

# Maryland's Lower Choptank River Cultural Resource Inventory

by  
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*"So long as the tides shall ebb and flow in Choptank River."*  
From Philemon Downes will, Hillsboro, circa 1796

U.S. Geological Survey Quadrangle 7.5 Minute Topographic maps covering the Lower Choptank River (below Caroline County) include: Cambridge (1988), Church Creek (1982), East New Market (1988), Oxford (1988), Preston (1988), Sharp Island (1974R), Tilghman (1988), and Trappe (1988).

## Introduction

The Choptank River is Maryland's longest river of the Eastern Shore. The Choptank River was ranked as one of four Category One rivers (rivers and related corridors which possess a composite resource value with greater than State significance) by the Maryland Rivers Study Wild and Scenic Rivers Program in 1985. It has been stated that "no river in the Chesapeake region has done more to shape the character and society of the Eastern Shore than the Choptank." It has been called "the noblest watercourse on the Eastern Shore."

Name origin: "Chaptanck" is probably a composition of Algonquian words meaning "it flows back strongly," referring to the river's tidal changes<sup>1</sup>

### *Geological Change and Flooded Valleys*

The Choptank River is the largest tributary of the Chesapeake Bay on the eastern shore and is therefore part of the largest estuary in North America. This Bay and all its tributaries were once non-tidal fresh water rivers and streams during the last ice age (15,000 years ago) when sea level was over 300 feet below present. As climate warmed and glaciers melted northward sea level rose, and the Choptank valley and Susquehanna valley became flooded. Such flooded valleys are called estuaries where ocean salt water mix with fresh river water producing some of most biologically rich waters in the world. Thus the Chesapeake has been called an "immense protein factory." This is why the Chesapeake Bay and Choptank River produce so many blue crabs and before over harvesting and habitat destruction, plentiful oysters. The Choptank River channel erodes through Miocene (9 to 15 million year old sediments) to Recent age semi-consolidated or unconsolidated sands, gravels and calcareous sediments which form the Coastal Plain of Maryland and Delaware. The following sites have geological interest: Boston Cliff is a fossiliferous exposure containing marine fossils dating from the Miocene Epoch; Sandy Hill is an eolian or wind driven deposit of sand forming a sand dune complex thousands of years old. The entire region is slowly subsiding due to tremendous sediment accumulation in the Salisbury embayment; the weight of which is depressing the earth's surface here a few centimeters per year. This coupled with global

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<sup>1</sup> Hamill Kenny, *The Placenames of Maryland, Their Origin and Meaning* (Museum and Library of Maryland History, Maryland Historical Society, Baltimore, 1984), p. 63. John Smith called the Choptank River "Kuss flu" in 1608; see Ben C. McCary, *John Smith's Map of Virginia: With a Brief Account of its History* (The Virginia 350th Anniversary Celebration Corporation, Williamsburg, Virginia, 1957).

sealevel rise is causing erosion along much of the lower Choptank River shoreline. Sharps Island and Howell Island have completely eroded away. Marshland is disappearing in some areas of the Choptank River region while in other once solid lowland areas it is slowing turning into marshland. About 150 acres of marshland has been lost annually for the last fifty years at nearby Blackwater National Wildlife Refuge. See these individual sites for more information

## Historic Context

The Maryland Historical Trust, in 1986, as part of the *Maryland Comprehensive Historic Preservation Plan*, determined that Maryland historic projects, reports, and publications be planned, conducted and written according to a system of statewide "historic contexts" in accordance with the *Secretary of the Interior's Standards for Preservation Planning*. Historic contexts can be created on many levels and for many purposes, including a county survey. "An historic context is a body of information about historic properties organized by theme, place and time. It is the organization of information about our pre-history and history according to the stages of development occurring at various times and places."<sup>2</sup> By developing historic contexts, an historic property can be placed within the broad pattern of history and within a larger group of similar properties. Among the historic periods and themes developed and used by the Maryland Historical Trust, this inventory falls within the theme of "Transportation" and primarily within the time periods of "Rural Agrarian Intensification (1680-1815)," "Agricultural-Industrial Transition (1815-1870)" and "Industrial/Urban Dominance (1870-1930)." This survey also touches upon the "Contact and Settlement Period 1570-1750)" and "Modern Period (1930-Present)."

## Brief History of the Choptank River Region

The first European to publish a relatively accurate map of the Chesapeake Bay was Englishman John Smith in 1612 based on his 1608 explorations. However, he failed to explore the Choptank River, possibly due to the then larger island, later called Sharp Island, which may have blocked his view of the river. The island has since eroded away. It is not known who the first European was to explore this river, but the Augustine Herrman map of 1673 clearly shows the river. Because Herrman conducted his own surveys for his map it may very well have been he who first mapped it; though by this time other Europeans had traveled up the Choptank such as George Fox in 1672, some having even established homes along its banks such as William Stephens.<sup>3</sup>

### *Rural Agrarian Intensification Period (1680-1815)*

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<sup>2</sup> "How to Complete the National Register Registration Form," National Register Bulletin 16A (U.S. Department of Interior, National Park Service, 1986), p. 17.

<sup>3</sup> Ben C. McCary, *John Smith's Map of Virginia: With a Brief Account of its History* (The Virginia 350th Anniversary Celebration Corporation, Williamsburg, Virginia, 1957); Russell Morrison, Edward C. Papenfuse, Nancy M. Bramucci, and Robert J. H. Janson-La Palme, *On The Map: An Exhibit and Catalogue of Maps Relating to Maryland and the Chesapeake Bay Honoring George Washington at the beginning of the Third Century of Washington College at Chestertown, Maryland*, (Washington College, Chestertown, Maryland, 1983), p. 17.; Russell Morrison and Robert Hansen, *Charting the Chesapeake*, (Maryland State Archives, Annapolis, Maryland, 1990), p. 19; and Raphael Semmes, *Captains and Mariners of Early Maryland* (The Johns Hopkins Press, Baltimore, 1937), p. 407.

During the colonial period the tidewater rivers of the region were the principal mode of transportation and communication with the outside world. These rivers also provided much of the power for the grist and saw mills necessary for the development of the land. By 1794 at least four water driven mills were operating on or near the upper Choptank-Tuckahoe rivers while windmills predominated in the lower, broader reaches of the Choptank River. The principal cash crop of tobacco was shipped by sailing vessels directly to England. Later it was sold to English factors here in the colonies who then shipped it to England. Ship captains built business relations with landing owners and tobacco planters so that the same ship often returned year after year to the same river landings and plantations.

As early as 1668 the colonial governor Charles Calvert designated by proclamation eleven sites for "Sea Ports Harbours creekes & places for the discharging and unlading of goods and merchandizes [sic] out of shipp[sic] & boats and other vessells [sic]." Oxford, located on the Tred Avon River, tributary of the Choptank River, was first town designated on these waters. The following year "An Ordinance" required all exports as well as import trade to be channeled through 12 designated sites (including Oxford), most identical to the 11 specified in 1668. In 1671 Governor Calvert increased the sites to 15 (including Oxford) and designated them as the only approved locations for unloading of cargo; exports were now excluded from the "declaration." Charles Calvert replaced these earlier proclamations with more comprehensive legislation in 1683 called "An Act for Advancing the Trade of Tobacco." It required all imports and exports after August 31, 1685, to pass through one of at least 31 designated sites (including Oxford). The Act also required that each site provide facilities (warehouses) for the storage of tobacco for any planter who did not maintain a warehouse in the town. A charge of not more than ten pounds of tobacco annually was established for each hogshead of tobacco so stored. In 1683 Kings Town was the first site so designated on the upper Choptank River. Cambridge on the lower Choptank River was so designated in 1684. Kings Town was again among the 42 designated town sites in 1706 (including Cambridge and Oxford). Hillsboro was added in 1708 when the legislation was changed so that only imports were required to pass through such sites. In 1732 a town was designated "at the bridge near the head of the Great Choptank River," called Bridgetown, present day Greensboro. Dover was never an officially designated town, coming into existence circa 1750. Most of these designated sites (some never developed into actual towns) presumably had wharves, but certainly landings of some type.<sup>4</sup>

The principal colonial tobacco trading centers on the Choptank River during this period were Cambridge, Dover, Hughlett's Warehouse (Bridgetown), Melvill's Warehouse, Oxford and Richardson's Warehouse (Gilpins Point). The colonial control of the tobacco market was replaced after the War for Independence by a centralized state inspection and grading system in Baltimore. Thus Choptank River planters had to send their crops to warehouses in Baltimore for inspection and grading.

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<sup>4</sup> John W. Reys, *Tidewater Towns: City Planning in Colonial Virginia and Maryland* (Williamsburg, Virginia, Colonial Williamsburg Foundation and University Press of Virginia, 1972), pp. 92-103; Frederick Emory, *Queen Anne's County, Maryland: Its Early History and Development* (Baltimore, Maryland Historical Society, 1950), p. 322; Weeks, p. 6; Augustine Herrman, *Virginia and Maryland as it is planted and inhabited this present year 1670, surveyed exactly drawne by the only labour & endeavour of Augustine Herrman*; and Eleanor F. Horsey, *Origins of Caroline County, Maryland from Land Plats, Volume II, Melvills Warehouse, Federalburg, Hillsboro*, E. A. Christian and D. Price, Denton, Maryland, 1981, p. II. See also Donald G. Shomette, *Lost Towns of Tidewater Maryland* (Centreville, Maryland: Tidewater Publishers, 2000), Appendix p. 299.

### *Agricultural-Industrial Transition (1815-1870)*

As planters began to expand their crops from tobacco to wheat, fruits and vegetables, more connections were established with other cities in the Chesapeake region and with Delaware and Philadelphia. Small, independent sailing packet boat owners and captains began transporting crops to cities such as Alexandria, Baltimore and Annapolis. People were also given passage. Friendships and business alliances were made and continued over many years. With the establishment of the steamboat on the Chesapeake Bay by 1817, however, a faster and usually more reliable scheduled freight and passenger service was possible. No longer was the transport boat dependent on the whims of the winds and tides. Steamboats took only one day to get from the Choptank River landings and wharves to Baltimore; with sail it could take one day, or several days depending on conditions. Yet the change to steamboat service was a slow process. By 1822 the few steamboats operating out of Baltimore had done little to displace the entrenched sailing packet alliances. Sailing freight vessels continued into the twentieth century.<sup>5</sup>

### *Industrial/Urban Dominance (1870-1930)*

During the steamboat era, landings were dropped and added as determined by economic need. During this period the railroad also began to play a role by opening rail transportation from Baltimore via ferry with the eastern Shore of Maryland and connections with Delaware and Philadelphia. Peach raising was one of the leading industries in the nineteenth century but fruit diseases have greatly reduced these orchards.<sup>6</sup>

### *Geographical and Cultural Contrast between the Upper and Lower Choptank River*

The Choptank River begins in Kent County, Delaware, at an elevation of 60 feet above sea level and flows approximately 70 miles across the Delmarva Peninsula from Delaware to Maryland into the Chesapeake Bay, draining the west central portion of the peninsula. The tidal range of the river is about two feet and runs above the confluence of the Tuckahoe and Choptank rivers. The upper Choptank (from about just below Denton on up) and Tuckahoe (from near the confluence with the Choptank) rivers are freshwater (0-0.5 parts per thousand salt) while the Choptank from about the Senator Frederick C. Malkus Jr. Memorial Bridge (Cambridge) up to the freshwater boundary is oligohaline (slightly brackish, 0.5 to 5 parts per thousand salt). From the mouth of the Choptank to the bridge the river is considered brackish (5-18 parts per thousand salt; marine is considered above 30 parts per thousand salt). Salinity varies with season and rainfall amounts. At its mouth where the Choptank River meets the Chesapeake Bay, is a sound several miles wide ringed with islands. Before Sharps Island eroded away, an obvious entrance to the river was not clearly visible from the bay. Thus John Smith during his exploration in 1607 completely missed it. The numerous rivers, creeks and coves which branch off the lower Choptank River, particularly on the northern or Talbot County side, offer over a hundred miles of waterfront. Thus the land is broken into numerous "necks" separated by inundating creeks and rivers which flow into the Choptank. These necks are usually so narrow that only one road is needed to connect the lanes which lead to the numerous large waterfront homes often

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<sup>5</sup> Vivian Wiser, "Improving Maryland's Agriculture, 1840-1860," *Maryland Historical Magazine* (volume 64, number 2, 1969), p. 127.

<sup>6</sup> "The Counties of Maryland and Baltimore City: Their Origin, Growth and Development 1634-1967," State Planning Department, Publication no. 146, Baltimore, Maryland, 1968, pp. 8 and 10.

located on points or topographically highlands along the shore. Many of these homes are historic manor homes. Most of the properties consist of large holdings so that houses are relatively sparsely dispersed along the shore. The necks are named after prominent landowners, a geographical feature or due to some resemblance to similar lands in England. Thus Oxford Neck, Deep Neck, Ferry Neck, Little Neck, Baileys Neck and Grubin Neck. Due to these necks, Talbot County has the longest coastline of any county in Maryland.

Just upriver from the Senator Frederick J. Malkus Jr. Bridge which takes US Route 50 across the Choptank River and connects Cambridge with Talbot County, the river makes a bold ninety degree turn around Chancellors Point running northwest/southeast then to northeast/southwest. Approximately here the broad lower Choptank quickly narrows. Above the Caroline - Dorchester county line the upper Choptank River winds a course connected with creeks and marshes east into the State of Delaware. While the upper river has landings approximately every half mile on average the lower river has fewer and more widely dispersed landings generally miles apart. Large manor homes are fewer in the upper river sections and land holdings are generally smaller. Windmills were located along the broad lower river while water powered mills were located on the more topographically diverse upper river sections. Typically marshes make up the inside shallow bends of the upper river while low banks line the outside deeper waters of the river bends. The land in general is relatively flat during the entire course of the Choptank River, the major exceptions including Sandy Hill and Boston Cliffs mentioned above.

The Choptank River is not only a geographical feature but also represents a cultural division line between the northern and southern Eastern Shore; similar to the cultural differences between the western and eastern shore of the Chesapeake Bay. On the lower Choptank there is also cultural differences between the northern side (Talbot County) and southern side (Dorchester County) of the river. The 1670 Herrman map identified 87 dwellings or settlements along the Choptank and Tuckahoe rivers including the tributaries of Tred Avon River (eight), and Brooks, Hudson and Beckwith creeks (12) and the eastern side of Tilghman Island (4).<sup>7</sup> Of these 87 occupation sites, 59 are located in the lower Choptank region. Another ten dwellings or settlements are indicated along the upper Choptank River above Tuckahoe River and another 15 along the Tuckahoe itself. It is interesting that the Tuckahoe has half again as many occupation sites as does the upper Choptank. The northern shore of the lower Choptank including the tributaries such as Tred Avon consist of 36 occupation sites while the southern shore only consist of 23 sites. Clearly the northern shore was more heavily populated by Europeans during the mid to late 17<sup>th</sup> century. This is explained in part due to the more protected extended shoreline on the lower northern side of the river. The southern shore is where the Choptank Indian reservations were located; initially limiting European settlement. French Huguenots, and more rough and ready type settlers occupied the southern shore while more gentle, wealthy types occupied the northern lower shore.

It is claimed that from a boat situated off Chlora Point in the middle of lower Choptank River

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<sup>7</sup> Augustine Herrman, *Virginia and Maryland as it is planted and inhabited this present year 1670, surveyed exactly drawne by the only labour & endeavour of Augustine Herrman*, engraved by W. Faithborne; published by Augustine Herrman and Thomas Withinbrook, London, 1678. Herrman's map does not separate Brooks, Hudson and Beckwith creeks into separate creeks so the number is meant for all three creeks combined. Twenty-three dwellings are indicated for the south side of the Choptank below the Tuckahoe River and 36 for the north shore below the Tuckahoe River. This is not surprising due to the more numerous tributaries on the north shore and consequentially relatively more waterfront.

one can see the homes or site of former homes of seven Maryland governors. Is there any other river in America that can make such a claim for any state - doubtful?

### *Explorations*

John Smith is credited as being the first European to map the Chesapeake Bay. However, he failed to find and map the Choptank River.

*Smith's omission to explore the Eastern Shore of Maryland, at least the midland parts of it, between the Nanticoke and Sassafras rivers, has deprived us of some interesting information relative to that part of the country now composing the counties of Talbot, Queen Anne and Kent together with several islands the Bay-coast thereof, since known by the appellations of Sharpe's, Tilghman's, Poplar and Kent Island...Brooke's forest, "overgrown with wood," as he says, and the three islands, therein imperfectly sketched by him as lying opposite thereto called by him "Winstone's isles, must have been the isle of Kent, Poplar, and Tilghman's islands, but most inaccurately designed"<sup>8</sup>.*

### *Michener's Chesapeake*

James Michener based much of his classic novel *Chesapeake* along the Choptank River. He lived for several years on the nearby Miles River researching the Choptank and Chesapeake Bay to tie together the entire history of the region from its prehistory through modern times. Michener's first attempt at *Chesapeake* was a collection of short stories (reverting back to his *Readers Digest* days) covering the various river themes...American Indian tribes, first settlers watermen, etc. The publisher/editor insisted that he abandon the short story concept and rework the story into the epic novel it became. His diary and related research as well as the original *Chesapeake* manuscript are located in the Maryland Room of the Talbot County Public Library, Easton.

Michener wrote after boating up the Choptank River in 1976 that he "saw a truly delightful sight: mile after mile of river bank on which not a sign of human habitation was visible. I could not believe [sic] the pristine quality of this river for long stretches [sic]; it was like being back in 1836. And then to top it off, we sailed to the headwaters of the Tuckahoe, and now I know something about the Choptank I never knew before, that it is one of the very best small rivers, and surprisingly wide for much of its length. Great trip."<sup>9</sup>

### *Mills*

Due to the largely tidal waters along the lower Choptank River there is little if any gradient on the numerous tributaries. It is therefore not surprising that windmills, not water powered mills were the norm in the lower section of the river. A windmill, known as Bromwell Windmill, operated on the public square of Oxford in 1796. A windmill is shown in a circa 1800 drawing of Cambridge. A windmill is indicated near Cook Point on a 1910 natural oyster bar chart. A windmill was known to have existed west of Todds Point and

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<sup>8</sup> John Leeds Bozman, *The History of Maryland from Its First Settlement in 1633 to the Restoration in 1660* (Heritage Book, 1990, reprint of 1837 edition), vol 1., page 115.

<sup>9</sup> John R. Wennersten, *Maryland's Eastern Shore: A Journey in Time and Place* (Centreville, Maryland, Tidewater Publishers, 1992), p. 228; and miscellaneous notes by James Michener, archives of Dorchester County Historical Society, box number 112.

one at Corners Wharf. Two windmills operated at Double Mills Landing. Sometimes when natural embayments could be dammed, tide mills were employed. The dam was opened to allow the impoundment to flood and then closed and the tidal difference used to generate power for the mill. Such a tide mill is known to have operated on nearby Miles River but none are reported on the Choptank River. Fletcher Mill, established in 1689, was a water operated mill on Cabin Creek, probably the oldest water driven mill within the Choptank drainage.

### *American Indians*

The American Indians of the region fished and oystered along the Choptank River long before Europeans arrived. The Choptank tribe was part of the Algonquin Nation. John Smith estimated the numbers of warriors (Ozinies or Wiscomiss) on the Choptank River at 60; the population in 1722 was estimated at a minimum of 130 including both men, woman and children.<sup>10</sup> George Fox, the founder of the Society of Friends, stopped along the Choptank River in 1672 and met with the Choptank Indians to explain his doctrine via an interpreter. In his journal he recorded:

*To give them their due they sate [sic] very grave and sober and were all very attentive, beyond many that called Christians... We had a very good Meeting with them...and a very good Service it was, for it gave them a good Esteem of Truth and Friends, Blessed be the Lord!*

Ironically the last American Indian Wars in what is now Dorchester County took place shortly after in 1677-1678. The American Indians in the region were placed into three reservations, each of about 4,000 acres - the reservation for the Choptank tribe was located along the Choptank River stretching from Jenkins Creek, west side of Cambridge to Secretary, Warwick River, and running three miles southward into the woods. Englishmen who had patented land within the reservation area prior to 1669 were compensated for the houses and agricultural improvements they had made. The reservation lasted from 1669 to 1799 (though the Choptanks were so threatened by Iroquois that they abandoned their reservation from 1683 to sometime before 1694 and sought refuge with the Pocomokes and Assateagues). The Choptank tribe paid a land rent of six beaver skins a year to the Maryland government. Colonel Thomas Ennall bought 4,660 acres from the Choptanks on August 13, 1704. This land extended along the south bank of the Choptank from Shoal Creek to Ennalls Creek. In 1767 the Choptank Indians were invited by the General Assembly of Maryland to sell their lands; many of the Choptanks remained and assimilated into the population. The Choptank and Delaware Indian Trail once ran across Dorchester County through what is now called East New Market and on to the Delaware Bay.<sup>11</sup>

American Indian towns along the Choptank River include King Ababco's Town, called the "Lower Town," located in the area of New Whitehall Creek, and "Upper Town," located at Locust Neck on Goose Creek. Indian Neck was another site, located on the south side of the Choptank River between Secretary Creek and Goose Creek (see Indian Purchase listing). "King Tequassin's Town, mentioned in 1681 was located near Secretary Creek which may be the same as Upper Town and or Indian Neck. A Choptank Indian fort was located on the Fort Branch of Warwick River [Secretary Creek] and abandoned around 1705. As late as

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<sup>10</sup> Helen C. Roundtree and Thomas E. Davisson, *Eastern Shore Indians of Virginia and Maryland* (Charlottesville: University Press of Virginia, 1997), pp. 16 and 128.

<sup>11</sup> Roundtree and Davidson, pp. 118-9.

1792 all the dwellings but one on the reservation consisted of “wigwams.”<sup>12</sup>

By 1719 most of the Choptanks had been “driven into a small narrow neck called Locust Neck,” now the Goose Creek area near Green Point, overlooking the Choptank River, just below Warwick River in Dorchester County. In the 1740s many of the Choptanks migrated along with the Nanticokes to an area around Otsiningo, now Binghamton, New York. Dr. William Vans Murray of Cambridge, visited Locust Neck in the 1780s at the query of Thomas Jefferson. He reported that only nine members of the tribe remained; one, Molley Mulberry, was the widowed queen. In 1801 the Maryland General Assembly authorized the appointment of a trustee to dispose of twenty acres of land “belonging to a certain Choptank Indian, Molley Mulberry, lately deceased leaving no descendants.” With this act the American Indians of the Choptank River were no more.<sup>13</sup> The following sites have some relationship to American Indian history: Indian Purchase had once been part of the Choptank Indian Reservation. LeCompte Bay is where Antoine LeCompte lived and was reputed to have a thirst for killing American Indians for which his family bore a curse of blindness. Sandy Hill was the site of an Adena American Indian village. Within Secretary are two sites with American Indian related history; Carthagenia was the home of Captain Henry Trippe whose grandfather Henry Trippe served as a captain against the Nanticokes Indians in 1674. Warwick Manor Site, also in Secretary, was a house built circa 1740 with two-foot thick walls said to provide defense against possible American Indian attack. Shoal Creek was land purchased from the Choptank Indians by the Ennals family prior to the 1740. Vue de L’Eau was also once part of the Choptank Indian Reservation. See the individual sites for more information.

### *Revolutionary War*

On June 23, 1776, Maryland colonial governor Robert Eden departed Maryland aboard the HMS *Fowey*, ending the royal government in Maryland. On his way down the Chesapeake Bay from Annapolis *Fowey* anchored at the mouth of the Choptank River where four citizens of Talbot County, sent onboard as a present to the governor, twelve sheep, three lambs and seven shoats as a testimonial of their personal friendship. Upon the Committee of Observation learning of this incident, the men were arrested and ordered to appear before the Convention. The opinion of the Convention was that the gentlemen made the presents to the governor before they knew of the violation of the truce, thus they “were in no degree criminal in going on board the *Fowey*, with such live stock, and they be discharged.” Benoni Point was the scene of a British landing where three citizens were seized to serve as pilots for a potential raid on Oxford. The men refused. Upon re-landing them the local militia fired on the British. This affair has been embellished and called the “Battle of Benoni Point.” See Benoni Point for more information on this incident. Crosiadora was the home of Quaker John Dickinson who wrote the famous Declaration upon Taking Up Arms for Congress yet would not sign the Declaration of Independence. In his pre-Declaration of Independence writings he often used the terms “freedom” and “liberty” which caught the public fancy. In 1768 he wrote a song called “The Liberty Song” which swept the county and linked Dickinson’s name

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<sup>12</sup> *Souvenir Book: Dorchester Tercentenary Bay Country Festival 1669-1969*, 1969, p. 74-5; Christopher Weeks, *Between The Nanticoke and the Choptank: An Architectural History of Dorchester County, Maryland* (The Johns Hopkins University Press and The Maryland Historical Trust, 1984), p. 12; and Roundtree and Davidson, p. 138.

<sup>13</sup> Dickson J. Preston, *Talbot County: A History* (Centreville, Maryland: Tidewater Publishers, 1983), p. 43. Preston notes that a solitary American Indian lived in Oxford Neck area during the 1830s but what tribe he was related to is unknown, see p. 177.



with the most ardent Patriots. See Crosiadora for more details.

### *War of 1812*

A British raiding party comprising eighteen barges and a schooner entered the Choptank River on October 19, 1814, and at Castle Haven made a landing where they took poultry and cattle from a tenant at the farm of Dr. Kemp. The town of Easton was protected by possible attack by Fort Stoakes built just below Easton Point on the Tred Avon River. British troops landed on Sharps Island in April of 1813 and purchased livestock from Jacob Gibson. Shoal Creek Site was the home of Charles Goldsborough who was one of three Maryland Congressmen to oppose the war with England. Tilghman Island Landing, Tilghman Island, was occupied by the British in 1813 and 1814. In the later year the British built two barracks to accommodate troops. See the individual sites for more specific information about the War of 1812.

*THE ENEMY. Four of the enemy's ships were in sight last evening from the dome of the state-house, off Sharp's Island, about 15 or 20 miles below this city. It is conjectured here that an expedition has been sent to Cambridge as three of the original number are not to be seen [the British actually attacked Castle Haven on the Choptank River, see Castle Haven] (Maryland Republican, October 22, 1814).*

### *American Civil War*

While no battles took place on the Choptank River during the Civil War, there was much Southern sympathy, and the Union freed slaves who were willing to join the army. Oxford became a center for the shipping of these recruits to Union training camps. Union camps Lockwood and Wallace were established at Cambridge and Camp Quaker and Camp Kirby, later renamed Camp Hicks were established at Easton. A man was arrested at Easton Point for his anti-Union comments and flaunting his cause by eating candy in the colors of the Rebels in front of Union soldiers. Federal deserters were sometimes harbored by secessionists in the area. Five suspected deserters were arrested and one killed during an escape attempt in Cambridge. A local legend claims Confederate Tench Francis Tilghman of Plimhimmon reputedly returned home after the war with part of the Confederacy's gold. See Cambridge, Easton Point and Plimhimmon for more information on this topic. See also Denton side bar in the Upper Choptank Site Inventory.

### *Slavery and the Underground Railroad*

William Troth, who lived on a plantation called Troths Fortune located along the Choptank River, freed all his slaves by 1766, probably because of his Eastern Shore Quaker beliefs. He took a stand against slavery during his time when such beliefs were unpopular for this region. William Still was an African-American businessman in Philadelphia whose parents were slaves on the Eastern Shore of Maryland who escaped to New Jersey. William became the head of Vigilance Committee of Pennsylvania, an anti-slavery society. He assisted in freeing slaves. In his journal he remarked that at least 42 slaves fled the Cambridge area in 1852. William in 1872 wrote his book titled *Underground Railroad* about his experiences. The Harriet Tubman Memorial Park, located along U.S. Route 50 in southern Cambridge is dedicated to the life of Harriet Tubman, an African-American who was called the "Moses" of her people during the last years of slavery in the United States. One plaque is dedicated to Joe Bailey, an escaped slave from Jamaica Point on the Choptank River who was taken to freedom by Tubman. See Jamaica Point for more details on this event. Green Point and Poplar Neck may also be a site related to the underground railroad (see Green Point and Poplar Neck Site). The Harriet Tubman Museum (424 Race Street, Cambridge; 410-228-

0401) provides information about the life of Harriet Tubman and African-American heritage through exhibits, films, and escorted or driving tours.

After news of John Brown's raid at Harper's Ferry in October of 1859 rumors spread that Brown himself had passed through the Choptank area masqueraded as a woman, pursuing recruits for his insurrection at estates such as Boston, Crosiadore and Howell Point. While there appears to be general agreement that someone disguised as a woman traveled here there is no proof that it was John Brown.<sup>14</sup>

### *Roads to Ferries and Ports*

In 1704, a Session of Assembly passed an Act concerning roads leading to rivers, ferries and ports: "...An Act for the marking of High-ways, and making the heads of Rivers, Creeks, Branches and Swamps, passable for horse and foot [note wheeled vehicles were not yet in general use]...That all Publick and main roads be hereafter cleared and well grubbed fit for travelling [sic], twenty foot wide; and good and substantial bridges made over all heads of Rivers, Creeks, Branches and Swamps, where need shall require,...any road on the Eastern Shore in Talbot County, that leads to the Port of "William-Stadt," [Oxford] at the entering into the same, and upon parting with, or dividing from any other road, shall be marked on the face of a tree in a smooth place, cut for that purpose, with the letter W and so with two notches all along the road; ...and any road leading to a Ferry, and dividing from the other Publick Roads, shall be marked with three notches of equal distance at the entrance into the same." The following sites are active ferry landings: Bellevue and Oxford. The following sites are former ferry landing sites: Ackers Ferry, Cambridge, Castel Haven, Chancellors Point and Chlora Point. The following sites were Choptank River ports: Oxford and Cambridge. Oxford was established as a port of entry in 1683 and Cambridge as a town site the following year making them two of the earliest ports in the colony. See the individual sites for more specific information.

### *Railroads*

The Eastern Shore Railroad, running on the north side of the Choptank River had first been proposed in 1833 but such plans were dashed by the 1837 depression. The Maryland and Delaware Railroad, chartered in 1854 reached Salisbury in 1860 but the War between the States delayed any construction further west. Finally the railroad reached Easton in 1869 and Oxford, the end of the line, in 1871. The 54-mile rail line connected with the main line at Clayton (Smyrna), Delaware. With this link agricultural, timber and seafood products could be transported to markets in Wilmington and New York faster than by steamboat. The first train departed Easton with peaches, the area's prize crop, which brought an excellent price in the New York market. The railroads, slowly at first, eventually replaced the steamboat so that by 1897 steamboating was in decline. The Baltimore, Chesapeake and Atlantic Railroad Company boasted 16 steamers on the Chesapeake Bay and Tributaries and 87 miles of railroad line on the Eastern Shore of Maryland in 1909. A 1906 steamboat route map indicates rail service by the Maryland, Delaware & Virginia Railway Company was possible at Denton and Hillsboro on the upper Choptank River. The MD&V Railway Company was owned outright by the Pennsylvania Railroad. The MD&V also ran a steamboat service from Baltimore to Love Point (Kent Island), Maryland, with train connection to Lewes, Delaware, where railway barges connected to New Jersey. The Dorchester and Delaware Railroad, located on the south side of the Choptank began service in 1868. In 1883 the Philadelphia, Wilmington & Baltimore Railroad bought controlling interest in the line and

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<sup>14</sup> Preston, 1983, p. 205.

reorganized it as the Cambridge and Seaford Railroad. The train took a little over two hours to make the 11 stops on the 33 mile run. This Cambridge line was reputed to be the best-paying branch on Delmarva for freight and one of the best in the entire Pennsylvania System.<sup>15</sup>

### *Shipbuilding*

The Choptank River is navigable for large vessels twenty miles upriver. It is therefore not surprising that much shipbuilding took place in the region. The earliest shipyard may be an unnamed shipyard located at Shipyard Poynt along a branch of the Tred Avon River which operated between 1660 and 1669. A 1697 report listed at least eleven shipyards in Talbot County alone, with 39 vessels built or under construction. How many of these yards and how many vessels were built on the Choptank River is unknown but one of the leading shipyards at this time was Thomas Skillington's yard at the mouth of Trippe Creek located approximately two miles upstream from Oxford on the Tred Avon River off the Choptank River. This yard was probably the largest shipyard in the province at that time, in operation from 1675 to 1705. A full-sized ship of 450 tons was built here as well as the 358 ton armed escort *Elizabeth*, built for Gilbert Livesley of London to defend merchant ships from pirates and French privateers. Solomon Summers, Samuel Summers, and Andrew Tonnard of Island Creek (off Choptank River) and William Whitaker of Tred Avon Creek also built ships around 1700. During the colonial period the lower Choptank River area exported tar, pine and cypress. American white oak from Dorchester County was considered equal in quality to that of England. Captain Henry Trippe in 1735 on the banks of the Choptank River (location undetermined) built a square-sterned schooner named *The Charming Betty*. Quaker William Edmondson, John Anderson and Trippe were joint owners. The Tred Avon Shipyard operated by the Barlett-Dixon family built the brig *Bloomfield*, which was sailed around Cape Horn about 1848 with pre-fab, knockdown houses which were sold in San Francisco at a handsome profit. At least two whaling ships were launched in Dorchester County.<sup>16</sup> William R. Hughlett operated a shipyard at Jamaica Point in the 1850s. The following sites are shipbuilding sites: Cambridge (Cambridge Shipyard circa 1770-present; Johnson 1800-1850 and Mitchell/Ross 1775-1878), Cook Shipyard Site (1742-1788), Ferry Neck Shipyard Site (1800-1809), Jamaica Point (1850s-1860s), LeCompte Bay (Hermes Shipyard prior to Civil War and James B. Richardson boat yard, circa 1945-78), Island Creek Shipyard Site (1690-1705), Pecks Point Shipyard Site (1800-1809), Skillington Shipyard Site (1675-1705) and Wayman Shipyard Site (1807-1810). See the individual sites for more specific information. A boat building shop also operated at Secretary.

### *Steamboats*

Captain Edward Trippe, of Dorchester County, was a friend of Robert Livingston and worked with the earliest proponents of steamboating in America. Trippe and two friends put up

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<sup>15</sup> Harrington, Norman. *Easton Album* (Easton, Maryland: Historical Society of Talbot County, 1986), p. 135; John C. Hayman, *Rails Along the Chesapeake: A History of Railroading on the Delmarva Peninsula 1827-1978* (Marvadel Publishers, 1979), pp. 41, 47, 50; and Neil B. Frampton, *From the Warrick River to the Crossroads On Maryland's Eastern Shore: A Pictorial History* (Baltimore, Maryland: Gateway Press, Inc., 2001), pp. 132-3.

<sup>16</sup> Ben Ford, "Shipbuilding in Maryland," 1631-1850 (MA thesis, College of William and Mary, 2001, p. 183; Walter E. Huelle, *Footnotes to Dorchester History* (Centreville, Maryland: Tidewater Publishers, 1969), pp. 46 and 63; and Preston, 1983, pp. 72, and 197-98.

one-third of the total \$40,000 cost to build the first steamboat on the Chesapeake Bay, the *Chesapeake*.<sup>17</sup> While the *Surprise* operated on the Miles River in 1817 and 1818, it was the *Maryland*, owned by the Maryland Steamboat Company and financed largely by Talbot County capitol, that first entered the Choptank River on its runs from Baltimore and Annapolis up the Tred Avon River to Easton, beginning June 15, 1819. The *Maryland*, fitted with a bowsprit but no sail, was steered by an open tiller on the stern and powered by a side paddle wheel. Communication between the helmsman and the engineer was by stomping on the deck. The *Albemarle* began regular service to Cambridge in 1823 with a stop at Howell Point, followed by the *Paul Jones* in 1839, the *Osiris* and *Thomas Jefferson* in 1845, the *Cambridge* in 1846, the *Hugh Jenkins* and *Gazelle* in 1850 and the *Champion* in 1851. In 1861 the Individual Enterprise Line ran *Kent*, *Pioneer*, and *Champion* on the Choptank River; the *Kent* made two trips weekly as far as Denton while *Champion* operated only to Cambridge, Oxford and Easton Point. In 1865 the Western Shore Steamboat Company (also called the Oxford and Cambridge Line) ran the *Cambridge* (different from the earlier *Cambridge*) and the *Wilson Small*, the first night steamer on the Choptank River.<sup>18</sup> In 1878 Maryland Steamboat Company's *Highland Light* and *Kent* provided nightly service from Baltimore to Choptank River landing at Oxford, Chlora Point, Cambridge, Chancellors Point, Jamaica Point, Secretary and Medfords Wharf (Choptank Landing). In the 1880s the *Avalon*, *Tred Avon*, *Ida* and *Joppa* joined the Choptank River run. The *Joppa* ran the Choptank intermittently until 1921.<sup>19</sup> The era of the steamboat changed the economy of the river as the trade of agricultural products changed from tobacco to grain. The following sites are steamboat landings: Bellevue, Cambridge, Castle Haven, Chancellors Point, Chlora Point, Corners, Double Milles, Easton Point, Jamaica Point, Kirby Wharf, Oyster Shell Point, Oxford, S.F. Collins Steamboat Wharf, Secretary, Shermans Landing, Tilghman Island Landing, Trappe Landing, Travers Wharf, and Wrights Wharf.

### *Life in the Choptank*

A variety of fish and shellfish live in the Choptank River. Soft shell clams (manninose) are found in the middle reaches of the river and northern mouth of the river. Blue crabs and oysters live in both the middle and lower portion of the river. Bluefish, shad, herring, alewife, white perch, and striped bass frequent the lower and middle portions of the river while catfish, yellow perch, striped bass, shad, and herring frequent the upper freshwater portion of the river. Muskrats, otters, and raccoons live along the shoreline. Swans and geese seasonally visit the lower and middle sections of the river; ducks occupy all of the river.

### *Seafood Industry*

By its vary nature, the seafood industry was a seasonal one. Most seafood packing houses shucked and packed oysters in winter and crabs in summer. Fish, terrapin, and even muskrat also sometimes supplemented these packers. Likewise watermen who fished these resources often participated in one or more of these seasonal fisheries. Others worked on

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<sup>17</sup> Huelle, p. 46.

<sup>18</sup> Preston, 1983, pp. 179-80; and Robert H. Burgess and H. Graham Wood, *Steamboats Out of Baltimore* (Cambridge, Maryland: Tidewater Publishers, 1968), pp. 16-17. Note that Burgess and Graham state that *Hugh Jenkins* and *Champion*, both of The Eastern Shore Steamboat Company, began running on the Choptank River in 1852.

<sup>19</sup> Preston, 1983, p. 256.

farms, built boats and/or houses in the off season. The lower Choptank River boasted some of the finest oyster grounds in the Chesapeake Bay where log canoes tonged and pungies (keeled schooners), bugeyes (centerboard schooners) and skipjacks (v-bottomed one-masted boats) dredged for oysters. This seafood bounty led to the Choptank River being proclaimed as "Talbot's Meat House." Today traditional Chesapeake Bay workboats ply the waters harvesting oysters and the delectable blue crabs. However, as one ascends the Choptank the water becomes fresher and oysters, crabs and other estuarine (brackish water from the mixing of ocean saltwater and freshwater) species become scarcer and more freshwater fish such as herring, shad, white perch, carp and catfish become more plentiful.

Oysters - An estimated 600,000 gallons of shucked oysters were shipped annually from Cambridge in the 1870s. By the turn of the century nearly a million bushels of oysters were shucked annually in Cambridge, second in volume nationwide only to Baltimore and ranked third in the United States for the quantity and value of its oyster exports. Several hundred oystermen as well as eight to nine hundred oyster shuckers (including men, women and children; many former slaves) worked in the twelve oyster-packing houses in Cambridge. One of them, the A. Phillips & Company became the largest oyster packing firm in the United States. The oyster packing houses were the scene of scores of oyster dredge boats offloading their bounty. Cambridge became an important center for oyster packing due in part to the fact that it was conveniently located near the mouth of the Choptank River, a principal oystering region and it was connected by steamboat and railroad connections to East Coast markets.

The area of the lower Choptank River from below where the U.S. Route 50 bridge crosses the river at Cambridge to the mouth of the river north from Tilghman Island, south to the former Sharps Island to James Point was reserved for scraping (hand dredging) of oysters. From the mouth of the Choptank River west into the Chesapeake was reserved for dredging (sail powered) of oysters. All of the coves, creeks, and rivers running inland from the various points along the main trunk of the Choptank were reserved for tonging (hand rakes) of oysters.<sup>20</sup> When the Choptank River froze over during the winter of 1917-18, dredge boat crews chopped holes in the ice and pulled dredges by hand across the oyster beds.<sup>21</sup>

A 1910 natural oyster bar chart indicates over 30 such bars were located at the mouth of and along the lower Choptank River. Some of the more colorful names include: British Harbor, Choptank Lumps, Pin Cushion, Turtle Back and Sugar Loaf. Other bars are named for geographical locations along the river such as: Cabin Creek, Castle Haven, Chloria Point, Cook Point, Corners Wharf, Horn Point, Jamaica Point, Le Compte, Oyster Shell Point, Sandy Hill and Shoal Creek.<sup>22</sup>

Oyster Navy - After outlawing oyster dredging in 1832, Maryland in 1865 allowed dredging

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<sup>20</sup> "Map showing the general locations of natural oyster grounds of Maryland and indicating the areas on which tonging, dredging, and scraping are respectfully authorized, "Plate 56, *Bulletin, U.S. Commission of Fish and Fisheries*, Washington, D.C., 1893.

<sup>21</sup> John R. Wennersten, *The Oyster Wars of Chesapeake Bay* (Centreville, Maryland: Tidewater Publishers, 1981), p. 102.

<sup>22</sup> Chart No. 35, "Natural Oyster Bars Talbot and Dorchester Counties, Maryland," published November 1911, Coast and Geodetic Survey, Surveyed by Maryland Shell Fish Commission in cooperation with United States Coast and Geodetic Survey and United States Bureau of Fisheries 1910.

in waters of 15 feet or more but only by Marylanders. Other laws restricted dredgers reserved for oyster tonging. Policing of the law was another story. The high price for oysters tempted oystermen to disobey such laws. The Maryland Oyster Navy was chartered by the General Assembly in 1868 to bring law and order to the Maryland portion of the bay. In March of 1870 an African-American tonger from Oxford area pulled up the bodies of three fellow African-Americans chained together and their skulls crushed, presumably by dredgers. In 1873 Dorchester County hired Captain James Langrall of the schooner *Regulator* to patrol the mouth of the Choptank River to keep out none Dorchester oystermen. Two Deal Island watermen were killed by Langrall and his deputies during one of several engagements. On January 12, 1889, the oyster police sloop *E. B. Groome* attempted to disrupt pirate oyster dredgers on the nearby Little Choptank River. After a terrific two-hour gunfight in which over a thousand rounds had been exchanged, the *Groome*, with its hull, rigging and sails perforated by bullets, and out of ammunition, withdrew to the victorious cheers, horns and Indian war cries of the illegal dredgers. Still, the pirates vowed revenge on the *Groome* for the attack. One night fourteen pirate dredgers boarded the *Groome* at Cambridge. Armed with shotguns, pistols and axes the pirates forced the police crew to get underway. The captured crew were humiliated when forced to work the dredge winders for several days before being allowed to row home in a skiff. The abandoned *Groome* was later found stripped of its rigging. When citizens from Cambridge organized a militia to protect the oyster beds at James Island at the mouth of the Little Choptank the dredgers fired upon the town and even threatened to burn Cambridge if the militia were sent out again. Cambridge officials demanded that Annapolis send its armored and iron-hulled oyster navy steamer the *Gov. McLane* to intercede. But the *McLane* was already involved in the bloody Potomac River oyster wars. Cambridge and the Dorchester County Oyster Militia were helpless as the pirate dredgers looted the remaining oysters from both the Little Choptank and Choptank rivers.<sup>23</sup> Joseph H. Johnson, a local attorney, is credited with writing Maryland's Oyster Laws during the late 1880s. His home is located at 115 High Street, Cambridge. Nearly next door at 119 High Street is Captain Thomas C. B. Howard home. He was engaged in the oyster wars while serving the Maryland Oyster Navy.

Crabs and Fish - Approximately nine hundred pickers workers in the more than twenty crab-picking houses in Cambridge. Over 10,000 barrels of crabs and an estimated half a million pounds of fish were shipped from Cambridge to local markets such as Baltimore in 1870s. William H. Valliant manufactured "Valliant's Fish Guano Fertilizer" but it is unclear exactly where the plant was located (Talbot County, probably at Oxford or Bellevue) or what source of fish he used.<sup>24</sup>

#### *Muskrats and Marshes*

In the late 1930s the muskrat population in Dorchester County was so high that trappers claimed they could "almost walk across the marshes on muskrat houses." One trapper who lived on a marsh claimed he could club several with a stick immediately around his shack before breakfast. It was said that almost every trap would contain a muskrat day after day. The Maryland total raw pelt value in 1902 was about \$80,000 averaging twenty cents per pelt; the 1976-77 pelt value was estimated at \$3 million. Muskrat pelts sold for \$4.75 to \$6.00 each, depending on color, in 1978 while in 1987 black pelts sold for \$6.75 each while

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<sup>23</sup> Wennersten, 1981, pp. 37-8, 52 and 83-4.

<sup>24</sup> R. Lee Burton, Jr., *Canneries of the Eastern Shore* (Centreville, Maryland, Tidewater Publishers, 1986), p. 143.

brown pelts only brought \$4.50. Most of the pelts were sent to garment factories in New York and what was then called West Germany for coats, hats and collars. Most local trappers also crabbed in the summer and oystered in early winter, trapping in late winter. The meat, worth about \$1.00 per "rat" is usually sold to local seafood packing houses who resell them locally. Baltimore was probably the first city where muskrat flesh, called "marsh rabbit," was sold to the general public. Muskrat trapping was lucrative enough to pay for the University of Maryland Law School tuition of Frederick C. Malkus, Jr. It was Malkus who later became a senator from Cambridge and for whom the U.S. Route 50 bridge over the Choptank River is named. The World Muskrat Skinning Contest, more recently called the National Outdoor Show, is held in Cambridge each year. In 1987 contestants from Louisiana to Canada competed. Dorchester countian Wylie Abbott, Jr. came in first skinning five "rats" in 1 minute, 5.34 seconds. His father Wylie Sr. came in second. Their cousin Elihu developed the famous two-cut method several years prior allowing the Abbott family to dominate the annual contest during the 60s and 70s. Late in the 1970s Louisiana trappers took the contest for a brief period. They brought live "rats" which they kept in a bathtub at the Quality Inn in Cambridge and brought them live to the contest, clubbing them on the head just before the contest. Five "rats" were skinned in 50 seconds. It was soon learned that skinny fresh "rats" were easier to skin. Thus the rules were changed so that now "rats" must be dead at least 12 hours prior to skinning.<sup>25</sup>

A four-year, \$1.75 million program has been introduced to eradicate the South American rodent nutria. The rodents have exacerbated damage from rising seawater, a problem for low-lying areas throughout the region since their introduction in Maryland in the 1930s. Unlike muskrats, their smaller native cousins that graze on the tops of marsh grasses, nutria eat the roots of plants, creating deep channels and exposing marsh sediments to tidal and wave erosion. There are an estimated 30,000 to 50,000 nutria at Blackwater alone.<sup>26</sup>

### *Pineapple Trade*

Many Choptank River schooners and captains were employed in the Baltimore-pineapple trade during the turn of 19<sup>th</sup> century. Baltimore became the center for importation, packing and distribution of pineapples in the United States. Eleuthra and Cat Islands in the Bahamas were the main centers for growing pineapples. In April, Chesapeake Bay two-masted schooners, at least one three-masted schooner and even a few pungies sailed the 1200 miles to the Bahamas. These small sailing craft were preferred due to their relative low freight rates, their ability to utilize the Bahamas shallow harbors and due to the irregular and undependable steamer service that ran between the West Indies and Baltimore. "Pines," as they were called, were picked green so they would ripen in route. The holds of the steamers were considered too hot to carry pineapples. A typical trip took 25 to 30 days round-trip so that "pines" began to arrive back in Baltimore in July or early August. Most vessels made three trips per year. As the fleet returned each would try to outdo one another with flags and bunting. The largest such fleet sailed in 1907, the bumper crop year. But by 1910 the Baltimore-pineapple trade had declined; canning factories were

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<sup>25</sup> David McQuay, "Rat! Muskrat Skinning Content An Annual Cambridge Rite," *News American*, February 15, 1978; Van T. Harris, *Muskrats on Tidal Marshes of Dorchester County*, Chesapeake Biological Laboratory Publication No. 91; Elias Jones, *New Revised History of Dorchester County, Maryland* (Cambridge, Maryland: Tidewater Publishers, 1966), p. 253; and Tom Vesey, "'Rats' Are Relished: Muskrats Prized in Md. Marsh," *Washington Post*, March 10, 1987.

<sup>26</sup> Chris Guy, "Reclaiming the Marshland," *Baltimore Sun*, September 24, 2002.

being built in the Bahamas and Cuba, Hawaii began to export pineapples and the soil of the Bahamas had become worn out from lack of crop rotation and use of fertilizers. In 1909 the schooner *Laurena Clayton*, built in Cambridge in 1892, arrived back in June after making only one trip. The following year only one vessel was chartered for the trade. Cuba, Jamaica and Puerto Rico became the centers for pineapples in the West Indies where deep-water harbors were available. The Baltimore-pineapple trade had come to an end.<sup>27</sup>

### *Canning*

Many of the canneries in the region were located on the Choptank River to take advantage of easy shipping by steamboat to market. Later trains, but more importantly road networks supplanted the water as the principal means of transport. Cambridge and Secretary were canning centers in the Choptank River region. Tilghman Island had at least seven canneries, Secretary had at least five canneries, Oxford at least four and Trappe Landing had at least two and Easton Point and Bellevue had at least one each. Cambridge had at least 20 seafood packing houses and 17 canneries which canned many which sucked oysters, fruits and vegetables. Of these the A. Phillips & Company was the largest fruit packing firm in the Eastern part of the United States and the largest oyster packing firm in the United States. Its tomato and catsup business became one of the largest food processing businesses in the nation. In the 1920s canned tomatoes and sweet potatoes were marketed throughout the United States as "Phillips Delicious." Phillips supplied canned food for the Byrd Antarctic Expeditions. The Phillips Company packed food for the military during World War I and II. During WW II the Phillips cannery became the largest producer of "C" rations in the nation.<sup>28</sup>

### *Recreation on the Choptank*

The Choptank River and its tributaries provide ample water sports such as sailing, boating, swimming, fishing, recreational crabbing and oystering, waterfowl hunting, picnicking and sailboat and power boat racing. The Cambridge Yacht Club was chartered in 1911 and is still active. When the winters were cold enough for ice to form, ice skating and even iceboat racing were popular. During the age of steam, watching the steamboats arrive and depart were considered social events. More formal entertainment included going to the James Adams Floating Theater (1914-1941) which visited the lower Choptank River between 1915 (possibly 1914) and 1940. The "showboat" as it was sometimes called, usually stayed at one town for several days, providing theatrical afternoon matinees as well as evening performances. For the small towns along the river the floating theater brought a touch of the big city. The glamor of the actors, the "lit-up showboat" and an excuse to dress up made for an exciting time.<sup>29</sup> The floating theater is known to have performed at

- **Cambridge:** November 16-21, 1914 (this date unconfirmed); October 11-12, 1915; November 4-9, 1929; November 10-15, 1930; October 14-19, 1935; October 26-31, 1936; November 8-13, 1937; October 3-8, 1938; September 9-14, 1940.
- **Easton Point (Tred Avon River)** June 16-21, 1919; November 8-13, 1920;

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<sup>27</sup> Robert H. Burgess, *Chesapeake Circle* (Cambridge, Maryland: Cornell Maritime Press, Inc., 1965), pp. 8-10.

<sup>28</sup> Burton, pp. 90-9 and 146-8.

<sup>29</sup> George W. Swartz, *Bridges to My Maturity* (Brethren Press, Elgin, Illinois, 1983), p. 37.



September 19-24, 1927; November 3, 1928; November 2, 1929; October 22-27, 1934; October 7-12, 1935; October 19-24, 1936; November 1-6, 1937; September 23-28, 1940.

- **Oxford:** November 6-11, 1916; November 19-24, 1917; June 23-28, 1919; wintered in Oxford 1920-21; March 21-26, 1921; April 18-23; June 18-23, 1923; September 1-6, 1924; November 23-28, 1925; September 7-11, 1926; September 12-17, 1927; November 5-10, 1928.
- **Secretary:** November 16-21, 1914(?); October 13-16, 1915; November 4, 1916; April 1-2, 1921; October 15-20, 1934; October 5, 1935.
- **Trappe:** March 28-30, 1931.<sup>30</sup>

Green Point, located on Dorchester County side of the Choptank River was a popular swimming and picnic area (see Green Point). The point was covered by a grove of massive pine and cedar trees lining an expanse of sandy beach. A pavilion was built for picnickers. In 1914 a hotel was built. A summer resort consisting of a hotel, serviced by steamboat from Baltimore, operated on Sharps Island, located at the mouth of the Choptank River, just after the turn of the 19<sup>th</sup> century. The island has since eroded away. The Oakley Beach Hotel in Cambridge had a pavilion built out over the Choptank River. Here dances and local bands played.<sup>31</sup>

#### *Choptank River Scenic Boat Cruises*

- *Cambridge Lady*, classic yacht style passenger vessel based in Cambridge offering one hour cruises on Choptank River. *Brochure: Welcome Aboard Cambridge Lady.*
- *Dorothy Megan*, reproduction paddle wheel steamboat operating out of Suicide Bridge Restaurant, offering charter cruises on the Choptank River. *Brochure: 1998 Rates Riverboat Cruises Aboard the Dorothy Megan of the Choptank.*
- *Lady Katie*, built 1955, the last working skipjack built in Dorchester County, based in Cambridge, offering two hour cruise up the Choptank River. *Brochure: The skipjack "Lady Katie": A sailing adventure that takes you back in time.*
- *Nathan of Dorchester*, a 1994 skipjack based at Cambridge which offers cruises on the Choptank River. *Brochure: Sail on a Skipjack, the "Nathan of Dorchester."*

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<sup>30</sup> *Dorchester County: A Pictorial History*, Commissioners of Dorchester County (Cambridge, Maryland: Western Publishing Company, Inc., 1977, p. 123; and C. Richard Gillespie, *The James Adams Floating Theater* (Tidewater Publishers, Centreville, Maryland, 1991), pp. 165, 167, 222-237.

<sup>31</sup> *Dorchester County: A Pictorial History*, p. 123.

## Lower Choptank River Cultural Resource Sites

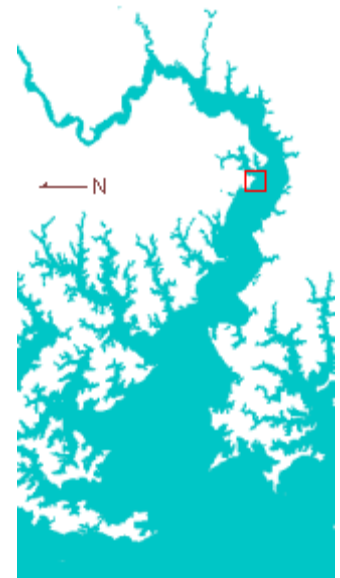
Each cultural resource is listed below alphabetically in bold followed in parentheses, where applicable, by other names used to identify the site. This is followed by dates of use of the site also in parentheses. In a few cases this is followed by the county historic site number also in parentheses. Below each site listing is "Cultural Resource" which identifies the different uses of the site. This is followed by "Mile" which gives the mileage from the mouth of the Choptank River baseline so the site can be easily be located.

### **Akers Ferry Site (1722-1935)**

Cultural Resource - ferry landing.

Choptank River Mile - 14

Henry Bullen was granted permission to operate a ferry across the Choptank River in 1722.<sup>5</sup> The ferry essentially operated where the Emerson C. Harrington Bridge which carries U.S. Route 50 over the river is now located. William Akers operated the ferry from 1768 to sometime before 1812. He is believed to have lived in the house located here which was also used as an ordinary or inn. By 1788 Dan Akers operated the ferry followed by James Saunders, Harrison Ackers, William Flint and Aaron Mitchell.<sup>32</sup> This house is part of what is called Ferry Farm today and is located between Bolinbroke Creek on the east and Read's Cove and Porpoise Creek on the west, on the south side of Ferry Farm Road, 200 yards east of U.S. Route 50 on the northern end of the Emerson C. Harrington Bridge. The ferry was discontinued when the bridge was built in 1935.



**Algonquin - see Sandy Hill.**

<sup>32</sup> Michael Bourne and Cynthia B. Ludlow, "Ferry Farm house," National Register of Historic Places Inventory -- Nomination Form, 1977; and Calvin W. Mowbray, *The Dorchester County Fact Book*, 1900, no publisher given, p. 16.

### **Anchorage (19<sup>th</sup> century-present)**

Cultural Resource - historic river front house.

Choptank River Mile - 11.5

Anchorage is situated on a knoll overlooking the Choptank River, located between Kirby Wharf and Porpoise Creek, on the Talbot County or north side of the river facing toward Cambridge. The house is a late Federal telescopic farmhouse which dates from the nineteenth century.



### **Avondale (also called Turners Point) (late 18<sup>th</sup> century-present)**

Cultural Resource - historic water front house -

Choptank River Mile -

Avondale is a large brick house overlooking the Tred Avon River at the end of Bailey's Neck in Talbot County. This house is a typical "upper middle class" post-Revolutionary period structure.<sup>33</sup>

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<sup>33</sup>Michael Bourne, "Turner's Point," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1976.

## Bellevue (1683-1921)

Cultural Resource - ferry terminal; steamboat landing/ oyster packing site (see also Tred Avon Ferry).

Choptank River Mile - 7

Bellevue was first a ferry landing for the Oxford-Bellevue Ferry beginning in 1683 (see Tred Avon Ferry). A steamboat wharf for the Choptank Steamboat Company and Baltimore, Chesapeake & Atlantic Railroad Company operated from at least 1906 until at least 1921.<sup>34</sup> The W. H. Valliant & Brother oyster packing plant operated here from 1895 to 1946. It was located adjacent to the present ferry landing. Valliant also manufactured Valliant's Fish Guano Fertilizer and experimented with canning other foods such as figs and spinach. Since he had operations in others locations such as Oxford and Newcomb it is not clear which locations he conducted some of these businesses.<sup>35</sup>



<sup>34</sup> "Map of the Baltimore, Chesapeake and Atlantic Railroad Company," dated 1906" and "Choptank River Line, Eastern Shore, In Effect September 12, 1921," schedule, Robert H. Burgess collection, reprinted in Burgess and Wood, p. 66 and 99.

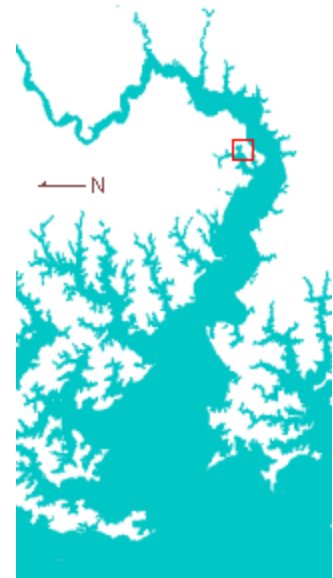
<sup>35</sup> Preston, 1983, p. 238; and Burton, pp. 143 and 148.

## Belmont (post 1860-present)

Cultural Resource - historic waterfront home.

Choptank River Mile - 16

Belmont is located on Bolingbroke Creek, off the Choptank River, on Chancellors Point Road, 2.4 miles south of Barber, in Talbot County. Belmont was constructed by William Hughlett of Jamaica Point (see Jamaica Point). It is a classic Ante-Bellum house. Belmont is distinguished by its widow's walk cupola. A wealthy man from his banking, lumber and shipbuilding enterprises, Hughlett also built two other homes as well as Chancellors Point where he died (see Belmont, Chancellors Point, Cherry Grove, Ingleside and Jamaica Point).<sup>36</sup>



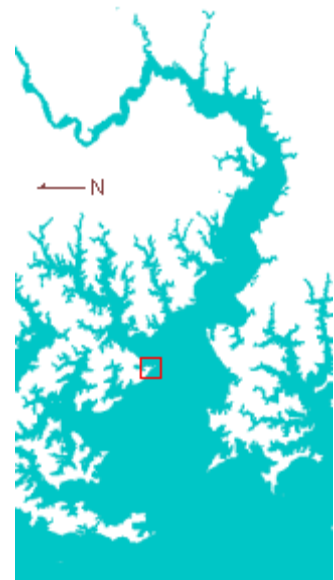
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<sup>36</sup> Michael Bourne, "Belmont," National Register Of Historic Places Inventory - Nomination Form, 1975. Note that "Noted Homes Along The Choptank River," no author, *Easton Star-Democrat*, no date, copy in Rivers vertical file, Talbot County Free Library, Maryland Room, Easton, states that Belmont was built by one of Williams sons.

## Benoni Point (1780)

Cultural Resource - Revolutionary War skirmish site.  
Choptank River Mile - 6

On November 7, 1780, the Tory schooner *Spitfire* carrying a 4-pound cannon and a crew of about forty men, entered Tred Avon River (then called Third Haven Creek) and anchored off Benoni Point which separates Tred Avon from the Choptank River. A party landed and seized three men who lived there. One of them escaped as they were being taken back to the ship. The captain of the vessel hoped these men would serve as pilots to take them to nearby Oxford but the Americans refused. *Spitfire* sailed up the Choptank River and seized the schooner *Mayflower* at the home of shipmaster Captain Ned Noel. Meanwhile about 100 local militia under the command of Major Jeremiah Banning began patrolling the Tred Avon River. On the 9<sup>th</sup> *Spitfire* returned to Benoni Point to release the two American captives, but the militia, not knowing of their intent, fired on the British who released the Americans in waters up to their necks and sailed away. Over time this fray has been embellished and referred to as the Battle of Benoni Point. Benoni Point is located at the end of Ferry Neck Road, Ferry Neck, west of Oxford.



*The party...attempted to land at Benoni's point in this county, for the purpose of pillaging the farm house there, but were promptly met by the Talbot militia, under Major Jeremiah Banning, and driven off without their booty. It was thought they lost one man in this attempt (Major Banning, journal entry).*

*On Thursday their boat came towards Benoni's Point, with the purpose of landing the two men they had taken from thence but the militia stationed there not conjecturing their design, fired upon them as they approached the shore; whereupon they put the two men up to their necks in the water and returned to the privateer, which upon this occasion fired a cannon shot or two at the militia (Henry Hollyday, Ratcliffe Manor, a few miles up the Tred Avon River).*

**Benoni Light - see Choptank River Light.**

## Black Walnut Point (circa 1843-present)

Cultural Resource - historic inn/  
Choptank River Mile - 0

The oldest surviving structure on Tilghman Island is Black Walnut Inn, located on the tip of Black Walnut Point, the southern most tip of Tilghman Island, which marks the northern entrance to the Choptank River. The earliest part of this inn dates from 1846. Due to erosion of the point, this structure was moved several times to the northeast. The point supposedly gets its name from many black walnut trees which once grew there. This point is now part of a monarch butterfly sanctuary operated by the Department of Natural Resources. The former inn is now a residence.<sup>37</sup>



<sup>37</sup> Elizabeth Hughes, "Black Walnut Point Farm," Maryland Historical Trust State Historic Sites Inventory Form, 1990.

### **Boston (early 19<sup>th</sup> century-present)**

Cultural Resource - historic riverside home.

Choptank River Mile – 10.5

Boston is located on the west side of Howell Point Road, Grubin Neck, on the east bank of and near the mouth of La Trappe Creek, nearly due east of Martin Point in Talbot County. Boston is a two-and-one-half-story 19<sup>th</sup> century brick farmhouse with a two-story brick summer kitchen/meat house located on the north side. Boston is typical of the late 18<sup>th</sup> and early 19<sup>th</sup> century dwellings of the lower Choptank River.<sup>38</sup> Boston is one of several estates (see also Crosiadore and Howell Point) where it is claimed abolitionist John Brown masqueraded as a woman, pursuing recruits for his insurrection in the Choptank area. However, there is no proof of such recruitment by Brown.<sup>39</sup>



### **Boston Cliff (1729-present)**

Cultural and Natural Resource - point of geological interest/ historic house.

Choptank River Mile – (Upper Choptank)

Boston Cliff is located off Boston Cliff Road, below the upper Choptank River Bridge [Maryland Route 331] east of Easton and above Lloyd Landing on the west bank of Choptank River in Talbot County. This house is distinguished by the date "1729" in the brick chimney.<sup>40</sup> The nearby cliffs contain abundant fossils of the circa 10 to 12 million year old Miocene Epoch. Mapable geological units are called formations. Each formation has a designated type locality so geologist can visit, study and compare them. The type locality of the Boston Cliff Member of the Choptank Formation is located here. Geologist and paleontologist from around the world have come here to study this type locality.

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<sup>38</sup> Michael Bourne, "Boston," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1976.

<sup>39</sup> Preston, 1983, p. 205.

<sup>40</sup> Weeks, p. 178.



## Broad Creek Warehouse Site (1780)

Cultural Resource - tobacco warehouse site.

Choptank River Mile - Unknown

The exact location of this warehouse is not known, but a tobacco inspection warehouse was located somewhere along Broad Creek in 1780. Broad Creek is located between Bozman Neck and Deep Neck, off the Choptank River, in Talbot County. The west side of St. Michaels fronts on the headwaters of Broad Creek and may be the location for this warehouse though a 1780 communication clearly states "on Choptank River."

## Cambridge (1684 - present)

Cultural Resources - colonial port/ shipbuilding/ ferry landing/ steamboat landing/ port/ flour mill/ sawmill/ windmill/ ice company/ Civil War Union encampments.

Choptank River Mile - 13

Jones Plantation, named for Daniel Jones, was located on the "south-side of Great Choptank" and was designated a port "for importing and exporting" in the Act of 1684. From this Act Cambridge was born. Trading ships from London and Liverpool made calls at Cambridge in 1719. In 1745 the town was incorporated and by 1762 Cambridge had the largest tobacco warehouse in the region. Over the next thirty years Cambridge became the principal port of entry in Dorchester County and served as the center market for tobacco, seafood and muskrat pelts.<sup>41</sup> Cambridge became an important vegetable and grain port in the decades following the Civil War and an important seafood packing center in the late 19th and early to middle 20th century. Cambridge was Maryland's second largest port after Baltimore. Lumber and canned tuna were shipped to ports around the world and corn to Nigeria before the port closed in 1991.



Shipbuilding was an early enterprise at Cambridge. The Cambridge Shipyard, located on the east side of the harbor dates from the colonial period and continues ship repair today. A shipyard dating from 1775 was operated by Captain Mitchell Sadrach. The yard was later sold to Lewis Ross; it closed in 1878. The Johnson Shipyard began operation in 1800 on the west side of the harbor on Market Street. Apparently there was a second location for this yard on Cemetery Avenue. This yard closed in 1850.<sup>42</sup> At nearby Sandy Hill (see Sandy Hill) John T. Stewart built two oak brigs in 1849. James A. Stewart built several brigs and coasting vessels at the foot of High Street. William Hopkins and William Davis built a marine railway which was later sold to Joseph H. Johnson who added a shipyard. John Lowe built a wharf which later became a marine railway. A windmill is shown in a circa 1800 drawing of Cambridge. This was called the Cambridge Windmill and was located on the site

<sup>41</sup> Weeks, p. 32.

<sup>42</sup> Ford , pp. 152-6.

of 105 Mill Street. It is reputed to have given the name Mill to the road.<sup>43</sup> James B. Richardson Maritime Museum, located at the intersection of Glasgow and High Street (410-221-1871; open May 1st thru October 31st, Wed, Sat, Sun, 1- 4 p.m.) chronicles master boatbuilder Jim Richardson (see also LeCompte Bay). Brannock Maritime Museum (210 Talbot Avenue; 410-228-6938; by appointment only) provides information and exhibits about local maritime history and the Choptank River.

Col. James Wallace built one of the first if not the first wharf in Cambridge where vessels from England brought goods and shipped back tobacco.<sup>44</sup> The *Albemarle* began regular steamboat service to Cambridge in 1823 followed by the *Paul Jones* in 1839, the *Osiris* in 1845, the *Cambridge* in 1846, the *Hugh Jenkins* in 1850 and the *Champion* in 1851.<sup>45</sup> The cost of a stage from Cambridge to Elkton with the Eastern Shore U.S. Mail Line during the summer of 1841 was \$3.50. The stage left Cambridge each Monday, Wednesday and Saturday at 7 a.m. and arrived at Elkton the next day at 10 a.m. in time to take the "Cars" (train) to either Philadelphia or Baltimore.<sup>46</sup> In 1868 the Cambridge and Seaford Railroad came to Cambridge. In the same year the "Cambridge Harbor Internal Navigation and Wharf Company" was organized. Baltimore loaned their "mud machine" which was used to remove by dredging a sand bar which had hindered shipping into Cambridge harbor since its development. With a deeper more accessible harbor, as many as 125 steamers ranging from 100 to 300 tons regularly traded with Cambridge. Another 250 sailing vessels serviced Cambridge.

After 1868 the annual transport of goods included 250,000 tons of grain, 10,000 barrels of crabs, 600,000 gallons of oysters, half a million pounds of fish and 50,000 crates of peaches.<sup>47</sup> The Green Valley Milling Company sold flour under the "Best," "A Family," and "Liberty Bell" brands. In 1869, J. W. Crowell built a flour mill and sawmill on the waterfront. The sawmill cut Dorchester white oak for railroad cars built for the Central Pacific Railroad. They also cut white oak frames for ships which were shipped and built elsewhere. In 1884 the Lehigh Valley Railroad had a number of vessels built in Cambridge from Dorchester oak.<sup>48</sup>

By 1877 a substantial steamboat wharf at the end of High Street extended far into the Choptank River with an "L" at the end to accommodate loading of freight. A shipyard and marine railroad as well as the Todd & Hopkins Granary were located on the northwest side of the bridge at the inner harbor. Two steam operated sawmills, two steam operated grist mills, the O.P. Johnson Wheat and Oyster Packing Establishment, the J.W. Crowell & Co. steam saw mill and shingle mill, and a railroad depot with waterfront landing were also established by this time.<sup>49</sup>

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<sup>43</sup> Huelle, p. 63; Jones, p. 71; John McGrain, *The Molinography of Maryland*, 1977; and Weeks, p. 70.

<sup>44</sup> Jones, p. 71.

<sup>45</sup> Preston, 1983, pp. 179-80; see also Burgess and Wood, pp. 16-17.

<sup>46</sup> Copy of ad reproduced in Preston, 1983, p. 178.

<sup>47</sup> Huelle, pp. 65-66.

<sup>48</sup> Huelle, p. 63; Jones, p. 71; and Weeks, p. 70.

<sup>49</sup> *An Illustrated Atlas of Talbot and Dorchester Counties, Maryland* by Lake, Griffing and

By the turn of the century nearly a million bushels of oysters were shucked annually in Cambridge, second in volume nationwide only to Baltimore. Several hundred oystermen as well as eight to nine hundred oyster shuckers (including men, women and children; many former slaves) worked in the twelve oyster-packing houses including: Cambridge Packing Company; Choptank Oyster Packing Company; Mace, Woolford & Company (1889); I. L. Leonard & Company (1898-1962); Tubman & Mills; J. J. Phillips & Company; J. H. Phillips & Company; Phillips Packing Company (1902-57); W.G. Winterbottom & Company; W. H. Robins & Sons; J. B. Harris & Son; Milford Phillips; T. M. Bramble & Company; George A. Hall & Company; Julius Becker, George W. Phillips & Sons; and William Blades & Sons. The oyster packing houses were the scene of scores of oyster dredge boats off loading their bounty. A similar number of workers were employed in the more than twenty crab-picking houses in Cambridge. In addition to the companies mentioned above there are several other seafood, fruit and/or vegetable canneries: Ivy A. Andrews (1928-31); James Wallace & Sons (1870-1903); James Wallace Packing Company (1904-19); J. Brent Waddell & Company (1908-12); Roberts Brothers; I. L. Leonard & Company 1898-1962); Leonard & Dean (1924-41); J. Roland Steward & Company; Hearn Company (1900-08); Johnson & Ratcliffe (1903); White & Nelson (1946-58); T.M. Bramble & Company (1908-38); W.W. Roberts (1903); Roberts Brothers (1919-40); Skinner, Webster & Company (1908); Stewart, J. Roland & Company (1923-39); Coastal Foods, Inc. (1957-67) and Woolford, Winterbottom & Lewis. James Wallace and Sons, oyster and fruit packers, was the first cannery to open in Cambridge at least by 1870, located on Cambridge Creek. Their facilities consisted of two buildings, one 95 by 50 feet and the second 95 by 145 feet with several hundred feet of wharfage on the creek. There were also the Cambridge Shirt Factory, two steam mills for processing flour and a fertilizer plant.<sup>50</sup>

The importance of Cambridge can be gleaned from the naming of four steamboats after this city. The first was built in 1846, the second in 1861, the third in 1890 and the fourth changed its original name from *Atlantic* to *Cambridge* in 1915.<sup>51</sup> Steamboats operated out of Cambridge from 1823 to at least 1921.<sup>52</sup>

Side Bar: Civil War Camps and Federal Deserters. Late in September 1861, the First Eastern Shore Regiment arrived at Cambridge and established Camp Wallace on the farm of Colonel Wallace at Jacktown, just outside of Cambridge. The 2nd Delaware Regiment, consisting of 700 men established Camp Wharton just outside the town limits of Cambridge. Camp Wallace was soon renamed Camp Lockwood. Both the Eastern Shore and Delaware Regiments staged an impressive military parade with bands playing and flags waving through the streets of Cambridge in October of 1861.<sup>53</sup> During the Civil War Federal deserters often found help from Maryland secessionists. On February 1, 1863, five suspected deserters were captured in the stable of Richard Lane of Royal Oak, Talbot

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Stevenson, Philadelphia, 1877.

<sup>50</sup> Jones, p. 72; Weeks, p. 71; and Burton, pp. 90-4.

<sup>51</sup> Huelle, p. 66.

<sup>52</sup> Choptank River Line schedule dated September 12, 1921, reproduced in Burgess and Wood, pp. 66.

<sup>53</sup> James C. Mullikin, "Talbot County's Company H In the Civil War," *Eastern Shore Star-Democrat*, May 8, 1959.

County. The suspects were taken to Easton Point and placed on a steamboat to Baltimore for trial. In route the steamboat stopped at Cambridge where one of the prisoners jumped from the deck just as it was about to leave the dock. When he did not halt, he was killed instantly by Joseph Raisin who was in charge of the deserters. Raisin was called a murderer and the act "cowardly" and "outrageous" by the southern sympathizers.<sup>54</sup> See also Easton Point for similar secessionist troubles.

Side Bar: Albanus Phillips (1871-19—, referred to as "Colonel"), Levi B. Phillips (brother of Albanus, sometimes referred to as "Captain" from the days he sailed his schooner in the British West Indies Pineapple and local oyster trade) and W. Grason Winterbottom formed the Phillips Packing Company in 1902 at the foot of Muir Street. This became Factory A. In 1907 they bought the Johnson and Ratcliffe cannery on Washington Street Extended and called it Factory B (this factory burned in circa 1965; the circa 1930 office building and two chimneys with "P" "P" "Co" highlighted in the brick, located south of Washington Street near the intersection of Maryland Route 343 and U.S. Route 50, are all that remain of this plant - not visible from the water). Factory B packed sweet and white potatoes, lima beans and peas. In the same year Albanus Phillips formed the A. Phillips & Company oyster and fruit packers firm and the Phillips Hardware Company. They then purchased the Hearn cannery which became Factory C. In 1914 the Phillips Can Company was organized to make the cans for these factories. In 1919 they bought the James Wallace Packing Company on Cambridge Creek and it became Factory D. Out of town acquired canneries were called Phillips Packing Company - Church Creek Plant or Phillips Packing Company - West Denton Plant. The main office was located at Race and Muir streets in what today is the Phillips Hardware Store. These companies formed the largest fruit and packing firms in the Eastern part of the United States and the largest oyster packing firm in the United States. The tomato and catsup business became one of the largest food processing businesses in the nation. In the 1920s canned tomatoes and sweet potatoes were marketed throughout the United States as "Phillips Delicious." In 1929 the organization was incorporated. The Phillips Packing Company operated a fleet of six diesel-powered boats named *Mut*, *Jeff*, *Amos*, *Andy*, *Popeye* and *Wimpy* -- popular comic strip characters of the 1930s. These vessels brought in fruits, vegetables and oysters for canning and took out cases of can goods. Phillips supplied canned food for the Byrd Antarctic Expeditions becoming a close friend of Admiral Richard E. Byrd who named a mountain range and glacier after Albanus Phillips. The Phillips Company packed food for the military during World War I and II. During WW II the Phillips cannery became the largest producer of "C" rations in the nation. Phillips Company became Coastal Foods and then Consolidated Foods after 60 years of continuous operation. The famous Phillips Seafood Restaurant chain was founded by descendants of Albanus Phillips.<sup>55</sup> Mr. Winterbottom's 1923 house is located at 115 Mill Street. Levi Phillips' 1912 house is located at 312 Mill Street and Albanus Phillips' house is next door at 314 Mill Street.

Side Bar: Annie "Little Sureshot Oakley" and her husband Frank Butler built a home on the banks of the Choptank River on Hambrooks Boulevard in Cambridge where they lived from 1913 to 1915. They had come to Cambridge in the fall of 1913 touring with the Wild West Show and fell in love with the scenery as well as the abundance of wildlife, especially the geese and ducks on the river.

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<sup>54</sup> Easton *Gazette*, February 7, 1863.

<sup>55</sup> Burton, pp. 79-80; and Rita Suffness, "Office, Factory B, Phillips Packing Company, Inc.," Maryland Historical Trust State Historic Sites Inventory Form, 1996.

Prior to the Governor Emerson C. Harrington Bridge being built over the Great Choptank River in 1935 (the Chesapeake Bay Bridge at Kent Island did not open until 1952) ferries were used to cross the river. The opening of the Governor Harrington Bridge on October 26, 1935, which carries US Route 50 over the Choptank River, was observed by the presence of President Franklin D. Roosevelt aboard his yacht *Sequoia* which was the first vessel to pass through the draw bridge. The freight and passenger house at the end of Long Wharf was razed in 1935 to provide security for Roosevelt's visit and his congratulatory speech. Long Wharf has since been removed and now is the site of the yacht harbor. A memorial to FDR and the smoke stack from his later Presidential yacht *U.S.S. Potomac* is located there.<sup>56</sup> The Harrington Bridge was replaced by the higher none-draw Senator Frederick C. Malkus Jr. Memorial Bridge in 1987 (see Choptank River Bridge). Cambridge boasts a 600-building historic district.

**Camp Hicks - see Cambridge.**

**Camp Kirby - see Easton Point.**

**Camp Lockwood - see Cambridge.**

**Camp Quaker - see Easton.**

**Camp Wallace - see Cambridge.**

**Camp Wharton - see Cambridge.**

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<sup>56</sup> *Dorchester County: A Pictorial History*, pp. 82 and 121.

## Castle Haven (1690-1908)

Cultural Resource - ferry/ steamboat landing.

Choptank River Mile - 8

One of the early ferries to operate across the Choptank River was started in 1690 which ran between Castle Haven on the Dorchester County side and Chlora Point on the Talbot County side. The salary for the ferryman was four thousand pounds of tobacco.<sup>57</sup>

Anthony Le Compte, a Huguenot refugee, patented the land named "Antonine" in 1659. Later known as St. Anthony's, the house was reputed to be built of brick with very narrow small vertical windows set high on the walls, resembling a castle, reputedly for protection from American Indians. Castle Haven is named for this early house. A later house built on the site dates from 1730 (see also LeCompte Bay).<sup>58</sup> Reverend James Kemp, bishop of Maryland, lived here as well as Thomas King Carroll, a Maryland governor who used it as a summer house. This is one of seven houses or house sites where Maryland governors once lived and which can be seen from a boat in the middle of the Choptank River off Chlora Point (see Chlora Point). The house was offered to President Herbert Hoover for a summer White House but he did not take up the offer. Later the house became a girl's school.<sup>59</sup>

The wharf was located under the point at Castle Haven on the east mouth of Lecompte Bay. It was about 220 yards long with a short T on the end (see also Chlora Point). This site "commands the most extensive and unobstructed view of any house on the river, eight miles up the Choptank and down the river to its mouth and on a clear day to the Chesapeake beyond."<sup>60</sup>



During the War of 1812 a British raiding party comprising of eighteen barges and a schooner entered the Choptank River and at Castle Haven on October 19, 1814, made a landing where they took poultry and cattle from a tenant at the farm of Dr. Kemp. In 1819 Castle Haven served as a steamboat landing for the steamer *Maryland* plying between Annapolis and Easton.<sup>61</sup>

<sup>57</sup> Huelle, p. 27; and Jones, p. 173.

<sup>58</sup> Hamill Kenny, *The Placenames of Maryland, Their Origin and Meaning* (Museum and Library of Maryland History, Maryland Historical Society, Baltimore, 1984), p. 55; Hulbert Footner, *Rivers of the Eastern Shore: Seventeen Maryland Rivers* (Centreville, Maryland: Tidewater Publishers, 1964 reprint of 1944 publication), p. 176.

<sup>59</sup> Weeks, 1984, pp. 26 and 100; and Footner, p. 176.

<sup>60</sup> Swepson Earle, *The Chesapeake Bay County* (Baltimore: Thomas-Ellis Co., 1923), p. 395; Chart No. 35, "Natural Oyster Bars Talbot and Dorchester Counties, Maryland," published November 1911, Coast and Geodetic Survey, Surveyed by Maryland Shell Fish Commission in cooperation with United States Coast and Geodetic Survey and United States Bureau of Fisheries 1910; and *Geologic Atlas of the United States*, Choptank Folio No. 182, dated 1908, reprinted 1912, mapped by B.L. Miller.

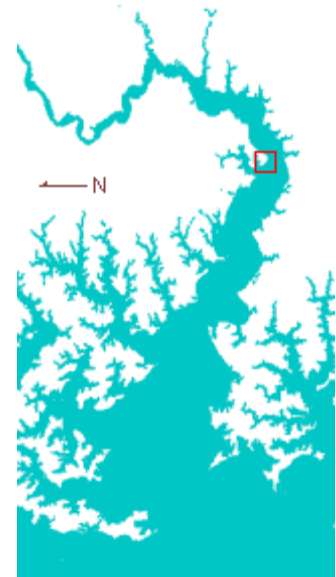
<sup>61</sup> *Easton Gazette*, 1819, reprinted in Norman Harrington, *Easton Album* (Easton, Maryland: Historical Society of Talbot County, 1986), figure 119.

## Chancellors Point (originally called Woolsey, Chancellors Point Ferry, also called Hugletts Landing (1760-1878)

Cultural Resource - ferry/ steamboat landing.

Choptank River Mile – 15.5

This landing site is located on the Talbot County side of the Choptank River at Chancellors Point, just upstream from the U.S. Route 50 bridge and Bolingbroke Creek. Rigby Foster operated the ferry here in 1760. The ferry (also apparently known as Ennalls Ferry) ran to the opposite shore of the Choptank River to what is known as White Hall today on the east mouth of Hurst Creek in Dorchester County. The road to White Hall was originally called Ferry Lane (see White Hall).<sup>62</sup> The ferrymaster was permitted to charge out of county inhabitants the following rates: "Footman 4d; horse and chaise and persons riding in it 2S6d and every person enlisted in his Majesty's service without a fee or reward." For these services Foster also received 6000 lbs. of tobacco per year.<sup>63</sup> The property was patented to Phillip Calvert, brother of Cecil. Lord Baltimore, in the mid 17<sup>th</sup> century. Phillip was the chancellor of the province and though he did not live here or even build a house here the point is named after his title. The house located here dates from circa 1860s to 1870s. William Hughlett built the house and lived here until his death in 1885 (see other Hughlett related sites: Belmont, Cherry Grove, Ingleside and Jamaica Point).<sup>64</sup>



Maryland Steamboat Company's *Highland Light* and *Kent* provided nightly service from Baltimore to Choptank River including a stop at Chancellors Point (Hugletts Landing) in 1877-8. A landing is shown at this location on the "1877 Atlases and other Early Maps of the Eastern Shore of Maryland," page 97.<sup>65</sup> When the Maryland & Delaware Railroad extension line from Easton to the west was proposed an effort was made to run the line to Chancellors Point but it went to Oxford instead.<sup>66</sup>

<sup>62</sup> Chart No. 35, "Natural Oyster Bars Talbot and Dorchester Counties, Maryland," published November 1911, Coast and Geodetic Survey, Surveyed by Maryland Shell Fish Commission in cooperation with United States Coast and Geodetic Survey and United States Bureau of Fisheries 1910, clearly shows the ferry landing on the Dorchester County shore marked "Ferry;" and Mowbray, p. 16.

<sup>63</sup> Oswald Tilghman, *History of Talbot County Maryland 1661-1861* (Regional Publishing Company, Baltimore, 1967), p. 11.

<sup>64</sup> Michael Bourne, "Chancellor's Point," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1976; and Footner, p. 204.

<sup>65</sup> Preston, 1983, p. 256.

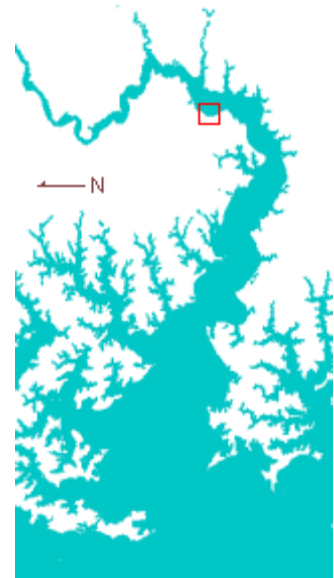
<sup>66</sup> *Easton Gazette*, March 1870.

## Cherry Grove (circa 1863-present)

Cultural Resource - historic river front house.

Choptank River Mile - 19

Cherry Grove is located on the west bank of the Choptank River above Jamaica Point, off the east side of Jamaica Point Road, Talbot County. Cherry Grove is a Victorian Italianate dwelling similar to Ingleside, both once owned by William Hughlett, a prosperous lumberman, ship builder, farmer and director of the Easton National Bank (see also Belmont, Chancellors Point, Ingleside, and Jamaica Point for other Hughlett related sites). The house was once outfitted with gas lighting.<sup>67</sup>



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<sup>67</sup> Michael Bourne, "Cherry Grove," Maryland Historical Trust Inventory Form For State Historic Sites Survey, nd. Note that "Noted Homes Along The Choptank River," no author, *Easton Star-Democrat*, no date, copy in Rivers vertical file, Talbot County Free Library, Maryland Room, Easton, states that Cherry Grove was built by one of Williams sons.



## Chlora Point (also Chlora's Point Wharf and Clora; also possibly Choptank Ferry)(1690 - 1878)

Cultural Resource - ferry landing/ sailboat landing/ steamboat landing/ historic house.

Choptank River Mile - 8

Chlora Point is located near the end of Chlora Point Road, above Trappe Creek and nearly due north of Horn Point, on the tip of Island Neck, Dorchester County. The point is said to be named for an early land owner, a Spaniard named Chlora Adora.<sup>68</sup> One of the early ferries to operate across the Choptank River began operation here in 1690 between Castle Haven on the Dorchester County side and Chlora Point on the Talbot County side (see also Castle Haven). In 1690 the operator of the ferry received 4000 lbs. of tobacco per year.<sup>69</sup> "Chlora's Point Wharf" is shown on an 1877 atlas map.<sup>70</sup> This is probably the same ferry which was referred to as "Choptank Ferry" in the 1763 Act amending the Tobacco Laws. Henry Ennall's Jr. operated a warehouse at the Choptank Ferry prior to 1763 but it is not clear if this was the Chlora Point or the Castle Haven side. The tobacco inspector was given a salary of 9600 lbs of tobacco in 1763.<sup>71</sup> A house called Chlora Point dates from the late 18<sup>th</sup> century with several additions and alterations in 1830, 1870 and 1920.<sup>72</sup> On August 17, 1863, 35 African-Americans from the Trappe District, referred to as "colored volunteers" took the steamboat from Chlora's Point for Baltimore.<sup>73</sup>



Maryland Steamboat Company's *Highland Light* and *Kent* provided nightly service from Baltimore to Choptank River including a stop at Chlora Point in 1878.<sup>74</sup>

Side Bar: It is claimed that from a boat situated off Chlora Point in the middle of Choptank River one can see the homes or site of former homes of seven Maryland governors. Governor homes include: Castle Haven (site), home of Thomas Carroll King, governor 1830-31; Compton, home of Samuel Stevens, Jr., governor 1822-26; Horn Point (site) and Shoal Creek, homes of Charles Goldsborough, governor 1819; and the Wilderness, home of Daniel Martin, governor 1829-30.

<sup>68</sup> "Noted Homes Along The Choptank River," no author, *Easton Star-Democrat*, no date, copy in Rivers vertical file, Talbot County Free Library, Maryland Room, Easton.

<sup>69</sup> Huelle, p. 27; and Tilghman, p. 11.

<sup>70</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, p. 96.

<sup>71</sup> Jones, p. 58.

<sup>72</sup> Michael Bourne, "Chlora's Point," Maryland Historical Inventory Form For State Historic Sites Survey, 1977.

<sup>73</sup> *Easton Gazette*, August 22, 1863.

<sup>74</sup> Preston, 1983, p. 256; and Weeks, p. 227.

### **Choptank Farm (mid 18<sup>th</sup> century-present)**

Cultural Resource - early riverfront house.

Choptank River Mile - (Upper Choptank River)

Choptank Farm dates from the mid-18th century. It is constructed of brick and overlooks agricultural fields and lowlands along the Choptank River. The farm is located on the north side of the Choptank between Dover Road (Maryland Route 331) on the south and Kingston Landing on the north in Talbot County.<sup>75</sup>

### **Choptank River Bridge (also called Emerson C. Harrington Bridge 1933-1987 and Frederick C. Malkus Bridge 1987-present)**

Cultural Resource - site of former Aker Ferry crossing/ Choptank River bridge.

Choptank River Mile - 14

Construction on the Emerson C. Harrington Bridge began in 1933 and was dedicated by President Franklin Roosevelt in 1935. It is the second longest span bridge in Maryland after the Chesapeake Bay Bridge. It originally had a swing span to allow passage of vessels.<sup>76</sup> This bridge was replaced by the higher none-span Frederick C. Malkus Bridge in 1987. Remains of the 1935 bridge are used as fishing piers on both the north and south bank of the river. The Malkus Bridge was presented with two awards; one for "Special Recognition for the Creative Use of Precast and Prestressed Concrete" in 1987 from the Prestressed Concrete Institute and, one from the Consulting Engineers Council for "Innovative Excellence in Engineering Design" in 1988.



<sup>75</sup> Michael Bourne, "Choptank Farm" Maryland Historical Inventory Form For State Historic Sites Survey, 1977.

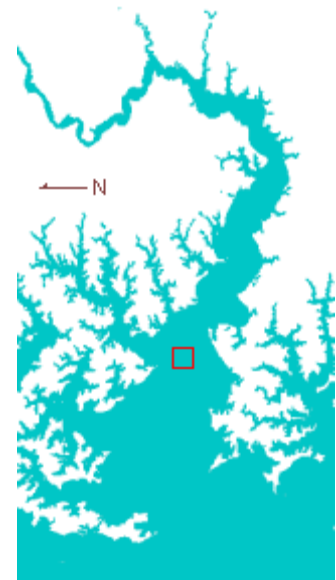
<sup>76</sup> Weeks, p. 202.

## Choptank River Light (also called Benoni Light) (1870-1964)

Cultural Resource - lighthouse.

Choptank River Mile - 6

This lighthouse, located southeast of Benoni Point, marks the entrance to Tred Avon River and Oxford. This location was first marked in 1870 by Lightship No. 25, a 61-foot schooner while a cottage-type screwpile lighthouse was being built. This lighthouse was constructed on a foundation of wooden piles incased in cast iron sleeves. It was destroyed by ice flow in 1914 and replaced by the spare Cherrystone screwpile lighthouse in 1921. The lighthouse was demolished in 1964. This light was used as part of the 1933 Tred Avon Yacht Club's annual regatta. This race was probably the last in which bugeyes (round bottom, two masted sailing oyster dredge boats) participated. Since then the only workboats which participated have been skipjacks (v-bottomed, single masted oyster dredge boats).<sup>77</sup> Folger McKenzie wrote several poems between 1909 and 1910 for the *Baltimore Sun* about steamboating on the Chesapeake; in three of them he mentions Benoni Light: "Going For The Boat," "Steamboats All Stop Runnin'" and "Excursion Days."<sup>78</sup> The last verse of this last poem follows:



Excursion days! The Cambridge pants,  
The old Tred Avon sweetly chants;  
The Choptank Steamers, Oh, how sweet  
The song-names of the old bay fleet!  
*Benoni* gleams by Oxford's shore  
Excursion days, Oh, come!  
When round by Double Mills once more  
The Avalon's side-wheels hum!

Note: Double Mills is a steamboat wharf on Tred Avon River (see Double Mills), *Cambridge* and *Avalon* are the names of steamboats.

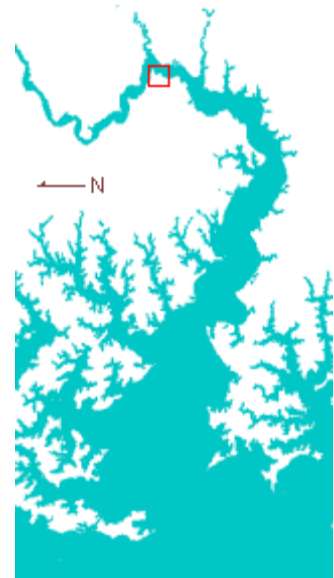
<sup>77</sup> Robert Burgess, *This Was Chesapeake Bay* (Centreville, Maryland: Tidewater Publishers, 1982 [third printing]), p. 126.

<sup>78</sup> Burgess and Wood, pp. 134, 136 and 204.

## Clarks Wharf (1877)

Cultural Resource - river landing.  
Choptank River Mile – 23.5

The Clarks Wharf site is located on the west side of the Choptank River in Talbot County at the end of Clarks Wharf Road nearly opposite Wrights Wharf, just south of the Caroline-Dorchester County line. This wharf is indicated on an 1877 atlas map.<sup>79</sup>



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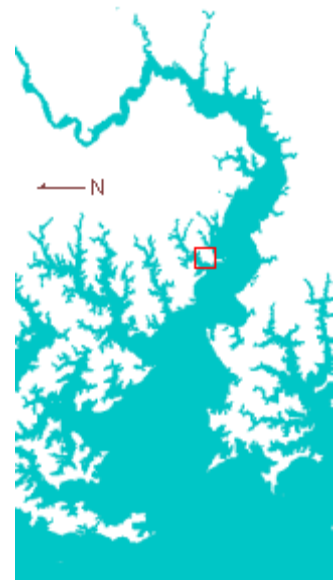
<sup>79</sup> *An Illustrated Atlas of Talbot and Dorchester Counties, Maryland*, by Lake, Griffing and Stevenson, Philadelphia, 1877.

## Compton (1794-present)

Cultural Resource - historic house.

Choptank River Mile - 11

Compton is located on Grubin Neck overlooking La Trappe Creek, Talbot County. Compton was the home of Samuel Stevens (1778-1860) first Democratic governor and eighteenth governor of Maryland in 1824. He served three terms beginning in 1822 during which he enfranchised the Jews, abolished the religious test for Maryland office holders, extended the civil liberties guarantee in the Bill of Rights to Maryland law, and authorized the construction of the Chesapeake and Ohio Canal. During Marquis de Lafayette's visit to the United States in 1824 Stevens rode from Compton to meet him wearing "swallow-tailed blue jeans, home spun coat with brass buttons." After his last term as Governor he returned to Compton which he inherited from his father in 1794. Stevens died here in 1860.<sup>80</sup> This is one of seven houses or house sites where Maryland governors once lived and which can be seen from a boat in the middle of the Choptank River off Chlora Point (see Chlora Point).



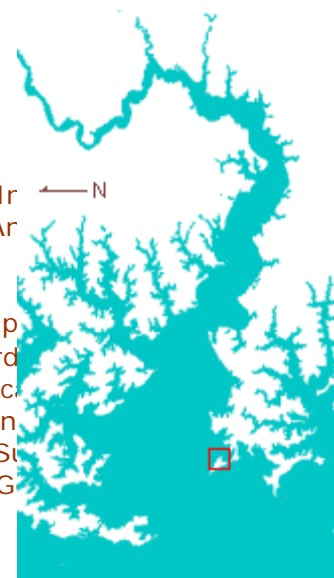
Side Bar: Governor Stevens is said to have always taken a cow with him during his sailing trips to Annapolis. Known as "old Sam Steven's cow" it became the political humor topic surrounding him. The governor is also reputed to have greeted Lafayette in 1824 by asking him if "you have ever been in America before?."

## Cook Shipyard Site (1742-1788)

Cultural Resource - shipyard/ windmill site.

Choptank River Mile - 3

Edward Cook operated a shipyard, probably on Cooks Point Cove, just east of Cook Point, near end of Cooks Point Road, on the south bank near the mouth of Choptank River in Dorchester County. The shipyard operated from 1742 to 1788. A windmill is indicated near Cook Point on a 1910 natural oyster bar chart.<sup>81</sup>



<sup>80</sup> Michael Bourne, "Compton," National Register Of Historic Places Ir Form, 1973; Frank White, *The Governors of Maryland 1777-1970* (Ar 1970), p. 84; Weeks, 1984, p. 153; and Earle, p. 374.

<sup>81</sup> Ford, p. 153; note Ford places the shipyard on the west or Chesap Point based on land records, however it is hard to imagine a shipyard exposed area - therefore we believe the shipyard was more likely loc or possibly Trippe Bay. Chart No. 35, "Natural Oyster Bars Talbot an Maryland," published November 1911, Coast and Geodetic Survey, St Shell Fish Commission in cooperation with United States Coast and G United States Bureau of Fisheries 1910.

Side Bar: Cook Point was named after Sire Andrew Cook who obtained the land in 1661. His son, Ebenezer Cooke, was Maryland's first recognized poet. Ebenezer published *The Sot-Weed Factor* in 1708 and *Sot-Weed Redivivus, or The Planters Looking-Glass*, in 1730. Sot-weed of course refers to tobacco. Ebenezer placed "Laureate" after his name suggesting he may have held some sort of poetical appointment and as such is often referred to as Maryland's first poet laureate.

**Corners Wharf (1774-1908)**

Cultural Resource - river landing/ steamboat landing/ windmill.  
Choptank River Mile - 5

A windmill was located at this site at least by 1774. In 1801 John Mitchell owned the mill. This mill and wharf site is located at the end of Corners Wharf Road, off Cambridge Hudson Road (Maryland Route 343) between Cornerville and Hills Point, on the south side of Choptank River near its mouth in Dorchester County. This landing was used by the Baltimore, Chesapeake & Atlantic Railroad Company in 1898.<sup>82</sup> A nineteenth century house stands at the site.<sup>83</sup>



**Cow Landing - see Easton Point.**

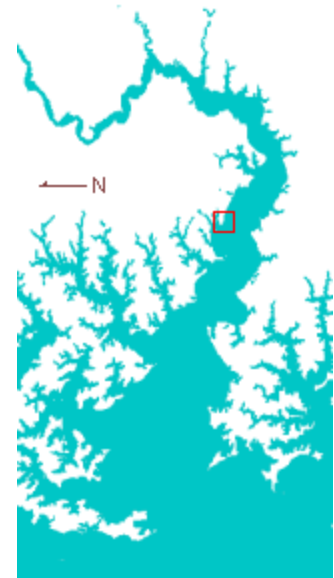
<sup>82</sup> John McGrain, *The Molinography of Maryland*, 197; The wharf is well defined in the *Geologic Atlas of the United States*, Choptank Folio No. 182, dated 1908, reprinted 1912, mapped by B.L. Miller.

<sup>83</sup> Michael Bourne, "Corner's Wharf," Nomination Form for the National Register of Historic Places, National Parks Service, 1975.

## Crosiadore Site

Cultural Resource - historic house site/ Revolutionary War site of interest.  
Choptank River Mile - 11

Crosiadore is located 1 mile west of U.S. Route 50 and 0.5 mile south of Howell Point Road in Talbot County on the north shore of Dickinson Bay on the Choptank River. Crosiadore [crosier was a staff resembling a shepherd's crook; crosiadore means "cross of gold"] was the home of the Dickinson family from 1634 to 1959. Quaker John Dickinson, governor of Pennsylvania and founder of Dickinson College, was born here in 1732. A Victoria house, said to have incorporated the room in which Dickinson was born, was razed in 1976. As a youth he moved with his parents to Dover (Delaware, then the "lower counties" of Pennsylvania). Dickinson wrote the famous Declaration upon Taking Up Arms, for Congress yet would not sign the Declaration of Independence as he felt the colonies were moving too fast. He also crafted the Articles of Confederation in 1781 and was a member of the Convention of 1787 which framed the Constitution. In his pre-Declaration of Independence writings he often used the terms "freedom" and "liberty" which caught the public fancy. Dickinson did not mean freedom from England but freedom from English tyranny. In 1768 he wrote a song to the tune of an old English air, "Heart of Oak." Called "The Liberty Song" he offered it to a Massachusetts publisher for use of the Boston Sons of Liberty. The song swept the county and linked Dickinson's name with the most ardent Patriots.<sup>84</sup>



In Freedom we're born and in Freedom we'll live...  
Not as Slaves but as Freemen or money we'll give...  
Then join hand in hand brave Americans all,  
By uniting we stand, by dividing we fall.

Crosiadore is one of several estates (see also Boston and Howell Point) where it is claimed abolitionist John Brown masqueraded as a woman, pursuing recruits for his insurrection in the Choptank area. However, there is no proof of such recruitment by Brown.<sup>85</sup>

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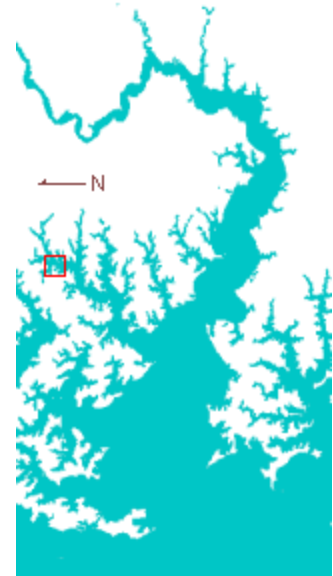
<sup>84</sup> Michael Bourne, "Crosiadore," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1977; and "Noted Homes Along The Choptank River," no author, *Easton Star-Democrat*, no date, copy in Rivers vertical file, Talbot County Free Library, Maryland Room, Easton.

<sup>85</sup> Preston, 1983, p. 205.

## Double Mills Landing (1878-1921)

Cultural Resource - steamboat landing/ windmill site/ oyster packing site.  
Choptank River Mile - 9

A steamboat landing was located on the west side of Tred Avon River at Double Mills Point at the end of Double Mills Road. The Maryland Steamboat Company's *Highland Light* and *Kent* provided nightly stops between Baltimore and Choptank River including Double Mills in 1878. Steamboats operated by the Baltimore, Chesapeake and Atlantic Railway Line operated out of here from as early as 1911 to at least 1921.<sup>86</sup> The mills were apparently windmills, owned by Robinson Leonard and later his sons Captain C.R. and Robert Leonard. An oyster packing plant operated here by Samuel R. and Jeremiah Valliant.<sup>87</sup>



**East New Market Landing - see Shermans Landing.**

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<sup>86</sup> Preston, 1983, p. 256; Baltimore, Chesapeake and Atlantic Railway Line 1911 route map from Calvert Marine Museum collections; and Choptank River Line schedule dated September 12, 1921, reproduced in Burgess and Wood, pp. 66.

<sup>87</sup> Wilson M. Tylor, "Many Old Crist Mills in Hopkins Neck," *Easton Star-Democrat*, November 12, 1927; and Burton, p. 143.



## Easton Point (Cow Landing 1862) (1819-1921)

Cultural Resource - steamboat landing/ War of 1812 and Civil War site of interest.  
Choptank River Mile - 11

Easton Point, located at the end of Port Street, Easton, near the head of Tred Avon River, was the water connection for Easton. Easton was a center for military operations during the War of 1812 and was therefore considered a possible target by the British. While Easton was never attacked it was protected by Fort Stoakes located opposite Easton Point and slightly down river. Two barges were also built by public subscription to defend any water attack up the Tred Avon River. The fort was built on Mr. Henry Hollyday's plantation (Ratcliffe Manor) but was named after James Stoakes, a local shipbuilder and Methodist preacher whose shipyard workers largely built the fort. The redoubt had six cannons mounted behind breastworks and a structure to house the fort's garrison. "...an embankment was thrown up, sufficient to effectually shelter 500 men, and entrench a score of pieces of artillery."



Steamboat service began running to Easton Point in 1819 with the inauguration of the *Maryland* which ran between Annapolis and Easton. By the 1880s three steamboat lines served Easton: The Maryland Steamboat Company, the Choptank Steamboat Company, and the Wheeler Transportation Line. Steamboats used this landing until at least 1921. William Numsen and Sons operated a cannery here by at least 1875, probably the first in Talbot County. There were 12 additional canneries that operated in Easton proper from 1880 to 1967. The railroad reached Easton in 1869. The first train depot is now occupied by the Railroad Market after also serving as the bus terminal and a real estate office. From 1930 to 1950 "The Bullet" operated between Oxford and Easton and Easton and Wilmington. It consisted of a single powered high-speed gasoline coach which was advertised as a "Fast, Convenient Service." The crew were also responsible to feed a pheasant which regularly met the train at the Easton station. The last freight train between Oxford and Easton was in 1957.<sup>88</sup>

In June of 1861, early in the American Civil War, Federal troops landed at Miles River Ferry (near St. Michaels, not on the Choptank River) and marched to Easton where they confiscated 1,700 muskets, 300 pistols, and five wagon loads of cannon to keep the arms from possibly being delivered to the Confederacy.<sup>89</sup> On October 24, 1861, 225 Union soldiers from Caroline County and Baltimore, stationed at Camp Lookwood in Cambridge, were brought by steamboat to Easton Point and marched to a tent camp near the Quaker Third Haven Meeting House and thus called Camp Quaker. With winter coming on a more substantial camp, called Camp Kirby, named after Major William Kirby its commander, was erected on the Dover Road just outside of Easton on the farm owned by Edward Woodall.

<sup>88</sup> Burgess and Wood, p. 16; Pete Leshner, "A Brief History of Dawson's Meadow," dated July 7, 1999, files, Chesapeake Bay Maritime Museum, St. Michaels, Maryland; *Easton Gazette*, 1819; Choptank River Line schedule dated September 12, 1921, reproduced in Burgess and Wood, pp. 66; Footner, p. 225; Hayman, p. 141; Harrington, p. 135; Preston, 1983, p. 296; and Burton, pp. 139 and 146-8.

<sup>89</sup> *Eastern Shore Star-Democrat*, September 6, 1972.

The principal purpose of the camp was recruitment and it consisted of a headquarters building and three 100 by 16 foot barracks, each divided into ten rooms with eight men per room. A room at each end served as a kitchen. The detachment's hospital was established in the Union Hotel in Easton. It was said this was the only building in Easton which flew the United States flag in early 1861. Camp Kirby was later renamed Camp Hicks after the first wartime governor Thomas Holliday Hicks of Maryland.<sup>90</sup>

*The reception of troops in this town [Easton] presents a striking contrast to that in the town of Cambridge. Instead of the cheerful countenance and the friendly smile with which a soldier is greeted in your town, we now generally receive the cold stern, look of the residents of Easton.*<sup>91</sup>

A Mr. Reese who had gotten into a fight with two soldiers from Camp Kirby at Easton Point was arrested for making offensive remarks toward the Union and flaunting his disloyalty by eating "sesech candy," a red and white peppermint stick of Rebel colors. Reese was taken to Camp Kirby and kept there for a few days before being released. Thomas K. Robson, editor of the pro South Easton *Star* newspaper, wrote a satirical account of the incident calling Easton Point "Cow Landing," an earlier name for the landing, men of Company E "Carolina county sand diggers," and the soldiers in general "Lincoln's pet lambs." The affair became sarcastically known as "the Battle of Cow Landing." In July of 1862 Robson published the locally written elegy "Noble Ashby" about the fallen southern Confederate hero General Turner Ashby. Robson's newspaper office was sacked one night in November of 1862 by a gang in Union uniforms who smashed his furniture, damaged his press and hurled type into the street. Under a warrant signed by President Lincoln himself the steamboat *Balloon* arrived at Easton Point on May 8, 1863, with a dispatch for Robson's arrest.<sup>92</sup> He was conveyed to Camp Kirby and forced to sign the following pledge:

The Officers under the command of Major Kirby, stationed near Easton, having taken exception to an article in the *Star* this morning, signed Cow Landing, and the said Major Kirby having ordered my arrest, and being now at the Camp, under duress, I unhesitatingly disclaim any intention in the publication of said article to give offence to any one, the whole affair being but a piece of sport; and I further give my parole not to publish in the *Star* anything personal hereafter, calculated to offend the said Command, provided that nothing herein contained shall be considered to debar me of my editorial privilege of commenting upon the actions of wrongdoers, be they in the Army or otherwise. [signed T.K. Robson, Camp Kirby, 8 ½ o'clock P.M. Jan. 21, 1862, Test: A.G. Hennissee, Acting Adjutant].<sup>93</sup>

Robson was taken by the steamboat *Balloon* to Fort McHenry and a few days later to Harpers Ferry and dropped off beyond Federal lines where he made his way to Richmond. The *Easton Star* was shut down. After the war Robson returned to Easton, reopened his newspaper office and continued to publish until his death in 1888.<sup>94</sup>

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<sup>90</sup> Mullikin, *Eastern Shore Star-Democrat*, May 8, 1959; and Preston, 1983, p. 212.

<sup>91</sup> Mullikin Collection notes, Talbot Public Free Library, Easton, Maryland, quote originally by correspondent from *Cambridge Herald*, 1861.

<sup>92</sup> *Easton Gazette*, May 16, 1863.

<sup>93</sup> *Easton Gazette*, January 25, 1862.

<sup>94</sup> Eric Mills, *Chesapeake Bay in the Civil War* (Centreville, Maryland: Tidewater Publishers, 1996), p. 197; and Preston, 1983, p. 215.

On October 20, 1862, drafted men or their substitutes met at Easton. Prices for substitutes ranged from \$150 to \$700 and the business of buying and selling white men was undertaken even by those opposed to the war, eager to make money out of poor drafted men of their own political persuasion. Camp Hicks was disbanded in February of 1863 and moved to the Western Shore.<sup>95</sup> On September 5, 1863, William Bostick, bailiff and his son John were arrested on charges of obstructing the volunteering of colored troops at Easton. On September 16, 1863, the steamboat *Champion* left with 200 "colored volunteers" and the steamboat *Cecil* arrived on the 17<sup>th</sup> to take more.<sup>96</sup>

A bombshell has fallen in our midst! A week ago an officer was here recruiting slaves. On Tuesday morning (September 8) he started for the boat with them (some 80 to 100) and for the first time in my life I saw slaves in the presence of their masters, slaves no longer in a practical sense and free to leave at pleasure. What wonderful changes result from a taste of war.<sup>97</sup>

Yesterday another great stampede of slaves and this morning I have seen another file of perhaps 20 start for the regular boat singing the contraband song: "It must be the Kingdom's coming And the year of Juballo."<sup>98</sup>

Eastern Shore southern sympathizers tried to support the southern cause by trading with the rebels. In 1862 regulations were issued in an attempt to stop the practice.

#### NOTICE

"The United States Treasury Department, to prevent fraud and disloyal traffic has thought proper to appoint a Board of Trade in different sections of the County, whose duty it be to require an Oath of Loyalty to the Government of the United States and to issue certificates to persons requiring goods from Baltimore and other ports of entry.

And thus being appointed for the district of Talbot north of the parallel of Oxford, we hereby give notice that goods, wares or merchandise of any description will not be permitted from Baltimore or any other port, to the County without a Certificate from this or a similar board.

A memorandum naming the Articles, their value and amount must be presented to the board and the Oath of Loyalty to the United States Government subscribed to. Whereupon a Certificate will be given authorizing the purchase of such goods as are named in the memorandum and none others.

Thos. H.W. Lambdin  
Charles H. Mansfield  
Board of Trade for Talbot County

When the railroad connected Easton to the main line some local businessmen sought to

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<sup>95</sup> Easton *Gazette*, October 20, November 6, 8, 28, 1862, and February 16, 1863.

<sup>96</sup> Easton *Gazette*, September 5 and 16, 1863.

<sup>97</sup> Easton *Gazette*, September 15, 1863.

<sup>98</sup> Easton *Gazette*, September 19, 1863.

establish a connecting line to Easton Point to the steamboat wharf and shipping port. Called the "Easton Passenger and Freight Railway Company," the idea was never carried out. Meanwhile the road to the wharf then called Point Road and now Port Street was improved with oystershell and said to be good in all seasons by 1874.<sup>99</sup>

Side Bar: Steamboat Strikes Wharf - The steamboat *Joppa*, under the command of Captain Wolfert, loaded with fertilizer, approached the wharf at Easton Point when its engine room bell failed. *Joppa* crashed into the wharf, damaging both the steamer and the wharf. Two weeks later with *Joppa* back in service it again smashed into the wharf. Captain Wolfert tried to save face by claiming the wharf repairs had not been "fixed right," but the wharfbuilder provided details of the repairs even pointing out the new spikes he had used in his work.<sup>100</sup>

Side Bar: Biographical Sketch of General Edmund Lafayette Hardcastle (also E. L.F. Hardcastle) - Hardcastle was born in Denton, October 18, 1824. He spent his boyhood in Denton before attending West Point Military Academy in 1842. He graduated in 1846, fifth in his class. General George B. McClellan, General Thomas J. "Stonewall" Jackson and General George G. Pickett were among his classmates. Hardcastle joined the corps of topographical engineers as a second lieutenant and fought in the Mexican War where he was promoted to first lieutenant and then captain. From the spring of 1849 to summer of 1852 he helped to survey the boundary between Mexico and California. He became engineer-secretary of the lighthouse board resigning his commission in 1856. Hardcastle was the largest land owner in Talbot County and vice-president of the Easton National Bank. He married Sarah D. Hughlett in 1853. After her death in 1880 he married Margaret F. Yellott in 1882. Hardcastle was very influential in the development of the Maryland & Delaware Railroad from Ridgely to Easton and became president of the line in 1867. He served as Maryland delegate in 1870. Hardcastle lived at 18 North Aurora Street within the two blocks which were referred to as "Silk Stocking Row" because of its wealthy residents. Hardcastle built the house circa 1895 which also included a two-story carriage house.<sup>101</sup>

### Emerson Landing Site (1763-1786)

Cultural Resource - tobacco inspection station site.

Choptank River Mile - Unknown

The exact location of this tobacco inspection station is not known though it was on the Choptank River. A tobacco inspection station was designated on the Philip Emerson land from 1763 to at least 1786.<sup>102</sup>

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<sup>99</sup> Easton *Gazette*, April 11, 1867 and Mullikin collection notes, Talbot Public Free Library, Easton.

<sup>100</sup> Footner, pp. 224-5.

<sup>101</sup> *Portrait and Biographical Record of the Eastern Shore of Maryland...* (New York: Chapman Publishing Company, 1898), p. 189-91; and Marsha L. Fritz and Cynthia B. Ludlow, "Hardcastle House and Carriage House," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1976.

<sup>102</sup> *Maryland Archives*, volume 64, p. 152; and volume 71, p. 100.

**Ennalls Ferry - see White Hall.**

**Ferry Farm - see Akers Ferry.**

### **Ferry Neck Shipyard Site (1800-1809)**

Cultural Resource - shipyard site.

Choptank River Mile - Unknown

Little is know about this shipyard which operated from 1800 to 1809. Its exact location is uncertain but it is reputed to be located somewhere on Ferry Neck in Talbot County.<sup>103</sup>

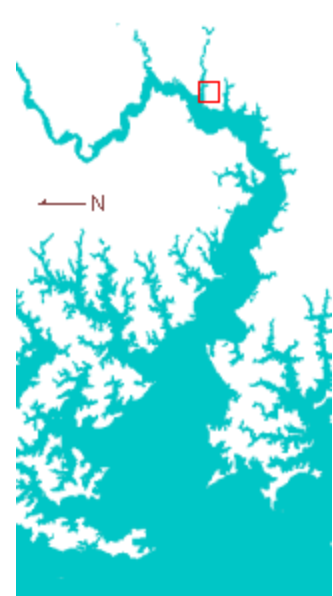
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<sup>103</sup> Ford, p. 178. Ford states the shipyard is on "Bellvue [Bellevue] Ferry Neck" which is taken to mean Ferry Neck on a "peninsula across from Oxford" yet his map [p. 201] has the location on Haskins Cove, Irish Creek on the Deep Neck side. A shipyard was present here as indicated by the presence of Shipyard Road but this is not on Ferry Neck.

### Fletcher Mill Site (also K.B. Fletcher's Mill)(1689-circa 1978)

Cultural Resource - historic grist mill site.  
Choptank River Mile - 20

A grist mill existed in the Upper Cabin Creek area, a tributary of the Choptank River, by at least 1689. The K.B. Fletcher mill is named after Kilby B. Fletcher who bought the property in 1863. He operated both a grist and saw mill here. The mill was demolished sometime between 1978 and the present. Major Joseph Sulivane, Commissary Officer for Dorchester County, was charged with provisioning the Continental Army during the American Revolution. He depended on mills such as this one to ground grain for flour which was then shipped to the troops. The mill is located on the south side of Hurlock Road, 200 yards east of the intersection with Maryland Route 16, approximately one mile west of East New Market.<sup>104</sup>



Goose Creek - see Indian Purchase.

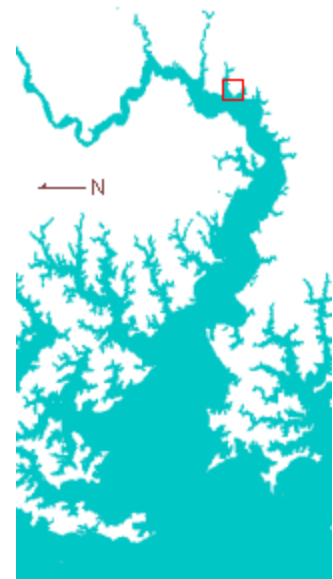
<sup>104</sup> Gloria Chamberlin, "The Origin and History of Mill Land in Cabin Creek, Dorchester County, Maryland," unpublished paper in files of the Dorchester County Public Library, Cambridge, 1976; "East New Market Business References" located below map of East New Market in "An Illustrated Atlas of Talbot and Dorchester Counties, Maryland" by Lake, Griffing and Stevenson, Philadelphia, 1877 (references "Upper Cabin Creek" Flouring Mill and "Lower Cabin Creek Mills"); Mark Edwards, "K.B. Fletcher's Mill," National Register of Historic Places Inventory – Nomination Form," 1977; and Charles, J. Truitt, *Breadbasket of the Revolution: Delmarva's Eight Turbulent War Year* (Salisbury: Historical Book, Inc., 1976), p. 116.

## Green Point (1856?-1914)

Cultural Resource - popular riverfront picnic spot/ possible African-American underground railroad site.

Choptank River Mile – 18.5

Green Point is located at the end of Green Point Road on the south side of the entrance to Warwick Creek, west of Secretary in Dorchester County. Green Point was covered by a grove of massive pine and cedar trees lining an expanse of sandy beach. This was a popular spot for picnics. A pavilion was built for picnickers. On the point itself an oysterhouse operated in the 1910s. In 1914 a hotel was built. Both the hotel and pavilion were converted to homes. It was possibly here at Green Point in 1856 at the home of lay preacher Samuel Green that Harriet Tubman met escaped slave Josiah Bailey from Jamaica Point. Green was later sentenced to ten years prison for possessing a copy of *Uncle Tom's Cabin*. He served five years before it was proven that the arresting posse planted the book in his house. Tubman met Bailey and three companions near here along the marshes and took them north to Canada where Queen Victoria in 1839 had declared it a free territory; then the only free sanctuary for runaway slaves (see side bar under Jamaica Point for more information on this event).

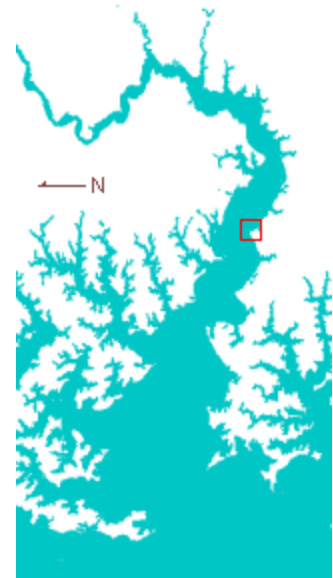


## Hambrooks Site (1803-1970s)

Cultural Resource - historic house site.

Choptank River Mile - 12

Hambrooks is located off Oak Street, west of Hambrooks Boulevard, 1.4 miles from Water Street in Cambridge, at the tip of Hambrooks Bay, overlooking the Choptank River. The area is named for John Hambrooks who obtained the property in the 17<sup>th</sup> century. The house was built on this property in 1803 by Isaac Steele. The property was then obtained by John Campbell Henry, son of Maryland Governor John Henry. John Campbell Henry died at Hambrooks in 1857. The house was demolished in the 1970s.<sup>105</sup>



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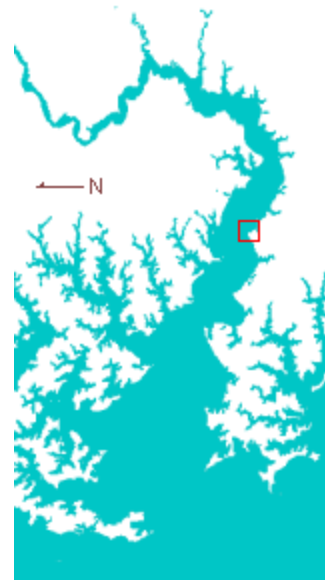
<sup>105</sup> Michael Bourne, "Hambrooks," Nomination Form for the National Register of Historic Places, National Park Service, 1975; and Weeks, p. 116-7.



## Hambrooks Bar Light (1902-present)

Cultural Resource - aid to navigation.  
Choptank River Mile - 12

This aid to navigation marks the bar off Hambrooks on the west approach to Cambridge. Hambrooks Bar Light was established in 1902. It consists of a 15 foot high conical-shaped cast iron/concrete caisson tower painted red and white. The automated optic is a 250 mm acrylic lens.<sup>106</sup>



## Horn Point (ca. 1750-present)

Cultural Resource - former du Pont hunting lodge/ museum/ environmental laboratory.  
Choptank River Mile - 9.5

Horn Point is located nearly due south of Chlora Point, on the south bank of Dorchester County, at the end of Horn Point Road, off Maryland Route 343, about nine miles west of Cambridge. Charles Goldsborough, Maryland Congressman and later governor of Maryland, occupied a farm at Horn Point (see also Shoal Creek and Sharps Island). This is one of seven houses or house sites where Maryland governors once lived and which can be seen from a boat in the middle of the Choptank River off Chlora Point (see Chlora Point).

Here was located the hunting preserve and lodge called the Moors built by U.S. Senator Coleman Du Pont (1863-1930). Du Pont used the original house which dates from circa 1750 as a part time residence. That house burnt in 1948. The present house was built to replace it. The property is now home to the Horn Point Environmental Laboratory of the University of Maryland Center for Environmental Studies.



<sup>106</sup> Candace Clifford, *1994 Inventory of Historic Light Stations* (U.S. Department of the Interior, National Park Service, National Maritime Initiative, 1994), p. 127.

The Dorchester Heritage Museum (1904 Horn Point Road) is located in the former airport hanger of the Du Pont hunting preserve. It is a “hands on” museum directed toward “young people” giving the visitor a “slice of life in Dorchester County.” Open weekends mid April through October 1 p.m. to 4:30 p.m. or by appointment(410-228-1899).

Side Bar: On the entrance gateposts to the former Du Pont estate at Horn Point are concrete casts of a sheep breed called Merinos which were first brought to America from Spain by the original American Du Pont ancestor, E.I. Du Pont. A carved image of a ram named Don Pedro, greatly valued by its owner, was made in wood from which concrete castings were installed at the entrance to a Wilmington, Delaware, park before being taken to Horn Point. This is a cast of one of these castings.

### Howell Point (Howell’s Point) (1823-1976)

Environmental Resource - example of island erosion/ historic house site.

Choptank River Mile - 11

Howell Point is located between La Trappe Creek and Dickinson Bay, nearly north of Cambridge at the end of Grubin Neck in Talbot County. Judge Samuel Dickinson owned an island at the end of Howell Point named While Powell’s Island. It was assessed at 55 acres in 1755 however today Howell Point is completely eroded away.<sup>107</sup> A Neo-Georgian revival house called Howell Point was built on the point circa 1920. It suffered from extensive termite damage and was demolished in 1976.<sup>108</sup> The steamboat *Albemarle* began a regular run between Baltimore and Cambridge in 1823 stopping at Howell Point.<sup>109</sup> Howell Point is one of several estates (see also Crosiadore and Boston) where it is claimed abolitionist John Brown masqueraded as a woman, pursuing recruits for his insurrection in the Choptank area. However, there is no proof of such recruitment by Brown.<sup>110</sup>



### Hughletts Landing - see Chancellors Point.

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<sup>107</sup> Tilghman, p. 540.

<sup>108</sup> Weeks, p. 184.

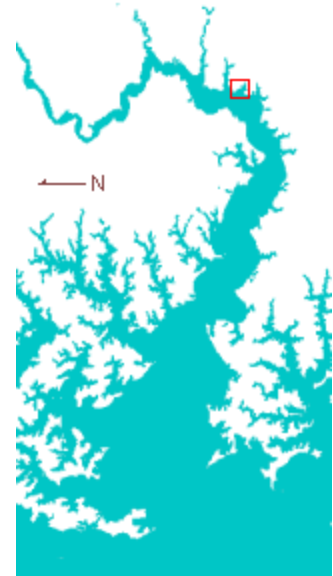
<sup>109</sup> Preston, 1983, p. 179.

<sup>110</sup> Preston, 1983, p. 205.

## Indian Purchase (Goose Creek Farm) (1750-present)

Cultural Resource - historic river front house/ American Indian Reservation site.  
Choptank River Mile - 18

Indian Purchase is a private home located on Green Point Road, overlooking Goose Creek and the Choptank River just below Warwick River in Dorchester County. Indian Purchase was built in 1750 by the Ennalls family. It is so named as the land had been part of the Choptank Indian Reservation and was known as Indian Lands, Lot No. 4.<sup>111</sup> Chief Hatchwop [Hachwop] and his queen and five members of the Choptank Tribe signed a deed transferring this land to Francis Taylor in 1693. The deed bears the totem marks of Chief Hatchwop, his queen and five of his "greate men." Goose Creek was once called Indian Creek and was the site of Locust Neck Indian Town located just across Goose Creek and was occupied by American Indians as late as the end of the 18<sup>th</sup> century (circa 1790). This is the last known place on which the Choptank Indians lived in Dorchester County. Chief Winacaco, who died circa 1710, was still being preserved as late as the 1780s in a "Quacasun" house (above ground mortuary temple), as was the custom, at Locust Neck.<sup>112</sup> Indian Purchase may be the same location as Thompsons Landing also located somewhere on or near Indian Creek.



*Taken at Locust-Neck Town – The remains of an ancient Indian Town on Goose creek, Choptank River in Dorset [Dorchester County], Maryland – Five wigwams and a board house with a glass window now form the whole that is left of the Nanticoke [actually the Choptank] tribe which was an hundred years ago numerous and powerful (Dr. William Vans Murray of Cambridge report to Thomas Jefferson, 1780s).*

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<sup>111</sup> *Dorchester County: A Pictorial History*, p. 39; and Michael Bourne, "Howell's Pt.," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1976.

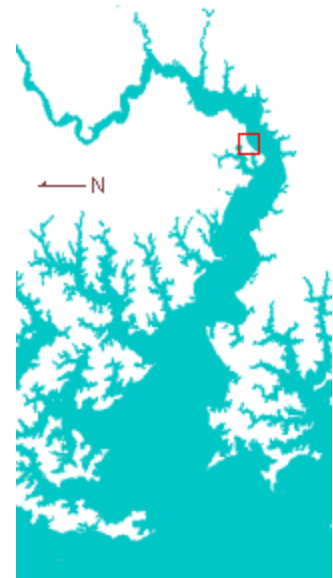
<sup>112</sup> Hamill Kenny, *The Origin and Meaning of the Indian Place Names of Maryland*, (Baltimore, Maryland: Waverly Press, 1961), p. 70; Michael Bourne, "Indian Purchase," Nomination Form for the National Register of Historic Places, National Parks Service, nd.; Weeks, pp. 41 and 116; and Roundtree and Davidson, p. 134.

### **Ingleside (post 1860-present)**

Cultural Resource - historic river front house.

Choptank River Mile - 17

Ingleside is located off Chancellor Point Road, northeast of Chancellors Point, west of Goose Point and nearly opposite of Oystershell Point on the north bank of the Choptank River in Talbot County. Ingleside is an Ante-Bellum, Italianate, Victorian house built by Thomas Hughlett, bought by his brother William R. Huglett and then sold when William built Chancellors Point where he died (see also Belmont, Chancellors Point, Cherry Grove and Jamaica Point for other Hughlett related sites).<sup>113</sup>



### **Island Creek Shipyard Site (1690-1705)**

Cultural Resource - colonial shipyard site.

Choptank River Mile - 9

Island Creek is located between Oxford Neck and Island Neck, on the north bank of Choptank River in Talbot County. The exact location of this colonial shipyard is unknown. It was operated first by Andrew Tonnard and Samuel Summers from 1690 until 1699 and by Solomon Summers from 1695 to 1705. Both Summers were probably family related and operated the same yard which built 300 to 400 ton vessels.<sup>114</sup>

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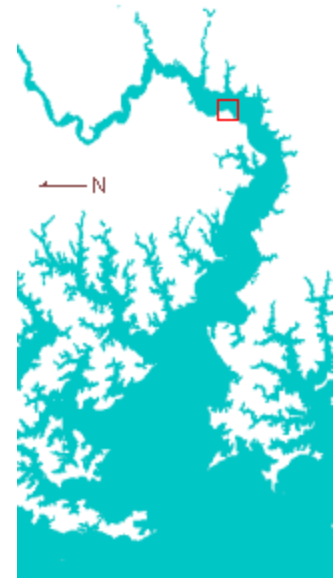
<sup>113</sup> Michael Bourne, "Ingleside," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1976.

<sup>114</sup> Ford, p. 185. Ford indicates Tonnard had a shipyard at Island Creek and Porridge Creek; it is possible one of the branches of Island had this later name but it is not on any maps reviewed by us. A likely spot might be the end of Sailors Retreat Road.

## Jamaica Point (1796-1911)

Cultural Resource - shipbuilding site (1850s-1860s)/ steamboat landing (1878).  
Choptank River Mile - 19

Jamaica Point is located at the end of Jamaica Point Road on the west bank of the Choptank River below Raccoon Creek and nearly opposite Warwick River in Talbot County. Jamaica Point may stem from the Delaware Indian term "ktemaque" which means beaver, or more likely comes from some trading connection with the British colony of Jamaica where slaves, sugar and coffee were imported.<sup>115</sup>



Jamaica Point was an important shipbuilding site located on the west side of the Choptank River nearly opposite of Warwick River and the town of Secretary. William R. Hughlett, Jr. (1816-1885) was the owner and Nathaniel Leonard the master shipwright. The yard produced a number of schooners and at least one brig, the *Argyll*, launched in 1856, one of if not the last brig built on the Chesapeake Bay. Leonard left the yard in 1866 to form a new shipyard partnership with William P. Benson at Oxford (see Oxford). A portrait of Hughlett in the Historical Society of Talbot County, done by Thomas Coke Ruckle, shows the shipyard in the background. A late-Federal-style house built in 1838 has a brick marked with "W.R.H." and one below it marker "1838" beside the kitchen door. This refers to William R. Hughlett, the builder of Jamaica Point.<sup>116</sup> Hughlett also built Belmont and Chancellors Point, the later where he died in 1885 (see Belmont and Chancellors Point; see also Ingleside and Cherry Grove for other Hughlett related sites). Apparently an earlier shipyard which operated from 1796-1810 by Thomas Haddaway(?) was located at Jamaica Point.<sup>117</sup> A house by the same name as the point is located here on land once owned by the Hardcastle family (see Easton Point and personal profile of Hardcastle under Mineral Spring Site in Upper Choptank inventory).<sup>118</sup>

Maryland Steamboat Company's *Highland Light* and *Kent* provided nightly service from Baltimore to the Choptank River including a stop at Jamaica Point in 1878. The Baltimore, Chesapeake and Atlantic Railway Company used this landing at least until 1911.<sup>119</sup>

<sup>115</sup> Kenny, 1961, p. 74; and Kenny, 1984, p. 126; this possibility is enhanced by the fact that Lloyds Landing was referred to as "Part of Jamaica" in a 1798 federal direct tax. - see Weeks, p. 16.

<sup>116</sup> Preston, 1983, pp. 197-98; and Michael Bourne, "Jamaica Point," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1976; painting reproduced on page 197 with no source given; and Weeks, p. 161.

<sup>117</sup> Ford, p. 180.

<sup>118</sup> Earle, p. 374.

<sup>119</sup> Preston, 1983, p. 256; "Map of the Baltimore, Chesapeake and Atlantic Railroad Company," dated 1906" Robert H. Burgess collection, reprinted in Burgess and Wood, p. 99; "Map of the Baltimore, Chesapeake and Atlantic Railroad Company," dated 1911, Calvert Marine Museum collection.

Side Bar: William R. Hughlett, Jr. was considered by his slaves to be a moderate and fair master though "he was in the habit of flogging his slaves – females as well as males" for petty offences. Josiah Bailey, a slave, employed as foreman in charge of cutting and hauling timbers for Hughlett's shipyard and field leader during the wheat harvest, was in 1856 "flogged very cruelly by his master" for quarreling with a fellow slave. Bailey had had enough; he rowed across the Choptank River to the Caroline County side to the home of Benjamin Ross, father of Harriet Tubman, near Preston. He asked that the next time "Moses," as Tubman was called, comes to take slaves to freedom, to let him know. Tubman met Bailey and three companions along the marshes on the east bank of the Choptank River near East New Market at the home of lay preacher Samuel Green (probably at or near Green Point at end of Green Point Road)(other accounts claim Tubman went to Poplar Neck which is located further up the Choptank in Caroline County - see Poplar Neck). Green was later sentenced to ten years prison for possessing a copy of *Uncle Tom's Cabin*. He served five years before it was proven that the arresting posse planted the book in his house. From Green's house Tubman took them north to Wilmington, Delaware, over the Delaware River bridge into New Jersey and Pennsylvania eventually to Canada where Queen Victoria in 1839 had declared it a free territory; then the only free sanctuary for runaway slaves. Due to his talents, Hughlett offered a \$1,500 reward for Bailey's return, one of the highest rewards in the history of the Underground Railroad. More than \$20,000 in rewards were offered for Tubman. When Bailey, traveling by train, reached the middle of the Niagara River bridge, now entering Canada, Harriet Tubman is reputed to have rushed over to him, shook him and said, "You've shook the lion's paw. You're in Queen Victoria's dominions. You're a free man." Bailey was forced to leave his wife and three daughters behind.<sup>120</sup>

#### TWO THOUSAND SIX HUNDRED DOLLARS REWARD

Ran away from the subscriber, on Saturday night, November 15<sup>th</sup>, 1856, Josiah and William Bailey, and Peter Pennington. Joe is about 5 feet 10 inches in height, of a chestnut color, bald head, with a remarkable scar on one of his cheeks...under the eye, has intelligent countenance, active, and well made. He is about 28 years old. Bill is of a darker color, about 5 feet 8 inches in height, stammers a little when confused...Peter is smaller than either of the others, about 25 years of age, dark chestnut color. A reward of fifteen hundred dollars will be given to any person who will apprehend the said Joe Bailey, and lodge him safely in the jail at Easton, Talbot County, Maryland, and \$300 for Bill and \$800 for Peter.

W.R. Hughlett

John C. Henry

T. Wright

**Jones Plantation Site (1684) - see Cambridge.**

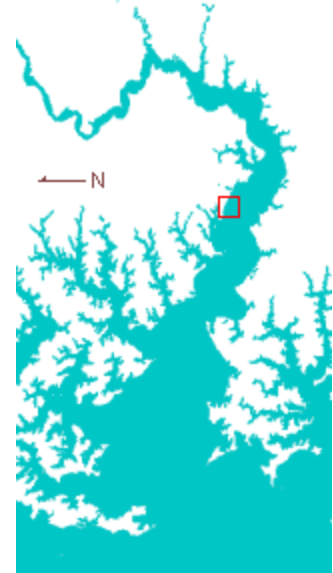
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<sup>120</sup> Preston, 1983, pp. 199-201; and Dickson J. Preston, "Underground Railway, ticket to freedom, *Star-Democrat Weekend Magazine*, June 15, 1979.

## Kirby Wharf (also Kirby's Wharf) (1906-1921)

Cultural Resource - steamboat landing/ historic house.  
Choptank River Mile – 13.5

Kirby Wharf is located on the Talbot County side of the Choptank River below Reeds Creek and above Porpoise Creek northwest of the Senator Frederick C. Malkus Jr. Memorial Bridge (Route 50) over the Choptank River. This wharf was used by the Baltimore, Chesapeake & Atlantic Railroad Company between at least 1906 and 1921. A natural oyster bar chart indicated the wharf was a straight wharf about 250 yards long. The house dates from the nineteenth century featuring an unusual combination of Italianate, Greek Revival and Georgian architecture.<sup>121</sup>



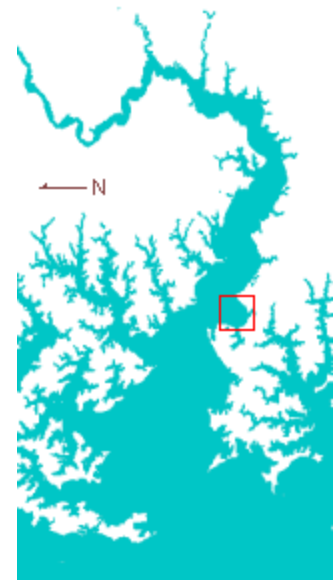
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<sup>121</sup> "Map of the Baltimore, Chesapeake and Atlantic Railway Company," dated 1906 and Choptank River Line schedule dated September 12, 1921, both reproduced in Burgess and Wood, pp. 66 and 99; "Map of the Baltimore, Chesapeake and Atlantic Railway Company," dated 1911 in the collections of Calvert Marine Museum; and Weeks, p. 226. Chart No. 35, "Natural Oyster Bars Talbot and Dorchester Counties, Maryland," published November 1911, Coast and Geodetic Survey, Surveyed by Maryland Shell Fish Commission in cooperation with United States Coast and Geodetic Survey and United States Bureau of Fisheries 1910, clearly shows the shape of the wharf. The wharf is also well defined in the *Geologic Atlas of the United States*, Choptank Folio No. 182, dated 1908, reprinted 1912, mapped by B.L. Miller.

## LeCompte Bay (Hermes Shipyard and James B. Richardson boatyard sites)

Cultural Resource - boatbuilding site.  
Choptank River Mile - 8

LeCompte is located in an embayment off the Choptank River just west of Horn Point in Dorchester County. Antoine LeCompte, a Huguenot, occupied 800 acres here called "Antonina." He reputedly had a thirst for killing American Indians who came too near his land. Tradition holds that members of his family bore for many years the American Indian curse of blindness (see also Castle Haven).<sup>122</sup> A shipyard operated by the Hermes family was established here prior to the Civil War. James B. Richardson, perhaps the best known boatbuilder on the Choptank River in recent times, established a boatyard on LeCompte Bay just after World War II. Jim became famous for building replicas of historic vessels such as *Adventure*, a coastal trading ketch used by Lord Ashley in the 1600s. The replica built in the late 1960s is now at Charles Towne Landing, South Carolina. The 17<sup>th</sup> century replica pinnace *Maryland Dove* is located at Historic St. Mary's City, Maryland, first capitol of Maryland. Jim was selected by the Smithsonian Institution to crate the American gunboat *Philadelphia* which sank in the battle of Lake of Champlain in 1776 and is now prominently displayed at the National Museum of American History in Washington, D.C. Jim supervised the replacement mast for the U.S.S. *Constellation* and built for himself the bugeye *Jenny Norman*, a Chesapeake Bay dredge boat. He also helped build the nearby replica Spocott windmill. James Michener, in his acknowledgments of his book *Chesapeake*, states, "James Richardson, famous for his reconstructions of historic boats, was constantly instructive..." It was Jim who inspired Michener's boatbuilding sections (see also Travers Wharf).<sup>123</sup>



**Locust Neck - see American Indians section under Brief Introduction to Choptank River region and Indian Purchase listing.**

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<sup>122</sup> Kenny, 1984, p. 140.

<sup>123</sup> Robert C. Keith, *The Jim Richardson Boat Book: From Interviews with James B. Richardson, Master Shipwright of the Chesapeake* (Ocean World Publishing Company, 1985), pp. v-vi, 88-89 and back cover.



### Mill Point Farm (1877-present)

Cultural Resource - windmill site.

Choptank River Mile - 1

Mill Point Farm is located off Cooks Point Road, off Cambridge - Hudson Road (Maryland Route 343), between Cook Point and Todds Point, east of Cook Point Cove, near the mouth of the Choptank River in Dorchester County. The last operator of the windmill was William Cranes. A foundation and two pair of millstones were said to be visible in the water where the point has eroded. This mill was originally the Nathaniel Manning Mill.<sup>124</sup>

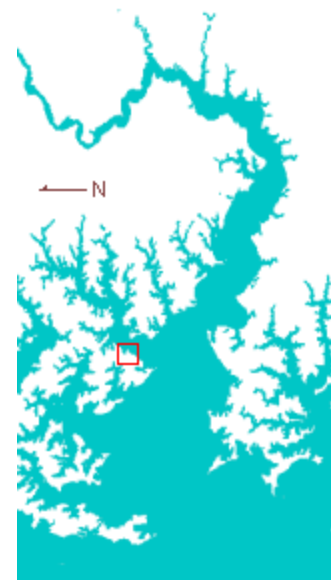


### Orems Delight (circa 1720-1730-present)

Cultural Resource - historic river front house.

Choptank River Mile - 6.5

Orems Delight is located on Fox Hole Creek off the Tred Avon River nearly opposite Oxford, above Benoni Point, Ferry Neck, on the east side of Benoni Road, 0.4 miles south of Ferry Neck Road, Talbot County. This is one of the few 18<sup>th</sup> century structures never to have been incorporated into a larger dwelling thus retaining its original 18<sup>th</sup> century appearance. The north gable end is distinctive with its Flemish bond diamond glazed brick pattern. The house is believed to have been built by Morris Orem at about the time of his marriage to Alice Spedden, prior to 1730. In this small house were raised three sons and four daughters. A nearby five acre oyster bar was surveyed on Fox Hole Creek in 1867.<sup>125</sup>



<sup>124</sup> John McGrain, *The Molinography of Maryland*, 1977.

<sup>125</sup> Michael Bourne, "Orem's Delight," National Register of Historic Places Inventory -- Nomination Form, nd.

### Otwell (1720-30-present)

Cultural Resource - historic river front house.

Choptank River Mile – N/A

Otwell consists of two parts; the first constructed circa 1720-30 and the second circa 1800-1810. This historic house was probably built by Nicholas Goldsborough. His son Nicholas IV lived at Boston (see Boston). Nicholas V left Otwell to his son Nicholas VI who married Elizabeth Tench Tilghman, daughter of Colonel Tench Tilghman who served as aid-de-camp to General George Washington during the American Revolution (see also Plimhimmon). Otwell is located at the end of Otwell Road, at the end of a neck of land between Goldsborough Creek and Trippe Creek off Tred Avon River near Oxford in Talbot County.<sup>126</sup>

### Oxford (originally called "William-Stadt") (1683-present)

Cultural Resource - colonial Port of Entry/ customs house/ tobacco inspection warehouse (1780)/shipbuilding/ museum/ steamboat landing.

Choptank River Mile - 7

Oxford is located on the southern tip of a peninsula formed by the Tred Avon River and Town Creek. The first known written reference to Oxford was in 1658 when the ship *Golden Fortune* loaded tobacco here. Oxford was established as a port of entry in 1683; one of thirty such designations in that year. The town was laid out in 1684 and again in 1694. When Maryland instituted an official inspection system for quality of tobacco in 1747, a public warehouse for this purpose was established at Oxford.<sup>127</sup> Robert Morris Inn incorporates parts of the 1774 Morris House where Robert Morris Sr. (1711-1750) lived from 1738 until his accidental death in 1750 from a cannon salute. Morris operated a cloth factory; he obtained a contract to cloth the Maryland troops with Manx cloth from his store at Oxford after the outbreak of the Kings George's War in 1744 between France and England.<sup>128</sup> During the early eighteenth century Oxford boasted seventeen large warehouses, several of which were operated by Morris, factor for Foster Cunliffe & Sons of Liverpool, England.<sup>129</sup> A windmill known as the Bromwell Windmill was operational on the public square in



<sup>126</sup> Ellen Coxe, "Otwell," National Register of Historic Places Inventory -- Nomination Form, 1980; and Michael Bourne, "Otwell," National Register of Historic Places Inventory -- Nomination Form, 1976.

<sup>127</sup> Preston, 1983, p. 45.

<sup>128</sup> Earl Arnett, Robert J. Brugger and Edward C. Papenfuse, *Maryland: A New Guide to the Old Line State* (Baltimore: The Johns Hopkins University Press, 1999), p. 186-87; Tilghman, pp. 70 and 542; and *Maryland Archives*, volume 75, p. 595.

<sup>129</sup> Weeks, p. 49.

1796.<sup>130</sup>

*Oxford was the most commercial port in Maryland...The storekeepers and other retailers both on the western and eastern side of the Chesapeake, repaired there to lay in their supplies. Oxford streets and Strand were covered with busy crowds ushering in commerce from almost every quarter of the globe...Seven or eight large ships at the same time were frequently seen at Oxford, delivering goods and completing their lading; nor was it uncommon to despatch a ship with 500 hogsheads of tobacco within twelve days of its arrival (Captain Jeremiah Banning, 1790s).*

Oxford Museum located in the town hall (corner of Morris and Market Streets) contains history of Oxford. A customs house is located along the waterfront west of the ferry terminal. Jerome Richardson operated a shipyard here from 1844 to 1849.<sup>131</sup> Two oysterhouses, a steam sawmill, a marine railway and Benson & Bateman Shipyard were located along Water Street (Town Creek side of town), as well as a packing house and steamboat wharf along Front Street (Tred Avon ["Third Haven"] River) in 1877.<sup>132</sup> At the entrance to Town Creek "Herrs" [or Lerrs?] Landing is indicated in the same atlas. Two smaller wharves were located on Town Point where the Tred Avon Yacht Club now stands. In the same area a tomato canning plant and a two-story ice house was built to store block ice shipped from as far north as Kennebec, Maine. A steamboat wharf was located at the foot of Morris Street. The Maryland Steamboat Company served Oxford by at least 1879 and the Baltimore, Chesapeake & Atlantic Railroad Company steamboats operated from at least 1906 until 1921.<sup>133</sup>

A second area of commercial building was located at the northeastern end of the Strand, then called Front Street. William P. Benson and Nathaniel Leonard (see also Jamaica Point) established a shipyard here in 1866 in partnership with Henry E. Bateman. Three years later Leonard became the proprietor of the nearby steam sawmill. Benson continued the shipyard until at least 1892. He built at least five bugeyes (round bottomed, two-masted sailing oyster dredge boats).<sup>134</sup>

At the head of Town Creek just as one enters Oxford from the south is Applegarth's Marine Yard. The oldest building in the yard was built in 1917 on the site of a previous blacksmith's shop. There are two marine railways here. Prior to 1940 this yard serviced

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<sup>130</sup> John McGrain, *The Molinography of Maryland*, 1977, copy in Maryland Room of Talbot Public Free Library, Easton.

<sup>131</sup> Ford, p. 182.

<sup>132</sup> *An Illustrated Atlas of Talbot and Dorchester Counties, Maryland*, by Lake, Griffing and Stevenson, Philadelphia, 1877.

<sup>133</sup> "Map of the Baltimore, Chesapeake and Atlantic Railroad Company," dated 1906 and "Choptank River Line, Eastern Shore, In Effect September 12, 1921," schedule, Robert H. Burgess collection, reprinted in Burgess and Wood, pp. 16, 66 and 99; and *The Cambridge Era*, May 10, 1897, Maryland Steamboat Company and Potomac Steamboat Company ads, reproduced in Calvin W. Mowbray, *The Dorchester County Fact Book*, 1990, no publisher given, p. 36.

<sup>134</sup> Preston, 1983, pp. 238-39 and 296; Pete Leshner, "Oxford's Shipyard: Benson and Bateman (*The Weather Gauge*, 33(1):13-18).

oyster and crab boats which operated in the Tred Avon and Choptank rivers. The first owner of the yard was M. Tilghman Johnston. From 1920 to 1926 Alonzo T. Conley was the owner, a designer-builder of large ocean sailing ships. The yard retains the name of its owner from 1951 until at least 1981, Curtis L. Applegarth. Under his ownership he built at least 76 boats including several mini-skipjacks including at least two of which were designed by Howard I. Chappelle, then maritime historian of what today is called the National Museum of American History.<sup>135</sup>

A third center of commercial activity was located just south of Oxford on the west side of the Oxford Neck at the end of Pier Street. Here the Maryland and Delaware Railroad wharf and terminal was established in 1871. The railroad ran parallel to the Oxford-Easton Road. The last freight train between Oxford and Easton was in 1957. An engine manufacturing plant and seafood processing plant were also located near the railroad terminal.<sup>136</sup>

There were at least five canneries which operated in Oxford. The first was probably Charles T. Wrightson which operated in the 1880s. Others were: Kirby & Newman (1908); J. Langrall & Brothers (1901); Oxford Canning Company (1937-40); and W.S. Willis (1935-6). Brothers Charles C. and F. H. Nickerson, who lived near Oxford, operated the Nickerson Fertilizer Company but its exact location is unknown.<sup>137</sup>

Side Bar: During the American Civil War, Oxford became the principal embarkation point for slaves who were willing to join the Union Army in return for their freedom. The slaveholders believed the federal recruiters were stealing their property leaving them with no men to care for their crops. On September 18, 1863, the steamboat *Champion* departed Oxford wharf for Camp Stanton on the Patuxent River, Charles County, Maryland, where African-Americans were trained for war. Quaker James Dixon stated:

*I recollect to have witnessed the departure of the Champion [steamboat] with those recruits on board, as she left the wharf at Oxford where she had stopped to take off others from the lower part of the county. The owners and others stood silent and thoughtful upon the wharf and beach, and as the steamer moved off, the colored people on board, waving their hats in good bye, broke out into one of their jubilant hymns such as they were accustomed to sing in their religious meetings, for having no patriotic songs those hymns were converted into songs of deliverance from slavery.*<sup>138</sup>

### **Oxford-Bellevue Ferry - see Tred Avon Ferry.**

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<sup>135</sup> Johnson Fortenbaugh, "Applegarth's Marine Yard," National Register of Historic Places Inventory – Nomination Form, 1985.

<sup>136</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, pp. 96 and 101; and Preston, 1983, pp. 238-39.

<sup>137</sup> Burton, pp. 139-40 and 146-8.

<sup>138</sup> *Easton Gazette*, September 19, 1863, account of Dr. Harrison.

## Oyster Shell Point (1906-1911)

Cultural Resource - river landing/ steamboat landing.  
Choptank River Mile - 17

This wharf is located at the end of Cedar Grove Road just east of Oyster Shell Point on the south side of the Choptank River in Dorchester County. The wharf is down stream from Sherman's Landing and Indian Creek and nearly due south of Goose Point on the Talbot County side. This wharf was used by the Baltimore, Chesapeake & Atlantic Railway Company from at least 1906 to 1911. The wharf is shown on a 1910 natural oyster bar chart as being approximately 200 yards long with a short ell on the end.<sup>139</sup>



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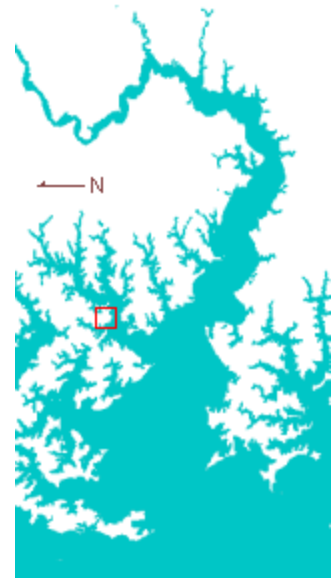
<sup>139</sup> "Map of the Baltimore, Chesapeake and Atlantic Railway Company," dated 1906 reproduced in Burgess and Wood, 1968, p. 99; "Map of the Baltimore, Chesapeake and Atlantic Railway Company," dated 1911 in the collection of the Calvert Marine Museum; and Chart No. 35, "Natural Oyster Bars Talbot and Dorchester Counties, Maryland," published November 1911, Coast and Geodetic Survey, Surveyed by Maryland Shell Fish Commission in cooperation with United States Coast and Geodetic Survey and United States Bureau of Fisheries 1910.

## Pecks Point Shipyard Site (1800-1809)

Cultural Resource - shipyard site.

Choptank River Mile - 7

A shipyard was located at Pecks Point at the end of Pecks Point Road, nearly due north of Oxford, Tred Avon River in Talbot County. It operated here from 1800 until 1809.<sup>140</sup>



## Plimhimmon (1787-present)

Cultural Resource - river front historic house/ Civil War site of interest.

Choptank River Mile – 7.5

Plimhimmon is located on the north side of Oxford Road [Maryland Route 333], 0.7 miles east of Oxford on Town Creek, off Tred Avon River, just east of Oxford in Talbot County. This house, named after a Welsh mountain, was bought in 1787 by Matthew Tilghman from Thomas Coward for his daughter Anna Maria, widow of Tench Tilghman, aid-de-camp to General George Washington during the American Revolutionary War. Both Anna and Tench are buried at nearby Oxford Cemetery. Here Tilghman entertained Lafayette during his 1824-25 visit to America (see also Otwell).

General Tench Francis Tilghman, great-grandson of Tench Tilghman, openly boasted in "the equality of the States and inequality of the races." Governor Thomas Holliday Hicks removed his commission as a major general of the Maryland militia earlier in May. Though the Maryland legislature restored this commission in June it did not give him back his command. New York newspapers reported that he was assembling arms and recruitments for the southern cause. Tilghman even described himself as "a little to the southward of South." On September 26, 1859, units of the



<sup>140</sup> Ford, p. 182.

Second Delaware Regiment arrived at Easton Point (see Easton Point, port for Easton) aboard the steamboat *Pioneer* and marched to Plimhimmon where they searched the premises and found some muskets which Tilghman's daughter reputedly had hidden in a well. Tilghman was taken to Cambridge for interrogation where he claimed the muskets were merely old muskets used to drill cadets at Oxford Military Academy in the 1840s. He was released on parole on October 4 after agreeing to henceforth not say anything in opposition to the Union. This he apparently did until late in the war when he reputedly became part of Jefferson Davis's contingent which fled Richmond, Virginia, in early May of 1865. With wagons they carried Davis's personal papers, Confederate papers and what remained of the Confederate treasury - estimated to be about \$35,000 in gold. They attempted to reach Florida and then Texas while avoiding Federal patrols. At Charlotte, North Carolina, Davis left the wagons in an attempt to more quickly reach Florida. When Davis was taken by Federal authorities, at least one of the wagon contingent suggested taking the gold to England until Davis could decide how to dispose of it. However, most of the contingent decided to split the money among themselves. \$1,940 was Tilghman's share which he reputedly brought home to Plimhimmon. Wether true or not, Tilghman faced financial difficulties in 1868 when he mortgaged Plimhimmon. Unable to pay the mortgage, he was forced to sell it 1873.<sup>141</sup>

## RUNAWAY. \$150 REWARD!

RANAWAY from the subscriber near Oxford, Talbot co., Md, on May 4<sup>th</sup> a likely young negro man, named PHILIP ADAMS, about 22 years old. He is six feet high, round featured and good looking, with cooper-colored complection, large feet and awkward in his walk. His voice is husky in tone, and he hesitates when spoken to. I will pay the above reward if he is caught out of the State; \$100 if caught out of the county, and \$50 if caught in the county. In all cases to be secured in some convenient Jail, so that I can get him.

May 4<sup>th</sup>, 1861

TENCH TILGHMAN  
near Oxford. Md.<sup>142</sup>

### Poplar Neck Site (mid nineteenth century)

Cultural Resource - African-American underground railroad site.

Choptank River Mile - Unknown

This former plantation is located at the end of an unimproved road off southwest of dog-leg turn of Poplar Neck Road, east side of Choptank River, near Poplar Point, south of Skeleton Creek and just north of Marsh Creek, Cecil County. This house was reputedly used by Harriet Tubman as part of her underground railroad route (see also Green Point and side bar discussion under Jamaica Point).

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<sup>141</sup> Preston, p. 211-2; "How Jefferson Davis's gold came home to Plimhimmon," *Eastern Shore Star-Democrat*, August 21, 1974; and Michael Bourne, "Plimhimmon," National Register of Historic Places Inventory -- Nomination Form, 1977.

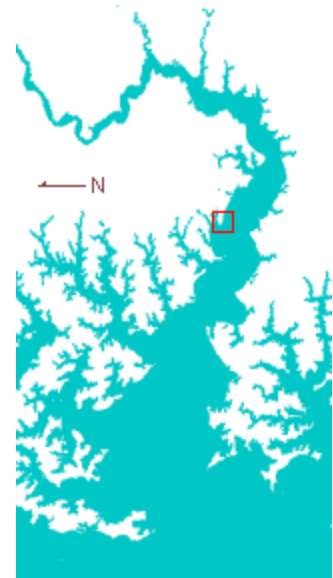
<sup>142</sup> Ad reproduced in Robert I. Cottom, Jr. and Mary Ellen Hayward, *Maryland in the Civil War: A House Divided* (Centreville, Maryland: Tidewater Publishers, 1996), p. 16.

## Reeds Creek Farm (early nineteenth century-present)

Cultural Resource - river front historic house.

Choptank River Mile - 12

Reeds Creek Farm is located on the northwest side of Reeds Creek down river from Kirby Wharf and upriver from Holmes Creek, directly east of Howell Island, in Dickinson Cove, north bank of Choptank River in Talbot County. This property was patented to Thomas Reed in 1659 and sold to Nicholas Holmes in the late 17<sup>th</sup> century until again sold to William Chaplain in 1765. The brick farmhouse was probably built by William Chaplain's son, William, prior to 1813. The Chaplain burial ground is located on the west side of the lower terrace.<sup>143</sup>



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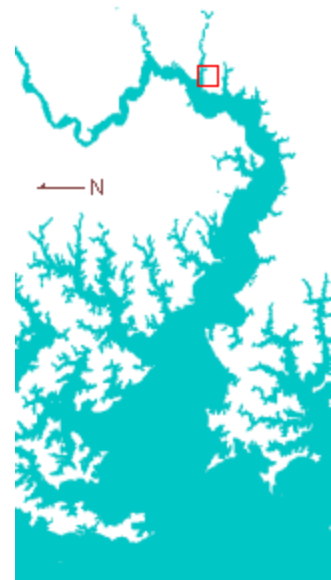
<sup>143</sup> Michael Bourne, "Reed's Creek Farm," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1976.



### S. F. Collins Steamboat Wharf Site (1877)

Cultural Resource - steamboat wharf.  
Choptank River Mile - 20

This wharf site is located at the end of an unnamed road off Wanex Road, on the south shore of Cabin Creek, west of the Suicide Creek Bridge Creek, off the east side of Choptank River in Dorchester County. The S. F. Collins Steamboat Wharf is shown on an 1877 atlas map.<sup>144</sup>



### Sandy Hill (now called Algonquin) (1895-present)

Cultural and Natural Resource - geological interest/ former American Indian village site/  
historic house.  
Choptank River Mile – 11.5

Sandy Hill is a high sandy hill on the western edge of Cambridge on the Choptank River. This sand deposit accumulated over thousands of years by winds blowing from the northwest down the Choptank River. Such deposits are referred to as eolian - meaning formed by wind; from Eolus, the god of wind. Here was located an American Indian village site of the Adena Culture. During sand quarrying operations in the 1920s a significant cache of large beautiful ceremonial blades were uncovered. Unfortunately, this important collection is in private hands. Algonquin is a Colonial Revival style house built on this hill (7 Manito Drive) in 1895 by John Mundy. Mundy changed the name from Sandy Hill to Algonquin. It was next purchased by U.S. Senator Raynor of Maryland and used as a summer home. It was later sold to Mr. Basshor of Baltimore, whose wife was the first wife of Isaac Emerson, the originator of Bromo-Seltzer. Many of the roads at Sandy Hill are named after various American Indian tribes including Nanticoke, Algonquin, Kiowa and Shawnee.



<sup>144</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, p. 67.

## Secretary (1720s-present)

Cultural Resource - colonial manor Carthagena (1720s - present)/ canneries/ wharves/ warehouse (1877 - late 1920s)/ steamboat landing.

Choptank River Mile - 19

Secretary is located at the head of navigation on the Warwick River (also called Sewall's Creek and Secretarys Creek). The town is named for the creek which was formerly called Secretary Creek, after Henry Sewall who was secretary to the third Lord Baltimore from 1661 to 1665 (when he died). Near the end of Main Street on the north side before it crosses the river a wharf and granary stood on the point at the fork of the river. On the north shore of the south branch of the river was located a second wharf owned by Noah Webster. A warehouse was located on this point by at least 1877. The *Raleigh* was the first vessel to sail to this wharf in 1878. Webster formed the East New Market Navigation Company and acquired the wharf and granary on the east bank. In 1880 the Choptank Steamboat Company was formed and used this wharf. Secretary was incorporated in 1900; it was an oyster shipping and canning center. A second wharf was built at the point fitted with cattle pens to hold live stock for shipping. The Choptank Steamboat Company, Wheeler Line, Eastern Shore Developing Company, Maryland Steamboat Company and the Baltimore, Chesapeake and Atlantic Railroad Company all used wharves at Secretary between 1906 and the late 1920s.<sup>145</sup>



In 1900 a steamed oyster packing plant was located at the end of Myrtle Street which was owned and operated by Cook & Conkle. In 1903 Cook & Potter operated a fruit and vegetable cannery at an adjacent plant but it was later sold to Charles W. Webster, Sr. and operated by Daniel M. Webster (no relation). Later the cannery was sold to the City Service Oil Co. Jordan & Spencer opened a cannery in 1903. Noah and Frank Webster opened a canning plant south of the wharf. It was destroyed by an exploding boiler and fire in 1906. The Harrington oysterhouse later occupied the site. A. Will Murphy operated a cannery here from 1908 to 1920 and Warwick Packing Company operated from 1921 to 1922. The waterfront buzzed with boats bringing fish, crabs and oysters and wagons bringing fruit and vegetables to the canneries. Barracks to house the cannery help were located near the river on Myrtle and Water streets. The town also included a general store, livery stable, warehouse, hardware store, sewing factory, blacksmith shop, butcher shop, ice cream parlor and a boarding house. B.M. Sard operated a boat building shop on High Street. The James Adams Floating Theater (see also Recreation section) tied up at a small wharf east of the main wharf and opposite Water Street.<sup>146</sup>

- Carthagena (originally called Bath, renamed Carthagena [Carthagenia] in 1740; often confused with My Lady Sewall's Manor)(Poplar Street, south shore of the north branch of Warwick River)(ca. 1720s-present). This was the home of Captain Henry

<sup>145</sup> Choptank River Line schedule dated September 12, 1921, reproduced in Burgess and Wood, pp. 66.

<sup>146</sup> Esther Sard Dorsey and Sylvia Kemp Sard, *The Heritage of Secretary in Dorchester County, Maryland* (Tercentenary of Dorchester County, 1969); Preston, 1983, p. 238; and Burton, pp. 87 and 90-4.

Trippe, high sheriff, deputy commissary, and burgess from 1733 to 1742. He was the grandson of Henry Trippe I who served as a captain in a war against the Nanticoke Indians in 1674 for which he received a payment of 1,000 pounds of tobacco. The house was later used as the Rectory for the Our Lady of Good Counsel Roman Catholic Church. The hyphens and wings on each side were added in the 1960s. This home was reputed to be the finest house in Maryland in 1669, built by Henry Sewall, secretary to the colony of Maryland under Charles Calvert, Lord Baltimore. Sewall's son Nicholas improved the house by importing English mahogany and rosewood mantlepieces and paneling. The paneling from the first floor of the house and the stairway was bought by the Brooklyn Museum in New York in 1929 and is on display there.<sup>147</sup>

- **Sunnyside (1782-present).** The first county alms house was built here. Part of the house dates to 1782. The house was sold to a private family about 1865 when the alms house moved to a second location.<sup>148</sup>
- **Warwick Manor Site (also called Fort Manor) (end of Warwick Road, north shore of Warwick River).** A circa 1740 brick house was built here by Colonel Henry Hooper. The two-foot thick walls of the original house were said to provide defense against possible American Indian attack. The property was later owned by Colonel Thomas Hughlett (1826-1896), a planter and Clerk of the County Court. This structure burned in 1934.<sup>149</sup>

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<sup>147</sup> Weeks, pp. 26 and 87.

<sup>148</sup> *Souvenir Book: Dorchester Tercentenary Bay Country Festival 1669-1969*, 1969, p. 76.

<sup>149</sup> Michael Bourne, "Warwick Fort Manor, Site," Nomination Form for the National Register of Historic Places, National Parks Service, 1975; and Weeks, p. 151.

## Sharps Island (also Sharpe's Island)

Cultural and Natural Resource - site of geological interest/ summer resort/ lighthouse/ War of 1812 site of interest.

Choptank River Mile - 0

Sharps Island lies directly at the mouth of the Choptank River. It is named after Peter Sharpe, a Quaker "Chirurgion" (surgeon) who owned the island before 1675. The island then consisted of over 700 acres. Exposed to wave action on all sides, the island had eroded to about 100 acres in 1914 and was completely eroded away by the early 1940s.

Sharps Island was raided by the British on April 12, 1813, where livestock valued at \$225 were seized and Jacob Gibson paid for his loss. Though Gibson later donated the money to the state and national governments he was still accused of trading with the enemy.

*...At the mouth of Choptank lies an Island of some extent and value, called Sharp's Island, owned by one Jacob Gibson, a violent democrat, a gentlemen of considerable influence and celebrity in the election contests of Talbot County...This gentleman happened to be there, like Sancho on his Island, in the full possession and exercise of sovereign power, at the Time the British arrived. It was said he went for the purpose of removing his property to a place of safety. They landed and took possession of them and his Island, but without restraining his personal liberty, and saved him the trouble of removing his stock as they slaughtered and appropriated to the use of his Majesty's fleet such of his Beeves and Hogs and Sheep as were fit for that purpose. These however they honorably paid him for. He remained there nearly a week. In which time he made an acquaintance with Admiral Warren, whom he represents as the most perfect Gentleman he ever saw. The Admiral invited him to take coffe [sic] with him on board of this ship which lay in the middle of the bay opposite the Island on which occasion he represents himself to have been treated with the most polite attention and to have had much free political conversation with the Admiral and his officers, in the course of which he candidly informed them that he was decided friend and supporter of the administration and advocate of the War...The Admiral lamented the war, spoke of the reluctance of his Government to its continuance, assured him that no depredations would be committed on the land, nor any molestation of personal property further than to procure provisions which they would honestly pay for; and that their object was to destroy the trade and all vessels of very description, which they intended to effect as far as was in their power. In return for the Admiral's politeness, the Citizen gave him an invitation to dine with him the next Day on his Island. The invitation was accepted and he treated Admiral Warren to a barbecued pig dressed in the best style of our electioneering cookery. In time, they got at last upon such terms of civility and goodwill that the Admiral gave a protection, directed to all his Majesty's Ships and Vessels in the American and W. India stations for his Island and all the property of every sort upon it, another protection or license to remove his crop of wheat, which was on Hand, and which they did not touch, off to any place except Baltimore, and a passport for him to carry across the Bay a young lady from the western shore, then*



*a visitor at his house, and also his daughter, who wished to accompany her friend upon her return home...*(Charles Goldsborough to Congressman Harmanus Bleeker, April 2, 1813).

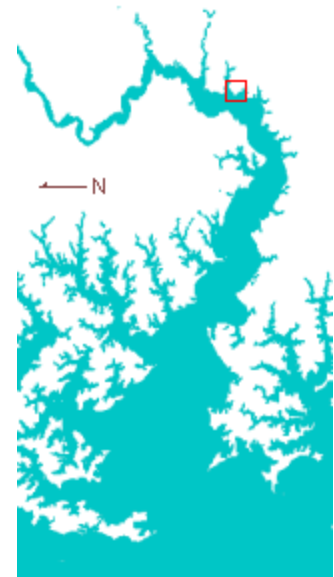
A summer resort consisting of a hotel, serviced by steamboat from Baltimore, operated here just after the turn of the 19<sup>th</sup> century. A dwelling is shown on the island in 1877. The first Sharp Island lighthouse was built in 1838 when the island had been reduced to 480 acres. The small wooden lighthouse tower apparently was built on wheels so it could be moved as the island eroded. The lighthouse was moved again in 1848. As erosion continued the lighthouse was replaced by an offshore screwpile lighthouse in 1866, erected in seven and half feet of water. However, on February 10, 1881, the lighthouse was lifted from its foundation by ice floes, the keeper clung to the structure for 16 hours when it finally grounded on land. The present offshore caisson lighthouse tower was built in 1882 and automated in 1938. This caisson lighthouse is well known as the leaning lighthouse due to ice flows which tilted the tower in 1977; but it still stands.<sup>150</sup>

### **Shermans Landing (also possibly East New Market Landing)(1877-1898)**

Cultural Resource - steamboat landing.

Choptank River Mile - 17

Shermans Landing is located at the end of Goose Creek Road on the Dorchester County side of the Choptank River, north of Indian Creek and south of Warwick River, just below Green Point (see also Green Point). This is possibly the same landing which was called East New Market Landing by the Baltimore, Chesapeake & Atlantic Railroad Company in 1898, though a wharf at Secretary would be closer to East New Market. This landing was owned by Captain Thomas Benjamin Sherman who lived at nearby Waterloo Farm (see Waterloo Farm). Shermans Landing is shown on an 1877 atlas map.<sup>151</sup>



<sup>150</sup> Tilghman, p. 536; and Robert de Gast, *The Lighthouses of the Chesapeake* (Baltimore: The Johns Hopkins University Press, 1993 edition), p. 131.

<sup>151</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, p. 67.

## Shoal Creek Site (circa 1740-50-1970s)

Cultural Resource - former river front historic house site/ American Indian village site/ War of 1812 site of interest.

Choptank River Mile – 14.5

Shoal Creek is located just upriver from the south side of the Choptank River Bridge at Cambridge, Dorchester County. This 4,600 acre property was purchased by Thomas Ennalls in 1702 from Winacaco (see also Indian Purchase), Noockyouck, Patchyouske and Patasuske, rulers of the Choptank Indian reservation for 6,000 pounds of tobacco, 740 “sterling money,” and 320 matchcoats (a coat made of coarse cloth in imitation of sown skins). This was the first recorded transaction of the Choptank Indians that accepted tobacco or money rather than goods for land.<sup>152</sup> A home also called Shoal Creek was built circa 1740-50 by the Ennalls family but demolished in the early 1970s. Charles Goldsborough, who was born in this house in 1764, became governor of Maryland in 1818, serving only a one year term, before retiring to Shoal Creek. He was one of three Maryland Congressmen to oppose war with Britain in 1812. Goldsborough is buried in Christ Church Cemetery in Cambridge (see also Horn Point). This is one of seven houses or house sites where Maryland governors once lived and which can be seen from a boat in the middle of the Choptank River off Chlora Point (see Chlora Point). A sewage treatment plant now occupies the site. Just to the east where the Eastern Shore State Hospital is located, was the site of the home of the King of the Abacoos tribe.<sup>153</sup> Below is an excerpt of a letter from Charles Goldsborough written at Shoal Creek in 1813 about British activity in the Choptank River area:



*...our neighborhood had been alarmed by the arrival at Cambridge of 15 or 20 shallops, or baycraft, as we call them, seeking refuge from the British fleet, which was advancing up the bay and had then got as far as opposite to Hooper's Island. About that part of the bay they had taken 20 or 30 vessels of the above description and the fugitives I have mentioned before, being warned of their danger by some of their countrymen, who had escaped, came up Choptank all in a fleet together. The alarm was at once spread from Cambridge, throughout the neighborhood, as it was at the same time along the bay shore of the County by the appearance of the British squadron, and the flame and smoke of vessels which they burnt...On the 13<sup>th</sup> the fleet got as far up the bay as the mouth of our river, and on the afternoon of the 14<sup>th</sup>,...three of their vessels, viz. a 16 Gun Brig. one very large and one small schooner, advanced up Choptank and on Thursday morning at 7 o'clock they were about two miles from Cambridge, directly opposite my farm at Horn's point, where they came to anchor. They remained in that reach of the river, as space of two or three miles, during Thursday and Friday, molested no one, made no attempt to land, never fired a gun, altho they saw the Banks of the river lined with militia, permitted Captn. R.H. Goldsborough, and some of his troop and other officers to dine*

<sup>152</sup> Roundtree and Davidson, p. 146.

<sup>153</sup> Catherine L. Moore, "Shoal Creek," Nomination Form for the National Register of Historic Places, National Parks Service, 1976; Weeks, pp. 41 and 112.

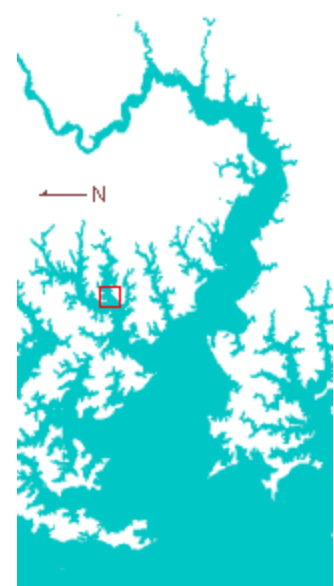
*undisturbed in the house of Major Danl. Martin, directly on the river side, and within half a mile of the Brig, and on Friday ev.g about sun-set got under way, and stood down the River, to the great Joy and relief of us all(Charles Goldborough to Hamanus Bleeker, Congressman from Albany, New York, dated at "Shoal Creek, near Cambridge, on April 2<sup>nd</sup>, 1813").*

### **Skillington Shipyard Site (1675-1705)**

Cultural Resource - colonial shipyard.

Choptank River Mile - 10

Thomas Skillington established a shipyard at the mouth of Trippe Creek on Ship's Point, sometimes also called Turners Point, approximately two miles upstream from Oxford on the Tred Avon River off the Choptank River in Talbot County. This yard was probably the largest shipyard in the province at that time. A full-sized ship of 450 tons was built here as well as the 385 ton armed escort *Elizabeth*, built for Gilbert Livesley of London to defend merchant ships from pirates and French privateers. This shipyard may be the same that was said to be located at Shipyard Poynt and operated from 1600 to 1669. A house named Avondale is located here. Also on the Tred Avon River was a second shipyard operated by the Barlett-Dixon family. Here was built the brig *Bloomfield* which sailed around Cape Horn by Captain Haddaway about 1848 with knockdown houses which were sold in San Francisco at a handsome profit.<sup>154</sup>

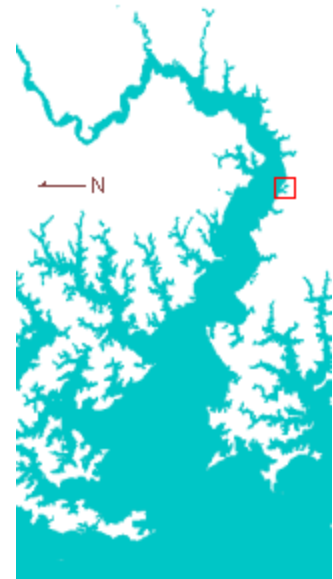


<sup>154</sup> Preston, 1983, pp. 72 and 198; and Ford, p. 183.

## Tates Bank Landing (1877)

Cultural Resource - river landing.  
Choptank River Mile - 15

This landing is located on the Dorchester County side of the Choptank River at the end of Tates Bank Road, nearly opposite Hughletts Landing at Chancellors Point. Tates Bank Landing is shown on an 1877 atlas.<sup>155</sup>



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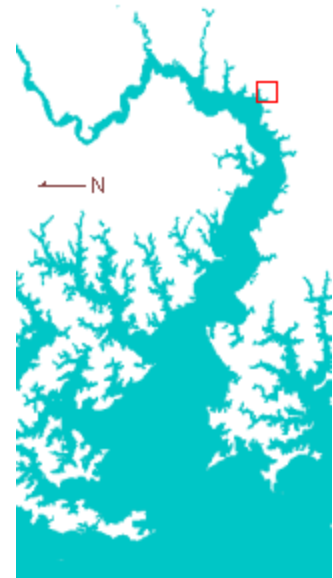
<sup>155</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, p. 75.



## Thompsons Landing (1877)

Cultural Resource - river landing.  
Choptank River Mile - 17

This landing is located at the end of Springdale Road, on Indian Creek, off the south side of Choptank River in Dorchester County. Thompsons Landing is shown on an 1877 map.<sup>156</sup> This landing may be the same landing for Indian Purchase (see Indian Purchase).



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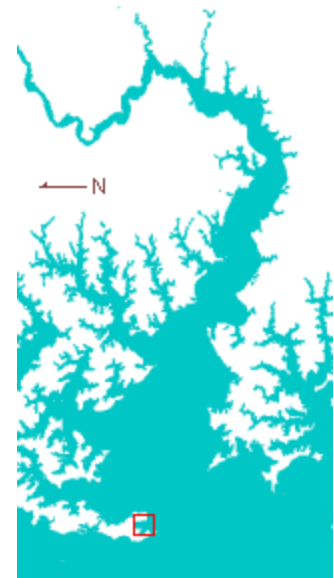
<sup>156</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, p. 67.

## Tilghman Island Landing (also called Great Choptank Island, Choptank Island and Ward's Island)(1893-1921)

Cultural Resource - steamboat landing/ War of 1812 occupation site.

Choptank River Mile - 1

The landing is located on the east side of Tilghman Island at Fairbank in Blackwalnut Cove. Tilghman Island was served by the Maryland Steamboat Company, Choptank Steamboat Company and Baltimore, Chesapeake & Atlantic Railroad Company from at 1893 until 1921.<sup>157</sup> >From Tilghman one could get a stateroom on a steamboat at 11 p.m., sleep, and arrive at Baltimore at 6 a.m. the next morning. In 1894 steamboats operated every day from this wharf except Sunday. The wharf"extended twelve hundred feet from shore." When the idea to built a steamboat wharf at Tilghman was first proposed some people opposed the concept because they though young men on the island would be attracted to the wharf to meet the steamboats to acquire liquor. These concerns proved unfounded. W. S. Covington and W. J. Jackson began an oyster packing business on piles at the landing. By 1897 the business had been sold to S.R. Villiant and J. V. Harrington and a larger packing house able to accommodate 70 oyster shuckers was built. In the same year a second packing house was built by J. Camper and S. Taylor Harrison on the opposite side of the wharf capable of accommodating 50 shuckers. A crab picking house was also added in 1897. This became the Tilghman Packing Company (1910-66) which operated until 1975. A virtual city on piles developed around the steamboat wharf, all made possible by the steamboat wharf as steamers could quickly ship their seafood to market. As the bottom built up with oystershell discarded by the shucking houses, it became known as Avalon Island, probably named after the steamboat *Avalon* though possibly after Cecil Calvert's small settlement on Avalon peninsula in Newfoundland in 1621. This small island was designated its own post office, possibly serving the smallest area in the United States. Avalon Island is now home to the Tilghman-On-Chesapeake Yacht Club since about 1990. Other canneries on Tilghman Island which probably used this landing include: Covington Brothers (1908-17), A. N. Faulkner & Son (1930-66), J.B. Harrison & Company (1920-22), Plum Point Canning Company (1919-25), Riverside Packing Company (1945), and Roberts Brothers (1908).<sup>158</sup> Tilghman Island Landing is shown on the Tilghman Island, U.S. Geological Survey, topographic map.



The island was occupied by the British in the spring 1813 and again in 1814. In October of

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<sup>157</sup> Antoinette H. Covington, *Tilghman's Island Capers* (Talbot County, Maryland: A.C. & H. Enterprises, 1981), p. 69; and "Map of the Baltimore, Chesapeake and Atlantic Railroad Company," dated 1906"and "Choptank River Line, Eastern Shore, In Effect September 12, 1921," schedule, Robert H. Burgess collection, reprinted in Burgess and Wood, pp. 66 and 99. Note the Choptank River Line was part of the Baltimore, Chesapeake and Atlantic Railroad Company while the Choptank Steamboat Company was a separate entity. Also Maryland Steam Boat Company was the Maryland Steamboat Company.

<sup>158</sup> Covington, p. 69; Margaret Enloe Vivian, "Tilghman Packing Company and the Transformation of Landscape on Avalon Island" (*The Weather Gauge*, Spring 2000), 36(1):12.; and Burton, pp. 141and 146-8.

1814, the British landed about 1,000 troops, built two barracks and were supplied with about 400 head of cattle.

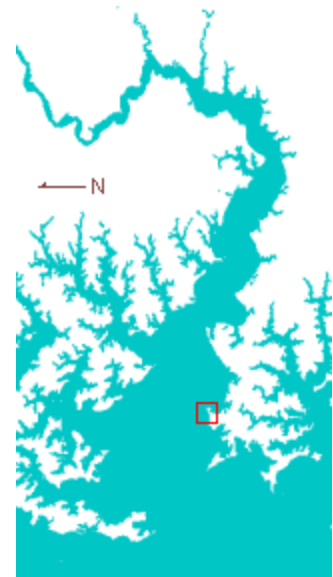
*THE ENEMY* We learn by a gentleman who arrived here [Annapolis] on Tuesday night in an open boat from Choptank River, that the enemy have landed from their squadron about 1000 men and built two houses for barracks, on Tilghman Island. He states they are well supplied with cattle, having nearly 400 head (*Maryland Gazette and Political Intelligencer*, October 27, 1814).

### Todds Point (1860)

Cultural Resource - historic house site.

Choptank River Mile - 4

A house was built on Todds Point circa 1860 at the end of Todds Point Road, located east of Cook Point and LeCompte Bay, south bank of the Choptank River in Dorchester County. The house was constructed by Charles Frazier. By 1975 it had been abandoned and was in ruinous condition.<sup>159</sup>

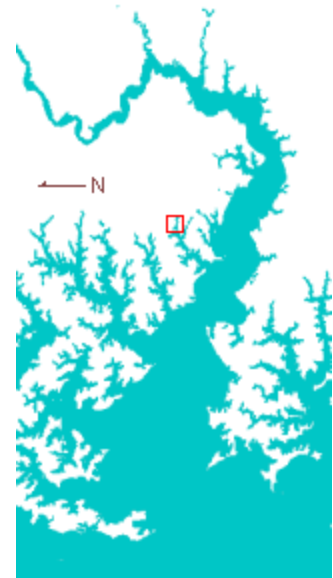


<sup>159</sup> Michael Bourne, "Todd's Point," Nomination Form for the National Register of Historic Places, National Parks Service, 1975; and Weeks, p. 102.

## Trappe Landing (1817-1911)

Cultural Resource - river landing/ steamboat landing.  
Choptank River Mile - 17

Trappe Landing is located near the head of La Trappe Creek off the north side of Choptank River in Talbot County. This landing served the town of Trappe which is located about four miles east by road (east on Maple Avenue to Island Creek Road and then south). Trappe may have been named after a Trappist monastery, the ruins of which are said to be still located in a farmhouse off Main Street; or from a colonial tavern, the "Partridge Trap," whose patrons were described as "visiting the Trap." A "Wolf trap bridge," built near a wolf trap, named in a deed of 1724, probably best explains the origin of the naming of the town. This landing was served by the screw propeller steamers *Minnie Wheeler* and *Chesapeake* in 1878. It was also served by the Baltimore, Chesapeake & Atlantic Railway Company from at least 1906 to 1911.<sup>160</sup>



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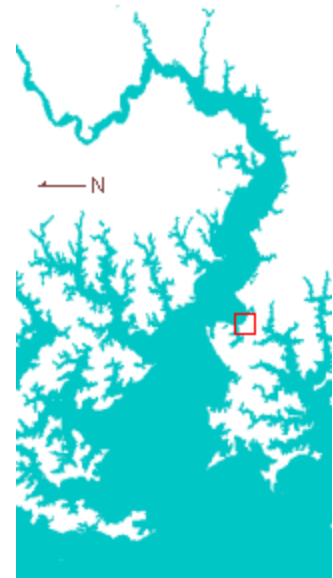
<sup>160</sup> Kenny, 1984, p. 269; "Map of the Baltimore, Chesapeake and Atlantic Railroad Company," dated 1906 reproduced in Burgess and Wood, p. 99; Preston, 1983, p. 256; and "Map of Baltimore, Chesapeake and Atlantic Railway Company," dated 1911 in the collections of the Calvert Marine Museum.

## Travers Wharf (also called Wallacks Wharf) (1877-1921)

Cultural Resource - river landing/ steamboat landing.

Choptank River Mile - 8

This wharf was located at the end of Travers Wharf Road, off Maryland Route 343, in Lecompte Bay off the south side of Choptank River in Dorchester County. This wharf is identified as Wallacks Wharf in an 1877 map. This wharf was used by Maryland Steamboat Company and Potomac Steamboat Company by 1879 and the Baltimore, Chesapeake & Atlantic Railway Company from at least 1906 to 1921 (see also LeCompte Bay). The wharf was approximately 175 yards long with a small T at the end.<sup>161</sup>



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<sup>161</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, p. 74; *The Cambridge Era*, May 10, 1897, Maryland Steamboat Company and Potomac Steamboat Company ads; "Map of the Baltimore, Chesapeake and Atlantic Railway Company," dated 1906 and Choptank River Line schedule dated September 12, 1921, both reproduced in Burgess and Wood, pp. 66 and 99; and "Map of the Baltimore, Chesapeake and Atlantic Railway Company," dated 1911 in the collections of the Calvert Marine Museum. Chart No. 35, "Natural Oyster Bars Talbot and Dorchester Counties, Maryland," published November 1911, Coast and Geodetic Survey, Surveyed by Maryland Shell Fish Commission in cooperation with United States Coast and Geodetic Survey and United States Bureau of Fisheries 1910, clearly shows the shape of the wharf.

## Tred Avon Ferry (also called the Oxford-Bellvue Ferry) (1683-present)

Cultural Resource - ferry landing.

Choptank River Mile – 7

The Tred Avon Ferry is the oldest cableless or self-propelled ferry as well as reputed (see footnote) to be the oldest continuously operated ferry in the United States. The ferry runs between Bellevue and Oxford (see Bellevue and Oxford) saving about 25 miles by road. The first ferry service began at least by November 1683 and was first operated by Richard Royston (see side bar below) at an annual subsidy paid by Talbot County of 2,500 pounds of tobacco. Isaac Sacerson ran the ferry for five years in the 1690s followed by Thomas Bennettin in 1699 who was paid 6,000 pounds of tobacco yearly. In 1750 the ferry was operated by Elizabeth Skinner, the twelfth operator up to that time and the third woman to do so. She was permitted to charge the following rates for non-county inhabitants: "man and horse, 9d; foot, 4d; horse and chaise and persons riding therein 2S, and any persons enlisted in his majesty's service without fee or reward." For these services Skinner was paid 4900 lbs. tobacco per year. Judith Bennett operated the ferry for a total of more than 10 years between 1750 and 1760. She was permitted to charge the following rates for non-county inhabitants: "man and horse, 9d; foot, 4d; horse and chaise and persons riding therein 2S, and any persons enlisted in his majesty's service without fee or reward." For these services Skinner was paid 4900 lbs. tobacco per year. Judith Bennett operated the ferry for a total of more than 10 years between 1750 and 1760. She was permitted to charge the following rates for non-county inhabitants: "man and horse, 9d; foot, 4d; horse and chaise and persons riding therein 2S, and any persons enlisted in his majesty's service without fee or reward." For these services Skinner was paid 4900 lbs. tobacco per year. Judith Bennett operated the ferry for a total of more than 10 years between 1750 and 1760. She was permitted to charge the following rates for non-county inhabitants: "man and horse, 9d; foot, 4d; horse and chaise and persons riding therein 2S, and any persons enlisted in his majesty's service without fee or reward." For these services Skinner was paid 4900 lbs. tobacco per year.



The ferry continues to be subsidized by Talbot County today, as it was when first authorized. The ferry has operated by oar, steam, and diesel. The first ferry was a scow propelled by oars; it was replaced by a small coal-fired steam tug named the *William H. Fisher* in 1886. A signal system was used so someone on one side of the river could signal the ferrymaster if the ferry was on the opposite side. A large square sheet of wood was hoisted; white side toward water if horse, wagon or car and black side if only foot passenger. This way the ferrymaster knew whether to bring along the barge or only the tug. This tug operated until 1932 when Capt. Buck Richardson built the first self-propelled ferry, a diesel-powered three car ferry. Capt. William Benson bought the ferry in 1938 and operated it for nearly 50 years. In 1968 between 11,000 and 13,000 cars with about 50,000 people used the ferry. Under Benson's ownership he also used a signal system; a guillotine-like contraption where a customer could raise a painted wooden square to notify the ferrymaster if the ferry was on the opposite side; there was no longer a need for distinction between foot or car passage. Benson sold the ferry operation to Gilbert Clark who now operates two larger, diesel-powered ferries.<sup>162</sup>

This Court Have Pitcht upon Mr. Richard Royston to Keepe a ferry for horses and Men from His Plantacon over Tred Haven Creek to the towne of Oxford and Back againe

<sup>162</sup> Tilghman, p. 11; Weeks, p. 223; William L. Benson, "I Remember...when the Oxford ferryboat carried horsemen and cattle," *The Sun Magazine*, September 8, 1968; Dickson Preston, "The Oxford-Bellevue Ferry: A Brief History," no date, Ferry vertical file, Talbot Free Public Library, Maryland Room, Easton. and "Venerable Oxford-Bellevue run: Pilot's put in 50 years in ferry-tale world," no indication of newspaper nor date, Tred Avon Ferry vertical file, Maryland Historical Trust, Crownsville. Note that Dr. Samuel A. Harrison in his notes on Talbot County located in the Maryland Historical Society Archives gives the ferry starting date as December 5, 1682, but gives no documentation for such a date. Preston notes that the ferry apparently did not operate between 1696 and 1699 and again did not operate during the Revolutionary War.

or on board any Shippe Nigh there Riding; In consideracon wherof this court hath ordered him the sd. Royston two thousand & five hundred Pounds of tobacco this yeare; and two thousand & five hundred Pounds of tobacco next year; for this the Sd. Roystons Keeping the said ferry one whole year; the Sd. Royston to provide boats forth with for that Purpose (Talbot County Court Records dated November 20, 1683.

Side Bar: Richard Royston. Royston in addition to being a ferry operator, served as an attorney, factor (agent) for a London company and jury foreman in a celebrated case over hog stealing. However, in 1686 he was convicted of forgery. He begged mercy at the feet of the Governor's Council stating he was of "humble contrition and hearty sorrow" for his crime. Royston was pardoned but upon his death in 1694 the Assembly stated he was "a person altogether uncapable...both for his ignorance in all learning and for his life and actions notoriously scandalous in this Province."<sup>163</sup>

### **Troths Fortune Site (also called Troth Farm and mistakenly Acton)(circa 1683-1710-present)**

Cultural Resource - river front historic house and possibly historic store site.

Choptank River Mile – (Upper Choptank)

Troths Fortune is located just upriver from the Maryland Route 331 Choptank River Bridge, located on the north bank of the river in Talbot County, 3.25 miles east of Easton. This house was built sometime between 1683 and 1710 by William Troth. Troth also operated a store which stocked everything from tin pans, needles, shoes, bolts of cloth, powder, shot, window glass, nails, paper, carpenters' tools, and hoes. The location of the store may have been on Troth's other property called Acton. Both properties are located a short distance above Dover (see Dover) William owned thirteen slaves when he died in 1710 and his son Henry owned twenty-four when he died in 1729. William's grandson, also called William, freed all his slaves by 1766, probably due to his Eastern Shore Quaker beliefs which took a stand against slavery during this time.<sup>164</sup>

### **Turners Point - see Avondale.**

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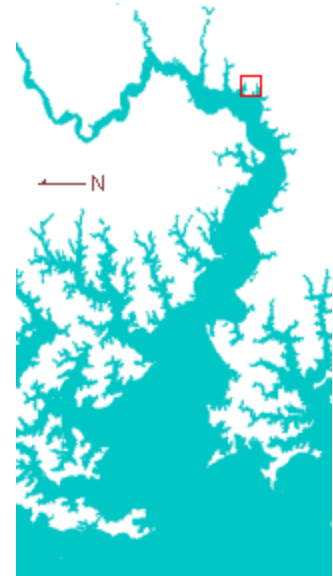
<sup>163</sup> Dickson Preston, "The Oxford-Bellevue Ferry: A Brief History," no date, Ferry vertical file, Talbot Free Public Library, Maryland Room, Easton.

<sup>164</sup> Michael Bourne and Pamela James, "Troth's Fortune," National Register of Historic Places Inventory - Nomination Form, 1974.

### Vue de L'Eau (1799)

Cultural Resource - river front historic home.  
Choptank River Mile - 17

Vue de L'Eau was built in the nineteenth century with Greek Revival details. This home is located on the east side of Choptank River in Dorchester County between Indian and Goose Creek, 1.3 miles west of Maryland Route 16 at the end of Goose Creek Road. This property was once part of the Choptank Indian Reservation until purchased by Samuel LeCompte in 1799. The Smithsonian Institution conducted archeological excavations of an Indian burial mound on this property.<sup>165</sup>



Wallacks Wharf - see Travers Wharf.

### Walnut Landing

Cultural Resource - river front historic house.  
Choptank River Mile - Unknown

Dr. Thomas King Carroll (1821-1900), son of Governor Thomas King Carroll (see Castle Haven), lived and died at his home located along the Choptank River. The exact location is not clear but it was upriver from Cambridge and off Maryland Route 16. Carroll was elected to the Maryland House of Delegates twice and the Senate once. He was instrumental in the establishment of the first free schools in Maryland. He died at Walnut Landing on January 9, 1900. The original house may have burned and rebuilt by Carroll's daughter Nellie Calvert Carroll.<sup>166</sup>

<sup>165</sup> Michael Bourne, "Vue de L'Eau" Nomination Form for the National Register of Historic Places, National Park Service, 1975.

<sup>166</sup> Michael Bourne, "Walnut Landing," Nomination Form for the National Register of Historic Places, National Park Service, 1975.



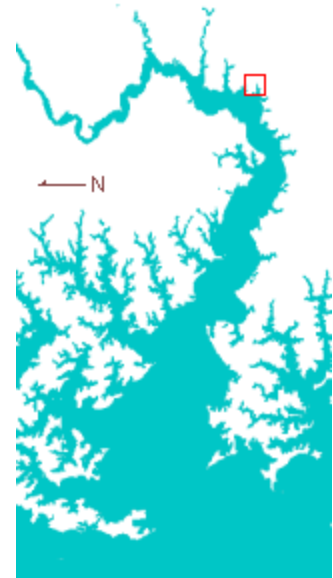
**Warwick Manor - see Secretary.**

### **Waterloo Farm (1848-present)**

Cultural Resource - river front historic house.

Choptank River Mile - 17

Waterloo Farm is located near the end of Goose Creek Road, on the east side of Choptank River in Dorchester County on the north entrance to Indian Creek. Waterloo Farmhouse was built in 1848 (possibly earlier) by Captain Thomas Benjamin Sherman on land belonging to the Sherman family since before the American Revolution. Captain Sherman lived here from 1848 until 1885 and operated a packet steamship line between Baltimore and the Eastern Shore; possibly called the Sherman Steamboat Company. The Dorchester wharf was located on his property (see Sherman Landing). A brick milk-house, smokehouse and a slave quarter are located on the north side of the house. The mulberry trees on the property are reputed to be the oldest on the Eastern Shore.<sup>167</sup>



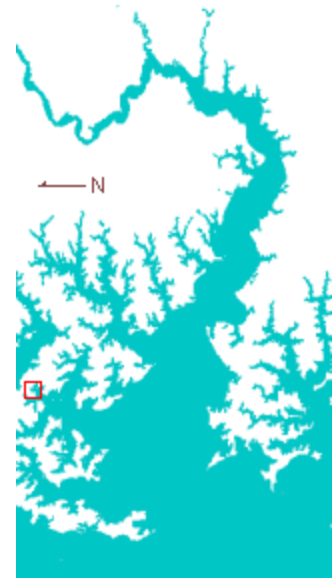
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<sup>167</sup> *Dorchester County: A Pictorial History*, Commissioners of Dorchester, p. 41; Michael Bourne, "Waterloo Farm," Nomination Form for the National Register of Historic Places, National Parks Service, 1995; and Weeks, p. 112.

### Wayman Shipyard Site (1807-1810)

Cultural Resource - shipyard site.  
Choptank River Mile -

This shipyard was located on Solitude Creek, off Edge Creek, off Broad Creek, off the Choptank River at the end of Solitude Road, off Maryland Route 33 in Talbot County. The shipyard was operated by Thomas Wayman between 1807 and 1810.<sup>168</sup>



### White Hall (also called Ennalls Ferry)(1760 -1803).

Choptank River Mile - 15.5

White Hall is located at the end of White Hall Road, off U.S. Route 50, east of Cambridge in Dorchester County. White Hall Road was originally called Ferry Lane. The ferry from Chancellor Point (see Chancellor Point) on the Talbot County side of the Choptank River connected here. This ferry was once called Ennalls Ferry. Issac Fox was the ferry operator in 1803.<sup>169</sup>

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<sup>168</sup> Ford, p. 186.

<sup>169</sup> Mowbray, p. 16.

### Wilderness (circa 1780-90-present)

Cultural Resource - historic house.

Choptank River Mile - 8

The Wilderness is located near Chlora Point on the south side of Island Neck Road, overlooking the Choptank River in Talbot County. The house was built in two periods; the first circa 1780-90 and the second circa 1815. This later, and possibly the earlier period, was built by Daniel Martin who twice became governor of Maryland, first in 1829-30 as the twentieth governor and again in 1831 when he died in office.<sup>170</sup> The present structure replaces an earlier home with the same name. This is one of seven houses which can be seen from a boat in the middle of the Choptank River off Chlora Point which were once occupied by Maryland governors (see Chlora Point).



### Windmill Site (1877)

Cultural Resource - windmill

Choptank River Mile - Unknown

A windmill was located on a small point between Cook Point and Todds Point, located just east of Twin Point Cove Road, off Cooks Point Road, off Maryland Route 343, on the south bank of the Choptank River in Dorchester County. This windmill was present prior to 1877.<sup>171</sup> This windmill is apparently not the same mill as noted on Cook Point (see Cook Shipyard Site).

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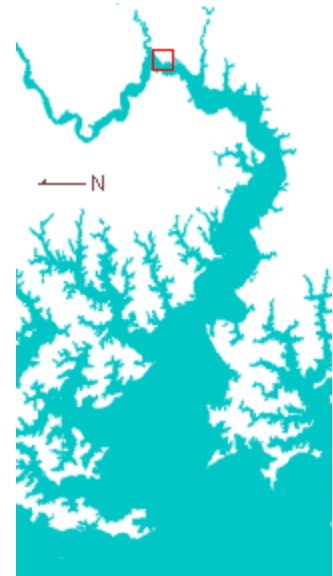
<sup>170</sup> Earle, p. 372; and Michael Bourne, "The Wilderness," National Register of Historic Places Inventory -- Nomination Form, 1973. Note that in "Noted Homes Along The Choptank River" (no author, *Easton Star-Democrat*, no date, copy in Rivers vertical file, Talbot Public Free Library, Maryland Room, Easton) it states the governorships were from 1828 and 1830.

<sup>171</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, p. 78

## Wrights Wharf (1877-1911)

Cultural Resource - steamboat landing.  
Choptank River Mile - 24

Wrights Wharf is located at the end of Wrights Wharf Road on the east side of the Choptank River in Dorchester County, nearly opposite Clarks Wharf, just south of the Caroline and Dorchester county line. The wharf is shown as an unnamed wharf on an 1877 atlas map and is named on a 1911 Baltimore, Chesapeake and Atlantic Railway Company map.<sup>172</sup>



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<sup>172</sup> *Bicentennial Edition 1776-1976, The 1877 Atlases and other Early Maps of the Eastern Shore of Maryland*, Wicomico Bicentennial Commission, 1976, p. 67; and "Map of Baltimore, Chesapeake and Atlantic Railway Company," dated 1911 in the collections of the Calvert Marine Museum.

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Additions and corrections are appreciated. Please contact: [info@riverheritage.org](mailto:info@riverheritage.org)

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