JWTS 236/507 Levin P. Carey
Mary E. Carey

to

12/13/1941 Frank W. Carey
Charles T. Carey
8 acres

EAT 56/450 Ava R. Hastings, widow

to

12/28/1907 Levin P. Carey
$1800 8 acres and 20 square perches

EAT 47/510	Agnes K. Taylor John G. Taylor
	to
10/31/1905	Ava R. Hastings $1500
FMS 2/376	Isaac H. A. Dulany & Anne Maria Dulany
	to
3/12/1887	John G. Taylor, N. Y. C. $1,000 situated in the village of Fruitland (formerly Forktown) the lot hereby conveyed being the same lot that has been used for and called the parsonage
SPT 6/191	Francis Marion Slemons Mattie A. Slemons Samuel Webb Louisa Webb
	to
11/19/1883	Isaac H. A. Dulany Henry S. Dulany Albert Dulany, partners trading under style and firm of I.H.A. Dulany & Sons

SPT 3/23	F. Marion Slemons Mattie A.Slemons
	to
4/22/1878	Isaac H. A. Dulany $600 southeast side and binding on the public road which formed the dividing line between Somerset & Worcester counties
Worcester County Land Record GHR 2/83	Dr. Lewis W. Morris Clara E. Morris
	to
12/26/1865	Francis Marion Slemons $2,000 all of a certain lot of land & house & buildings thereon situated in Forktown which the said Lewis W. Morris purchased from Levin T. H. Irving, trustee, ...to sell the lands of Martha A. E. Morris...said lots formerly belonging to Jeptha Morris, deceased, and willed by him to his daughter Martha A. E. Morris
Worcester County Will Book LPT 1/354	Last Will and Testament of Jeptha Morris
Written 2/3/1840 Proved 5/4/1847	Item I give unto my daughter Martha Ann Morris my house and Lott at Fork Town at her mothers death to her and her heirs forever

Miscellaneous Land and Probate records related to the early history of Fork Town (Fruitland)

Somerset County
Will Book
EB 23/251

Last Will and Testament of Eben Disharoon

Written
4/28/1815
Proved
4/15/1817

First Item...I give and bequeath unto my son Francis Disharoon one acre of land to be laid off at the eastermost side of my dwelling plantation and on the county road at the corner of my land adjoining the lott of Kirk Gunby which the said Kirk Gunby got from Joshua Morris and has now built on... also one negro boy called Draper, also a young horse called Truxent and a a briddle and saddle, also fifty dollars in cash, and also the one half of my wearing apparel....
Secondly...I give and bequeath unto my son Ebenezer Disharoon one acre of land adjoining the acre given to my son Francis to be laid off fronting the county road and alongside of [the] Francis Lott
Thirdly...I give and bequeath unto my son Matthias Hopkins Disharoon all my lands on the north side of the County road leading from Salisbury to Princess Anne

Worcester County
Will Book
MH/358

Last Will and Testament of Joshua Morris

Filed
1/3/1819

to son Jephy Morris-land bought of Stephen Roach being part of a tract called Summer Field, Roaches Conclusion and one acre at Fork Town where his house stands
to daughter Mary Gunby-right and title to the mill and land bought of Purnell Toadvine, tract called Pollitt's Trial, one acre at Fork Town to be laid off on the northwest side of the lot she now lives on to be laid off on the road leading from Fork Town being the piece Jack Morris laid off
...to grandchildren William Gunby, Sarah Gunby, Mary A. Gunby and James Gunby—each fourth acre adjoining Morris's lot on the road that leads through Fork Town. All these lots from tract Morris's Conclusion.

to granddaughter Elizabeth Morris-lot of the same tract adjoining Joshua Morris lot....to Stephen Taylor—lot at Fork Town where his house stands... to grandson Joshua Morris-remainder of Morris's Conclusion...to son Isaac Morris—that he receive the part of my personal estate which I give to his Daughter Elizabeth

Somerset County
Land Record
JP 1/95

Joshua Morris

to

4/8/1813

Jacob Morris of Jacob

$750 Morrises Conclusion...which is situated lying and being in Somerset County in the fork of the two County roads one leading from Salisbury Town down to Princess Anne Town and from Salisbury Town down to Stephen's Ferry which road divides Somerset from Worcester County.....two acres

Worcester Land Record
AD/85

Joshua Morris

to

10/31/1812

Trustees of Zion Meeting House

all that tract of land being and lying in Worcester County...and lying and binding on the main county road leading from Salisbury to Steavenses (sic) Ferry about sevin (sic) miles from Salisbury and being a part of and laid out of a tract of land known....by the name of Partnership....Beginning at a marked persimon (sic) tree by the east edge of the County Road dividing Somerset from Worchester (sic) County.....1 acre

Somerset County Land Record P/158	John Morris, Somerset County to
3/13/1804	Jacob Morris, Son of Joseph L50....land being in Somerset and Worcester Counties...all that part of a tract of land called Come By Chance taken up by a certain Michael Rraglin...to all that part of a tract of land called the Fork... taken up by Dunken Bains....to all that part of a Tract of land called called the Point of the Fork taken up by Dunken Bains...to all that part of a tract called Morris Fancy.....to all that part of a tract called Collings Chance....to all that part of a tract called Timber Lot....to all that part of a tract of land called Joshua's Choice...to all that part of a tract called Rragley's Addition...to all that part of a tract called David's Purchase.....50 acres
Somerset County Land Record N/532	Joshua Morris to
3/20/1802	Eben Disharoon 24 ½ acres including tracts known as "Morris's Conclusion," "Chance," and "Disharoon's Adventure"

9. Major Bibliographical References

Inventory No. WI-534

Conley, Ethel G., *A Short History of Fruitland*, Unpublished typescript, 1971.

Edward H. Nabb Research Center for Delmarva History and Culture.

Somerset County Land Records, various volumes, Somerset County Courthouse.

Wicomico County Land Records, various volumes, Wicomico County Courthouse.

Worcester County Land Records, various volumes, Worcester County Courthouse.

10. Geographical Data

Acreage of surveyed property _____

Acreage of historical setting _____

Quadrangle name _____ Quadrangle scale: Salisbury, Maryland

Verbal boundary description and justification

The metes and bounds of the survey district are coincidental with the current boundary of the City of Fruitland.

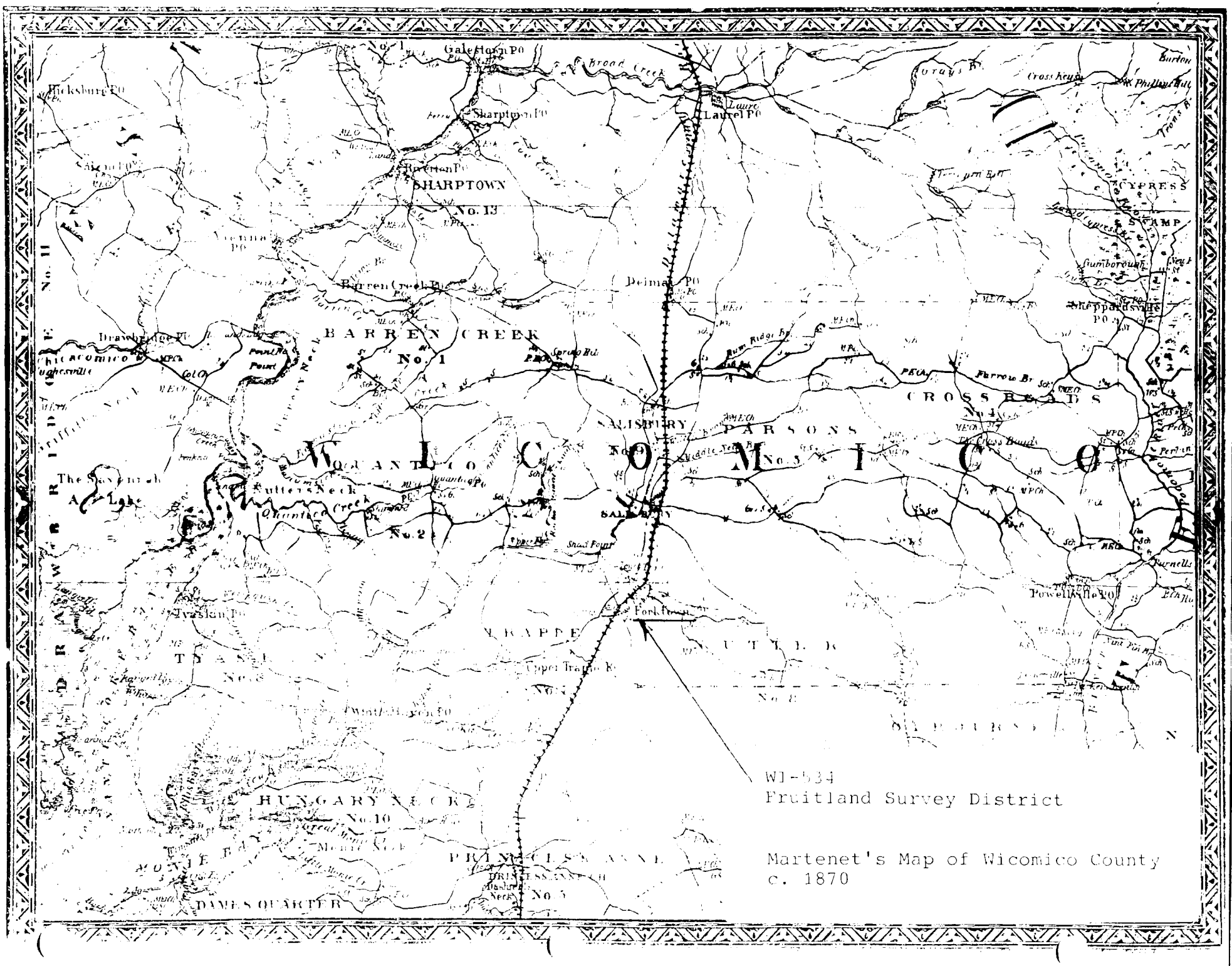
11. Form Prepared by

name/title	Paul B. Touart		
organization	Private Consultant	date	6/12/01
street & number	P. O. Box 5	telephone	410-651-1094
city or town	Westover	state	Maryland 21871

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.

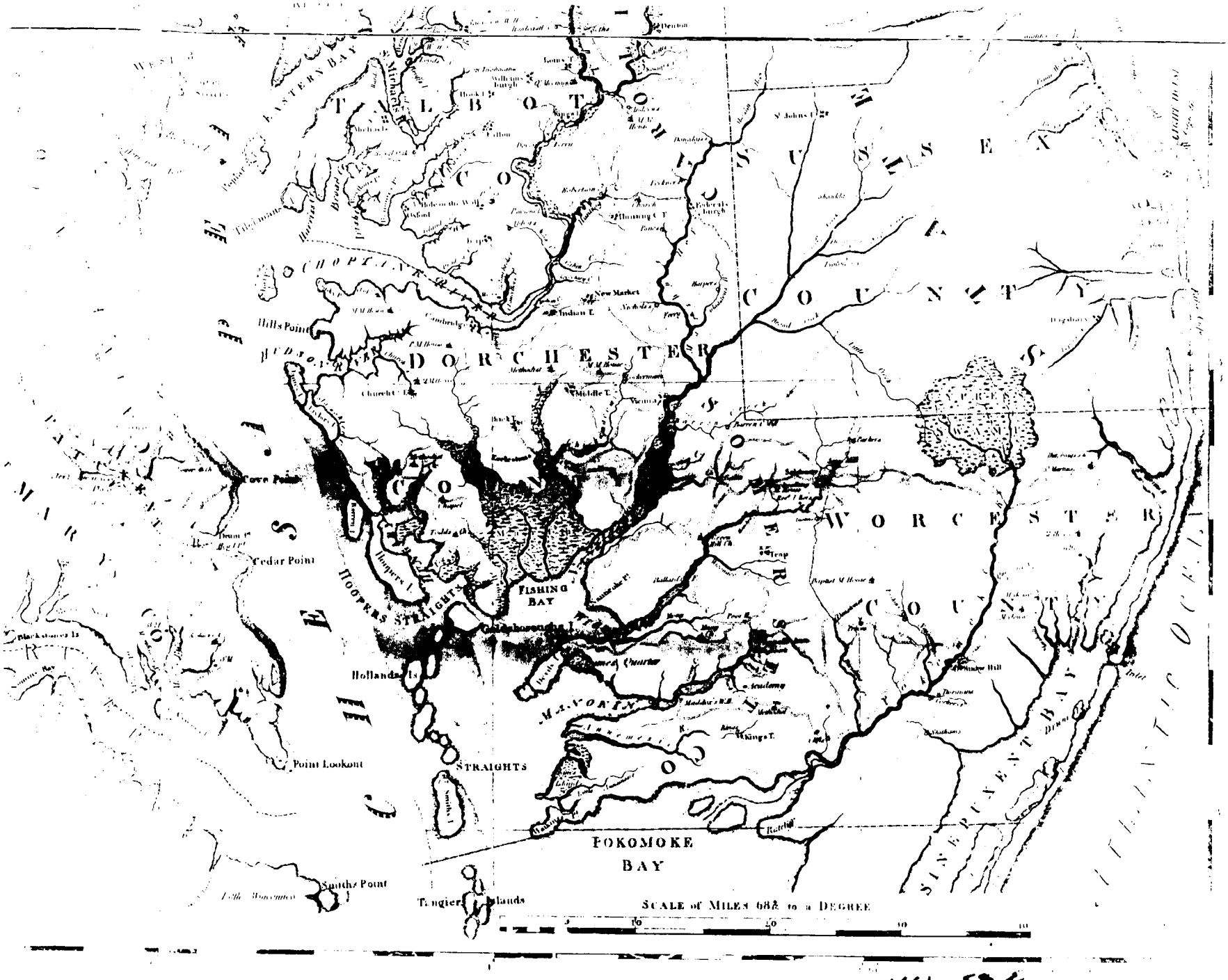
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

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

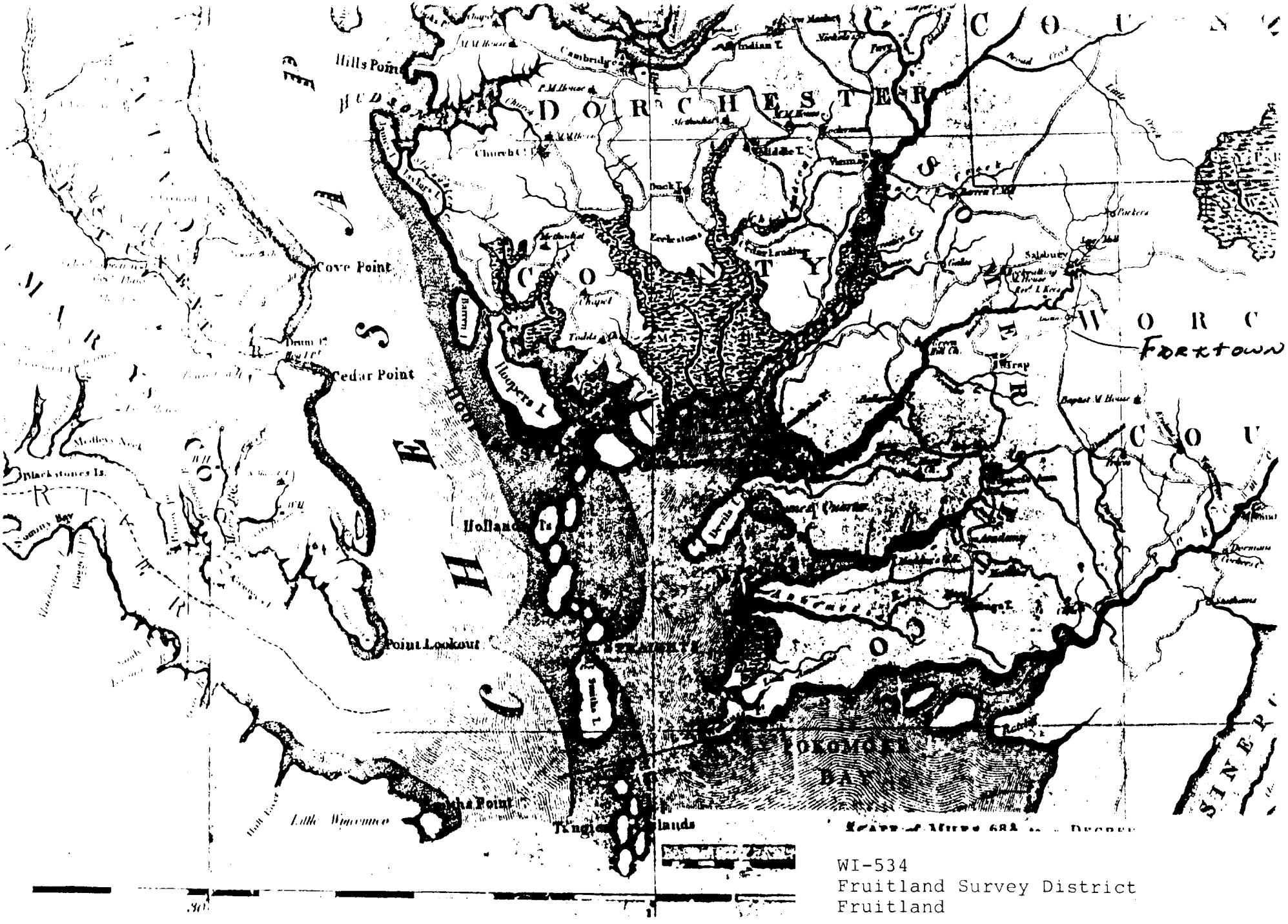


WI-534
Fruitland Survey District

Martenet's Map of Wicomico County
c. 1870



W1-534
FRUITLAND SURVEY DISTRICT
1794 [1795] DENNIS GRIFFITH, MAP OF MD



WI-534
Fruitland Survey District
Fruitland

Dennis Griffith, Map of Maryland
1794 [1795]

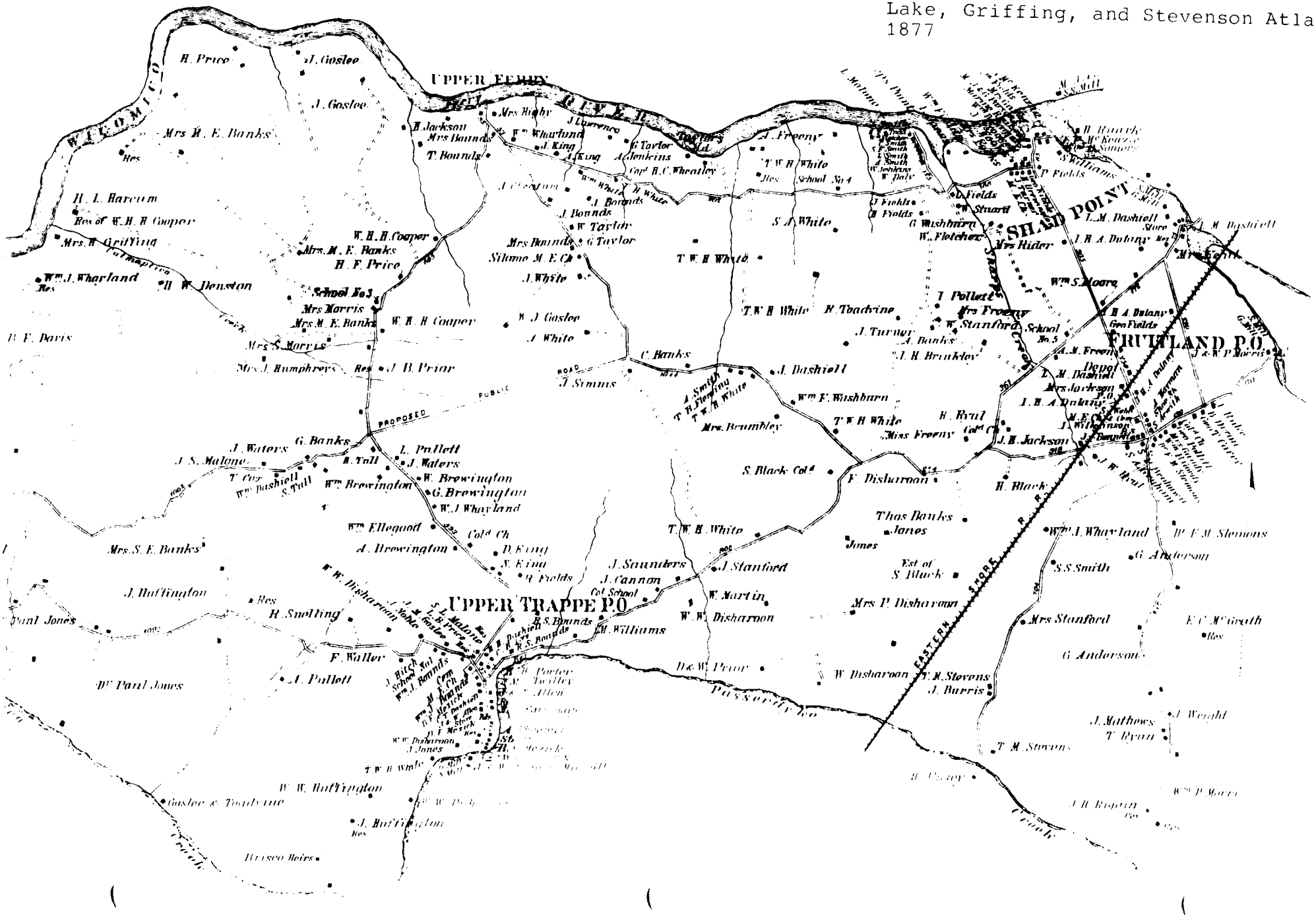
... dealers in all kinds of Mer-
... village store. Fruitland, Md.
... Dealers in Dry Goods and Groce-
... Boots, Shoes, Hardware and
... Dye-stuffs, Glass, Drugs
... Goods, Hats and Caps, and
... usually kept in a country store.
... Produce. Upper-Trappe, Md.

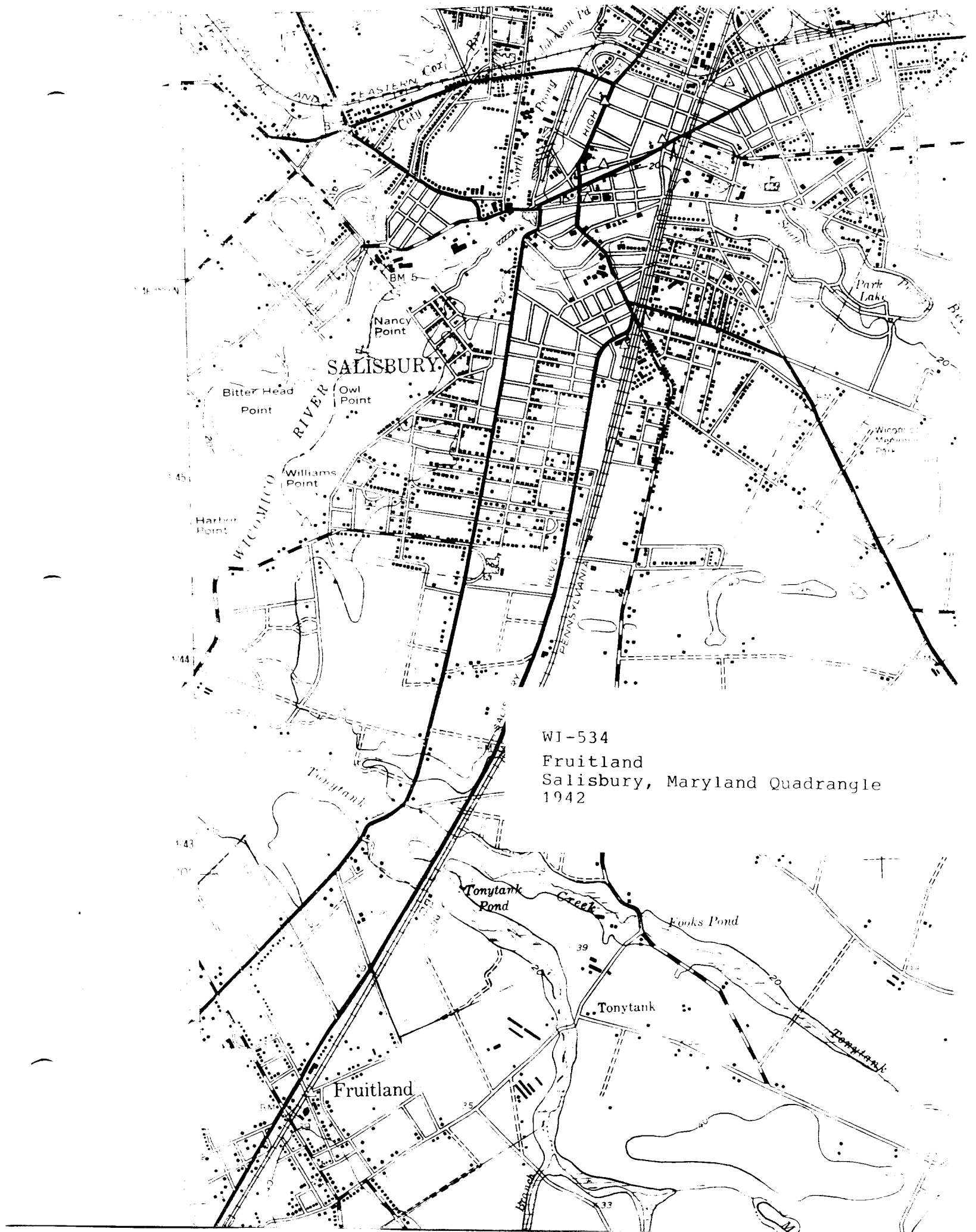
DIST. NO. 7

WICOMICO CO.

WI-534
Fruitland
Salisbury vicinity

Lake, Griffing, and Stevenson Atlas
1877





WI-534
Fruitland
Salisbury, Maryland Quadrangle
1942

WI-534

FRIEDLAND SURVEY, DIVISION

FRIEDLAND, WICOMICO CO. MD.

DIVISION STREET LOOKING NORTH

11/01, PAUL TOUART, PHOTOGRAPHER

NEG./MD. HISTORICAL TRUST

1 OF 2

25

WI-534

FRUITLAND SURVEY, DISTRICT

FRUITLAND, WICOMICO CO., MD.

MAIN STREET LOOKING WEST

11/01, PAUL TOUART, PHOTOGRAPHER

NEC / MD. DISTRICT [illegible]

2 OF 2