

PART TWO:

**AREA AND SITE
ANALYSIS**

Heritage Tourism and the Heritage Area

Maryland's Heritage Preservation and Tourism Areas Program, by recognizing and certifying heritage areas, fosters partnerships between preservation organizations, parks and open space advocates, and local government officials to preserve not only individual historic sites, but their historic and cultural contexts. Successful heritage areas link sites, parks, greenways, and transportation corridors. More important, they encourage collaboration among large and small historical organizations, museums, visitors' centers, historic preservation groups, and others to form a network of interpretation that will support heritage tourism and thus add to a region's economic development. Heritage tourists, who typically stay longer and spend more per visit than any other category of visitors, are an especially coveted market in today's economy.

This section of this report advances concepts and recommendations for the Anacostia Trails Heritage Area to develop a collaborative, region-wide system of interpretation, reflecting the historical context set forth in the preceding section. Such a system will enable this Heritage Area to capitalize fully on the significant, excellent investments in many special sites that can clearly take greater advantage of the rising trend in heritage tourism, realizing a return on that investment that will benefit not only ATHA visitors, but also its residents.

The first portion of this section reviews the recommended interpretive framework, a set of themes encircled by an "ordering concept," or primary theme that helps visitors comprehend this historically rich, extensively developed region. In only a few square miles, fully fourteen municipalities, many major federal and state institutions, and multiple major transportation corridors jostle for space. Making interpretive sense of this heritage area is critical to helping visitors make physical sense of the myriad urban environments they encounter, and appreciate the wealth of experiences it is possible to enjoy here.

The second portion of this section spins out this interpretive framework as it applies to the large number of sites explored and researched by the *History Matters!* team. While the remarks and recommendations applying to individual sites are by no means meant to be "mini plans," they are recorded in order to enable others to appreciate the possibilities of these sites, especially as they relate to advancing the overall interpretive experience envisioned for ATHA.

The Interpretive Experience

Visitors to the Anacostia Trails Heritage Area should expect to encounter enjoyable historic sites united in presenting facets of the overall story of the region. They should experience at least one pleasant walk along a historic street or recreational trail, or in a garden, and move from site to site with an understanding of the landscape they are seeing and the history and change it reflects. Their means of transportation may vary, but all should be related through interpretation to the transportation history of the corridor. Casual encounters with docents and workers in the hospitality industry should elicit “did you know” conversations that reflect local enthusiasm for the results of the rich investment here in historic preservation, recreation, research and learning facilities, and the arts. Upon returning home, they should remember the pleasures of discovery, and recall the excitement of learning about the unique places they visited, and the unique stories they encountered. While they may not recall all of the facts presented through interpretation, they should be able to explain the basic themes that interpretation advances, related to the sites they visited.

Recommended Interpretive Framework

Many museums, sites, and heritage areas assemble a set of interpretive themes advancing the major ideas represented in their collections, facilities, or regions. These themes should present a point of view, not merely a topic, offering a challenging perspective that fully engages the audience for a given presentation. Interpretation is just that – taking the facts and artifacts assembled by research and preservation and presenting their meaning. It is akin to storytelling – creating a strong narrative line, selecting appropriate facts to add color, and holding the audience’s attention through a performance that brings alive the story to be told. Indeed, storytelling is one form of presentation that can hold an important place in an interpretive system. Other forms of presentation include everything from first-person interpretation by “re-enactors” and the expected docent-guided tours, to performances, festivals, publications, audio and video productions, special exhibits, driving and walking tours, and outdoor interpretive signage – anything, in short, that gets the message across effectively.

Five sketches of thematic statements are advanced below. These advance the critical ideas that all interpretation in the Heritage Area should ultimately incorporate. Owing to the large numbers of sites and themes in the Anacostia Trails Heritage Area, however, the *History Matters!* team deemed it vital to frame these with a single, overarching theme, what the team came to call

ATHA's "ordering concept":

From prehistoric times into the present, the Anacostia Trails Heritage Area has functioned as a connector and a corridor for people, ideas, and ideals.

From this simple but compelling idea everything else should flow. Visitors should come away with a clear sense of the way in which the Heritage Area evolved, the imperatives its development has followed over time, and the way that the landscape and sites we enjoy today reflect the history that unfolded here, by accident and by design.

Why This Ordering Concept?

ATHA was a "connector" and corridor even during the Woodland Indian period. The local Anacostan Indians participated in a trade in prestige goods that ran east-west, with shell products coming up-river from the Chesapeake Bay and Eastern Shore, and puccoon (for making red face paint) coming down toward the Bay from groups farther upstream. The local groups mined antimony, which they used as a trade item in this east-west flow, which took advantage of the rivers as highways. On the north shore of the Potomac, the Anacostans also were situated between a growing power to their south (the Powhatan Confederacy, the northern boundary of which lay along the Potomac River) and a number of other groups that were increasingly encroaching on their territory, such as the Massawomeckes to the west and the Susquehannocks to the north. Forces were converging on this area when the English arrived, first in Jamestown, and then in St. Mary's City; the Potomac again became the boundary between these two new groups.

During the early years of the Jamestown settlement, English boats repeatedly ran up the Potomac and its tributaries, first to explore and then to seek grain from native peoples. As Native Americans moved out and colonists moved in, the rivers became the major means of ingress and egress for settlers.

In one sense this was little different from the experience throughout the tidewater, but from another standpoint the nature of the Potomac and its tributaries was somewhat different. The Potomac can legitimately be classified as the largest of the rivers on the Western Shore and, given its boundary status between Virginia and Maryland, it also was of political importance. Bladensburg, first in its Garrison's Landing phase and then as a major colonial port, exemplifies this stature, shipping loads of tobacco comparable to any other Maryland port. It was one of only three or four towns

in Maryland with a ropewalk, its shipyards were significant, and it supported and represented maritime commerce in a location that was surprisingly far upstream from the Bay.

As land transportation became more regular, at least on a few major routes during the colonial period, ATHA was predictably located astride the important overland route from north to south. The Berthier maps, Griffith's 1794 map, and Christopher Colles' road atlas of the United States clearly show this, and the area's significance as a corridor is further supported by the early decision to locate one of thirteen post offices in the country there.

After 1800, as the main connector between a major economic center (Baltimore) and the seat of the Federal Government (D.C.), this area differs in its history and development from any other in the state. The first telegraph message was transmitted on wires strung along one of the earliest railroads. The District of Columbia's suburbanization caused by the massive post WWII expansion of the federal government radically changed the nature of this area with two waves of migration. The proximity of Washington means as well that it is home to many local and federal experiments, including Greenbelt and the Beltsville Agricultural Research Center.

Key Themes

Themes that follow from the ordering concept are suggested in sketch form below. These, too, should be the basic ideas that are to be conveyed to audiences – if they come away with only that “cocktail chat” version of their experience at one or more sites within the Heritage Area, that version should reflect one or more of these themes. These statements should be refined with the assistance of the interpretive specialists in the region, seeking to provide a challenging perspective. Only with “edge” is the visitor going to notice. This is one reason that visitors often encounter interpretation statements like “this is the only” or “this is the oldest.” Good thematic statements do better than this, but all the same should convey that sense of importance or significance just as such statements do.

Accompanying these themes or thematic statements are suggested subtopics (ways of grouping several stories) or individual stories. These are offered in no particular order, and also should not limit the development of others that respond to the thematic statement.

Theme 1: Adaptation and Ingenuity

The Anacostia Trails Heritage Area is rich in the history and continuing tradition of scientific and technological inquiry, stimulated by the proximity of

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the Federal City, the leadership of one prominent mid-nineteenth century planter inspired by the scientific inquiry into agriculture in his day, and the subsequent construction of major intellectual institutions within the area.

Potential subtopics or stories are notable for their variety, depth, and level of existing or planned interpretation:

Agriculture: The location of the Calvert family at Riversdale led to the creation of the University of Maryland, which in turn influenced the location of the Beltsville Agricultural Research Center. Both of these sites offer interpretation of the continuing story of agricultural research, and Riversdale interprets early agriculture, with plans for the reconstruction of an early experimental barn.

Aviation: “From Balloons to the Moon” is no exaggeration, with the first unmanned balloon launch occurring in Bladensburg; the advent of the Wright Brothers, as interpreted at the College Park Aviation Museum, and the ERCO manufacturing plant; and NASA/Goddard with its Hubble Space Telescope mission and other missions. Both UM and NASA are world leaders in remote sensing technologies for earth studies.

Wildlife: The Patuxent Wildlife Research Center is one of the world's leading research centers, with the whooping crane restoration as its flagship effort. A major interpretive center offers public access.

Earthbound Transportation: Roads, rails, and sails: it is perhaps this feature of the heritage area that has marked its landscape most.

Paleontology: The unique deposits here are known worldwide among fossil hunters; the region between Washington, D.C., and Baltimore is nicknamed “Dinosaur Alley.” A major dinosaur bone find, that of the *Astrodon Johnstoni*, in the early 19th century at “Bladensburg” (being the name of much of this area at the time, prior to the Civil War) corresponds to the important earliest inquiries into fossils and geology that arose during that century.

Technology and its Evolution: Adelphi Mill stands as a memorial to the early technologies employed in the area. Although little remains are visible, Muirkirk Furnace, the Powder Mill, the mill at Cottage City, and Laurel's cotton mill are all sources of stories. From rain gardens and green buildings to computers, the area today is rich in entrepreneurs and experimental programs, even beyond NASA, BARC, and Patuxent. Eleanor Roosevelt High School possesses one of the nation's flagship “science and tech” programs.

Theme 2: Settlement Patterns

Nowhere else in the state of Maryland is it possible to see so many small municipalities side by side, each with its own personality, history, and traditions. Several of these are inheritors of powerful ideals – North Brentwood and Greenbelt in particular, with early Laurel as an example of the planned mill town. These were preceded by a landscape of plantations, of which three exemplary residences survive and remain in public ownership.

Potential subtopics and stories are, naturally, derived from the communities and plantations (listed roughly south to north):

Communities:

Mt. Rainier
Cottage City
Colmar Manor
Brentwood
North Brentwood
Bladensburg
Edmonston
Hyattsville
Riverdale Park
University Park
College Park
Greenbelt
Laurel

Plantations:

Riversdale
Montpelier
Snowdon Hall

Theme 3: Pursuing Creative Arts, Aesthetics, and Design

The Anacostia Trails Heritage Area is the inheritor of an artistic tradition that began at least as early as 1816, when Rosalie Stier Calvert, the Mistress of Riversdale, exhibited her Belgian father's noted collection of Old Masters. Today, the Clarice Smith Center for the Performing Arts and the Gateway Arts District are flagship programs that are working to assure the region's emergence as a leader in the arts. The variety of cultures represented within the population of the heritage area is another source of artistic stimulation.

Subtopics might include:

Noted Artists: Two of the more prominent artists with connections to the Heritage Area include Jim Henson of Muppets fame (College Park boy, a product of Northwestern High and the University of Maryland who grew up to charm the world with his Muppets and artistry in general); and David C. Driskell, a major African-American artist whose name graces the important new Center for the Study of the African Diaspora at the University of Maryland, resides in Hyattsville and teaches at the University of Maryland.

Early 20th Century Design: The Memorial Peace Cross and Greenbelt's International Style "old town," especially its old school building (now a community center) and its movie theater (the last large-screen theater in Prince George's County and one of the last in the entire metro region) represent significant examples of early 20th century design. The old Tastee Diner along Route 1 in Laurel and the Art Deco car dealership building (now "Darcars") in Hyattsville are remarkable survivors testifying to early car culture.

International Cultures and their Expression: Many international cultures – Indian, Latino, Asian, African, are represented not only in the local population but also in the wealth of restaurants the area enjoys. Events, performing arts, and arts and crafts (imported as well as made locally) signify the lively international flavor of many neighborhoods.

Theme 4: Changes in the Landscape

By design and by default, the landscape of the Anacostia Trails Heritage Area responds to powerful influences, both natural and cultural: the Anacostia River (notorious for its flooding, requiring bridges and crossings, providing water power), the proximity of the Federal City, and the requirements of transportation.

Potential subtopics and stories include taming the Anacostia River, harnessing water power on the Coastal Plain, restoring the Anacostia River (the challenge of restoring one of the nation's most heavily urbanized watersheds), transportation as the "armature" of development, the transition from plantation to municipality, the preservation of profound amounts of open space as federal lands and the changes this ownership wrought on the landscape, and "landscaping the urban landscape."

Theme 5: The Geography of Conflict

By virtue of its location on a key river crossing near Washington, D.C., Bladensburg was a natural point of invasion for the British in the War of 1812. This proximity to the Federal City also led to Civil War tensions.

Potential subtopics and stories include the Civil War (the skirmish in Beltsville, the fort at Fort Lincoln), the wryly-named “Bladensburg Races,” or the Battle of Bladensburg, the experiences of war veterans, and modern defense, from the Wright brothers’ mission for the War Department to satellite technology.

Interpretive Linkages

In any Heritage Area it is easy for each individual site to become completely wrapped up in its own stories, but this does both the visitor and the site a disservice. It is extremely important to integrate the stories of individual sites with the story of ATHA as a whole. This puts the site in context, but it also can entice the visitor to other places within ATHA. If all sites do this, they are effectively marketing each other to the benefit of all. Visitors should encounter interpretive linkages everywhere – in literature, in signage, even drummed home to individual docents.

In addition, individual sites should be linked via the use of visitor centers, sites acting as “hubs” or “anchors” for a given area, and via the use of driving and walking tours. These are key methods for moving visitors from site to site, multiplying the visitor’s experience by deliberately encouraging them to visit more than one site, and by making the movement itself part of that experience. These two methods are described in the following section.

Interpretive Linkages Using “Hubs”

Key to assisting these visitors in perceiving these linkages among sites is the use of “hubs” or “anchor sites.” The ATHA Management Plan lists a large number of existing visitor centers and major sites where it should be possible to install modest exhibits that provide an introduction to the entire region. Each of these should vary enough that the visitor perceives not repetition, but depth, but not vary so much that they merely contribute to the confusion of sites and stories. Variation is perhaps best achieved through providing introductory interpretation for nearby individual sites or for key stories best represented by those sites. Following are recommendations for many of the sites proposed for a network of visitor centers in the Management Plan:

Bladensburg Waterfront Park – orientation to communities at the southern end of the Heritage Area, the Age of Sail (waterborne commerce), and the Anacostia River.

Riversdale Mansion – orientation about the Calverts, Plummerts, fine arts,

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agriculture, and slavery.

University of Maryland College Park – orientation about the University, College Park Airport and Aviation Museum, Lakeland, and recreation at Lake Artemesia and on hiking/biking trails.

BARC – orientation to include Beltsville, NASA/Goddard, Greenbelt, and Greenbelt Park (an alternative might be NASA/Goddard, if it becomes more accessible to visitors).

Abraham Hall – orientation to Muirkirk Furnace, Rossville, and African-American heritage and community life.

Montpelier Mansion – all Snowden connected stories.

Laurel Museum (or a downtown location) – all Laurel sites.

Interpretive Trails and Tours of the Heritage Area

The breadth of resources in ATHA sometimes actually makes it difficult for visitors, in that they have a difficult time deciding exactly what they should see next. Simply hitting all sites or learning all the stories in one small area at a time is one approach – those suggested by the list of “hubs” above, perhaps. The drawback to this approach is that it can lack coherence. Another approach is to design thematic tours linking selected sites with shared histories that could be marketed to specific interest groups. The Management Plan of the Heritage Area has developed a rich list of such linkages, called “Interpretive Trails.” These are self-guided driving or walking tours allowing visitors to explore related sites at their own pace. Brochures with well-designed maps are central to this idea, along with outdoor interpretive signage (usually historic markers and larger interpretive panels). More extensive on-site exhibits may also be employed, and some such tours have successfully employed interpretive audio-loops transmitted over a low-wattage radio station. Such audio descriptions could also be recorded on CD and made available for loan or purchase. Other heritage areas are experimenting with wireless PDA, cell-phone, and GPS technologies for steering drivers from site to site and imparting information on demand.

Following are comments added by the *History Matters!* team to the recommendations in the plan:

African-American Heritage Trail – African-American heritage is present at every site in the Heritage Area, and should be part of every Interpretive Trail

in the Heritage Area. That said, a driving tour exclusive to this topic should also be developed.

“Creating a New Nation” Trail – The expansion of the title of this trail would include the area’s important colonial heritage with the “New Nation” interpretation recommended in the Management Plan. This trail would link together the port and market of Bladensburg, Bostwick, Riversdale and Montpelier, the Snowden Iron Works, the early mills, and the inns and taverns of the turnpike.

Agricultural Trail – One of the most central themes of the Heritage Area, the agricultural story should be “required” on any tour. This interpretive trail would link the port and market of Bladensburg; Riversdale, Montpelier, Walnut Grange, Snow Hill Manor, and other plantation houses; the University of Maryland; BARC; and Laurel and vicinity, where Horace Capron developed some of his agricultural innovations. Linkages could also include early farm support sites such as mills, and even one of the largest regional nurseries, Behnkes.

Natural History Trail – No recommendations; a worthy expansion of interpretive programming that is already offered at Bladensburg Waterfront Park, Greenbelt Park, and Patuxent Wildlife Refuge.

Science and Environment Trail – A worthy trail that would link together the important sites relating to the scientific focus of the Heritage Area, including College Park Airport and Aviation Museum, BARC, Patuxent Wildlife Refuge, and NASA/Goddard. The discoveries within the fossil-bearing clay deposits here and the possible future Dinosaur Park should also be included in this trail.

“Linking the Nation” Trail – A trail commemorating transportation and communication “firsts” and landmarks in the Heritage Area. Sites to be included are the Bladensburg Balloon Park (and/or the Waterfront Park); Riversdale; the College Park Airport and Aviation Museum; Rossborough Inn; George Washington House; BARC; NASA/Goddard; and the Laurel B&O Railroad Station.

“Weary Traveler” Trail – The early stagecoach line between Georgetown and Baltimore was improved in 1812, when the turnpike system was chartered. Early inns and taverns that catered to the early travelers were located at strategic points along the route. Inns and taverns in Bladensburg can be represented by interpretation at the George Washington House, the Rossborough Inn, the Brown’s Tavern site, and a tavern site in Vansville.

“Main Street” Trail – This is an excellent trail for the Heritage Area, with a dual focus on both “The Nation’s Main Street: Baltimore Avenue (US 1)” and the “Main Street”-type areas of individual historic communities within the Heritage Area, including Laurel’s Main Street and downtown Hyattsville, as well as historic buildings that retain that flavor from their original placement along a main street or within a town center.

“Streetcar Suburbs” Trail – “Streetcar suburbs” in the Heritage Area include Mount Rainier, Brentwood, North Brentwood, Hyattsville, Edmonston, Riverdale Park, College Park, Berwyn Heights, Lakeland, Beltsville, and Laurel. This story is intertwined with the **“Mail-Order Houses” Trail**, and the history of the “Streetcar Suburbs” should be incorporated into a driving tour if a “Mail-Order” brochure is developed.

“Balloon to the Moon” Trail (segment of the national History of Flight Trail) – Links the sites that tell the important “history of aviation” story within the Heritage Area. From the Bladensburg Balloon Park to the College Park Airport and Aviation Museum, to the nearby ERCO plant, to the NASA/Goddard Space Center.¹

“Mail-Order Houses” Trail – Much of the research for this trail has already been developed, and the final work to produce a driving tour brochure of this trail would be an ideal research project for a graduate student in architectural history. Mail-order houses are found throughout the area, and are of great interest to architecture buffs, preservationists, and the growing number of people now actively restoring older homes. A driving tour linking all the relevant houses would link sites in Mount Rainier, Brentwood, North Brentwood, Cottage City, Bladensburg, Hyattsville, Riverdale Park, College Park, Berwyn Heights, University Park, and Laurel.

Greenbelt Trail – see entry on Greenbelt.

“Churches, Stones and Bones” Trail – While the phrase “stones and bones” reflects the theme of cemeteries, this trail is intended to include early churches, and the name used should reflect that wider interpretation. Notable historic churches and former churches include North Brentwood AME Zion Church, St. Paul’s/Free Hope Baptist Church in Bladensburg, “Old Parish House” (College Park Woman’s Club), St. John’s Church in Beltsville, Queen’s Chapel and Abraham Hall in Rossville, “Wild Cat Farm” (Methodist

¹ Upcoming “Centennial of Flight”: The 100th anniversary of flight on December 17, 2003 will be marked throughout the United States and abroad by a wide range of activities, celebrations, and projects sponsored by multiple public and private organizations (see below).

Preaching Place), and St. Mary's of the Mill and St. Mark's ME in Laurel. Notable historic cemeteries include Evergreen Cemetery; Fort Lincoln Cemetery; the Calvert Family cemetery in Riverdale Park; (St. Mark's ME cemetery in Beltsville); the Queen's Chapel cemetery in Rossville; the Cherry Hill cemetery in Beacon Heights; and Ivy Hill, Deakins, and Greenbelt Cemetery. The Snowden family cemetery, which is located in Anne Arundel County, should also be part of the trail.

Champion Tree Trail – no recommendations; sounds worthy of effort.

War of 1812 Trail (in support of the Star-Spangled Banner National Historic Trail) – This important trail links the sites in Bladensburg, Colmar Manor, and Cottage City to interpret the full story of the Battle of Bladensburg.

Industry and Labor Trail – Another central theme of the Heritage Area, this trail links the slavery-based plantation sites, mills, iron works/furnaces, and industrial sites throughout the Heritage Area. The trail links Bostwick, where Christopher Lowndes, a slave importer, building contractor, and director of a ropewalk resided, to Riversdale, Montpelier, and other plantation homes, to Adelphi Mill and the other mill sites, to the Snowden Iron Works and the Muirkirk Iron Furnace, to the mills in Laurel (and the Laurel Museum), and finally the ERCO plant. The early labor force in the area was made up of both slaves and indentured servants, and the ways in which the labor force evolved over time is a major story within the Heritage Area.

Education and Research Trail – This worthy interpretive trail would link the Heritage Area's rich education and research stories, from schoolchildren to colleges, to postgraduate and professional-level research, and from Bladensburg Academy, Maryland Agricultural College, Ammendale, to Freedmen's bureau, Rosenwald and modern public and private schools.

Boat Trail – a proposed boat tour "trail" along the Anacostia River from the Bladensburg Waterfront Park to Kenilworth Aquatic Gardens, the National Arboretum and the historic Navy Yard. This is a very worthy expansion of boat tour programming already offered from Bladensburg Waterfront Park.

Additional themes for tours might include:

- Architectural change and innovation** (a variety of house sites and communities such as Greenbelt);
- Garden tours** (Bostwick [if developed], Riversdale, Montpelier, and Hyattsville);
- Antiques and auctions** (antique stores in Laurel and elsewhere, the Laurel Auction, historic houses with antique furnishings, such as

Riversdale, Montpelier);²

-**Military history** (Battle of Bladensburg, Civil War, at Fort Lincoln, the Bladensburg Waterfront Park, and other sites);

-**Technological innovation** (Bladensburg, Laurel Museum, Goddard Space Flight Center, University of Maryland, College Park Aviation Museum, the ERCO plant site, and BARC).

Brochures for each thematic tour should have clear maps for visitors. Such materials should not only be printed, but should be made available via the internet. Efforts should be made to link ATHA with every historic site and town's web page, and vice versa. Some sites are hard to find on the internet or yield dead links; a sustained effort to link and maintain ATHA web sites would be worthwhile.

Interpreting ATHA's African-American Heritage

A special focus on African-American heritage can be presented via the future Prince George's County African-American Cultural Center at North Brentwood and through the **African-American Heritage Trail** recommended above.

Because the area was historically a transitional area between the entrenched, slave-based tobacco culture of southern Prince George's and southern Maryland and the small farm-based wheat and grain culture of Montgomery County and upper Maryland, the African-American population was relatively small until the decades following World War II. This settlement pattern means that there are only pockets of where it is possible to find rich African-American history, often separated by large distances. Additionally, many of the sites are privately owned or not developed enough to be destinations in and of themselves.

Despite these limitations – or perhaps because of them – there are many gems of African-American history in ATHA, several that are of national significance. For instance, the role of African Americans in the nation's early military conflicts is a story that has not been adequately told. Among the many possible angles for approaching this is the story of African-American troops during the Civil War. Photographs exist showing Black troops on duty within ATHA, at Fort Lincoln, for example. Veterans of the war then settled

² In the *Presence of the Past* (1998), Rosenzweig and Thelen note the interest of hobbyists, collectors, and reenactors in the past. An important draw for such people - and for an increasingly large group of Americans, as evidenced by the popularity of *Antiques Roadshow* and similar programs - are stores selling antiques and collectibles, as well as auctions. ATHA, Inc., may wish to look at ways to involve such merchants in their activities and to encourage the growth of this segment of the economy.

in ATHA, especially in the community of North Brentwood. These Civil War veterans are by no means the only ones, however. During the American Revolution, African Americans fought alongside whites in a many units of the Continental Army. New England regiments, particularly from Rhode Island, are the best known, but this also happened in the Maryland Line. Cupid Plummer, the progenitor of the Prince George's County Plummer family, fought in the 2nd Maryland Regiment during the Revolution. His great-grandson, Henry Plummer, served with Union Forces during the Civil War, providing a continuing thread of military service. Even more African Americans served in the two World Wars of the 20th century, as well as in conflicts such as Viet Nam. Their service, especially in the earlier conflicts, should be better understood. ATHA has a wonderful opportunity to capitalize on this through sites such as North Brentwood, Fort Lincoln, and perhaps Riversdale and Edmonston (the site of the Plummer family house). This is a story with great power, if only it can be carefully researched and then told.

Interpreting The Rivers and Tributaries of the Heritage Area

Anacostia River and its Tributaries

The Anacostia River Watershed comprises three major drainage areas: the Northwest Branch, the Northeast Branch, and the tidal drainage, which is located below the confluence of the two in Bladensburg, in the 8.4-mile long tidal portion of the river until it joins the Potomac, approximately 108 miles upstream of the Chesapeake Bay.

Interpretive Background:

The **Anacostia River** was navigable to vessels traveling at least as far north as Bladensburg until the early nineteenth century, when the silting produced by agriculturally-induced erosion and runoff caused the usage of the port to be abandoned. The river and its tributaries were also a recurrent cause of flooding in the area, especially Bladensburg, but also affecting the choice of crops for Riversdale, and shaping the residential communities in "bottom land." The river and various tributaries were exploited as a source for industrial power at a wide range of sites across the Heritage Area, as small dams and mill-races were constructed in the low-lying stream floodplains to power the area's mills.

To end the flooding which had long affected the Bladensburg area in the vicinity of the Peace Cross, and also included the Port Towns of Colmar Manor, Cottage City, and North Brentwood, the Anacostia River Flood Control and Navigation project was begun in 1954 and completed in 1959. The project was a cooperative effort between the U.S. Army Corps of Engineers, the M-NCPPC, the Washington Suburban Sanitary Commission

and the Maryland State Roads Commission (Highway Administration).

At the northern edge of the Heritage Area, Laurel's prosperity was in large part due to its strategic location along the **Patuxent River**, as the river was harnessed as a source for industrial power, most notably in the huge stone dam erected upstream of the Laurel Cotton Mills.

Key Interpretive Opportunities

“Centennial of Flight”: The 100th anniversary of flight on December 17, 2003 will be marked throughout the United States and abroad by a wide range of activities, celebrations, and projects sponsored by multiple public and private organizations. To ensure Maryland's significant role in the history of aviation is duly recognized in 2003, and that the tangible traces of the state's rich aviation history are recorded and preserved, the Maryland Historical Trust has initiated a research and recordation project, known as the Maryland Aviation History Centennial of Flight Project. The College Park Airport and Aviation Museum, and NASA and the research by Robert Goddard play significant roles in this project, and these sites should benefit from the research, interpretation, and recognition that are developed.

“Star-Spangled Banner Trails and Sites Network” (War of 1812): The Maryland Office of Tourism Development and the Maryland Historical Trust are working with local, state, and federal agencies and the private sector to preserve, protect, and promote the state's War of 1812 resources. This heritage tourism initiative has been named the “Star-Spangled Banner Trails and Sites Network” and its further direction is under study in cooperation with the National Park Service.

Stewardship and Interpretation

Stewardship of resources must be another major thrust of successful heritage areas. Tourism growth can bring pressure on the very resources that bring people – increased traffic in an historic house, for example, increases wear on the historic fabric. Likewise, tourism-related construction can destroy archaeological remains that would add to existing research and provide the basis for future interpretation and museum displays. Unless consistent efforts are made to conserve these resources, a region can find that the integrity of its interpretive resources has disappeared over time. Many of the most important sites accessible to the public (and not, in the case of such elusive sites as the privately owned Hitching Post Hill) have lost much of their landscape context,

making it all the more critical that what remains is maintained in top condition.

Recommendation for documentation: ATHA should encourage the owners of each publicly owned historic site to prepare a historic structure report that documents the building and provides a baseline for future monitoring.

Recommendation for maintenance planning: Sites open to the public also should be encouraged to prepare and implement cyclical maintenance plans for their historic buildings, taking into account both the heavy traffic that these sites experience and National Park Service guidelines. Mechanisms should be identified for providing funds for periodic maintenance and larger repairs, and separate funds should be established for that work whenever possible.

Archaeological sites both known and unknown to archeologists – and generally unrecognized altogether by others – are both numerous and widespread throughout the Heritage Area, and they can be expected to be more concentrated around areas that are of the most interest for development. Sites that were attractive to both Native Americans and colonists, after all, continue to be attractive to modern developers, for much the same reasons: proximity to travel routes and level, dry terrain close to water. Moreover, construction activities for visitor centers and other interpretive structures and related facilities, expansion of parking, road development, and a variety of other Heritage Area undertakings inevitably will have an impact upon archeological resources. The way in which the Heritage Area deals with these resources will set the tone for other institutions and developers in the region. (More information about archeological protection procedures is set forth in **Appendix One.**)

Recommendation for accounting for archeological resources:

Development plans and budgets should include adequate time and funding for archaeological investigation and the mitigation of any negative impacts upon archaeological sites. Such procedures will be required by state and federal law for any undertakings using state or federal funds or permits.

Recommendation for archeological master plan: ATHA should maintain a list of potentially useful archaeological research projects (Indian Queen Tavern site, Carleton Mill, etc.) and seek every opportunity possible to facilitate such investigations. Archaeology is enormously attractive to people. While excavations are underway, they can be publicized and used to attract visitors, often a significant number, from the normal heritage tourist to school groups. These visitors often return for multiple visits over the course of a project to view the progress of excavations. Use of community volunteers and

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schools helps build an appreciation of the past and gives participants a stake in the site and its later interpretation. After excavation and analysis is complete, the results can be used in a variety of ways. Building foundations can be marked on the ground in a variety of ways and help visitors understand physical relationships. These can be further explained with appropriate signage, especially if it includes photos, site plans, or scale drawings of finds. Artifacts from excavations can be used in museum displays to illustrate life in the past, along with photographs, drawings, and other records; they may also be used in traveling or temporary exhibits in libraries, schools and other locations.

Sites and Communities of the Heritage Area

1. Mount Rainier Historic District, roughly bounded by Arundel Street, 37th Street, Bladensburg Road, and Eastern Avenue, Mount Rainier. Listed in National Register of Historic Places, 1990-09-07.

Thematic focus: 20th-century “streetcar suburb” – residential [20]³

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trails”: “Streetcar Suburbs” Trail – “Streetcar suburbs” in the Heritage Area include Mount Rainier, Brentwood, North Brentwood, Hyattsville, Edmonston, Riverdale Park, Berwyn Heights, Lakeland, Beltsville, and Laurel.

Also part of “**Main Street**” Trail and “**Mail-Order Houses**” Trail.

Recommendations:

Wayside exhibit

Part of “Main Street” Trail brochure and driving tour of U.S. Route One

Part of “Mail-Order Houses” Trail brochure and driving tour

Background:

The community began ca. 1900, and was incorporated in 1910. Middle class families settled here in modest houses and used the Rhode Island Avenue streetcar line to commute to jobs in downtown Washington. The historic district is significant as a largely intact example of an early twentieth-century streetcar suburb.

³ Note: these designations, in brackets, signal the chronological periods and/or centuries with which the site’s primary heritage resources are associated.

2. Battery Jameson, SITE, on the grounds of Fort Lincoln Cemetery, 3401 Bladensburg Road, Colmar Manor; marked by Maryland State Historical Marker.

Thematic focus: Civil War site [19]

Statewide Interpretive Themes:

Changes in the Landscape
Freedoms Won, Freedoms Lost
Geography of Conflict

ATHA “Interpretive Trail”: Could be part of a “Civil War Trail,” if one is developed.

Greatest Strengths: Important military history site.

Possible Interpretive Improvement:

Battery Jameson lies virtually unnoticed within the cemetery grounds. This could readily be interpreted with a sign and images, either drawings or photographs of similar emplacements. Useful images may be found in the National Archives and the Library of Congress, and one is depicted in Virta’s *Pictorial History*. Virta also shows a Sachse print depicting the Civil War Camp Casey, located below Fort Lincoln in present day Cottage City, as well as a photograph of Black troops mustered at Fort Lincoln.⁴ Another camp, Camp Union, was located to the north, across the northern section of the cemetery and the Dueling Grounds. The Civil War has enormous popularity, and this site may be one of the best places for ATHA to capitalize on this interest. Fort Lincoln was not simply a showpiece; fire from its cannon figured in the Union’s repulse of Jubal Early’s raid on Washington (with the hottest engagement taking place in the upper portion of ATHA, near the Beltsville Agricultural Research Center [BARC]) when the B&O railroad operations were disrupted during the Civil War raids of General Bradley T. Johnson. Linkages can also be made to the Rossborough Inn, where Johnson and his troops were hosted on the night following the raid (July 11, 1864). Outside of ATHA, linkages can be made to other Civil War fortifications nearby, which include the National Park Service’s Fort Stevens, now partially restored and located at 13th and Quackenbos Streets, NW.⁵

Other Comments:

⁴ Virta, *Pictorial History*, 124, 125, 128.

⁵ For more information, see “The Civil War Defenses of Washington, D.C.” at <http://www.nps.gov/rocr/ftcircle/>.

Linkage should be made to the Anacostia walking trail under the Potomac River National Scenic Trail program.

Recommendations:

Wayside exhibit (along cemetery road)

Interpretive signage (for pedestrians taking a closer look)

Background:

Battery Jameson, a link in the Union defenses built to protect the nation's capital from attack by the Confederacy during the Civil War, is a significant legacy of Prince George's County's Civil War heritage. The remains of Battery Jameson are located on the grounds of Fort Lincoln Cemetery in an area identified as "Block 8." It is a raised earthwork in the shape of a curved line overlooking the Valley to the north, from the highest vantage point within the cemetery. Battery Jameson dates to 1862, and was built under the direction of Major General J.G. Barnard.

Before 1861, this land was farm land, made up of parcels from three land grants: Scotland (1685), Barbadoes (1685), and Chillum Castle Manor (1763). The land on which the cemetery lies also played a part in the last-ditch American defense by Joshua Barney against the British troops advancing towards Washington on August 24, 1814 (see entry on Fort Lincoln Cemetery.)

More than a generation later, as a part of the massive array of defenses constructed around the city of Washington during the Civil War, this land was seized by the U.S. Government in 1861 for the location of Fort Lincoln and the Battery, and cleared of timber so as to provide an unobstructed view of the valley below, which also served as a major staging area for the assembling of the Union Army.

One camp of Union Army troops in the vicinity of the Cemetery grounds was designated Camp Union. Here were the First and Eleventh Massachusetts, the Second New Hampshire, and the 26th Pennsylvania Regiments, together forming a brigade under the leadership of General Joseph Hooker. Records say they camped "upon the old battlefield, and the old dueling grounds were within their lines and proved admirably adapted for target practice." To the west of Camp Union, on 100 acres between the railroad and the turnpike, lay Camp Casey, where the 41st and 45th Pennsylvania Volunteers, the Fourth Rhode Island Volunteers, and the Fifth New Hampshire volunteers were quartered.

On August 25, 1861, President Lincoln and Secretaries Seward and Welles, traveled to Bladensburg to review the troops. The next day, ground was

broken for Fort Lincoln, located inside the District of Columbia, by Hooker's brigade. Its occupied a strategic location overlooking the valley formed by the Eastern Branch and its tributaries, and commanding the Washington-Baltimore turnpike, the B&O Railroad, and several minor roads passing through or near Bladensburg to the Federal City.

From its base at Fort Lincoln, Colonel Asa Gibson's Second Pennsylvania veteran Artillery built Battery Jameson on the grounds of modern-day Fort Lincoln Cemetery. The Battery was connected to Fort Lincoln by a covered way. Companies comprising 117 men were sent to man the new facility. Named after Brig. General Charles D. Jameson, a veteran of the Battle of Bull Run, it contained a concentration of artillery to reinforce Fort Lincoln. Only informal reports tell of visits by President Lincoln to Fort Lincoln and Battery Jameson, but he may well have come here on December 15, 1863, during a Grand Review of batteries at Camp Berry on the Bladensburg Road inside the District of Columbia.

The remains of Battery Jameson consist of the preserved length of the "Southwest wing emplacement," an earthwork which was originally 212.8 feet long. In addition, the Battery had a 498-foot-long breastwork (an earthen fortification about breast-high), which sheltered an underground quarters for officers and guards, and led to the main gun emplacements.⁶ The Battery's uphill trench area has since been filled in, and at two of the gunports, two civil-war era cannon were later placed here, together with a flag pole standing to the rear, to remind visitors of the site's historic past.

The land around the Battery was purchased by the Capitol Cemetery of Prince George's County in 1921, and the new cemetery was named "Fort Lincoln" after the nearby Civil War fort.

⁶ A description tells us that in 1862, 2 guns faced Northwest, 2 faced North Northeast, 2 faced Northeast, 1 faced North Northwest, and 2 faced East Southeast. The physical dimensions of the Battery are also given: "From the Southwest wing emplacement measuring 212.8 feet – thence travel Northeast 403 feet along the breast work to an underground quarters for the officers and guards, thence traveling Southeast 62 feet again along the breastwork to the main gun emplacements which held nine gunports." This section measures 498.2 feet in length. In 1864, the armament had been reduced to four 12-pounder field cannon and one 24-pound Barbette. The historical information in this entry comes from a Maryland Historical Trust inventory form for the State Historic Sites Survey by William Aleshire, filed in 1980, and an Internal NR-Eligibility Review form by Tracerics, a consultant, in 1998, both on file at the MHT.

3. Fort Lincoln Cemetery, 3401 Bladensburg Road, Brentwood. The grounds of Fort Lincoln Cemetery are located on 178.4 acres between Colmar Manor and the District of Columbia Line. An active cemetery established in 1921, its grounds are open to the public, and contain numerous Historical Markers.

Thematic focus:

Colonial-era farms; War of 1812/Joshua Barney; Civil War site; 20th-century cemetery [18, 19, 20]

Statewide Interpretive Themes:

Changes in the Landscape
Freedoms Won, Freedoms Lost
Geography of Conflict
Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trails”: African-American Heritage Trail, War of 1812 Trail, “Churches, Stones and Bones” Trail.

Greatest Strengths: Rich array of historic, architectural, and sculptural monuments

Potential Unrecognized Resources or Stories:

Architectural design interpretation; the Mausoleum and Mortuary buildings are wonderful architectural monuments, worthy of interpretation.

Possible Interpretive Improvement:

Virtually unnoticed in the cemetery grounds are earthworks that are remnants of the Civil War era Fort Lincoln, part of the defenses of the capital. These are part of Battery Jameson, which deserve a more-developed interpretation here (see entry above.)

A further link in the military history angle is the movement of French troops through the area under Rochambeau in 1781. Illustrated by the Berthier maps, this would provide a continuous thread of military activity from the Revolutionary War through the War of 1812 to the Civil War. Further, the involvement of Joshua Barney’s marines in the Battle of Bladensburg establishes a link with Benjamin Stoddert of nearby Bostwick, who established the Marine Corps during his tenure as Secretary of the Navy.

See also “Linkages for Visitors for the War of 1812 and Joshua Barney” below.

Other Comments:

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The height of this area also offers a vantage point from which other ATHA sites may be seen and their spatial or geographic relationships better understood. A map and appropriate signage in this area would help visitors to make linkages and understand physical relationships that are otherwise tenuous in this highly developed area.

If the cemetery is to be visited by the general public as a historic site, the impact could be minimized by a comprehensive driving tour brochure that contains much of the background information, supplemented by appropriate historical signage.

Linkage: to Potomac Heritage National Scenic Trail.

Recommendations:

Wayside exhibit

Create pedestrian interpretive signage

Driving tour brochure

Special events – i.e., “Bladensburg Day” and/or “War of 1812” re-enactment

Excellent site to install interpretive panels on ATHA military history; use “viewfinder” illustration or map to explain ATHA terrain seen from heights.

Background:

Early history: This was prosperous farm land, made up of parcels from three land grants: Scotland (1685), Barbadoes (1685), and Chillum Castle Manor (1763). An old spring house on the grounds is a remnant from one of these early farms. The small stone building was built in 1765 by George Conn, on a hillside later known as “Veitch’s Hill” after a later owner, and has been recently restored.

Boundary Marker: In 1792, as part of the survey for the boundaries of the District of Columbia, Major Andrew Ellicott cleared land 20 feet on each side of the boundary line, which ran through this area, and placed Boundary Stone NE 7 at its designated spot, part of the placement of 40 markers that established the District’s limits. The marker is visible along the boundary southeast of the Mausoleum. It is in fair condition, cracked but repaired.

Battle of Bladensburg: In addition to the Civil War activities here (see entry for Battery Jameson), the grounds of the Cemetery were a site of earlier military activity of national importance, the last-ditch American defense by Joshua Barney against the British troops advancing towards Washington on August 24, 1814. After British troops crossed the bridge over the Eastern Branch at Bladensburg (see entry for Bladensburg), they proceeded to a smaller bridge over Dueling Branch Creek, encountering the fire from the spot

where Commodore Barney and his troops had hastily set up their cannon, on a ridge located approximately at the entrance to the modern-day Cemetery. Barney and his flotilla officers had a force of 400 to 500 men; Marine Captain Sam Miller on Barney's right flank led a force of 114. Barney's artillery comprised two eighteen-pounder and three twelve-pounder cannon. A third group of 500 to 600 troops under the command of Colonel William D. Beall of Annapolis barely had time to position themselves even farther to Barney's right, on the hill where the old spring house still stands.

The British were deflected by Barney's fire, and advanced and then retreated across the Dueling Grounds and the ravine along the creek, until reinforcements led by General Ross and Admiral Cockburn arrived, advancing against the troops to Barney's right, which offered no resistance.

Barney and his gallant marines were outnumbered and overrun. Commodore Barney himself was wounded by a musket-ball, and captured by British troops who, according to sources, treated him with great respect; together with other wounded, he was taken to the Ross House in Bladensburg. He survived several more years, and was publicly honored for his actions on this battlefield, but he died from the wounds inflicted here in December, 1818, in Pittsburgh, Pennsylvania.

The total numbers of the forces involved in the encounter were estimated at 4,500 for the British troops, of which 150 were killed at Bladensburg and in the city of Washington, and 300 were wounded. The American forces of 6,000 men counted 20 men killed and 100 wounded, including Commodore Barney. According to records from Hanson Catlett, surgeon with the American First Regiment Infantry, from his British counterpart, 100 British dead were buried in a mass grave on the field of battle, with an additional 50 to 60 and three or four American dead buried in the field the following day. These mass graves have not been located.

It is known that the British troops at the Battle of Bladensburg under the command of Admiral George Cockburn included escaped slaves from plantations in Maryland and Virginia. Less well known is that fact that the American forces had black and white men fighting side by side; Commodore Joshua Barney's flotilla forces included "tall strapping negroes, mixed with white sailors and marines." Barney is recalled to have said of them, "they don't know how to run; they will die by their guns first."⁷

Historians point to the significance of the Battle of Bladensburg and the

⁷ Paul Jennings, *A Colored Man's Reminiscences of James Madison*, Brooklyn, NY: G.C. Beadle, 1865. Quoted in *Maryland Humanities*, September 2001, 16.

subsequent burning of Washington as the first military action in our country's history in which the President and other high-ranking members of government assumed an active role in the field directing troop movements. Those on the field included President James Madison, Secretary of State James Monroe, Secretary of the Navy William Jones, Attorney General Richard Rush, and Secretary of War John Armstrong.

Modern Cemetery: The Fort Lincoln Cemetery is organized as discrete sections with a variety of thematic garden "rooms" highlighted with sculptures, plaques, and plantings, with graves set in rows across level fields and rolling hills. Two of the Cemetery's buildings are particularly notable for their architecture. The Mortuary Chapel was designed by Washington architect Horace Peaslee in 1929. It is a revival-style building with Byzantine-inspired decorative elements. The Mausoleum Building was designed by Harley, Ellison, and Day in 1947 in the Art Moderne style and represents an unusual building type, the community mausoleum. The two buildings are joined by a cloister.

Linkages for Visitors for the War of 1812 and Joshua Barney:

A well-crafted brochure entitled "The 1814 British Invasion Route" provides a self-guided driving tour relating the history of the events and connecting eleven sites in a continuous tour beginning in Charles County and ending at the White House in Washington, D.C. The brochure was created by the History Division of the M-NCPPC and supported by a grant from Prince George's Heritage.

Maryland Department of Tourism has included the sites within ATHA as part of one of its "Maryland Trip Ideas" on its website <<http://www.mdifun.org/destinations/it-britinvade.asp>>, a way for visitors to "Follow the British Invasion."

From a starting-place at Calvert Cliffs State Park a connection can be made to nearby St. Leonard's Creek, where Commodore Joshua Barney's celebrated "Chesapeake Flotilla" skirmished with British troops before it was deliberately scuttled. The 500-acre Jefferson Patterson Park & Museum is located near the site of the gun batteries that aided Barney's escape, and it houses exhibits on the history and heroes of the War of 1812. The museum's Archaeological Conservation Laboratory staff is working on important artifacts from the war; and the Calvert Marine Museum in nearby Solomons also exhibits artifacts from the war, along with a lighted map tracing the

invasion up the Patuxent River.

While the naval forces were engaged upstream on the Patuxent River, the British land forces under the command of General Robert Ross landed 4,000 soldiers at the town of Benedict, in Charles County. Between August 19th and 24th, the British army marched north through Charles County, passing through Upper Marlboro on its way to Bladensburg and its second encounter with Commodore Barney on the grounds of modern-day Fort Lincoln Cemetery. Once they entered Washington, the British sacked and burned much of the city, including the Capital and the White House.

One of the interpretive signs at the Historic Bladensburg Waterfront Park features Barney's heroic exploits, and a replica of one of his Flotilla barges is on display there. Fort McHenry in Baltimore is an important historic site where the rest of the story – and the heritage of our National Anthem, the “Star-Spangled Banner” – can be tracked.

One positive aspect of this battle was the lessons learned from Bladensburg and the sack of Washington by the Baltimore defenders who were anticipating a British attack in the weeks following. Lacking confidence in General Levin Winder, notwithstanding his political connections, they gave command to General Samuel Smith, a community leader who had been a Revolutionary War officer. Their defensive strategy was not to offer battle on an open field but to prepare earthen fortifications from which the raw militia would fight. Furthermore, unlike the defense of the national capitol, they were defending their own homes. Baltimore successfully defended itself against the British attack.

For avid military buffs, additional sites could be added to make up a more extensive itinerary, including North Point in Baltimore, Havre de Grace in Harford County, Elk Landing in Cecil County, and Caulk's Field, near Chestertown in Kent County on the Eastern Shore.

4. Brentwood

Thematic focus:

20th-century “streetcar suburb” – residential [20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

ATHA “Interpretive Trails”: “Streetcar Suburbs” Trail – “Streetcar suburbs” in the Heritage Area include Mount Rainier, Brentwood, North Brentwood, Hyattsville, Edmonston, Riverdale Park, Berwyn Heights, College Park, Lakeland, Beltsville, and Laurel.

Also part of **“Main Street” Trail** and **“Mail-Order Houses” Trail**.

Potential Unrecognized Resources or Stories: Wallace Bartlett, his career and family.

Other Comments: The story of the town’s interaction with North Brentwood, especially during the period of segregation, would be worthy of research and interpretation.

Recommendations:

Wayside exhibit

5. North Brentwood

Thematic focus:

African-American community [19, 20]

Late 19th, early 20th-century “streetcar suburb” – residential [19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Freedoms Won, Freedoms Lost

ATHA “Interpretive Trails”: “Streetcar Suburbs” Trail, “Main Street” Trail, African-American Heritage Trail, “Mail-Order Houses” Trail.

Greatest Strengths: African-American history: the oral histories preserved here, and the cohesive community that has worked to preserve much of its past.

Potential Unrecognized Resources or Stories:

Perhaps the most striking thing about our visit to North Brentwood was the wealth of stories that came out. These are stories of everyday life, of family and community, but also stories about segregation, desegregation, civil rights, education and access to higher education and career opportunities. Although these stories sometimes may seem to those who tell them to have only family or local interest, nothing could be farther from the truth. These are human stories and of interest to many. Though sometimes painful, the stories of relationships between blacks and whites, the sheltering effects of a segregated community, struggles for equality (e.g., teachers, salaries, the story of Hiram Whittle), and busing could be told through the lens of North Brentwood.⁸ They should be a major focus of interpretation for any museum or tourism initiative in this area.

Possible Interpretive Improvement:

The North Brentwood Community poses some interesting challenges in terms of interpretation and visitor recruitment. At present, interpretive space is minimal, although it seems that some might be made available in the community center. This space problem will eventually be resolved with the construction of a new museum.

⁸ Community members vividly remember Hiram Whittle, the first black student to enroll at UM, who was hosted by a North Brentwood family on weekends.

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As the county's first incorporated Black community, one that was settled initially by Black families from Washington, D.C. and other nearby rural areas and having a long history as a vibrant community, North Brentwood is important to the story of Prince George's County. While an active oral history program could do much to record the more recent history of this community for posterity and for visitors, documentary research may shed additional light on its origins. Although the area was subdivided by Captain Wallace Bartlett for use by soldiers from his regiment, the original buyers were veterans from a variety of units, many of whom may first have learned of the community at the 1892 Civil War reunion in Washington, D.C. Work in military records (pension records, etc.) and local land records might establish the histories of some of these first residents with greater clarity. The role of African Americans in the nation's early military conflicts is a story that has not been told. There are several angles from which this could be approached in ATHA, and North Brentwood provides one such avenue. These Civil War veterans fought hard for their country and for liberation, and then returned to civilian life and fought equally hard to build strong communities and successful lives and families.

Also of interest is the physical growth of the community, which might be understood and interpreted through the use of plats, maps, and directories. According to local residents, the community had more than 80 locally owned businesses in the early 1900s.

Other Comments:

North Brentwood has an important community history that is just beginning to be documented. It is an example of a Washington, D.C., suburb formed at the turn of the 20th century along the trolley line on Rhode Island Avenue. Little has changed in this self-contained community, so authentic historical interpretation is possible.

Beginning with the "Footsteps from North Brentwood" project of the early 1990s, the community's awareness of its unique history has grown. The North Brentwood community has a strong historical sense and mission to preserve and interpret that history. However, many of the people supporting this effort are quite elderly. While the "Footsteps" project started collecting oral histories and reminiscences, this effort should be enhanced and continued so that important information about social and cultural life within the community are not lost.

There is an enormous potential for further oral histories to be collected from family members who have lived and/or are still living in the community. Topics could include schooling, employment/means of making a living,

including domestic workers, service providers (services such as ice delivery), agricultural workers and federal government employees.

Recommendations:

Wayside exhibit

Create pedestrian interpretive signage in a prominent location

Gather and develop oral histories (increase the pace)

Special event – designed for visitors as well as residents

Create planned museum (see entry)

Background:

North Brentwood was the first African-American incorporated municipality in the county and in the Washington, D.C. metropolitan area. In the 1890s, Captain Wallace A. Bartlett, a white Civil War veteran who had commanded U.S.C.T. troops, and a partner in the realty company which organized and platted land in this area, gave African-American families the opportunity to purchase in the new community. This subdivision was developed out of a tract of land known as Holladay Company's Addition to Highland. A number of white families, including Bartlett's, settled in the southerly section, later incorporated as Brentwood, while a group of African-American families settled in the northerly section near the Northwest Branch. This land was subject to frequent flooding from the Northwest Branch and the mill race which ran from the Branch to Carleton mill, a grist mill located in what is now Cottage City, and the lots were offered at a lower price.

Many of the first buyers were former slaves of local planters and Civil War veterans. The first lots were sold in 1891 to Henry Randall, an African American from Anne Arundel County, who built a house on Holladay Avenue (now Rhode Island Avenue), and later operated a coal and ice supply company. In 1894, Randall's son Peter constructed a house next door, and as more members of the family moved here, the community was named Randalltown after this prominent family. Members of the Plummer, Wallace, and Johnson families also built homes here. The Plummers were descendants of Adam Francis Plummer, a slave on the Riversdale plantation, and some had been slaves themselves; some members of the Randall family had been former slaves of Mrs. Virginia Mackubin.

Bartlett hired a force of residents to dig ditches in an attempt to drain the mill race in 1898 and 1899, but flooding continued to plague the area until the 1950s, when a major flood control project corrected the problem by major regrading and a system of levees. A trolley line built in 1898 by the City and Suburban Railway Company reached as far as Randalltown and provided quick transportation to Washington, resulting in a rapid population growth

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particularly between 1905 and 1910, jumping from 65 to 315. It was now a working class community with tradesmen. The town was incorporated in 1924.

6. (North) Brentwood AME Zion Church, 4037 Webster Street, North Brentwood

The Brentwood AME Zion Church is a brick church structure. The church was organized in 1913 and the congregation met in private homes and in the Fireman's Hall before a church structure was built. Five trustees took out incorporation papers as the "African Methodist Episcopal Zion Church of Brentwood, Maryland" in August 1921.

**ATHA "Interpretive Trails": African-American Heritage Trail;
"Churches, Stones and Bones" Trail.**

7. (Future) Prince George's County African-American Cultural Center at North Brentwood. Construction is proposed at a site on Rhode Island Avenue.

Thematic focus:

African-American communities, individuals and their achievements [18, 19,20]

Statewide Interpretive Themes:

Settlement Patterns

Individual Communities and Cultures

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

Pursuing Creative Arts, Aesthetics, and Design

ATHA "Interpretive Trails": African-American heritage is present at *every* site in the Heritage Area. A special focus on African-American heritage, however, will be able to be presented via this museum and through brochures and driving tours for the **African-American Heritage Trail**.

Greatest Strengths: The Museum is a cornerstone of the Gateway Arts District and its plan, which creates a "unique programmatic and physical layering of renewal projects including new streetscape, the renovation and adaptive reuse of historic structures and new infill artists' housing."⁹ North Brentwood is the first African-American town incorporated in the County, and the plan has strong community-based support.

Other Comments:

If an African-American history and culture museum is built in North Brentwood, it will be the appropriate orientation location for the African-American stories throughout the Heritage Area. Until it happens, a driving tour brochure and audio tape can direct visitors to the sites, and where sites do not offer the interpretation, to provide the information.

Planning for the future museum builds on the "Footsteps from North Brentwood" project, in which Sociology professor Frank H. Wilson and colleagues demonstrated how generations of ex-slaves and descendants of slaves organized their lives and built this suburban community from the 1890s

⁹ The information in this entry about the Center's plans derives from the document, "African American Cultural Center at North Brentwood Conceptual Design and Programming," dated August 13, 2002 and prepared by Hammel, Green and Abrahamson, sponsored by North Brentwood Mayor Lillian K. Beverly, James S. Guyton, Jr., President of the Friends of North Brentwood, Inc., and Nick Francis, Executive Director of the Gateway CDC.

through the post-WWII years. The “Footsteps From North Brentwood” Oral History Project was funded by the Maryland Humanities Council, and was subsequently published as "Footsteps from North Brentwood: From Reconstruction to the Post-World War II Years," in conjunction with a 1997 traveling exhibit shown at the Anacostia Museum of the Smithsonian Institution, the North Brentwood Community Center, and the Lowe House of Delegates in Annapolis.

The idea of the proposed museum has tremendous merit, but is ambitious. Funding, developing an artifacts collection, and the need for more research remain as potential barriers. An interim exhibit that focuses on North Brentwood within the larger historical context would be an important first step and would require less capital and smaller operating funds to become operational. As an exhibit on the town has already been envisioned as one of the “core” exhibits of the future museum, it makes sense to start here. Some research and collection of oral histories have already been completed, and the museum would be an extension of the current community. The buy-in that already exists could be expanded by showing North Brentwood’s connections with other African-American communities, especially those within the Heritage Area, such as Lakeland, Rossville, and Laurel.

The African-American experience is a major theme for the Heritage Area. This is important in terms of social and political history, but also as a means to make this area relevant to many of its newer residents. Prince George's County has emerged as a majority African-American residential community over the last thirty years. The historical interpretation would have to deal with a number of unpleasant facts – which would include slavery and segregation. In some ways segregation poses the greater challenge. The various suburbs were created as segregated communities. Many of the local residents with whom we talked offered great insight into the quality of life and the challenges of living in segregated communities. Then there is also the story of desegregation and the history of the last forty years. This would include changes associated with African Americans becoming a majority force in county affairs. The region has also had its share of African-American pioneers, leaders, entrepreneurs, artists, and thinkers. These men and women will be an important focus of the interpretive exhibits in an African-American museum.

Recommendations:

Central to providing orientation for the **African-American Heritage Trail**
Create interim exhibit

Background:

The museum is planned as representing the African-American history and

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culture of Prince George's County as a whole. The museum's planners recognize a role for the museum that is not addressed by the future Reginald F. Lewis Museum of Maryland African American History and Culture nor by the Banneker-Douglass Museum in Annapolis.

The museum, as currently envisioned, would have two wings, one housing a 200-seat black box theater, and another housing 20,000 square feet of museum exhibit space (including both permanent exhibition galleries and a temporary exhibition space) and support spaces; a two-story glass lobby would offer more interpretive opportunities and would link the two wings together, and an outdoor sculpture garden with a small outdoor stage would serve for additional events and programming. The conceptual design calls for performances to be accompanied by public programs linking historical themes and ideas with contemporary artists. An example would be a presentation of oral histories of attendees of a nearby dance school, which could be combined with contemporary dance presentations, and complemented by a related exhibition by local school students.

The museum's planning has developed over a long period. Mr. James Guyton, Jr., President of the non-profit group, Friends of North Brentwood, Maryland, Incorporated, has provided a short summary of this development:

The Mayor and Town Council of North Brentwood, Maryland petitioned the Maryland State General Assembly to create a State Debt for funding of a Town Hall/Museum in the amount of \$500,000. Governor Parris N. Glendening approved a Bond Bill for \$175,000 in April 1996 and the Maryland National Capital Park and Planning Commission approved matching funds in the amount of \$175,000 in November 1997. On June 15, 1998, the Mayor and Town Council agreed to a resolution to establish the Friends of North Brentwood and charged the organization with the responsibility of planning and operating the museum.

An initial plan for a small museum next door to the present North Brentwood Town Municipal Building was changed in 2001, when it was decided to partner with the Gateway Arts District to build a large Prince George's County African American Cultural Center at North Brentwood. The facility would be in North Brentwood located across Route One near the entrance to the town. Active procurement is underway to purchase the property for the cultural center. Three partner organizations are currently working together on its development: the Town of North Brentwood, Maryland, the Gateway Community Development Cooperation and the Friends of

North Brentwood, Maryland, Incorporated.

In December 2001, a contract was entered with Dr. Rowena Stewart, Past Director of the American Jazz Museum in Kansas City, to advise and recommend strategies and actions to develop the museum/cultural center. Dr. Stewart worked with Artspace, Inc. and Hammel Green and Abrahamson, Inc., (HGA), of Minneapolis, Minnesota, while preparing the report. In July 2002, Dr. Stewart and HGA presented their reports for the Prince George's County African American Cultural Center at North Brentwood. The HGA Conceptual Design and Programming Report suggests a two-wing facility housing a Theater and Museum, with a Permanent Exhibit area of 5,000 square feet, Temporary Exhibit area of 2,000 square feet, and a Theater with a 200-seat area. The estimated cost of the Cultural Center is \$20 million.

Some of the immediate objectives of the Friends of North Brentwood, Maryland, Inc. include:

- Continue to increase membership
- Locate and finalize Cultural Center Land Ownership
- Expand the Board of Directors to include a Champion Group
- Support a feasibility study to identify supporters and funders
- Support the selection of a Community Organizer to strengthen relationship between our organization and the community
- Establish additional partnerships
- Create a Prince George's African American Exhibit for the museum to supplement "Footsteps from North Brentwood" which will have a central theme in the museum

8. Bladensburg Dueling Grounds, owned by M-NCPPC, accessible from the Melrose Neighborhood Park, 37th Avenue off Bladensburg Road, Colmar Manor; marked by Maryland State Historical Marker.

Thematic focus:

Notorious Location of Duels; War of 1812 Battlefield; Civil War site [19]

Statewide Interpretive Themes:

Individual Communities and Cultures

Geography of Conflict

Greatest Strengths: The story of individual duels held here and the personalities involved.

Potential Unrecognized Resources or Stories:

The Dueling Grounds has good potential for historical interpretation. Right now all a visitor can do is imagine the duels that took place here. Signage describing the 18th-19th century custom of dueling, along with some of the truly interesting stories associated with the place, would be of great interest. The duel between Commodore Stephen Decatur and Commodore Barron (1820) is one example (and a timely one, as the anniversary of the war against the Barbary pirates will soon be on us, and several books on the subject will be published); another is the duel between Col. John McCarty and Brigadier General Armistead Mason (1819). McCarty is said to have first suggested that they both leap from the Capitol dome (not much of a duel!). When Mason refused, McCarty suggested that they sit on a keg of black powder and blow it up. This was refused also, as was his suggestion of hand-to-hand combat with knives. After agreeing on the only marginally less suicidal protocol of shotguns at 10 paces, they finally modified it to rifles at 12 paces. Mason was killed.¹⁰

During special events a public program could address the custom of dueling, placing it in its appropriate context of honor codes and argument resolution. Besides dueling, the site can host an interpretive panel for Commodore Joshua Barney's actions during the War of 1812 in Fort Lincoln Cemetery; signage summarizing a driving tour brochure developed for the (adjacent) Cemetery could also be located here.

Possible Interpretive Improvement:

The Dueling Grounds is marked only by a single sign placed along Alternate Route One, which is difficult to see and cannot be read safely from the road.

¹⁰ WPA 1940:472.

Although the concrete channelization of Dueling Creek detracts significantly from the atmosphere, a visitor standing on the broad, grassy expanse of the Dueling Grounds can readily conjure the image of two protagonists locked in an “affair of honor.” The chain-link fence and concrete edge of the creek could be screened fairly easily by plantings.

Linkages could be established to the George Washington House and Indian Queen Tavern where duelists reportedly overnighted prior to early morning rendezvous at the Dueling Grounds; through Stephen Decatur, there is a slight connection to Bostwick, occupied by Benjamin Stoddert, who was responsible as Secretary of the Navy for strengthening the Navy and the construction of vessels on which Decatur served, such as the *Constitution*. A much stronger connection to Bostwick and Stoddert is through Stoddert’s daughter Harriet’s marriage in 1812 to George Washington Campbell, a Senator from Tennessee, who had survived a duel here in 1808 versus Barent Gardenier, a Congressman from New York.

Other Comments:

Although the absence of parking in the immediate are of the Dueling Grounds is a problem, it might be possible to rectify this via the nearby park.

Recommendations:

Wayside exhibit

Interpretive signage in park

Special event – i.e., “Bladensburg Day” and/or “War of 1812 Re-enactment”

Unify the signage for Dueling Creek and Dueling Grounds (currently two separate historical markers) into one area

Background:

A grassy, low-lying park area along Dueling Branch Creek, once part of Chillum Manor, on land patented to William Digges in 1763. This was a location notorious for dueling; the earliest is said to have been 1732, and at least 26 have been recorded as having taken place here during the 19th century, and roughly as many again unrecorded. It was also provided cover to British troops awaiting reinforcements during the Battle of Bladensburg, under fire by Commodore Joshua Barney’s small artillery force, and is said to have been used for a shooting range while Union Army troops were camping in the area before the construction of Fort Lincoln during the Civil War (see entries for Battery Jameson and Fort Lincoln Cemetery).

A famous duel was fought here in 1820 between Stephen Decatur, noted American naval officer, and James Barron, a former naval commander at whose court-martial Decatur had served as judge, and resulted in Decatur’s

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death. Dueling was outlawed by Congress in 1839, although duels continued to be fought in these Dueling Grounds until the Civil War. Washington combatants were attracted to this location just beyond the District's boundary.

The *Code Duello*, covering the practice of dueling and points of honor, was an importation from Ireland, the rules having been drawn up and settled at Clonmel Summer Assizes, in 1777. This Code was generally also followed in England and on the Continent with some slight variations; in America, the principal rules were followed, with a notably greater latitude in following the rules. There are twenty-six articles to the code, which describes the actions the parties and their seconds should take when meeting in a duel.¹¹

In 1967, Robert A. Yost, Mayor of Colmar Manor, designed the town's official Seal to feature the town's most infamous site, with an image that incorporates dueling pistols, crossed swords and the creek (Dueling Branch Creek) that flows through the area.

¹¹ *Code of Honor*, by John Lyde Wilson, Governor of South Carolina (1838), printed as an appendix to George W. Hooper's *Down the river; or, Practical lessons under the code duello* (1874).

9. Cottage City

Thematic focus:

Early 20th-century residential community [20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

ATHA “Interpretive Trails”: Industry and Labor Trail, “Mail-Order Houses” Trail.

Greatest Strengths: A well-preserved working-class suburb.

Other Comments:

“Port Towns” linkage to Colmar Manor and Bladensburg

Recommendations:

Wayside exhibit

Background:

This was the site of a camp of part of Rochambeau’s army in the Revolutionary-War period, and also the site of Camp Casey during the Civil War. The community’s growth was spurred by the single-track trolley line that connected Bladensburg to Washington via the Bladensburg Road. Called the Washington, Spa Spring, and Greta Railroad Company, it functioned between 1910 and 1923. It is also the site of Carleton Mill (see entry).

10. Carleton Mill, SITE, corner of Bunker Hill Road and 43rd Avenue, town of Cottage City

Thematic focus:

Active mill, an economic focus for community [18, 19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Adaptation and Ingenuity

ATHA “Interpretive Trails”: Industry and Labor Trail, Agricultural Trail, “Creating a New Nation” Trail, and War of 1812 Trail

Potential Unrecognized Resources or Stories:

From the top of the levee, near the corner of 43rd Avenue and Bunker Hill Road, the visitor has a nice view directly up West Street in Bladensburg. This provides an avenue for interpreting Bladensburg’s settlement pattern and layout. A sign placed just in front of a visitor standing on this spot and looking toward West Street could show both a map of Bladensburg and perhaps an artist’s interpretation of the scene during the mid-18th century or another time period. Because of its commanding view of Bladensburg and the bridge that crossed the Anacostia, this was a site where American troops were stationed during the Battle of Bladensburg. A broader interpretation of changes to the landscape could also be presented, as it is possible to see the Anacostia levees and the railroad nearby, and the main stem of the Anacostia Tributary Trail is also close by.

Possible Interpretive Improvement:

Currently on the site of the mill is a park and a flood control levee. Nothing is visible of the old mill except possible remnants of a raceway near the basketball court. This site could benefit from archaeological investigation, which might well uncover structural remains of the mill and its race. Although there seems little point in attempting a reconstruction, archaeological evidence could be used to trace the outline of the mill, its races, and associated structures. This would afford an opportunity to explore the vital role that mills played in local agriculture; it might also offer a way to explain the shift away from tobacco and toward wheat in the local and regional economy. Even before any such investigations are undertaken, the site could be interpreted via signs using historic photographs.

Linkages: Mill sites are relatively abundant throughout the Heritage Area, although this is thought to have been the first grist mill in the region. In addition to the “Trails” listed above, linkages solely focused on mills would connect to the Powder Mill site, Adelphi Mill, and both Laurel mill sites.

Other Comments:

Interpretation of wetlands might be feasible via a boardwalk, which could do double duty in interpreting human impacts on the landscape. ATHA plans call for the reconstruction of the mill; this is NOT recommended, but a “ghost structure” here would be feasible.

Recommendations:

Wayside exhibit

Interpretive signage in park on mill, mill-race, and role within community

Archaeological investigation

At top of levee, interpret Bladensburg settlement pattern

At wetlands, install boardwalk, interpret human impact on landscape

Special event – i.e., “Bladensburg Day”

Background:

This 18th-century mill stood along a small tributary to the Anacostia, just before it enters the river near its head of tide. The mill-race and lowlands in this area were an ongoing cause of flooding for the town of North Brentwood until the 1950s flood-control project.

The origin of the mill is unclear (one source suggests it was built between 1722 and 1726 by Richard Bennett, but this needs further verification.) The mill was a three-story wood frame structure housing a two-wheel grist mill. It changed hands a number of times; it was owned by the Digges family at the end of the 18th century, then passed to Hanson Penn in 1837, and to Henry L. Carleton in 1857, after which it was known as “Carleton Mill.” Its last owner/operator was Gilbert Moyers, who purchased the mill property in 1888.

11. Colmar Manor

Thematic focus:

20th-century “streetcar suburb” – residential [20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

ATHA “Interpretive Trails”: “Mail-Order Houses” Trail.

Greatest Strengths: Site of the Dueling Grounds, and a well-preserved working-class suburb.

Potential Unrecognized Resources or Stories: Information about the backgrounds of the duels and their participants would greatly improve the interpretive materials that could be developed.

Other Comments:

“Port Towns” linkage to Cottage City and Bladensburg

Recommendations:

Wayside exhibit

Background:

The community’s growth was spurred by the single-track trolley line that connected Bladensburg to Washington via the Bladensburg Road. Called the Washington, Spa Spring, and Greta Railroad Company, it functioned between 1910 and 1923.

12. Bladensburg

The incorporated Town of Bladensburg, established in 1742, was an important colonial port, as well as the scene of the Battle of Bladensburg in August, 1814. Two eighteenth-century residences, two eighteenth-century commercial buildings, and an important early nineteenth-century church remain, amidst busy commercial and small-industry properties of the twentieth century.

Thematic focus: Colonial port, 18th-century tourist destination (spa); thriving 19th-century town; center for 20th-century small industry [18, 19, 20]

Statewide Interpretive Themes:

Settlement Patterns
Changes in the Landscape
Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Freedoms Won, Freedoms Lost
Geography of Conflict

ATHA “Interpretive Trail”: “Creating a New Nation” Trail, African-American Heritage Trail, Industry and Labor Trail, Balloon to the Moon Trail, War of 1812 Trail, Linking the Nation Trail, Agricultural Trail.

Greatest Strengths: Fine examples of architecture; the story of Christopher Lowndes and his family; major role in the Colonial rope and shipping industry

Potential Unrecognized Resources or Stories:

African Americans played an important role in the town's commercial development.

Possible Interpretive Improvement:

Various maps are available that provide an interesting view of the evolution of Bladensburg and might help visitors to better visualize it in earlier times. The Berthier maps provide an interesting plan of Bladensburg in 1781, as well as linking the town with other ATHA sites such as Snowden's Iron Works. The Griffith map of 1795 also shows the road links between Bladensburg and other areas, while a series of later maps show the town's evolution in the 19th century. Plats may exist that show it at other points during the 18th century.

Also related to travel, in 1857 Bladensburg inventor C.G. Page unveiled the first horseless carriage in America, an electric car which ran over the

Baltimore and Ohio (CSX) Railroad tracks at the rate of 19 miles per hour.¹² Linkages for Rochambeau's army: Hyattsville site of camp, and Snowden's Iron Works site in Anne Arundel County. "Port Towns" linkage to Colmar Manor and Cottage City.

Other Comments:

The African-American history of Bladensburg needs to be interpreted. There is little about the people who worked in Christopher Lowndes' ropewalk or grew the tobacco that made Bladensburg a prosperous port. In most cases, these were African Americans whose names and stories have been largely lost to history. But we do know a lot in aggregate. Enslaved African-Americans grew most of the tobacco that was inspected and shipped from the wharves in colonial Bladensburg. They loaded the ships, built the houses, and performed much of the labor in this thriving town. Margaret Adams kept one of the taverns in Bladensburg when it became a popular stop for travelers. African-American sailors fought side-by-side with white sailors under Barney's command in the futile attempt to stop the British in 1814. A small, but growing, antebellum free black community undoubtedly provided help on the underground railroad and certainly had connections with the urban free black population in the District of Columbia. After the Civil War, newly Freedmen established churches, and their children attended the Freedman's school. A contact at Abraham Hall in Rossville noted links between some members of that African American community and Blacks living in Bladensburg. She noted that there were four African American-owned houses across from the George Washington House, while the remainder of the community lived across the railroad tracks. She also noted Marshall Thomas' beer garden and community fixtures such as a local barber shop. While their houses located close to the Anacostia no longer survive, African-Americans were an integral part of the community in the late nineteenth and early twentieth century. And, after World War II and desegregation in the 1960s, Bladensburg became a suburban home for increasing numbers of African Americans creating a better life for themselves. All of these stories — and many more to be uncovered — must be woven into the historical interpretation of Bladensburg.

Future project on "Virtual Bladensburg": Because of the current road network with its heavy traffic, current location of Kenilworth Avenue, the Corps of Engineers' alteration of the river geography, the small number of buildings dating from the colonial period and nineteenth century, and the impending construction of an elevated railroad overpass, any physical recreation or restoration of Bladensburg to its pre-twentieth century appearance and character is nearly impossible. However, the rich historical and visual record associated with this historic town could be interpreted in an

¹² See <<http://www.porttowns.com/blad/bbhist.htm>>.

interactive kiosk presenting a “virtual” Bladensburg of the past. Using available computer technology, the town could be “reconstructed” in a virtual world at various times during its history, covering earliest settlement to the present day. This would allow visitors to see a Bladensburg that could never be physically recreated.¹³

The presentation could recreate Bladensburg’s physical layout and structure of its buildings, as well as the social structure of the town’s inhabitants. The added advantage of a virtual presentation is that the changes to the town – especially those after 1940 – can be shown over time. Additionally, a virtual presentation could be updated and corrected as new information and research alter our interpretation of Bladensburg’s past. And, allowing virtual visits to the few 18th-century buildings that still exist in Bladensburg will reduce wear and tear and reduce the need for staffing for these buildings for visitors.

An interactive kiosk with a “Virtual Bladensburg” presentation could be housed at the Bladensburg Waterfront Park; a second major interpretational project would emphasize the Battle of Bladensburg in 1814. While most people do not want to hear about battles the United States lost or the War of 1812, the loss at this battle enable the British to march into and burn Washington. Again, a video presentation or virtual recreation would be the best interpretive tool as the current landscape is so altered from that time. The kiosk’s presentations could potentially be made available on the Web, attracting and educating potential visitors.

Twentieth-century history should also be included in the town’s interpretation. Bladensburg was transformed by light industry in the 1940/50s; evidence of this transformation abounds, yet there is little explanation of it, i.e., did the cement plant emerge as part of the Corps of Engineers rechannelization project; what other types of industry developed here, and why? The cost of this transformation was residential housing, mostly of wood, which characterized the city before then.

Recommendations:

Create meticulously researched interactive “Virtual Bladensburg” digital display to show town’s evolution and “tour” existing buildings without wear and tear or staffing

Create brochure specific to Bladensburg

Develop spa-related motif

Special event – i.e., “Bladensburg Day” and/or “War of 1812 Re-enactment”

¹³ The virtual reconstruction would have to be based on meticulous historical work. Records to be used would include Minutes of the Bladensburg Town Council; Bladensburg deed records; the 1783 Personal Property Tax Lists, the 1798 Direct Tax Lists, and various later tax records; Sanborn Fire Insurance Maps; photographs, paintings, and postcards, etc.; census records; probate records.

expected to involve all Bladensburg sites listed below

Background:

The town was named for Thomas Bladen, Governor of Maryland from 1742 to 1747, the first native of Maryland to hold the office.

Early History: Colonial beginnings and Port of Bladensburg; Christopher Lowndes

Eighteenth century:

General Rochambeau's French Army passed through Bladensburg on its way north in July, 1782, after wintering in Virginia following the defeat of Cornwallis at Yorktown. They camped just over the river to the north, in what is now part of Hyattsville, and one of the staff officers, Louis-Alexander Berthier, who kept a journal of their travels, sketched the camp.¹⁴

Battle of Bladensburg:

On August 24, 1814, the British left their camp at Melwood Park and moved northwest toward Bladensburg, approaching the town on a river road paralleling modern-day Kenilworth Avenue. The American forces, which had been positioned at Long Old Fields, had arrived in Bladensburg and stationed themselves with the idea of burning the Anacostia River bridges. American forces, including the Baltimore militia under the command of General Tobias Stansbury, were primarily located along the Bladensburg-Washington Road in the area of today's Cottage City, Colmar Manor, and Fort Lincoln Cemetery.

As the British forces under the command of General Robert Ross marched down Lowndes' Hill, they were fired on by American riflemen, but continued undaunted toward to bridge, which American forces had failed to destroy. The British were aided by the confusion caused by their noisy Congreve rockets – a new and short-lived addition to their arsenal because they proved to be highly inaccurate¹⁵ – and the Americans, uncertain of their rear support, rushed to the rear. Meanwhile, a British regiment that had forded the river instead of crossing the bridge took the Baltimore militia by surprise, and the rest of the Americans retreated to the rear, with the exception of Commodore Barney and his troops, stationed farther along the Bladensburg-Washington road in the approximate vicinity of the modern-day entrance to Fort Lincoln

¹⁴ *The American Campaigns of Rochambeau's Army*, edited by Howard C. Rice, Jr., and Anne S.K. Brown, 1972; Robert Crawley, "Rochambeau." *News and Notes from the Prince George's County Historical Society* 31 (July-August 2002): 2-3; Susan Pearl, "More on Rochambeau's Army." *News and Notes from the Prince George's County Historical Society* 31 (July-August 2002): 4-5.

¹⁵ Congreve rockets were probably fired over Fort McHenry in Baltimore Harbor and are reflected as the "rockets red glare" in Francis Scott Key's "Star Spangled Banner." Frank Faragasso and Marilyn Brown, "Oxon Cove Park Exhibit: Family, Mobility, Slavery and War," report of June 23, 1999.

Cemetery (see entry for Fort Lincoln Cemetery).

According to a Congressional Inquiry into the events surrounding the battle and the capture and burning of Washington, the British forces involved numbered about 4,500, and approximately 150 were killed and 300 wounded. The American forces totaled about 6,000, mostly inexperienced militiamen; 20 were killed and 100 were wounded. The American numbers include Joshua Barney's brave flotillamen, who numbered between 400 and 500; of these records say only 2 were killed and two wounded (Barney himself was one of the latter).

Bladensburg Spa site

This well-known 18th century mineral spring and spa, a gathering spot for high society from Georgetown and the District of Columbia as well as for those living nearby, was located along the east side of the east branch of the Anacostia River. The location of the spring was at 46th Street, between Upshur Street and Windom Road, and was active from at least the 1770s through the 1860s. The spring no longer exists, and the site is marked by a round building where, ironically, a sewer opening is available to septic tank servicers.

Comments:

As a whole, this is a story that has been "lost," a significant spa and tourist destination in the 18th century which has almost entirely disappeared.

Recommendations:

Wayside exhibit

Develop a spa-related motif to include in Bladensburg programming

Special event – i.e., "Bladensburg Day" – commemorate the spa somewhere nearby

13. Bladensburg Waterfront Park

Thematic focus:

A major orientation place for the region, and recreation center. [Pre-contact, 17, 18, 19, 20]

Statewide Interpretive Themes:

Settlement Patterns
Changes in the Landscape
Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Adaptation and Ingenuity
Geography of Conflict

ATHA “Interpretive Trails”: Agricultural Trail, “Creating a New Nation” Trail, “Main Street” Trail, Natural History Trail

Greatest Strengths: Excellent interpretive signage; outstanding site for interpreting ecology of the Anacostia River and the Battle of Bladensburg

Potential Unrecognized Resources or Stories:

This site may be one of the most promising for interpreting some of the important Native American activities in the region, which are conspicuously absent throughout most of ATHA. The region has been home to people for at least 12,000, and perhaps 16,000, years, but only the last 250 years are represented. The Anacostia was the scene of some dramatic events during the later phases of Native American occupation and early colonial period. Archaeological and historical evidence points to complex political relationships between local Indian groups and the growing Powhatan Confederacy on the south side of the Potomac, as well as a relationship to Eastern Shore groups and contact with tribes to the north and west. John Smith traveled through the area shortly after the founding of Jamestown, and described both the environment and the people. These were the Nacotchtank (or Anacostan) along the Anacostia itself, the Moyaone (Moyawances or Piscataway) a bit farther downstream, the Patowomeks and others. Two Englishmen were held captive by these people and left first-hand accounts of the people; Henry Fleet (or Fleete) was a captive of the Anacostians for five years, and Henry Spelman was held (1609-1610) by the Patowomeks after the massacre of an English party under Captain Ratcliffe (Pocohontas was visiting the Patowomeks when she was taken captive by the English in 1613). These accounts, later descriptions of the relationships between the English and Native Americans, and archaeological evidence all could be used to tell the

story of “contact” in ATHA, and show clear evidence of how this area was a crossroads and major conduit of people and ideas even in prehistoric times.

Another story that could be expanded here and elsewhere is the story of human interactions with the environment. As reported by Brush (2001:51), “the longest continuous history of postglacial vegetation in the Mid-Atlantic region is contained within sediments deposited in the floodplains of Indian Creek, a tributary of the Anacostia River” near Berwyn Heights and College Park in ATHA. This is a unique feature of the heritage area, and it could be used to advantage. Pollen sequences taken from a core of soil span 12,000 years and show the various warming and cooling trends that followed the end of the Pleistocene, with changing vegetation following these shifts. The role of fire, almost certainly used by Native Americans to shape the landscape, can be seen in changing vegetation, along with major new shifts that accompanied the influx of European colonists 350 years ago. There is a direct link between this latter event, shown by clues such as increasing ragweed pollen and a decrease in deciduous tree pollen, and the siltation that closed the port of Bladensburg; both resulted from erosion subsequent to clearing of the land. Although this often does not sound exciting when related by historians or scientists, it can become both exciting and relevant when linked to contemporary issues such global warming and environmental policy.

The area was also dramatically changed when the Corps of Engineers re-channelized the river in the 1950s; the story could be told utilizing images of the various earlier floods - such as the "Great Flood" of 1933.

Possible Interpretive Improvement:

As a major orientation place for the region, the park already does a good job at providing a broad range of linkages to the major history stories of the Heritage Area. These linkages should be organized around themes for easier public dissemination, i.e., a brochure for each major theme that focuses on the major sites connected by theme.

The park clearly focuses on historical activities and events loosely associated with Bladensburg. Yet, there is no mention of the Peace Cross, Bostwick, the Magruder house, or St. Paul’s/Free Hope Baptist Church – all of them historical landmarks in Bladensburg.

The Rope-Walk Pavilion structure is under-interpreted; most of our group missed the connection. This is also a challenging site on which to locate Barney’s Flotilla Barge, confusing Patuxent River history with an Anacostia River location.

Other Comments:

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The park has an excellent series of interpretive panels.¹⁶ These serve as an introduction to many of the sites in the nearby area, and brochures, or even a guidebook expanding upon them could be developed to encourage visitors to visit some of these other sites. The panels all relate to events in other ATHA sites outside of the park, and they therefore can serve as an introduction to the area. In the longer term, when these signs need replacement or restoration, it would be useful to more fully exploit these linkages for the benefit of ATHA as a whole.

The Waterfront Park is the best “hub” location for visitor orientation for the southern end of ATHA. The park can present a general overview of the heritage area, introduce the sites in the Bladensburg area (several of the historical markers already do this), and direct visitors to trails and thematic tours. There is ample parking, but the entrance to the park is almost hidden; many visitors can be expected to arrive from the east, and the best route takes them from Rt. 50 to Rts 202 and 450. The signage from this direction is inadequate. A well-planned and highly visible series of signs beginning on Rt. 50 would be both a magnet for unintended visitation and for those already planning to visit ATHA. Traffic flow to the left out of the park is extremely difficult. Perhaps a traffic light with sensors in the pavement would make entry and exit safer.

A useful addition would be an interpretive panel designed to orient the visitor to the surrounding area (Bladensburg, in particular, but also the other ATHA points and Washington, D.C.). It would be an improvement to rotate the sign “Historic Bladensburg Waterfront Park - Port Town History” and its map so that it aligns with cardinal directions (north on the historic map is oriented to the west, which is confusing). This reorientation, with the addition of a “you are here” symbol, would help visitors to understand their position and the relative location of other sites. (If it is too difficult to reorient the sign itself, the same effect could be achieved on paper; if the sign is replicated in a guide book or pamphlet, visitors could be directed to align themselves appropriately using the compass rose set in the sidewalk nearby.)

The Visitor Center interpretation is geared primarily toward ecology, with panels on “Man and the Anacostia” and “Settlement Along the Anacostia,” and an offering of a variety of pamphlets from the region. The center has plenty of room for expanded interpretation and could serve as a useful site for a computer kiosk with virtual tours. Especially useful would be a virtual

¹⁶ The signs include: “Historic Bladensburg Waterfront Park - Port Town History”; the Battle of Bladensburg and the War of 1812; the Dueling Grounds; the Encampment of Coxe’s Army; Colonial Rope-Making; “The First Telegraph Line (1844)”; “Joshua Barney’s Barge and the Chesapeake Flotilla”; “Bladensburg Floods(1742-1954)”; railroads; “The Incidental Cause of the Star-Bangled Banner (1814)”; “The First Unmanned Balloon Ascension (1784)”; and dinosaurs.

introduction to the entire ATHA area.

To improve the recreation potential and the “trails” connections for visitors to this park, clear signage should supplement the well-produced brochure, “Anacostia Tributary Trail System” indicating the various pedestrian/bike trails, destinations and distances. The brochure currently locates “Mile 0” of four intersecting trails less than a mile north of here (but not yet connecting to the park.) The construction of the planned pedestrian bridge across the river, integration of this site with the bike/walking trails, and further development of nature trails to take advantage of the wildlife which is being attracted to the area will add to the park’s visitation and impact.

Recommendations:

Add introductory interpretive panel and computer kiosk for “virtual” introduction to ATHA; orient historic map to cardinal directions and add “you are here”

Disseminate brochures & establish computer kiosk to illustrate nearby sites and for thematic “trails” originating here or passing through

Create a guidebook based on the interpretive panels (and related to the trails and sites)

Enhance Rope-Walk Pavilion interpretation

Build the planned pedestrian bridge

Move Barney’s Barge to the Patuxent (it illustrates a Patuxent story, not an Anacostia one)

Improve directional signage

Special event – site for rec. “Bladensburg Days” but also develop park’s own event

Brochure and driving tour of “Main Street” Trail to begin from here

Description of Existing Park Interpretation:

In an area formerly known as the Bladensburg Marina, this recently refurbished park and visitor’s center on the Anacostia River had its grand opening on September 16, 2000, and it is both well-conceived and well-executed. The facilities include a fishing pier and a public boat ramp, new pedestrian walkways and a playground. One unique feature is an open pavilion modeled on a colonial ropewalk, such as was operated nearby by Christopher Lowndes, the prominent Bladensburg merchant whose home, Bostwick, is located several blocks to the east. A pedestrian bridge is planned, to link the three Port Towns, Bladensburg, Colmar Manor, and Cottage City, and to connect the park to the hiking and biking trails across the river. Also on display in the park is “Barney’s Barge,” a 4/5 scaled replica of a warship that was part of Commodore Joshua Barney’s Flotilla during the War of 1812. The site where the flotilla was deployed is in another area of Prince George’s

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County, on the Patuxent in the vicinity of Upper Marlboro. The replica seen here was constructed by the M-NCPPC in cooperation with the Living Classrooms Foundation of Baltimore and students from Bladensburg High School and Annapolis Road Middle School. An authentically restored 1800s caboose from the B&O Railroad stands at the far end of the park.

Exhibits inside the visitor's center include a fish tank and turtle "pond" containing animals native to the Anacostia River. A large number of interpretive panels on a wide variety of historical and environmental subjects are located both inside and outside the visitor's center.

Guided canoe tours and a pontoon boat ride with a park naturalist leave from the visitor's center several times a week. Concerts and other special events are regularly scheduled throughout the year.

14. Memorial Peace Cross, intersection of Baltimore Avenue and Annapolis Road, owned by M-NCPPC.

Thematic focus:

WWI Commemorative Marker; Community Landmark [20]

Statewide Interpretive Themes:

Changes in the Landscape

Freedoms Won, Freedoms Lost

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trail”: “Main Street” Trail – Located on Route 1A, this is a landmark along the “Route One” driving experience, and a good monument to mark the beginning of a driving tour.

Greatest Strengths: The Cross’s design and execution in ornamental cement by artist and architect J. J. Earley.

Potential Unrecognized Resources or Stories: The artist and architect responsible for the Cross’s appearance was John Joseph Earley, who was born in New York in 1881, the son of a Irish immigrant stone-carver. Taking over his father’s busy Washington stone-working shop in 1906, he developed a national reputation, later specializing in Art Deco decorative concrete architectural work. It can be seen adorning buildings in Washington and Nashville, and on the campus of Louisiana State University.

Other Comments:

The Peace Cross is somewhat endangered by both location and condition; sometime in the future, it is likely that this monument must be moved to improve the intersection. Although it appears to be in good condition, it shows signs of structural stress.

Recommendations:

Wayside exhibit

Special event – i.e., “Bladensburg Day”

Future location: when intersection is improved, move Peace Cross to a nearby site on the riverbank, preferably to remain at the foot of Alt. U.S. 1, to retain its status as a visible landmark.

Background:

Just southwest of the entrance to the Bladensburg Waterfront Park is the Memorial Peace Cross, erected in 1925 to honor those from Prince George’s County who lost their lives in World War I. Efforts to raise funds to build the

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cross were begun in 1919, and the Snyder-Farmer Post #3 of the American Legion in Hyattsville took over the work in 1922. The first enlisted man from the Prince George's to die in the line of duty in the war was George B. Farmer. The cross was dedicated on July 13, 1925; forty feet tall and constructed of concrete and marble, it has the words "Valor," "Endurance," "Courage," and "Devotion" carved on each of the four sides, just above the base.

15. Bostwick, 3901 48th Ave., Bladensburg. Listed in National Register of Historic Places, 1975-08-19.

Thematic focus:

18th-century historic home notable for prominent merchant owner and later inhabitants [18, 19, 20]

Statewide Interpretive Themes:

Settlement Patterns
Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Freedoms Won, Freedoms Lost
Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trails”: “Creating a New Nation” Trail, Industry and Labor Trail, and African-American Heritage Trail

Greatest Strengths: Architecture; the story of the Lowndes family; portraits of Lowndes family members by Charles Willson Peale; paintings by Jules Dieudonné

Potential Unrecognized Resources or Stories:

Lowndes owned a rope-walk, operated an import/export business, and imported and sold slaves. Slaves lived here, and probably built the house. Interpreting any of Lowndes' business activities or life at Bostwick would be valuable. If the structure is restored, the first floor and basement would be ample space for historical presentations, with the second floor reserved for meeting rooms.

Linkage for women's stories: In addition to the story of Rebecca Stoddert, daughter of Christopher Lowndes and wife of Benjamin Stoddert, the stories of Rosalie Stier Calvert and Hattie Caraway at Riversdale, of Sarah Miranda Plummer at St. Paul's Baptist Church, of the many women of Greenbelt, and of Susanna Cristofane could form a strong interpretive connection.

Possible Interpretive Improvement:

Visitors to Bostwick enter through a gate at the bottom of the terraced hill and proceed up the driveway to the left of the terraces. Pedestrian visitors (who would find it an easy walk from a parking lot and visitor center at the corner of 48th Street and Rt 450/202) could approach the house along the terrace path and steps that run up to the central door of the house.

Bostwick has the same interpretive potential as Montpelier and Riversdale and

could fill a vacuum in the current interpretive scheme for Bladensburg. Some means of operating the house as a museum that is regularly open to visitors should be vigorously sought. In addition to its historic significance, the house and grounds would make a wonderful site for weddings and other events. Historic sites such as Londontown House & Gardens in Anne Arundel County have been very successful with this approach, using rental income as an offset toward operating costs.

Bostwick is associated with Bladensburg's preeminent citizen of the pre-Revolutionary War era, Christopher Lowndes. Although Lowndes arrived in Maryland as a representative of a Liverpool trading firm, he eventually left their service and began his own businesses. Bostwick seems to have been named after Bostock, a Lowndes family home in Cheshire, England. Lowndes owned a large store, a shipyard and a ropewalk, the scope of which are evident in advertisements in the *Maryland Gazette* and other documentary sources. He also traded in slaves and indentured servants and held extensive lands in Maryland. His wife, Elizabeth Tasker Lowndes, is depicted in a portrait in the Maryland Historical Society.

After the death of Christopher Lowndes in 1785, Bostwick was occupied by his son-in-law Benjamin Stoddert, first Secretary of the Navy for the United States. Little is said about Stoddert in the existing interpretive materials for Bladensburg, but Stoddert was an impressive figure. He began as a tobacco planter, but served in the Continental Army with distinction and was wounded at the Battle of Brandywine. After the war, he did well in business, including merchant shipping enterprises, and became Secretary of the Navy in 1794. He oversaw completion of the new republic's first major warships, 44-gun frigates that included the *Constellation* and *Constitution* and presided over the expansion of the Navy into a competent and well-managed fleet, with naval yards along the coast and a corps of Marines. The property thus shows a continuous association with men involved in shipping endeavors through its first half century. In a sense, the house's occupants can be said to mirror the evolution of the nation's transportation, as it was later owned by a railroad magnate, James Kyner. The house also has a link to Riversdale, in that it was occupied by Henri Joseph Stier prior to the construction of his new house.

A variety of materials are available to enhance an expanded interpretation of Bostwick. These include some of the documents noted above, as well the architecture and its furnishings. The architecture is decidedly grand and illustrates the magnificence of mid-18th century Georgian style, albeit with late 18th century and early 20th century alterations. The Palladian windows and entry (later additions), the central stairway, plaster moldings, and internal framing visible in the basement and attic all could be used to interpret the

architecture and show modifications over time. Later architectural features point to changing styles and technology, including a marvelous radiator with a built in warming box (for dishes?).

It also illustrates some changing tastes in architectural design, as through the re-modeling of the south end of the house, done during Benjamin Stoddert's tenure. It seems highly likely that the large fireplace and mantel installed on the south gable end of the first floor were installed in Stoddert's time. It also seems likely that their installation required the removal of a bearing wall that once separated this large space into two rooms. This may be the cause of the dramatic downward bowing of floors directly above it and the outward bulge of the south gable wall. In the attic, a king post takes weight from the roof and pushes down on the second story dividing walls, but there is no support provided in the first floor.

Bostwick also offers an opportunity to explore a more unfortunate side of history, slavery. The most obvious entry point to this subject is the reputed "slave jail," two rooms built into the buttress on the south side of the house. Local lore holds that Stoddert consigned recalcitrant slaves to this little prison. It is difficult to know whether these were indeed built for that purpose. Nevertheless, Stoddert owned slaves, and his predecessor Lowndes was an importer and seller of slaves, along with indentured servants (many of whom ran away, according to notices in the *Maryland Gazette*.) Like many others of the era, Christopher Lowndes made his fortune at least in part on the forced servitude and ownership of other people. In addition, he had slaves of his own, with 37 listed in the inventory taken at his death in 1785. Where these slaves were housed has been something of a mystery, as there appears to be no historical record of separate slave quarters.¹⁷ A close examination of the attic of the house may provide a possible answer. When the house was originally constructed, it does not appear that there were any windows in the attic. Openings into the original roof frame were cut for the installation of the current dormer windows, and these are framed using a different technique and more recent materials. The original attic, then, was most likely windowless and dark. Nonetheless, portions of the attic were clearly finished with plaster walls at a date prior to the installation of the dormers. This is evidenced by lath applied to the attic frame with hand-wrought, rose-head nails that are probably of 18th-century manufacture. The presence of a plaster finish in the dark 18th-century attic suggests that the space was occupied and used as living space; likely residents would have been slaves or servants. Although it is not possible to know this with certainty unless further research yields additional evidence, it was a common practice in big houses and could serve as a point of departure for an interpretation of the lives of slaves and the often

¹⁷ According to Susan Pearl (oral communication), none are noted in the tax records.

over-looked presence of indentured servants. There are few places in ATHA where this is done.

Bostwick has several interesting outbuildings, at least one of which is reputed to have a 19th-century core, but no architectural studies have yet been done. These would be a useful project for the future. The site also would benefit greatly from archaeological investigations. These might help locate additional outbuildings and could provide evidence for plantings in the gardens in front of the house. Artifacts recovered from excavations also could provide useful material for interpreting everyday life at Bostwick since the mid-1700s.

If Bostwick is opened for more regular visitation, parking is a problem. The best solution to this may lie in using the old Roy Rogers lot to the north. Note: As the visitor enters the grounds, the imposing view of the house on entry is obscured by a large tree at the top of the hill; a younger tree has recently been planted such that it will obscure the view and its removal should be considered.

Linkages should be made to Bladensburg Waterfront Park (telling the story of the port and the importance of Lowndes in maritime activities); the Battle of Bladensburg sites (through Stoddert and the Marines); and the Market Master's House (Lowndes construction).

Other Comments:

Special linkages to Bostwick include Riversdale, Montpelier, and Snow Hill Manor, other large late 18th-century and early 19th-century homes with a grand landscape setting that includes three-tiered landscape terracing.

Recommendations:

Wayside exhibit

Future adaptive use to include interpretation, including signage and brochure; museum-type use would fill need in Bladensburg (use basement & first floor for interpretive purposes)

Undertake archaeology

Special events – i.e., “Bladensburg Day:” use special events to open the house to the public before continuous interpretive use can be established.

Background:

Bostwick is an imposing Georgian style mansion built on a hill overlooking the Anacostia. Constructed by Christopher Lowndes, merchant and Town Commissioner, in 1746, it is constructed of brick laid in Flemish bond. In 1785, Lowndes willed the home to his son Benjamin, and it was soon purchased by Benjamin Stoddert, husband to Christopher's daughter Rebecca. Built in the Georgian style, with an unusual brick buttress on the south side, it

also has a kitchen wing on the north side, and numerous farm outbuildings. It is currently situated on 7.7 acres, with three tiers of (modern) terracing in front and an orchard on the hill behind.

Lowndes operated a mercantile store, said to be the best-stocked in the county, as well as a shipyard and ropewalk near the port, and he was in importer of slaves and indentured servants. For more on Lowndes, see **Chapter Two**.

16. Market Area & Market Master's House, 4006 48th St., Bladensburg.
Listed in National Register of Historic Places, 1990-003-29.

Thematic focus:

18th-century building for town market square [18]

Statewide Interpretive Themes:

Settlement Patterns

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

ATHA "Interpretive Trail": "Creating a New Nation" Trail, Agricultural Trail, and African-American Heritage Trail.

Greatest Strengths: The story of commerce in Colonial Bladensburg, and connections with Christopher Lowndes

Potential Unrecognized Resources or Stories: The most important story to be told here is that of the market itself, in the commerce of the town, the region, the state, and the wider world.

Possible Interpretive Improvement:

The old market site at the corner of 48th Street and Rt 450/202 currently appears to be divided into two lots: the lot on which a closed Roy Rogers restaurant stands; and an adjacent parking lot, which is stepped down slightly in elevation from the Roy Rogers lot. This unappealing corner offers several opportunities for interpretation and visitor amenities.¹⁸

The first opportunity lies with the historic market. Markets were vital to the economic and social life of colonial towns, and they afford an interesting entry point into discussions of local economies, the role of farmers and markets, and the social structure of the community. There is nowhere in the state where such interpretation is offered, and this corner would provide a wonderful site for a visitors center interpreting this subject, with more than adequate space for parking (which is at a premium in this area). If handled properly, the site could host periodic "Colonial Market Days," bringing in craftspeople and vendors, while serving as a magnet to draw visitors to other sites in the area.

¹⁸ It appears that the two lots are separate tracts and are owned separately; it would be advisable to acquire both as expeditiously as possible.

Another future option for the site is to serve as a hub for visitors to other Bladensburg sites. Bostwick, for example, offers great tourism potential but little space for parking. This lot is within easy walking distance of Bostwick. Whether Bostwick is eventually opened full-time or only for special occasions, a parking area here could alleviate the absence of parking at Bostwick proper.

The Market Master's House would be a wonderful acquisition as an interpretive site and small visitor center. Constructed by Christopher Lowndes, it provides another example of 18th century architecture. In fact, Bladensburg offers four quite different 18th house styles at four of the sites discussed here (Bostwick, Magruder House, George Washington House, and the Market Master's House). This could form a nice nexus on an architectural tour. Although oral histories suggest that the Market Master's house is constructed of ship's ballast, the stone is unlike that normally seen in 18th century ballast (which usually consists of "shingle" or larger, water-washed cobbles); however, the stone is a quartz/mica schist which is not local to Prince George's County.¹⁹

Other Comments:

Linkages to Bostwick and the Bladensburg Waterfront Park would help to tell the story of the market located here; comparison with the George Washington House would tell the story of market versus store.

Recommendations:

Wayside exhibit
Create pedestrian interpretive signage
Use site for visitor center and parking for Bostwick
Public archeology potential

Background:

Built ca. 1765 by Christopher Lowndes, a one-and-a-half story side-gabled building made of non-local stone reputed to be ship-ballast. Built on the lot adjacent to the public market space.

¹⁹ According to Susan Pearl, the possibility that it was ballast is somewhat strengthened by the fact that in 1704 and again in 1735 the Maryland Assembly passed an act making it illegal to discharge ballast overboard into harbors or creeks because it clogged the waterways. Ballast was to be deposited above the mean high water line, which would include the shores of the port of Bladensburg. H.G. Siegrist of the University of Maryland, Department of Geology consulted with the M-NCPPC in 1989, identifying the closest source of the stone used here as northern Montgomery County or the Baltimore vicinity.

17. Magruder House, 4703 Annapolis Rd., Bladensburg. As “Hilleary, William, House,” listed in National Register of Historic Places, 1978-07-20.

Thematic focus:

18th-century residence of prominent figures, with later prominent inhabitants; War of 1812 role [18, 19]

Statewide Interpretive Themes:

Individual Communities and Cultures
Freedoms Won, Freedoms Lost

ATHA “Interpretive Trails”: “Creating a New Nation” Trail, War of 1812 Trail

Greatest Strengths: The building’s architecture, and its role in the early development of Bladensburg.

Possible Interpretive Improvement:

A brief historical brochure outlines the five major stories that can be interpreted here: 1) construction of the house itself and its location in commercial life of Bladensburg; 2) the life and activities of Richard Henderson, a prominent merchant and County Justice who once entertained George Washington; 3) the house’s role in the Battle of Bladensburg as a hospital for wounded troops; 4) Dr. Archibald Magruder as a Confederate sympathizer during the Civil War; and 5) the construction of Kenilworth Avenue (Route 201) and other transportation changes. Magruder was a Southern sympathizer and was imprisoned for treating Confederate troops. This is an important theme in the Civil War era – namely divided loyalties – and should be mentioned in the interpretation.

Other Comments:

Properly called “The Old Stone House,” the Magruder House (1746) is an example of upper-class colonial housing in the bustling port town of Bladensburg. With the construction of Kenilworth Avenue (Route 201) in 1954, the house sits at the intersection of Kenilworth Avenue, an elevated road, and Annapolis Road (Route 450). Thus, the house is in a position to show changes in the landscape and the impact of transportation routes. Several wall exhibits are currently displayed, and the site is open for occasional pre-arranged public tours. One of the first structures in Prince George’s County to benefit from the federal tax credit for rehabilitation after this program was created in 1976, today the Magruder House serves as the offices of a public accounting firm, Millard T. Charlton & Associates.

Recommendations:

Wayside exhibit

Background:

The stone building, with gambrel roof, is covered with stucco scored to resemble ashlar masonry. It dates to ca. 1742-46, and was built for William Hilleary; it was purchased in 1764 by Richard Henderson, a County Justice and prominent merchant. George Washington visited here in 1787, recording in his diary that he dined with Richard Henderson of Bladensburg on May 9, 1787.²⁰ The house was subsequently owned or rented by a series of five doctors, one of which was Dr. Archibald Magruder.²¹ In August 1814, the British troops passed the house on their way to the battle fields just beyond; oral tradition holds that the only civilian resistance came from this house. After the battle, wounded troops were treated here.

The building had always been a residence until 1954, when the state highway administration took it over to make the overpass for Kenilworth (MD Route 201) to cross over Annapolis Road (MD Route 450) (in highway right-of-way). After serving as an antiques shop, it was restored and is used for offices; tours are sometimes available.

²⁰ *Diaries of George Washington*, edited by John C. Fitzpatrick, Boston and New York 1925, vol. 3, 215.

²¹ Hilleary purchased Lot 32 from the Bladensburg Town Commissioners in 1743. On the 1798 tax assessment, the property included a stone dwelling place, 43' x 30', and a log wash house, a frame milk house, a stone meat house, a hen house, and a frame stable with shed.

18. George Washington House, 4302 Baltimore Ave. at Upshur St., Bladensburg. Listed in National Register of Historic Places, 1974-08-07; marked by Maryland State Historical Marker.

Thematic focus:

18th-century structure built as store, then used as tavern, etc. [18, 19, 20]

Statewide Interpretive Themes:

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

ATHA “Interpretive Trails”: “Creating a New Nation” Trail, “Weary Traveler” Trail

Greatest Strengths: An architectural landmark.

Possible Interpretive Improvement:

The building is rented by the Anacostia Watershed Society, which helps to maintain the facility. Interior rooms are used for meeting spaces and offices. There is no interior space for interpretative display for visitors. Many of the comments on interpretation presented here would require the opening of the building as a museum or interpretive site at some point in the future.

According to the interpretive sign outside, the building was rented during a portion of the colonial period to the Scottish mercantile firm of Cunningham & Company. This point could be used as a hook to explain the relationship between colonial tobacco planters and merchants in Britain, the role of factors and credit, and the importance of water transportation in colonial trade.

The innovation theme could be exploited through further interpretation of the balloon ascensions of Peter Carnes, who occupied the building from 1774-1783; the adjacent “Balloon Park” is of “vest-pocket” size and lacks interpretive signage.

William Wirt, who was born in the house in 1772, became a prominent lawyer, U.S. Attorney General and candidate for President, highlighting the proximity of the area to the federal seat of government.

Perhaps the most powerful interpretive angle would be an exploitation of the house’s use as part of a store and tavern/inn along with the Indian Queen tavern that stood next door. This historical association could be used for a unique interpretation of early stores and/or tavern life and travel along the

important transportation corridor of the Old Post Road. The ATHA's "Weary Traveler" Trail would tell the story of the stagecoach mail route between Georgetown and Baltimore, construction of the Washington-Baltimore Turnpike, and the inns and taverns that served its travelers. While the George Washington House was not an inn and tavern until the mid-19th century, it can serve as a location to tell the story of the other inns of Bladensburg as well, including the Indian Queen Tavern which stood next door. Signage should be clear in making the distinction between the two. Any such interpretation should also treat Margaret Adams, a black woman who operated a Bladensburg tavern in the 1790s. This story speaks to the life of free blacks during the period, and the problems she encountered from local competition due to her popularity with travelers (including George Washington) show another aspect of black-white relations.

The location of the house and the modern intrusions surrounding it present some challenges for interpretation of the exterior.²² Aids to visitors' imagination, such as paintings or virtual reconstructions showing the road during the colonial period might be useful.

It seems likely that significant archaeological deposits associated with the various functions of the George Washington House and the Indian Queen Tavern lie beneath the yard and adjacent parking areas. One limited excavation was undertaken in the 1970s, and this was insufficient to determine the archaeological potential of the grounds. A public archaeology program could be used for interpretation and as a magnet for visitors, with the results of and artifacts from the investigation going to displays inside the house in the future. Any features uncovered during excavation might be used to assist visitors in visualizing the area in the past. For example, if the foundation of the adjacent tavern could be found, different colored paving or some similar device could be used to show visitors where it once stood, without losing necessary parking.

Linkages: Potential linkages for this site include: the Dueling Grounds, as

²² Because the current level of modern intrusions is high, every effort should be made to minimize these in the future (and to remove or minimize existing intrusions.) A note on building stabilization and preservation may be in order; the brick work in some northern sections of the house shows significant deterioration, especially near the ground floor level. This appears to be primarily due to moisture problems, which might be lessened with better grading to take water away from the foundation. The brick problems are exacerbated by the recent use of hard mortar using Portland cement. This kind of mortar is much harder than that originally used and also than the original brick. The original materials react differently to moisture and temperature changes, and the hard mortar will physically break them apart. A softer mortar either without Portland cement or with less than 20% should be used in any future repointing, and every effort should be made to match the original mortar in color, tooling and finish. See the National Park Service's *Preservation Brief 2*, available on line at: <<http://www.nps.gov/tps/briefs>>.

duelists reportedly stayed here overnight prior to early morning meetings across the river; a contrast between store and market through a link to the Market Master's House and market area; links to the Rossborough Inn and other tavern/inn sites; and a link to the waterfront park, where the balloon ascensions are noted; and an architectural tour of ATHA.

Other Comments:

The historical marker outside is incorrect; it indicates that the George Washington House was also called the Indian Queen Tavern. The 19th-century name of this structure as the George Washington House is also not based on an historically-accurate connection, and this should be clarified.

One possibility for a future adaptive use is to convert the House into a restaurant with a colonial theme. Pamphlets, wall murals, exhibits, and an educated wait staff could present the stories. This would return the House to the economic prominence it once held, and serve as an economic anchor for historic tourism in Bladensburg.

Flood damage to the building is still visible in the exterior brick side facade, making this a good site for interpretation of area flooding before 1950s flood-control project.

Recommendations:

Wayside exhibit

Interpretive signage

Undertake public archeology (this has been a site of past archeological investigation by students)

Background:

Built ca. 1760 by Jacob Wirt, this is a two-and-a-half story side-gabled brick structure with a two-story porch facing road, rear wing of frame construction. It was originally served as a mercantile store and as a stagecoach stop along the Old Post Road. Peter Carnes, a colorful innkeeper-turned lawyer and balloon enthusiast, operated the store from 1774 to 1783.²³ Later the building was operated as part of a commercial complex; the Indian Queen Tavern, located just north of the George Washington House, no longer exists, but the two buildings would have been central to the economic and social activities of the community. A blacksmith shop operated elsewhere on the grounds. This building itself was a tavern and hotel from the mid-nineteenth century until 1962; it was not known as the George Washington House until the late nineteenth century.

²³ Carnes's first attempts at launching a balloon took place in Bladensburg, and successfully launched the first authentic ascension in the United States in 1784.

“Coxey’s Army”: In 1894, the building and its grounds was a focus of attention when Jacob Coxey, a populist reformer from Ohio, and his army of unemployed protesters, known as “Coxey’s Army,” camped here from May 14-20. One of the area’s notorious floods forced them to move toward higher ground.

This building was in the heart of a thriving commercial port town and later operated as an inn. The Indian Queen Tavern, located just north of the George Washington House, no longer exists, but the two buildings would have been central to the economic and social activities of the community. Other historical notes of the site include manned balloon ascents by Peter Carnes, the birthplace of William Wirt (a famous lawyer and presidential candidate in early 19th century), and as a campsite for Populist reformer Jacob Coxey and his army of unemployed protesters in 1894.

19. St. Paul's/Free Hope Baptist Church, 4107 47th Street, Bladensburg. The building, which was originally built as a Presbyterian church, is now occupied by the Free Hope Baptist Congregation.

Thematic focus:

Place of Worship; Center of 19th-century African-American Community in Region [19, 20]

Statewide Interpretive Themes:

Individual Communities and Cultures
Freedoms Won, Freedoms Lost

**ATHA "Interpretive Trails": African-American Heritage Trail,
"Churches, Stones and Bones" Trail.**

Greatest Strengths:

Place of worship for free black congregation, established by charismatic woman minister, member of remarkable Plummer family.

Potential Unrecognized Resources or Stories:

Linkage for women's stories: In addition to the story of Sarah Miranda Plummer, which should be told here, the stories of Rebecca Stoddert at Bostwick, of Rosalie Stier Calvert and Hattie Caraway at Riversdale, of the women who made contributions at College Park Airport, and of the many women of Greenbelt, could form a strong interpretive connection.

Possible Interpretive Improvement:

The church is a good example of a small period church, and its historical associations should make it of interest to those interested either in religious sites or African-American history and the abolition movement. The Rev. John Brackenridge, minister of the church from its establishment and the next forty years, was an ardent abolitionist and reportedly served as a conductor on the underground railroad. Frederick Douglass spoke from the pulpit of the church, and it served as the nexus for a local Black community.

Beneath the church there is reputedly a hidden, underground chamber that once had a trapdoor that led to a lower room that was used to hide escaping slaves. This area lies beneath a newer section of the church and is unfortunately covered with a concrete slab. Removal of the slab might be expensive and disruptive to the structure, and it would be inadvisable without additional evidence of the chamber. If such a subterranean room does exist there, however, it would provide corroboration of the Underground Railroad

connection and provide a unique interpretive feature. A nondestructive archaeological approach that might be feasible is to use ground penetrating radar (GPR) in an attempt to see beneath the concrete. GPR emits radar signals into the ground; these are reflected off various buried objects, and the returns are recorded and displayed by the radar. Voids or air spaces will yield a characteristic return signal, and the technique might be able to detect a chamber if it exists. If any evidence of such a feature is revealed, it might be preliminarily explored through the use of an endoscope, a probe with a light source and camera. This would require drilling a hole through the slab, after which the endoscope would be inserted and used to examine the interior.

Other Comments:

Currently, the only interpretation available is a marker inside the church concerning Rev. John Brackenridge's role with the Presbyterian Church and the purchase of the building by Sarah Miranda Plummer. Interpretation here could cover the site's association with a historic black congregation, possible ties with the Underground Railroad, Frederick Douglass and Marcus Garvey as speakers, and ties to a black community in Bladensburg that no longer exists as such. To develop these stories, considerable historical research will be needed to corroborate the oral traditions.

St. Paul's/Free Hope could be a valuable historic site, but there are many barriers. Access is difficult from the busy Annapolis Road (Rt. 450) and there is no parking available in this industrial setting. The building structure is endangered by the proximity of the railroad to the rear. The railroad is shaking the building daily and considerable structural repair and maintenance will be necessary. Finally, the church is currently in private hands, and the congregation might not be interested in developing the historical interpretation and public presentation necessary to make this a viable site.

Recommendations:

Wayside exhibit

Research possible connection to Underground Railroad

Future: If area is redeveloped, space is needed for parking, which is a serious issue for weekday visitors.

Background:

The older part of St. Paul's Church was built in 1818 to house a Presbyterian congregation of Bladensburg, which met here until 1873. According to oral tradition, the white congregation supported abolition and participated in the Underground Railroad; a hiding place for slaves reputedly existed below the floor. The church building was sold in 1873 to an African American Baptist congregation organized in 1866 by Sarah Miranda Plummer Clark, a former slave whose family was prominent in the community. Frederick Douglass and

Anacostia Trails Heritage Area

Marcus Garvey reportedly spoke in this church. The original portion of the building is a brick gable-roof structure; after a fire on July 8, 1907, the building was rebuilt in 1908 with a new lower gable-roof addition on the south and an entrance through the bell-tower with modest Romanesque Revival details.

Currently, the church sits in the midst of an industrial park with a railroad operating behind it. St. Paul's is the one of the last remnants of a black community that resided in Bladensburg and an important example of the role African-American women played as community builders during Reconstruction.

20. Evergreen Cemetery, Bladensburg.

Thematic focus:

Colonial place of worship (site) and burying-grounds (existing) [18]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

**ATHA “Interpretive Trail”: “Churches, Stones and Bones” Trail,
“Creating a New Nation Trail, and African-American Heritage Trail.**

Greatest Strengths: The site plays a significant role in the history of the Presbyterian Church in the region.

Potential Unrecognized Resources or Stories: There is believed to be an African-American burial ground adjoining, and documentation of this would be of great interest to the general public.

Other Comments:

Only the most determined visitor is able to gain access. Vandalism is clearly a concern; routine maintenance standards should be established.

Recommendations:

Wayside exhibit

Create a one-day cemetery tour to a variety of historic cemeteries within the Heritage Area; this would appeal to a certain niche of history and genealogy buffs, and could include Evergreen Cemetery; Fort Lincoln Cemetery; the Calvert Family cemetery in Riverdale Park; St. John’s Church in Beltsville; the Queen’s Chapel cemetery in Rossville; the Cherry Hill cemetery in Beacon Heights; and others. The Snowden family cemetery is located in Anne Arundel County (currently inaccessible to the public.)

Background:

This cemetery was once known as the “Old Presbyterian Burying Grounds,” and was located on the grounds of the Bladensburg Presbyterian Church, established under the ministry of the Reverend Hugh Conn. The church was built on land donated by Archibald Edmonston in 1725, part of the tract known as “The Gore.” The oldest gravestone in the cemetery is that of William Mauduit (d. 1749). He was one of the original Town Commissioners of Bladensburg, and served as sheriff of the County from 1746 to 1748. He belonged to a prominent English mercantile family.

Anacostia Trails Heritage Area

The church no longer stands, and the cemetery is now known as Evergreen Cemetery. Locals believe that located just to the east is the burial ground of Bladensburg's black residents, a tradition that needs documentation.

21. Hyattsville and Hyattsville Historic District, Off U.S. 1, Hyattsville.
The Hyattsville Historic District is listed in National Register of Historic Places, 1982-03-25.

Thematic focus:

Hyattsville includes a beautiful Victorian residential district with notable later additions [19, 20]

Statewide Interpretive Themes:

Settlement Patterns
Changes in the Landscape
Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trail”: “Streetcar Suburbs” Trail – “Streetcar suburbs” in the Heritage Area include Mount Rainier, Brentwood, North Brentwood, Hyattsville, Edmonston, Riverdale Park, College Park, Berwyn Heights, Lakeland, Beltsville, and Laurel. Also **“Main Street” Trail**, **“Mail-Order Houses” Trail**.

Greatest Strengths: There are numerous architectural landmarks here, as well as a significant community history.

Potential Unrecognized Resources or Stories:

Nowhere is the story of Hyattsville and its development conveyed to the public. If there is a historic marker on US 1, then we missed it.

Possible Interpretive Improvement:

The one-way streets make it difficult to get to the historic districts, which are not clearly marked despite the presence of some signs. A well-planned driving tour map with explanations of the various houses and their significance would make this town’s attractions accessible to visitors. Rochambeau camp site deserves a State Historical Marker.

Other Comments:

Outstanding example of car dealership building still in its original use.

Recommendations:

Wayside exhibit
Apply for a State Historical Marker for Rochambeau site.
Special event – i.e., a “Greater Hyattsville Day,” to include Edmonston, designed for visitors as well as residents; perhaps connected to the annual

Hyattsville House Tour?

Background:

The Historic District is a portion of the incorporated City of Hyattsville, and contains about 600 structures. First developed as a late nineteenth-century railroad town, and later as a streetcar suburb, Hyattsville was named for Christopher Clarke Hyatt, local landowner and merchant, who joined with others in the 1870s to subdivide the land. The City was incorporated in 1886. Buildings in the Historic District represent a broad range of styles, from Second Empire, Queen Anne, Italianate, and Bungalow to Mediterranean Revival.

Early history: John Beall purchased the land in the area in the 1720s, and developed a settlement known as Beall Town; as Bladensburg to the south prospered, Beall Town declined. The area once more attracted settlers with the opening of the Washington-Baltimore turnpike in 1812, and the B&O Railroad line in 1835.

Development: Christopher Hyatt purchased land here from Trueman and Elizabeth Belt in 1845, constructed a house and a store, and became the town's first postmaster. Land was subdivided by Hyatt and others, and lots were quickly sold for permanent homes and summer cottages. The town was incorporated in 1886. By 1893, the town had telephone and electric service as well as a station on the railroad line with thirty trains daily, a public school, four private schools, more than 170 residences, churches of four denominations, an amateur baseball team, three groceries, three butcher shops, blacksmith and tinsmith shops, two wood and coal dealers, a livery stable, and a Masonic Lodge.

22. Sites in Hyattsville Vicinity

U.S. Post Office – Hyattsville Main, 4325 Gallatin Street, Hyattsville, Listed in National Register of Historic Places, 1986-07-24. Built in 1935, a Colonial Revival style brick building with interior murals on agricultural themes by painter Eugene Kingman.

Hyattsville Armory, 5340 Baltimore Ave., Hyattsville, Listed in **National Register of Historic Places**, 1980-03-27. Built in 1918, a three-story stone structure designed by Robert Lawrence Harris to look like a fortress, featuring turrets, parapets and buttresses. Headquarters of Company F of the First Maryland Infantry during the Civil War, it was later home to the 115th Infantry Regiment, 29th Division, famous for its service in World War II.

Hyattsville Hardware Building, now part of **Franklin's Restaurant**, 5123 Baltimore Avenue, Hyattsville. This is a restaurant, brewery, and general store that incorporates the former Hardware Store building including many of the store's original fixtures.

Ash Hill (Hitching Post Hill), 3308 Rosemary Lane, University Park. Listed in **National Register of Historic Places**, 1977-09-16; site of **Maryland State Historical Marker**. Built ca. 1840, by Robert Clark, a two-story brick mansion with Greek revival-style details. In 1875, the house was purchased by General Edward F. Beale, who entertained many here in grand style, including Presidents Grant and Cleveland.

Holden-Sweeting House, 4112 Gallatin Street, Hyattsville, built in 1897, in the late Queen Anne style, featuring an oriel window, paneled gables, projecting bays and a wraparound porch.

Prince George's Publick Playhouse, 5445 Landover Road, Landover. Built in 1947 as the Cheverly Movie Theater, the unique Art Deco landmark building now showcases live theatrical performances for both adults and children.

23. Edmonston

Thematic focus:

20th-century “streetcar suburb” – residential [20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

ATHA “Interpretive Trail”: “Streetcar Suburbs” Trail – “Streetcar suburbs” in the Heritage Area include Mount Rainier, Brentwood, North Brentwood, Hyattsville, Edmonston, Riverdale Park, Berwyn Heights, Lakeland, Beltsville, and Laurel.

Also **African-American Heritage Trail**.

Greatest Strengths:

African-American Heritage – The site of the Plummer family home is here, although it was part of Hyattsville when the family first lived here.

Possible Interpretive Improvement:

The Town of Edmonston is noteworthy for its major of Japanese descent, Kinjiro Matsudaira, elected to office in 1927, and reportedly the first Japanese-American mayor in the United States.

Also residing in the area was Benjamin Chin, a black man whose small farm was supplanted by the modern-day levee. He is said to have grown bamboo, which he allowed local children to cut to use as fishing poles; he also had a barbershop in Hyattsville.

Linkages: There are many Plummer family connections throughout the region; special linkages include the Riversdale Mansion and North Brentwood.

Other Comments:

The site of the Plummer family home is here in Edmonston, and even if the original house is no longer preserved, interpretation about the family should be located here, as well as in the related sites of Riversdale and St. Paul/Free Hope Baptist Church.

Recommendations:

Wayside exhibit – interpretation could focus on Plummer family connection
Create walking tour brochure

Special event – i.e., included in a “Greater Hyattsville Day,” designed for visitors as well as residents

24. Riversdale (Calvert Mansion), 4811 Riverdale Rd., Riverdale Park. Listed in National Register of Historic Places, 1973-04-11; also designated a National Historic Landmark; site of Maryland State Historical Marker.

Thematic focus:

19th-century residence of prominent Stier-Calvert family; extensive agricultural activities with slave workforce; notable later inhabitants. [19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trails”: African-American Heritage Trail, Agricultural Trail, “Creating a New Nation” Trail, Industry & Labor Trail, “Linking the Nation” Trail, War of 1812 Trail

Greatest Strengths: Resources that support interpretation of the mansion's rich history include the Stier family papers, the Plummer family history, and the Plantation Map of 1853; there is a connection with Benjamin Henry Latrobe, and with an art collection of world-class status.

Potential Unrecognized Resources or Stories:

Two understated stories are agriculture and connection with Bladensburg. The tour noted that Rosalie Calvert's letters with her father contained considerable information about agricultural pursuits. Yet, other than the wine cellar and the dairy storage area beneath the front steps, there is little to let the visitor know that Riversdale was a working plantation. For example, nowhere is the story of the crops cultivated here conveyed. Tobacco did not do well here, due to flooding, and the Calverts converted their lands to wheat, livestock, and fodder. A discussion of both the distribution route for agricultural products and the sources of materials used by the property owners and workers (from tools and building supplies to furniture and clothing) would highlight links to other parts of ATHA and the larger world.

Possible Interpretive Improvement:

The dependency alongside the main house is nicely divided into two exhibit areas. The first focuses on the Plummer family. While the text is informative

and important, graphic images might help to better engage the visitor. For example, the text on one sign notes the distribution of various members of the Plummer family across separate plantations and farms. A map with graphic links between people at these locations would drive home the difficulties in maintaining familial relationships in these circumstances. A display with archaeological materials retrieved from excavations of slave quarters would be invaluable to provide another dimension, a tangible link with the past.

The interpretation here is a good start but there is more to tell. Interpretation could be offered about the location and conditions of the slave quarters; daily life for field hands, in contrast to home servants; was Adam Francis Plummer himself an elite slave? His wife, living at another plantation, was “demoted” from house slave to field slave when her plans to escape came to light. The Plummer story can be extended beyond the Civil War to other nearby African-American sites – the founding of St. Paul’s Baptist Church in Bladensburg and the establishment of North Brentwood.

The second exhibit area, the kitchen is nicely laid out, although it can accommodate only a few visitors at a time. The availability of cooking classes through the cooking guild is an excellent idea, and if this could be turned toward semi-regular living history, at least on weekends or periods of high visitor traffic, it would probably be a draw.

There is an opportunity to do more with the women of Riversdale. The portrayal of Rosalie Stier Calvert is limited to portraits, a temporary exhibit on fashions for the Federal City, and a display of her bedroom with a chamber pot chair. Yet, her voluminous correspondence shows that she was active in managing the house and grounds, as well as bearing several children. She leaves an extraordinary record, yet in many ways was typical of elite women of her time. The relative luxuries of her life can be contrasted with that of slave women who lived here at Riversdale.

Another other prominent woman who resided at Riversdale was Hattie Caraway, the first woman elected to the U.S. Senate. She enjoyed a thirteen year run in the Senate and was a strong ally of Franklin D. Roosevelt - one wonders what link she may have had, if any, with Greenbelt. Caraway was the first woman to preside over the Senate; conduct a Senate hearing; chair a committee; and serve as a state’s senior Senator. This story is one that deserves to be more clearly told.

Plans for the grounds may include the installation of “ghost buildings” based on archaeology, and this is an effective way to interpret vanished structures without the expense of reconstructions. Because of the importance of archaeology to a full understanding of the site, and because a truly public

archaeology program can be a great draw by itself, Riversdale may wish to consider preparing a long term archaeological research plan in conjunction with specialists and staff from the Maryland Historical Trust's Office of Archaeology. A comprehensive research design and guidelines would ensure an orderly and prioritized approach to archaeology, one which meshes with interpretive programs and has high standards and quality controls.

Riversdale should be a fixture in ATHA with potential for even stronger historical interpretation. Linkages to Bladensburg stories and sites include Bostwick, where the Stiers lived briefly while Riversdale was under construction; and the Battle of Bladensburg, after which George Calvert took his slaves to assist in burying the dead. Linkages should also be stronger with the University of Maryland College Park, given the connection of Charles Benedict Calvert with the founding of the institution that became the University of Maryland. This can include hosting University conferences or concerts on the Riversdale site, including the site in University-run tours, etc.

Other Comments:

Interpretation at this National Landmark site is markedly more developed than at most sites visited in ATHA. The site has a coherent story line, visitor traffic through the house is well-designed, and a variety of topics are touched upon without losing the overall consistency of the message. The 1801-1820 interpretive focus makes perfect sense, given the preponderance of evidence from that period. In addition to stories that capture the attention of adults, the availability of clothes that kids can dress up in the nursery is a nice touch.

The use of exposed architectural areas to show how architectural historians piece together clues engages visitors and stimulates their thinking. Exposures on the ground floor were particularly effective; although the intent may be to keep them open only until the restoration process there is complete, some consideration should be given to keeping them open permanently as part of the interpretive plan. Nicely painted finishes abound in historic houses, while glimpses into the interior construction are rarer. An example in the cellar (a drain capped with plexiglass) might be more clearly identified with text, and other opportunities for such interpretation exist.

The focus on architecture and use of space could be expanded upon in some other areas. From the exterior, for example, Riversdale appears to be the quintessential five-part Georgian mansion, and the National Register nomination so describes it. The interior of the main block, however, is quite unlike that of most Georgian houses. Instead of a central hall running the depth of the building, the entry of Riversdale gives way to a rear "salon" with great floor to ceiling windows. Although exterior implies a bilateral symmetry

on the first and second floors, the second floor interior is quite asymmetrical, with interior structure even crossing exterior windows. This is interpreted at Riversdale as a mark of the Stier's "practicality," but it may have more to do with the differences between the American and European understanding of Georgian design. In Europe, many old houses were periodically renovated or "retrofitted" to give them the appearance of fashion. When the Georgian emphasis upon bilateral symmetry came into vogue, many older European houses were given exterior face-lifts that involved new fenestration and door openings in a symmetrical design, while the older, more organic interior was retained. In the North American colonies and new United States, however, new construction was the norm, and the symmetry also was applied to the interiors. Although native-born Americans might be most comfortable with such an interior, Europeans such as the Stiers were equally comfortable with (and may have been more inclined to build) symmetrical exteriors and more organic interiors.

The Stiers clearly had a practical bent, however, as seen in the dairy incorporated into the basement of the main house; this house was not simply a showpiece, but was also intended to be entirely function and practical. They also had some notions that might have seemed peculiar to some Americans, such as Rosalie's creation of classical fronts to slave quarters, as well as the creation of "thatched huts" (perhaps her notion of a more primitive architecture). The latter idea, in particular, would seem to go against the desire of most slave holders to extirpate any vestiges of behavior or material culture that were reminiscent of African traditions or beliefs.

The archaeology display in the cellar of Riversdale is the only one of its kind on the ATHA sites our team visited. It provides visitors with a view of some of the features and artifacts recovered by archaeologists at Riversdale. While informative, it might usefully be expanded to show some of the techniques used by archaeologists and be oriented toward the excitement of discovery (there are no photos of people at work or of the process in the images on display). This would work particularly well if coordinated in some fashion with the planned installation of ghost outlines of buildings or other features, based on archaeological evidence. As with the exposed architectural details inside the house, people seem to be drawn to the process and methods of discovery, as opposed to simply being told what scholars have "figured out" about the past.

Also on display in the cellar is a model showing the framing of Calvert's octagonal barn. This piece could be capitalized on through an expanded display treating Calvert's agricultural interests and innovations. Charles Calvert had a passion for agriculture, and his work with the United States Agricultural Society resulted in the creation of the Department of Agriculture

in 1889. This provides a solid link with the Beltsville Agricultural Research Center. Likewise, the map of the Riversdale property would be even more effective if a transparency was produced and laid over a contemporary map at the same scale - the true extent of the property would be more evident in such a treatment. The cellar as a whole provides important space for interpretative displays that are not appropriate for the upstairs of the house. The space also is used for gift sales, which are undoubtedly an important source of revenue. If the site does not yet have a carefully thought out plan for maximizing the use of the cellar space, development of such a plan would be useful.

The site has an ambitious program for development and improvement, including plans to restore some garden areas, rebuild walls, and create a new visitors' entrance. Unfortunately, 20th-century development is quite close to the back (river side) of the house and compromises the view.

Rosalie's Correspondence: because of their extraordinary value in "fleshing out" the lives associated with this house, a full edition of the letters of Rosalie Stier Calvert should be collected, translated, and published in a CD-ROM version and possibly online.

Recommendations:

Wayside exhibit

Add new material to dependency interpretation

Create long-term archeological research plan for public archeology

Make greater interpretive use of (recently discovered) plantation map

Maximize basement space for displays not appropriate to upstairs

Publish all Stier correspondence on CD-ROM

Background:

Riversdale, a National Historic Landmark, is a restored, five-part, stucco-covered brick plantation home, built in the late Georgian style between 1801 and 1807. Construction of this elegant, two-story, hipped-roof manor house was begun by Henri Stier, a Belgian aristocrat, and was completed by his daughter Rosalie and her husband George Calvert, grandson of the fifth Lord Baltimore. The mansion blends both Flemish and American architectural styles and has particularly fine interior plaster detail. The principal parlors on the main floor were patterned after similar rooms in Stier's Chateau du Mick near Antwerp.

About 8 acres remain of the original 2,000-acre plantation, landscaped with terraced gardens. In the garden just behind the house a cannon is displayed that is reputed to be one of the four brought to Maryland on the *Ark*.

Stier had taken residence in several locations in Maryland; in the Paca House in Annapolis in 1797 to 1800, and renting Bostwick in Bladensburg in 1800, until 1802, when he moved his family into the unfinished Riversdale. George and Rosalie Calvert had nine children in all, five of whom grew to adulthood, and upon George's death in 1838, the estate was divided between his two surviving sons, George Henry and Charles Benedict. Charles Benedict made his home here, and it remained in his family until 1887, when his sons deeded the mansion and 475 acres of the estate to a real estate developer; the community of Riverdale Park was platted in 1889.

Oral tradition also claims that Henry Clay wrote the Missouri Compromise while visiting here. The mansion was later inhabited by numerous nationally significant figures, including Senator Hiram W. Johnson and Senator Hattie Caraway, the first woman elected to the U.S. Senate.

Riversdale is open to the public for tours hosted by docents, and for a variety of special events. The Riversdale Historical Society, a volunteer organization, works with staff from the Maryland-National Capital Park and Planning Commission to preserve the cultural heritage of Riversdale, and maintain the mansion as an historic house.

Interpretation at the mansion focuses on collections of the Stier and Calvert families and includes documents, personal letters, architectural information and family furnishings. It also offers a glimpse into early 1800s plantation life of both the owners of the house and the servants and slaves who worked there.

Rosalie and George's son, Charles Benedict Calvert, was the famed agriculturalist who founded Maryland Agricultural College, which became the University of Maryland. He was also a strong supporter of Samuel F.B. Morse, who invented the telegraph. On April 9, 1844, Morse successfully tested his device by transmitting a message from the nation's capital to Riversdale. This test came 45 days before the more celebrated event when Morse sent the message "What hath God wrought!" from Washington to Baltimore.

Note: interpretation here related to Adam Francis Plummer should be related to St. Paul's Free Hope Baptist Church, and the Edmonston site where the Plummer's family home was located.

25. Calvert Memorial Park & Family Cemetery, Riverdale Park

The Calvert Family Cemetery lies across from the MARC station and is at the center of a small park. The grave stones are well-protected behind an iron fence, and the grounds are nicely maintained and landscaped. This park could readily be placed on a driving tour, as it has adequate parking and access is easy, but it would require some signage to explain the cemetery and its occupants. The signs could include information about Riversdale, as well as the church that once stood on these grounds. Although that church is from the post-Riversdale period, its footprint could be uncovered archaeologically and its outline marked off with wall stubs. With an extension of the of the well-designed landscaping that screens the park from the East-West Highway, this could become a nice little oasis.

ATHA "Interpretive Trail": "Churches, Stones, and Bones" Trail.

Recommendation:

Extend landscaping completely along East-West Highway

26. Riverdale Park

Thematic focus:

Late 19th-century/early 20th-century residential district [19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Adaptation and Ingenuity

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trail”: “Streetcar Suburbs” Trail – “Streetcar suburbs” in the Heritage Area include Mount Rainier, Brentwood, North Brentwood, Hyattsville, Edmonston, Riverdale Park, College Park, Berwyn Heights, Lakeland, Beltsville, and Laurel. See also **“Mail-Order Houses” Trail**.

Greatest Strengths: The story of the community’s development, and the fine examples of Victorian architecture located here.

Potential Unrecognized Resources or Stories: A remarkable story of daily life in Riverdale is contained in two young boys’ diaries that have been preserved, with excerpts published.²⁴ Harold C. Burrhus kept diary entries from the age of 13, between 1904 and 1912; one entry, from November 1905, reads:

I had to go down to Hyattsville today to get the laundry and order coal. Bread went up to six cents a loaf this week.... We had a fire this evening – a very old barn that was built by Lord Baltimore’s descendants. Two horses and several carriages were burnt up.... Papa told me that the neighbors up the street are getting a telephone.”

Burrhus’s close friend, William F. Meyer, began keeping a diary in 1904 as well; his entry for Election Day, 1906, is an example:

“... Causey, Eddie and myself went into town tonight to hear the returns. We had a fine time. At the *Times* Office they had a band with moving pictures. The *Star* had two large

²⁴ This information was shared by Susan Pearl, who provided us with copies of the publication, Riverdale Golden Panorama Committee, *Town of Riverdale, Maryland 1920-1970* (Riverdale, MD: 1970) 18-27.

screens on which the returns were thrown by stereopticon.
There was about 10,000 people in front of each building....”

Other Comments:

It should be possible to establish a walking “trail” from the Anacostia Tributary Trail to the east, westward via Riversdale to the Calvert House Inn (restaurant).

Recommendations:

Wayside exhibit

Background:

Riverdale was a small town subdivided from the last of the Riversdale lands in 1889. There is a substantial number of well-preserved Victorian homes located here. The plan of the town is unusual, with two commercial districts, one by the former B&O Railroad station, the other out on U.S. Route One.

Riverdale Park, “Sears Honor-Bilt Modern Homes.” More than 100,000 of these homes were sold between 1908 and 1940. Sears produced a catalogue of 22 precut houses priced originally from \$650 to \$2,500, which included all building materials, from boards to nails. The company also provided financing and a builder, if needed. Sears opened a “Modern Homes” sales office at 704 F Street, NW, in Washington, D.C. in 1925. The proximity of this Washington office accounts for the concentrations of Sears homes in the Prince George’s County suburbs of Maryland. In 1988, the Historic Preservation staff of the M-NCPPC surveyed the existing Sears houses in the county; many of these are in the Heritage Area. See **“Mail-Order Houses” Trail**.

Harry Smith House, 4707 Oliver Street, Riverdale Park. Listed in **National Register of Historic Places**, 1993-05-04. Built in 1890, a two-and-a-half story frame building in the Queen Anne style, featuring a hipped roof and domed corner tower.

27. Berwyn Heights

Thematic focus:

Late 19th-century/early 20th-century “streetcar suburb” – residential [20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trails”: “Streetcar Suburbs” Trail – “Streetcar suburbs” in the Heritage Area include Mount Rainier, Brentwood, North Brentwood, Hyattsville, Edmonston, Riverdale Park, Berwyn Heights, Lakeland, Beltsville, and Laurel. Also **“Mail-Order Houses” Trail, Education and Research Trail.**

Greatest Strengths: Architectural gems include the three pattern-book houses by R.W. Shoppell, the O’Dea House, the Kleiner-Dillon House, and the Chlopicki House.

Comments:

Berwyn Heights has a number of interesting catalog houses and a 1920s school. With the appropriate background research and text, these would make interesting stops within an architectural driving tour of ATHA.

Recommendations:

Wayside exhibit

O’Dea House, 5804 Ruatan Street, Berwyn Heights. Built in 1888 in the Queen Anne style, featuring a three-story octagonal tower, from a house pattern distributed by the Cooperative Building Plan Association. It was one of the earliest homes in the Victorian suburb of Charlton Heights.

28. College Park

ATHA Interpretive Trails: “Streetcars Suburbs” Trail, “Mail Order Houses” Trail, and Education and Research Trail

Recommendation:

Create walking tour brochure for historic neighborhoods

Background:

College Park, an incorporated city along US 1, includes the original subdivision platted in 1889 by John O. Johnson, developed from a 125-acre parcel acquired from Ella Calvert Campbell, an heir to a portion of the Calvert family’s Riversdale estate. Growth of the subdivision was stimulated by its proximity to the Maryland Agricultural College (Now the University of Maryland College Park) and the College Park station of the B&O Railroad.

College Park vicinity:

Cherry Hill Cemetery, Ingraham Street, Beacon Heights, owned by M-NCPPC, located just outside the ATHA. Dating to 1884, this was a family cemetery on the farm of Josiah Adams, a Free Black who worked at Riversdale, believed to hold the graves of 12 African Americans. A rare remnant of the thriving African American community in the Bladensburg area after the Civil War. See the **“Churches, Stones and Bones” Trail**.

29. Rossborough Inn, Baltimore Avenue at University of Maryland Campus, College Park, owned by State of Maryland.

Thematic focus:

Early 19th-century inn adapted for variety of later uses; minor Civil War role [19, 20]

Statewide Interpretive Themes:

Settlement Patterns
Changes in the Landscape
Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Freedoms Won, Freedoms Lost

ATHA “Interpretive Trails”: “Weary Traveler” Trail, “Linking the Nation” Trail, and “Main Street” Trail

Greatest Strengths: Architecture; major role in tavern, agriculture, and education stories.

Potential Unrecognized Resources or Stories: Research and interpretation of Lafayette’s stay here in 1824 would be an important addition to the Inn’s story. The Inn’s minor role in the Civil War during Johnson’s raids could be included in a “Civil War Trail” if one is developed.

Recommendations:

Wayside exhibit
Part of University Driving and Walking Tours (existing)

Background:

Formerly called Rossburg Inn, the original building was built in 1803 on the Ross estate. It served for lodging – and as the first stage station for horses – for the travelers using the Post Road between Washington, Baltimore, and points north; this later became the Washington-Baltimore turnpike. It was on a tract deeded by Charles Calvert to the Maryland Agricultural College.

During the Civil War the building was the center of controversy after it was briefly turned over to Confederate General Bradley Tyler Johnson for use as a headquarters, during his notorious sweep through the Maryland countryside in July, 1864. Johnson and his men arrived here in the afternoon of July 11 after they had blown up the railroad tracks near Beltsville as part of their mission to

Anacostia Trails Heritage Area

cut communications between Washington and Baltimore.²⁵

Later, the building served as a residence for faculty (pre-1888); it was used by the Maryland Agricultural Experiment Station (c.1889-1938); and restored between 1938 to 1941, after which it was used for administrative offices, a faculty club, and restaurant.

The three-story structure has had numerous alterations over its history; it originally had a gabled roof, which was replaced by a mansard-styled roof in 1888. The keystone over the doorway has the inscription "T. Coad, 1798" and is carved with the head of Silenus, the part-man, part-goat mentor to Bacchus, god of wine.

²⁵ George Callcott, *A History of the University of Maryland*, 162-3.

30. University of Maryland, including Turner Hall Visitor's Center, Route One, College Park

Thematic focus:

19th-century Maryland Agricultural College, now the flagship campus of the University of Maryland [19, 20]

Statewide Interpretive Themes:

Settlement Patterns
Changes in the Landscape
Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Freedoms Won, Freedoms Lost
Adaptation and Ingenuity
Pursuing Creative Arts, Aesthetics, and Design

ATHA Interpretive Trails: Agricultural Trail, Education and Research Trail, and "Main Street Trail"

Greatest Strengths: The story of Charles Benedict Calvert's role in this institution's establishment is the strongest ATHA story.

Possible Interpretive Improvement:

There are many possibilities that could be linked to student internships and projects. Linkages: given the connection of Charles Benedict Calvert of Riversdale with the founding of the University of Maryland, stronger linkages between Riversdale and UM should be built. This can include hosting University conferences or concerts on the Riversdale site, including the site in University-run tours, etc. Similarly, there is a strong connection between the former Maryland Agricultural College and BARC.

Other Comments:

The University needs to be much more fully integrated into ATHA. This site has the greatest potential for engaging the public in the history of the Heritage Area, but this potential is almost totally unrealized. The Rossborough Inn was a 19th-century "motel" on the road that led from one of the most important ports in the United States — Baltimore — to the seat of political power in Washington, DC. The University was founded by Charles Benedict Calvert — who lived at Riversdale — who was interested in agricultural experimentation to replace tobacco as a dominant crop. In the twentieth century, this tradition of agricultural experimentation was continued at the Beltsville Agricultural Research Center. In the 1950s, UM was the home of Juan Ramon Jimenez, professor in the Spanish and Portuguese department and a future Nobel

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Laureate in Literature. UM's highly-ranked engineering programs provide a link to the College Park Airport and the Goddard Space Flight Center.

The University of Maryland exists in one of the most dynamic cultural areas in the county. It is an economic engine that provided employment and buoys the economy of the entire surrounding area. Yet like many other large academic institutions, it tends to be inward looking. The University is to be commended for its commitment to maintaining and staffing a Visitor's Center and the development of walking and driving tours of the campus. This serves the recruitment and retention purposes of the University very well, but these ends could even be better served by relating the rich history and connections of the University and the Heritage Area to visitors. For prospective students and their parents, it would help demystify the unique and diverse neighborhoods that surround UM. The thousands of visitors to the University are potential visitors to historic sites in the area.

A historical promotional video about the area could be shown in the theater facility. This could trace the history of the Anacostia Trails Heritage Area from Native American times to the present or focus on specific periods. Such a video could even be promoted to internal hotel cable networks to entice overnight visitors to explore the area. An exhibit on the Heritage Area could also be included in the lobby of Turner Hall, with information on sites and driving tours. The exhibit could change periodically emphasizing individual sites or special exhibits, or it could contain general information and be static. ATHA could also explore the development of interactive kiosks to provide information about sites, tours, places to eat and stay, etc. This information could possibly be maintained on the UM website as well, as a informational guide to potential visitors and students.

Perhaps the greatest resources of UMCP are the professional skills and human resources available. The University has an internationally known public archaeology program and the Masters in Applied Anthropology includes foci in archaeology and heritage tourism. A new M.A. program has joined the existing Historic Preservation certificate program in the School of Architecture, and the History Department is exceptionally strong. Faculty and students from these programs should be recruited to research, teach, and learn in the University's "backyard."

Recommendations:

Wayside exhibit

Walking and Driving tours of campus – existing

Improve linkages to ATHA sites, especially Riversdale

Create historical promotional video on ATHA (also show on cable TV & hotel/motel cable access)

Create exhibit on ATHA, potentially with interactive computer kiosks for tourism services as well as interpretation (kiosk info could also be maintained on UM website)

Create interpretive signage for pedestrians

Background:

The University of Maryland College Park is the flagship institution of the University of Maryland System. As the comprehensive public research university for the State of Maryland and the original 1862 land grant institution in Maryland, UMCP has the responsibility within the University of Maryland System for serving as the state's primary center for graduate study and research, advancing knowledge through research, providing high-quality undergraduate instruction across a broad spectrum of academic disciplines, and extending service to all regions of the state.

The nucleus of the campus is located on the 428-acre Rossburg Farm, which Charles Benedict Calvert deeded to the Maryland Agricultural College in 1858. As Chairman of the college's first Board of Trustees, Calvert also supervised the construction of the first buildings. In 1914 the State of Maryland assumed control of the college, which merged with the Medical School in Baltimore in 1920 to become the University of Maryland.

At the campus's core is a complex of neo-Georgian Colonial-style buildings that overlook Route 1, originally the Post Road. The University's Visitor Center is located at Turner Hall, built as the University dairy and ice cream dispensary in 1924; a small snack bar serving ice cream is still operating here. At the desk at the Visitor Center, visitors can ask for information and materials, including a self-guided walking tour of campus, a similar self-guided driving tour, and access to a video and student-led tours of the campus.

The University's new, state-of-the-art Clarice Smith Performing Arts Center is a 17-acre, 318,000 square foot performing arts center, and is one of the largest facilities of its kind.

31. National Archives II, 8601 Adelphi Rd., College Park. Archaeological Site (18PR355), is listed in National Register of Historic Places, 1996-08-22

Thematic focus:

Major archives facility of Federal Government, receiving thousands of researchers and other visitors [20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trail”: Education and Research Trail

Greatest Strengths: Terrific potential for interpreting the story of federal expansion into Prince George’s County.

Potential Unrecognized Resources or Stories: There is a Native American archaeological site (18PR355) from the Late Archaic period that was discovered on the site in 1988/89. Projectile points of particular styles known as Clagett and Vernon types have been recovered from the site, and these points suggest a date between 3000 and 2600 B.C. Part of the site’s importance lies in its location away from a river, as few interior sites from the period have been professionally excavated. In addition, an initial survey of the site indicates that buried surfaces or landforms lie intact and undisturbed a relatively rare occurrence in this area. No house patterns from the period have ever been recovered in Maryland, and any site with extensive undisturbed deposits holds the potential for yielding these kinds of remains. Such contexts also offer the possibility of recovering pollen, phytoliths and other botanical remains indicative of both environment and human activity.²⁶

Possible Interpretive Improvement:

The Archives would be a logical place to offer interpretation on the impact of the national government on the Heritage Area. Not only is much of the land within the Heritage Area owned by some governmental entity, the Agricultural Center and NASA are also major employers - not to mention the National Archives (Archives II & the more distant Suitland facility); the

²⁶ “National Archives Site,” National Register of Historic Places Registration Form, 1994.

federal Courthouse in Greenbelt; as well as institutions in other parts of Prince George's County, such as Andrews Air Force Base, and the Census complex in New Carrollton. The proximity of the national capital has had a profound impact on this area.

Recommendations:

Install an introductory exhibit, include orientation to ATHA for visitors

Background:

The Archives is perhaps best known as the current home of the Richard Nixon/Watergate tapes. This state-of-the-art archival facility houses an extensive collection of important and historic documents, tapes and film. It is the repository of all official U.S. military records from World War I to the present, and also houses the U.S. collection of microfilm and still pictures. One-hour tours are available, but reservations are required.

32. National Agricultural Library, 10301 Baltimore Boulevard, Beltsville.

Thematic focus:

Major research facility established in 1862. [19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Chesapeake Bay/Waterways/Transportation

Adaptation and Ingenuity

ATHA “Interpretive Trails”: Agricultural Trail, Science and Environment Trail, Education and Research Trail, “Main Street” Trail

Greatest Strengths: The Library houses rare books and other resources on early agriculture in the region.

Recommendations:

Wayside exhibit

Background:

Established in 1862 under legislation signed by President Lincoln, the National Agricultural Library, along with the Library of Congress and the National Library of Medicine, is one of the three national libraries of the United States. It is the largest agricultural library in the world with over 2.3 million volumes on 48 miles of shelves located on 14 floors. Open 8:00 a.m.-4:30 p.m.

33. “Old Parish House,” College Park Woman’s Club, 4711 Knox Road, College Park.

Thematic focus:

19th-century agricultural structure adapted for a variety of later uses. [19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Adaptation and Ingenuity

ATHA “Interpretive Trails”: Agricultural Trail, “Churches, Stones and Bones” Trail.

Greatest Strengths: Demonstrates changes in use over time, a major theme among historic structures.

Potential Unrecognized Resources or Stories: The story of early agriculture in the region would be a worthy interpretive angle for this site.

Recommendations:

Wayside exhibit

Link to Riversdale

Background:

Dating to 1817, this one-story, gable-roof brick structure was a farm building on the Riversdale estate belonging to the Calverts, and later served as a church. Its construction is documented through the Stier-Calvert family papers, and it is noted on the 1853 map of Riversdale.

34. University Park Historic District, Bounded by Baltimore Ave., MD 410, and Adelphi Rd., University Park, Listed in National Register of Historic Places, 1996-10-10.

ATHA Interpretive Trails: "Streetcar Suburbs" Trail, "Main Street" Trail

Comments: A walking/driving tour brochure highlighting the architecture of University Park could easily be developed from the National Register of Historic Places Nomination Form.

Recommendations:

Wayside exhibit

Walking/driving tour brochure

Background:

University Park is an incorporated town, exclusively residential, which is located on land which had been the Deakins family farm throughout most of the nineteenth century. The town includes a variety of revival-style houses typical of early twentieth-century streetcar and automobile suburbs.

35. Former ERCO Factory (now Distribution Division, NOAA), River Building, 6501 Lafayette Avenue, Riverdale Park. Note: the building is slated for destruction, according to Cathy Allen of the M-NCPPC.

ATHA “Interpretive Trails”: Balloon to the Moon” Trail, “Linking the Nation” Trail

Comments: If the plant is demolished, the College Park Aviation Museum would be the best place to tell this important story.

Recommendations:

Wayside exhibit

If the building is to be torn down, it should first be thoroughly documented before a permit is issued.

Background:

The Ercoupe was a “two-seater” light airplane developed in response to a design competition sponsored by the Bureau of Air Commerce in the mid-1930s. It was easy to fly and “spin-proof”, capable of operations into and out of small airfields, and inexpensive to operate and maintain. This factory represented only one of several companies which built nearly 6,000 Ercoupes or variants over a period of nearly 30 years. The line ended in 1970.

36. Lakeland and Lakeland High School

Thematic focus:

African-American community and the high school that served the African-American communities throughout the Heritage Area [19,20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Freedoms Won, Freedoms Lost

ATHA “Interpretive Trails”: African-American Heritage Trail, “Streetcar Suburbs” Trail, Education and Research Trail

Greatest Strengths: The stories of the African-American family members still living are valuable and should be collected as oral histories.

Possible Interpretive Improvement:

The story of the Rosenwald school here, the Lakeland (John C. Johnson) Elementary School, and its changing uses, should be interpreted.

Other Comments:

There is an enormous potential for oral histories to be collected from family members who have lived and/or are still living in the community. Topics could include schooling, employment/means of making a living, including domestic workers, agricultural workers and federal government employees.

Recommendations:

Wayside exhibit

Collect oral histories

Also interpret demolished John C. Johnson Elementary School (see below)

Background:

The community of Lakeland was subdivided and developed by Edwin Newman in the early 1890s. Originally envisioned as an exclusive resort-type community around a lake (a predecessor to modern-day Lake Artemisia, which resulted from construction of the Metro), African Americans began to move into Lakeland around the turn of the century, and, by 1903, a one-room school was completed.

Lakeland High School, 8108 54th Avenue, College Park

In 1926, the Prince George's County Board of Education decided to establish a high school for African American students to serve the populations of Bladensburg, Brentwood, North Brentwood, Lakeland, Ammendale, Muirkirk and Laurel. Lakeland was chosen as the site because of its central location. The Board advanced funds for the purchase of the land, which were repaid by the community by 1929, and the Julius Rosenwald Fund paid for the construction. A large brick, hip-roof one-story building in the Colonial-Revival style, it has an arched entrance and decorative details, including a shaped parapet, above the main block. One of the first high schools established for African Americans in Prince George's County, Lakeland High School opened in 1928. The year it opened, it had 2 teachers and 45 students enrolled, in grades 8 and 9; its first graduating class of three students emerged in 1931.

Students had to arrange their own transportation to the school, and those who traveled from Laurel and even as far north as Elkridge in Howard County traveled to school by train. Over the years, the building served also as a junior high (after larger high schools had been opened), as a local elementary school, as a Special Education Center, and most recently (1983) has been converted into a Korean Catholic Mission. Interpretation should be included for **Education and Research Trail**.

Related Site:

Lakeland (John C. Johnson) Elementary School — SITE – 8000 block of Winnipeg Street, College Park

In 1925, the Board of Education approved Lakeland School as one of five schools built in the County with Rosenwald funds. The school was completed in 1926 and came to be known as the John C. Johnson Elementary School in honor of this principal's long efforts on behalf of the Lakeland Schools. Both the frame elementary school and the large brick high school were designed by the architectural firm of Linthicum and Linthicum of Raleigh, North Carolina. The school was demolished in the 1980s while the Lake Artemisia park was being developed. Interpretation should be included as part of **Education and Research Trail**.

37. College Park Airport and Aviation Museum

College Park Airport, 6709 Corporal Frank Scott Drive, College Park. Listed in National Register of Historic Places, 1977-09-23; entrance to airport marked by Maryland State Historical Marker.

College Park Aviation Museum, 1985 Corporal Frank Scott Drive, College Park. The mission of the College Park Aviation Museum is to research, preserve, interpret and promote history and collections of the College Park Airport and early World War I Aviation.

Thematic focus:

College Park Airport, established 1909, is the world's oldest continuously operating airport, and arguably stands second in importance to Kitty Hawk in the first 25 years of American aviation history. [20]

Statewide Interpretive Themes:

Chesapeake Bay/Waterways/Transportation
Adaptation and Ingenuity

ATHA “Interpretive Trails”: “Linking the Nation” Trail, “Balloon to the Moon” Trail, Science and Environment Trail, Education and Research Trail.

Greatest Strengths: This is a major attraction for families, schoolchildren, and anyone with an interest in aviation, with unique and important collections.

Possible Interpretive Improvement:

The last exhibit on a wall as you prepare to leave the museum depicts the Columbia Air Center in Croom, Maryland. This was the first black-owned and operated airfield. College Park Airport was for whites only, but nowhere in the exhibit does it say that. An honest contextualization of the subject of racial exclusion needs to be provided, and its location by the back stairs gives it an appearance of an afterthought.

Linkage: Important linkage, outside of ATHA, to the Smithsonian Air and Space Museum, of which this museum is an affiliate.

Linkage for women’s stories: In addition to the stories of Rebecca Stoddert at Bostwick, of Rosalie Stier Calvert and Hattie Caraway at Riversdale, of Sarah Miranda Plummer at St. Paul’s Baptist Church, and the many women of Greenbelt, there are important women’s stories represented here.

ERCO story: in addition to the ERCO airplane in display, signage could tell about the ERCO Plant – if the plant is demolished, this museum is the best place to tell the story.

Other Comments:

This is certainly a jewel within the Heritage Area. This museum does an outstanding job in accomplishing its well-defined mission, and represents a model investment by the M-NCPPC in a historically significant site. It has a beautiful facility, well-designed and well-executed exhibits, and plans for future expansion. It also represents a public/private partnership, with the 94th Aerosquadron restaurant operating next door. It has a wonderful educational outreach program. The operating hours are generous. The museum also addresses gender and race within the limits of its mission. It has developed links with the Smithsonian Institution and obviously has a loyal following of aviation enthusiasts. The historical research already done for this site is impressive and seems to be largely complete.

The only criticism that might be leveled is the difficult-to-find location and lack of general publicity about this wonderful facility. For the Tricentennial of Prince George's County, it participated in a cooperative marketing effort that increased the attendance at all sites. Given the transient nature of the suburban area, this museum would most benefit from coordinated marketing by ATHA. The museum's proximity to the University of Maryland and its already sizable visitation could potentially attract more visitors and become a major linkage and marketing point for other historic sites in ATHA. This site is planning for the centennial of flight in December 2003, which represents a major opportunity for recognition, publicity, and increased public support.

Recommendations:

Wayside exhibit

Add interpretation about Croom Airport and racial exclusion

Improve access and directional signage

Further archeology potential

Background:

The Maryland-National Capital Park and Planning Commission (M-NCPPC) purchased the Airport in 1973, and developed it as both operating airport and historic site, eventually opening the museum in 1998. The Museum, a 27,000 square foot state-of-the-art facility, is a one-eighth scale replica of the hangar the Wright Brothers built to house their first military aeroplane, and it stands on the same site. The College Park Aviation Museum is a Smithsonian Affiliate. The unique 1924 Berliner Helicopter is among the objects on loan from the National Air and Space Museum.

The airport was established when Orville and Wilbur Wright came here to teach the first two Army officers to fly, and became the site of the first Army Aviation School in 1911. Home to many "firsts" in aviation, it is particularly

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significant for the well-known aviators and aviation inventors who played a part in this field's historical prominence.

Civilian aviation began at College Park with Rex Smith, an inventor and patent attorney, who operated the Rex Smith Aeroplane Company. In 1911, our nation's first military aviation school was opened at College Park, with newly trained pilots Lt. Hap Arnold and Lt. Tommy Milling as Wright pilot instructors and Capt. Paul Beck as the Curtiss instructor. The military aviation school saw numerous aviation firsts. Then in 1918, after a three-month trial with the War Department, the Post Office Department inaugurated the first Postal Airmail Service from College Park, serving Philadelphia and New York (Belmont Park). Flights from College Park continued until 1921. The compass rose and original airmail hangar remain on the airport grounds as a witness to this history.

In 1920, Emile and Henry Berliner (father and son) brought their theories of vertical flight to the field and in 1924 made the first controlled helicopter flight. From 1927 until 1933, the Bureau of Standards developed and tested the first radio navigational aids for use in "blind" or bad weather flying. This was the forerunner of the modern Instrument Landing System used today by aircraft. Between 1927 until 1959, the airport hosted numerous airshows and hundreds of pilots learned to fly here.

Note: "Centennial of Flight" – The 100th anniversary of flight on December 17, 2003 will be marked throughout the United States and abroad by a wide range of activities. The College Park Airport and Museum play an important role in this project.

38. Adelphi Mill and Storehouse, 8401 and 8402 Riggs Road, Adelphi, owned by M-NCPPC since 1951; site of Maryland State Historical Marker.

Thematic focus:

Active mill, an economic focus for community [18, 19, 20]

Statewide Interpretive Themes:

Individual Communities and Cultures

Adaptation and Ingenuity

ATHA “Interpretive Trails”: Industry and Labor Trail, Agricultural Trail, and “Creating a New Nation” Trail

Greatest Strengths: Adelphi Mill is the only surviving mill structure in Prince George’s County.

Potential Unrecognized Resources or Stories:

A brochure and/or interpretative panels outside the building are needed to tell the mill’s history and how it operated. A brochure on mills could include a diagram based on this important landmark, and describe the mill-races that were part of a mill’s operations, with a map showing the many mill sites in the Heritage Area. Mills were extremely important to the development of Northern Prince George’s County.

Possible Interpretive Improvement:

In addition to the “Trails” listed above, linkages solely focused on mills would connect to the Carleton Mill site, the Powder Mill site, and both Laurel mill sites.

Other Comments:

Best site in Heritage Area to tell the story of 19th-century industry. Even casual visitors using the site for other purposes may benefit from interpretation of how mill once functioned. Could be linked to a technology/innovation tour or an economic history tour within ATHA.

Recommendations:

Create brochure & wayside exhibit of multiple panels, including information on locations of mill-race and mill-wheel

Locate interpretation here for all mills in the area

Background:

Located on the north bank of the Northwest Branch and constructed of field stone, Adelphi Mill is both the oldest and the largest mill still standing in the

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metropolitan Washington area. The land had originally been part of a tract known as Gilead and Cramphin's Lott, and was resurveyed in 1796 by brothers Issachar and Mahlon Scholfield and renamed "Adelphi" (Greek for brothers.) Both the mill and the miller's cottage (also referred to as a storehouse) were standing in 1798, when they appear on the 1798 tax assessment. The Scholfields operated the mill until 1813, and it changed several times in the following years; in 1865 it was acquired by Washington banker George Washington Riggs, who had numerous real estate holdings in the region; the mill, which was then known as the Riggs Mill, was owned by Riggs family members until 1920.²⁷

On the opposite side of the modern-day Route 212 stands the stone stoehouse, an attractive one-and-a-half story structure built into the hill with a three-bayed porch facing the stream. A nearby two-story structure known as Cool Spring Farm was the home of William H. Freeman, the mill's operator for the Riggs family in the second half of the 19th century, and was occupied by his descendants until 1977.²⁸

²⁷ Maryland Historic Sites Inventory, site no. 65-6, 1979, prepared by Susan Pearl.

²⁸ Prince George's County Historic Sites Survey, site no. 65-5, 8441 Riggs Road, Adelphi, 1980. The structure appears on the 1798 tax assessment as a 24' x 18' house with 16' x 18' addition, owned by Philip Fitzhugh.

39. Powder Mill – SITE, Located off of Powder Mill Road (MD 212) on the Paint Branch

Thematic focus:

Colonial-era mill [17, 18, 19]

Statewide Interpretive Themes:

Adaptation and Ingenuity

ATHA “Interpretive Trails”: Industry and Labor Trail and “Creating a New Nation” Trail.

Possible Interpretive Improvement:

Linkages: Mill sites are relatively abundant throughout the Heritage Area, although this is an early mill in the region, owned by the Carroll family. In addition to the “Trails” listed above, linkages solely focused on mills would connect to the Carleton Mill site, Adelphi Mill, and both Laurel mill sites.

Other Comments: More research is needed on this significant site.

Recommendations:

Exhibit (cannot be located on site)

Assess archeological potential

Background:

The site, located off of Powder Mill Road (MD 212) on the Paint Branch, has been connected with a powder mill owned by the Carroll family in the eighteenth century. Under the ownership of Daniel Bussard, it became part of a complex that included the Washington Woolen and Blanket Manufactory, chartered by Daniel Bussard and company in 1819.

40. Brown's "White House" Tavern – SITE (demolished after tornado damage in 2001), 10260 Baltimore Avenue, College Park. [Should be marked by] Maryland State Historical Marker. Note: The site will be occupied by an IKEA store; plans call for a small commemorative park.

Thematic focus:

19th-century tavern on or near the site of an eighteenth-century one, an active stagecoach stop on the Washington-Baltimore Turnpike [18, 19, 20]

Statewide Interpretive Themes:

Changes in the Landscape
Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Freedoms Won, Freedoms Lost

ATHA "Interpretive Trail": "Weary Traveler" Trail

Greatest Strengths: The stone milestone marker will remain an important link to the past for this historic site.

Potential Unrecognized Resources or Stories:

A Civil War battle, part of the attack on the national capital, took place near the Beltsville B&O Railroad station on land owned by the BARC. This was part of a foiled attempt to free Confederate prisoners at Pt. Lookout under the command of CS Brigadier General Bradley T. Johnson in July of 1864. As part of a general raid in the area, Johnson threatened the eastern defenses of Washington. This would provide a useful interpretive opportunity for the Heritage Area. Civil War buffs are also avid tourists; once this battle can be accurately documented, it ought to be memorialized on an exterior interpretive panel, and it would be a perfect choice for the IKEA parking lot.

Almira Brown Mulloy could be featured in an interpretation of women in the Heritage Area, as a female entrepreneur.

Possible Interpretive Improvement:

An interpretive panel on inns in general - with some reference to the nearby Rossborough Inn as a 19th-century example - could focus on the vicissitudes of stagecoach travel and the comfort provided by inns. Linkages outside the Heritage Area include the Inn at Great Falls along the C&O Canal, or the railroad hotel at Relay, which served the same function. This panel might include some references to the changes brought about by automobile travel - early gas stations (like the one next to Behnke's), motels, or even the drive-in

movie theater that used to be at the intersection of Route 1 and Powdermill Road.

Other Comments:

The building was recently destroyed, and is to be interpreted in a wayside exhibit on the site. It is important to re-erect the mile marker for the site so that those driving the route of the Washington-Baltimore Pike can get the feel of the intervals between taverns/post stops.

Since IKEA will attract a large number of people from this region, an exterior panel here ought to be devoted to the ATHA itself, modeled on the brochure “ATHA Attractions” which has a map on one side and twenty destinations on the other. There is a short description, visiting hours and a contact number for each destination. Such a panel might encourage patrons to visit one or more of these sites on their return journey. It will be easiest to secure IKEA’s backing for such interpretive panels while the company is new to the area, so this should be a priority. Successful engagement with IKEA on this initiative might lead to continued support for ATHA efforts.

Recommendations:

Wayside exhibit

Create interpretive signage for ATHA (outreach opportunity to IKEA shoppers)

State historical marker should be reinstalled

Reinstall the stone milestone marker (note: current plans call for replica)

Background:

Built in 1834 by John Brown as a dwelling and tavern, on a site where an eighteenth-century tavern known as the White House had been located (at the end of the eighteenth century it was operated by Thomas Rhodes and was known as Rhodes Tavern.) It was a tavern on the Washington-Baltimore turnpike (1813), and a stone milestone from the turnpike reading “25M to B” (25 miles to Baltimore) stood here until recently; now being kept by the State Highway Administration, a replica will be re-erected at the planned commemorative park.²⁹

Brown’s tavern operated until 1913, sometimes as rental units, under the direction of Almira Brown Mulloy, one of John W. Brown’s daughters, following his death in 1862. The increase in automobile ownership and use in the 1920s/30s returned traffic and revived businesses along the Route 1 corridor, following the decline in the mid-19th century. About 1940, it was converted by new owner Felix Irwin into the office of a motel complex with

²⁹ A photograph of the marker appears in *Historic Sites and Districts Plan* (1992), p. H-3.

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50 brick cottage units, to meet the growing demand for lodging by automobile travelers along the widely used Route 1 corridor. The motor home and all physical reminders of this Victorian style two-story building were recently demolished. The Route 1 highway which links most of the ATHA communities is considered part of the nation's "Main Street," as it was the major north-south corridor from Maine to Florida.

41. Ammendale Normal Institute and St. Joseph's Chapel, 6011

Ammendale Road, Beltsville. Listed in National Register of Historic Places, 1975-04-14.

Thematic focus:

19th-century Catholic chapel, novitiate and school of the Christian Brothers [19, 20]

Statewide Interpretive Themes:

Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Freedoms Won, Freedoms Lost
Adaptation and Ingenuity
Pursuing Creative Arts, Aesthetics, and Design

ATHA "Interpretive Trails": "Churches, Stones and Bones" Trail, Education and Research Trail

Greatest Strengths: The site is most notable for its architecture, and its role in education in the state.

Possible Interpretive Improvement:

This site is presently not being interpreted. Outdoor interpretive panels could tell the story of Ammendale effectively, using pictures of the structure in its glory, and its story fits nicely into the general educational theme.

Other Comments:

The Ammendale Normal Institute has been destroyed by fire and it is unlikely to be rebuilt. Towards the rear of the property is a brick barn which might be suitable for recreational uses, and it would make an ideal arts or cultural center. It would be easily accessible because of its location on Route 1 and its proximity to Laurel, Beltsville, and other communities within a reasonable driving radius. It could follow the model of the Montpelier Cultural Arts Center, and this property could be put to similar use without a large capital expenditure - especially if it were a condition of allowing commercial development on this valuable property. The property is extensive, with a large number of mature trees, and it is situated along a rapidly developing portion of Route 1 between Muirkirk and Powdermill Roads. Undoubtedly, there is substantial pressure to develop it for commercial use. Permission to pursue such development should be linked to a carefully designed archaeological plan - such research should be made a condition of approval and paid for by the developer.

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The site is challenged by numerous encroachments, including a FedEx warehouse to the south. One source indicated that better access to the FedEx warehouse from I-95 is in the works; if so, this could become a major orientation site for ATHA.

Recommendations:

Wayside exhibit

Interpretive signage on site

Assess archaeological potential

Background:

A Catholic chapel, novitiate and school operated by the Christian Brothers, on land from Admiral Daniel Ammen. The Chapel dates to 1880, a brick building in the ornate Queen Anne style, with pointed-arch windows, jigsaw brackets and other detailing. The Institute building dates to 1884; a massive brick building with Queen Anne style decorative detail, towers, niches, and projecting gables. Nearly completely destroyed by fire in April 1998. A well-preserved bank barn is also on the property.

42. Beltsville

Thematic focus:

Important community stimulated by access to B&O Railroad [19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

Geography of Conflict

ATHA “Interpretive Trail”: “Main Street” Trail, Industry and Labor Trail, “Streetcar Suburbs” Trail

Greatest Strengths: Ideal place within the Heritage Area to focus on 20th-century stories.

Potential Unrecognized Resources or Stories:

The ATHA focus all but ignores modern (post-WW II) land usage, but there are several possible interpretive opportunities to tell that story. The first is to chart and interpret light industrial land use, looking at what light industries developed, which survived, and how have they changed over time. The rail connection may have been important when these industries were created but trucking is undoubtedly of greater importance today.

The second possibility is to chart the development and transformation of strip malls, looking at their roots in the automobile age, and the focus of their commercial activities as the businesses in these strip malls evolved over time. Car dealerships developed early but seem to be in decline; similarly, changes in restaurant types and cuisines can be very useful barometer to evolving social and cultural patterns.

Possible Interpretive Improvement:

The Ammendale site (in its future use) or the DMV might be appropriate spots for outside interpretive signs dedicated to telling the Beltsville story. An alternative might be the new post office on Rhode Island Avenue, although this site might be more appropriate for a panel describing the trolley line itself.

Other Comments:

Beltsville is a mixed residential and light industrial area, both of which are connected to the railroad. It is bisected by Rhode Island Avenue, the old

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trolley route between Laurel and Washington, D.C., and Route 1 (which follows the railroad tracks). The latter is dotted by strip malls, remnants of the past (such as 1930s era gas stations now being used as garages, or the 1940s era Veteran's Liquor neon sign), suburban institutions (Behnke's), and modern construction (the DMV). And places which have disappeared - such as the Beltsville drive-in theater.

Recommendations:

Wayside exhibit

Special event – i.e., a “Greater Beltsville Day,” celebrating the town and its rich heritage, from dinosaurs to BARC.

Background:

Note: St. Mark's Church and cemetery are also an important community center and landmark – see “**Churches, Stones and Bones**” Trail.

43. Vansville Tavern – SITE – Intersection of Odell Road and Old Baltimore Pike is location of Maryland State Historical Marker.

Thematic focus:

18th-century tavern [18, 19, 20?]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

ATHA “Interpretive Trail”: “Weary Traveler’s” Trail

Comments:

It would be worthwhile to locate the original site, in order to assess its archeological potential.

Recommendations:

Wayside exhibit

Assess archaeological potential

Background:

The site of the Vansville Tavern was close to the modern-day corner of Odell Road and Old Baltimore Pike. The Van Horne family operated a tavern, stage line, and a post office here, which was an important stop on the Post Road. The last surviving structure from the complex was a brick smokehouse.

44. Muirkirk Iron Works – SITE, 7011 Muirkirk Road, Beltsville

Thematic focus:

Although nothing remains on the site, there was a significant iron works active on this site [19, 20]

Statewide Interpretive Themes:

Settlement Patterns
Changes in the Landscape
Individual Communities and Cultures
Freedoms Won, Freedoms Lost
Adaptation and Ingenuity

ATHA “Interpretive Trails”: Industry and Labor Trail, African-American Heritage Trail

Greatest Strengths: Muirkirk’s changing roles in the region’s industrial history

Possible Interpretive Improvement:

Linkages: special linkages for Muirkirk include the community of Rossville, and connections to the African-American community of Laurel.

Recommendations:

Wayside exhibit
Interpretive signage in park nearby

Background:

Dating to 1847, the iron furnace was founded by William and Elias Ellicott, Scotsmen who are said to have named the site after Muirkirk, Scotland. The iron works was later operated by the Coffin family until 1920. It was destroyed by an explosion in 1888 but immediately rebuilt; in the early twentieth century it was adapted to the production of ochre from local ores, but converted to using foreign ores for its pigments in 1924. In 1940, six kilns, described as beehive-shaped brick charcoal ovens, were recorded as standing; one kiln remained in 1992, but none are still extant amidst this busy modern industrial complex.

The nearby community of Rossville arose shortly after the Civil War from a 24.88 acre parcel of land adjoined to the Negro Methodist Church and near to the Muirkirk Iron Works. In 1886, it was divided into lots and became a small community of African American laborers, primarily workers at the Iron

Works at Muirkirk (see Rossville). Old Muirkirk Road led from the Iron Works to Montpelier.

45. Muirkirk School – (No. 2 Colored School), now converted to American Legion Post 235, 7813 Muirkirk Road, Beltsville

**ATHA “Interpretive Trails”: African-American Heritage Trail,
Education and Research Trail**

Recommendation:

Wayside exhibit

Background:

The first school for African American children of the Rossville community was constructed in 1867 by the owner of the Muirkirk Furnace, the employment site of many residents of the surrounding area. At least in the early years of its operation, this school served both white and African-American children - the white children in the morning and the African-American children in the afternoon. This school building was acknowledged in 1867 to be the finest in the county. Its exact location is unknown.

Primary classes thereafter were held at Queen's Chapel, a log structure built in 1868 as a "place of public worship and school house for the colored people." After Queen's Chapel burned in the 1890s, the school was held in Abraham Hall, the social center of the Rossville community. It was not until 1922, when Rosenwald funds became available, that bonds were issued for the building of schools for the Muirkirk, Chapel Hill, Fletchertown and Duckettsville areas. The Rosenwald school at Muirkirk was closed in 1950. It was purchased a few years later by the American Legion Post 235.

46. Dinosaur Artifacts (from Arundel Clay Formation) – SITE – Muirkirk area

Thematic focus:

Prehistoric artifacts of enormous national and international appeal come from deposits found here and elsewhere in the region [Prehistoric]

Statewide Interpretive Themes:

Changes in the Landscape

ATHA “Interpretive Trail”: Science and Environment Trail

Greatest Strengths:

Dinosaurs have enormous international, across-the-ages appeal, and those found here have been designated the Official State Dinosaur

Other Comments:

Linkages: Smithsonian Museum of Natural History, and Maryland Science Center. The dinosaur artifacts found here are in the Smithsonian, and related exhibits are featured in the “Dino Digs” Dinosaur exhibit at the Maryland Science Center at Harborplace in Baltimore City. The geological clay formation in which the artifacts were found underlies much of the region and future discoveries are possible.

Recommendations:

Wayside exhibit

“Dinosaur Park” previously in development (on hold?)

Background:

Dinosaurs have been found in Maryland in rocks from the Mesozoic era, between the Triassic and Cretaceous periods. Specimens found in the Beltsville region come from a formation called the Arundel Clay of the Lower Cretaceous period, when plants, bones, shells, and other remains of land and sea creatures, were buried in alluvial sediments washed into low-lying areas, and hardened into rock through the process of lithification. (See also the interpretive comments for BARC.)

47. Rossville and Queen's Chapel Site and Cemetery

Thematic focus:

African-American community [19,20]

Statewide Interpretive Themes:

Settlement Patterns

Individual Communities and Cultures

Freedoms Won, Freedoms Lost

**ATHA "Interpretive Trails": African-American Heritage Trail,
"Churches, Stones and Bones" Trail**

Greatest Strengths: Rossville is an important African-American community, a rural counterpart to North Brentwood.

Possible Interpretive Improvement:

The most important stories for interpretation include Rossville community, lodge life, and church camp days. Another interesting story would be Rossville's association with Muirkirk Iron Furnace; a historical marker or story board could be erected in the park off Muirkirk Road opposite the entrance for Old Muirkirk Road. This could also be a launching point for interpreting Rossville and guiding visitors to Abraham Hall.

Recommendations:

See recommendations for Abraham Hall. Certainly this is one of the most important sites available to interpret the stories of African Americans in ATHA.

Pursue local historic district designation for Rossville?

Continue to collect oral histories

Background:

This is a community which developed adjacent to the church and cemetery at Queen's Chapel, a Methodist meeting house which had been erected by African Americans in 1868. Rossville was made up largely of African American families who worked at nearby Muirkirk Iron Furnace. In 1886, a 25 acre parcel of land adjoining the chapel and the graveyard had been subdivided into twelve lots which became the community of Rossville.

Within a year, the twelve lots were purchased by the African American families, most of whom were laborers at the Muirkirk Iron Furnace. By late 1889, structures had been erected on all but one lot. Two of the new

owner-residents, Thomas Matthews and Knotley Johnson, had been among the six founders of Queen's Chapel twenty years earlier. Another of these first builders was Augustus Ross for whom the community was named.

The area has a rural agricultural setting and its vernacular buildings were erected from 1889 to the 1950s. Along with the present Queen's Chapel building which dates from the 1950s, the historic focus of the community has been Abraham Hall, a two-story, frame lodge hall erected in 1889 by Rebecca Lodge #6, a local benevolent society.

Queen's Chapel (site) & Cemetery, 7410 Old Muirkirk Road, (South Side), Beltsville

This is the site of the original Queen's Chapel, next to the cemetery which is still in use. The first small log chapel was built on the south side of old Muirkirk Road. For approximately 30 years this building was the center of worship as well as the location of a primary school for the local African American population. The chapel came to be known as Queen's Chapel, probably in honor of Thomas Queen, one of the original trustees. In the late 1890s, the log chapel was destroyed by fire and for several years, services, as well as school classes, were held at nearby Abraham Hall. In 1901, a new frame chapel was erected on the site of the former log structure. In 1953, a new brick church was built on land directly across the old road on the north side. The graveyard has expanded since that time to include the site of the frame chapel. Part of **"Churches, Stones and Bones"** Trail.

48. Abraham Hall (Rebecca Lodge No. 6), 7612 Old Muirkirk Road, Beltsville

Thematic focus:

Historic structure at the center of an African-American community [19,20]

Statewide Interpretive Themes:

Settlement Patterns

Individual Communities and Cultures

Freedoms Won, Freedoms Lost

ATHA “Interpretive Trails”: African-American Heritage Trail, “Churches, Stones and Bones” Trail, Industry and Labor Trail, Education and Research Trail

Greatest Strengths:

A relatively well-preserved historic structure with an outstanding heritage story to tell.

Possible Interpretive Improvement:

The building’s layout is common for such multi-purpose structures and lodges. Closely linked to the Queen’s Chapel Methodist Church, the structure served as a school in early years and the church held annual camp meetings at the site, which were important spiritual and social meetings. A variety of oral history is available on this latter function. The meetings were held over the course of a week or more and held in August. They brought people from a wide distance, some of whom camped on the property. Food was prepared down in Muirkirk and brought up to the site. Both oral histories and archaeology could fruitfully explore this important social and religious custom, which is not interpreted anywhere else in ATHA. The building served the local congregation as a church after its chapel burned down, and a wide range of community activities have taken place in the hall.

Abraham Hall is a central building for the Black community of Rossville. Many residents of Rossville labored in the Muirkirk iron works, while others farmed. According to Philip F. Gibson, currently one of the oldest lodge members, residents considered themselves fortunate, as there was always work in the area. In the 20th century, much of the work was associated with government, with Gibson providing a good example. He worked in his early years first with the railroad and then with the Sanitary Commission. After service in World War II, he worked for thirty years at the Beltsville Agricultural Research Center, retiring in 1976. This availability of local

employment may be one contributor to the stability of this community.

Free blacks had been in the area since at least the 1850s, and Queen's Chapel was built by the community on land purchased in 1868. Some residents may have descended from enslaved laborers on the Snowden iron works. These connections would be useful to pursue through additional research. If links are uncovered, they could be interpreted here and perhaps at Montpelier. The community is still viable, and much has been preserved through what locals call the "by-passing" of their area. Nevertheless, several old structures have vanished, such as the Ross House, while others have been greatly modified, such as the Crump House (apparently built by an escaped slave from Virginia who was also a Civil War veteran). In order to preserve the historic structures of this small community, ATHA may wish to assist them in pursuing a local historic district designation.

This area has a unique and interesting history, one that would be of interest to both African American and white visitors. Abraham Hall could provide a perfect space for interpreting the local history. The lower floor could be used for interpretation, while the upper floor might provide useful office and archival space for a local history project. Exhibits might include how and why the community developed here, and the role of the church in this community, and connections to other African American communities nearby (Laurel and others).

Abraham Hall deteriorated over the years until it was in deplorable condition in the 1980s. Rebecca's Lodge and the community took on the task of renovation using grant funds, and the building was re-opened in 1991. Maintenance of the building has been financially difficult since that time. Some problems may be rather simple to correct,³⁰ while others are more serious and will be costly to repair. It would be difficult to periodically seek grant funds to remedy such problems. However, if a long term plan could be formulated for the structure, one that identifies future income sources (through rental to carefully-chosen private events, admissions income, endowment income, etc.) and dedicates a reasonable portion of these proceeds to on-going maintenance, then it may be possible to obtain grant funding both for building repair and interpretive development.

This could be a major hub for the **African-American Heritage Trail**. When the future Center and Museum in North Brentwood is fully functional, it may be superseded, but until then this site could serve as an orientation center for the interpretation of African-American Heritage in the area. A series of

³⁰ Moisture problems, for example, may come from a set of downspouts on the left side of the building that do not divert water away from the structure.

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interpretive panels on the major communities (Rossville, Laurel, Lakeland, North Brentwood) and major stories, on the model of the excellent panels in the Bladensburg Waterfront Park, could serve as a starting-point for tours.

There is an enormous potential for further oral histories to be collected from family members who have lived and/or are still living in the community, or still participate in Abraham Hall functions. Topics could include employment/means of making a living, including furnace workers; agricultural workers; federal government employees.

Other Comments:

The building remains the only black historic site in the county to have been renovated and preserved as an historic site with county funds.

Recommendations:

Wayside exhibit

Exterior interpretive signage

Undertake archeological investigation of "camp meeting" function of this site

Research links of free black community to Montpelier Mansion

Develop long-term plan for interpretation and maintenance – interior interpretive exhibit desirable

Continue to collect oral histories of community members

Background:

The largest lot in the newly-formed community of Rossville was purchased in 1886 by the Rebecca Lodge No. 6 of the Benevolent Sons and Daughters of Abraham. This was a mutual aid society. This building, the largest and most substantial in Rossville, was erected in 1889 and enlarged to present capacity in 1897. When Rossville's community church, Queen's Chapel, was destroyed by fire in 1890, Abraham Hall served as church and school until the church was rebuilt in 1901. The Hall was also the scene of many camp meetings for the congregations of Queen's Chapel and the two other churches of the Laurel Charge, St. Mark's and Mt. Zion. Abraham Hall is a rare surviving example of the benevolent society halls established in African American communities during the late 19th century. The building remains the active meeting hall of the community, and also currently houses the office of the Anacostia Trails Heritage Area.

49. Beltsville Agricultural Research Center (BARC), Beltsville Agricultural Research Service National Visitor Center

Thematic focus:

Center for agricultural research with international standing and extensive visitation [20]

Statewide Interpretive Themes:

Settlement Patterns
Changes in the Landscape
Individual Communities and Cultures
Freedoms Won, Freedoms Lost
Adaptation and Ingenuity

ATHA "Interpretive Trails": Agricultural Trail, "Linking the Nation" Trail, Education and Research Trail, African-American Heritage Trail.

Could also be part of a "Civil War Trail," if one is developed. The Log Lodge is a perfect "anchor" for this area, directing tourists who visit here to nearby Greenbelt, the NASA/Goddard Center, as well as south, towards the UMCP campus.

Greatest Strengths:

An internationally-renowned research facility responsible for many of the foods we eat and other important consumer products we have relied on.

Potential Unrecognized Resources or Stories:

Besides all of the wonderful scientific innovations attributed to BARC, the site offers historical stories that could be presented to the public. For example, a Civil War raid took place here near the Beltsville railroad station; a sign or interpretation would be welcomed. In addition, the Snowden plantation house known as Walnut Grange still stands with several modifications; the house and surrounding grounds could be developed into a historical agriculture site. The focus would be on historical crops (including tobacco) and techniques, and its impact on the environment. In fact this may be the one site within the Heritage Area where the enormously important story of tobacco cultivation could be told. This would provide visitors with a backdrop for work that BARC has done in the 20th century.

Possible Interpretive Improvement:

Scattered across the property are a variety of historic structures. To the extent that this is compatible with security, some of these might profitably be included on driving tours of ATHA.

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Links between BARC and other sites within ATHA are numerous - the story of innovation; the Snowden link via Walnut Grange; the Civil War; agricultural innovation in line with George Calvert of Riversdale and the University of Maryland; aerial photography of the property by the Wright brothers, flown out of the College Park airport; the USDA farmers market held on Thursdays (can be linked to other shopping or craft experiences). Despite these links, integrating Federal sites that have their own agendas into a local tourism network can sometimes be difficult. Not only do they have their own agenda, but many federal installations see the most visitation from visitors with very specific interests (agriculture, in the case of BARC). Nevertheless, it is important to attempt integrating them, and a two-fold strategy should be utilized with a site such as this. On the one hand, ATHA should seek to have its promotional materials prominently placed in the site so that single interest visitors to BARC may be enticed into the surrounding area while visiting. On the other hand, ATHA should also try to actively market sites such as BARC because they have resources that may be of real interest to visitors. They help vary the mix of sites and add to the "critical mass" that can mean a good trip - and perhaps a repeat trip - for the visitor.

Linkages – Many of the roads and buildings, including the Log Lodge which now serves as a Visitor's Center, at BARC were built in the 1930s by the Civilian Conservation Corps (CCC). A mini driving tour of Works Progress Administration (WPA) and CCC sites could be developed with road markers and brochures like the one for the Log Lodge could be developed.

Technology/Innovation Linkages: BARC's international reputation for its research is well deserved. Linking it with UMCP, NASA Goddard, and the College Park Aviation Museum would form an impressive tour of ATHA's technology/innovation corridor.

Agricultural Linkages outside of ATHA: Linkages could be made with the Claude Moore Colonial Farm in Fairfax County, Virginia; the National Colonial Farm in Accokeek; or the Carroll County Farm Museum in Westminster.

Archaeology Potential: One of the striking aspects of BARC is the fact that it has some 7,000 acres of land preserved next to a growing and highly developed area. Although some types of agricultural processes may have adverse effects, it is in effect a very large archaeological preserve. A Master Plan of the grounds was completed in 1996, which includes an archaeological survey of BARC. BARC unquestionably holds a variety of valuable archaeological resources, ranging from prehistoric sites associated with Native Americans, to colonial plantations and slave quarters, 19th-century resources,

and the site of at least one Civil War engagement. Many of these sites are likely eligible for listing on the National Register of Historic Places. In the interim, controls should be put in place to prevent unnecessary damage to archaeological sites, whether through metal detecting, pot hunting or inadvertent destruction. Although the National Park Service has expertise to assist with archaeological assessments, a variety of other assets are close at hand, such as the Department of Anthropology at the University of Maryland College Park and other regional educational institutions.

It is equally important to protect the historic buildings of BARC. USDA does not have a budget for this effort, although it is, in fact, mandated by Federal law. ATHA may wish to explore the experiences of other organizations in finding innovative ways to stimulate preservation on similar important Federal properties.

The story in the ground goes back much farther than the Holocene and late Pleistocene evidence of humans on the landscape. On and next to BARC lands lies a remarkable series of much older deposits from the Cretaceous Period (140 to 66 million years ago), and they are exposed on the surface. The Cretaceous clays exposed here contain dinosaur fossils, amber that trapped ancient insects, and sandstone that contains fossilized leaves of the first land plants. To have fossilized remains of the planet's first plants here is wonderfully serendipitous on a facility that uses the most modern of technologies to understand and even design new plants.

Also visible in these deposits is the end of the Cretaceous and the beginning of the Tertiary period, what paleontologists and geologists call the K-T boundary. The link between these end-Cretaceous deposits and "extraterrestrial" forces is one that is interesting to contemplate and may provide further links between ATHA sites. The end of the Cretaceous is best known as the point at which dinosaurs became extinct. Geologists have found that around the world, K-T boundary deposits are characterized by high concentrations of iridium, a heavy metal that is rare in the earth's crust (due to its great weight, most of the earth's iridium was pulled by gravity down into the core). When iridium is found in surface deposits, it usually comes either from volcanic activity (recycling iridium from the earth's core) or from extraterrestrial sources such as asteroids or meteorites. The global distribution of high levels of iridium in the K-T boundary suggests an extraterrestrial source such as a very large asteroid. This is supported by the wide distribution of highly shocked quartz crystals and small spherules of glass, created when sand and silica were thrown up into the furnace-like explosion from impact. The prevailing theory for the demise of dinosaurs and the massive extinctions of the end-Cretaceous is now an asteroid strike. The impact is estimated to have come from an asteroid that was approximately 10 km in diameter and

exploded with an energy 10,000 times greater than that of the current nuclear arsenal of the world. Recent testing indicates similarly high iridium levels in ATHA's K-T materials. An interpretive program that examines dinosaurs through their fossils and explores the end of the Cretaceous might be very appealing. There are few places, if any, in the Middle Atlantic where this issue can be brought into interpretation. It is intriguing to people on a variety of levels. These include the dinosaurs themselves, the surprising vulnerability of creatures that dominated the earth for so long, and the unsettling notion that we too could be vulnerable to an external event not of our making. This realization has made us more aware of objects in space that may be on a collision course with the earth, and NASA has been active in trying to track these objects; an interpretive link with Goddard Space Flight Center and the Hubble in this area seems like a winning proposition.

An early sketched diagram of Walnut Grange identifies a structure near the still-standing Milk House as a slave quarters; the possibility that remnants of slave dwellings may be on this site is tantalizing. Given that this property was not affected by suburban development, there is a good chance that an archeological dig could produce worthwhile results. If so, it would fit nicely into the interpretive linkages regarding slavery and the plantation agricultural system, at Riversdale, Montpelier, and other related sites.

Other Comments:

The Beltsville Agricultural Research Center (BARC) has a wide variety of resources and potentially interesting attractions for visitors. These start with the Visitor Center itself, a marvelous log structure built by the Civilian Conservation Corps (CCC). This building could have a legitimate place on any architectural tour of the heritage area and is currently under restoration by USDA with the help of the National Park Service.

This site is especially important because it focuses on agriculture, which was the way most people earned their living before 1910. It provides a reminder that we all rely on a dependable food supply, and that only 3% of the population is actually engaged in feeding the other 97%. The efforts of the Visitor Center staff and of Dr. Rob Griesbach to preserve and promote the general and agricultural history of the area are admirable. The number of visitors that the center receives – over 25,000 per year – is enviable; however, most of these are due to the scientific nature of the center, and not its rich history. The BARC story could be easily linked to George and Charles Benedict Calvert's scientific farming attempts at Riversdale as well as the agricultural parts of the University of Maryland.

The story related in the Visitor Center, primarily in verbal presentations from

our hosts, was one of far-reaching research, the many “firsts” associated with BARC (aerosol cans, the extra pork chop, vermiculite, non-spoiling fruit, DEET, etc.), and BARC as the “NIH of agriculture.” This is certainly an important story, especially when it is accompanied by stories about current research and initiatives not popularly associated with the USDA, such as efforts toward retention of biodiversity (such as the Germ Plasm Research Inventory) and “bio-rational” natural products.

The tour around the property was tremendously informative, but this was due to the deep knowledge and passion of our guide. This raises a question about what the “average” visitor experiences, however, as our guide is actually a research scientist who happens to have an interest in the history of the facility and is Chair of the BARC History Committee. In addition, the major focus of BARC is not tourism, but research. Because this is a facility with enormous potential public interest, BARC (with, if necessary, encouragement or active participation from ATHA) should institute a plan to record this information, formalize a tour of the grounds, and ensure training of a corps of guides. As at the Goddard Space Flight Center, these guides could be volunteers. Alternatively, or better yet in addition to this effort, a museum with well-designed exhibits would be a useful addition. Without such efforts, the knowledge of a few dedicated volunteers may eventually be lost, and visitation will founder when they are no longer available.

Although its interpretive exhibits in the Log Lodge focus on the scientific research of the Agricultural Research Service (ARS), BARC should consider reaching a larger lay audience with a less sophisticated approach. A historical interpretation here could also emphasize that the improvements generated by BARC research provided a steady and inexpensive food supply so that an urban industrial society could develop in the late nineteenth and twentieth centuries. Consultants on the history of agriculture, such as Pete Daniels from the Smithsonian Institution, could be of assistance. Additionally, this historical orientation could be supported by the National Library of Agriculture and its unparalleled collections.

The site itself contains the potential for a fantastic agricultural history interpretation. The area was initially settled by the Snowdens, who probably grew tobacco with slave labor. Part of Walnut Grange – a Snowden home – still stands. This provides an excellent opportunity to explore the plantation of agriculture of the eighteenth century – both its exploitative nature and its dependence on a wider world market. In the late eighteenth and early nineteenth century, the major crops grown in this area were wheat and corn, which was ground at nearby mills, such as Avondale Mill on the Patuxent, or Avalon Mill and Adelphi Mill on the Northeast Branch. After the railroad connected the area to the urban centers of Washington and Baltimore, truck

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farming obviously became increasingly important. And, in the early twentieth century, governmental interest in a dependable food supply for urban areas contributed to the founding of the Agricultural Research Center. This history could be related in the Visitor Center or with roadside display signs.

The Visitor Center should extend its hours for weekend visitation by the general public. Combined with public facilities such as picnic areas, and improvements in signage, this could become a major asset to ATHA. Using the tour bus that is already at their disposal, BARC could create tours that would have well-researched, pre-recorded scripts available to riders on days when staff guides are not available. This site certainly reinforces the importance of the effects of the seat of the Federal government being located adjacent to the Heritage Area.

It is hard not to think of the potential that some portion of BARC might have for ATHA's interpretive program. One of the major difficulties posed by the larger ATHA region is the high saturation of development, which makes it very difficult for visitors to visualize prehistoric or rural colonial and 19th century landscapes. It also is difficult to convincingly do living history in the midst of modern development. There may be an identifiable piece of land that could be used for interpretive programs. Although this may be impossible for a variety of legal and bureaucratic reasons, it might be worth exploring the possibility of using some portion of the facility to interpret things such as early tobacco and wheat planting, or perhaps even contrasting cultivation and field techniques from prehistoric times through to the present. This fits closely with the agricultural theme of BARC, while opening some new interpretive possibilities for ATHA.

Recommendations:

Wayside exhibits

Develop historical agriculture site (possibly at Walnut Grange), especially including tobacco

Create "mini" driving tour of Works Progress Administration and CCC sites

Review 1996 archeological survey of entire 7,000 acres for possible public archeology program

Develop preservation plan for entire property to assure preservation of historic buildings and sites

Interpret fossilized plants (and other fossils)

Create in-depth interpretive plan for tours of the site, including recording information, formalizing the tours, training guides, and creating audiotapes.

Create historical museum as companion to technological exhibits at the visitor center – start by creating brochure on the history of BARC.

Expand visitation hours on weekend

Background:

The Beltsville Agricultural Research Center is located on 7,000 acres of land and is both a working and experimental farm with 36 laboratories. Beltsville scientists' research programs range from soil, water, and air conservation, human nutrition, plant and animal breeding, chemical pest control, biotechnology to genome mapping. The National Visitor Center provides information on the history of crop development and animal husbandry techniques, genetically engineered crops, and agricultural and technological inventions developed at the Research Center.

The Agricultural Research Center opened in Beltsville in 1910. Researchers here quickly began reshaping our foodstuffs and other important consumer products, and pioneered the mass-production of penicillin, a discovery said to have been made using a moldy cantaloupe found in a food market nearby.

Walnut Grange: Located on the grounds of BARC, and used for offices, the historic Walnut Grange was built in 1805 as a residence for Mary Snowden Herbert, the daughter of Thomas Snowden of Montpelier. It is a two-story brick house built from an unusual butterfly-shaped design. A fire destroyed the west wing in the 1850s; the semi-circular bays of the center section survive.

50. Patuxent Wildlife Research Center, Patuxent Research Refuge, and National Wildlife Visitor Center, 10901 Scarlet Tanager Loop, Laurel.

Thematic focus:

Center for wildlife research with international standing and extensive visitation [20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Chesapeake Bay/Waterways/Transportation

Adaptation and Ingenuity

ATHA “Interpretive Trails”: Science and Environment Trail, Education and Research Trail, Natural History Trail

Greatest Strengths: The Visitor Center is renowned for its state-of-the-art exhibits.

Background:

The National Wildlife Visitor Center at the Patuxent Research Refuge is the largest science and environmental education center in the U.S. Department of the Interior. Interactive exhibits focus on global environmental issues, migratory bird routes, endangered species recovery efforts and wildlife habitats.

Patuxent Research Refuge was established as a unique area where habitat research could be conducted both for the betterment of wildlife populations as well as for the humans who benefit from these populations. Its affiliate, the Patuxent Wildlife Research Center, has been a national and international leader in wildlife research since its creation by Congress in 1936. After several organizational changes, PWRC is one of 17 Research Centers of the U.S. Geological Survey (USGS), the natural resources research arm of the Department of the Interior (DOI). The U.S. Fish and Wildlife Service through the National Wildlife Refuge System administers the Patuxent Research Refuge.

Some conservation efforts here date from the early 1900s, but scientific wildlife management and research were not begun until the mid-1930s. On December 16, 1936, President Franklin D. Roosevelt signed an executive order to transfer 2670 acres of land in Anne Arundel and Prince George's Counties owned by the federal government to the Department of Agriculture

(USDA) as a wildlife experiment and research refuge. The Refuge was dedicated on June 3, 1939 by Secretary of Agriculture Henry A. Wallace, who stated that "the chief purpose of this refuge is to assist in the restoration of wildlife - one of our greatest natural resources. ... [The research center is] the manifestation of a national determination and a national ability to conserve and administer wisely the organic resources and products of the soil - a priceless heritage to the generations of Americans yet to come."

The location of the Patuxent Research Refuge adjacent to the National Agriculture Research Center at Beltsville, Maryland, made it an appropriate location for "long-time studies on the interrelationships of wildlife with agriculture and forestry," where wildlife could be studied in relation to the production of agricultural crops, and where lands poorly suited for agriculture could be turned back into forests, fields, and meadows, thus again becoming productive for wildlife. A major change in the relationship of humans and wildlife, however, had taken place during the 1930s, when a long drought, coupled with decades of wetland drainage by humans, devastated North America's waterfowl populations. Americans were becoming aware of the negative impact their activities were having on wildlife.

Environmental concerns in the 1960s also led to greater public awareness of issues stemming from research conducted here. A new building for the environmental contaminants program, called the Biochemistry and Wildlife Pathology Laboratory was dedicated in 1963 by Secretary of the Interior Stewart Udall. Throughout his dedication speech, Mr. Udall referred to the work of Rachel Carson and her famous book *Silent Spring*, published in 1962. Ms. Carson never worked at Patuxent, but based much of her book on research done there.

In 1984, planning began on a visitor center at Patuxent, which had been discussed initially in the 1960s. In 1991, 7600 acres of land in Anne Arundel County that was previously part of Fort George G. Meade, immediately adjacent to the north, was transferred to Patuxent, and an additional 500 acres, including three baseball fields, were transferred in 1992. The primary mission of Patuxent as stated in the 1993 Strategic Plan was "to conduct biological studies in response to programs and priorities of the National Biological Survey (NBS) to support land and resource managers within the Department of the Interior. The center will operate a National Biological Research area as an outdoor laboratory and operate the NBS National Wildlife Visitors Center for the advancement of environmental education and biological science." New approaches to land management research that need large blocks of land, such as habitat restoration, predator-prey relationships, biodiversity, impacts of hunting, cowbird parasitism, wetland creation, and habitat enhancement, were a focus.

Anacostia Trails Heritage Area

Keeping the land activities closely associated with research reflects the original goal and historic use of the lands at Patuxent--to determine land-wildlife interrelationships through research.

Snowden Hall, Building #016, Patuxent Wildlife Research Center, Laurel (see below), is a 19th-century Snowden family home on the grounds; it is now used for offices (note: needs restoration).

51. “Wild Cat Farm”, Methodist Preaching Place, Maryland Route 201 (Edmonston Road), north of Crescent Road, Greenbelt. Site of Maryland State Historical Marker.

ATHA “Interpretive Trail”: “Churches, Stones and Bones” Trail.

Background:

Bishop Francis Asbury, the Methodist leader, recorded nine visits to this farm, which belonged to Shadrick Turner, who with his wife, Sarah, hosted many meetings here between 1777 and 1801. Asbury is also known to have visited the early Immanuel Church in Horsehead, and Bell’s Church in Camp Springs. Nearby is the Turner family cemetery, which is the only remaining feature of “Wild Cat” Farm.

52. Greenbelt Historic District, Greenbelt Community Building and Greenbelt Museum; entrance to historic district (on Southway) marked by Maryland State Historical Marker.

Thematic focus:

1937 planned “green town” community – residential [20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Freedoms Won, Freedoms Lost

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trail” – Greenbelt Trail; Industry and Labor Trail, Education and Research Trail.

Greatest Strengths:

International stature as a New Deal-era planned community

Potential Unrecognized Resources or Stories:

Linkages to several unique, later planned communities nearby: Levitt community in Bowie and small community in Laurel, and Columbia in Howard County. It would be interesting to contrast Greenbelt as a 1930s planned community with Columbia, and with the much earlier African-American (semi-planned) community of North Brentwood.

This is one of the premier sites within the Heritage Area to tell women’s stories, not only about famous women like Eleanor Roosevelt, but also stories of women’s daily lives; the uproar surrounding rules about hanging the laundry is a remarkably vivid example. With Riversdale, and St. Paul’s Baptist Church, it could be a third major site for interpretation featuring outstanding women.

Possible Interpretive Improvement:

Greenbelt was constructed by an integrated work force, but it began as a segregated community. It is important to tell the story of African Americans working here and then living here (in planning stages; research underway by Museum’s Curators.)

Some social aspects of life in a planned community are highlighted, but could be further expanded.

Other Comments:

The City of Greenbelt should receive the highest commendation for its commitment to interpreting and displaying its history. The municipally supported Greenbelt Museum ought to be a model for other small communities around the state and country. The Greenbelt Museum has developed innovative exhibits in the community center that are open twelve hours a day, every day. The house museum is also an excellent interpretive site. The Museum was recently awarded an AASLH prize for excellence. However, like the Laurel Museum, the Greenbelt Museum does not currently have a permanent exhibit on the general history and development of the city. Such a facility, ideally in the community center, would educate visitors about Greenbelt – not only its beginning, but its evolution to the present day. It would serve as the historical context that would tie together the house and changing exhibits.

The Greenbelt Community Center resides in an architectural gem that can nicely set the stage for a visit to Greenbelt. A more formal dedication of a small portion of the building to visitor reception (perhaps with a visitor-activated introductory film such as the one currently available and viewed during our visit) would provide an excellent entry to the community, followed by a visit to the Museum and/or a walking tour. A printed brochure with walking tours is available, and seven informative trail-side panels have been installed at points of interest.

Greenbelt was designed to be a “walkable” community. The interpretive panels explaining various aspects of Greenbelt could be redesigned to further open and expand the historic interpretation, and with careful planning could link interpretive points in the museum’s presentations with the real life examples that could be seen on the walking tour. The walking tour brochure could lead visitors to walk through several residential courts, guiding them back through one of the below-street walk ways to the town center, and then encourage them to experience a walk around Greenbelt Lake. They then could enjoy a meal at the town restaurants.

The house museum has a great appeal to those interested in either architecture or in furniture styles. The original furniture and household objects are wonderfully illustrative of the period and some have personal stories attached to them that intrigue visitors. With the current popularity of television productions such as “Antique Roadshow,” a segment of the tour on how to recognize the distinctive and collectible furniture and artifacts associated with Greenbelt might be of interest. From an architectural or engineering standpoint, there are some additional points about Greenbelt’s structures that could be explored in greater depth, such as the innovative use of concrete

flooring in second stories the early use of plywood, and prefabricated house components.

Recommendations:

Create driving tour

Expand pedestrian interpretive signage

Establish permanent exhibit on general history and development of the city

Use Community Center for more visitor reception

Special events designed for visitors as well as residents – optimize ATHA linkages and visibility

Suggest Greenbelt as a site for “Antiques Roadshow” in highlighting collectibles from the New Deal?

Greenbelt Historic District, Off Maryland Route 193, Greenbelt. Listed in National Register of Historic Places, 1980-11-25, and designated as a National Historic Landmark.

Historic Greenbelt is a National Historic Landmark planned community that was designed and built by the federal government’s New Deal program during the Great Depression. Greenbelt’s team of prominent planners and architects, led by Rexford G. Tugwell of the Resettlement Administration, attempted to redress the nation’s shortage of low- and moderate-income housing and create a small utopia, using principles of garden city planning for a self-sufficient community with open space for recreation. Greenbelt is the most successful and intact of the government’s three completed “greentowns,” retaining its original plan and many of its International-style buildings with few alterations and additions. The original planned section of the City was designed, developed, and expanded in a very short time, between 1935 and 1941.

Greenbelt Museum, 10-B Crescent Road, Greenbelt. The Museum, an original International Style house built in 1937, is one of the original homes in the community, near the town's center. The home has been restored nearly to its original depression-era appearance, complete with period furnishings and period household items designed by the government to fit these homes. The Museum also presents interpretive exhibits in the Art Deco-style Community Center at 15 Crescent Road, which are open to the public every day.

Greenbelt School, at 15 Crescent Road, built in 1937. An L-shaped, concrete block building with panels sculpted in bas-relief by the artist Lenore Thomas, depicting the Preamble to the Constitution. It is an example of the streamlined Art Deco style, and in addition to being the school was the community center in the early days of the planned community.

Greenbelt Movie Theater: The Greenbelt movie theater is a regional treasure. As the photos in its lobby attest, it was one of a number of movie theaters which thrived in the 1930s/40s, but it is the sole survivor. In addition to its commercial viability, it could participate in regional arts programs, perhaps connected in some way to the Discovery Channel development in Silver Spring, or with the film program at the University of Maryland, College Park.

Background:

Greenbelt had its origins as a “planned community” that was more or less imposed from the outside, the federal government, as a product of short-lived New Deal optimism. Unlike, and in vivid contrast to, the organically-grown settlements around it, this one was formed and managed with a strong controlling hand. The *Greenbelt Manual* was a book of rules and regulations that each member of the community must follow; it was written and issued by community manager Roy S. Braden.

The rules that governed who could live here and how they could behave were surprisingly not usually perceived as onerous or unpleasant by the low-to-middle-class residents who believed themselves lucky to live here. Residents had to be white; the population’s religious beliefs had to conform to a federally-averaged profile; women whose husbands worked were not allowed to be employed; pets were not allowed; and there were minor rules, such as those dictating the washing and hanging of laundry. It was a strongly internally-connected community, with walkways, underpasses, designed so that residents could walk to school, shopping, etc. Cooperative structures took hold here that remained long-lived, in great contrast to the rest of Maryland society. Those who stayed were proud of its social benefits and unique lifestyles.

53. NASA/Goddard Space Flight Center and Visitor Center, Soil Conservation Road, Greenbelt. Goddard's Spacecraft Magnetic Test Facility structure is a National Historic Landmark.

Thematic focus:

State-of-the-art research facility on the cutting edge of space and satellite technology [20]

Statewide Interpretive Themes:

Changes in the Landscape
Chesapeake Bay/Waterways/Transportation
Adaptation and Ingenuity

ATHA "Interpretive Trails": "Balloon to the Moon" Trail, "Linking the Nation" Trail, Science and Environment Trail, Education and Research Trail

Greatest Strengths: The guided tour through several buildings within the facility exposes visitors to state-of-the-art space science happening before their eyes!

Possible Interpretive Improvement:

Hubble linkages: to Hubble Space Telescope National Visitor Center at Maryland Science Center in Harborplace in Baltimore City

Other Comments:

The Visitor Center at Goddard has a nice selection of displays, although maintenance must not be a priority – many of the interactive displays were broken. A nice feature that could be effectively utilized at other sites was the availability of activities for children, such as a scavenger hunt. The tour guide was knowledgeable and well-informed. He gave a nice introductory presentation in the Visitor Center and did a good job explaining technical material on the tour. Because the center and its buildings are in a secure facility and visitors must be accompanied by a guide, interpretation relies on verbal descriptions. This was effective and plenty of opportunity was provided for questions.

Recommendations:

Update exhibits

If the grounds of the facility are closed to visitors for security reasons, consider creating an interpretive display outside the secure perimeter

Background:

The NASA/Goddard facility operates a Visitor Center and Museum that includes interactive exhibits on satellite control, spacecraft construction and communication operations with a focus on 1958 to present. Collections include space flight artifacts and photographs.

Goddard is called “home to the nation's largest organization of combined scientists and engineers dedicated to learning and sharing their knowledge of the Earth, solar system, and Universe.”

The hub of all NASA tracking activities, Goddard is also responsible for the development of unmanned sounding rockets, and research in space and earth sciences including NASA's Mission to Planet Earth. Goddard is now a large campus of buildings essential for operation of the U.S. manned and satellite space program, notably the Space Shuttle program and the Hubble Space Telescope.

The Spacecraft Magnetic Test Facility structure at Goddard was listed in National Register of Historic Places, 1985-10-03. Dating to 1966, it is a 60-foot-square construction of non-magnetic materials, a unique “clean” laboratory environment for testing large satellites and calibrating equipment.

Note: “Centennial of Flight” – The 100th anniversary of flight on December 17, 2003 will be marked throughout the United States and abroad by a wide range of activities. NASA and the research in rocket science by Robert Goddard, “the father of the Space Age,” play an important role in this project.

54. Montpelier Mansion, 9401 Montpelier Drive, Laurel. Owned by the M-NCPPC; listed in National Register of Historic Places, 1970-04-17; also designated as a National Historic Landmark; site of Maryland State Historical Marker.

Thematic focus:

18th-century residence of prominent Snowden family, owners of nearby iron works; extensive agricultural activities with slave workforce; notable connections with national figures. [18, 19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trails”: “Creating a New Nation” Trail, Agriculture Trail, African-American Heritage Trail, Industry and Labor Trail

Greatest Strengths: Beautifully-preserved historic home of the prominent Snowden family; with a rich story demonstrating the many changing uses over time of the lands once in their possession.

Potential Unrecognized Resources or Stories:

There were slaves here (about 170 in 1830) but our tour provided no information on where they lived or what work they did. The role of slaves in building and maintaining the house, the iron works, and the life style of the Snowdens should be interpreted. The first mention of slaves during the docent’s talk was the freeing of slaves due to the Quaker position against slavery at some unidentified date.

The role of women in the household and family were similarly understated, both in the introduction and in the tour through the house. In addition to the desirability of coverage from the standpoint of accuracy, both of these aspects appeal to a wide range of visitors and could be profitably expanded.

Surprisingly absent from the tour of Montpelier was any discussion of the house’s terraced gardens and the surrounding landscape. The garden was an important part of the larger architectural design in many 18th century houses, and it has become an important and popular focus in many historic house museums. From the gardens, the visitor has an interesting view down into the river valley, and this could be interpreted as well, showing Snowden holdings,

the location of the iron works, and other important landscape components. These included not only the forges, but a grist mill, a store, outbuildings, and fields.

Somewhere on the site it might be advantageous to install a display dealing with the iron industry, as that was a major source of Snowden prosperity. This could treat not only the technology, but also the economic and social relationships underlying the iron industry. The Quaker Snowdens were involved with the West River Meeting in Anne Arundel County, and had business relationships with prominent Quakers in that area, such as Samuel Galloway. Galloway was involved in shipbuilding enterprises with Stephen Steward on the West River, and Snowden iron was likely used in the warships constructed by Steward during the Revolutionary War.³¹

Similarly, there was no mention of the plantation's agricultural history. Finally, what was life like on a colonial or 19th century plantation? The opportunity to present economic and social history is tremendous and would be of great interest.

Possible Interpretive Improvement:

Visitors to the house are given an introduction in what was originally the kitchen wing, transformed so as to be unrecognizable during a later renovation. There are no visual aids or other props available for the docent; one portrait on the walls has no connection to the history of the house, and the remainder of the hangings are flower prints from Colonial Williamsburg. Interpretation could be greatly enhanced if some visual aids were provided, including such things as: a map showing the remarkable extent of the Snowden land holdings (the 10,000 acres of "New Birmingham" extended all the way to New Hampshire Avenue); a map showing the location of the house relative to the iron works; images, if available, of Snowden family members and other owners of the house; illustrations of the house during earlier periods; and reproductions of salient documents, such as copies of inventories, slave lists, etc. Although we received a longer version of the usual introduction, it was easy to become lost in the minutiae of Snowden genealogy; a greater focus on people and their lives would be more likely to retain the visitor's attention.

The interior of the house is wonderful, and a variety of furniture and architectural detail holds the visitor's attention. Possible areas for expanded interpretation include a better description of the overall architecture of the

³¹ A nice triangle is formed with the supply of rigging for naval vessels by the Lowndes rope walk at the other end of ATHA. These links could be illustrated graphically through interpretive use of the colorful Berthier maps from the Revolution, which depict the road system through this area, or the 1794 Griffith map.

house (as opposed to details) and some of the techniques that have been used to understand it. Dendrochronology, for example, has been used on rafters of the house to date various portions; this could make an interesting interpretive display, if images showing tree ring sections and the dating process were prepared with appropriate text. The office or library wing has expansive shelving that is sparsely used. This might provide a place to showcase documents and artifacts. Although we were told that archaeology has been done on the site, there is no evidence of its use in interpretation.

Linkages: A connection between Montpelier and Bladensburg lies with the environmental issue of river siltation. The Patuxent suffered from severe siltation, as did the Anacostia, and the Snowdens' attempts to keep the channel clear for iron barges via dredging were ultimately unsuccessful.

Linkages for the presence of slavery in plantations and homes of prominent families can be made with Riversdale, Bostwick, Walnut Grange, and Snow Hill Manor. The genealogy of the Snowden family was presented, but much more of the historical context and story of the Snowdens could be offered. A more comprehensive overview of the Snowdens (including their houses at Walnut Grange, Oaklands, Snow Hill, etc.) and their significance in the economy of this area – both agriculturally and industrially – would have given more sense of the family and the wealth that enabled such a grand house to be built. Further historical interpretation could be provided on the family's role in Maryland history.

Other Comments:

The potential here for helping visitors experience the past is enormous, but that potential is currently unrealized because of the chosen emphasis on the house as the reflection of its wealthy owners. What was the daily life of slaves like? How did the lives of industrial slaves working at Snowden's Iron Works differ from the life of agricultural slaves? An ancillary point of interest is the camp of the French army of Rochambeau on what were probably Snowden lands, just east of the Patuxent River on rising ground along Brock Bridge Road and near the ironworks and Snowden cemetery. Although this site, and probably much of the iron works themselves, are located in neighboring Anne Arundel County, ATHA might look into the possibility of encouraging Anne Arundel County to explore and develop these related resources on its side of the river. Based on historic maps, it seems likely that much of the iron-working facility is actually inside the bounds of an Anne Arundel County park, and the county has an active archaeology program that might be persuaded to investigate the locale for evidence of the forges, the Snowden house called "Birmingham" and nearby family cemetery, and the French army encampment. Development of these resources would strengthen ATHA's draw

and provide greater depth for the tourist.

Recommendations:

Historic House interpretation – augment existing tours. Add interpretation about slavery, women, family, gardens, plantation landscape, agricultural history, role of the Snowdens in MD history, the early iron industry (technology plus economic & social relationships), and other economic & social aspects of the plantation (focus on people & their lives)
Provide visual aids & props to docents for visitor introduction
Interpret architectural fundamentals of house, plus research used to restore it
Incorporate archeology into interpretation
Library wing offers opportunity for displays of artifacts
Work with Anne Arundel County to research (including archeology) and interpret Iron Works & other resources across the Patuxent
Create brochure and walking tour of the grounds
Create public archeology program

Background:

A fine example of Georgian architecture, Montpelier Mansion sits on approximately 70 acres of parkland. The house was constructed between 1781 and 1785 by Major Thomas Snowden and his wife Anne, who welcomed many distinguished guests, including George Washington and Abigail Adams, to their home. It is a five-part mansion with a two-and-a-half story, hipped-roof center block and semi-octagonal wings. A boxwood-lined pathway runs through the garden to the original 18th-century domed-roof summer house, the sole survivor of its kind in Maryland. The mansion served as the center of Major Snowden's landholdings, which totaled over 9,000 acres alone.

As the estate changed ownership several times, new facilities were constructed. In the early 1900s, the kitchen and servants' quarters extension off the south wing were added, as was the seven-stall garage, known as the "carriage house." It was home to Breckinridge Long, Assistant Secretary of State under Wilson and Roosevelt.

The mansion's finest rooms have been restored and furnished in the style of the period between 1785 and 1830. The staff, in conjunction with the Friends of Montpelier volunteer organization, offers tours, concerts, teas, festivals, re-enactments, exhibits, lectures, and seminars.

55. Montpelier Cultural Arts Center, 12826 Laurel-Bowie Road, Laurel

Thematic focus:

A center for creative arts with active public programs [20]

Statewide Interpretive Themes:

Adaptation and Ingenuity

Pursuing Creative Arts, Aesthetics, and Design

Greatest Strengths: This is an active arts center, featuring resident artists and art classes for all ages. It is also a popular venue for changing art exhibits and performances.

Possible Interpretive Improvement:

An interpretative panel devoted to barns and their uses would be a welcome addition here. As tobacco is being phased out in Southern Maryland, and farms are being torn-down to meet the increasing demands of suburbanization, barns are being neglected and abandoned. An exhibit would focus on the various types of barns, their different construction, and the uses to which they were put.

Other Comments:

Montpelier has a variety of attractions, some cultural and some historical. The cultural or arts dimension is housed in a converted silo and stable complex. The open workshops, concert series, and other events appear to be a wonderful asset and draw for visitation. This use of "hidden" space for arts and cultural events on a historic site could be a model for other areas; it is a very attractive and innovative "adaptive use" which ought to be replicated at other sites in the region.

Recommendations:

Create interpretive panel on barns

Background:

Situated on the Montpelier property, the Cultural Arts Center (CSA) is in a commodious and handsome barn structure, replicating details of a barn that previously stood on the site. It offers art shows in changing exhibits, and music recitals, jazz performances, and drama. It also offers studio space on a competitive basis to 18 artists in all mediums, who demonstrate their skills and exhibit their wares to the public on site. The CSA also offers craft classes to students of all ages for nominal fees.

56. Laurel

Thematic focus:

A well-preserved community with seven historic districts [18, 19,20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trails”: “Main Street” Trail, “Streetcar Suburbs” Trail, “Mail-Order Houses” Trail; African-American Heritage Trail, “Linking the Nation” Trail, Industry and Labor Trail, Education and Research Trail, “Churches, Stones and Bones” Trail, Agricultural Trail

Greatest Strengths: Laurel has an extensive and well-preserved Main Street Historic District, and a Museum in a remarkable historic structure, ideally suited to telling the story of the town’s mills, with unique collections of artifacts, photographs, and other resources.

Possible Interpretive Improvement:

Linkages: African-American Heritage is present at *every* site in the Heritage Area, but special linkages include the close connections between Laurel’s African-American community and the communities of Rossville, Vansville, and especially the Lakeland area in College Park, where black residents had to go to obtain a high school education for many years.

Other linkages could make connections with other B&O Railroad station locations elsewhere in ATHA, and to the B&O Railroad Museum in Baltimore.

Other Comments:

While the Laurel Museum and the associated mill features can anchor visitation in the west end of town, the rest of the town offers other possibilities. The old site of the Avondale Mill, burned in 1991, might lend itself to development as a nice visitor destination and picnic spot and could be enhanced with some interpretive signs. Such signs could include links to the Laurel Museum and other ATHA sites. Antique and craft stores could become a focal point for some tour packages, combined perhaps with museum visits.

Anacostia Trails Heritage Area

Laurel Auction, Inc., is one of the larger auction houses in the area and is located on US 1, just south of the intersection with Rt. 198. Auctions often appeal to the same kinds of people who are heritage tourists and vice versa. Package tours could be created and marketed linking a tour of the city's historic sites and antique stores with an auction sale.

The African-American experience in Laurel should also be interpreted. There are wonderful resources that still exist to interpret this important aspect of the community. A Freedman's school still stands, although it is currently being used a house. Freedom Park, and Laurel in general, is said to be the site of the longest continuous celebration of Emancipation in the state of Maryland. While Emancipation Day is celebrated with an annual parade, there is no marker or interpretation to tell this important story the other 364 days of the year. It is reported to be the oldest Emancipation Day parade in the country. This could be a major tourism event, but would be more effective if other African American sites in Laurel were well-interpreted.

The visitor is struck by the amount of new construction in many parts of Laurel, some of which is not at all compatible with the feel of older parts of the town. Although Laurel has an historic district ordinance, it may be that this less compatible construction takes place in the gaps between the seven individual districts that the Historic Preservation Commission oversees. Although time did not allow an exploration of the boundaries of the seven districts or the rationale behind them, this seems to be a peculiarly ineffective way to manage historic resources and the housing stock that makes parts of Laurel so charming. It may be that areas without many historic structures or areas slated for development were left out of historic district boundaries, but, whatever the reasons, the fragmentation is unfortunate for the overall character of the town. An historic district ordinance does not preclude new construction, it simply ensures that it is compatible with the existing architecture and streetscapes. The currently-distributed brochure is out of date, and could be revised and expanded to include more historical information about the development of the town, its buildings, and its people, and published with support from grant funds from tourism and historical resources. It could be freely distributed at Main Street businesses to make the general public more aware of the important history of the area. The brochure could be augmented with a signage along the route that would give more details about the way of life, history of the mills, history of the buildings, etc.

Recommendations:

Revise & update brochure on the town, adding more historical information about the town's development, buildings, and people
Reinforce the walking/driving tour brochure with a few well-chosen interpretive signs along the route

Consider a preservation plan for the town as a whole, examining the issue of new construction “in between” the seven historic districts

Special events (i.e., Laurel Main Street Festival) – optimize ATHA linkages and visibility

Background:

Located at the falls of the Patuxent, the area that was to become Laurel was originally owned by the Snowden family as part of their tract associated with the Snowden Iron Works, located further down the Patuxent. The area of Laurel really began to grow in the nineteenth century, once the Baltimore and Ohio railroad opened transportation to the port of Baltimore. The town that developed here was first called “Laurel Factory.” At this time, the mills established to take advantage of the substantial water power gave the town its initial character. That character remained largely unchanged until the post-war population boom made Laurel an attractive Washington suburb. Laurel has a great sense of community, and periodic festivals on Main Street attract large numbers of people.

Laurel is built on land patented in the late 17th century to Richard Snowden, a Welshman who had been an officer in Cromwell’s army. The discovery of iron ore of the “bog iron” variety abundant in the region led Snowden’s heirs to form the Patuxent Iron Ore Company in 1736.

Fueled by the railroad’s presence, Laurel grew to be the largest town in the county, and was an important industrial center in an otherwise agricultural economy. It also benefitted by being the terminus of the Trolley line from Washington, D.C. between 1906 and 1924.

Today, the Laurel Historic District Commission oversees Laurel’s seven historic districts.

57. Laurel B&O Railroad Station, 101 Lafayette Avenue, Laurel, Listed in National Register of Historic Places, 1973-03-30; site of Maryland State Historical Marker.

Thematic focus:

19th-century railroad station, still a center of its community [19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Chesapeake Bay/Waterways/Transportation

Adaptation and Ingenuity

Pursuing Creative Arts, Aesthetics, and Design

ATHA "Interpretive Trails": "Linking the Nation" Trail

Greatest Strengths: An architectural gem by E.F. Baldwin, with a rich railroading story behind it.

Comments:

One interpretive exhibit that would be well worth the effort would compare this building with others by the same noted architect that do not survive.

Recommendations:

Wayside exhibit

Interior interpretive signage

Background:

In 1835, the Baltimore and Ohio Railroad began service between Baltimore and Washington, and the prospering mill town became a major station on the route, along with Beltsville and College Park. The recently restored historic railroad station was designed by Baltimore architect E. Francis Baldwin in 1884. Baldwin designed many of the B&O stations, including those in Hyattsville, Branchville, Riverdale, Berwyn, and Beltsville. It is a one-story brick building with fine architectural details in the picturesque Queen Anne style, including ornamental brickwork, half-timbering, decorative porch brackets, and an irregular hipped and cross-gabled roof topped by rooftop finials. It is the only surviving unaltered Victorian transportation structure in Prince George's County. Today it serves as an active MARC commuter station.

58. Avondale Mill – SITE – 21 Avondale Street, Laurel, Listed in National Register of Historic Places, 1979-09-20

Thematic focus:

Active mill, an economic focus for community [18, 19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Adaptation and Ingenuity

ATHA “Interpretive Trails”: Industry and Labor Trail, Agricultural Trail

Possible Interpretive Improvement:

An interpretive panel on the Avondale Mill and its history could be easily developed from existing materials, and could feature graphic images, much like those at the Bladensburg Waterfront Park.

Linkages: Mill sites are relatively abundant throughout the Heritage Area. In addition to the “Trails” listed above, linkages solely focused on mills would connect to the Carleton Mill site, the Powder Mill site, Adelphi Mill, and the Laurel Cotton Mill site.

Recommendations:

Wayside exhibit

Develop this attractive riverside site as picnic area with interpretive signs

Background:

Also known as Crabbs Mill. Built ca. 1845 by Horace Capron, it was a typical stone mill structure of three-and-a-half stories with a gable roof. Capron was forced by the economic downturn fueled by the Panic of 1847 to sell it in 1849. Originally a cotton mill, it was operated between 1855 and 1906 as a grist mill, called the Avondale Flour Mill; it became a lace factory before World War I. A 1989 Archaeological site survey (18PR388) maps the millrace in the floodplain above the mill, with a modest dam indicated below its mouth, with the notation, “the dam is visible below the surface of the Patuxent River.”³² The mill was destroyed by fire in December, 1991.

³² Maryland Archaeological Site Survey, “Avondale Mill Complex,” 18PR388, recorded by Norma A. Baumgartner-Wagner, 10/1989.

59. Laurel Cotton Mill – SITE, now location of Laurel Municipal Pool, Main Street, Laurel.

Thematic focus:

Huge mill complex run like a “company town,” an economic focus for community [18, 19, 20]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Individual Communities and Cultures

Chesapeake Bay/Waterways/Transportation

Freedoms Won, Freedoms Lost

Adaptation and Ingenuity

ATHA “Interpretive Trails”: Industry and Labor Trail, Agricultural Trail.

Greatest Strengths: The stone masonry ruins from the dam are remarkable remnants of a once-sprawling mill site.

Potential Unrecognized Resources or Stories:

Visitors could be told how the work force changed over time. Like other factory towns, American workers were displaced by immigrants by mid-century. The reference to “Scotch Town” in the 1878 map indicates the residential area occupied by foreign workers.

Possible Interpretive Improvement:

The long and active history of the site spans nearly the entire development of American industrialization up to World War II. The stories here are so detailed and compelling that they merit several interpretive panels. To begin, one panel ought to be devoted to the evolution and history of the Laurel Mills as an enterprise. The historical documents in the Laurel Museum that could support this interpretation are plentiful. Another might focus on the importance of water power; the turbines powering the mill; its machinery (similar to displays of machines in the Lowell museum); and the fact that they employed a steam engine as an auxiliary source of power if there was not enough water power.

Another panel might focus on the people who developed these mills sites: Nicholas Snowden, who deserves credit for its initial development; Horace

Capron for building and operating the Laurel Mills in the 19th century; and General George H. Nye, who was the superintendent from 1877-85. Yet another might focus on life in the mill village. Capron was proud that he employed 7-800 people from MD/VA, most of whom were women operatives, in a town that was god-fearing, free of liquor, free of friction, and whose workers had been paid wages in cash and not company scrip. In other words, he created a company town. Capron's dream is one side of the story - the other the reality of living in such a community (it is not clear if there are letters or diaries written by the workers). Another interpretive aspect is that the work force changed over time. Like other factory towns, American workers were displaced by immigrants by mid-century. The reference to Scotch Town in the 1878 map indicates the residential area occupied by foreign workers.

Linkages: within ATHA, in addition to the "Trails" listed above, linkages solely focused on mills would connect to the Carleton Mill site, the Powder Mill site, Adelphi Mill, and the Avondale Mill site; outside of ATHA, linkages to Savage Mill in Howard County, 5 miles away; in Ellicott City, and to the Baltimore Mills on Falls Road in Baltimore.

Other Comments:

Although the pool and parking lot at the end of Main Street are an unfortunate modern intrusion into the landscape, an interpretive sign here could be used to great effect. However, one of the most impressive points for interpretation is the massive dam structure, which is an easy walk upstream from the museum. This ca. 1850 masonry structure is impressive and the various functional parts of the dam are recognizable. Slots for the sluice gate are quite visible, as are wood strips set into the masonry on the upstream side of the dam (probably nailing strips for wood paneling to protect the dam structure from debris and the corrosive effects of running water on the masonry's pointing). This site has enormous interpretive potential; with signs and perhaps an observation deck constructed on top of the gate structure, this would be a draw. Much of ATHA's story is related to technology, and this is too good an opportunity to be neglected. Unfortunately, the vegetation growing over much of the structure will hasten its deterioration. This materials should be removed at an early date, and the structure stabilized, even if funds are not immediately available for any interpretive improvements.

Recommendations:

Create outdoor interpretation devoted to the mill enterprise, water power, turbines, use of a steam engine for auxiliary power, other machinery, the individual developers, life in the mill village, the changing work force Dam is a major interpretive opportunity, featuring technology – construct overlook as well as outdoor interpretive panels (at a minimum, stabilize these ruins for a time when funds are available for such development)

Background:

The first mill on this site was a grist mill dating to 1811, built by Nicholas Snowden. In 1824 it was converted into a cotton mill, which by 1836 was being operated by the Patuxent Company, made up of several prominent Laurel businessmen, including Horace Capron, Dr. Theodore Jenkins, and Edward Snowden. In addition to the cotton mill, there was a stone mansion, a small grist and saw mill, and several log houses. By 1845, Capron had financed the building of “50 blocks of two-story stone and brick houses, each competent for four families. To each, there is attached a vegetable garden in the rear, with a beautiful yard in front, tastefully laid out in parterres of choice flowers.”³³

Ruins of the Old Cotton Mill Dam are accessed via a path of the west end of Main Street, part of the Patuxent Riverfront Park. The dam was built in 1850, to provide water power to the Laurel Cotton Mills. It was a massive stone structure 222 feet wide with a 27-foot fall, and cost \$18,000 to build. The raceway was 640 feet long, and led to two “overshot wheels”. A notice of public sale in the *Laurel Review* in 1886 stated that the dam provided good water supply to the Boyden Turbine Wheel, generating more than 200 horsepower. Supplemental power, used when water behind the dam ran too low in the afternoons, was provided by a steam engine from Delameter Works of New York, comprising four horizontal tubular boilers.

The mills finally closed in 1911, and the building was demolished in the 1930s. The dam was breeched ca. 1940 to allow fish to spawn upstream; a municipal pool was built on the mill complex site circa 1952.

³³ *American Farmer* 1845:36.

60. Laurel Museum, 9th & Main Streets, Laurel

Thematic focus: Museum commemorating the rich history of a town that spans two centuries [19, 20]

Statewide Interpretive Themes:

Settlement Patterns
Changes in the Landscape
Individual Communities and Cultures
Chesapeake Bay/Waterways/Transportation
Freedoms Won, Freedoms Lost
Adaptation and Ingenuity
Pursuing Creative Arts, Aesthetics, and Design

ATHA “Interpretive Trails”: “Main Street” Trail, “Streetcar Suburbs” Trail, African-American Heritage Trail, Industry and Labor Trail, Agricultural Trail, “Mail-Order Houses Trail, Education and Research Trail, and “Creating a New Nation” Trail

Greatest Strengths: Outstanding exhibits supported by very rich collections, housed in an historic structure built as mill-workers’ housing.

Potential Unrecognized Resources or Stories:

Iron tie rods in the house could have been manufactured at the Snowden Iron Works; it would be interesting to try to trace this through historical documents, as it would provide a link between this site and Snowden.

Possible Interpretive Improvement:

Although archaeology apparently was done on the grounds, this does not figure into the interpretation, which is unfortunate. One wonders, for example, what evidence of diet and material culture was uncovered. The role of archaeologists and their finds is always fascinating to visitors; this is one of the few sites that has completed archaeology, so it should be used if possible in interpretation. There is apparently a plan to extend interpretation down to the river, and the Society wishes to conduct archaeology first. The results of this work would be much more useful if the work plan includes a consideration of how below ground structural elements might be preserved and interpreted and how other material culture could be used to inform and illustrate interpretation. Archaeology often becomes merely a temporary exercise to meet state regulations, with its finding neglected after the work is complete. In these cases, a great opportunity is missed for engaging visitors with both the mystery and thrill of discovery and the ability to see tangible remains of past lives.

Other Comments:

Tours of the house are available, as well as guided tours of Laurel. Inside the house, which was originally occupied by four families, changing exhibits are installed, while the lowest level illustrates the original kitchens of the house. A “Power of the Patuxent” tour is available, focusing on the use of the river through an examination of Native Americans (the Piscataway), the industrial use of water power, the role of mills in industry and transportation, and the Snowdens. Specialized tours can be arranged focusing on specific themes such as churches.

The tour of the house is well done, showing both how a mill town grew and changed over the years in response to changing economic demands, as well as the family life of mill workers. In the basement area originally used for four kitchens, one quadrant is effectively used as to interpret kitchen activities, while the other quadrant functions as a small gift shop. While there are a variety of objects that can be used to illustrate cooking and housekeeping techniques of an earlier era, some basic questions were harder for docents to answer, such as whether or not cooking was done in the open fireplace or on stoves. Background research and briefing materials for docents might fill some of these gaps. This also might identify other hooks to reinforce the primary interpretive thrust of the site, which is water-powered industry. Vertical saw marks, for example, are evident in abundance on exposed floor joists. These were produced in a water-driven saw mill.

In the first floor exhibit area, there are some wonderful photographs showing Laurel during the 1800s. These could be used to drive home some of the realities of 19th-century life and its differences from today. In one photograph, for example, the wide dirt road running through the center of town (Main Street) shows trash in the center, with chickens wandering through town, pecking at the refuse. It is clear, however, that some municipal improvements had been made by this time, as below-ground sewers appear to line the sides of the roads and electrical lines and fire hydrants are visible.

Another photograph, a photocopy of which was made available to us, shows the mill complex. Although this would require funding, an artist’s rendering could be done showing a perspective view of the mill complex as seen from the museum. Drawing on the photograph, Sanborn Fire Insurance maps, and a variety of other evidence, a highly accurate picture could be developed. If placed on an outdoor sign adjacent to the museum and oriented so the visitor could see both the sign and, over it, the valley site of the mills, such a view would really bring the site to life and provide an important hook for walking tours.

Given its limited resources, the Laurel Museum does a wonderful job promoting the history of Laurel. The rotating exhibits always provide new and interesting material to attract visitors. However, the focused and particular nature of these exhibits is also a weakness. There is a need for a permanent exhibit for the visitor to get the general history of Laurel and understand the broader historical context of the rotating exhibits. Volunteer tour guides such as Mr. Joe Robison have a wealth of information, yet this information needs to be developed into permanent displays and interpretive exhibits so that it will always be available. Currently, space at the Laurel Museum is at a premium, so any permanent interpretive display would mean acquiring an adjacent building or building a new one.

Recommendations:

Wayside exhibit – existing (could be expanded to an interpretive panel)
Add knowledge gained from recent archeology to interpretation; consider public archeology for next phase
Create artist's view of Laurel Mill, installed overlooking the site
Create permanent exhibit on Laurel's history in expanded exhibit space (on site or elsewhere)

Background:

The Laurel Museum has a wonderful location in a renovated millworkers' house. The museum produces exhibits on the history of Laurel that change periodically. While the mills that employed much of the town are gone, many of the millworkers' houses still exist, as does much of the early layout of the town.

The Laurel Museum houses collections of books, photographs, tools, personal artifacts, textiles, and oral histories, as well as changing exhibits on special features of Laurel's history. The building was erected in the early 1840's, as were many similar structures nearby, by the Patuxent Cotton Manufacturing Company to house employees. Originally four living units (each with access to separate "kitchen" spaces in the basement level), it was later modified into a two-family house, and then further adapted for commercial use. Purchased in 1985 by the City of Laurel from the State of Maryland, the building was renovated 1993-1996 for its new role as a city museum. The museum and library were created as a joint effort of the City of Laurel and the Historical Society, and opened to the public on May 1, 1996. The Laurel Historical Society, a nonprofit, volunteer-based organization, manages the museum and operates a museum shop selling items relating to the city's history.

The Society's collections include artifacts and a small collection of library materials concentrating on the first churches in Laurel, the first savings and

Anacostia Trails Heritage Area

loan, the first volunteer fire department, the public library and the high school. They also have some Native American artifacts, early iron foundry tools, glass and bottles, household items, an 1830s sewing machine, and dolls and clothing. The Society produced a local history video on the history of Laurel and a local history publication that includes some materials on African Americans and on Laurel's three black communities. They have copies of articles and photos from the "Laurel Leader," the local newspaper, that dealt with African American subjects and duplicated original documents from the State Archives (some on blacks) related to Laurel History. The editor of the newspaper, Gertrude Poe, has donated manuscripts and newspaper articles, some of which deal with African American subjects. The museum's collection of more than 200 photographs taken by Bert Sadler from about 1905 to 1915 includes both glass plates and original photographs. Mr. Sadler was a pharmacist and lived on Main Street in Laurel. His photographs have been loaned to the Maryland Historical Society and other groups and those related to Laurel are a promised gift to the Laurel Historical Society from Mrs. Robert McCeney of Laurel.

61. St. Mark's ME Church, 601 Eighth Street, Laurel

ATHA "Interpretive Trail": "Churches, Stones and Bones" Trail and African-American Heritage Trail

Background:

Constructed in 1921, St. Mark's has been the religious center for the long-standing African-American population in Laurel, many of whom worked at the Laurel Mills or the Muirkirk Iron furnace. A group of African American Methodists in Laurel, who had been meeting in a simple frame building owned by James Hebron, acquired in 1891 an adjacent lot on which to establish their church from the Jenkins family of Montpelier. The Hebron building was then moved and stabilized on the new church lot, which was across the street from the Laurel Colored School, which had been constructed in 1884. Together the two buildings served as the nucleus of the African American community here. In 1895, the church was part of the Laurel Charge of the Methodist Conference; the same pastor served this church and Queen's Chapel in Rossville. Construction was begun on a new church building in 1921. The old frame structure (Hebron Hall) which had served for 30 years as the sanctuary was carried a short distance south to a new location on the east side of 8th street where it served as a social hall for the community.

62. St. Mary of the Mills Roman Catholic Church, St. Mary's Place, Laurel.

ATHA "Interpretive Trail": "Churches, Stones and Bones" Trail, and Industry and Labor Trail.

Background:

The original section of the building dates to 1843; it was said to have been "made of stone hauled by oxen." The 1846 bell once hung atop the Laurel Cotton Mill.

63. Snow Hill Manor, 13209 Laurel-Bowie Road (MD 197), Laurel. Listed in National Register of Historic Places, 1974-08-13.

Thematic focus:

Early 19th-century plantation home [19]

Statewide Interpretive Themes:

Settlement Patterns

Changes in the Landscape

Freedoms Won, Freedoms Lost

ATHA “Interpretive Trails”: “Creating a New Nation” Trail, Agriculture Trail, Industry and Labor Trail, African-American Heritage Trail

Greatest Strengths: The broad and complex Snowden family story, not only its fine homes but also its industrial and agricultural enterprises.

Possible Interpretive Improvement:

Off Rt. 197 is a cedar lined drive that leads to this ca. 1800 house built by members of the Snowden family. To the northeast, or left of the drive as one enters, is a field. Although new housing lies adjacent to both sides of the property, these could be effectively screened with plantings, and the house and field would provide one of the few settings suitable for interpreting late 18th to early 19th century agricultural life. This could provide a useful setting for illustrating the differences between tobacco and wheat cultivation, for example, as well as some other aspects of rural life.

Linkages: The Snowden family built many homes in this area, and operated an Iron Works nearby, downstream along the Patuxent. A brochure and driving tour of the existing structures and related sites would include Montpelier, Snow Hill Manor, Walnut Grange at BARC, Oaklands, and Snowden Hall, until recently used as offices at Patuxent Research Refuge. There is a Snowden family cemetery in nearby Anne Arundel County.

Recommendations:

Wayside exhibit

Background:

Built ca. 1800 for Samuel Snowden, it is a two-story brick plantation house in the late Georgian style, with a gambrel roof. Samuel Snowden was a member of the Snowden iron-working family.

64. Laurel High School, 701 Montgomery Street, Laurel, Listed in National Register of Historic Places, 1973-03-30.

ATHA “Interpretive Trail”: Education and Research Trail.

Background:

The first public high school in Prince George’s County, dating to ca. 1899 and the administration of Mayor Edward Phelps. Much of the financing was by the subscriptions of residents. It is a two-story hip-roofed brick school building, with flanking wings added later. It is now the Laurel Boys and Girls Club.

Around the county, other public high schools soon followed, including Surrattsville in 1906, Marlboro in 1908 (in the old academy building), and Hyattsville in 1909. The first three black high schools, Marlboro, Lakeland, and Highland Park, were opened in the 1920s.

65. Historic Houses in Laurel Vicinity

Oaklands, 8314 Contee Road, Laurel. Built in the 1790s by Richard Snowden, son of Major Thomas Snowden of Montpelier, in the Federal style, it is a two-and-a-half story brick mansion with Georgian details and a rebuilt mansard roof dating to the 1870s. There is a minimal terraced garden in the rear. According to Susan Pearl, this is soon to be restored.

Snowden Hall, Building #016, Patuxent Wildlife Research Center, Laurel. Built in the early 19th century, part of the estates of the Snowden family. It is a side-gabled Georgian-plan brick structure with later additions.

Both sites – ATHA “Interpretive Trails”: “Creating a New Nation” Trail, Industry and Labor Trail; Agricultural Trail; African-American Heritage Trail

66. Baltimore-Washington Parkway, DC Border near the Anacostia R., NE to just below Jessup Rd. (MD 175), Baltimore, Listed in National Register of Historic Places, 1991-05-09, Parkways of the National Capital Region MPS.

ATHA “Interpretive Trail”: “Linking the Nation” Trail

Background: Built 1942-1954, this dual-lane parkway is flanked by forest and parkland, with 18 bridges.

Other Historic Roads in ATHA:

Old Washington and Baltimore Pike, constructed in 1813, survives in a stretch about 2 miles long between the B&O Railroad and Muirkirk Road, running north-south. Most of the Pike’s original route through the area lays beneath U.S. Route 1. See **“Weary Traveler’s” Trail**.

Old Muirkirk Road, a loop off of (new) Muirkirk Road east of the B&O Railroad, where it passes through Rossville, where a community of freed slaves who worked at Muirkirk Iron Works settled after the Civil War. The original road led from Muirkirk to Montpelier. Connected to **Industry and Labor Trail, African-American Heritage Trail**.

Non-Historic Parks and Recreation Facilities in the Heritage Area

ATHA has an abundance of recreational opportunities. There are many parks, including the 1,100 acre Greenbelt National Park; lakes (Greenbelt Lake, Lake Artemisia); the Patuxent Research Refuge; and a bike-pedestrian trail system that needs to be highlighted for the visitor. The trail system could be expanded to unify many of the Heritage Area's historic sites.

Lake Artemisia Park

The park was developed during the construction of the nearby Washington Metro rail line. Builders removed sand and gravel from the park area to use in the rail project, in exchange for building a lake and developing the natural recreation area. The park got its name from a local resident; Mrs. Artemesia N. Drefs donated 10 lots to be used for open space. She recalled that her father had the area surveyed in 1890, and later rented the land to a family who used small natural ponds on the property to raise goldfish.

Greenbelt Park

This unit of the National Park System is commonly known as a “national park” but the system does not consider it in the ranks of units that are recognized with this designation. The land of Greenbelt Park was acquired by the National Park Service in 1950 under Public Law 643.

Algonquian Indians once hunted this land in competition with other smaller tribes, and a balance existed between the land and its plants, animals, and native people. When European colonists arrived, the forests gave way to farmland, and the changes in land use caused many changes in the landscape and the environment.

NPS Designations: National Park - August, 1950; Millennium Trail - June 2000; American Discovery Trail - June, 2001

In addition to numerous public parks and centers in the Heritage Area, administered by M-NCPPC, the recreational trails system serves as an important linkage throughout the region. Recreational centers also include the Fairland Regional Center in Laurel, and the Mount Rainier Nature/Recreation center in Mount Rainier.

Cultural/Performing Arts Facilities in the Heritage Area

There is a rich cultural/performing arts pool which might be used to unify what appear to be disparate residential communities. These cultural activities tend to be isolated and it might be difficult to co-ordinate them in such a way as to attract residents from other areas of the county as well as tourists. The return on the investment, however, would compensate for the difficulty.

Arts - Montpelier Art Barn, Greenbelt Center program, planned Gateway Arts District, possible use for Ammendale brick barn, encourage UMCP involvement.

Cinema - Greenbelt Theater - ties to UMCP & Discovery Channel/Silver Spring Theater restoration

Performing Arts - Smith Performing Arts Center, UMCP (the idea would be to have community based groups perform there as well as to advertise UMCP programs); Prince George's Publick Playhouse; recitals and jazz performances at Montpelier Cultural Arts Center; various community programs (such as band performances at Buddy Attick park in Greenbelt and at Bladensburg Waterfront Park).

Interpretive Table One.

Sites & Communities of the Heritage Area

A Elizabeth Watson

Sites & Communities of the Heritage Area

Notes: “Wayside exhibit” means an illustrated outdoor interpretive panel (one or more, with or without an illustrative sculpture, mural, or other public art nearby), together with a specially created place for drivers to pull off wherever parking is not readily available. Similar outdoor exhibits may be recommended for pedestrian access only, but will be separately noted under “Other Key Interpretive Recommendations”

“MD Marker” means the traditional cast-metal roadside historical marker installed by the state. Only two additional markers are recommended here, for the Rochambeau campsite in Hyattsville and the re-erection of a previous marker at the Rhodes/Brown’s Tavern site in College Park (Beltsville).

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
1. Mount Rainier Historic District	x				Mount Rainier	Mail-Order Houses Main Street Streetcar Suburbs		
2. Battery Jameson (Civil War)				x	Fort Lincoln Cemetery, Brentwood		Civil War	Create pedestrian interpretive signage; link to Potomac Heritage National Scenic Trail
3. Fort Lincoln Cemetery				x	Brentwood/Colmar Manor ³⁴	African-American Heritage Churches, Stones & Bones War of 1812	Civil War	Excellent site to install interpretive panels on ATHA military history; use “viewfinder” illustration or map to explain ATHA terrain seen from heights
4. Brentwood					Brentwood	Mail-Order Houses Main Street Streetcar Suburbs		

³⁴ Brentwood is the mailing address for this site, which occupies unincorporated land between Colmar Manor and the District line.

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
5. North Brentwood					North Brentwood	African-American Heritage Mail-Order Houses Main Street Streetcar Suburbs	Civil War connection	Create planned museum (see entry) Install outdoor interpretive signage for pedestrian access Gather and develop oral histories (increase the pace)
6. North Brentwood AME Zion Church					North Brentwood	African-American Heritage Churches, Stones & Bones		
7. (Future) Prince George's County African-American Cultural Center at North Brentwood					North Brentwood	African-American Heritage	Gateway Arts District	Central to providing orientation for the African-American Heritage Trail Create interim exhibit
8. Bladensburg Dueling Grounds				x	Colmar Manor	War of 1812		Interpretive signage in park
9. Cottage City					Cottage City	Industry & Labor Mail-Order Houses	Site of Revolutionary War-era camp	
10. Carleton Mill Site					Cottage City	Agricultural History Creating a New Nation Industry & Labor		Interpretive signage Archeological investigation At top of levee, interpret Bladensburg settlement pattern At wetlands, install boardwalk, interpret human impact on landscape
11. Colmar Manor					Colmar Manor	Mail-Order Houses		

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
12. Bladensburg				x	Bladensburg	African American Heritage Agricultural History Balloon to the Moon Creating a New Nation Education & Research Industry & Labor Linking the Nation War of 1812		Create meticulously researched interactive “Virtual Bladensburg” digital display to show town’s evolution and “tour” existing buildings w/o wear and tear or staffing Create brochure specific to Bladensburg Develop spa-related motif Special event “Bladensburg Day” expected to involve all Bladensburg sites listed below
13. Bladensburg Waterfront Park					Bladensburg	Agricultural History Creating a New Nation Main Street Natural History	American Indian prehistory & “contact” Changing landscape Anacostia River	Add introductory interpretive panel and computer kiosk for “virtual” introduction to ATHA; orient historic map to cardinal directions and add “you are here” Disseminate brochures & establish computer kiosk to illustrate nearby sites and for thematic “trails” originating here or passing through Create a guidebook based on the interpretive panels (and related to the trails and sites) Enhance Rope-Walk Pavilion interpretation Build the planned pedestrian bridge Move Barney’s Barge to the Patuxent (it illustrates a Patuxent story, not an Anacostia one) Improve directional signage Special event – site for rec. “Bladensburg Days” but also develop park’s own event
14. Memorial Peace Cross					Bladensburg	Main Street		

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
15. Bostwick		x			Bladensburg	African-American Heritage Creating a New Nation Industry & Labor	Women's history Changing landscape	Museum-type use would fill interpretive need in Bladensburg (use basement & first floor for interpretive purposes) Undertake archeology Use special events to open the house to the public before continuous interpretive use can be established Wayside exhibit
16. Market Area & Market Master's House		x			Bladensburg	African-American Heritage Agricultural History Creating a New Nation		Unique colonial market site needs interpretation Use site for visitor center and parking for Bostwick
17. Magruder House		x			Bladensburg	Creating a New Nation	War of 1812	
18. George Washington House		x	x		Bladensburg	Creating a New Nation Linking the Nation Weary Traveler	Balloon to the Moon site in vicinity (actual location unknown)	Undertake public archeology
19. St. Paul's/Free Hope Baptist Church				x	Bladensburg	African-American Heritage Churches, Stones & Bones	Women's history Possible connection to Underground Railroad? (or at least Civil Rights from Douglass's time forward)	
20. Evergreen Cemetery					Bladensburg	Churches, Stones & Bones Creating a New Nation		Create guided cemetery tour to include Evergreen & others
21. Hyattsville & Historic District	x				Hyattsville	Mail-Order Houses Main Street Streetcar Suburbs	Install historical marker for Rochambeau campsite	

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
22. Sites in Hyattsville vicinity		x			Hyattsville or Hyattsville mailing address		(Hyattsville Armory & Hitching Post Hill are separately listed in NRHP)	
23. Edmonston						African-American Heritage Streetcar Suburbs		Create walking tour brochure. Wayside exhibit interpretation could focus on Plummer family connection
24. Riversdale		x	x	x	Riverdale Park	African-American Heritage Agricultural History Creating a New Nation Industry & Labor Linking the Nation War of 1812	Women's history The arts	Add material to dependency interpretation Create long-term archeological research plan for public archeology Make greater interpretive use of (recently discovered) plantation map Maximize basement space for displays not appropriate to upstairs Publish all Stier correspondence on CD
25. Calvert Memorial Park & Family Cemetery					Riverdale Park	Churches, Stones & Bones		Extend landscaping completely along East-West Highway Include on guided cemetery tour
26. Riverdale Park					Riverdale Park	Mail-Order Houses Main Street Streetcar Suburbs		
27. Berwyn Heights					Berwyn Heights	Education & Research Mail-Order Houses Streetcar Suburbs		
28. College Park					College Park	Mail-Order Houses Main Street Streetcar Suburbs		Create walking tour brochure for historic neighborhoods

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
29. Rossborough Inn					College Park	Linking the Nation Main Street Weary Traveler	Civil War	
30. University of Maryland & Turner Hall Visitor's Center				x	College Park	Agricultural History Education & Research Main Street		Improve linkages to ATHA, especially Riversdale Create historical promotional video on ATHA (also show on cable TV & hotel/motel cable access) Create exhibit on ATHA, potentially with interactive computer kiosks for tourism services as well as interpretation (kiosk info could also be maintained on UM website) Create interpretive signage for pedestrians
31. National Archives II		x			College Park	Education & Research	Native American archaeological site Impact of federal government on ATHA	Install introductory exhibit
32. National Agricultural Library					Beltsville	Agricultural History Education & Research Main Street Science & Environment		
33. Old Parish House (College Park Woman's Club)					College Park	Agricultural History Churches, Stones & Bones		Link to Riversdale
34. University Park Historic District	x				University Park	Main Street Streetcar Suburbs		Walking/driving tour brochure
35. ERCO Plant					College Park	Balloon to the Moon Linking the Nation		UMD is to tear down – is it documented? Is Section 106 involved?

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
36. Lakeland & Lakeland High School					College Park	African-American Heritage Education & Research Streetcar Suburbs		Collect oral histories Also interpret demolished John C. Johnson Elem. School
37. College Park Airport & Aviation Museum		x		x	College Park	Balloon to the Moon Education & Research Linking the Nation Science & Environment	Women's history ERCO Plant	Add interpretation about Croom Airport & racial exclusion Improve access and directional signage
38. Adelphi Mill & Miller's House (standing by 1798)				x	Adelphi	Agricultural History Creating a New Nation Industry & Labor		Create brochure & wayside exhibit of multiple panels Interpret all mills in the area
39. Powder Mill Site						Creating a New Nation Industry & Labor		
40. Brown's (White House) Tavern (and site of Rhodes Tavern)				x	College Park (Beltsville)	Weary Traveler	Civil War Women's history	State historical marker should be reinstalled Reinstall (securely) the milestone marker
41. Ammendale Normal Institute & St. Joseph's Chapel		x			Beltsville	Churches, Stones & Bones Education & Research		Interpretive signage on site Assess archaeological potential
42. Beltsville					Beltsville	Industry & Labor Main Street Streetcar Suburbs	Evolution of light industrial land use Evolution of strip malls	
43. Vansville Tavern Site				x	Beltsville	Weary Traveler		Assess archeological potential

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
44. Muirkirk Iron Works Site					Beltsville	African-American Heritage Industry & Labor		
45. Muirkirk School					Beltsville	African-American Heritage Education & Research		
46. Dinosaur Artifacts (Arundel Clay Formation)						Science & Environment		
47. Rossville & Queen's Chapel site & cemetery					Beltsville	African-American Heritage Churches, Stones & Bones		Pursue local historic district designation?
48. Abraham Hall					Rossville (Beltsville)	African-American Heritage Churches, Stones & Bones Education & Research Industry & Labor		Undertake archeological investigation of "camp meeting" function of this site Research links of free black community to Montpelier Develop long-term plan for interpretation and maintenance Continue to collect oral histories

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
49. Beltsville Agricultural Research Center & National Visitor Center					Beltsville	African-American Heritage Agricultural History Linking the Nation Education & Research	Civilian Conservation Corps (CCC) Civil War Aerial photography Changing landscape	Develop historical agriculture site (possibly at Walnut Grange), especially including tobacco Create "mini" driving tour of Works Progress Administration and CCC sites Undertake archeological survey of entire 7,000 acres – an important time capsule (especially Walnut Grange?); consider public archeology program Develop preservation plan for entire property to assure preservation of historic buildings and sites Interpret fossilized plants (and other fossils) Create in-depth interpretive plan for tours of the site, including recording information, formalizing the tours, training guides, and creating audiotapes. Create historical museum as companion to technological exhibits at the visitor center – start by creating brochure on the history of BARC Expand weekend visitation hours
50. Patuxent Wildlife Research Center, Patuxent Research Refuge, and National Wildlife Visitor Center					Laurel	Education & Research Natural History Science & Environment		
51. Wild Cat Farm Site			x		Greenbelt	Churches, Stones & Bones		

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
52. Greenbelt Historic District, Community Building, & Museum	x		x	x	Greenbelt	Education & Research Industry & Labor	New Deal Planned communities Women's history Innovations in the technology of construction Cooperatives	Create driving tour Expand pedestrian interpretive signage Establish permanent exhibit on general history and development of the city Use Community Center for more visitor reception Suggest Greenbelt as a site for "Antiques Roadshow" in highlighting collectibles from the New Deal
53. NASA/Goddard Space Flight Center and Visitor Center					Greenbelt	Balloon to the Moon Linking the Nation Science & Environment		

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
54. Montpelier		x	x	x	Laurel	African-American Heritage Agricultural History Creating a New Nation Industry & Labor	Revolutionary War (iron)	<p>Add interpretation about slavery, women, family, gardens, plantation landscape, agricultural history, role of the Snowdens in MD history, the early iron industry (technology plus economic & social relationships), and other economic & social aspects of the plantation (focus on people & their lives)</p> <p>Provide visual aids & props to docents for visitor introduction</p> <p>Interpret architectural fundamentals of the house, plus research used to restore it</p> <p>Incorporate archeology into interpretation</p> <p>Library wing offers opportunity for displays of artifacts</p> <p>Work with Anne Arundel County to research (incl. archeology) and interpret iron works & other resources across the Patuxent</p> <p>Create brochure and walking tour of the grounds</p> <p>Create public archeology program</p>
55. Montpelier Cultural Arts Center					Laurel			Create interpretive panel re barns

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
56. Laurel	x				Laurel	African-American Heritage Agricultural History Churches, Stones & Bones Education & Research Industry & Labor Linking the Nation Mail-Order Houses Main Street Streetcar Suburbs		Revise & update brochure on the town, adding more historical info about the town's development, buildings, and people Reinforce the walking/driving tour brochure with a few well-chosen interpretive signs along the route Consider a preservation plan for the town as a whole, examining the issue of new construction "in between" the seven historic districts
57. Laurel B&O Station		x		x	Laurel	Linking the Nation		
58. Avondale Mill Site		x			Laurel	Agricultural History Industry & Labor		Develop this attractive riverside site as picnic area with interpretive signs Develop this attractive riverside site as picnic area with interpretive signs
59. Laurel Cotton Mill Site					Laurel	Agricultural History Industry & Labor	Immigration Women's history American industrialization	Create outdoor interpretation devoted to the mill enterprise, water power, turbines, use of a steam engine for auxiliary power, other machinery, the individual developers, life in the mill village, the changing work force Dam is a major interpretive opportunity, featuring technology – construct overlook as well as outdoor interpretive panels (at a minimum, stabilize these ruins for a time when funds are available for such development)

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
60. Laurel Museum				x	Laurel	African-American Heritage Agricultural History Creating a New Nation Education & Research Industry & Labor Mail-Order Houses Main Street Streetcar Suburbs		Add knowledge gained from recent archeology to interpretation; consider public archeology for next phase Create artist's view of Laurel Mill, installed overlooking the site Create permanent exhibit on Laurel's history in expanded exhibit space elsewhere
61. St. Mark's Methodist Episcopal Church					Laurel	African-American Heritage Churches, Stones & Bones		
62. St. Mary of the Mills Roman Catholic Church					Laurel	Churches, Stones & Bones Industry & Labor		
63. Snow Hill Manor		x		x	Laurel	African-American Heritage Agriculture Creating a New Nation Industry & Labor		
64. Laurel High School		x			Laurel	Education & Research		
65. Historic houses in Laurel vicinity (Oaklands, Snowden Hall)					Laurel	African-American Heritage Agricultural Creating a New Nation Industry & Labor		

Site	NRHD	NRHS	NHL	MD Marker	ATHA Location	Interpretive Trails	Other Key Stories	Other Key Interpretive Recommendations
66. Baltimore-Washington Parkway		x			Laurel to Bladensburg	Linking the Nation		

Interpretive Table Two.

ATHA Sites Related to Interpretive Trails

A. Elizabeth Watson

Site	ATHA Location	African-American Heritage	Creating a New Nation	Agricultural History	Natural History	Science & Environment	Linking the Nation	Weary Traveler	Main Street/U.S. Route One	Streetcar Suburbs	Balloon to the Moon	Mail-Order Houses	Churches, Stones & Bones	Industry & Labor	Education & Research	War of 1812
1. Mount Rainier Historic District	Mount Rainier															
2. Battery Jameson (Civil War)	Fort Lincoln Cemetery															
3. Fort Lincoln Cemetery	Brentwood/ Colmar Manor ³⁵															
4. Brentwood	Brentwood															
5. North Brentwood	North Brentwood															
6. North Brentwood AME Zion Church	North Brentwood															
7. (Future) Prince George's County African-American Cultural Center at North Brentwood	North Brentwood															
8. Bladensburg Dueling Grounds	Colmar Manor															
9. Cottage City	Cottage City															
10. Carleton Mill Site	Cottage City															
11. Colmar Manor	Colmar Manor															
12. Bladensburg	Bladensburg															
13. Bladensburg Waterfront Park	Bladensburg															
14. Memorial Peace Cross	Bladensburg															
15. Bostwick	Bladensburg															
16. Market Area & Market Master's House	Bladensburg															
17. Magruder House	Bladensburg															
18. George Washington House	Bladensburg															

³⁵ Brentwood is the mailing address for this site, which occupies unincorporated land between Colmar Manor and the District line.

Site	ATHA Location	African-American Heritage	Creating a New Nation	Agricultural History	Natural History	Science & Environment	Linking the Nation	Weary Traveler	Main Street/U.S. Route One	Streetcar Suburbs	Balloon to the Moon	Mail-Order Houses	Churches, Stones & Bones	Industry & Labor	Education & Research	War of 1812
19. St. Paul's/Free Hope Baptist Church	Bladensburg															
20. Evergreen Cemetery	Bladensburg															
21. Hyattsville & Historic District	Hyattsville															
22. Sites in Hyattsville vicinity	Hyattsville or area															
23. Edmonston	Edmonston															
24. Riversdale	Riverdale Park															
25. Calvert Memorial Park & Family Cemetery	Riverdale Park															
26. Riverdale Park	Riverdale Park															
27. Berwyn Heights	Berwyn Heights															
28. College Park	College Park															
29. Rossborough Inn	College Park															
30. University of Maryland & Turner Hall Visitor's Center	College Park															
31. National Archives II	College Park															
32. National Agricultural Library	Beltsville															
33. Old Parish House (College Park Woman's Club)	College Park															
34. University Park Historic District	University Park															
35. ERCO Plant	Riverdale Park															
36. Lakeland & Lakeland High School	College Park															
37. College Park Airport & Aviation Museum	College Park															
38. Adelphi Mill & Miller's House	Adelphi															
39. Powder Mill Site	Adelphi															
40. Brown's (White House) Tavern Site	College Park (Beltsville)															
41. Ammendale Normal Institute & St. Joseph's Chapel	Beltsville															
42. Beltsville	Beltsville															
43. Vansville Tavern Site	Beltsville															
44. Muirkirk Iron Works Site	Beltsville															
45. Muirkirk School	Beltsville															

Site	ATHA Location															
		African-American Heritage	Creating a New Nation	Agricultural History	Natural History	Science & Environment	Linking the Nation	Weary Traveler	Main Street/U.S. Route One	Streetcar Suburbs	Balloon to the Moon	Mail-Order Houses	Churches, Stones & Bones	Industry & Labor	Education & Research	War of 1812
46. Dinosaur Artifacts (Arundel Clay Formation)	Various															
47. Rossville & Queen's Chapel site & cemetery	Beltsville															
48. Abraham Hall	Rossville (Beltsville)															
49. Beltsville Agricultural Research Center & National Visitor Center	Beltsville															
50. Patuxent Wildlife Research Center, Patuxent Research Refuge, and National Wildlife Visitor Center	Laurel															
51. Wild Cat Farm Site	Greenbelt															
52. Greenbelt Historic District, Community Building, & Museum	Greenbelt															
53. NASA/Goddard Space Flight Center and Visitor Center	Greenbelt															
54. Montpelier	Laurel															
55. Montpelier Cultural Arts Center	Laurel															
56. Laurel	Laurel															
57. Laurel B&O Station	Laurel															
58. Avondale Mill Site	Laurel															
59. Laurel Cotton Mill Site	Laurel															
60. Laurel Museum	Laurel															
61. St. Mark's ME Church	Laurel															
62. St. Mary of the Mills Roman Catholic Church	Laurel															
63. Snow Hill Manor	Laurel															
64. Laurel High School	Laurel															
65. Historic houses in Laurel vicinity (Oaklands & Snowden Hall)	Laurel															
66. Baltimore-Washington Parkway	Laurel to Bladensburg															

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Appendix One: **Excerpts from the Diary of Charles Willson Peale**

15 August 1789

. . . I set out immediately to go to George Town, and reached Bladensburg at mid day. - I waited on Mrs Ross, who informed me that Mrs Lounes wanted her portrait in miniature to give one to each of her children.

16 August 1789 (Sunday)

. . . began a miniature of Mrs Lounes, a little before Dinner time I found myself very unwell. I could not eat a morsel at Dinner, and to keep myself from puking I drank vinegar and water. I was this afternoon to have gone to the place where the large Tooth was found, & Mr Cramphin had called on me for the purpose, but my indisposition prevents me from going.

17 August 1789

. . . began a portrait of Mrs Lounes in head size

18 August 1789

. . . work on miniature but am very unwell having an ague

19 August 1789

. . . work on the miniature - but I am taken again with an ague & the fever is very severe it lasted the whole night.

20 August 1789

. . . a little after sunrise I begin to get into a perspiration, which lasted till late in the afternoon. I puked which considerably abated my sickness of the Stomack - I have not been able to anything this day/ getting quite cured of the fever and ague by taking an oz of Bark - I pursue my business of painting the portraits of Mrs Lounes, and finish all of them 7 in number, viz 4 in oil and 3 in miniature, except the drapery of one of the miniature which was for Mrs Francis Lounes who living at George Town, neglected sending me directions about it - and I then determine'd to complete it at George Town. - Mr Benjn Lounes paid me in full for these pictures 78£ 15, that is 8 guineas for the first Miniature 7 Guineas for the first head size & 6 Guineas for each of the 5 other Copies - making in all 45 Guineas - I paid Peggy Adams for my board £3:10 and for keeping my Horse - 4.15.0.

9 September 1789

. . . and left Bladensburg the 9th Sepr. And arrived at George Town before dinner - I conversed with Mr & Mrs Stoddert about the portraits of

Anacostia Trails Heritage Area

their children and find some difficulty to get the size & manner determined - however at last I got my canvas, and the 3/4 Size is Chosen.

Began the portrait of 3 children in the above mentioned size, a Boy of 7 yrs. a Girl 5 & a girl of 5 months and I contrive to make whole lengths of them by making the biggest Children kneel - in the following manner Vizt. The Boy is putting his Sister into a go-cart, the biggest Sister has hold of the Pole and looking at her Brother - but perhaps a slight sketch may better express the design

15 September 1789

. . . The picture is now in considerable forwardness, I expect to finish in the course of this week - Miss Betsey Gant presented me with a Guinea Pigg. -

Memn: Recd. Of Mr Benn. Lounes 2 Guineas to pay for a frame for Mrs Lounes portrait the size 2 feet by 19 ½ Inches, square & oval inside - / The size of Mr Stoddarts Children portrait is 4 feet 3 ¾ I. by 3 feet 5 In. including the battens.

Frames are to be made [for] Mr Stoddarts children for his Mothers picture & for Mr Lounes, which I forgot to measure but will write to have it sent -

Recd: £3 to pay for the setting of the miniature for Miss Lounes -

17 September 1789

. . . finished the picture of Mr Stoddarts Children, and

18 September 1789

. . . Recd. of Mr Stoddart 40 Guineas the pay for the picture and Frames for 3 pieces. Left George Town and reached Bladensburg to a late dinner.

19 September 1789

Left Bladensburg at X O'clock and I am apprehensive about the same hour Mrs Lounes departed this life. - it was accidental that I visited Bladensburg and I am happy that I was in time to paint those 7 portraits which she desired for her 7 children. - reached Elk ridge landing in the evening -

7 June 1804

I went to Mrs Stoddert's (Mr Stoddert was from home.) I inquired for Mrs Stoddert from a young lady sitting in the passage. She did not make any reply . . . after standing a minute, I repeated my question, when she replied that she was dead, and hung her head in sorrow [**Rebecca Lowndes Stoddert died 10 February 1802.**] . . . I told the young lady I had painted a picture, the portraits of some children many years past. At this she brightened up, and asked me into the next room, where I found it over the mantelpiece. This young lady was the child and principal figure in the group. She said her brother was out and was now a big boy, and the youngest, which he was pushing in the go-cart, was in the next room.

The colors stood very well, though rather injured by fly dirt, which I advised her to wash off with warm water.

Note: The material in this Appendix was provided to us by Susan Pearl.

Appendix Two: **Recommendations for Archaeological Investigation**

The usual process for archaeological investigation is to embark upon a phased approach in consultation with the Maryland Historical Trust. Phase I archaeological investigations ideally are undertaken early in the planning stages of any undertaking. Phase I work is geared solely toward determining the presence or absence of archaeological resources within the affected area. If nothing is found, then construction is cleared to proceed. If archaeological resources are found within the project area, Phase II investigations are initiated to determine the significance of each resource. "Significance" has specific meaning in this context, meaning that derives from Federal standards for nomination to the National Register of Historic Places. Resources, whether structures or archaeological sites, are determined to be "significant" and eligible for listing in the National Register if they meet any one of four specific criteria, the last of which generally is most important for archaeology, namely that the resource will yield or has the potential to yield information that may expand our understanding of the past. If a site is determined to meet any one or more of these criteria, then the characteristics that give the site significance generally must be retained or any negative impact upon the site somehow mitigated. This may require redesign of a project to avoid a significant feature. Archaeological resources are fundamentally different from buildings, in that their significance almost always lies with the last criterion, i.e. they can provide important information about the past. This is an important factor in determining how to deal with a significant resource. If the primary importance of the site lies with the information that it may yield, then an acceptable approach to mitigation is scientific excavation and collection of the data that makes the site important. This data recovery effort is Phase III, and it may include the entire site or just those portions of the site that are threatened with destruction or damage.