Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Survey No. WA-II-1133

Magi No.

DOE X yes __no

1. Name (indicate preferred name)

historic Alternate US 40 (National Pike/Baltimore Pike)

and/or common Alt. 40/ Main Street

2. Location

street & number Main Street ___not for publication

city, town Boonsboro ___vicinity of congressional district

state Maryland county Washington

3. Classification

Category	Ownership	Status	Present Use	
X district	___public	X occupied	___agriculture	___museum
___building(s)	___private	___unoccupied	X commercial	___park
___structure	X both	___work in progress	___educational	___private residence
___site	**Public Acqusition**	**Accessible**	___entertainment	___religious
___object	___in process	X yes: restricted	___government	___scientific
	___being considered	X yes: unrestricted	___industrial	X transportation
	X not applicable	___no	___military	___other:

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

name

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date ___federal ___state ___county ___local

depository for survey records

city, town state

7. Description

Survey No. WA-II-1133

Condition		Check one	Check one	
___excellent	___deteriorated	___unaltered	X original site	
___good	___ruins	X altered	___moved	date of move _____
X fair	___unexposed			

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

Baltimore-Frederick Town Pike/Bank Road/Old National Pike/Alt. US 40

Present day Alt. US 40 through Boonsboro has been known as a number of different names throughout the duration of its over two-century service. For ease of discussion, the surveyed road segment will be referred to as Alt. US 40, though it is comprised of the alignment of roads variously called the Baltimore-Frederick Town Pike, Bank Road, Old National Pike, Boonsboro-Hagerstown Pike, and Cumberland Road, among others.

Maryland's early roads were integral to the development of the National Road and a national road system, and provided an essential link in the transportation corridor and history of westward expansion. Resources directly related to the road include engineering structures, mile-markers, and the road alignment itself. Contingent to the actual road are the secondary resources that symbiotically coexist with the road. These resources include taverns, inns, wagon shops, and later gas stations, motels, and motor courts.

Cultural resources studies increasingly recognize the importance of early transportation networks. Efforts to develop a methodology for the survey of road and roadside resources have led to the definition of Linear, Thematic, and Resource-based approaches to recordation (Jones 1993: 33). The linear approach entails the survey of a defined segment of a road, generally given a geographical limit, such as a state. Road-related resources are identified and surveyed on a comprehensive scale. This approach is often broad, expensive, and time-consuming, thus is not always possible. An alternate to the linear is the thematic approach, which delimits the survey to a smaller, logical and manageable segment, such as the segment through Boonsboro. This approach can be used to develop a context not specifically for the road, but related to the road's impact on a particular community. Specific themes are identified and studied. Third among the survey approaches is the resource-based study, which seeks to identify all resources of a particular type within the defined survey area, then rank these resources in significance (Jones 1993: 33).

The road survey in Boonsboro combines the elements of the linear and thematic approaches. The required limitation of the survey to a logical segment necessitated a focus on the road as it impacted Boonsboro, however the context of the road as an essential transportation corridor in Western Maryland has also been studied.

The surveyed segment includes road-related resources dating from the late-eighteenth century into the mid-twentieth century. The segment of road surveyed in Boonsboro extends from an arch culvert 100 yards south of mile marker 60 to the intersection of Alt. US 40 with MD 68, a distance of approximately 1.5 miles.

The culvert is a stone round arch structure of undressed local stone (WA-II-1134). The arch is 24 feet long, 11.8 feet across at the base and approximately 6 feet high at its apex. The rubblestone arch employs regularly-shaped voussoirs. The keystone is dimensionally similar to the voussoirs. The arch was probably built during the first half of the nineteenth century. The culvert was improved in the mid-twentieth-century with a concrete slab, concrete wing walls, and concrete parapets. This structure was previously surveyed by the SHA in 1995 (SHA 1995).

One hundred yards north of the culvert is Mile Marker 60 (WA-II-726), a local stone marker previously listed in the National Register.

CONTINUED

8. Significance

Survey No. WA-II-1133

Period	Areas of Significance--Check and justify below			
___prehistoric	___archeology-prehistory	___community planning	___landscape architecture	___religion
___1400-1499	___archeology-historic	___conservation	___law	___science
___1500-1599	___agriculture	X economics	___literature	___sculpture
___1600-1699	___architecture	___education	___military	___social/ humanitarian
X 1700-1799	___art	X engineering	___music	___theater
X 1800-1899	___commerce	___exploration/settlement	___philosophy	X transporation
X 1900-	___communications	___industry	___politics/government	___other (specify)
		___invention		

Specific dates **Builder/Architect**

check: Applicable Criteria: X A ___B X C X D
and/or
Applicable Exception: ___A ___B ___C ___D ___E ___F ___G

Level of Significance: X national ___state ___local

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

HISTORIC CONTEXT

Washington County is located in the Appalachian region of Western Maryland. Situated between Allegany County (to the west) and Frederick County (to the east), the county's northern boundary is the Mason-Dixon Line and Pennsylvania while the Potomac River forms the southern boundary. More than half of the county is located within the valley created by the Appalachian and the Blue Ridge Mountains. The fertile, limestone-floored Hagerstown Valley has been the locus of the county's traditionally agriculture-based economy since the early years of settlement. Themes relevant to Washington County in general and Boonsboro in particular are agriculture; transportation; architecture, landscape architecture and community planning; and economic (commercial and industrial). The alignment of present-day Alternate U.S. 40 is the backbone of Boonsboro and was historically the main transportation route across Washington County from the late-eighteenth century until the 1950s. The primary context of the road may be transportation, however intertwined in the roads history are the aspects of life in Washington County which were dependent on the road system, including: agriculture, architecture, landscape architecture, and community planning, economic (social and industrial).

CONTINUED

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ✓ **Eligibility not recommended** ____

Criteria: ✓ A ___B ✓ C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G ___None

Comments: ____

Reviewer, Office of Preservation Services **Date** 12/1/99

Reviewer, NR program **Date** 9/18/00

9. Major Bibliographical Reference

Survey No. WA-II-1133

10. Geographical Data

Acreage of nomiated property approx 1.5 miles (linear)

Quadrangle name Funkstown & Keedysville, MD

Quadrangle scale 1:24,000

UTM Refernces do NOT complete UTM references

	Zone	Easting	Northing
A			
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

The segment of road surveyed in Boonsboro extends from an arch culvert 100 yards south of mile marker 60 to the intersection of Alt. US 40 with MD 68, a distance of approximately 1.5 miles.

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Kerri Culhane, Architectural Historian

organization John Milner Associates, Inc. **date** June 24, 1999

street & number 5250 Cherokee Avenue, Suite 410 **telephone** 703-354-9737

city or town Alexandria **state** VA, 22312

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
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032
(301-514-7600)

At the top of South Main Street is a the former auto dealership and garage (146 South Main Street, WA-II-882), built during the late 1920s or 1930s. The garage building is typical of twentieth-century commercial architecture. A second floor was added to the building in the mid-twentieth century. It is a one-story detached twentieth-century masonry commercial building with frame, asbestos-shingled second-story addition. The former auto dealership consists of two-parts: garage and showroom. The concrete block and hollow brick-block structure is built atop a rubblestone foundation; the facade is faced in a Flemish bond brick. The flat roof is hidden behind a stepped parapet. The asbestos-sided frame second-story sits low behind the parapet wall and is not overly intrusive. Side parapet walls are capped in terra-cotta coping. Built into the embankment, the ground slopes away to the west. A garage door is located in the basement level and accessed from rear. Large plate glass windows light the showroom, which is entered through a half-glass wood door. The single garage bay is accessed from the street through a multipaned wood roll-up garage door.

No. 69 South Main, the corner of South Main and High Streets, was the location of a wagon shop as late as 1877 (no survey number assigned). The 1924 Sanborn Map indicates the property was the location of a garage at that time. The current commercial building appears to be modern, but the modern deck-roofed, vinyl clad shell obscures early twentieth-century commercial building of concrete block (plain and rusticated) with a frame facade. An old pump and sign bracket out front are reminiscent of the earlier character of the property. A 1955 newspaper clipping indicates that an Esso Gas Station operated at the site (*Boonsboro News 1955*:1,5). Currently the building serves as a warehouse.

Three inns in town are located at the town square. The Eagle Hotel (1-5 North Main, WA-II-770), built ca. 1796, operated from ca. 1796 into the early twentieth century; the U.S. Hotel and tavern operated for most of the mid-nineteenth century (2 South Main, WA-II-853); the Potomac Hotel (13 North Main, WA-II-773) was in operation at the turn of the century, and included the building adjacent (11 North Main, WA-II-771) as an office.

The former Eagle Hotel stands at the northeast corner of Boonsboro's historical main intersection, or "square" as it is locally known. The hotel was the first stone building constructed in town (the Nicodemus house built ca. 1769 was technically on the outskirts of town). The original two-story, five-bay rubblestone building was built by Peter Conn in 1796. Sited at the crossroads of Maryland's early road system, roads between Baltimore, Frederick and Hagerstown and the road south to Sharpsburg converged at Boonsboro's town square. The Eagle Hotel was an important early way station for stage riders and travelers along the Bank Road during the first half of the nineteenth century. The hotel has experienced a number of name changes over its lifetime: it has been known as the Eagle, Boone, Mountain Glen, and Commercial Hotel. During the late nineteenth century an addition of the sixth bay (which represents the enclosure of the former carriage way on the north side of the building resulted in a sixth bay; at the same time, a six-bay, two-and-one-half-story brick wing and mansard roof was added to the building. The building is currently in an advanced state of dilapidation and condemned.

Donna's Diner at 11 North Main (WA-II-772) served as the office for the neighboring Potomac Hotel (13 North Main (WA-II-773) during the late nineteenth and early twentieth century. It is a two-and-one-half-story, two-bay-wide, attached brick commercial building. The brick is laid in a five-course American bond. The fenestration includes 6/6 wood sash windows; a first floor plate glass show window; and six-pane fixed or tilting sash windows in the half-story. The single-leaf door is toped with a transom. This

building also served as a bowling alley and another restaurant (pre-Donna) during the twentieth century. Behind the building is a shed-roofed frame outbuilding and a gable-roofed garage on rubblestone foundation at rear edge of property.

The former Potomac Hotel was located in the south half of the two-story, six-bay-wide double block commercial/residential building at 113-115 North Main Street (WA-II-773). The raised English basement contained shops and still exhibits sliding shop doors. The current plate glass windows in basement are later additions. The one-story, five-bay, hip-roofed porch has attenuated Doric Columns. The building has two interior end chimneys. Number 13: 6/6 wood-sash windows and 6/1 replacement sashes and a single-leaf door with transom. Number 15: 1/1 replacement sash windows. There is also an early/mid-twentieth-century frame, gable-roofed two-car garage behind 13-15.

The first brick building believed to have been built in Boonsboro was the house of Dr. Ezra Slifer, ca. 1811 (2 South Main WA-II-853), later known as the U.S. Hotel. The imposing Federal building a two-story, five-bay, side-gabled brick structure, with two interior end chimneys. The hotel was in operation by 1813. The large, two-story gable ell to the rear may have been built during the mid-nineteenth century to accommodate travelers at the Hotel. The building operated as a hotel for most of the nineteenth century before being converted to an educational building, private house, and now apartments. This building was determined individually eligible for listing in the National Register in 1992.

Farther north on Main Street is the former Evan Smith Gas Station (WA-II-790). Only half of the business was left intact when Orchard Street was cut through in the mid-twentieth century. In front of a nineteenth-century building, formerly located south of the extant building, was where the gas pumps used to stand (Bast photo collection). Smith was reportedly an independent gas dealer and mechanic. The two-story, rusticated concrete block-faced masonry building was built during the early 1920s. The flat roof is hidden behind a stepped parapet. A single garage bay remains, paired with the now bricked-up former window opening.

At the intersection of Alt Rt. 40 and MD 66 stands Mile Marker 61 (WA-II-727). The marker, inscribed "61 M to B" (Miles to Baltimore), was carved from local marble. The extant mile markers were listed in the National Register in 1975 (NRHP 1975).

Continuing north on North Main at the intersection with Knode Circle is a stone-lined drain (WA-II-1135). The one-foot by two-foot drain is located under a low point in the road. It is approximately 40 feet wide and drains to a swale on the west side of the road. The rubble stone drain is failing as the stone spalls into it. The drain was not datable, but its construction technique and the state of disrepair indicate that it was probably an early engineering feature of the road, dating to the first half of the nineteenth century or earlier.

The surveyed segment ends at the intersection of Alt US 40 and MD 68, the historical point at which the roads to Cumberland diverged. Rt. 68 took a more direct route through Williamsport, while Rt. 40 headed to Hagerstown en route to Cumberland.

The road itself is counted as an individual resource. The alignment is apparently the same as it was historically, with the exception of widening the route in places. In the center of town, open stone-lined drains gutters flanked the road bed. Those gutters have since been paved over.

Alternate US 40 has enjoyed a long and varied history in Maryland and beyond. The road is worthy of a comprehensive study to assess its status as a significant entity outside of its contributing status to discrete historic districts. The road is a contributing element in the proposed Town of Boonsboro Historic District, but at the same time is possessive of a unique individual significance. The road played a major role in the development of Western Maryland and ultimately in the western expansion of the United States and National Road. The surveyed road segment and associated resources should be considered part of a larger picture. Other segments of the road from Baltimore to Cumberland should be investigated for integrity and potential as contributing elements to a potential discontiguous or linear district composed of the road and road-related resources.

HISTORIC CONTEXT CONTINUED:

The following historic context is based on the time frames outlined by Wesler et al., in 1981. Due to the road's history and Boonsboro's relatively late settlement, the historic periods defined by Wesler et al. are better suited to the development of a Washington County context than the broader, statewide time frames developed by the MHT (MHT 1987:2).

1730-1776

Western Maryland beyond the Appalachians was sparsely settled in the mid-eighteenth century. Most forays into the heavily timbered landscape consisted of trapping expeditions and transmigration from Pennsylvania to the Valley of Virginia (Stoner 1977:512). Settlement occurred primarily along viable transportation routes, particularly along the Potomac River and smaller but navigable creeks. The earliest settlers were Pennsylvania Germans and Swiss who made their way into western Maryland via the Old Monocacy Road as early as the 1730s (Stoner 1977:512). The road extended along the Monocacy River Valley from Pennsylvania to Frederick, then ran northwest through present-day Washington County to Williamsport. This road was the first important migration route for white settlers in the early American "west," but by the 1780s, it suffered disuse (Wesler et al. 1981:74).

The French and Indian Wars prevented widespread white development of Western Maryland until the 1760s. The earliest planned settlement was that of Jonathan Hager, whose 1765 patent "New Work" grew into Elizabeth Town, later the county seat of Hagerstown (Wesler et al. 1981:75). In the interim between the French and Indian Wars and the American Revolution, Maryland west of the Appalachians experienced a growth spurt. Settlers of German descent brought with them a tradition of diversified agriculture and animal husbandry (Brugger 1988:208), while other settlers enjoyed the fertile lands which superseded the exhausted tobacco lands to the east (Wesler et al. 1981:75).

1776-1860

In 1776, Washington County was formed from the western reaches of Frederick County (Stoner 1977:512). The new county was named in honor of General George Washington. The very act of naming the county in honor of the American revolutionary spoke to the sentiment of the state and county's inhabitants for freedom from British rule.

The post-War period brought vigorous expansion to western Maryland, though access to interior land was limited by the timbered and mountainous landscape that enclosed the fertile valley. The Maryland Legislature sought to expand settlement and trade potential through the development of a road network, much of which was in place by the close of the eighteenth century (State Roads Commission 1959:17). To this end, the Baltimore-Frederick Town Road was laid out in 1787 (Brugger 1988:153). The 20-foot-wide right-of-way way was later widened to 40-feet (Brugger 1988:153). The Maryland legislature spent $10,000 per mile for early gravel roads with stone bridges, but the road was well-worth the expense; a late-eighteenth-century traveler could journey by stagecoach from Baltimore to Frederick, Frederick to Elizabeth Town or Williamsport, thence on to Cumberland (Brugger 1988:153). The arduous journey took several days to complete, but was soon made easier through an improved, integrated network of turnpiked roads (State Roads Commission 1959:17).

During the 1790s, a new town developed along the road from Frederick to Hagerstown. At the foot of the western slope of South Mountain, this nascent community would soon develop in to a cross roads for travelers in western Maryland.

In 1779, William Boone of Berks County, Pennsylvania, settled on 100 acres of land in the eastern end of the newly-created Washington County (Williams 1906:26). William Boone and his brother George acquired part of the tract "Bealls Chance" together, but only William settled and farmed the land. In July 1791, William Boone expanded his property with an additional 140 acres of a tract called "Fellowship" (Bast [1976]:n.p.). The Boone property was bisected by the wagon road from Frederick to Elizabeth Town (Hagerstown), the primary land route from Baltimore into the west. Shortly after the acquisition of Fellowship, the Boone brothers proceeded to lay out 44 half-acre lots, 22 flanking either side of the road (Bast [1999]:n.p.). The first lot was sold in 1792, the date now considered the founding of Boonsboro (Bast [1999]:n.p.).

The new town was initially called Margaretsville, in honor of George Boone's wife Michael 1993:59). The name was short-lived: by 1796, references to Boone's-town, and later Boons Berry and Boons Borough cropped up in deeds, diaries, and other contemporary documents (Bast [1999]:n.p.; Bast 1999:personal communication).

The earliest structures in Washington County, as well as in Boonsboro, were modest story or story-and-one-half log cabins built by settlers of German descent (Stoner 1977:513). The typical log cabin featured a rubblework foundation, hewn, v-notched logs with plaster chinking, and joists extended through front and rear walls. Outbuildings often included frame bank barns with forebay overhangs on rubblework foundations (Carley 1997:42,50-51; Stoner 1977:520). Kitchens, ovens, smoke houses, and privies were also commonly built.

Boonsboro was situated at the intersection of the wagon road from Frederick to Hagerstown, and the road south to Sharpsburg (later known as the Boonsboro Pike, MD 34). The intersection of these two important routes was known as the town square. During the first quarter of the nineteenth-century, the square was the focus of intensive commercial development. Eagle Hotel built by Peter Conn in 1796, was the first major stone structure built in center of new town (Bast 1999:personal communication; MIHP 1992:WA-II-770). The two-story, five-bay rubblework masonry commercial building was erected at the northeast corner of the town square.

By the late eighteenth-century several stage lines extended through Boonsboro, which was one stop on the Baltimore to Frederick, Frederick to Hagerstown, and Hagerstown to Cumberland route (Day 1996: 25). The stagelines were the primary means by which freight, mail, people and goods were distributed throughout the state (Day 1996:25). Boonsboro was conveniently located within a day's ride from both Frederick and Hagerstown. Stage traffic provided a steady clientele for local inns and taverns, and made possible the opening of a U.S. Post Office in Boonsboro in 1801. The first postmaster was Peter Conn, proprietor of the Eagle Hotel (Bast [1999]:n.p.).

By 1803, Boonsborough comprised twenty-four houses (Bast [1999]:n.p.). The center of town was soon populated by taverns, hotels, and stores that took advantage of the well-traveled road which formed the main street. During the early nineteenth-century, at least three taverns were located in town, and one in the vicinity (Lathrop 1946:326). In 1812, Boonsboro was enlarged with the addition of land to the west, part of the Beall's Chance tract. The annexation of this tract brought the property along present-day Potomac Street and the town cemetery into the town limits (MIHP 1992:WA-II-981).

In 1806, Congress authorized a road from Cumberland, Maryland, to Ohio with the expectation that existing and planned roads from Baltimore and Washington, D.C., would meet the National Road, then called the Cumberland Road (Hulbert 1901:28-32, 34). The National Road as planned in 1808 extended from Cumberland, Maryland, to Vandalia, Illinois, with extensions to St. Louis, Missouri, and Alton, Illinois (Peyton 1996:133). The first contracts for work on the Cumberland Road were let in 1811 (Hulbert 1901: 35; Peyton 1996:135). The process of clearing and engineering the road was slow: ground was not broken in Ohio until 1825, and Vandalia was not reached until 1850 (Peyton 1996:143; Wood 1996:114).

The Baltimore and Frederick Town Turnpike Company had been authorized to extend from Baltimore to Boonsboro in the 1804-1805 Maryland legislative session, prior to the federal authorization of the National Road (Durrenberger 1931:65-66). In 1807, Jonathan Ellicott, president of the Baltimore and Frederick Town Turnpike Company, reported to Treasury Secretary Albert Gallatin, surveyor of the National Road, that the road as planned would fail to be a true National Road without a link from Cumberland to Baltimore. Ellicott proposed to complete the route from Cumberland to Baltimore with his turnpike company. At the time of Ellicott's report, the Baltimore-Frederick Turnpike was 20 miles long, with 17 additional miles under construction (State Roads Commission 1959:29; Durrenberger 1931:67). The cost of construction averaged $8,000 per mile (State Roads Commission 1959:29).

The continued improvement of the road network was achieved through creative financing on the part of the Maryland Legislature. Rather than spend state funds on road construction, the legislature compelled banks to invest in turnpikes as a condition of charter renewal. After 1812, bank subscription to road company stock funded the Old National Pike to Cumberland, which was also known as the Bank Road (State Roads Commission 1959:30). In 1814, the Baltimore and Frederick Turnpike Company was authorized to extend a road from Boonsboro to Cumberland, but the company failed to realize this goal. By 1818, the company had extended the pike only to Boonsboro (State Roads Commission 1959:30-31).

A plan was made that would link Boonsboro to Hagerstown, from which point a Hagerstown-Cumberland pike could complete the link. By 1821, the Boonsboro and Hagerstown Pike was authorized for construction (Brugger 1988:153; Durrenberger 1931:68; Raitz 1996b:50). In 1823, this segment became the first portion of macadamized road in the nation (Raitz 1996b:50). The Macadam process used layers of compacted gravel to make year-round, all-weather roads that were considered the best in the country (Raitz 1996b:50). An alternate route via Williamsport (present MD 68) provided a more direct route to Cumberland, bypassing Hagerstown (State Roads Commission 1959:30).

As common in Washington as they are rare in other counties, stone culverts and bridges are a unique defining feature of the early road system in Washington County (Stoner 1977:518). The county's abundant stone provided an excess of raw material from which bridges were constructed. Maryland legislature recommended that turnpike bridges be built of durable materials to forestall the replacement of more quickly-degrading timber bridges (Green 1971:58). Most of Washington County's stone bridges were built between 1820 and 1850 (Stoner 1977:518). The larger, more significant examples are attributable to local masons and to Lloyds of Pennsylvania (MIHP 1981:WA-II-0009).

Maryland's road network was inextricably linked to economic growth in Western Maryland during the first half of the nineteenth-century (Brugger 1988:154). Washington County benefited from the extensive transportation networks through which goods and people flowed with relative ease. In 1830, a traveler could take the turnpike from Baltimore to Frederick to Middletown to Boonsboro to Funkstown to Hagerstown, Hagerstown to Hancocks

Town to Prattville to Cumberland, at which point the National Road began (Perkins 1830). Conversely, this route could be used to expedite Washington County's agricultural products to the port at Baltimore.

Boonsboro's fortunes were dependent on Maryland's road system. The rows of commercial buildings arrayed along Alt US 40 are visual evidence of the historical relationship of the town to the road. The Eagle Hotel (1796) was followed by large, brick, Federal period buildings at the opposite side of the street. Dr. Ezra Slifer's house diagonally opposite the Eagle Hotel, was built in 1811, and operated as a tavern by 1813 (Mueller 1992; MIHP 1992: WA-II-853). In 1820, a large two-story brick store was built at the north west corner of the town square (MIHP 1992:WA-II-852). The store's profits grew, and in 1837 the store was the largest department store in Western Maryland, doing $90,000 of business annually (Bast [1976]; Bast [1999]:n.p.).

Other Boonsboro businesses included coverlet weavers, furniture makers, wheelwrights, and a tannery (Bast [1999]:n.p.). The Shafer Tannery operated on North Main Street and in Shafer Park. The tanning vats were removed in 1950s (102-104 North Main, WA-II-841; Shafer Park, WA-II-976). Corresponding to 69 South Main Street was the former location of the Daniel Herr Wagon Shop (*Boonsboro News 1955*:1,5). After nearly four decades of steady growth, the town was incorporated in 1831 (Bast [1976]).

The antebellum period in Washington County was marked by a peaceful prosperity. Transportation improvements continued to have beneficial impact on the primarily agrarian economy. The C&O Canal, which extended along Washington's southern boundary, was completed to Hancock by 1842 (Wesler et al. 1981:78). Flour from Washington's prolific mills, as well as other agricultural products, were shipped to Washington, D.C., and beyond via the waterway (Stoner 1977:521; Wesler et al. 1981:78).

The B&O Railroad was built in direct competition with the C&O Canal. The railroad passed through the southern edge of Washington County by the 1840s, and in 1842 the railroad reached Cumberland (Wesler et al. 1981:78). The coming of the B&O Railroad created a competitive environment that only enhanced the profitability of Washington's commerce—both the canal and railroad were intent on winning the race to expedite the shipment of goods from the west to the Port of Baltimore (Brugger 1988:233).

In 1850, Boonsboro claimed 827 white residents, 27 free colored residents and 90 slaves (Fisher 1852). Agricultural pursuits included grain, livestock, peaches and small-fruit culture. After the introduction of the cantaloupe by Reverend Frank Day in 1854, Boonsboro gained a reputation for its melon crop (Harris n.d:15).

1860-1939

Washington County was the scene of numerous conflicts and lengthy occupation during the Civil War (Wesler et al. 1981:81). Two battles of the Civil War took place in the vicinity of Boonsboro: South Mountain and Antietam. On 14 September 1862, General McClellen commanding the Army of the Potomac encountered troops under the leadership of General Robert E. Lee at South Mountain. Lee's headquarters were located just south of Boonsboro, but the battle took place south and east of town (Bast [1999]:n.p.). Within three days of South Mountain, another battle raged at Sharpsburg.

The Battle of Antietam, or Sharpsburg, took place on 17 September 1862. General Robert E. Lee led the Army of Northern Virginia north across the Potomac in early September. Just three days after South Mountain, Union troops

advanced southward, engaging Lee's troops at Sharpsburg. In the ensuing conflagration, 22,719 Americans were killed, wounded or declared missing (Kennedy 1990:85). Lee's ensuing retreat to northern Virginia was a decisive moment in the war, and bolstered Union confidence in the war's ultimate outcome (Kennedy 1990:85-86). Antietam was the single deadliest engagement of the War, and flooded Boonsboro's churches and public buildings with casualties (Bast 1999:personal communication).

Washington County quickly rebounded from wartime occupation. Although farm sizes decreased, the number of farms increased in kind (Wesler et al. 1981:81). Grain and produce cultivation persisted as mainstays of Washington's agricultural economy.

Money from Baltimore and Washington built a branch of the B&O through Weverton, Sandy Hook, Keedysville, and Funkstown to Hagerstown. The Western Maryland Railroad built line from Hagerstown town to Baltimore in 1872 (Brugger 1988:332). With access to raw materials and diverse routes for commerce (road, railroad, and canal), western Maryland became a locus of specialty manufactures which enjoyed a success on par with that of Washington County's fruit enterprise (Brugger 1988:332). Hagerstown became known for a of variety manufactured goods, including pipe organs, bicycles, wagon wheels, gloves, milling equipment and agricultural implements (Brugger 1988:332-333).

Despite the reliance on the railroad and canal for goods-shipment, roads were still an integral part of the commercial and agricultural landscape. Just getting goods to a railhead or port required often extensive road travel. Other, more creative uses of Washington County's roads were the road tests of bicycles and automobiles.

Pope Automobiles and Bicycles operated a plant in Hagerstown. The Connecticut-based company built four cylinder cars and bicycles in its Hagerstown facility. Though the engineering was done in Hartford, Connecticut, the products were manufactured and road tested in Washington County. The Pope-Tribune car was "noted for it's hill-climbing qualities...[and] its ability to stand hard usage over rough roads"(Pope 1907:49). The Pope company's promotional material touted the benefits of the Hagerstown factory as being "of great assistance to the company" as its cars were tested "over the mountainous roads of that vicinity" (Pope 1907:51).

The first decade of the twentieth-century brought a number of conveniences to Boonsboro. In 1904, the town counted 700 inhabitants (Gannett 1904). That same year, the Washington County Library was in its formative period. The library book wagon made regular stops in Boonsboro (Brugger 1988:371). The Hagerstown and Boonsboro Electric Railway, a trolley system extended from Hagerstown came to Boonsboro during the first decade of the twentieth-century (MIHP 1992:WA-II-981). Residents could commute to manufacturing jobs in Hagerstown and Frederick along the 29 mile trolley route. The trolley stop was located on North Main Street, near the present location of the Warrenfeltz House (210 North Main Street, WA-II-831)(Bast 1999:personal communication).

During the early years of the twentieth century and the peak of European immigration to American, the Maryland Bureau of Immigration sought to attract settlers to Maryland's agricultural regions. Washington County was promoted as a grower of apples, peaches, grapes, small fruits, grains, livestock and honey (Maryland Bureau of Immigration [1912]:n.p.). Boonsboro and Mousetown farms included growers of berries, peaches, and melons. The hill behind High Street in Boonsboro was the location of large strawberry fields (Bast 1999:personal communication).

By the late nineteenth-century, Washington County had more than 100 miles of stone-based roadway, owing to the fortuitous natural occurrence of stone in the county (Brugger 1988:429). The Good Roads Movement of the last decade of the nineteenth century was championed by those who depended on the road for their livelihood (such as farmers and merchants) and the growing ranks of bicycle riders (PBQ&D 1997:8). In 1894, the Maryland Road League took up the cause of good roads, leading to the survey of Maryland's Roads by the United States Geological Survey (USGS) in 1899 (PBQ&D 1997:8-9; Spero 1995:26).

From 1899 through 1906, the USGS received $400,000 to assist counties in road repair (Brugger 1988:429). Two miles of road in Washington County received funding. In 1908, a bill passed in the state legislature to improve state roads. This bill also created the State Roads Commission (Brugger 1988:430; Spero 1995:28). Under the aegis of the State Roads Commission, roads were straightened and regraded, ditches and culverts were built, bridges were repaired or built and road signs were posted (Brugger 1988:430-431). In 1912, the standard road surface was concrete and in 1914, the standard road width was 14.5 feet. By 1915, the state owned all private toll roads and turnpikes except the Frederick-Woodsboro Turnpike (Brugger 1988:431).

The rise of the automobile as a viable, affordable means of transportation lead to the popularity of leisure travel and touring by automobile. Automobile clubs formed to advocate road improvements and scenic routes, and many published guides to the developing road system (Ierley 1990:191). Road advocates were responsible for the development of the first ocean-to-ocean highway, the Lincoln Highway, in 1913 (Lin 1999:1).

World War 1 highlighted the need for a national road system (Ierley 1990:191). Defense manufacturing concerns in the midwest needed viable routes over which to distribute materiel. The growth of the trucking industry and the need for improved roads led to the enactment of the Federal Highway Act of 1921, which encouraged states to develop "an adequate and connected system of highways, interstate in character" (Ierley 1990:199). This mandate had evolved into a primary road system built with federal aid in 1923. This included the systematic numbering of road, east-west as even and north-south as odd (Ierley 1990:199).

Following the example of the Lincoln Highway, in 1922, the National Old Trails Road, called "the Grand Canyon Route," was a privately-developed as a "concept" road that extended from Baltimore and Washington, D.C., to Los Angeles, a distance of 3022 miles (Lin 1999:1). The route followed the alignments of the Baltimore-Frederick Town Pike and the Boonsboro-Hagerstown Pike through Washington County (Lin 1999:2; NOTRA 1922). The approximate route of the National Old Trails Road was designated as interstate Route 40 in 1926 (Lin 1999:1).

Boonsboro continued to prosper during the period of road revitalization in the 1910s and 1920s. A number of new houses were constructed on the north side of town, and Lakin Avenue, a residential thoroughfare, was cut perpendicular to north main during this time (MIHP 1992:WA-II-981).

In the World War II and post-war era, Washington County continued to divide its economy between manufacturing and agriculture, and Boonsboro continued to grow. The Federal Aid Highway Act of 1956 brought dramatic changes to the interstate road system (Ierley 1990:203). In the mid-1950s, the limited-access highway I-70 cut a swath through Washington County on its route from Baltimore and Washington to Cumberland and beyond (Spero 1995:31). The road diverted traffic away from the small roadside towns along Route 40. Boonsboro, self-sufficient frontier town of the late eighteenth and early nineteenth centuries, has become a commuter suburb and a satellite community of Frederick, Hagerstown, Washington and Baltimore.

SIGNIFICANCE

Alternate US 40, which forms the backbone of Boonsboro's downtown commercial and residential district, was part of the earliest road network in Maryland. By the late eighteenth century, the road extended from Baltimore to Maryland's western counties. On the west side of South Mountain, this early road intersected with roads heading south to Sharpsburg (MD 34); northwest to Elizabeth Town (Hagerstown, MD 66). The road reached Cumberland via Hagerstown (Alt. Rt. 40) and Williamsport (MD 68). Maryland's early road network was soon improved under the aegis of Jonathan Ellicott, whose Baltimore-Frederick Town Turnpike (authorized in 1804-1805) extended to Boonsboro by 1811. During the 1810s, the route through Maryland's Appalachian region was secured through Maryland legislation, which compelled banks to subscribe to the road projects as a condition of charter renewal. With bank funding, an improved turnpike system extended from Baltimore through Boonsboro and on to Cumberland, the head of the National Road, a Federally-funded road to the newly-opened midwest. Boonsboro's viability was linked to the success of the road.

The road experienced a period of revitalization during the early twentieth century. Its designation as the National Old Trails Road in 1922, and in 1926 as Interstate Route 40, brought beneficial improvements to the well-traveled, primary route. The Federal Highway Act of 1956 led to the eventual secondary status of the road when I-70 replaced Alt. Rt. 40 as the most direct route through western Maryland.

The survey segment was determined by the resources found along the road and the historic alignment of the road bed. Directly associated resources (road, culverts, milemarkers) were surveyed, along with associated resources such as hotels, gas stations and automobile-related resources.

Available records indicate that the road bed follows it original alignment through Boonsboro, though the surface of the road has been significantly built-up since the introduction of concrete and asphalt paving in the twentieth century. Two small engineering structures within the surveyed Boonsboro segment date to the early nineteenth-century. Two milemarkers (60 Miles to Baltimore and 61 Miles to Baltimore) are also located within the surveyed segment.

Alternate US 40 should be studied as a linear historic district. Additional segment of the road should be surveyed along the Route from Baltimore to Cumberland. Mile markers 60 and 61 are already listed in the National Register of Historic Places, and contribute to the road district. The associated resources (gas stations, hotels, etc.) should be considered as contextual components to this linear resource and should be considered as contributing resources to the road as a historic district.

The period of significance for the road from Boonsboro to Cumberland can be defined as ca. 1787, the date the Baltimore-Frederick Town Road was authorized, to 1956, when Interstate 70 replaced the road as the primary transportation corridor in western Maryland. Bridges, culverts, inns, taverns, gas stations, motels, historic signage and other transportation related resources would be the types of resources potentially contributing to the road as a National Register-eligible district. The National Register of Historic Places recognizes transportation corridors of historical significance. Alternate US 40 appears to meet the eligibility requirements for listing in the National Register of Historic Places under criteria A, C, and D. Further study and documentation would be required to support a discontiguous linear district in Maryland.

CONTINUATION SHEET

Alt. US 40 has been designated a State Scenic Route since 1989, and this designation was renewed approximately 2 years ago (Maxwell 1999:personal communication). The length of Alternate Rt. 40 from Baltimore to the western state line is under consideration for designation as an All-American Road under the FHWA's National Scenic Byways program (Maxwell 1999:personal Communication). The All-American Roads and National Scenic Byways program began in 1996 to recognize culturally significant roads in the United States (National Scenic Byways 1999). The six criteria for designation as a National Scenic Byway and All-American Road are archaeological, cultural, historical, natural, recreational, and scenic value. The designation of the route as an All-American Road brings with it the benefits of grants, educational opportunities, and in certain cases, protection (Maxwell 1999:personal communication).

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Inventory No. WA-II-1133

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. Geographic Region:

_____	Eastern Shore	(all Eastern Shore counties, and Cecil)
_____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
_____	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
__X__	Western Maryland	(Allegany, Garrett and 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
__X__	Modern Period	A.D. 1930-Present
_____	Unknown Period (_____prehistoric ____historic)	

III. Historic Period Themes:

_____Agriculture
__X__Architecture, Landscape Architecture, and Community Planning
_____Economic (Commercial and Industrial)
_____Government/Law
_____Military
_____Religion
_____Social/Educational/Cultural
__X__Transportation

IV. Resource Type:

Category: District
Historic Environment: Village
Historic Function(s) and Use(s): TRANSPORTATION/road-related;
Known Design Source: none

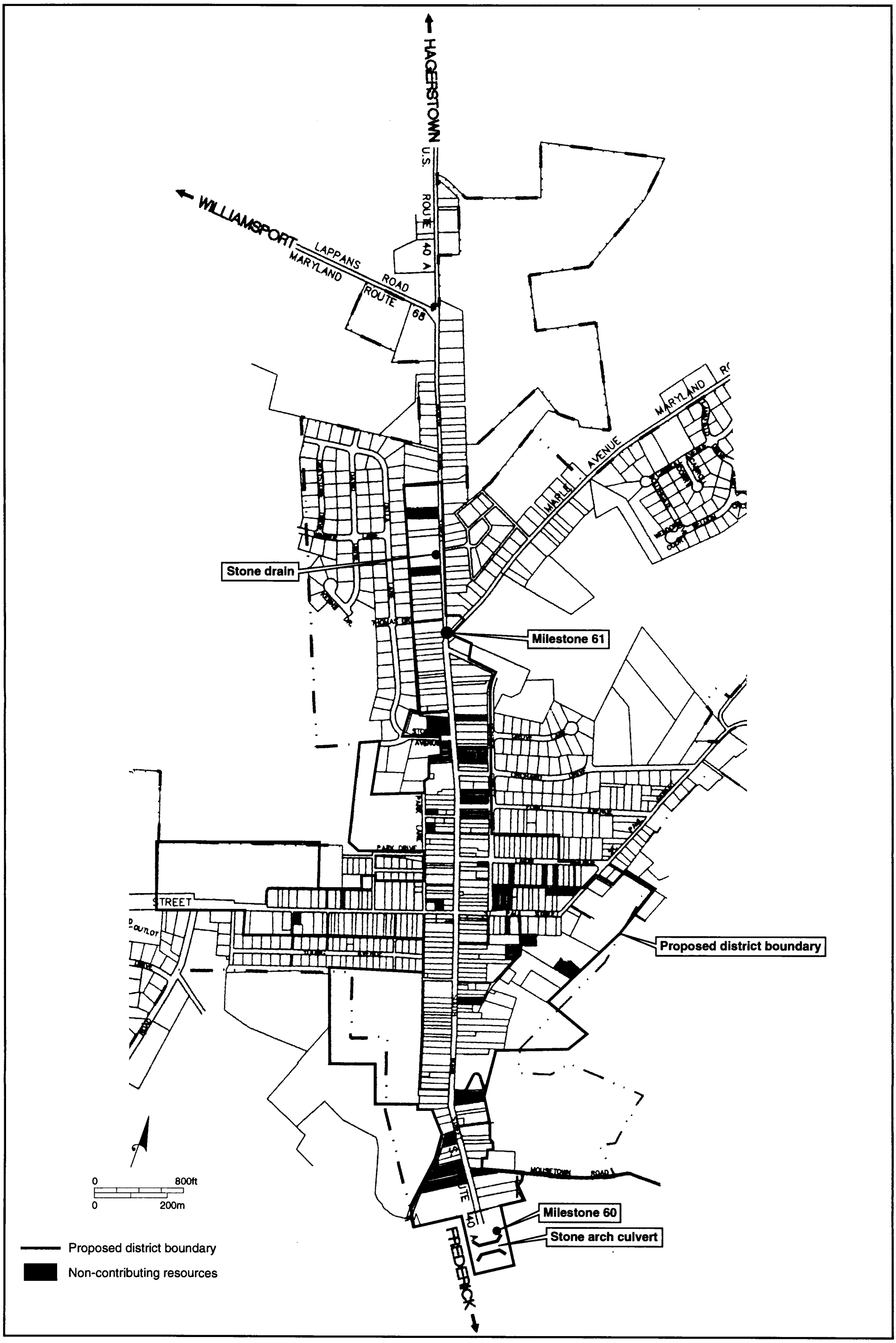

Figure 46. Proposed historic district boundaries for the Town of Boonsboro, MD (Fox & Associates, Inc., 1997).

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