MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes ___
no ___

Property Name: Duvall Mill Historic District Inventory Number: PG-64-14 + AA-2316

Address: PWRC City: Laurel Zip Code: 20708

County: Prince George's County USGS Topographic Map: Laurel Quadrangle

Owner: U.S. Department of Interior

Tax Parcel Number: 9 Tax Map Number: _____ Tax Account ID Number: _____

Project: _____ Agency: U.S. Fish and Wildlife Service

Site visit by MHT Staff: ~~X~~ no X yes Name: Tania G. Tully Date: 9/20/02

Eligibility recommended X Eligibility **not** recommended ____

Criteria: X A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Is the property located within a historic district? ____ no ____ yes Name of district: _____

Is district listed? ___ no ___ yes Determined eligible? ___ no ___ yes District Inventory Number: _____

Documentation on the property/district is presented in: MIHP Duvall Mill Historic District; MIHP Duvall Bridge; MIHP Duvall Mill Site

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Duvall Mill Historic District is comprised of several inter-related resources including: the ruins of the Duvall Mill (18AN625); mill race; a concrete culvert spanning the millrace; Duvall Bridge Road (formerly Telegraph Road); and the Duvall Bridge (PG-64-2). The resources are related through a long history of milling and transporation on the site, beginning by the mid-18th century and continuing through the first third of the 20th century. The mill site, having been the location of first the Snowden Mill and later the Duvall Mill, contains the ruins of a water wheel housing constructed of concrete and remnants of iron gears associated with the water wheel. Foundation sites of other associated buildings are reportedly located in the surrounding wooded area. The millrace, still clearly in evidence, is becoming overgrown; the concrete culvert carrying the Duvall Bridge Road across the millrace probably dates to the time of the construction of the Duvall Bridge and presumably the last mill building. The Duvall Bridge, built in 1907, carries the Duvall Bridge Road across the Patuxent River. The road was originally established in the 18th century. It was named Telegraph Road in 1844 when Samuel Morse's first telegraph line was stretched along the old road from Washington to Baltimore. The road, which connects the bridge, millrace, culvert, and mill site, operates only as a service road for the Patuxent Wildlife Research Center. The district, formerly an active area of transportation and industry, is now quiet and wooded; it includes four contributing structures and one contributing site.

The Duvall Mill Historic District is significant under National Register Criterion A for the contribution of the various components of the district to the broad pattern of development history of Maryland, and the Patuxent River region specifically. Mills (industry), roads, rivers and bridges were vital elements in the development patterns of Maryland. The resources of the Duvall Mill Historic District reflect the region's support structure for its tobacco-based economic engine, including roads (and

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** _____

Criteria: X **A** ___ **B** ___ **C** ___ **D** **Considerations:** ___ **A** ___ **B** ___ **C** ___ **D** ___ **E** ___ **F** ___ **G** ___ **None**

Comments: _____

Tania Tully — 9/26/02
Reviewer, Office of Preservation Services **Date**

[illegible] — 7/3/02
Reviewer, NR program **Date**

later, bridges) and river for transportation, and mills for the secondary agricultural products of grain and wood. Duvall Bridge Road (formerly Telegraph Road) is additionally significant as the location of the first telegraph line of Samuel F. B. Morse, begun in 1844. The Duvall Bridge is significant as one of only two remaining operational steel truss bridges in Prince George's County.

The district, now encompassed by the Patuxent Research Refuge, retains remarkable integrity to its historic associations, particularly along the road and the bridge crossing. The mill site holds significant archeological potential for information relating to industrial development in the region.

Prepared by: Paula S. Reed & Assoc., Inc. Date Prepared: May 15, 2002

AA-2316

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG-64-14

1. Name of Property (indicate preferred name)

historic	Snowden Mill/Duvall Mill (18AN625); Duvall Bridge (PG-64-2); Telegraph Road
other	Duvall Bridge Road; Duvall Mill Historic District (preferred)

2. Location

street and number	Laurel-Bowie Road; State Route 197		not for publication
city, town	Laurel	X	vicinity
County	Anne Arundel Co. and Prince George's Co.		

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

Name	U.S. Department of the Interior				
street and number				telephone	
city, town	Washington	state	D.C.	zip code	

4. Location of Legal Description

courthouse, registry of deeds, etc.		liber	folio
city, town	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
X	Other: PWRC Archeological Overview and Assessment, 1987; Ft. Meade Cultural Resources Overview, 1991

6. Classification

Category	Ownership	Current Function		Resource Count	
				Contributing	Noncontributing
X district	X public	_____ agriculture	_____ Landscape		buildings
_____ building(s)	_____ private	_____ commerce/trade	_____ recreation/culture		buildings
_____ structure	_____ both	_____ defense	_____ Religion	1	sites
_____ site		_____ domestic	_____ Social	4	structures
_____ object		_____ education	_____ transportation		objects
		_____ funerary	_____ work in progress	5	0 Total
		_____ government	_____ unknown		
		_____ health care	_____ vacant/not in use		
		_____ industry	X other: Research Facility		

Number of Contributing Resources previously listed in the Inventory 2

7. Description

Inventory No. PG-64-14

Condition

____	excellent	____	Deteriorated
____	good	____	Ruins
X	fair	____	Altered

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

Summary

The Duvall Mill Historic District is comprised of several inter-related resources including: the ruins of the Duvall Mill (18AN625); mill race; a concrete culvert spanning the millrace; Duvall Bridge Road (formerly Telegraph Road); and the Duvall Bridge (PG-64-2). The resources are related through a long history of milling and transportation on the site, beginning by the mid-18th century and continuing through the first third of the 20th century. The mill site, having been the location of first the Snowden Mill and later the Duvall Mill, contains the ruins of a water wheel housing constructed of concrete and remnants of iron gears associated with the water wheel. Foundation sites of other associated buildings are reportedly located in the surrounding wooded area. The millrace, still clearly in evidence, is becoming overgrown; the concrete culvert carrying the Duvall Bridge Road across the millrace probably dates to the time of the construction of the Duvall Bridge and presumably the last mill building. The Duvall Bridge, built in 1907, carries the Duvall Bridge Road across the Patuxent River. The road was originally established in the 18th century. It was named Telegraph Road in 1844 when Samuel Morse's first telegraph line was stretched along the old road from Washington to Baltimore. The road, which connects the bridge, millrace, culvert, and mill site, operates only as a service road for the Patuxent Wildlife Research Center. The district, formerly an active area of transportation and industry, is now quiet and wooded; it includes four contributing structures and one contributing site.

District Description

The Duvall Mill Historic District is located on the northern boundary of the Patuxent Wildlife Research Center Central Tract. The district area covers approximately 25 acres of a smaller tract known as Tract #9, a 98 ½ -acre parcel purchased by the Federal government for the Patuxent Research Refuge in 1940. Approach to the district is made on Duvall Bridge Road, which runs northeast from an intersection with Turtle Trail extended and Sandhill Loop within the Patuxent Research Refuge Historic District. The northern boundary of the Duvall Mill Historic District is defined by a fenceline marking the Central Tract/North Tract (formerly part of Fort Meade) boundary. The area is heavily wooded with mixed deciduous trees and undergrowth. It is located within the floodplain of the Patuxent River.

Duvall Bridge Road is a one lane gravel road. Historically a wagon road leading north across the Patuxent River to the various Snowden industries, the road has been little modified through the years to accommodate advances in transportation technology. In 1941, when the road was purchased from the Anne Arundel and Prince George's County governments, it was still a single-lane, gravel road, as it remains today. The road crosses the Patuxent River over the Duvall Bridge and continues in a northeasterly direction across the millrace and through the

fenceline dividing the PWRC's Central and North Tracts. Duvall Bridge Road turns east following the fenceline within the North Tract eventually turning north and joining a paved portion of the road (formerly North Telegraph Road) which continues north toward Baltimore. Historic maps show that the turn to the east is the historic route of the road, probably associated with access to the mill facilities.

The Duvall Bridge was constructed by Anne Arundel County in 1907. The steel truss bridge is single-lane with plank deck surface; it sits on concrete abutments. The bridge is in good condition. Although it is still in use, the road is not a public access road and traffic is extremely light.

Continuing northeast on Duvall Bridge Road several hundred feet, the road reaches the south bank of a dry historic millrace. The millrace is spanned by a c. 1907 two-arch concrete culvert. The condition of the concrete is deteriorating, sections of the coping on the culvert walls has fallen off revealing the reinforment wires (pre-rebar) within. Immediately beyond the culvert, a chain link fence indicates the boundary between the PWRC Central Tract and North Tract.

Less than 100 feet to the southeast of the culvert, on the north bank of the millrace but still within the Central Tract side of the fence, the remnants of a concrete turbine housing can been seen; large iron gears are embedded in the concrete. The concrete is made with large sized river gravel aggregate. Although the existing mill remnants probably are associated with a 20th century mill complex, the site is noted on historic maps from as early as 1794 as the site of Snowden's gristmill, and on maps from 1831, 1861, and 1878 as Duvall's grist and sawmill. The site was identified in the Maryland Archeological Site Survey as 18AN625 which also described a stone foundation 40 feet southeast of the millrace culvert.[1] The area is wooded with dense undergrowth; it is difficult to access and other associated foundation sites may still remain unidentified.[2]

[1] New South Associates, "A Cultural Resources Overview Fort George G. Meade, Anne Arundel County, Maryland." (Mobile, AL: US Army Corps of Engineers, 1991), pp. 130-131.

[2] Interview with Dr. Matthew Perry, December 2001. Dr. Perry noted there were numerous foundations in the surrounding woods.

Contributing and Non-Contributing Resource Descriptions

Telegraph Road (Duvall Bridge Road) – Contributing Structure. Duvall Bridge Road is a one-lane gravel road. Historically a wagon road leading north across the Patuxent River to the various Snowden industries, the road has been little modified through the years to accommodate advances in transportation technology. In 1941, when the road was purchased from the Anne Arundel and Prince George's County governments, it was still a single-lane, gravel road, as it remains today. The road crosses the Patuxent River over the Duvall Bridge and continues in a northeasterly direction, crossing the millrace via a concrete double-arched culvert. The road continues through the fenceline dividing the PWRC's Central and North Tracts, outside of the current Duvall Mill Historic District boundaries. Duvall Bridge Road then turns east following the fenceline within the North Tract eventually turning north and joining a paved portion of the road (formerly North Telegraph Road), which continues north toward Baltimore. Historic maps show that the turn to the east is the historic route of the road, probably associated with access to the mill facilities.

Duvall Bridge (PG-64-2) – Contributing Structure. The Duvall Bridge is a Pratt steel truss, single lane span across the Patuxent River. It was constructed in 1907, has a wood plank deck surface, a diagonal mesh railing, and sits on concrete abutments. The Duvall Bridge carries the historic Telegraph Road, now called Duvall Bridge Road, across the river between Prince George's County on the south bank, and Anne Arundel County on the north bank. The bridge and gravel road are located within the boundary of the Patuxent Wildlife Research Center; both remain in service but are not heavily used.

Millrace Culvert – Contributing Structure. The Duvall Bridge Road crosses the historic Snowden/Duvall Mill millrace over a c. 1907 double-arched concrete culvert. The condition of the concrete is deteriorating, sections of the coping on the culvert walls has fallen off revealing the reinforment wires (pre-rebar) within.

Millrace – Contributing Structure.

Snowden/Duvall Mill Site (18AN625) – Contributing Site. The Snowden/Duvall Mill Site consists of a concrete turbine housing with adjacent metal gears, a stone foundation, the remnants of the mill pond and mill race. Other building sites in the area associated with the historic mill complex have been noted by local informants but were not identified in this survey. The Snowden Mill was known to have been at this location by 1794 (Griffith Map); it was known as the Duvall Grist and Saw Mill by 1827 (see district documentation). The area is wooded and quite overgrown. It is located within the Central Tract of the Patuxent Wildlife Research Center and is protected from public access.

8. Significance

Inventory No. PG-64-14

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

Specific dates c.1794; 1844; 1907; 1940 **Architect/Builder** Unknown

Construction dates 1907 (Duvall Bridge)

Evaluation for:

X National Register X 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 Duvall Mill Historic District is significant under National Register Criterion A for the contribution of the various components of the district to the broad pattern of development history of Maryland, and the Patuxent River region specifically. Mills (industry), roads, rivers and bridges were vital elements in the development patterns of Maryland. The resources of the Duvall Mill Historic District reflect the region's support structure for its tobacco-based economic engine, including roads (and later, bridges) and river for transportation, and mills for the secondary agricultural products of grain and wood. Duvall Bridge Road (formerly Telegraph Road) is additionally significant as the location of the first telegraph line of Samuel F. B. Morse, begun in 1844. The Duvall Bridge is significant as one of only two remaining operational steel truss bridges in Prince George's County.

Historic Context

The settlement expansion of Maryland, moving northwest from the western shore of the Chesapeake Bay, began in the latter half of the 17th century. Settlement followed the courses of the Potomac and Patuxent Rivers, which provided the necessary transportation links to the eastern ports. The establishment of new counties generally indicated significant development in the area. Out of the southern counties of Charles and Calvert came Prince George's County in 1695, from which was carved all of the western counties as they developed through the 18th and 19th centuries.

The banks of the Potomac and Patuxent Rivers essentially defined the Prince George's County boundaries. It's location and loose, sandy soils were ideal for the cultivation of tobacco, 18th century Maryland's cash crop. Settlement occurred largely on the low lands along the

riverbanks, the nearby rivers serving as transportation routes for the bulky tobacco hogsheads. The Patuxent River was navigable as far north as Queen Anne (established c. 1730 and now known as Hardesty), maps as early as 1685 show several settled plantations in the area, including Mt. Calvert (or Calvert Manor) on the south (west) bank above Mattapany Creek, and Ann Arundel Manor and Portland Manor on the north (east) bank above Lyons Creek.[3]

In 1686, Richard Snowden, who was granted a patent for 1,976 acres called Robin Hood's Forest, initiated the expansion west along the upper Patuxent. Others followed, mostly with smaller acreages, through the first half of the 18th century.[4] Roads connecting the local river ports of Queen Anne, Port Tobacco, and Alexandria, Virginia encouraged settlement in this relatively inland area. These roads, first shown on the 1751 Frye and Patterson Map of Maryland, were certainly in existence by the time of Queen Anne's establishment around 1730.[5] By 1748, western settlement had moved even farther inland and the county of Frederick was carved from the western lands of Prince George's County, including the land that would later become Montgomery, Washington, Allegany, and Garrett Counties.

While the western counties would pursue a grain based farming economy through the late 18th and 19th centuries, Prince George's County continued to hold to the tobacco culture, increasingly dependent on slave labor and large land holdings. However, the establishment of the United States capital city of Washington, D.C. in 1790, carved from the southwest corner of Prince George's County, and the emergence of Baltimore as a major regional market, made possible some diversification in production. The presence of several grist and sawmills along the upper Patuxent implies enough grain and wood products to support these industries (See Griffith 1794 map).

Dramatic advances in transportation facilitated development of agriculture and industry in Maryland. The Baltimore and Ohio Railroad, whose main line west and various branch lines would prove to be one of the most important transportation improvements, began construction in 1828. The Chesapeake and Ohio Canal, begun in Georgetown in 1828 and completed in Cumberland in 1854, also improved product to market transportation. Road improvements throughout the state were initiated by construction of the National Road (c.1806), to which a network of improved turnpike roads from the east were connected, beginning a turnpike corporation frenzy throughout the 19th century. By 1827, the Baltimore-Washington Turnpike (now Route 1) crossed Prince George's County providing efficient surface transportation for

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[3] Papenfuse and Coale, *Atlas of Historical Maps of Maryland, 1608-1908*, (Baltimore: Johns Hopkins University Press, 1982), p.21.

[4] John F. Pousson, "Archeological Overview and Assessment, Patuxent Wildlife Research Center, Laurel, Maryland." (Denver Service Center, NPS, 1987), p. 29.

[5] Papenfuse and Coale, p. 34.

people and products. The B & O Railroad's Washington Branch was constructed in the County by 1840. The Potomac and Patuxent Rivers, silted from years of clear-cut logging and intensive agriculture along their banks, were becoming less vital in the transportation network.[6]

With the end of the Civil War in 1865 came the decline of plantation agriculture. The large farms of southern and eastern Maryland, prohibitive to operate with paid labor, were subdivided and sold.[7] By 1900, a century and a half of tobacco cultivation had depleted the soils of Prince George's County, coal-powered industries around Baltimore City had replaced local water-powered mills and furnaces, and much of the country's grain production had been shifted to the mid-west states by the railroads. Although many farms along the rivers continued to produce tobacco into the 20th century, the land was classified as marginal farmland in the 1930s by President Roosevelt's New Deal Resettlement Administration, purchased by the government, and retired from production.

Roosevelt's "Land Program," an outgrowth of government experiments with land reform in the early 1930s, was officially established in 1934 and administered through the Resettlement Administration. Described by L. C. Gray, Assistant Administrator of the Resettlement Administration, "...its primary purpose was to remove uneconomic crop land from cultivation."[8] However, Gray noted, the program was also dedicated to the additional purpose of identifying land for 'better use':

> ...namely, to select areas for public acquisition on the basis of desirable social and economic adjustments which can be accomplished only through public ownership...The Land Program is selecting certain areas to be converted to forestry, grazing, recreation, and wildlife conservation, primarily because chronic poverty, erosion and other forms of land wastage, tax delinquency, and increasing burdens of local government and relief demand that these land be used to better advantage.[9]

The Forest Service and the Biological Survey were recipients of some of the largest land allotments across the United States, greatly improving their ability to research and conserve natural resources. The area of Prince George's County encompassing the town of Greenbelt, the Beltsville Agricultural Research Center, Patuxent Research Refuge (later Patuxent Wildlife Research Center), and several other nearby government installations, is a prime example of Gray's 'economic adjustments.' These not only retired marginal agricultural land, they

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[6] Pousson, pp. 27-31.

[7] Ibid. p. 31.

[8] L. C. Gray, "The Social and Economic Implications of the National Land Program," *Journal of Farm Economics*, XVIII (May 1936), p. 261.

[9] Gray, p. 262.

converted also the land to alternate uses, which created jobs, housing, and advanced scientific research.

Resource History

In 1686, Richard Snowden, who was granted a patent for 1,976 acres called *Robin Hood's Forest*, initiated the expansion west along the upper Patuxent. The Snowden family continued to acquire land in both Prince George's and Anne Arundel County, accumulating as much as 10,000 acres by 1719.[10] In 1785, John Snowden consolidated the family holdings into a single patent of 16,038 acres called Snowden's New Birmingham Manor.[11] Typical of the region's plantation culture, the Snowden holdings included the large amount of acreage necessary to sustain tobacco agriculture, several family manor houses and their attendent outbuildings, a gristmill (and probably sawmill), iron forge, and iron furnace, as well as roads connecting their various enterprises. The iron furnace, while less typical, was an important component of the success of the Snowden family in a sometimes volatile tobacco market.[12] Griffith's 1794 Map of Maryland showed the land, houses and industrial complexes owned by the Snowden family, which occupied much of the northwest corner of Prince George's County and into Anne Arundel County strattling the Patuxent River (see attached copy).

Griffith's 1794 map illustrates the extent to which the Snowden Mill area (the subject historic district) was already developed into the basic configuration still found at the site today. The road forded the Patuxent River just to the west of the mill site, which was located on the north bank of the river, continuing north to the site of the Snowden Iron Furnace on the Little Patuxent River, and eventually reaching Baltimore farther north. In 1844, this road became known as Telegraph Road, having been selected as the corridor for Samuel F. B. Morse's first telegraph line from Washington to Baltimore.[13]

Throughout the first half of the 19th century, Dr. Charles Duvall, a member of another prominent Prince George's County family, had been acquiring tracts of land along the Patuxent southeast of the Snowden plantation.[14] An 1831 map of the area indicated that Duvall had also purchased the gristmill.[15] Simon Martenet's 1861 Map of Prince George's County showed

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[10] Dr. Leland B. Morley, *Early History of Patuxent Wildlife Research Center*. (PWRC, original manuscript, 1948), p. 11.

[11] Ibid, p. 29.

[12] Walsh and Fox, eds., *Maryland: A History 1632-1974*. (Baltimore, MD: Maryland Historical Society, 1974), pp. 40-41.

[13] Pousson, p. 31.

[14] Ibid, p. 51.

[15] Ibid, Figure 9, "Detail from Latrobe's Map of the Proposed Washington Branch Railroad – 1831" p. 33.

increased development of the Duvall mill site (see attached copy). The map indicated a grist and sawmill, and several adjacent buildings. There was apparently still no bridge over the Patuxent for Telegraph Road; nearby bridge crossings were clearly labeled, including Lemmon's Bridge and Bealmear's Bridge, both several miles down-river and named for nearby landowners. A second Duvall gristmill site was located on the south (west) bank of the Patuxent just southeast of the Lemmon Bridge.

Following the end of the Civil War, the Snowden and Duvall landholdings along the upper Patuxent River were subjected to the economic reality faced by other extensive landowners. Without the benefit of slave labor, the Snowden and Duvall plantations were subdivided into smaller farm parcels. Dr. Charles Duvall had died in 1862 but his son, Dr. William Duvall, continued to occupy the family manor house known as Goodwood (renamed Gladswood).[16] William's sister, Laura Kerr Griffith, inherited the subject mill, which appeared on an 1878 map under the name L. P. Griffith (see attached Hopkins Map of Anne Arundel and Prince George's Counties, 1878). The details of the Hopkins 1878 map show not only the mill site, but also the course of the millrace, an apparent millrace culvert, and for the first time, a bridge over the river at this location.

The c. 1878 bridge, as well as the millrace culvert and at least part of the mill building were all replaced by the first quarter of the 20th century. The steel, Pratt truss Duvall Bridge was constructed in 1907 by the Anne Arundel County government to replace the earlier wooden bridge.[17] The reinforced concrete millrace culvert implies a similar early 20th century construction date. The date of construction of the concrete mill remnants is unknown.

By 1936, the year the area was established by the Federal government as the Patuxent Research Refuge, the surrounding farmland had been severely depleted by continued tobacco cultivation. The nearby farmhouses and formerly stately manor houses were decaying, either vacant or occupied by uncaring tenants.[18] The mill was apparently also abandoned, Dr. Morley, first superintendent of the PRR, made no mention of the mill in his history of the refuge area, only mentioning "the old mill race on the north side of the Patuxent River..."[19]

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[16] Pousson, p. 51.
[17] Susan G. Pearl, "Duvall Bridge," Maryland Historic Sites Survey form, 1987.
[18] Morley, p. 4.
[19] Ibid, p. 11.

The establishment in the first half of the 20th century of first Fort Meade to the north of the Patuxent River along Telegraph Road, then the Beltsville Agricultural Research Center along South Telegraph Road, and finally the Patuxent Research Refuge between the two, effectively preserved Telegraph Road, the Duvall Bridge, and the nearby mill site as they appeared c. 1930.

9. Major Bibliographical References

Inventory No. PG-64-14

See continuation sheet

10. Geographical Data

Acreage of surveyed property: Approx. 25 acres
Acreage of historical setting:
Quadrangle name: Laurel
Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Duvall Mill Historic District boundaries are shown on the attached USGS Laurel Quadrangle Map. It is drawn to include the cultural resources associated with the Telegraph Road, including the Duvall Bridge, the millrace culvert, and the historic roadbed between the north boundary of the Patuxent Research Refuge Historic District and the fence-line boundary of the Central Tract of the Patuxent Wildlife Research Center. The boundary extends west to include the site of the Snowden/Duvall Mill, and east to include a section of the historic millrace.

11. Form Prepared by

name/title: Paula S. Reed, PhD, Architectural Historian; Edie Wallace, Historian
organization: Paula S. Reed & Associates, Inc.
date: 1/02
street & number: 105 N. Potomac Street
telephone: 301-739-2070
city or town: Hagerstown
state: Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record 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

Bibliography

Morley, Dr. Leland B. *Early History of Patuxent Wildlife Research Center*. PWRC, original manuscript, 1948.

New South Associates, "A Cultural Resources Overview Fort George G. Meade, Anne Arundel County, Maryland." Mobile, AL: US Army Corps of Engineers, 1991.

Papenfuse, Edward C. and Joseph M. Coale III, *Atlas of Historical Maps of Maryland, 1608-1908*. Baltimore, MD: Johns Hopkins University Press, 1982.

Pearl, Susan G. "Duvall Bridge," Maryland Historic Sites Survey form, 1987.

Pousson, John F. "Archeological Overview and Assessment, Patuxent Wildlife Research Center, Laurel, Maryland." Denver Service Center, NPS, 1987.

Walsh, Richard and William Lloyd Fox, eds. *Maryland: A History 1632-1974*. Baltimore, MD: Maryland Historical Society, 1974.

MIHP #PG-64-14 + AA-2316
Duvall Mill Historic District
Resource List
Continuation Sheet 1

F&W#	RPI#	Resource Name	Contributing	Non-contributing
PWR-094S	-	Telegraph Road	√	
PWR-095S	-	Duvall Bridge	√	
PWR-096S	-	Millrace Culvert	√	
PWR-097S	-	Millrace	√	
PWR-098H	-	Snowden/Duvall Mill	√	

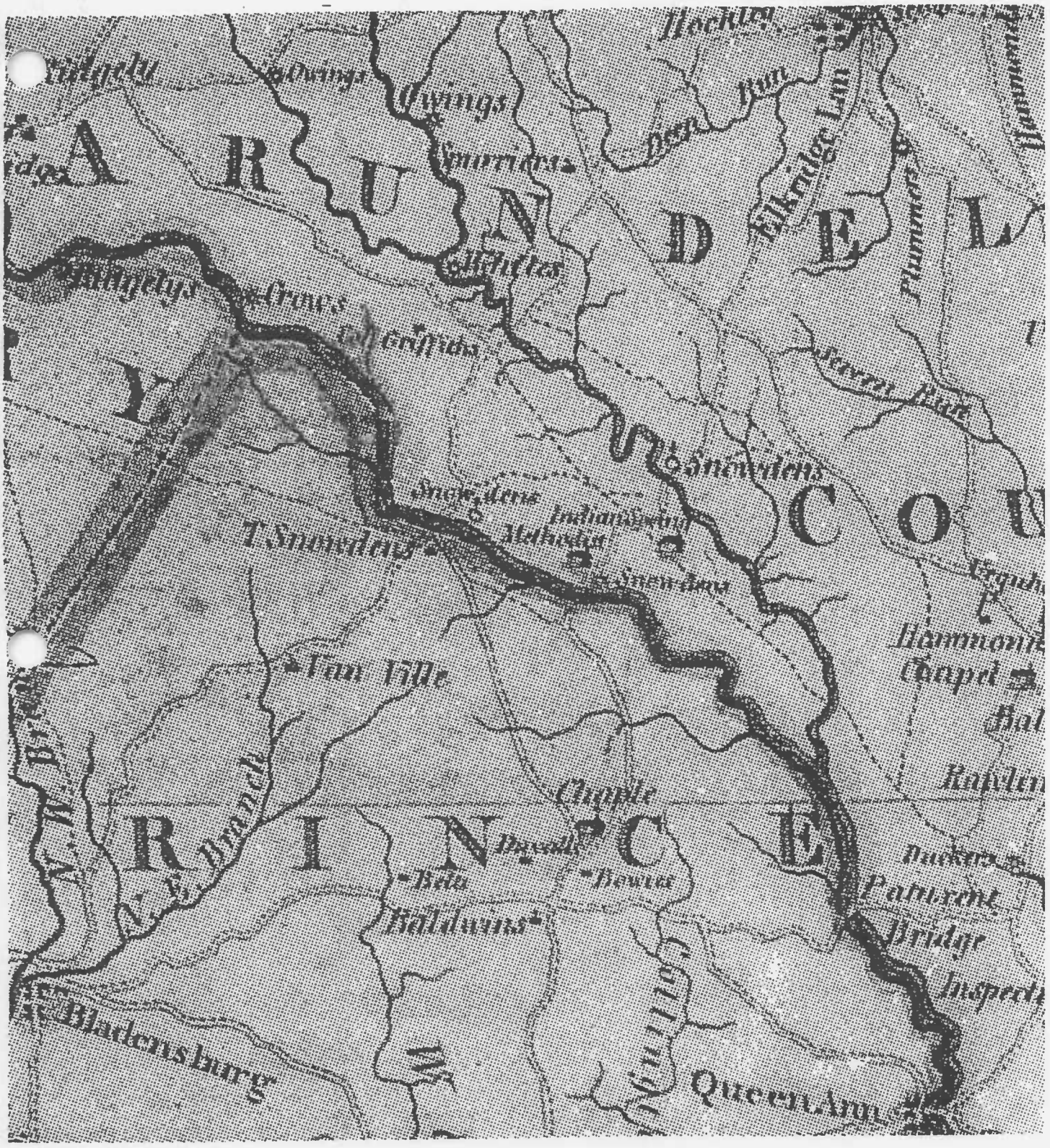


FIGURE 7. Detail from Griffith's Map of Maryland – 1794.
(From: PWRC "Archeology Overview and Assessment," NPS, 1987)

N

MIHP #PG-64-14 + AA-2316
DUVALL MILL HISTORIC DISTRICT
PRINCE GEORGE'S + ANNE ARUNDEL
COUNTIES, MARYLAND

FIGURE 10. Detail from Martenet's Map of Prince George's County – 1861.
(From: PWRC "Archeology Overview and Assessment," NPS, 1987)

MIHP #PG-64-14 & AA-2316
DUVALL MILL HISTORIC DISTRICT
PRINCE GEORGE'S & ANNE ARUNDEL COUNTIES, MARYLAND

MIHP # PG-64-14 + AA-2316
DUVALL MILL HISTORIC DISTRICT
PRINCE GEORGE'S + ANNE ARUNDEL COUNTIES, MARYLAND

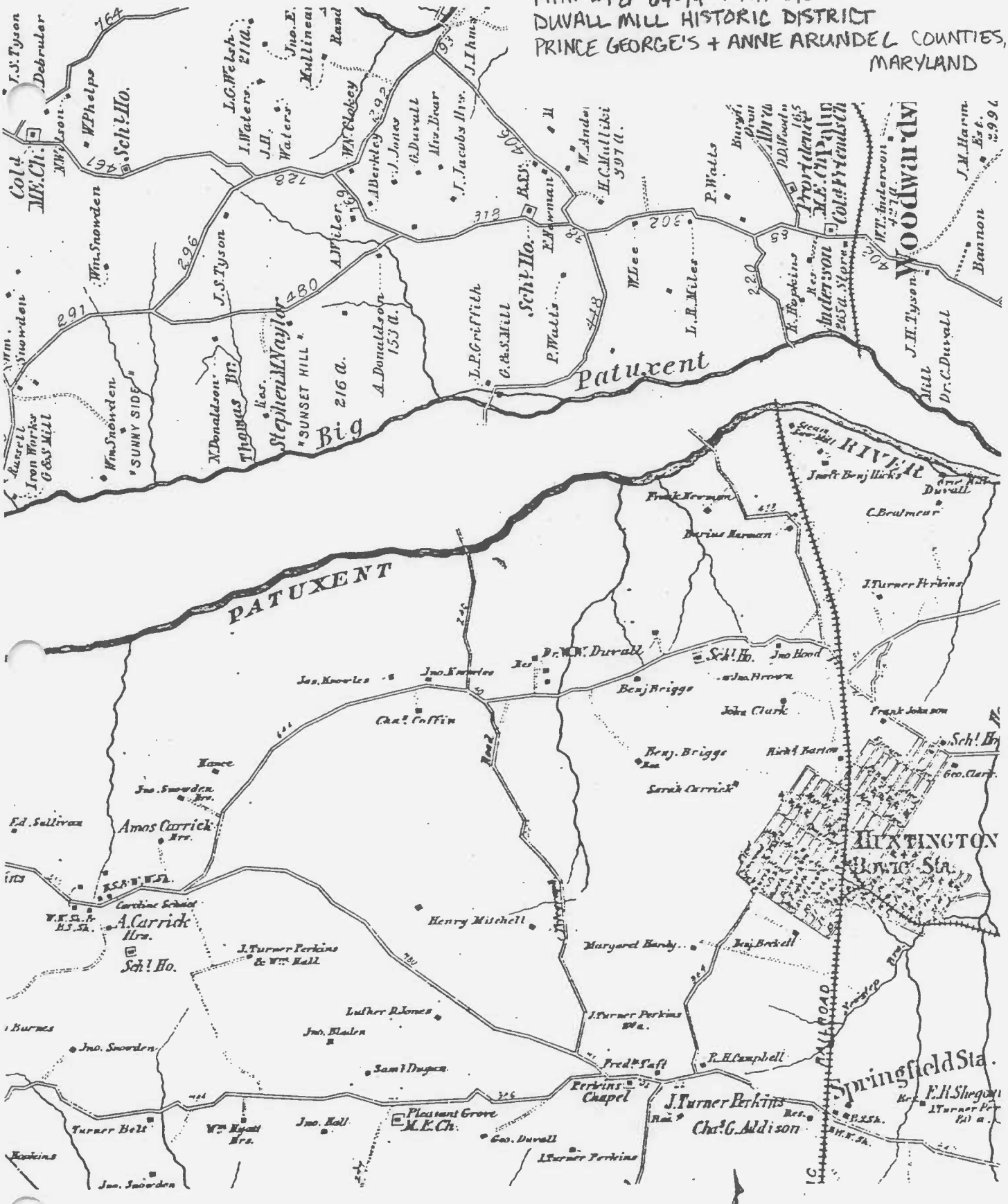
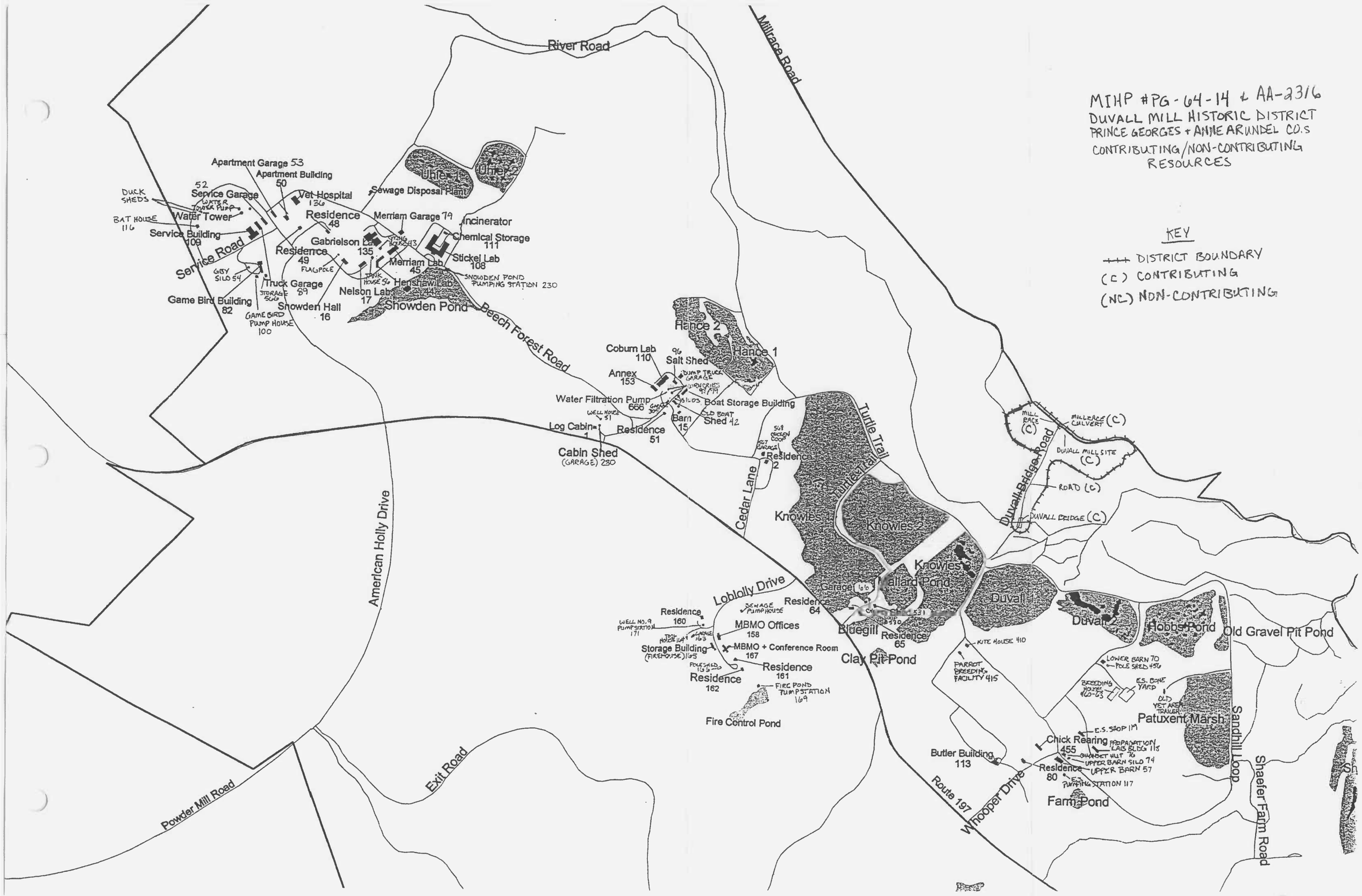


FIGURE 11. Details from Hopkins' Maps of Anne Arundel and Prince George's Counties – 1878.
(From: PWRC "Archeology Overview and Assessment," NPS, 1987)


MIHP #PG-64-14 & AA-2316
DUVALL MILL HISTORIC DISTRICT
PRINCE GEORGES + ANNE ARUNDEL CO.s
CONTRIBUTING/NON-CONTRIBUTING RESOURCES
KEY
DISTRICT BOUNDARY
(C) CONTRIBUTING
(NC) NON-CONTRIBUTING
River Road
Millrace Road
Service Road
Beech Forest Road
American Holly Drive
Powder Mill Road
Exit Road
Cedar Lane
Turtle Trail
Duvall Bridge Road
Loblolly Drive
Whooper Drive
Route 197
Sandhill Loop
Shaefer Farm Road
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MILLRACE CULVERT (C)
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ROAD (C)
DUVALL BRIDGE (C)
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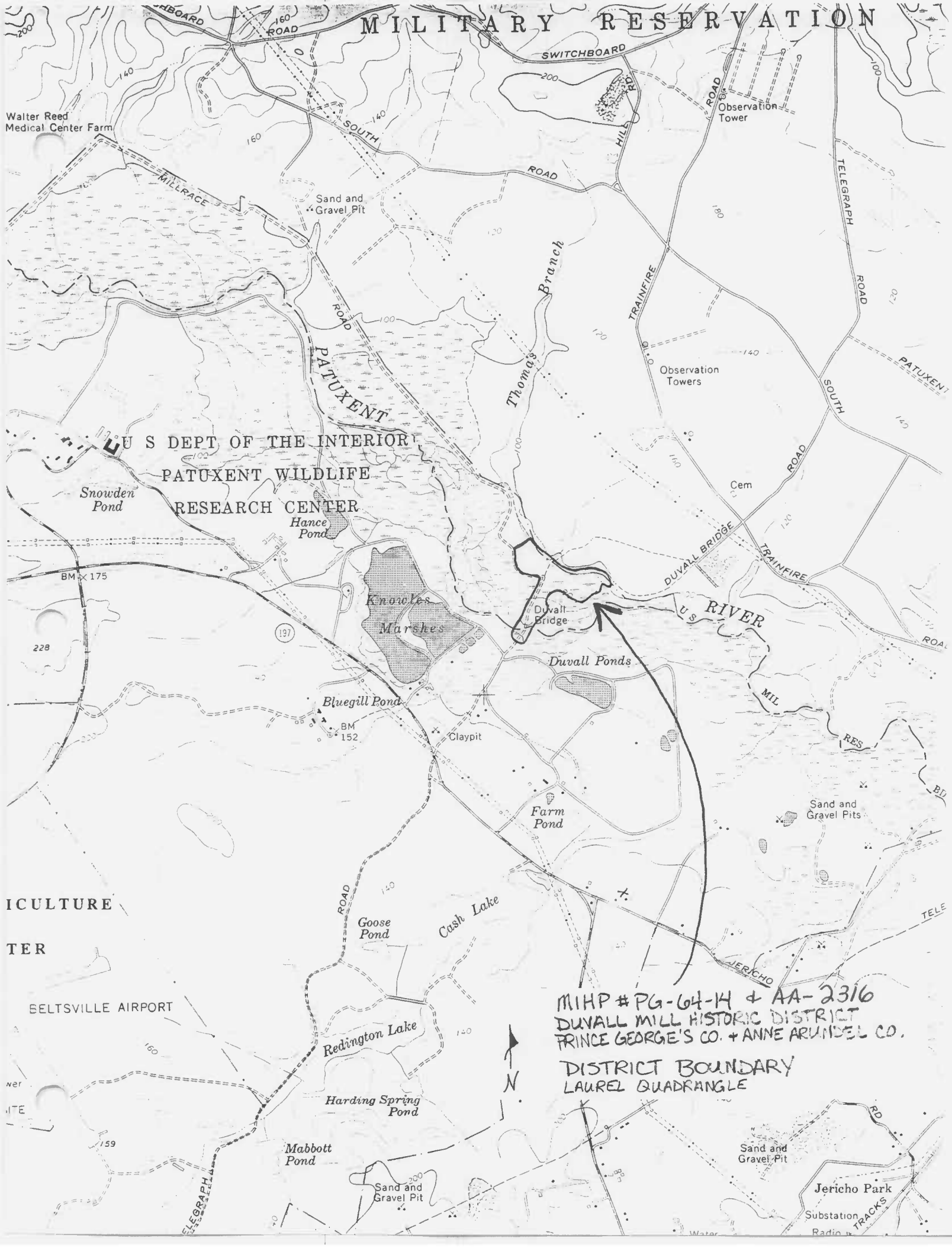
MILITARY RESERVATION
SWITCHBOARD ROAD
Walter Reed Medical Center Farm
SOUTH ROAD
MILLRACE
Sand and Gravel Pit
HILL RD
Observation Tower
TELEGRAPH ROAD
TRAINFIRE
Thomas Branch
PATUXENT ROAD
Observation Towers
PATUXENT SOUTH ROAD
U S DEPT OF THE INTERIOR
PATUXENT WILDLIFE RESEARCH CENTER
Snowden Pond
Hance Pond
Cem
DUVALL BRIDGE
TRAINFIRE ROAD
BM 175
Knowles Marshes
Duvall Bridge
U S RIVER
Duvall Ponds
MIL RES
Bluegill Pond
BM 152
Claypit
Farm Pond
Sand and Gravel Pits
ICULTURE
TER
ROAD
Goose Pond
Cash Lake
TELE
JERICHO
BELTSVILLE AIRPORT
Redington Lake
Harding Spring Pond
Mabbott Pond
Sand and Gravel Pit
Sand and Gravel Pit
RD
Jericho Park
Substation
TRACKS
Radio
N
MIHP # PG-64-14 & AA-2316
DUVALL MILL HISTORIC DISTRICT
PRINCE GEORGE'S CO. + ANNE ARUNDEL CO.
DISTRICT BOUNDARY
LAUREL QUADRANGLE

MIT
24
ONS

PG-64-14 + AA-2316
Duvall Mill Historic District
Patuxent Wildlife Research Center, Central Tract
Prince Georges Co/Anne Arundel Co.

PG-64-14 + AA-2316
Duvall Mill Historic District
Patuxent Wildlife Research Center, Central Tract
Prince Georges Co./Anne Arundel Co.
Paula Reed
11/01
MDSHPO
Old Tract #99 (Kluckhuhn) Duvall Bridge, view NE
(PG-64-2)

PG-64-14 • AA-2316

Dwall Mill Historic District

Patuxent Wildlife Research Center, Central Tract

Anne Arundel Co

Paula Reed

11/01

MDSHPO

Old Tract #9, mill race and ruins, view east

PG-64-14 * AA-2316

Duvall Mill Historic District

Patuxent Wildlife Research Center Central Tract

Anne Arundel Co.

Paula Reed

11/01

MDSHPO

Old Tract No. 9 [illegible] ms. view south

USGS

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Duvall Mill Historic District
Patuxent Wildlife Research Center, Central Tract
Anne Arundel Co
Paula Reed
11/01
MDSHPO
Old Tract #9, mill race culvert, view NE

USGS

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Duvall Mill Historic District

Central Tract, Patuxent Wildlife Research Center,

Anne Arundel & Prince Georges Co.

Paul's Road

11/81

MD SHPO

Old Tract #9, mill race culvert, views NE