Maryland’s Upper Choptank River and Tuckahoe River Cultural Resource Inventory

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

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SCOPE OF WORK

“Maryland’s Upper Choptank River and Tuckahoe River Cultural Resource Inventory” is a result of a 1998 non-capital grant from the Maryland Historical Trust to the Old Harford Town Maritime Center. The purpose of the project entitled “Caroline County...a river runs through it,” is to...

“facilitate the completion of historic and cultural resources inventories, preservation, revitalization, education, and heritage tourism activities consistent with Maryland’s Historic Preservation Plan and new Heritage Tourism initiatives. A primary objective of this project will involve laying the groundwork for the creation of heritage tourism and economic development through the preservation and interpretation of cultural heritage sites related to the maritime and agricultural history of a riverine system. This interrelationship of agriculture and maritime trade within a riverine system is an important component of Maryland’s history which is not documented or preserved anywhere in the state.”

One of the products of this project is an “inventory of cultural and historic resources along the upper Choptank.” The scope of this project was expanded to include the an inventory of cultural and historic resources along the Tuckahoe River. Sites include but are not limited to towns, landings, wharves, warehouses, canneries, and sunken vessels. Prehistoric sites are beyond the scope of the mission of the Old Harford Town Maritime Center and were not included in this project. Maryland’s Upper Choptank River and Tuckahoe River Cultural Resource Inventory is based on primary and secondary published and unpublished material, field survey maps conducted by the Maryland Maritime Archeology Program in 1994, Maryland Historical Trust historic site forms, photographs, post cards, and historic maps and charts. It was not the intent of this project to carry out field verification of these sites though a few sites were visited.

INTRODUCTION

The Choptank (Chapatanck) (probably a composition of Algonquian words meaning “it flows back strongly” referring to its tidal changes 1) River is Maryland’s longest river on 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.” James Michener based his classic novel Chesapeake along the Choptank River. Michener wrote after boating up the 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.”

“The Upper Choptank River and Tuckahoe River Cultural Resource Inventory” includes the upper Choptank River from Hunting Creek upstream to the head of navigation near Greensboro including the Tuckahoe River tributary up to Hillsboro. The Choptank River flows approximately 70 miles across the Delmarva Peninsula from Delaware into Maryland’s Chesapeake Bay, draining the west central portion of the peninsula. The river channel cuts through Miocene to Recent age semi-consolidated or unconsolidated sands, gravel and calcareous sediments, which form the Coastal Plain of Maryland and Delaware. The river begins in Kent County, Delaware at an elevation of 60 feet above sea level. The tidal range of the river is about two feet and runs above the confluence of the Tuckahoe and Choptank rivers.

These rivers defined the early transportation routes of the region, and determined the placement of settlement and early industries such as water-powered grist and saw mills. The Choptank River is not only a geographical feature but also represents a cultural line between the northern and southern Eastern Shore; similar to the cultural differences between the western and eastern shore of the Chesapeake Bay. The Choptank River was sometimes referred to as the Great Choptank River or Northeast Branch and the Tuckahoe River as Tuckahoe Creek or Tuckahoe Branch. The Tuckahoe (Tochwogh flue, Tukkoho Branch, Tockwoghs) (probably refers to a root such as sassafras used as a food) River was also known as “the main branch of the Choptank” and along its upper reaches “Mason’s Branch,” named for a prominent family that lived along it. The Tuckahoe was so obstructed by weed in the 1940’s that it seemed “not more than a ditch…”

Principal riverfront towns along the upper Choptank include Denton and Greensboro in Caroline County. The Town of Denton is located about ten miles south of the head of navigation on the Choptank River, eight miles south of Greensboro and about fifty miles north of the mouth of the Choptank River. The principal towns on the Tuckahoe River are located eleven miles up the river from its confluence with the Choptank. These towns include Hillsboro on the eastern side of the Tuckahoe in Caroline County and Queen Anne on the western shore of the Tuckahoe and situated in Queen Anne’s County.

**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.”

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 lightly upon the “Contact and Settlement Period 1570-1750)” and “Modern Period (1930-Present).”

**Brief History of Upper 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. In Calvin Mowbray’s *Early Dorchester County History*, there is a reference to a John Smith who in 1664 was granted Smith Point on the north side of Hunting Creek and in the Mowbray’s “Gazetteer of Dorchester Names” it is again referenced that Hunting Creek was originally called Smith Creek after John Smith who was granted Smith Point. The later John Smith is not the same John Smith who mapped the Chesapeake Bay in 1608 as he died in 1631.

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.

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

During the colonial period the rivers were the principal mode of transportation and communication with the outside world. These rivers also provided the power for the grist and saw mills necessary for the development of the land. By 1794 at
least four mills were operating on or near the upper Choptank-Tuckahoe rivers. The principal cash crop (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. The 1670 Herrman map identified ten dwellings or settlements along the upper Choptank River above Tuckahoe Creek and another 15 along the Tuckahoe. 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 out of shipps & boats and other vessells.” The following year “An Ordinance” required all exports as well as import trade to be channeled through 12 designated sites, most identical to the 11 specified in 1668. In 1671 Governor Calvert increased the sites to 15 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. 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 (Kingston) was again among the 42 designated town sites in 1706. Hillsboro was added in 1707 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,” present day Greensboro. Most of these designated sites (some never developed into actual towns) presumably had wharves, but certainly landings of some type. The principal colonial tobacco trading centers in the upper Choptank River area were Melvill’s Warehouse, Hughlett’s Warehouse (Bridgetown) 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, Caroline County planters had to send their crops to warehouses in Baltimore for inspection and grading. 7

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 Philadelphia, 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 with many converted to power for use as barges.

The Sixth Census of the United States (1840) gave the population of Caroline County as 7,806 persons; of whom 1,589 were engaged in agriculture, 58 in manufacturing and trades, 56 in commerce, 29 in river navigation, 13 in mining, and 2 in “learned professions and engineering.” Cattle, horses, mules, swine, sheep, poultry, fruits, dairy products, Indian corn, oats, wheat, rye, and potatoes were the main goods produced. No tobacco was reported as being grown. A farmer took his own grain to the gristmill, his own logs to the sawmill and his own hides to the tannery. The estimated value of ships that had been built in the county during the period covered by the census was $2,500. Five hundred and twenty barrels of pickled fish had been produced during the same period.

Industrial / Urban Dominance (1870-1930)

This period represents another dramatic change in the mode of transportation in the Eastern Shore Region from schooners and steamboats to railroads and highways. It also represents the advent and peak of the canning industry in Caroline County and the Eastern Shore region of the Chesapeake. Along the upper Choptank riverfront, the steamboats and new rail services brought an end to the era of commercial sailcraft on the upper Choptank River. The waterfront would take on a new appearance and the commercial enterprises that would spring up along the waterfront included canneries, steamboat companies, steamship agents, railroad enterprises and an assortment of local and regional entrepreneurs.

During the steamboat era, landings were dropped and added as determined by economic need. Shoals due to siltation threatened the landings on the upper navigable portions of the river. Funds for dredging the upper Choptank River were appropriated by Congress seventeen times between 1880 and 1912 for the upper reaches of the river from Denton to Greensboro. 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. In more recent years (1960’s) Caroline County ranked sixth in farm production in Maryland. On a national level it ranked 23rd in value of poultry, 42nd in acreage of sweet corn,
45th in poultry and poultry products sold, and 54th in acreage of tomatoes harvested. 10

**Siltation / River Dredging**

With the arrival of the colonists and the clearing of the forests, coupled with poor agricultural practices, siltation caused by excessive soil erosion became an ever-increasing problem on the Choptank River, as it was for most tributaries of the Chesapeake Bay region. Caroline County is the only inland county on the Eastern Shore of Maryland and therefore depended on the navigable Choptank River for its water access to the Chesapeake Bay and beyond. Based on a 1915 Washington Government Printing Office publication titled, “INDEX to the Reports to The Chief of Engineers, U.S. Army Vol. I Rivers and Harbors”, the upper reaches of the Choptank River from Denton to Greensboro were dredged, starting in 1880, under the direction of Lt. Col. Wm. P. Craighill of the Chief of Engineers, U. S. Army. Craighill also supervised the 1879 survey of the river, for the eight-mile section between Denton and Greensboro, with the actual field survey conducted by John L. Seager (and party) from August 21 through September 8, 1879. This survey was funded through the “Rivers and Harbors Act” authorized by Congress in 1879. The 1880 dredging contract was awarded to D. Constantine and the final 1912 contract was awarded to the Maryland Dredging & Contracting Company. Numerous and extensive shoals with only four, three, and two feet of water at mean low water were found. A small shoal was also reported below Denton at the mouth of Watts Creek; otherwise the channel to Denton was nine to ten feet deep “at all stages of the tide.” Dredging for an eight foot deep and 75 foot wide channel from Denton to Greensboro commenced in June of 1880 and required the dredging of approximately 325,000 cubic yards of silt, estimated to cost about $79,000. This involved dredging in five places between Denton and Smith’s Landing (2+ miles above), and continuous dredging from there to Greensboro. Passapea Landing, about three miles above Denton was considered the “head of schooner navigation” in 1879. All freight above this point was “lightered” down to Passapea Landing. 11

In 1928 another study was conducted by the Office of the Chief of Engineers (U.S. Corps of Engineers) on the upper Choptank River. It found that between Cambridge and Denton the river was navigable for vessels of nine or ten foot drafts except at Pealiquor Shoal, at the mouth of Watts Creek about two miles below Denton where water depths were only 5 feet. Of nearly 3,000 tons of fertilizer shipped to Denton, about one-third had to be transshipped below Pealiquor Shoal (via Williston) at an extra cost of 25 cents per ton. Dredging of this shoal was recommended with cost estimated to be $6,300 for an eight foot deep and 100 foot wide channel at Pealiquor Shoal and annual maintenance at $900. It is not clear whether Congress funded this dredging project. See Pealiquor Wharf for additional information. 12
Ferries

As an early mode of river crossing, ferries were first used to cross larger bodies of water such as the Choptank and Tuckahoe Rivers, while bridges were erected over the smaller streams of the area. Ferries were located where deep water was present near the shoreline at locations with solid ground. Much of the river, especially the lower river, was and still is lined with salt marsh, thereby resulting in few suitable landings. Where such locations could not be found “causeways” were sometime built such as the one at Denton. At least five ferries crossed the upper Choptank: Barwick’s Ferry at Melvill’s Warehouse across to a point near Dunning Farm; Denton to West Denton; Gilpin Point to Prices Landing (Tuckahoe Neck); one below Dover Bridge from Hog Island to Barkers Landings on the Talbot County side; and the Kings Ferry at Kingston.

The Court appointed persons to operate and maintain the ferries and to charge established fees for use of the ferries. The ferry keeper at Hog Island/Barkers Landing ferry was paid 4,000 pounds of tobacco per year to operate the ferry for citizens of the county who were not required to pay a ferriage; non-county users paid a fee which the ferry keeper was also entitled to keep. The ferriage for non-county users of the Denton Ferry in 1800 was 8 cents for foot passenger, 16 cents for horses, 35 cents for two-wheeled carriages, and horses with passengers, 75 cents for four wheeled “phaeton,” horses and passengers, and 12 cents for each “black cattle.” No ferriage was charged for persons who owned land in the county but were not residents. As use of and bridge technology increased, ferries became replaced. 13

An Act dated September 1704 stated, “...that all roads that lead to any ferries...be marked on both sides of the road with two notches... Any road leading to a ferry, and dividing from other public roads shall be marked with three notches of equal distance at the entrance into the same.” 14

19th Century River Ferry

Bridges
An Act dated September 1704 stated, “Whereas it is thought convenient, and very much for the benefit of the inhabitants of this province, that roads and paths be marked, and the heads of rivers, creeks and branches, be made passable. Be it therefore enacted...good and substantial bridges made over all heads of rivers, creeks, branches and swamps where need shall require...” Another Act dated November 1798 had similar language. 15

The first bridge over the Choptank River was the Choptank River Bridge (built 1730’s) at Greensboro. The first bridge built on the Tuckahoe River was the Tuckahoe Bridge (circa 1750) built at present day Hillsboro. Other early bridges on the upper Choptank River include the Dover Bridge (at least by 1860), and Denton Bridge (circa 1811). 16 The first bridge over the Choptank River at Denton was a narrow one-lane iron bridge with a twenty-six foot long pivot “draw”. Based on a 1995 report prepared for the Maryland State Highway Administration titled, “Historic Highway Bridges in Maryland: 1631-1960 Historic Context Report”, the 1811 Denton Bridge was the first moveable bridge constructed on Maryland’s Eastern Shore and was authorized by an 1808 Act of the Maryland General Assembly permitting the construction of a drawbridge over the Choptank River near Denton. The “Denton Bridge Company” was incorporated in 1811 the construction of the iron bridge was completed by 1813. About 1875 a new iron bridge replaced the first bridge and the toll was removed. 17

Canals

As early as 1654 came the idea of a canal across the Delmarva Peninsula. In 1764 surveys were made concerning a possible barge lock canal across the Peninsula connecting the Delaware and Chesapeake Bays. A total of forty-seven surveys were made before the final canal route was chosen in 1804; the Elk River. However, the Choptank River was seriously considered as a plausible route. When a sea level ship canal across the Delmarva Peninsula was
considered in the 1880’s the Choptank route was again considered. Advantages of the Choptank route over other considered routes included: 1) fewer days per year closed by ice, 2) less costly and shorter than most others routes, 3) economy of maintenance of canal approaches, and 4) was the shortest route between Baltimore and the sea. The sea level ship canal however was built at the site of the former Chesapeake and Delaware Canal on the Elk River in 1921. A canal was also considered from the Choptank River near Cambridge to Blackwater River in the 1830’s but it was never built.

Sail Craft and Ship Building

Water transportation had been the most effective means of travel and for shipping of goods in the Chesapeake Bay until the development of reliable road networks, bridges, automobiles, trucks and railroads in the early 20th century. Before these means of travel were well established, the shipment of goods to and from the upper Choptank and Tuckahoe Rivers was principally by watercraft. It is reputed that vessels could “ride” the tide thirty-seven miles up the Choptank. Bulk freight such as fertilizer and grain were the major commodities being shipped into and out of towns such as Denton and Hillsboro. Two and three-masted schooners performed the bulk of this business. During the 1920’s as many as four or five such schooners were tied up to Denton (West Denton) wharves at the same time, each traveling approximately fifty miles up the Choptank River from the Chesapeake Bay. These same vessels shipped grain, timber, bulk cans and canned goods produced at the canneries. Many of the captains who owned their vessels leased or owned wharves and landings located along the rivers. Some of these captain/owners included Captains Branford, Brockway, Case, Potter, Towers, Wheeler, Willis and Wright. Due to the narrowness of the river sail craft initially depended on incoming tides and favorable winds but with the advent of the internal combustion engine schooners often used yawl (push) boats - small boats carried on davits and fitted with one-lung engines - or some other form of auxiliary motive power to push the sailcraft against the current of the narrow river. Small vessels such as scows and lighters were used to take goods further up the river and/or creeks where larger sailing vessels and steamboats could not navigate; such as from Wayman’s Wharf to Hillsboro. Bugeyes, skipjacks and buyboats occasionally plied the waters of the upper Choptank selling oysters locally; but these watercraft were principally involved in the seafood industry and found typically in the lower Choptank River and Chesapeake Bay. Oyster shell was sometimes brought up the river by these watercraft to be used for road surfacing. Barges were sometimes towed up the river loaded with oyster shell and stone. Captain Caleb C. Wheeler successfully ran schooners from Hillsboro to Baltimore in the 1870’s. He formed the Wheeler Transportation Line, which began to use steamboats in 1877. The Wheeler Transportation Line is discussed under “Steamboats”.

Boat building is known to have taken place at Greensboro, Hillsboro and West Denton. The Satterfield and Moore Shipyard in Greensboro is known to have
built the 76-foot two-masted schooner *Dexter* in 1871. 20 Richardson’s Boatyard is known to have existed but its exact location is unknown. The appendix includes a list of 42 vessels built on the upper Choptank between 1771 and 1885. Most of these vessels were schooners (33), some sloops (6), one canal boat, one ship and one bark. At least 5 vessels were built in Denton, 17 in Greensboro, 1 at Hillsboro, 1 at “Tuckahoe Creek” (probably Hillsboro), 1 at “Goldsborough Creek,” and another 16 in Caroline County. Cost of a new scow in 1891 was $269.72. 21

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**Steamboats**

Before the road networks were well established, adequate bridges built, and before the building of the railroad, steamboats played a significant role in the development of Caroline County. Steamboats served the Choptank River in 1819 when the *Maryland* made runs to Easton by way of the Tred Avon River. By 1830 the *Maryland* also made runs to Cambridge. Among the first steamboats to service to the upper Choptank River were the *Maryland* and *Osiris*, which made runs from Baltimore through to Denton in the 1840’s. The *Cecil*, under individual ownership, made runs to Denton in 1852. In 1861 the steamer *Kent*, part of the new Individual Enterprize Line, began making two runs weekly to Denton. None of these steamboats were equipped with staterooms. In 1865 the Eastern Shore Steamboat Company began making three runs weekly as far up river as Denton. Their steamers *Cambridge* and *Wilson Small* were the first to make night steamer service runs on the Choptank River, but staterooms were still not provided until later steamers such as the *Massachusetts* and *Highland Light* joined the route. 22

Captain Caleb C. Wheeler began the Wheeler Transportation Line by running sailing vessels from Hillsboro to Baltimore in the 1870’s. In 1872 he contracted to have the 76-foot two-masted schooner *C.C. Wheeler*, built by R.G.W. Lambdin and W.A. Lambdin of St. Michaels, Maryland. He also purchased several second-hand schooners including the 76-foot, two-masted schooner *Dexter*, built by Satterfield and Moore in Greensboro, Maryland in 1871. In 1877 he purchased the wooden-hulled, steam screw freighter *Raleigh*, but it was unsuitable for transporting grain on the relatively shallow Choptank River. In 1880 the 124-foot screw steamer *Ruggles* that was shorter and better suited for carrying grain replaced it. In the same year Wheeler advertised the *Ruggles* sailing for Hillsboro every Wednesday and Saturday at 7:00 p.m. arriving 9:00 a.m. the following morning and returning to Baltimore on Monday and Thursday at 10:00 a.m. Wheeler also chartered steamboats including the *Conoho*, *Hamilton*, *Meteor*, and *John E. Tygert* during the harvest season when produce such as peaches needed to be shipped to Baltimore. In 1881 Wheeler built the *Minnie Wheeler*, the first steamer built exclusively for his line. The cost to travel between Baltimore and Hillsboro was 50 cents including a berth in the cabin; staterooms were an additional 50 cents and meals another 50 cents. Travel to intermediate stops was less. Those not wanting a cabin paid only 30 cents for
space on the deck. In 1884 he added the wooden-hulled steam screw *Chesapeake* and the following year sold *Ruggles*. In 1890 freight charges for grain were four cents per bushel and eight cents per box of peaches. In 1894 the Wheeler Transportation Line deleted Cambridge as a one of their steamer stops due to a threat by the newly formed Baltimore, Chesapeake and Atlantic Railway Company (BC&A) to run a competing steamer up the Tuckahoe. In 1895 Wheeler steamers stopped at Medfords Wharf (Choptank), Lloyds, Dover Bridge, Kingston, McCartys, Ganeys, Downes, Towers, Williston, Reeses, Cowards, Coveys, Hillsboro and Queen Anne. Steamers left Hillsboro Saturday at 4 p.m. arriving Baltimore at 8 p.m. Sunday; and left Baltimore daily at 7 p.m. except Sunday. Wheeler bought the *Easton* in 1896 replacing the *Minnie Wheeler* and *Chesapeake*. The Wheeler Line depended on freight more than passenger service and when pressed by the other steamboat lines, he personally convinced many of the farmers he served to stay with his line. He died in 1899 and his company consisting of three steamers and his wharf property was sold in 1901 to the BC&A. The Wheeler Transportation Line was solely owned by Wheeler and James Holt, both from the Eastern Shore. William H. Perry, James Branford and Charles W. Wright were captains of Wheeler Line steamers; the latter left in the 1880’s to work for the Choptank River Company.

In 1878 the Farmers and Planters Transportation Line operated the *Georgeanna* on the Choptank River. In the 1880’s and early 1890’s there were three competing freight and passenger steamboat lines operating on the Choptank River: Choptank Steamboat Company (1882-1894), Maryland Steamboat Company (originally Individual Enterprize Line 1861, renamed Maryland Steamboat Company 1868-1894), and Wheeler Line (1877-1901). The Maryland Steamboat Company had the larger vessels, but each company had its followers. Eldridge S. Johnson and John W. Woodland started the Choptank Steamboat Company in 1882 with the steamer *W. E. Clark* that ran to Choptank Landing and later to Windy Hill. The company added the steamer *Choptank* in 1883, *Tred Avon* in 1884 and *Cambridge* in 1890. The *Joppa* ran up river to Denton in competition with the *Cambridge* and *Tred Avon* of the Choptank Steamboat Company. The *Cambridge* and *Joppa* had many races between them, attempting to attract clientele. The Maryland Steamboat Company made eighteen stops on the Choptank River between Cambridge and Denton in 1883 when the *Joppa* won the prized mail contract. 24

In 1894 the Choptank Steamboat Company, Eastern Shore Steamboat Company and Maryland Steamboat Company were sold to the Eastern Shore Railroad Company, backed by the Pennsylvania Railroad. A new company called Baltimore, Chesapeake and Atlantic Railway Company under control of the Pennsylvania Railroad then bought these holdings at a foreclosure. In 1905 three additional steamer lines were consolidated into the Maryland, Delaware and Virginia Railway (MD&V) Company, also operated under the Pennsylvania Railroad. BC&A and MD&V were separate companies but both under the same management. Some promotional material included both BC&A and MD&V schedules together. An 1898 BC&A schedule included Choptank, Wrights,
Windy Hill, Hog Island, Dover Bridge, Kingston, Turkey Creek, Two Johns, Williston, Lyfords and Denton landings everyday except Sunday with Joppa and Avalon alternating days. A 1906 BC&A schedule included Kingston, McCartys, Ganeys, New Bridge, Cowards, Coveys, and Waymans landings every day; Choptank and Windy Hill every day except Sunday; and Williston and Two Johns every day except Saturday and Sunday. The Joppa and Avalon continued the Choptank River run as far as Denton three time each week from 1919 to 1921. However, when they were replaced by the Talbot and Dorchester in 1921, they were too large to pass through the Dover Bridge and service only went as far as Windy Hill on the west side of the Choptank in Talbot County and Choptank on the east side of the Choptank River in Caroline County. Only the Chesapeake could make the upper river run. A 1922 schedule for the BC&A indicates steamer service to Choptank and Windy Hill every day of the week. By the middle of 1930 the Calvert was making the Choptank River run but only as far as Cambridge. 25

A joint vacation excursion promotion by BC&A and MD&V (circa 1922) included runs up the Choptank River as far as Two Johns. While a one way fare to the Choptank River about this time was $2.16 a one way adult excursion fare was only $1.65. The brochure suggested “overnighting” at Mrs. H. Trice, Two Johns and Mrs. Harry F. Nichols, Choptank. 26

The steamboat era came to an end in the 1920’s for the upper Choptank region. A screw steamer Senator tried to run freight from Baltimore to Cambridge and Denton in 1928-29 but failed. A group of Denton citizens organized a company, purchased a steamboat and renamed it the City of Denton. It operated between 1930 and 1931, but the steamboat era had already passed and the company folded. Steamers on the Choptank River line transported 253,000 tons of freight in 1912; this dropped to 36,000 tons by 1919. The steamer rates for passengers in 1921 between Baltimore and the Choptank River were $2.16 one way with staterooms $1.25 to $4.00 each, one way. Children between age five and twelve were half price. Children occupying separate staterooms were charged full room rate. “Breakfast or dinner” was $.75 each and “supper” $1.00. Children occupying seats at the table were charged full rates. The adult fare in 1931 and 1932 on the B&V, which only went from Baltimore to as far as Cambridge was $1.65 one way. Steamboats shipped out everything from chickens, pigs, calves, grain, produce and canned goods to city markets and shipped in fertilizer, hardware and merchandise which was sold in the local stores. Choptank River
residents could tell the various steamers by the sound of their whistles long before they came into view. 27

Steamboat route maps dated 1906 and 1911 indicate the following steamboat landings along the upper Choptank River: Dover Bridge, Kingston, McCartys, Ganey's, Two Johns, Williston and Denton. The same route map shows the following steamboat landings along the Tuckahoe: New Bridge, Cowards, Coveys, and Waymans (Hillsboro). 28

A schedule for the Choptank River Line dated September 12, 1921 indicates a steamer left Baltimore’s Light Street Wharf 5 p.m. Monday, Tuesday, Thursday and Saturday leaving Choptank 9 a.m. and arriving Windy Hill 9:15 a.m., both lower Choptank River landings. The Monday steamer made the additional stops on the upper Choptank leaving Two Johns 10:05 a.m., leaving Williston (Potters Landing) 10:15 a.m. and arriving Denton (West Denton) 10:45 a.m. The Tuesday steamer made additional stops leaving Denton, 11 a.m. Williston 11:30 a.m. and Two Johns 11:40 a.m. Thus, goods could be shipped down river for steamer connections on Thursday or Saturday or held at upper river landings for Monday and Tuesday steamer stops. 29

**Power Oil Barges**

With the increase in use of automobiles and other internal combustion engines common to farming and manufacturing, demand for petroleum products increased. Oil storage tanks were erected along the Choptank River in strategic locations served by modern highways such as West Denton and Greensboro. Powered barges, drawing 8 to 9 feet, ascended the Choptank to replenish the oil tanks. Standard Oil (now Exxon), American Oil Company (now Amoco) and Sun Oil Company (now Sunoco) all constructed oil yards at West Denton. Oil barges were coming to Greensboro as late as the 1940’s. 30

**Wharves and Landings**

Landings were located along the rivers where solid (fast) land enabled goods to be carried to the river bank where deep water allowed vessels to get relatively close to the shore. Landings often had wharves which made docking and transfer of goods easy; but some landings, especially in the early years, had no wharves and depended on gangways between the shore and vessels. In the colonial period and at many of the upper landings where the rivers were shallower, lighters (shallow draft scows and barges) were sometimes used to get goods from the shore out to sailing vessels restricted to deeper waters. Wharves, when present, where usually built parallel to the shore - not perpendicular. This was due to the narrowness of the river, especially up river,
and adequate water depths near shore.

The upper Choptank River (from Hunting Creek north) and the Tuckahoe River provide over forty miles of combined navigable river systems. Along these stretches of rivers, there were over 60 landings, or nearly one landing every half-mile of shoreline on average. But not all of these landings were in use at the same time, and some landings had two or more wharves. Kingston had three

![West Denton Waterfront, 1880s](image)

wharves; the Town of Choptank had four wharves in operation at one time; and West Denton had as many as seven operating wharves.

West Denton Waterfront, 1880s

These upper Choptank landings handled about 10 percent of the river commerce in the 1920’s consisting of about 2,558 tons valued at $91,764 in 1924; 2,158 tons in 1925; and 1,867 tons in 1926. During 1924 the following tonnages of commercial goods were reported as being shipped between the mouth of the Choptank River and the Town of Choptank: 924 tons of grain valued at $32,802; 623 tons of fertilizer valued at $17,911; 2 ton of fertilizer materials valued at $61; 1 ton of acid phosphate valued at $8; 103 tons of empty cans valued at $13,004; 4,062 tons of oyster shell valued at $8,124; 180 tons of wheat valued at $6,930; 112 tons of corn valued at $3,752; 12,344 tons of general merchandise valued at $2,939,872; 1,920 tons of oysters in the shell valued at $48,000; 1,235 tons of agricultural products valued at $142,920; 1,588 tons of canned goods valued at $142,920; 25 tons of fish net poles valued at $100; 1,759 tons of fish and oysters valued at $464,874; and 982 tons of poultry and livestock valued at $368,250.

Between the Town of Choptank and Denton the following commerce was shipped: 712 tons (of which 600 tons went to Potters (Williston) Wharf, 4 miles
below Denton) of fertilizer valued at $20,470; 251 tons of bituminous coal valued at $1,130; 160 tons of empty cans (all of which went to Williston); 955 tons of gasoline valued at $43,691; 128 tons of kerosene valued at $3,584; and 12 tons of lubricating oil valued at $1,539. Between Denton and Greensboro 40 tons of fertilizer valued at over $1,000 was shipped. In 1927 there were 2,911 tons of fertilizer shipped to Denton and 270 tons of wheat shipped out of Denton.

**Fertilizer**

Fertilizer, some of which was imported to Baltimore from islands off the Pacific coast of South America, was sought by the local farmers and therefore was highly demanded. Typically fertilizer was shipped in 167-pound burlap bags though sodium nitrate always came in 200-pound bags. The fertilizer bags were unloaded at the wharves utilizing a pulley systems operating either a mule working from shore or a gasoline operated windlasses located on the schooner deck. A line was passed through a pulley located on the schooner’s mast and one end of the line fitted with tongs to lift the bags from the hold of the vessel. The bags were unloaded onto a two-wheeled truck used to transport the bags to the warehouse. The bags were stacked eight or nine bags high in the fertilizer warehouses. It took two men to swing the bags by their “ears” to stack them this high. Fertilizer barges traveled to Denton and Greensboro as late as the 1940’s.

**Railroads**

Railroads came to the upper Choptank River area in the 1860’s and 70’s. 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 connecting rail service by the Maryland, Delaware & Virginia Railway Company at Denton and Hillsboro. 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. The train stops at Hillsboro and Denton ran from at least 1906 to 1921. Thus goods could be shipped to and from these points along the Tuckahoe River to Hillsboro or along the Choptank River to Denton with train connections to points east including Lewes and Delaware Bay or west to Love Point, Chesapeake Bay and Baltimore. A “corrected” schedule dated October 3, 1921 shows daily service except Sunday east bound departing Hillsboro 7:02 p.m. and departing Denton 7:20 p.m. and west bound service departing Hillsboro 8:19 p.m. and Denton 8:02 p.m. One source indicates Greensboro had “approximately six
trains per day around the turn of the century.” A 1927 map indicates the “B & E” (Baltimore and Easton) railway running from Denton to Queen Anne and on to Love Point with ferry connections to Baltimore. Freight consisted of canned tomatoes, apples, wheat and occasionally watermelons. 33

**Mills**

The first industries developed in the upper Choptank River region were water-powered grist and sawmills. Linchester (Murray) Mill (see Murray Mill below) has been the site of a mill since at least 1754 and possibly 1681. It is reputed by some as the “oldest free enterprise business in the United States.” 34 The Potter Mill (circa 1780) was built near Potters Landing to accommodate sailing vessels. When the mill was later enlarged, a ship canal to the new mill was begun but apparently was never finished. Regardless, this demonstrates the importance of water born transportation at this time. At least at one site, Millers House near Denton, both a grist mill and saw mill were present. Other mills operating along the waterways of the upper Choptank River area include: Layton’s Mill (1739) at Greensboro, Brick Mill (circa 1790) north of Denton, Draper’s Mill (circa 1800) located on the Gravely Branch off the Choptank River, one mill at Goldsborough and one mill at Fartadd’s just above Goldsborough. Seth’s and Hardcastle’s mills operated on tributaries of the Tuckahoe. 35

**Canneries**

Caroline County is part of the Delmarva Peninsula which has been called the “Garden Spot of the World” and the “Green Garden County.” As such it is not
surprising that Caroline County possessed 62 canneries in 1920, the largest number of canneries on the Eastern Shore. One of the first canneries on the Eastern Shore, a peach cannery, was reputedly established at Bridgetown in 1867. The first tomato cannery is reputed to have been built at Bryantown, Caroline County. The first cannery at Choptank, located on the Choptank River (Medford’s Wharf), was established by J. A. Wright and Brother in 1885. Denton (including West Denton) had 11 canneries, Choptank 12, Greensboro 17, Hillsboro 5, Linchester 3, Preston 19, Two Johns 3, and Williston 3. Preston was called the “breeding ground for canners.” All of these towns were either located on the Choptank or Tuckahoe River or used nearby landing to ship their canned goods to market. Later trains, but more importantly road networks supplanted the water as means of transportation. 37

Commercial Fishing

In 1744 the area of West Denton along the Choptank River was known as “Shadding Reach,” suggesting it was a good shad (Family Clupeidae) fishing area. During the 1920’s at least two West Denton families made a living from fishing the Choptank. Fishing for carp \( (Cyprinus carpio) \), herring, shad, white perch \( (Roccus americanus) \) and rock (striped bass) \( (Morone saxatilis) \) was carried out at with haul seines from fishing shores near Denton called “Short Wretch,” “Middle Wretch” and “The Horns.” The Horns, fished by Captain Thomas Towers, ran from Denton Bridge to the Carroll Bright property on 2nd Street. Middle Wretch was also known as “Deep Shore.” Another fishing locality was “Logginses Hornes” located at upper Harford Town. Other fishing reaches were “Frog Pond” and “Lyford.” People who owned the fishing shores did not mind others using their property for fishing. The Town of Choptank, formerly known as Medfords Wharf, was noted for its fisheries. It is said as many as 60,000 herring (Family Clupeidae) and shad were caught here in a single day. A net reel for drying fishnets is known to have existed near Hillsboro during the turn of the 20th century. Shad, herring, rock and carp were caught in gill nets. Typically the nets were nearly one-half-a-mile-long and about four feet deep. Floats kept the top of the net at the surface and weights kept the bottom of the net down in the water. Near Dover Bridge, a well know fishing area, drift gill nets about seventy-five feet long were used at least during the 1940’s. During the 1830’s, 520 barrels of pickled fish had been produced in the county. Farmers bought herring and salted them down to help feed their workers during the winter months. Herring sold for about 40 cents a hundred. Sometimes when herring were so numerous they could not be sold, they were used as fertilizer. Harvey Parrott was a frequent passenger on the Wheeler Transportation Line buying shad fish. Fyke (fike) nets (bag or bow hoop nets) were also used in addition to seines and gill nets. In 1945 commercial fishermen in Caroline County caught 106,000 pounds of fish. 38
River Related Recreation/Entertainment

In addition to swimming, fishing, crabbing, and watching the steamboats arrive and depart, more formal entertainment included visiting “Two Johns” where a waterfront pavilion for dancing and theatrical performances was built in the 1880’s by two vaudeville actors. A wharf was also built so guests could come by steamer. During the early 1920’s a dance pavilion partially built over the water was located at Williston Landing; the Benny’s Band from Talbot County played there. 39

The James Adams Floating Theater (1914-1941) visited the upper reaches of the Choptank River between 1914 and 1937. The “showboat” as is 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 glamour of the actors, the “lit-up showboat” and an excuse to dress up made for an exciting time. 40 The floating theater is known to have performed at Denton: (actually West Denton) November 9-14, 1914; September 27-October 2, 1915; October 9-14, 1916; October 29-November 3, 1917; November 15-20, 1920; April 11-16, 1921; October 8-13, 1934; September 23-28, 1935; and October 12-17, 1936. Hillsboro: November 16-21, 1914; October 16-21, 1916; and November 19-24, 1917. Greensboro: November 16-21, 1914; October 4-9, 1915; October 23-28, 1916; November 5-10, 1917; November 22-27, 1920; April 4-9, 1921; and October 25-30, 1937. The ShowBoat once ran aground at Pealiquor Flats so it simply ran its shows there while grounded (no date given). 41

Upper Choptank River and Tuckahoe Cultural Resources 42

Caroline County has 109 recorded archaeological sites and 295 assessed historic standing structures. The upper Choptank River and Tuckahoe River cultural resources identified from this survey are listed below in alphabetical order. The dates in parentheses are based on maps, deed references and other historical documents that thus provide a minimum chronological span. However, it should be noted that while a site such as a landing may be identified on a map, it does not necessarily imply the site was in actual use at time of publication. Listing in the inventory does not necessarily imply standing structures survive, but suggests at a minimum the possibility of archeological resources. The few sites actually visited such as Kingston revealed historic wharf structures remaining in the water below low tide levels. This cursory field activity suggests rich cultural resources beyond those reported in this inventory exist and warrant further investigation. The attached maps (See appendix) indicate the location of the resources in this inventory; the first number refers to the map number (one through seven), the second number the mile, and the third number the tenth of a
mile above the beginning point at the confluence of Hunting Creek with the Choptank River. Thus the Mile indication for Adams Landing 5/21.6 indicates the resource can be located on Map 5 and the resource is 21.6 nautical miles above Hunting Creek. The Tuckahoe River maps start on Map 3 and continue on Map 6 and Map 7 with the 0.00 nautical mile marker located at the confluence of the Tuckahoe and Choptank (See Map 3).
Adams Landing (ca. late 19th to late 20th century)  
(18CA 96)

Cultural Resources - Choptank River landing and late 18th to late 19th century ship building site.  

| Mile | 21.6 |

This landing is located on the east side of the Choptank River north of Denton and south of Smith Landing at the end of Adams Landing Road. “Ship ways” (marine railways) have been reported at this site. The landing is identified on the 1875 Caroline County map found in *The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland*; “Index Chart of Natural Oyster Bars, Crab Bottoms, Clam Beds and Triangular Stations of Maryland surveyed by Maryland Shell Fish Commission in cooperation with U.S. Bureau of Fisheries and U.S. Coast and Geodetic Survey,” 1906-1912; and “Topographic Map of Caroline County” 1950 revised 1971. 43
Back Landing (also called Black Landing) (ca. 1875)

Cultural Resource - Hunting Creek landing.

Mile - Beyond map limits, up Hunting Creek from Smith’s Point

This landing is located on the Hunting Creek off Back Landing Road. The landing served the town of Preston and is identified as “Black Landing” on the 1875 Caroline County map found in The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland; and “Back Landing” on “Topographic Map of Caroline County” 1950 revised 1971.
Barkers Landing (1709-1820)
Cultural Resource - Choptank River landing.
Mile - 5.8

Barkers Landing was located where the Dover Ferry (see below) crossed from the Caroline County side of the Choptank River to the Talbot County or west side of the river. Barkers Landing was first officially mentioned in the transactions of the Lower House of the General Assembly in 1709 petitioning for a town to be developed there; but nothing ever came of it. Barker’s Landing was used by sailing vessels to destroy wood boring-worms (*Teredo navalis*; shipworm) which could not survive in the fresh waters of the river that far up river, as well as to load cargoes of tobacco. Evidence of submerged wharf cribbing is present at this site. 44
James Barwick operated the ferry from Melvill’s Warehouse on the east side of the Choptank River to “the causeway” opposite the warehouse on the west side of the river at a landing later referred to as the Road to Hardcastle’s Mill Landing. Barwick also operated an inn near the warehouse. The causeway was probably located on the southwest corner of the John Williams owned “Luck by Chance” parcel just opposite and above the warehouse site. Landing Creek, north of the warehouse and also on the west side of the river apparently had a landing facility of some kind during the same time period (see Melvills Warehouse for additional information on this ferry). 45
Brick Mill Landing (also called Brick Mills Landing and Hardcastle Mill House) (ca. 1790-1879), CAR-26

Cultural Resources - Choptank River landing, grist mill site, and mill house.

Mile - 23.7

The landing is located on the west side of the Choptank River, across from Melvills Warehouse, about three miles north of Denton. The landing was well known in the early years serving as a shipping center and served as the turning point for vessels on the river. At the landing is a circa 1790 Flemish bond brick mill house referred to as Hardcastle Mill House. “This house stands on part of a tract called Sayer’s Addition, the part re-patented under the name Luck by Chance (1787). In 1797 Luck by Chance was purchased by John Hardcastle of Caroline County, son of Thomas Hardcastle. A deed of 1802 (Caroline County Land Records) mentions John’s grist mill. In the accounting of the disposition of his estate in 1816, his brick mill house in mentioned. The landing is identified on the 1875 Caroline County map found in The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland and “Index Chart of Natural Oyster Bars, Crab Bottoms, Clam Beds and Triangular Stations of Maryland surveyed by Maryland Shell Fish Commission in cooperation with U.S. Bureau of Fisheries and U.S. Coast and Geodetic Survey,” 1906-1912. This may be the same landing as Road to Hardcastle Mill Landing. 46
Brigantine Landing (also called Brigateen Landing and Gully by the Brigateen Landing) (1785) see also Melvills Warehouse

**Cultural Resource** - Choptank River landing.

**Mile** - 22.6

This landing was located in a gully about 1600 feet north of Melvills Warehouse. 47
Bridgetown (also called Nine Bridges) (1774-1865)

Cultural Resource - Mason’s Branch bridge site, tobacco warehouse site, and early trading center.

Mile - Beyond limits of map, above Hillsboro on Mason’s Branch.

Located near the navigable head of the Tuckahoe River, Bridgetown was originally called Nine Bridges by at least 1774 because the causeway was originally said to have had nine small bridges, now all incorporated into one bridge. This town was the first incorporated in the county. The “Nine Bridges” post office of 1811 was changed to Bridgetown in 1841. Slave trader Marcy Fountain lived here during the Civil War. One of the first canneries on the Eastern Shore, a peach cannery, was reputedly established here in 1867. 48
Brockway Wharf: see West Denton and Greensboro wharves.

Cases Wharf (1879): see Greensboro and West Denton Wharves.

Chiltons Wharf: see West Denton Wharves
Choptank (also called Choptank Landing, Medfords Wharf and Medfords Landing) (1855-1960’s)

Cultural Resources - Choptank River town, four wharves, canneries, shirt factory.

Mile - 0.6

Choptank was originally called Medford’s Wharf (prior to 1883), and later called Choptank Landing in 1883. It is the southern most village in Caroline County on the Choptank River. This landing also served nearby Preston (originally called Snow Hill, called Preston in 1856) which has been described as a “breeding ground for canners,” prior to the establishment of the railroad. By 1875 the village consisted of only two houses, a store and wharf, but by 1880 two wharves were present. By the early 20th century Choptank had four wharves. J. A. Wright and Brother (1885-1889) operated a cannery at Choptank; and Walter M. Wright & Sons (1900-1924), and William James Wright (1900-1920) each operated a cannery there. The latter canned peas and tomatoes under the “Jim Dandy” and “Dottie Dimples” brands and operated a basket factory. Other canneries operating at Choptank include: Edward V. Lane (1900), O. C. Blades and Sons (1908-1918), Choptank Canning Company (1915-1924), E. L. Fooks (1919-1943), Bell Mount Farm Canning Company (1935-1936), Fooks Canning Company (1944-1945), Model Farm Corporation (1947), Morgan K. Bennett (1948), Choptank Packing Company (1946-1965). Canners at Preston include:

(1919-1943), Bell Mount Farm Canning Company (1935-1936), Fooks Canning Company (1944-1945), Model Farm Corporation (1947), Morgan K. Bennett (1948), Choptank Packing Company (1946-1965). Canners at Preston include:
S. E. Douglas (1898-1934), Preston Canning Company (1900-1924), Dr. J. Richard Phillips (1900), Dennis & Carroll (1900), William T. Kelly (1903), Thomas Taylor (1903), J. T. Dennis (1908-1932), Fooks, Nelson H., Company (1908-1918), Frank J. Lednum (1908-1928), Wright & Rodgers Packing Company (1908), J. P. Harris (1910-1927), F. M. Collins (1919-1921), E. E. Patchett (1919-1922), Choptank Canning Company 1925-1933), Lane Packing Company (1925-1928), Lednum Canning Company (1929-1934), H. B. Wright & Sons (1934-1951), Ellwood Canning Company (1942-1951), and Preston Packing Company (1953-1955). The landing was busy with the shipping of canned goods from the 31 canneries located in Preston and Choptank. Steamboats served this landing at least from 1883 to 1922 and up to three steamers a day (three steamship companies served this landing) were known to tie up at the wharf until the railroad came to Preston in 1890. A steamboat vacation brochure dated circa 1922 mentions Mrs. Harry R. Nichol’s guesthouse capable of accommodating up to six guests. The village of Choptank was noted for its fisheries - as many as 60,000 herring and shad are reputed to have been caught here in one day. “Black bass” (probably largemouth bass *Micropterus salmoides*), “yellow bass” (exact species unknown), yellow perch (*Perca flavescens*), and catfish (*Ictaluridae*, genus and species unknown) sold to the locals and shipped to Baltimore and Philadelphia. Captain Tom Price built boats in Choptank including the *Leon*. A yacht basin was built at Choptank in the 1930’s as part of a PWA Project. 49

**Choptank Bridge: see Greensboro Bridge.**
**Coveys Landing (1896-1911)**

**Cultural Resource** - Tuckahoe River steamboat landing.  
**Mile** - 6.3

This landing is located between Waymans Landing and Cowards Point along the west side of the Tuckahoe River. A road by the same name is located running east out of Cordova toward the river. The landing is on “Topographic Map of Caroline County” 1950 revised 1971. 50
Cowards Landing (also called Cowards Point Landing) (1896-1911)

Cultural Resource - Tuckahoe River steamboat landing.

Mile - 4.7

This landing is located between Coveys and New Bridge landings along the Tuckahoe River. Caleb Clark Wheeler and James Holt of the Wheeler Transportation Line owned the landing at Cowards Point Farm. This may be the same as Doans Landing.
Denton (originally called Edenton, see also Pig Point) (1781-present)

Cultural Resources - Choptank River village, landing, grist mills, tanneries, blacksmith shops, wheelwright shops, canneries, pudding factory, a plow factory and a large open market house was built ca. 1830.

Mile - 20.4

Denton is significant historically for its role as the seat of Caroline County and as a regional market center along Maryland's Eastern Shore from the early-19th century through the mid-1930's. Centrally located in Caroline County and situated on the Choptank River, Denton is strategically located. Represented by a wealth of commercial, residential, public, and religious architecture in a variety of periods, styles and forms, the Denton Historic District is also architecturally significant. Apart from a few clusters of modern development near Market Street at Second and Fifth Streets, the district exhibits a strong sense of historic integrity and continuity.

A small village had been established on the site of present-day Denton by 1781. The waterfront portions of this site was originally called Pig Point and served mainly as a landing (see Pig Point Landings). The site had been selected as county seat for Caroline County by an act of the Maryland Assembly in 1774. However the first courthouse, said to be a replica of Independence Hall, was not built until 1797 (some accounts say 1791) and razed in 1895. The courthouse square became and remains the focal point of the town. The county seat changed its name from Pig Point to Eden-Town, shortened to Edenton and
finally the “E” dropped and it was called Denton by 1791. 52

Throughout much of its history Denton's economy has been based on the surrounding agrarian activities. A number of small industries developed in the late 18th and early 19th centuries to serve the needs of the farmers including gristmills, tanneries, blacksmith shops, wheelwright shops, and a plow factory. The General Assembly authorized a wharf (and connecting causeway through the marsh) in November 1792. A ferry originally operated across the river (see Denton Ferry). A bridge was constructed in 1811 or soon after (see Denton Bridge). A large open market house was built ca. 1830 on the southeast corner of the courthouse square where farmers could display and sell their livestock, poultry and produce. In 1807 Solomon Brown operated “currying and tanner’s shops” along the river at the intersection of 2nd and Dry (now Lincoln) Street. In the same year John Dawson and A. Ross each operated a “granary” along Front Street and the river. Steamboat service to Denton (West Denton) began in 1842 and ran at least until the 1920’s. 53

The Town of Denton and, in fact, the entire Eastern Shore of Maryland were somewhat isolated during the early 19th century, but several developments occurred starting mid-century which led to increased communication and prosperity in the region. A stage line began operating ca. 1860 through Denton on its route from Fenton, Delaware, to Easton Maryland. During the Civil War a Union vessel was sent to Denton in an unsuccessful attempt to round-up Southern sympathizers. Following the Civil War, Denton's location about fifty miles up the Choptank River from the Chesapeake Bay enabled it to become an important shipping point for agricultural products. Steamboat traffic on the Chesapeake increased dramatically during the latter half of the 19th century, and Denton, like other Eastern Shore towns such as Chestertown, Easton, and Cambridge, became a regular port-of-call for Baltimore based steamer lines. The Queen Anne Railroad Company constructed a line from Love Point to Denton. Construction of the railroad had less impact on the town's economy because it served only as a connecting line to a Baltimore steamer and did not provide a direct connection to northern cities. 54

Changes in transportation and the local economy generated changes in the physical aspects of the town. In 1875 the second iron bridge replaced the ca. 1813 bridge which crossed the Choptank River just west of the town. Gaps in the blocks east of Fifth Street were filled in with new construction and the earlier structures were removed or remodeled. The commercial district along Market Street between Second and Third Streets was rebuilt following a disastrous fire on those blocks in 1865. The first substantial church building was constructed on Market Street in 1867. The local Methodist Episcopal congregation that had organized by 1816 constructed this brick Romanesque style structure. The Protestant Episcopal Church congregation, which formed in 1870, built a small Victorian Gothic style church on the courthouse square in 1873-74. The town's
third church, the Methodist Protestant Church, was erected on Market Street in 1897. A Gothic Revival schoolhouse was constructed on South Second Street in 1883. The county's first financial institution was organized as the Denton National Bank in 1881. The first National Bank building was constructed ca. 1885 at the corner of Market Street and Fourth Street. The Romanesque styling of this brick building was echoed in the design of the new courthouse, built in 1895. Many Victorian residences of various sizes and degrees of architectural refinement were constructed during this time period as well.

The early 20th century was both a boom period and a transition period in Denton. The lumber and food canning industries gained importance. Shipping of farm products remained important, but overland transport by truck gradually replaced the river steamers and trains. Public improvements included construction of the first county high school in 1901, construction of a gasworks in 1901 and waterworks in 1902, construction of a concrete bridge over the Choptank River in 1913, and paving Market Street with concrete in 1915-1916.

Several canneries were built in Denton including: G. T. Redden (1889-1934) who operated a cannery on Greensboro Road about one and half miles northeast of Denton, Charles M. Parker (1901), Katie N. Hardcastle (1910-1934) who operated a cannery and produced mincemeat on Lincoln Street; Denton Canning Company (1903); Burton W. Parker (1910-1920); Denton Cannery (1923); Raughley, Alfred & Company (1924-1925); Fred B. Nuttle (1934-1940); and Denton Canning Company (1946-1957). John and Jim Hardcastle operated a plum factory (no date). Some of these canneries may have actually been located in West Denton where at least five additional canneries also operated (see West Denton).

Fishing for carp (Cyprinus carpio), herring (Family Clupeidae), shad (Family Clupeidae) and rock (striped bass) (Morone saxatilis) was carried out at fishing shores near Denton called “Short Wretch,” “Middle Wretch” and “The Hornes” also called “Deep Water” (also see Denton Wharves).

Notable commercial development occurred along the west end of Market Street during the first decade of the 20th century. The Law Building was constructed in 1902 with offices, retail space and the Post Office on the first floor, law offices on the second floor, and lodge rooms and a law library on the third floor. People’s National Bank with its unique stone facade was built on the adjacent lot ca. 1906. The First National Bank moved to its new building at the corner of Market and Second Streets in 1902. Also constructed on Market Street were the Denton Journal Building in 1901 and the Carter Building in 1905. As the century progressed other brick and concrete block commercial buildings were added to the Market Street business district.

Residential development and the construction of the two churches accompanied the substantial growth of Denton’s population during the period 1900-1925. The town expanded eastward as construction of gable-front houses, bungalows and
cubical cottages progressed. Several of earlier Victorian structures were altered according to the architectural fashions of the time. Common alterations included covering the exterior with wood shingles to convey a rustic appearance and changing the porch details from Victorian to classical. Perhaps most expressive of the prosperity of this period are the large Colonial Revival and Shingle style residences built along Fifth Avenue, the town’s most elegant neighborhood.

The early 20th century growth period ended with the Depression of the 1930’s and the appearance of the district has changed little since that time. A fire in the mid-1930’s destroyed a small part of the business district, but this was rebuilt with two-story brick structure similar to the existing buildings. Since 1960 several Colonial Revival buildings including two banks, the county library and the courthouse additions have been constructed in the district. Other modern construction has been minimal. Adaptive use of several historic buildings such as the old People’s National Bank building, now used as a law office, and the old Caroline County High School, currently used as a day-care center, has been an effective preservation method. The Women’s Club of Denton has shown an active interest in preservation. This organization owns the Denton Schoolhouse on South Second Street that has been listed in the National Register since 1978.
The first bridge over the Choptank River at Denton was a narrow one-lane iron bridge with a twenty-six foot long “pivot draw” swing span. “The President and Directors of Denton Bridge Company” was incorporated in 1811 to construct this toll drawbridge by an Act passed by the Maryland General Assembly. The Act “declared to be the sum of three thousand dollars to be divided into six hundred shares of five dollars each.” The “causeway” authorized by the 1792 Assembly was constructed to provide a passable road over the marsh to the wharf and this “causeway” was later used for the road to the bridge. The bridge was under construction and referred to as “well advanced” in November 1811. The Levy Court paid $280 per year to allow Caroline County residents free crossings while non-Caroline County residents paid twenty-five cents for a four wheel vehicle, twelve-and-half-cents for a two-wheeled vehicle, and six-and-a-forth-cents for a horse and rider, three cents for each mule or horse, and two cents for each foot passenger. In 1818 the toll was doubled. In 1849 the citizens successfully petitioned the General Assembly to enable the Levy Court to buy and make the bridge public and remove the toll. Soon after, the bridge was either rebuilt or completely overhauled. In 1875 a new iron bridge was built. The bridge was described in 1879 as an “iron draw bridge” with a draw of 55 feet. Apparently this bridge had no side rails until the new 1913 bridge was built. 58

This iron bridge, which had a narrow swing span, was replaced by the a concrete drawbridge (1913-1980). The 1913 drawbridge consisted of one 16-foot steel girder span and one 19 foot and four 26-foot concrete girder spans, with a concrete overhead counterweight single leaf bascule of 59 feet span. The drawspan was stiffened by a modified warren truss that connected directly to the counterweight. The bridge tender’s house was located about six or seven
hundred feet northwest of the bridge, in West Denton, with no direct connection 
to the former bridge structure. Sam Ewing was the bridge tender. He lived in 
West Denton at the bridge tender’s house and listened for the sound of a horn 
blown by vessels wanting to pass. The bridge “draw” was electrically operated 
but required manual operation of the controls. In later years automatic controls 
with built-in safety overrides were installed. Electric gates with flashing lights at 
both ends of the bridge replaced the chain that was fastened across the 
approaches to stop vehicle traffic.

The concrete drawbridge was rebuilt and upgraded in 1945, 1961 and 1976. 
There were only two other overhead counterweight bridges surveyed in Maryland 
in 1980-81: Tilghman Island and the College Creek span in Annapolis. 
Moveable bridges are rare and disappearing rapidly. The 1913 bridge was 
replaced in 1980 by a fixed high span bridge slightly to the south. Photographs 
of the 1913 concrete bridge are found in *Bridges to My Maturity*. 59
Denton Ferry (1800-circa 1813)

Cultural Resource - Choptank River ferry site.

Mile -  20.7 (first)  4/ 20.4 (second)

A ferry operated across the Choptank River from Pig Point (Denton side) to the West Denton (“Harford Town”) side initially at “Old Town Cove” and eventually opposite the Denton Causeway. Originally the western terminus was probably located at a landing called “upper horn landing” near a small cove (Old Town Cove) where the “road to Denton Ferry” intersected the mouth of this cove. This “upper horn landing” is referenced in a 1775 Certificate for Smith Island (Mud Island on the 1807 Denton Map) issued to James Smith. The ferry ran across the river to a landing near present Third Street, where Denton originated in 1781 and/or to a landing at Front Street, which was settled after 1791. By 1807 the western terminus of the Denton Ferry was opposite the “causeway” (Market Street extended westward through the “cripple marsh”) and remained situated there until the first iron bridge was constructed in 1811 (see Denton Bridge).

The ferriage for non-county users of the Denton Ferry in 1800 was 8 cents for foot passengers, 16 cents for horses, 35 cents for two-wheeled carriages, and horses with passengers, 75 cents for four wheeled “phaeton,” horses and passengers, and 12 cents for each “black cattle.” No ferriage was charged for persons who owned land in the county but were not residents. 60
Denton Railroad Bridge: see Queen Anne Railroad Bridge
At least two landings are known to have existed on the Denton side of the river by 1775 within the boundaries of Pig Point. These landings are identified in a 1755 “Unpatented Certificate #274-Caroline County” for Smith Island issued to James Smith. The island is still visible as marshland that runs from just north of Crouse Park to a location behind the jail. The Smith Island patent locates the island “between the upper horn landing and the uppermost landing of Pig Point.”

An eastside wharf and connecting “causeway” was authorized by the Maryland Assembly in November 1792 and is believed to have been built shortly thereafter to provide access to the Denton Ferry. The causeway and ferry crossing are identified in the “1807 Map of Denton” (Caroline County Land Records- Liber I, folio 596). Between the “fishing shore” and Turner’s Island was a dredged channel that was maintained so the schooners could ship in fertilizer and ship out grain. This channel is now filled in. A boat landing was also located downriver behind the St. Elizabeth Church. 61
Doans Landing

Cultural Resource - Tuckahoe River landing.
Mile - 4.7

This landing is located just above Cowards Landing and below Coveys Landing on the east side of the Tuckahoe River. This may be the same as Cowards Landing.
Dover was located on the west or Talbot County side of the Choptank River about four miles east of Easton and about one mile below the Dover Bridge. In 1748 Anthony Bacon, a London merchant who operated ships which traded on the Choptank River, and James Dickinson operated what was referred to as “a great store at Dover on Choptank.” Several warehouses and wharves apparently were built here to accommodate the lucrative tobacco trade. 62

Sailing ships would lie at the wharves in the Choptank’s fresh water to kill the barnacles and worms on their hulls (see also Barkers Landing). Dover became the county seat of Talbot County in 1778 and authorized the building of a courthouse, but due to the war nothing was done. Easton eventually ‘won’ the rights for the court house and became the county seat in 1786, soon thereafter, Dover died. 63
The Dover Bridge replaced the Dover Ferry (see below) circa 1810 when the citizens of Talbot and Caroline counties petitioned the Maryland Assembly “for the convenience of the public” to incorporate a company to erect a bridge at the ferry landing site. However, a bridge was not built for another half century. The bridge was located approximately one mile above the old ferry landing. Captain William H. Smith, a civil engineer, built the first bridge. Dover Bridge was the only bridge across the Choptank River between Denton and Chesapeake Bay at the turn of the 19th century. This site served as a steamboat landing at least from 1898 to 1911. Hog Island, the eastern terminus of the Dover Ferry, was a separate steamboat landing located slightly further down the river. It was in use in 1898.
Dover (first) Ferry (1760-circa 1780s); Dover (second) Ferry (1780s-ca. 1810)

Cultural Resource - (2) Choptank River ferry landings.

Mile - 5.8 (first); 2/7.6 (second)

A ferry operated across the Choptank River from Barker’s Landing (also called the “causeway”; see also Barkers Landing) on the west or Talbot County side of the river to Hog Island on the east or Caroline County side of the river and the road to Easton. The ferry crossing was located below the current Dover Bridge site. Though called Hog Island, the landing was probably actually located on the river shore, not on the nearby island. John Barker established the ferry but Deborah Nichols was the ferry operator in 1760. Peter Hern was the ferryman before 1775 and was paid 4,000 pounds of tobacco. A wharf was apparently built at Barkers Landing (see Barkers Landing). When Easton became the county seat in 1786 the ferry was moved up river to where the Dover Bridge (Md. Rte. 331) is today.

Footner reported the “ferry-house” was still standing but “disintegrating” in the 1940s. He described it as follows: “From the front of the steep roof projects an upper chamber built out over a porch below. A kitchen wing behind balances this structure, so that the house is really built in the form of a cross. It has another amusing feature. Though the kitchen is attached to the main building, there is no door between! “All the food had to be carried out into the yard and back into the dinning room, until in recent years it occurred to somebody to build a little penthouse, linking the two rooms. The ferry house was reputed to be the only example surviving on the Shore. The ferry is identified on the Samuel Lewis map of Maryland dated 1799. This landing is identified on the 1875 Caroline County map found in The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland.
Downes Landing (Downes Wharf, Indian Landing) (1797-1896) (18CA 99)

Cultural Resource - Choptank River landing.

Downes Landing was located above Todd Wharf and below Two Johns on the west side of Choptank River, Caroline County. The landing is identified on the 1875 Caroline County map found in *The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland*; and “Topographic Map of Caroline County” 1950 revised 1971. 67
Duke Landing (ca. 1858) (18CA 107)

Cultural Resource - Choptank River landing.

Mile - 2.2

Duke Landing is located south of Smith Landing and north of Windy Hill on the Caroline County side of the Choptank River. The landing is noted on Dilworth’s 1858 map.
East Providence Landing (ca. 1875): see also Providence and West Providence

**Cultural Resource** - Choptank River landing.  
**Mile** - 8.9

This landing is located on the Choptank River about halfway between Picture Landing to the north and West Providence Landing to the south. The landing is identified on the 1875 Caroline County map found in *The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland.*

**Edenton:** see Denton

**Fisher Wharf:** see West Denton Wharves
Frederick Douglas Birthplace (born 1817 Tuckahoe Neck, Talbot County):

**Cultural Resource** - Tuckahoe Neck birth place of well-known African-American.

*Mile - 7.6*

Frederick Douglas is believed to have been born in a log cabin located at the head of a ravine (Kentucky Ravine) just off the Tuckahoe River near “Tappers Corner” on the old Aaron Anthony farm, Douglas’ master. The site is located on the Talbot County side of the river below Mill Creek and Wayman Wharf (a highway historical marker is six miles off site).
Ganeys (also Ganeys Wharf, Garneys Landing) (1896-1921)

Cultural Resource - Choptank River steamboat landing.  Mile - 12.9

This landing is located on the east side of Choptank River below Gilpin Point and above Wings Landing at the end of Ganey Wharf Road. The landing is identified on the 1875 Caroline County map found in The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland as “Garney’s Landing.” It is designated as Ganeys Wharf on “Topographic Map of Caroline County” 1950 revised 1971. 68
Gilpin Point (also Richardsons Warehouse) (late 18th - early 19th century) CAR-7:

**Cultural Resource** - Choptank River ferry site, colonial tobacco warehouse site, manor home site, grave marker of Col. Wm. Richardson, 1735-1825; wharf site, and general store.

**Mile - 13.7**

Gilpin Point is located on the Choptank River opposite the mouth of Tuckahoe River at the end of Gilpin Point Road. A ferry ran across the river to Price’s Landing on Tuckahoe Neck. Vincent Price was paid 500 pounds of tobacco to serve as the ferryman in 1776 until the “end of November Court.” Colonel William Richardson, a Revolutionary hero, lived here. He became the Colonel of the Eastern Shore Battalion of the Maryland Flying Camp and then commander of the Fifth Regiment of the Maryland Line. Supplies for the Colonel’s regiment were received at his landing at Gilpin Point. Richardson was part owner of the sloop *Omega*, which is reputed to have carried “parched corn” to the West Indies and returned with coral stone as ballast. Richardson’s tobacco warehouse was also located at the site. All that remains of his home is part of a wall partially built of the coral brought from the West Indies, a possible brick dairy structure and crumbling tomb of Richardson. 69
Caleb Clark Wheeler, founder of the Wheeler Transportation Line, was born at Gilpin Point in 1839, worked as a cook on a schooner between Gilpin Point and Baltimore in the early 1840s and operated a general store at the wharf at Gilpin Point from 1862 to about 1870. Local farmers, towns’ people and sailing vessels bought and traded at the store. The landing is identified as “Gilpin’s Point P.O.” in the 1875 Caroline County map found in *The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland.*
In 1732, the Maryland Assembly passed an act that was intended to found a town at the bridge near the head of the Choptank River, a point where the meandering stream described an S-shaped curve known as the “Great Bend.” At this time Caroline County had not yet been founded, and the Commissioners for Dorchester and Queen Anne’s Counties were directed to purchase twenty acres of land on their respective sides of the river to be laid out into forty equal lots. A plat of this proposed town, to be known as Bridge Town (not to be confused with Nine Bridges, which was also called Bridgetown on the Tuckahoe River), can be found in the land records of Dorchester County. The site was a reasonable one for the founding of a town, since it was one of the few crossings over the upper Choptank River and a potential stopover point for overland and river traffic. While the 1732 Act was passed founding the town, and Hughlett’s tobacco warehouse had been built by at least 1769, 1783 is the earliest date the town can actually be considered as existing as a town. The Act of November 21, 1763, which called for the establishment of public warehouses for the inspection of tobacco referred to the warehouse at Choptank Bridge as Bridgetown Warehouse. Nathaniel Knotts was appointed tobacco inspector for Choptank Bridge on October 4, 1748. The course of the river has changed somewhat today from what it was when the town was first laid out.

The original owner of the property on the Dorchester side of the river was an enterprising native named Peter Rich. A merchant, innkeeper and considerable landowner, Rich crossed the Choptank in 1732 and patented thirty-one acres of lowland in the Great Bend of the river adjoining the western end of the bridge, which tract he named, not coincidentally, “Bridge Towne.” It was a classic case of land speculation: the property was uninhabited and too swampy for agriculture, but as an innholder, Rich saw that here was an ideal location for a town. Whether he had gotten wind of the Assembly’s plan for the area, or had himself instigated the Act of 1732 is unknown. In any event, Rich sold twenty acres of the “Bridge Towne” tract to Queen Anne’s County, bought back a lot that was well-situated to accommodate passing travelers, and sat back in anticipation of the town that was to grow up around him.

The area was still too sparsely populated and through traffic not yet sufficient to support a town. Rich’s lot was the only one sold within the seven-year trial period, and in 1740 all lots on each side of the river reverted to the owners of the
original tracts involved.

In spite of this setback, Peter Rich prospered in the area. In 1736 he purchased a 200-acre tract called “Ingrams Desire,” that adjoined the “Bridge Towne” tract and included the major portion of the hill above the western end of the bridge. He also amassed more than 1,000 acres on the other side of the river. The area’s population increased at the same time, and when Rich died in 1762, members of the Chance, Hughlett, Genn and Campbell families had taken up surrounding lands. In 1747, Rich had deeded half of “Ingrams Desire” to his daughter Sidney and her husband Nathan Harrington; their son Peter Harrington in turn acquired this property in 1778, along with other lands, and in the following year began to sell lots in what was to become the town of Greensboro. Thomas Hughlett operated a three-story brick tobacco warehouse dating from circa 1769. The lower level which was used to store the tobacco was divided by brick walls into four compartments, one of which had a fireplace; the second floor was used for hanging and drying of tobacco; and the third floor for the making of tobacco baskets and packing cases. Thomas’ son Richard operated a tannery in the building until his death in 1827. Jonathan Nichols and Joseph M. Bernard then used the building as a tannery. The tan bark mill for the tannery was mule driven. The tannery was later removed by John Sangston and used again as a tobacco-drying house. Much of the brickwork had been removed and used in other structures. 73

The new town, known as Choptank Bridge, took root on a hill to the west of the ill-fated Bridge Town. Harrington initiated the development of his property at the point where the road that ran from the Choptank River crossing southwest to Tuckahoe Bridge was joined by the road that ran south from Nine Bridges (modern-day Bridgetown). These were the main traffic and trade routes through the area, and nine lots fronting these roads were sold between 1779-1785. After this year, traffic between Nine Bridges and Tuckahoe Bridge increased, and river transport reduced the need for the road from Denton; consequently, the town began to grow along what was to become Main Street. The original layout of Greensboro was not, therefore, the product of a conscious and pre-arranged design, so much as it was a response to the advantages and the shifting nature of a rural crossroads. This conclusion is supported by the irregularity of the earlier lots, grouped around a three-cornered intersection, when compared to the conventional rectangular parcels that were laid out after 1785.

Choptank Bridge grew quickly during its early years. In 1791 the town was officially surveyed and its name changed to Greensboro. Between 1779 and 1812, Peter Harrington and his neighbor and cousin, Bachelder Chance, conveyed 27 lots from their adjoining properties, a total of close to thirty acres. From its beginnings, the town was plainly intended to provide essential services to the surrounding planters. Twelve of the grantees that received lots before 1812 were listed in the deeds as merchants or various sorts of tradesmen, including a saddler, a tanner and two carpenters. In addition, Harrington and his heirs appear to have made a conscious effort to recruit physicians to live in Greensboro and serve the surrounding area. Peter Rich had sold a choice 1.5
acre lot to Dr. William Sargent Kitteridge in 1762, and nine physicians are known to have practiced in Greensboro between 1784 and 1825. When compared with Denton, Greensboro’s early residents were, indeed, fortunate. The former town had no physician before 1804, and could boast of only the most conventional kinds of tradesmen. The diversity of trades and the greater need for physicians in early Greensboro can probably be explained by the relatively small size of land holdings in the vicinity of the Choptank River bridge. Here, family farms of no more than a few hundred acres were the rule, population was rather dense, and the demand for the services that could be provided by a town was consistent. During much of its early history, however, Denton was surrounded by the extensive holdings of a single absentee landlord, Colonel Edward Lloyd of Talbot County, and real growth for that town had to wait until the eventual breakup of those estates. The founders of Greensboro appear to have been liberal in religious matters, as well as sensitive to economic needs. In 1789, Peter Harrington, himself a Methodist, sold a lot to a group for the building of a church; and Bachelder Chance did the same in 1795 in the case of a congregation of Quakers.

Neither of these early meetinghouses survives, although the Methodist MeetingHouse Lot is a local landmark, and contains many graves of local historic importance. However, two buildings survive from the period when Peter Harrington was directing the development of Greensboro. One of these is Harrington’s own house at the corner of Church Street and Bernard Avenue. Its construction was begun before August 9, 1786—when a deed mentioned the street leading to Peter Harrington’s “new house”—and was probably completed by 1789. Harrington’s was a fairly small two-story brick house with a chimney at each end, and a fireplace in every room. Although located on a northeast corner, the house faces east, toward Main Street and the river, since it was built on what was the western edge of town. The exterior of the house has been extensively remodeled, so that its vintage and masonry construction is not readily discernible. During the late nineteenth century, a kitchen wing and porch were added, and the brick walls, covered with stucco and clapboard. The interior has also been refurbished.

Near Sunset Avenue on the bank of the river stood David Whiting’s Tannery, an unusual three-story brick building with a full basement and a solid brick partition
running from basement to the roof. Whiting, who had already been a property owner in Greensboro for two years, leased lot 9 of Harrington’s town in 1785, for a term of 99 years. Since his occupation is clearly indicated on his 1783 deed for lot 4, we can suppose that Whiting built his tannery soon after leasing the property, and long before his lease was assigned to William Rich, Jr. in 1814. Few tanneries of this period remain intact. Greensboro is unusual in that it supported two such establishments during the early nineteenth century--the Whiting Tannery and the “Hughlett Ruin” on the north side of town. In each building, a massive central chimney provided a fireplace for each room, making possible the control of temperature and humidity in each chamber that was necessary for the tanning of hides. Unlike the Hughlett Ruin, on whose foundation a store has been built, the Whiting Tannery had been used as a private residence and as apartments. The Almshouse, built circa 1778, was located along the east side of the river about a quarter-of-a-mile below the bridge. 74

Throughout most of the nineteenth century, Greensboro continued to develop along the lines envisioned by its founders. Retail merchants and tradesmen continued to locate here, helping to make the town a local market center. A stage line carried mail and probably passengers between Horntown (Accomack County to Eastville) with a stop at Greensboro (then Bridgetown). At least 17 vessels were built in Greensboro including the two-masted schooner *Dexter* built at the Satterfield & Moore Shipyard in 1871. Sail and steamboats traveled up the Choptank, bringing, among other cargo, fertilizer for local farmland, and carrying away local produce. The railroad came to Greensboro in 1867 and by 1900 six trains visited the town daily. 75

After the turn of the century, a number of manufacturing plants came to Greensboro, drawn, in part, by the presence of local agricultural produce, and an adequate labor force. The following canneries operated in Greensboro: J. H. Bernard (1889-1918), A. B. Roe (1889-1897), W. C. Satterfield (1899), D. S. Truitt (1899), Satterfield (1897-1900), F. P. Roe (1900-1940), Curry & Jarman (1908), W. P. Day (1908), Swing Brothers (1908-1934), Roe & Horsey (1910), C. R. Rich (1917-1918), J. O. Bernard (1919-1927), Eglantine Canning Company (1919-1958), Orrell & Smith (1919-1920), Swing Company (1935-1939), Greensboro Canning Company (1939-1958), and Thomas J. Faulkner (1945). The Pet Milk Company, formerly Helvetia, offered employment to hundreds of people from 1920 until it closed in 1971. The F. P. Roe Cannery burned to the ground in 1941; the victim of a carelessly used blowtorch, and the Quality Ice Cream Company was discontinued following the war. On the corner of Church Street and Cedar Lane workers manufactured toy baseball gloves in a brick building, where professional athletic equipment was produced earlier in this century. The decline of the area’s agricultural base, always the mainstay of the local economy and the source of population growth, has, in recent years caused an accompanying decline in local industries. 76
Most of Greensboro’s surviving buildings date from the late nineteenth and early twentieth centuries, the period of the town’s greatest prosperity. The Foster Hotel, located of North Main Street and originally called the Riverside Hotel, is being restored to its former grandeur, and stands as a reminder of the years when Greensboro was a local social center and a stopping point for travelers. On the corner of Sunset Avenue and Church Street stands the Goldsborough House. Built during the late nineteenth century by the descendent of a prominent local family, this handsome two-story frame Victorian house is owned by the Caroline County Historical Society.

Throughout Greensboro are sprinkled Victorian dwellings of considerable merit, many of which incorporate parts of earlier structures. Some have been restored, including one on North Main Street that has undergone a curious transformation into the Federal style. In addition, there remain some of the commercial structures that made Greensboro a local retailing center during the nineteenth century.

In this century, larger towns in the area have overshadowed Greensboro, including Denton and Federalsburg. Unlike some older communities on the Eastern Shore, the resources have not been available to restore and maintain many of Greensboro’s historic structures, and the center of the town has undergone many changes over the years. These changes in themselves, however, are one reason why Greensboro is important and interesting to the scholar. Unlike many early tidewater towns, Greensboro was not oriented primarily to water traffic, but to a set of converging overland trade routes that were supported by the presence of a river landing. While the government’s plan for a town on this site had been premature and poorly-conceived, several generations of local residents possessed the wealth and the vision to realize a scheme that was more timely and more responsive to the unstable conditions of a growing region. Greensboro’s evolution—from a prosperous rural town, supplying the area with goods and services, to a center for the processing of
local produce, to a sleepy village, lying outside the mainstream and living largely on memories--lends it a significance that is, perhaps, greater than the town itself.
Greensboro Bridge (ca. 1732-present) (also called Choptank Bridge), CAR-286

Cultural Resource - Choptank River bridge crossing. Mile - 27.1

Colonial period deeds refer to a bridge as running across the “Great Bend” of “Great Choptank River.” The bridge pre-dates 1732 as a plat from that year indicates. The court in 1775 agreed to “repair Choptank Bridge” and to “settle the Account for building Choptank Bridge with Joseph Whitbey the Builder.” An Act dated January 15, 1808, stated, “the old bridge over the Choptank river, at the village of Greensboro, ... is in ruinous condition, and nearly impassable.” The Act authorized the construction of a new bridge “at or near the place where the old one now stands.” In 1908 a concrete girder bridge replaced a series of former timber bridges from at least the second quarter of the eighteenth century. The bridge was described in 1879 as a simple “trestle-work, with one span of about 30 feet to allow lighters to pass.” This concrete bridge was one of at least six concrete girder structures constructed in 1908 or earlier on Maryland’s highways. It was composed of three 39-foot girder sections and two 38-foot girder sections. In the 1950s both parapets were replaced, and steel brackets, bracing and columns added to the both upstream and downstream faces. All pier column footings were encased in additional concrete.

One source indicates a new bridge was erected in 1950-51. In the 1980s sprayed mortar and epoxy grout was applied to several areas of concrete beams and piers to cover spalled areas, cracks and exposed reinforcing steel. The present bridge (constructed down river) replaced this bridge in 1996. The Greensboro Bridge is indicated on Samuel Lewis’ 1799 map of Maryland but is only marked by “Bridge” showing a road from the west but not continuing past the Choptank River to the east. See also Greensboro for additional information on significance of this site.
At least two landings were located on the Choptank River in what today is called Greensboro by 1732. One landing was located 80 perches (1320 feet) upstream from the bridge on the Queen Anne County side and another located at the eastern end of the bridge on the Dorchester side of the river. By 1760 a county-owned wharf was located between the tobacco warehouse and Dr. Kitteridge’s lot, probably between lots 5 and 6 on the west side of the river. Sail and steamboats traveling up the Choptank River to Greensboro, brought, among other cargo, fertilizer for local farmland, and carried away local produce, especially canned goods from the 17 canneries located there. 80 A wharf referred to, as Cases Wharf was located south of the Greensboro Bridge in the 1890’s. The Saulsbury map of 1897 indicates a north Greensboro Wharf at the site of the Satterfield Warehouse and a south Greensboro Wharf owned by Captain Daniel S. Brockway at the end of Riverview Road. This wharf was in use minimally in the late 1890s. 81
**Hardcastle Mill (Road to) Landing:**

**Cultural Resource** - Choptank River landing, ferry terminus, and causeway.

**Mile - 22.2**

It is speculated that this landing served as the west “causeway” or landing for Barwick’s Ferry from Melvills Warehouse (See Barwick’s Ferry). According to Elanor Horsey (E. Horsey Vol. II pp. 26, 27) this landing was south of Brick mill Landing and was located at the mouth of a small creek. The alternate terminus for the ferry may have been Sangston’s Landing, which provides access to the road to the Stock Landing and John Hardcastle’s Mill.

**Harford Town (18CA 91):** see West Denton Wharves

**Harry A. Roe Wharf/Cannery:** see West Denton Wharves
Hillsboro (also called Hillsborough, Tuckahoe Bridge and Waymans Landing) (1784-1921): (see also Tuckahoe Bridge below)

Cultural Resources - Tuckahoe River landing and early bridge site along Tuckahoe River, colonial brick public tobacco warehouse, tannery, shoe factory, cannery sites, tavern, and Maryland, Delaware and Virginia Railroad Company connecting station.

Hillsboro is located in Caroline County on the Tuckahoe River at the point where Queen Anne and Talbot Counties meet the river on the opposite side. Prior to 1750 a bridge had been built across the Tuckahoe River, thus the original name Tuckahoe Bridge. The name was later changed to Hillsborough and eventually shortened to Hillsboro. Francis Sellers built a brick house and brick warehouse near the eastern terminus of the bridge before 1742. Hawkins Downs was appointed tobacco inspector at Tuckahoe Bridge on October 4, 1748. A “rowing house” was located on the east side of Tuckahoe River about 300 yards south of the original bridge, possibly where iron was rolled and hammered into shape. A tavern was located here before 1787. Charles Wilson Peale, one of America’s great painters, and his son Rembrandt Peale once resided at or near Hillsboro. A tannery was also located at Hillsboro.

Caleb Clark Wheeler moved his general store from Gilpin Point to Hillsboro about 1870. He began to ship grain to Baltimore and his business eventually grew into the Wheeler Transportation Line. His headquarters were located in a small office in a granary at Hillsboro Wharf furnished with an iron safe and two small desks. A Captain Kemp acted as office manager, general handyman and wharfmaster. Larger vessels could not ascend the Tuckahoe River as far as Hillsboro and used Wayman’s Wharf, a few miles to the south (see Waymans Landing). Kemp also drove a carriage between Hillsboro and Wayman’s Wharf. A footpath known as “Sailor’s Path” also led between these two points, named for the steamboat deckhands, many of who had homes in Hillsboro. At least one vessel, a sloop, was built at Hillsboro in 1870.
Several granaries were clustered on both sides of the bridge along the river. Scows were loaded with 3,000 bushels of bagged grain through chutes and then poled down on the ebb tide to Waymans Wharf. One man steered while two more worked a push pole while walking down each side. The following canneries operated at Hillsboro: H. S. Fisher (1897), Stewart & Jarrell (1910-1919), Charles Jarrell (1920-1955), Hillsboro-Queen Anne Coop., Inc. (1932-1944), and Southern States Hillsboro-Queen Anne Coop. (1945-1953).

Hillsboro Bridge: see Tuckahoe Bridge
Hillsboro Shipyard:

Cultural Resource - Tuckahoe River ship yard.

Mile - 10.8

This shipyard built sloops and was located about half a mile south of Hillsboro. This may be the location where David Dixon built the sloop *E.D.*
Hog Island Landing (ca. 1866-1875): see also Dover Ferry (first)

Cultural Resource - Choptank River landing and ferry terminus.

Mile - 5.9

This landing served as the eastern terminus for the original Dover Ferry and was located on an “island” of solid ground amongst the marshy shoreline. The landing also served as a steamboat landing for a short period. In a 1898 “BC& A” steamboat schedule it is listed as a landing for the Joppa and the Avalon.

Indian Landing: see Downes Landing
Keens Landing (ca. 1866-1875):

Cultural Resource - Choptank River landing.

Mile - 15.8

This landing is located on the Choptank River north of Two John’s Landing and south of Potters Landing. This is probably the landing for Mount Pleasant, home of Colonel Benjamin G. Keene. The landing is identified on the 1875 Caroline County map found in The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland. This is probably a local name for another landing on the river. It is not designated on “Topographic Map of Caroline County” 1950 revised 1971.

Kings Ferry: see Kingston Landing
Kingston Landing (also called Kings Town and Kingstown) (17th-20th century) (TA 302)

Cultural Resource - Choptank River “ancient” port town, landing with 19th century tobacco warehouse, two wharves, and granaries; steamboat landing from at least 1898 to 1921.

Mile - 9.7

Kingston is apparently named after King’s Creek, located about two miles above Dover Bridge on the west side of Choptank River. Henry Parker gave the name Kingston to his property located on this creek. The mouth of the creek on the Choptank provided an ideal place for shipping as it possessed solid ground and water of depths from 28 to 30 feet. A ferry may have operated here. “An Act for Advancing the Trade of Tobacco” passed in 1683 required all imports and exports after August 31, 1685, to pass through one of at least 31 designated sites. 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 Creek (Kingstown) was the first site so designated on the upper Choptank River. These towns were to be ports “where all Ships and Vessels, trading into this Province, shall Unlade and put on Shore, all Negroes, Wares, Goods, Merchandises and Commodities whatsoever.”

Kingston or Kings Town was first officially used as the name of this port in 1706 when the General Assembly passed an act “for the advancement of trade,” at “Kingstown in Great Choptank.” The Act of 1763 called for the establishment of a public warehouse for grading and inspection of tobacco “on lots of William Gale and William Wilson.” James Barnwell, Jr. and Samuel Register were the tobacco inspectors in 1780. Kingston is shown on John Hill’s 1781 map “Plan of the Peninsula of Chesapeake Bay” based on sounding he made in 1777; but he shows the location as near Dover Ferry rather than two miles furthers upriver. Kingston is properly located and designated as “King’s T.” on the 1787 map “the Peninsula between Delaware and Chesapeak Bays.” Kingston is also properly located on Dennis Griffith’s 1794 map of Maryland. Kingston was ordered by the county Levy Court to discontinue the town’s tobacco warehouse in May, 1796. While Kingston declined as a town it continued as a landing for shipping of grain and as a steamboat landing from about 1858 to at least 1918. The wharf and granary was owned by Caleb Clark Wheeler of the Wheeler Transportation Line during the later portion of the 19th century. 84
In 1885 the local farmers in the neighborhood complained that the waterfront at Kingston Landing, which in colonial times was a “public convenience” and available to all, had some 17 to 30 years ago been leased by private individuals and “two substantial wharves and granaries” were built, but recently these have become controlled by one company and the wharves useable only by their vessels. Because of marshes below and above the landing on the Talbot County side, shipping to other landings was a hardship and therefore a new public landing was requested. It is not known about the outcome of this request. The town however never grew to any importance. Footner noted “half dozen old houses” at Kingston Landing in the 1940s. This landing is marked on “Index Chart of Natural Oyster Bars, Crab Bottoms, Clam Beds and Triangular Stations of Maryland surveyed by Maryland Shell Fish Commission in cooperation with U.S. Bureau of Fisheries and U.S. Coast and Geodetic Survey,” 1906-1912; “Topographic Map of Caroline County” 1950 revised 1971; and “Map of Maryland” 1961 revised 1973. 85
Landing Creek Landing (1693)

Cultural Resource - Choptank River landing, mill site.

Mile - 23.5

This early landing was located at the mouth of Landing Creek on the west side of the Choptank River south of Brick Mill Landing, above Melvill Warehouse. A gristmill operated here in 1802 and the landing probably served the mill. 86

**Cultural Resources** - Tuckahoe River tributary mill, converted to dwelling.

The landing is located along an unnamed creek off Tuckahoe River. John Baynard and Henry Carson established a mill on this site in 1739. Mill Landing was located on a tract of land known as Hackton, on the east side of Tuckahoe River near the mill site on the northwest side of the intersection of Dillavaughns Branch with Tuckahoe Road. “Mill Landing” was surveyed in 1768 for James Seth who built a brick mill. The present structure dates from ca. 1820. It is the only surviving brick mill structure in Caroline County. It has been converted to a dwelling. 87
Lloyd Landing (also Lloyds Landing and Parsons Landing) (1794-1950):

Cultural Resource - Choptank River landing. Mile - 3.3

This landing is located on the Talbot County side of the Choptank River opposite Frazier Point, above Windy Hill and the town of Choptank and below Hog Island. The landing is indicated on Griffiths 1794 map as Parsons Landing and is designated as Lloyds Landing on “Topographic Map of Caroline County” 1950 revised 1971.
Long Point (late 19th century):
Cultural Resource - Tuckahoe River “warping” piles.

Mile - 3.5

This site is located just below Wayman’s Wharf on the Tuckahoe River where it makes a very tight turn. Pilings were placed on the shoreline so lines could be attached and vessels warped or pulled around. 88
Lyford Landing (also Lyfords Landing) (ca. 1820-1898) CAR-135:

**Cultural Resource** - Choptank River landing and early 19th century vernacular dwelling; steamboat landing.

Mile - 17.4

Lyford Landing is located on the west side of the Choptank River opposite Long Branch on Tuckahoe Neck a short distance upstream and opposite Williston or Potters Landing and down from Pealiquor Landing. Lyfords Landing was used as steamboat landing in 1898. It is designated on “Topographic Map of Caroline County” 1950 revised 1971. 89
McCartys (also McCarys, McCartys Wharf and Plaindealing Landing (ca. 1823-1921):

**Cultural Resource** - Choptank River landing.

Mile - 10.5

This landing is located on the east side of the Choptank River below Wings Landing, about a-half-mile south of Hog Creek and above Kingston landing at the end of McCarty Road. The landing served a plantation by the same name. Plaindealing was the home of J. Boon Dukes, a former state immigration commissioner who was born in the house in 1840. His father James Dukes owned about two thousand acres along the Choptank River between the branches of Watts Creek (see below) and along both sides of the road leading to Potters Landing. He acquired Plaindealing along with six acres in 1823 from the county.

The landing was used as a steamboat landing at from at least 1895 to 1921. In 1895 R.M. Messick and Son shipped 200 cases of tomatoes to Jacksonville, Florida from McCartys Wharf. Each case, weighting 78 pounds, was taken from Bethlehem to the wharf by horse-drawn wagons. The steamer *Minnie Wheeler* shipped them to Baltimore where they were taken by one-horse drays from Pier 5 to Brown’s Wharf, Fells Point, and loaded on the schooner *J.S. Haskins* for shipment to Jacksonville. McCartys is designated on “Topographic Map of Caroline County” 1950 revised 1971. The landing is identified on the 1875 Caroline County map found in *The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland*. This should not be confused with Plaindealing located
across from Oxford. 90

**Medfords Wharf: see Choptank**
Cultural Resource - Choptank River landing, ferry crossing, large colonial tobacco warehouse, inn site, and colonial trading center.

David Melvill’s (Sr.) (Melvin’s’) Warehouse and wharf was located at Cedar Point, a four-acre tract called “Addition to Cedar Point,” about one-and-one-half miles north of Denton on the east side of the Choptank River, about 200 yards north of Chapel Branch (once called Ingrams Creek and also apparently called Shillington Creek), located at the end of Garey (also called Smith Landing Road) Road. He built the warehouse between 1736 and 1747. Listed in the certificate of survey of that tract in 1747 was a 30 by 20 foot frame clapboard “storehouse,” a 40 by 25 foot “tobacco pressing and packing” clapboard structure, believed to be the warehouse, and a dwelling 15 by 10 foot structure possibly with shuttered windows. Richard Lloyd bought the property in 1763; by 1776 it was owned by Col. Edward Lloyd; in 1779 sold to Col. Matthew Driver; and in 1786 sold to the Justices of Caroline County. The warehouse was still referred to as Melvill’s warehouse.

The warehouse served twice as the county seat (1773-1778, 1780-1790), alternating with Greensboro. The first session of court was held in Melvill’s Warehouse on March 15-17, 1774. The “Caroline Resolutions” (affirming loyalty to the King but proposed an embargo on imports from Great Britain until the
Boston Port Bill was repealed) were adopted here in the same year. Michael Lucas was the tobacco inspector in 1774. The tobacco inspector received his salary in tobacco, equivalent to about $265. The warehouse ceased to exist by at least 1823. In addition to the tobacco warehouse, an inn, general store, and several dwellings made up this important river crossing and region’s most prominent colonial trading center. When Denton became the county seat Melvill’s Warehouse declined but continued as a river landing at least until 1879.

During the American Revolution Melvills Warehouse, as well as other wharves and warehouses served as centers for gathering grain for the Colonial army.

James Barwick kept an inn located “20 perches south” of the warehouse and operated the ferry in 1776 which ran from the warehouse landing across the river to the west “causeway” at Hardcastle Mill Road Landing (see Barwicks Ferry). Barwick was paid 3,500 pounds of tobacco to run the ferry until the “end of November Court.” Benjamin Denny became the ferry operator in 1783 and John Saulsbury became the ferryman by at least 1802. This landing is designated Smith Landing on “Topographic Map of Caroline County” 1950 revised 1971. A sawmill was located nearby by at least 1810, and referred to as Driver’s and Garvey’s Sawmill. This was probably the same as Melvills Mill. 92

77
New Bridge (1906-1911):
Cultural Resource - Tuckahoe River steamboat landing.
Mile - 1.8

This landing is located between Cowards Landing further up the Tuckahoe River and the confluence with the Choptank River. This site was used a steamboat landing at least from 1906 to 1911. 93

Nine Bridges: see Bridgetown

O'Days Landing (1877): see Reeses Landing
Parsons Landing: see Lloyds Landing
Passapea Landing (also called Passapees and “The Stakes,” possibly spelled Passapae) (ca. 1906-1912) (18CA 6):

Cultural Resource - Choptank River landing.

Mile - 23.1

Passapea Landing is located at the end of Kibler Road on the east side of the Choptank River north of Smith Landing (Mevills Warehouse) and below Brick Mill Landing about three miles north of Denton where route 313 crosses the Choptank River. The landing is named after the Passipa and/or Passapea family of Maryland. The landing was also known as “The Stakes” - then regarded as the head of navigation for large sailing vessels. Trade to Greensboro was by flat bottom scows or lighters. At one time “as many as four staunch sailing packets anchored or moored at or near the stakes, all laden scuppers to with valuable cargoes.” 94 It is designated on “Topographic Map of Caroline County” 1950 revised 1971. The landing is spelt “Prssanos” on “Index Chart of Natural Oyster Bars, Crab Bottoms, Clam Beds and Triangular Stations of Maryland surveyed by Maryland Shell Fish Commission in cooperation with U.S. Bureau of Fisheries and U.S. Coast and Geodetic Survey,” 1906-1912. This is believed to be an incorrect spelling for Passapea.
Pealiquor Landing (18CA 4) (1897-1950):

**Cultural Resource** - Choptank River landing.

**Mile** - 18.4

Pealiquor Landing is located on a point of land on the east side of the Choptank River about two-and-one-half miles below Denton and just below Watts Creek and above Lyford Landing. The farm on the point is known as “Winddrift.” The landing apparently got its name from when the Phillips Packing Company rented land here where the separation of pea hulls from harvested peas were carried out by pea vinery machines. The vine and pea hull by-products were compressed and sold as forage to a nearby dairyman. The pea juice or liquor from this operation became so plentiful a drainage ditch was built. Ever since the landing was called Pealiquor.

Footner reported a “little group of buildings” at Pealiquor Landing in the 1940s. The landing is designated on “Topographic Map of Caroline County” 1950 revised 1971. 95

Pealiquor Shoal, located just upstream from Pealiquor Landing often required the transshipping of commerce to lighters for shipment further upstream in the 1920’s. The following commerce was shipped over Pealiquor Shoal in 1924: 112 tons of fertilizer to Denton; 40 tons of fertilizer to Greensboro; 251 tons of bituminous coal; 955 tons of gasoline; 126 tons of kerosene; and 12 tons of lubrication oil. In 1925 some 454 tons of cement were shipped over the shoal as well as 398 tons of coal, 216 tons of fertilizer, 1,413 tons of petroleum products and 37 tons of wheat. In 1926 about 38 tons of fertilizer and over 100 tons of petroleum products were shipped over Pealiquor Shoal. 96
Picture Hill Landing (also called Picture Landing) (ca. 1875):

**Cultural Resource** - Choptank River landing.  
**Mile** - 10.2

This landing is located on the east side of the Choptank River south of McCarty Wharf and north of Kingston Landing. The landing is identified on the 1875 Caroline County map found in *The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland*. It is not designated on “Topographic Map of Caroline County” 1950 revised 1971.
Pig Point and Pig Point Landing: see Denton

**Cultural Resource** - Choptank River landing, ferry landing and early 19th century village

**Mile/Map** - 20.6

Several 18th century references, including a 1775 Certificate for Smith Island (Mud Island), are made to landings at Pig Point. Pig Point was located along the southern banks of the Choptank River and would ultimately be incorporated into the Village of Denton (combining the Mt. Andrew and Pig Point tracts) and comprise the new village’s northernmost shoreline along the Choptank River. Other indications of multiple landings along the Pig Point riverfront are given in the “1807 Map of Denton” map identifies two riverfront granaries at the foot of Front Street (now First Street). The granaries were owned by A. Ross and John Dawson. Further upriver along the Pig Point riverfront, near the intersection of Second and High Streets, were currying and tanning shops owned by Solomon Brown. Another landing may have been located at the end of the present day N. Third Street.

Plaindealing Landing: see McCartys Landing
The landing is located about four miles south of Denton. Footner reported the wharf as “decaying” in the 1940s. Potters Hall, located on a hill overlooking the water and surmounted with a cupola, is one of six surviving large brick plantation houses dating from the late 18th-early 19th century. Potters Hall is also significant for its association with the Potter family, prominent in local and state affairs. Zabdiel Potter, was a sea captain from Rhode Island, who settled on the site in the mid-eighteenth century and built a wharf and small brick house (circa 1730) which was incorporated into the central section of the present structure. Zabdiel developed Potters Landing into a key early port for shipping of tobacco to Baltimore and imports on return. Captain Potter was lost at sea. His oldest son, Nathaniel, served in the Maryland conventions of 1774 and 1776; he also figured prominently in the Revolutionary War holding the rank of major in the militia and serving as agent for provisions for the Continental Army in Caroline County. His nephew, Nathaniel II, who also lived on the site before moving to Baltimore in 1797, was one of the first American-trained physicians and a founder of the University of Maryland Medical School. Nathaniel II’s younger brother, William, stayed at Potters Landing and essentially rebuilt the house to its present Georgian configuration in 1808 (other additions were made the 1930’s). The doors to the main hall are replicas of those of the White House. William was a successful merchant, mill operator (see Potters Mill below), and a director of the Farmer’s Bank of Annapolis. He became Brigadier General of the Maryland Militia in the War of 1812 and was subsequently elected to the state legislature and served on the Governor’s Council. During his lifetime Potters Landing was the leading shipping port in Caroline County and included ships sailing to and from England and France.

The property was acquired by a Colonel John Arthur Willis in 1847 who attempted to change the name to Williston. During Willis’ occupation, Potters Landing continued to be the leading shipping point in Caroline County until the late 1890s. Both General Potter and Colonel Willis kept sailing vessels for trade to Baltimore. Willis died in 1899 when the property was occupied by tenants until sold to Lawrence B. Towers, Clerk of the Circuit Court for Caroline County and later state senator. The property was subsequently acquired by Colonel

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Frederick F. Lyden, secretary of the Association of Stock Exchange Firms in New York in 1932. Lyden renovated Potter Hall. The 1906 steamboat landing map published by BC&A Railway Company calls the landing Williston Landing. A tannery was also located at Potters Landing. The following canneries operated at Williston: Silver & Cooley (1908), O. M. Hignutt (1910-1929), W. S. Silver (1910). Williston Hotel (circa 1860) is believed to have been used as a hostelry serving the intense maritime activity at Potters Landing. In the late 19th century two steamboats departed Potters Landing daily. 99

An undated 20th century photograph of the wharf shows a square-shaped wharf with a wooden square-shaped freight shed built on it. The roof appears to corrugated sheet metal. Shoreward, the shed is attached to another wooden structure with vertical wood siding and wood shingles. The wharf has four sets of dolphin piles on the outward side. A two masted schooner is moored down current from the wharf. An aerial photograph of Potter Hall during the Lyden period is found on page 380 of Earle. 100 The landing is identified as “Potters Landg. P.O.” on the 1875 Caroline County map found in The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland; on “Index Chart of Natural Oyster Bars, Crab Bottoms, Clam Beds and Triangular Stations of Maryland surveyed by Maryland Shell Fish Commission in cooperation with U.S. Bureau of Fisheries and U.S. Coast and Geodetic Survey,” 1906-1912; “Topographic Map of Caroline County” 1950 revised 1971; and merely as “Williston” on “Map of Maryland” 1961 revised 1973.
Potters Mill (also called Williston Mill) (ca. 1778-1929), CAR-47

Cultural Resources - Choptank River tributary grist mill.
Mile - 16.3, mill located on Mill Creek at Williston Lake

The vacant mill is located on Williston Lake, Mill Creek (formally Coquericus or Cokiases Creek and later Phillips Creek), a branch of the Choptank River. The millstone is still in place. There was no external waterwheel. The mill was leased by James White to Nathaniel Potter as early as 1778. The mill was rebuilt (possibly in a different location) by General William Potter who started, but apparently never finished, a ship channel from the Choptank River to the mill (McGrain, J. Molinography of Caroline County). Subsequent owners were S. Liden (1875, Isler map) and William Todd (1897, Saulsbury map). Willard C. Todd called it Williston Mill in the 1920s. He installed rollers and sold the mill’s hominy equipment to Frank Langrell, his miller, who re-installed it in Linchester, which he operated for over fifty years. The mill suffered flood damage in 1919, losing 20 to 30 feet of the dam. Colonel John Arthur Willis purchased Potter Hall shortly after the death of William Potter; thus the name Williston Mill. The mill stands in the yard of Todd’s former house, a peg structure that was disassembled and moved. 101

The present mill building is composed of two separate structures, one dating from the early 19th century and the other from the late 19th century. The mill was originally an undershot wheel and apparently had a turbine prior to being shut down. A painting of the mill hangs in the Caroline County Clubhouse. The
present state road crosses the dam, which forms Williston Lake.
Prices Landing (also called Prices Wharf) (1800-1820)

**Cultural Resource** - Tuckahoe River ferry crossing and landing.

Mile - 0.2

Prices Landing was the western terminus for the ferry which crossed the Choptank River from Gilpin Point to Tuckahoe Neck, just upstream from the confluence of the Tuckahoe River with the Choptank. It is not designated on “Topographic Map of Caroline County” 1950 revised 1971. 103
Providence Landing (ca. 1875): see also West Providence

Cultural Resource - Choptank River landing. Mile - 8.6

This landing is located on the east side of the Choptank River below Kingston Landing. It is identified as "Providence Landing" on "Topographic Map of Caroline County" 1950 revised 1971" and "Map of Maryland," 1961 revised 1973 and apparently the same location is identified as "West Providence" on the 1875 Caroline County map found in The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland. This same map indicates a "East Providence Landing" located just upstream and below Picture Hill Landing. Providence is located just up the river from Providence Landing on "Topographic Map of Caroline County" 1950 revised 1971.

Prssanos Landing: see Passapea Landing
The remains of an indigenous Chesapeake Bay watercraft identified as a pungy, were recovered from Watts Creek and placed under a shelter for exhibition at Martinak State Park in 1964 and 1969. Other than the replica *Lady Maryland* there are no pungies surviving today; the last pungy to sail the Chesapeake was taken to the Great Lakes and abandoned there in 1959.

Pungies, which were built in Maryland and Virginia between 1840 and 1880, were a significant development in the indigenous sailing fleet, a collection of vessels uniquely adapted to commerce on and beyond Chesapeake. The lineage began with the Bermuda Sloop, which dominated colonial traffic on the Bay. The Pilot Boat was an intermediate step on the way to the first truly indigenous Chesapeake craft, the Chesapeake Bay Schooner. Need for speed in merchant ships for privateering during the Revolution gave rise to further development (perhaps the apex) in the Baltimore Clipper. By the 1850s the sacrifice in cargo capacity that allowed the Clipper’s speed led to its displacement by the pungy, a swift vessel with better cargo spaces. The characteristics of the pungy reveal its ancestry: the full flaring bows, long lean run, deep draft aft, sharp floor, flush deck, log rail, raking stempost and sternpost, the main topmast sprung forward are all developments of its schooner forbears.
As with its predecessors, the pungy was used on the ocean as well as the Bay. Its speed made it useful in pineapple trade between Baltimore and the Bahamas. Their primary use was on the Bay, however, in oyster dredging and cargo hauling. There were pungies in the working fleet well into the 20th century, but its popularity had declined prior to the turn of the century. Its deep draft restricted its use in the shallow oyster beds of the silting inland waterways and it was replaced by centerboard craft such as the bugeye and later the skipjack.

The Martinak Pungy was discovered in two parts at two separate times during work on a boat ramp in Watts Creek: a six-foot section of stern and rudder in 1964, the remainder in 1969. It was brought ashore and assembled beneath a pavilion shelter constructed for that purpose. The remains have been examined by a number of experts in maritime history, including the late H. I. Chapelle of the Smithsonian (who originally made the identification), Fred Hopkins, University of Baltimore; Jim Holt, former director, Chesapeake Bay Maritime Museum; Jim Richardson of Richardson's boatyard, Lloyds, Maryland. (where the reproduction of the 17th Century ship *Dove* was built); Don Shomette, President of the Nautical Archeology Association, Inc., and Dr. Ralph Eshelman, former director of the Calvert Marine Museum.

Cast bronze fittings suggest a pre-Civil War date and “royal iron” found in the scarfing suggests an earlier 19th century date. 104
This landing is listed by Wheeler Transportation Line as a stop in 1896. 105
Queen Anne Railroad Bridge, Choptank River X-ing (also called Eastern Shore Railroad Bridge and Baltimore, Chesapeake & Atlantic Railroad Bridge)

Cultural Resource - Choptank River railroad trestle bridge.

A railroad turnstile bridge crosses the Choptank River just north of Denton and about a quarter of mile above (north) the Denton Drawbridge. The bridge was once operated by a hand-cranked turnstile. The bridge was rotated 90 degrees and vessels could pass to either side of the central island, which supported the turnstile bridge. The bridge trestle was constructed for the Queen Anne Railroad. The bridge was last used by the Baltimore and Eastern Railroad and the Baltimore Chesapeake & Atlantic Railroad. 106
Queen Anne Railroad Bridge, Tuckahoe River X-ing (also called Eastern Shore Railroad Bridge and Baltimore, Chesapeake & Atlantic Railroad Bridge)

**Cultural Resource** - Tuckahoe River railroad trestle bridge.

**Mile** - 11.1.

A railroad trestle bridge crosses the Tuckahoe River just north of Hillsboro.
A road of the same name indicates this landing. The landing was apparently located east of Lewistown, Talbot County, on the west side of the Tuckahoe River below Cowards Point and above the confluence of the river with the Choptank River. The road is designated on “Topographic Map of Caroline County” 1950 revised 1971. This landing was operated by Captain J. L. O’Day in the 1870s. 107
Rolphs Landing

Cultural Resource - Tuckahoe River landing.

Mile - 9.3

The landing is located on the west side of Tuckahoe River below Hillsboro and above Wayman Wharf. The landing is designated on “Topographic Map of Caroline County” 1950 revised 1971.
This bridge, erected in 1919, carries Maryland Route 287 over the Choptank River east of Goldsboro, Maryland. It replaced an earlier bridge of unknown age. The 1919 bridge consists of four concrete arches, two measuring 48 feet in length and two 51 feet in length, which carry a 20 foot wide roadbed. Luten Bridge Company of York, Pennsylvania built the bridge from designs of the Maryland State Roads Commission. It represents the only historic concrete bridge in Caroline County and one of nine of the same structural type throughout the state road network, identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81. This bridge is notable for its particularly attractive site, a low run through the forest and over the narrow upper reaches of the Choptank River. Two bridge bronze plaques identify the builder and State Roads Commission. 108
**Sangstons Landing (1879):**

**Cultural Resource** - Choptank River landing.

Mile - 22.8 (15,650 feet above Denton Bridge)

This landing is above Smiths Landing and below Passapea Landing opposite a point in the river, on the west side of the Choptank River at the end of Holsinger Lane (extended to the river). According to Eleanor Horsey (Horsey Vol. I pp. 25, 26) this is also the possible western terminus and ferry landing site for Barwick’s Ferry. 109

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**Seths Mill: see Laytons Mill**

**Sloop Landing: see Mill Landing**
Smith Landing (north) (see also Smith Landing below) (also called Garey Landing)

**Cultural Resource** - Choptank River landing.  
**Mile** - 22.7

This landing was located above Melvills Wharf and below Passapae Landing on the east side of the Choptank River. A second Smith Landing is located further to the south - see below.
Smith Landing (south) (See also Smith Landing above):

**Cultural Resource - Choptank River landing.**

**Mile - 2.5**

This landing was located above Windy Hill and below Lloyd Landing, on the east side of the Choptank River. A second Smith Landing is located further to the north - see above.

Stewarts Wharf: see West Denton Wharves
Stoney Point Landing

Cultural Resource - Tuckahoe River landing.

Mile - 8.7

This landing is located on the east side of the Tuckahoe River above Wayman Wharf and below Rolphs Landing.
This landing which is located on the western shore of the Choptank in Talbot County, is identified on Martenet’s 1866 map. It is located below the original Dover Ferry crossing.
Todd Wharf (also Todds Wharf) (1877-1897)

Cultural Resource - Choptank River landing.

Mile - 14.4

Todd Wharf is located on the east side of the Choptank River below Downs Landing and above Gilpin Point at the end of Todd Wharf Road. The wharf was owned by Captain P. Todd in 1877. The wharf is designated on “Topographic Map of Caroline County” 1950 revised 1971. This should not be confused with Todd Landing on the Tuckahoe River - see below.
Todd Landing

Cultural Resource - Tuckahoe River landing.

Mile - 0.8

This landing was located on the south side of the Tuckahoe River above Prices Landing and below Reese Landing. This should not be confused with Todd Wharf on the Choptank River - see above.
Towers Wharf (1896 - early 20th century)

This wharf was located below Potters Landing on the Choptank River. It was owned by William Frank Towers and later his son Thomas Frederick Towers; the latter was the brother of Lawrence B. Towers who once owned Potters Landing and at one time most of West Denton riverfront. It is not designated on “Topographic Map of Caroline County” 1950 revised 1971. A Towers Wharf (L. B. Towers Cannery Wharf) was also located at West Denton. Based on the 1897 Sualsbury Map of Caroline County, W. F. Towers owns a house adjacent to the wharf identified as “Two Johns.” It is likely that the Towers took over the “Two Johns Wharf” and store after the foreclosure of the property in 1887 (See Two Johns)
Tuckahoe Bridge(s) (also called Hillsboro Bridge) (ca. 1706-present)

**Cultural Resource** - Tuckahoe River bridge crossings-two early bridge sites (circa 1706 and circa 1794), and site of sunken scow.

**Mile** - 11.1 (first bridge); 10.8 (second bridge)

By 1702 a bridge had been built across the Tuckahoe River, thus the original name Tuckahoe Bridge. The name of the area was later changed to Hillsboro (see Hillsboro). The first bridge across this area was built at a ford or “wading place” along the road between Ridgely and Greensboro, then called “St. Joans Path.” The first mention of the Tuckahoe bridge was in an Act of the Maryland Assembly dated 1706. In 1775 the court agreed to “make Tuckahoe Bridge passable.”

An Act dated 1781 stated the bridge was nearly impassable and authorized construction of new bridge at the same site. A later Act dated November 1794 states, “...that the bridge over Tuckahoe creek [located opposite a place formerly known as “the Old Rolling House”] is in ruinous and almost impassable condition...” The act states the original bridge was authorized after petition by Queen Anne, Talbot and Caroline Counties to the Maryland General Assembly and that the same three counties paid and maintained same. But this 1794 Act called for the counties to be levied 150 pounds and to built the new bridge “about 300 yards below the place of the old bridge” which would shorten the distance for travelers. This bridge was built 300 yards south of the old bridge. Both bridges were apparently used for an unknown period of time after the new bridge
was built. A scow was reputedly visible at low water just above the bridge in the late 1980s. 113
**Turkey Creek Landing (1898):**

**Cultural Resource**- Choptank River tributary (Turkey Creek) steamboat landing.

**Mile - 12.4**

This site was located above Kingston and below the Tuckahoe River on the west side of the Choptank River near Turkey Creek. It was used as a steamboat landing in 1898 by the BC&A Rail and Steamer Lines. An 1898 BC&A schedule lists Turkey Creek as an intermediate steamboat landing between Kingston and Two Johns. It was served by the steamers *Joppa* and *Avalon*.

**Turners Granary Wharf: see Kingston Landing**
Two Johns (also called Two Johns Landing and W.F. Towers Wharf) (1884-1920’s):

Cultural Resource - Choptank River landing, warehouse/general store site, cannery sites, and theatrical/dancing pavilion.

Mile - 15.7

The wharf was located on the east side of the Choptank River between Williston and Ganeys landings. A “new” wharf, along with a storehouse and freight building was also built in 1886, which was later leased, to the steamboat company. A granary was built at the site by 1887. A 1887 advertisement mentions a “first-rate shell pile [shell road] leads to Two Johns Landing.” The Two Johns wharf was in ruins when visited by Footner in the 1940s. Three canneries operated at Two Johns: Howard, Charles & Son (1889), Hudson Trice (1910), and S. J. Hurst (1917-1918). The wharf did a considerable business until a vessel capsized and sank near the entrance to the landing, making it difficult to put in at the wharf. Because the wreck was not moved steamers began to bypass the wharf.

The name Two Johns came from John Stewart Crossy and his son John Hart Crossy, two rotund vaudeville actors who looked very much alike and called themselves John Stewart Crossy and John Crossy Stewart. They called their act “The Two Johns.” In 1884, at the peak of their act, they bought a farm along the Choptank River and called it “Two Johns.” They improved the farmhouse by adding a three-story addition and made the structure into a flamboyant 21-room manor including a theater inside, porches, gables, gingerbread, etc. At the
water’s edge they built a pavilion for dancing and theatrical performances.

The steamers bought swarms of their friends including Paul Dreiser (professionally used the name Dresser), author of *The Banks of the Wabash*, his sister Louise Dreiser, and Ada Kline. To win the support of the locals, the Two Johns chartered a steamboat and invited the entire town of Denton to one of their shows. The Baltimore to Denton steamboats brought folks to Two Johns for dancing and theatrical performances “in the round house on the shore.” This site was used as a steamboat landing at least from the 1880s to 1921. A general store was built by the wharf and operated by Butler Crossy, the youngest son. The Crossy’s left the area and the farm was foreclosed in 1887. The 1897 Caroline County Map prepared by M. L. Saulsbury indicates that W. F. Towers owns the store at the Two Johns Wharf. A steamboat vacation brochure lists Mrs. H. Trice having a guesthouse able to accommodate up to six guests. The Two Johns house burnt to the ground in 1947. It is marked as “Two Johns” with no indication of a landing on “Topographic Map of Caroline County” 1950 revised 1971,” and “Map of Maryland,” 1961 revised 1973. 114

Upper Horn Landing: see West Denton Ferry Landing
The wreck of the steamer freighter *Vesper* may be located on the east side of the Choptank River just below Denton. This vessel was 145.6 foot long, built in Wilmington, Delaware in 1871 and sank about 1930. The captain was R. Jones from at least 1915 to 1917. From about 1917 until 1930 *Vesper* was owned by the Wilmington Steamship Company. *Vesper* apparently operated out of Baltimore its entire career. *Vesper* was reputedly owned by Lawrence Towers, who operated a cannery in West Denton, and may have been informally known as the *Fire Ox*. 115
Watts Creek:

**Cultural Resource** - Choptank River tributary shipwreck location

Mile - 18.5 mouth of creek

Watts Creek is a small tributary of the Choptank River where tradition claims pirate Captain Kidd found refuge. Buried treasure reputedly has been sought along its banks. Today the tributary is silted in and no longer navigable for even small craft. 116
Wayman Wharf (also called Waymans Wharf) (1820-1911) (18CA 103):

Cultural Resource - Tuckahoe River ferry site, wharf site, former steamboat landing and site of possible ferry barge wrecks. This site was used as a steamboat landing at least from 1896 to 1911.

Mile - 8.4

Wayman Wharf, located on the Tuckahoe River a few miles south of Hillsboro, served as the steamboat landing for Hillsboro from at least from 1881 to 1921. The Wayman family owned the wharf and adjacent farm. Smaller freight vessels called lighters took cargoes between the landing and Hillsboro. Wheeler Transportation Line leased this wharf for $40 per year. There was another landing just up river called Rolph Landing but Wayman Wharf was the uppermost steamboat landing on the Tuckahoe River. The railroad and finally motor vehicles superseded the wharf. The landing is designated on “Topographic Map of Caroline County” 1950 revised 1971. 117 Cribbing from an early 19th century wharf and two presumed ferry barge wrecks (18CA 104 and 105) are known from this site. The wrecks are believed to date from ca. 1860 to 1900.
West Denton Wharves (also called Harford Town) (1774-1957)

**Cultural Resource** - Choptank River wharves and warehouses, granaries, fishery, can company sites, canneries, shirt factory, general stores, mill sites, two blacksmith shop sites, fertilizer warehouse sites.

**Mile - 20.4.**

Harford Town is the patented name of the community that grew up on the west side of the Choptank River opposite Denton. It is referred to as West Denton today. The wharf properties which are located along the West Denton riverfront trace their colonial origins to a 1774 land patent which created a three acre waterfront town, “Harford Town” along the western shores of the Choptank River (opposite the river from the future Town of Denton). The patent was issued to Philip Feddeman of Queen Ann’s County, a colonel in the Maryland Militia during the American Revolution and active in local politics and public affairs.

The patent occupied riverfront lands claimed previously through earlier warrants and patents by some of the Eastern Shore’s most prominent colonial era names including Richard Bennett, Solomon Wright, Nicholas Lowe and Samuel Turbutt. It is speculated that Feddeman was hoping for Harford Town to be a competitor for the location of the County Seat, with its direct access to the river and strategic location in the center of newly created Caroline County.

Even at this time (1774), what was to become the West Denton riverfront was described in the patent as being “under cultivation and containing over thirty panels of old fence.” This three acre slice of Choptank riverfront would be carved up innumerable times to create direct river access to an array of waterfront businesses and spur maritime trading activities.

By the late 18th century the West Denton waterfront was established as an active maritime trading center. An 1807 “Map of Denton” recorded in the Caroline County Land Records (Liber I, folio 596) is the first documentation of improvements along the West Denton riverfront. This 1807 map also identifies a ferry crossing connecting Market Street to West Denton.

By 1811, the West Denton (Harford Town) property in the immediate vicinity of the Denton Bridge, had substantial commercial improvements including a wharf, a granary and a store. Also by 1811, the eastern shore’s first moveable bridge across the Choptank River, connecting West Denton to Denton, was under construction. Trading vessels during this period included sloops, schooners, pungies and scows or other “lighters” which could transport goods further up river than was possible by the deeper draft sailcraft. The West Denton waterfront also supported a limited amount of shipbuilding activity including the construction of several schooners and sloops.
At low tide, what appear to be shipway timbers or possibly a wharf extension into the river are visible along the shoreline. There are several land record and newspaper references to shipyards and shipbuilding in West Denton. A January 21, 1841 deed (L.V, f. 18) references “the sloop President built on the River near Denton Bridge and now lying at said bridge.” The February 18, 1869 edition of the American Union newspaper references a shipyard existing above the site where James G. Redden was proposing a new wharf and granary in West Denton. In addition, a list of Chesapeake Bay Vessels compiled by the Radcliffe Maritime Museum of the Maryland Historical Society (MS.2506) identifies three sloops and two schooners, which were built at (West) Denton. The sloops were Elizabeth J. Wright (18 tons) built in 1795; the President built in 1841; and the Annie Jewell (6 tons) built in 1870 by John Jewell. The schooners were Garret P. Wright (98 tons) built in 1868 and L.C. Sommers (66 tons) built in 1871.

The Agricultural Industrial Transition period (1815-1870) represented an exponential expansion of the maritime trade along the West Denton Wharves. This increased need for waterfront access spurred a boom of growth and expansion of commercial activities along the West Denton waterfront. During this period a second granary and additional wharves appeared along the waterfront and the ownership of these waterfront wharves included a number of captains and businessmen who had a vested interest in the flurry of agricultural trade activities.

Early references to wharves constructed in West Denton are found in the 1849 Caroline land records in a bill of sale to George Fisher for a ¼ acre lot upon which a wharf was to be constructed. The lot and wharf were assessed for tax purposes in 1866 at $50. The deed stated that the wharf ran 205 feet along the river. Another wharf, called “Stewart’s Wharf” and granary, appears in the land records in the 1850’s as owned by Thomas R. Stewart, an attorney from Caroline County, who was assessed for a wharf and granary. Portions of “Stewart’s Wharf” were sold to various owners. Three were ship’s captains all by the name of Willis (grandfather, son and grandson). The granary and wharf were valued at $500 in 1866.

West Denton businesses, all linked to water born transportation, included two major canny operations (one of which included a tin can manufacturing facility), two granaries, a flour rolling mill, a shirt factory, schooner freight (fertilizer) services, passenger steamboat services and freight warehousing, two general stores and a blacksmiths shop. The immediate proximity to the state road and a major bridge crossing over the Choptank into Denton further facilitated the use of the West Denton waterfront as an emerging multi-modal transportation center. The decision of Congress in 1880 to appropriate funds for the dredging of the Choptank River from Denton up river to Greensboro opened the upper reaches of the river to expanded trade for deeper draft vessels.

In 1877, prominent Denton Businessman, Philip W. Downes, purchased the Fisher Wharf and lot. Starting with this acquisition in 1877 Philip W. Downes
continued purchases of the West Denton waterfront and by the early 1880’s he would own all the wharf properties south of the Denton Bridge. In 1882 he sold a parcel (one directly north of the current warehouse property) to the Maryland Steamboat Company. In 1891 he sold two wharf parcels, one of which included part of the former Stewart Wharf, to Harry A. Roe. (grandfather of Harry Roe Hughes, Governor of Maryland 1979-1987 and a Maryland State Senator from 1902-06). H. A. Roe was operating a cannery by the 1880’s in West Denton. Between 1891 and 1905, Roe purchased five parcels encompassing approx. 230 feet of the West Denton waterfront and including portions of the Stewart Wharf and Chilton Wharf properties. A Chiltons Wharf is mentioned as being located next to the “fishery” but the exact date or location is unknown.

Again in 1892, Downes sold a remainder wharf (running 195 feet) to Capt. Daniel Brockway. Brockway also owned a wharf just south of Greensboro on the western shore of the Choptank. The 1892 deed to Brockway references the “Stewart Wharf” as being improved by two granaries with a covered avenue between them. In 1906 prominent Denton businessman and Maryland State Senator from 1922-26, Lawrence B. Towers, bought the Roe wharf properties and in 1907 the 195-foot Brockway wharf property. The 1908 and 1915 Sanborn maps indicate that the Towers Canning Works occupied a substantial portion of the riverfront.

The following canneries operated in West Denton: Harry A. Roe (1887-1901), Charles H. Whitby and Son (1908-1922), L. B. Towers Cannery (1908), Lawrence B. Towers (1910-1934) whose cannery and warehouse was located on Dock Street, Redden Cannery, West Denton Canning Company (1935-1936), Philips West Denton (1930-1957), and Whitby & Sons Cannery (see also Denton above). 118
In 1923 the Maryland Steamboat Company Wharf (also called Joppa Steamboat Wharf) located just south of the bridge was taken over by the Baltimore and Virginia Steamboat Company and subsequently conveyed to Franceina W. Towers, widow of Lawrence B. Towers, in 1935. A surviving early 20th century warehouse adjacent to the Steamboat Wharf, located just below the Md. Rte. 404 business bridge into Denton, is believed to be one the last structures which survives in Maryland (one example was located at Centreville until it burned down in late 1996; a second surviving example may be the “warehouse” located at Vienna along the Nanticoke River).

The West Denton wharves were actively utilized by schooners, steamboats and power barges well into the 1920’s and to a limited extent by oil and fertilizer barges until the 1950’s. George Swartz, who grew up in West Denton in the early 1900’s, wrote an account of the life in West Denton during the early portion of the twentieth century titled, *Bridges to My Maturity*. In his book, Swartz provides a sketch map of West Denton “as remembered by the author” and provides personal remembrances of what life was like in West Denton during this time. He relates as many as four or five two- and three-masted schooners tied up to the wharves at one time during the 1920’s. 119

In the late 1920’s the terminal facilities at West Denton were described as “reasonably adequate, consisting of about 500 feet of bulkhead wharf and three open pile piers. Some of these wharves are equipped with warehouses but there are no mechanical freight handling devices.” The bulkhead has solid earth fill behind it. The Baltimore, Chesapeake & Atlantic Railway Co. owned about 280 feet of the bulkhead and the balance owned by private parties. Seven private wharves are indicated as existing during this time. One, an open pile pier extending 20 feet from shore and 20 feet wide, was used exclusively by the Standard Oil Company; another extended 60 feet from shore and was 20 feet wide used exclusively by the Hearn Oil Company, and a third open pile pier extending 30 feet from shore and 50 feet wide used exclusively by an unnamed fertilizer company. 120
West Denton Ferry Landing (also called Upper Horn Landing) (1807-ca. 1813):

**Cultural Resource** - Choptank River landing and ferry terminus.

Mile - 20.7(first), 4/20.4 (second)

A ferry operated across the Choptank River to the western shore (“Harford Town”) at “Old Town Cove”. It probably ran from the west side at the small cove once called “upper horn landing” where the “road to Denton Ferry” intersects the mouth of this cove. By 1807 the landing was directly opposite the Denton “causeway” (an extension of Market Street) with a western terminus in the approximate location of the 1811 iron bridge. See also Denton Ferry.

**West Providence:** see Providence Landing

**Wiliston Landing:** see Potters Landing
Windy Hill (also Windyhill) (1880s-1924):

**Cultural Resource - Choptank River landing.**

**Mile - 1.6**

Windy Hill is located on the west side of the Choptank River above Choptank and below Lloyd Landing at the end of Windy Hill Road in Talbot County. When the steamers *Joppa* and *Avalon* were replaced by the larger *Talbot* and *Dorchester* in 1921, they were too large to pass the Dover Bridge and service only went as far as Windy Hill. Windy Hill served as a steamboat landing at least until 1924. 121
This landing is located on the east side of the Choptank River south of Ganey Wharf and north of McCarty Wharf, north of Hog Creek and south of Bell Creek. The landing is identified on the “U.S. Coast Survey, Sketch C, Showing the Progress of the Survey in Section III from 1843-1852, 1852;” “Topographic Map of Caroline County” 1950 revised 1971 and 1875 Caroline County map found in The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland.
SUBJECT INDEX

In addition to looking under the subject topic sections in the history narrative of the survey, additional information may also be found by searching under the specific names and/or places under the subjects listed below. For example, in addition to information about bridges under the topic bridges, additional information can be found by looking under the following place names: Bridgetown, Choptank, Denton, Dover, etc.

Bridges:
Bridgetown
Choptank
Denton
Dover
Greensboro
New Bridge
Nine Bridges
Sandy Island
Tuckahoe

Canneries:
Bridgetown
Choptank
Denton
Greensboro
Hillsboro
Linchester
Preston
Two Johns
West Denton
Williston

Causeways:
Beaver Dam
Denton

Ferries:
Barwicks
Denton
Dover
Gilpin Point
Hog Island
Kings

Landings:
Adams
Back (Black)
Barkers
Brick Mill
Brigantine
Coveys
Doans
Downes
Duke
East Providence
Ganeys
Gilpin Point
Greensboro
Hardcastle Mill Road
Harford Town
Hog Island
Keens
Kingston
Landing Creek
Laytons
Lloyds
Lyford
McCarty's
Melvills Warehouse
Murray
O'Days
Parsons
Passapea
Pealiquor
Picture Hill
Pig Point
Plaindealing
Potters
Prssanos
Prices
Reeses
Rolf
Smith
Stoney Point
Tay Town
Todds
Turkey Creek
Two Johns
Upper Horn
West Providence
Williston
Windy Hill
Wing
Shipyards:
Greensboro
Hillsboro
Richardson’s
Satterfield & Moore
West Denton

Wharves:
Brockway
Chiltons
Denton
Douglas
Greensboro
Joppa Steamboat
Leonards
Maryland Steamboat Company
Medfords
Roe Cannery
Stewarts
Todds
Towers
Turner
Wayman
West Denton
Wheeler
Whitby Cannery
Wrights
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**MAPS**

“Caroline County, 1875” (*The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland*).


“Denton, Maryland, 1901” (*The 1877 Atlases and Other Early Maps of the Eastern Shore, Maryland*).


“Index Chart of Natural Oyster Bars, Crab Bottoms, Clam Beds and Triangular Stations of Maryland surveyed by Maryland Shell Fish Commission in cooperation with U.S. Bureau of Fisheries and U.S. Coast and Geodetic Survey,” 1906-1912. Scale: 1:200,000.


“Map of the Baltimore, Chesapeake and Atlantic Railway Company and the Maryland, Delaware and Virginia Company, 1911.@ Original in collections of Calvert Marine Museum, Solomons, Maryland.


FOOTNOTES


3 Hamill, p. 271.


8 *Sixth Census... of the United States*, volume 1, (Washington, D.C., Blair and Rives, 1841), p. 201.

9 *Compendium...of the Sixth Census* (Washington, D.C., Thomas Allen, 1841), volume II, pp. 142-153 *passim*.


11 “Survey of Choptank River, Maryland, Between Denton and Greensboro,” in Letter from the Secretary of War transmitting Report of Maj. W.P. Craighill, Corps of Engineers, of surveys of Shenandoah River, also of Tred Haven Creek, Choptank River, and Secretary Creek, Maryland,” *Senate Executive Documents no. 66*, 1880, p. 20.

12 “Choptank River, MD. Letter from the Secretary of War transmitting Report from the Chief of Engineers on Preliminary Examination and Survey of Choptank River, MD,” *70th Congress, 1st Session, Document no. 188*, 1928, pp. 2 and 3.


14 Cochrane, L. C., et. al., p. 28.

15 Cochrane, L. C., et. al., p. 32.

16 Rairigh, p. 1108; and Cochrane, L. C., et. al., p. 32-33.

17 Swartz, p. 21; “An Outline of Caroline County, Maryland, History” (no author, no publication information, September 1919), pp. 72-76; and *Commemorating the 200th Anniversary of Caroline County, Maryland* (Michael Loftus, ed., privately printed, 1974), p. 20. Most references to the bridges indicate they were “draw” bridges but in reality they were swing bridges.

18 Ralph D. Gray, *The National Waterway: A History of the Chesapeake and Delaware Canal, 1769-1965*, (Urbana, University of Illinois Press, 1967); Emory, pp. 541-44; and “Map of the Proposed Canal between the Choptank and Blackwater River,” in “Report of the Engineer & Geologist, in relation to the New Map, to the Executive of...
Maryland" (Annapolis, William M’Neir Printing, 1836).

19 Paul Wilstach, Tidewater Maryland: Its History, its Traditions, its romantic Plantation Mansions, and the Celebrated Personages who give it glamour (Tudor Publishing Company, New York, 1945 edition), p. 18; George W. Swartz, Bridges to My Maturity (Brethren Press, Elgin, Illinois, 1983), 29; Samuel Ward Stanton, Steam Vessels of Chesapeake and Delaware Bays and Rivers (Meriden Gravure Company, Meridan, Connecticut, 1966), p. 55; Fleetwood, Francis Yeoman interview, p. 26 and Bill Irwin interview, pp. 41-42; “Choptank River, MD. Letter from the Secretary of War transmitting Report from the Chief of Engineers on Preliminary Examination and Survey of Choptank River, MD, 70th Congress, 1st Session, Document no. 188, 1928, p. 6; and Commemorating the 200th Anniversary of Caroline County, Maryland, 1974, p. 20. Fleetwood points out that the road from Denton to Ridgely and from Williston to Concord were shell roads. Shell was added to the road surface every year.


22 Burgess and Wood, pp. 16-17; and David C. Holly, Tidewater by Steamboat: A Saga of the Chesapeake (John Hopkins University Press in association with Calvert Marine Museum, Baltimore, Maryland, 1991), p. 82. Wilson Small was named after an obscure manufacturer of walking beam engines. Holly, p. 270 indicates that Kent was a paddle wheel steamboat built by John S. Brown for Captain Edward Sturgeon, owner, to replace Osiris of the Eastern Shore line. The engine was built by Watchman. Kent was charted by the U.S. Army Quartermaster during parts of 1861 and 1862. Sunk in 1865 by George Appold, raised, and repaired in Baltimore. Sunk by pole in 1897, raised and repaired in Baltimore, sold in 1897 by Maryland Steamboat Company to BC&A and abandoned in 1906. Cochrane, et. al., 231, states the first steamboat to Denton was the Cyrus. This may be a corruption of Osiris though there is the Cyrus P. Smith, which operated from Baltimore to the Eastern Shore from 1865 to 1870, but as far as known not on the Choptank River (Holly, p. 81). No Cyrus from this time period operating in the Chesapeake Bay was found in the Merchant Vessels of the United States Lists. Wennersten, p. 66 states steamboat pursers prized A fresh produce, butter, and eggs” from Denton as early as 1827. Unless steamboats were traveling to Denton earlier than this study supports, these goods had to be shipped down river to landings on the lower Choptank River.

23 Dodds, pp. 1-17; Burgess and Wood, pp. 55-56; Holly, pp. 196, 266 and 273; Footner, pp. 128 and 191; "Memories of Choptank 1679-1930” (Choptank Bicentennial Historical Committee, 1976), p. 9; Denton Journal, 4 September 1880, p. 1 and 11 January 1896; and Commemorating the 200th Anniversary of Caroline County, Maryland, 1974, p. 39. Ruggles was built in 1858 at Buffalo, New York and rebuilt in 1875 at Smithfield, Virginia; Minnie Wheeler and Chesapeake were built by Samuel R. Waite & Company, Baltimore; the Minnie cost $25,000 when built in 1881 and was capable of carrying 5,500 bushels of grain and up to 96 passengers. Captain Perry was the captain when the Minnie Wheeler when it was hit and sunk by an Old Bay Line steamer. Both vessels were sold in 1901 to BC&A (Minnie Wheeler for $8,000), then sold in 1916 to Charles A. Jording for $5,000 each and during WWI used by Bethlehem Steel Company, Sparrows Point as a barracks before being abandoned. The Minnie Wheeler went as far
as Wayman’s Landing at Hillsboro on the Tuckahoe. *Chesapeake* (the third by that name) was built 1884. *Easton*’s iron hull was built by Charles Reeder, Baltimore, sold to BC&A in 1901 and later that same year sold to H. E. Williams Transportation, South Haven, Michigan for $60,000, used for daily service between Milwaukee, St. Joseph, and Benton Harbor, Lake Michigan, sold 1917 to Booth Fisheries and James W. Elwell & Co., sold to French interests, and its name changed to *Apache*. An undated photograph on page 55 of Burgess and Wood shows *Minnie Wheeler* in Baltimore.

24 Burgess and Wood, pp. 46-47; Holly, pp. 108, 261, 270 and 281; "Memories of Choptank 1679-1930" (Choptank Bicentennial Historical Committee, 1976), pp. 7-9; and Samuel Ward Stanton, *Steam Vessels of Chesapeake and Delaware Bays and Rivers* (Meriden Gravure Company, Meriden, Connecticut, 1966), pp. 33 and 39. *Joppa* was an iron hulled paddle boat steamer built in 1885 by Harlan & Hollingsworth, Wilmington, Delaware for $60,000, sold to BC&A 1894, to Baltimore & Virginia Steamboat Company in 1928, sold to Charles A. Jording in 1929 for $1,500, sold to Julius M. D. William in 1930, sold to William Fuchs also in 1930, sold to W. Carroll Redman and A. Wooten in 1934 (Stanton says 1930) and converted to a diesel freighter, renamed *City of Salisbury* in 1935, renamed *U.S.S. Colonel Henry R. Casey* in 1947, sold to Mexican interests in 1950 and abandoned. An undated photograph on page 67 of Burgess and Wood shows *Joppa* docked at Denton. The *Cambridge* (second by that name - the first built in 1846 for the Choptank route by Maryland Steamboat Company) was built 1890 by William E. Woodall and Company and the engine by James Clark & Co., sold to BC&A in 1894, rated one of the fastest boats of its class, used as ferry between Baltimore and Claiborne for the rail connection with Baltimore, Chesapeake and Atlantic City Railway to Ocean City, Maryland, 1899 went to New York for Dewey celebration, sold to B&V in 1928, to William M. Mills Brothers, New York in 1929 and dismantled in New Jersey in 1937 and hulk abandoned in 1941. *Tred Avon* was built in 1884 by Woodall, outfitted with 40 staterooms, sold to BC&A in 1894, charted by Old Bay Line in 1896, sold to B&V in 1927, and sold and refitted for freight service by Refining Transportation Company between Baltimore, Norfolk and North Carolina sounds.

25 Burgess and Wood, pp. 46, 83, 92, 96 and 125; and Holly, pp. 259, 260, 265 and 280. *Avalon* was an iron hulled paddle wheel steamer built in 1888 by Harlan & Hollingsworth, Wilmington, Delaware, which collided with steamer *Danville* in 1890, ran into Fort Carroll in fog in 1893, was sold to BC&A in 1894, to B&V in 1928, to George W. Brown in 1929, sold to Baltimore Ship Repair Company and Acme Amusement Corporation, renamed *Federal Hill*, and abandoned. *Talbot* was a paddle wheel steamer built 1912 by Maryland Steel Company, which later ran the Potomac route, was sold to B&V in 1928, to American Contract & Trust Company in 1932, to New York & Keansburg Steamboat Company in 1936, name changed to *City of New York* in 1936, driven ashore in a heavy gale at Keyport, New Jersey and scrapped in 1950. *Dorchester* was the sister ship to *Talbot*, built the same year by the same yard, later ran the Potomac route, rammed a fishing steamer in 1915 and beached south of Magothey River, sold to B&V in 1928, to American Contract & Trust Company in 1932, to Fabian P. Noel of Washington, D.C. in 1936 and renamed *Robert E. Lee* as excursion boat, scrapped in 1953. *Calvert* was built 1901 as screw steamer by Neafie & Levy, Philadelphia, for the Weems Steamboat Company, sold to MD&V in 1905, sold to B&V in 1924, sold to Thames River Line 1933, sold to Sound Steamship Lines, New York 1934, modified to oil-burning, then to diesel serving the New York City to Bridgeport run, then New York harbor and broken up in 1957. Photographs of *Avalon* appear on page 34 of Robert H. Burgess, *Chesapeake Circle* (Cornell Maritime Press, Inc., Cambridge, Maryland, 1965). 1889 and 1906 BC&A schedules from Steamship Historical Society of America, Inc. A 1922
and 1924 route schedule for the Choptank River Line in the collections of the Steamship Historical Society and Calvert Marine Museum respectively shows service only as far up the Choptank River as Windy Hill and Choptank.

26 "Vacation Trips and Resorts in the Chesapeake Bay County BC&A and MD&V Railway Companies" (brochure circa 1922).

27 Swartz, p. 27; Burgess and Wood, pp. 98, 122 and 208; Fleetwood, Bill Irwin interview, p. 41; and "Memories of Choptank 1679-1930" (Choptank Bicentennial Historical Committee, 1976), p. 13.


30 Swartz, p. 27; Rairigh, p. 1109; and "Choptank River, MD. Letter from the Secretary of War transmitting Report from the Chief of Engineers on Preliminary Examination and Survey of Choptank River, MD,@ 70th Congress, 1st Session, Document no. 188, 1928, p. 6.

31 “Choptank River, MD. Letter from the Secretary of War transmitting Report from the Chief of Engineers on Preliminary Examination and Survey of Choptank River, MD,@ 70th Congress, 1st Session, Document no. 188, 1928, pp. 2, 6, 8 and 10.

32 Swartz, p. 25; and Rairigh, p. 1109.


34 Weeks, p. 6; and Commemorating the Two Hundredth Anniversary of Caroline County, Maryland, 1974, advertisement on inside back cover.

35 Weeks, pp. 6 and 56; Horsey, volume II, p. II indicates at least four mills operated on the upper Choptank and Tuckahoe rivers by 1794.


38 Horsey, pp. 22 and 127; Cochrane, L. C., et. al., p. 262; Footner, p. 193; Compendium...of the Sixth Census (Washington, D.C., Thomas Allen, 1841), volume II,
pp. 142-153 passim; Fleetwood, Bill Irwin interview, pp. 41-42; Rairigh, p. 1118; and Dodds, p. 12. It is assumed that “Shadding Reach” refers to the fish shad as does Horsey and not the Shadden family who settled near Choptank Bridge in 1777 - see Horsey, p. 48. A photograph from the collections of the Chesapeake Bay Maritime Museum shows a fish net reel on the banks of the Tuckahoe River near Hillsboro.

39 Footner, pp. 194-96; Commemorating the 200th Anniversary of Caroline County, Maryland, 1974, p. 13; and Fleetwood, Marjorie Knotts interview, p. 10 and footnote 1, p. 12.

40 Swartz, p. 37.


42 There is no uniformity in the use of an apostrophe for many of the sites listed in this inventory. We have chosen to follow the United States Geological Survey and not use an apostrophe. Many early maps and written material use the apostrophe.

43 Personal communications with Bruce Thompson, Maryland Historical Trust Underwater Archeologist.

44 James C. Mullikan, Ghost Towns of Talbot County

45 Horsey, volume II, pp. 24-31 and 37.


48 Rairigh, pp. 1101 and 1112; Hamill, p. 173; Cochrane, L. C., et. al., pp. 188-89; and Horsey, p. 54.

49 Hamill, p. 205; "Memories of Choptank 1679-1930" (Choptank Bicentennial Historical Committee, 1976), pp. 5-6, 24 and 27; Rairigh, p. 1113; Cochrane, L. C., et. al., pp. 261-62; Burton, pp. 59-64 and 66-71; “Vacation Trips and Resorts in the Chesapeake Bay County BC&A and MD&V Railway Companies” (brochure circa 1922); and Fleetwood, Camilla Boston interview, p. 144.


51 Dodds, p. 11; and Burgess and Wood, p. 99. 1906 steamboat route map from
Robert H. Burgess collection; 1911 route map from Calvert Marine Museum collections.

52 Horsey, pp. 1-2; *Commemorating the 200th Anniversary of Caroline County, Maryland*, 1974, pp. 2, 17 and 19; Hamill, p. 78; Swartz, p. 19; Rairigh, pp. 1097 and 1099; Earle (1975), pp. 158-59; and Footner, pp. 197-98. Named after Caroline Eden, sister of Frederick Calvert, the last Lord Baltimore, and wife of Sir Robert Eden, then English governor of Maryland (Cochrane, L. C., et. al., p. 1.)

53 Horsey, figure 4, p. 20; and Burgess and Wood, p. 99. 1906 steamboat route map from Robert H. Burgess collection; 1911 route map from Calvert Marine Museum collections.

54 Rairigh, pp. 883 and 1107; and Charles B. Clarke, ed., *The Eastern Shore of Maryland and Virginia*.

55 Burton, pp. 62 and 66-71; and Fleetwood, Francis Yoeman interview, pp. 33-34.

56 Fleetwood, *Francis Yeoman* interview, p. 29.


58 Cochrane, L. C., et. al, p. 33; Swartz, p. 21; Fleetwood, Bill Irwin interview, footnote 4 p. 49; “Survey of Choptank River, Maryland, Between Denton and Greensboro,” p. 21; and *Commemorating the 200th Anniversary of Caroline County, Maryland*, 1974, p. 20. Note, Cochrane states the bridge did not replace the ferry until about 1820 - this is contrary to Swartz’s claim about toll rates being doubled in 1818 and Horsey, pp. 27-28 and 130, who’s research indicates labeling of “Denton Bridge of 1813.” An advertisement in Easton newspaper *Republican Star*, 19 November 1811, of “Valuable Property for Sale” states the bridge was “well advanced” in its construction. The directors of the bridge company were Solomon Brown, William Potter, Anthony Ross, James Wilson, Dennis Kelly, William Webb, and Elijah Satterfield.


60 Horsey, pp. 25-26, 28 and 130 and figure 5; and Cochrane, L. C., et. al., p. 31.

61 Horsey, p. 28; Rairigh, pp. 1111-12; “An Outline of Caroline County, Maryland, History” (no author, no publication information, September 1919), p. 50; Fleetwood, Bill Irwin interview, pp. 41-42; *Commemorating the 200th Anniversary of Caroline County, Maryland*, 1974, p. 20. This same publication on page 18 contains an undated photograph (number 12) of the steamboat *Joppa* at Denton Wharf. Cochrane, et. al., p. 223 shows an early plat of the town with the causeway present.

62 Mullikin, pp. 36-38.


64 Cochrane, L. C., et. al., pp. 32-33; Earle (1975), pp. 161-63; and Burgess and Wood, p. 99. BC&A schedule brochure dated 1898, Steamship Historical Society of
America, Inc., collection; 1906 steamboat route map from Robert H. Burgess collection; 1911 route map from Calvert Marine Museum collections.

65 Mullikin, p. 42.


67 Hamill, p. 81.


69 Horsey, volume II, pp. 195-196; Cochrane, L. C., et. al., pp. 31, 76-79, 123 and map p. 20; *Commemorating the 200th Anniversary of Caroline County, Maryland, 1974*, p. 4; Weeks, pp. 6 and 69; Rairigh, p. 1108; Footner, p. 194; and “Only Single Tax Colony In State Changes Hands: Herbert Mason, Jr., One Of Trustees, Buys Gilpin’s Point Tract, Whose History Dates Back To The Revolution,” Baltimore *Evening Sun*, March 8, 1938.

70 Dodds, p. 1.; and *Preston News*, 1 December 1938, page 7.


72 Horsey, p. 68.

73 Cochrane, L. C., et. al., pp. 123-24, 194-195, 200-201 and 203; and Horsey, p. 55. Cochrane states Nichols and Bernard operated the tannery about 1825, but according to Horsey this must have been no sooner than 1827. An Act authorizing the erection of a warehouse in Bridgetown states, A...that William Hughlett...is authorized to built at Bridgetown a warehouse, for containing and securing tobacco offered for inspection, if in the judgment of the levy court of Caroline county, the erecting of such warehouse would promote the public interest and convenience, and he, the said William Hughlett, or those claiming to hold under him, shall provide and keep constantly in repair, beams, screws, scales, weights, brands and marking irons, and all other things necessary for inspecting tobacco brought into the said warehouse for inspection; and the said warehouse, when erected and finished, shall be deemed a public warehouse, and the proprietor or proprietors thereof may demand, and shall be entitled to receive, one dollar for each hogshead of tobacco inspected at the said warehouse, before such hogshead shall be removed, as a full compensation for the expense of erecting the said warehouse, and keeping the same in repair, and for providing of proper scales, weights, brands and markings irons, and all other things necessary for inspecting tobacco and for the payment of the salary or salaries to the inspector or inspectors of the said warehouse, as the proprietor or proprietors of said warehouse shall agree to pay; and if any tobacco shall remain in the said warehouse above one year after inspection, the proprietor or proprietors of the said warehouse may demand, and shall be entitled to receive for each hogshead the further sum of twelve and one-half cents for every month thereafter.”

75 Clark, p. 589; Rairigh, p. 1109; Dodds, p. 2; and Appendix I this report.

76 Burton, pp. 62, and 66-71.

77 Cochrane, L. C., et. al., 1971; Commemorating the Two Hundredth Anniversary of Caroline County, Maryland, 1974, pp. 9-16; Horsey, Eleanor F. Origins of Caroline County, Maryland (Denton, Maryland, 1974); Maryland Writers-Program, Maryland: Guide to the old Line State (New York, Oxford University Press, 1973); and Footner, p. 197.

78 Horsey, pp. 37 and 41 and figure 7; Horsey, volume II, p. 171; Cochrane, L. C., et. al., 1971, p. 32; “Survey of Choptank River, Maryland, Between Denton and Greensboro,” p. 20; and Commemorating the 200th Anniversary of Caroline County, Maryland, 1974, p. 13.


80 Horsey, pp. 41-42, 71 and figures 7 and 11; and Horsey, volume II, p. 17. A photograph of Greensboro Wharf and two of steamers at Greensboro are found in Commemorating the Two Hundredth Anniversary of Caroline County, Maryland, 1974, p. 9, photograph number 7 and p. 14 photograph number 6 and 8. These photographs are courtesy of Robert H. Taylor and Jack Boulais, Jr.

81 “Survey of Choptank River, Maryland, Between Denton and Greensboro,” p. 20.

82 Rairigh, pp. 1108-09; Horsey, volume II, pp. 91. 102, 121-122 and 133; Burton, pp. 66-71; Cochrane, L. C., et. al., pp. 166, 289-290; Earle (1975), p. 160; Emory, p. 21; Dodds, pp. 1-3; Preston News, 9 February 1939, p. 7; and Commemorating the 200th Anniversary of Caroline County, Maryland, 1974, pp. 38-39.

83 Earle, p. 393.

84 Mullikin, pp. 44-50; and Dodds, p. 11.

85 Reps, p. 96 and figure 67; Hamill, p. 135; Emory, p. 320; “Report on Kingston Landing, The Examiners and Surveyor lay Down a Public Landing,” Easton Ledger (July 23?, 1885); Footner, p. 200; and Burgess and Wood, p. 99. 1906 steamboat route map and 1921 route schedule from Robert H. Burgess collection; 1911 route map from Calvert Marine Museum collections. This landing is noted on A.U.S. Coast Survey, Sketch C, Showing the Progress of the Survey in Section III from 1843-1852, @ 1852.

86 Horsey, volume II, p. 28.


88 Dodds, p. 10.

90 Earle, p. 378-381; Earle (1975), pp. 177-78; Burgess and Wood, pp. 66 and 99 (1906 steamboat route map and 1921 route schedule from Robert H. Burgess collection; 1911 route map from Calvert Marine Museum collections); see also Wilstach, p. 154 for Plaindealing near Oxford.

91 Wright, pp. 7 and 10; and Horsey, volume II, p. 2., figure 1.1.

92 Michael Bourne, “Melvill’s Warehouse,” National Register of Historic Places Inventory -- Nomination Form, Annapolis, Maryland, 1977; Weeks, pp. 6, 8 and 73; Cochrane, L. C., et. al., pp. 1, 2, 31, 123 and 125; Horsey, pp. 1-2 and 100-101; Horsey, volume II, p. 6, figure 1.2, pp. 8, 14-16, 18, 21-27 and 196; *Commemorating the 200th Anniversary of Caroline County, Maryland*, 1974, p. 6; Earle (1975), pp. 158-60; Emory, p. 115; Wright, p. 6; and Rairigh, pp. 1096-99 and 1108.


94 “Survey of Choptank River, Maryland, Between Denton and Greensboro,” p. 20; Wright, pp. 7 and 10; Hamill, p. 188; and Horsey, volume II, p. 2, figure 1.1. A Notice to Shippers which appeared in the *American Union*, August 25, 1864, announcing wharfage increases to shippers between landings on the Choptank River and Baltimore was posted in part by a J.M. Passapae. It is not known if the spelling in the notice or landing name on maps are one in the same, but is possible the correct spelling should be Passapa - not Passapea.

95 Hamill, p. 190; and Footner, p. 197.


97 Fleetwood, Marjorie Knotts interview, pp. 9-10; and Burgess and Wood, p. 99. 1906 steamboat route map and 1921 route schedule from Robert H. Burgess collection; 1911 route map from Calvert Marine Museum collections.

98 Footner, p. 197; Wilstach, p. 158; Rairigh, p. 1120; Earle (1975), pp. 166-67; Weeks, p. 35; Michael Bourne, “Potter Hall, Potters Landing,” National Register of Historic Places Inventory -- Nomination Form, Annapolis, Maryland, 1977; and Hamill, p. 293.

99 Hamill, p. 204.


101 Rairigh, p. 1100; Weeks, p. 36; and Cochrane, L. C., et. al., pp. 165, 251 and
348. This source suggests the “ship channel” was completed and the mill relocated when rebuilt?


103 Rairigh, p. 1108; and Cochrane, L. C., et. al., p. 31 and map p. 20.

104 John D. Hnedak, “Martinak Pungy” National Register of Historic Places Inventory -- Nomination Form, Annapolis, Maryland, 1978-79; and Weeks, p. 43.


106 Swartz, p. 15.

107 See map in Dodds, 1990, p. ii.

108 John D. Hnedak, “Sandy Island Bridge,” National Register of Historic Places Inventory -- Nomination Form, Annapolis, Maryland, 1980


110 Hamill, p. 265. The map in Dodds, p. ii indicates the wharf was located just above Downes Landing, but topographic maps indicate otherwise.

111 Earle (1975), p. 168. The map in Dodds, p. ii also indicates the wharf was just below Williston Landing.

112 Rairigh, p. 1108; Horsey, volume II, p. 171; and Cochrane, L. C., et. al., p. 32.


114 Laurie Stull, “The History of Two Johns” in A1800’s Two Johns Festival, Maryland’s 350th Anniversary Celebration, May 19, 1984, Dan Crouse Park, Denton, MD,” Footner, pp. 194-96; Burton, pp. 68 and 71; Hamill, p. 274; Fleetwood, Marjorie Knotts interview, p. 10 and footnote 2 p. 12; “Maryland’s Two Johns” *Baltimore Sun*, January 1961; “Two Johns Mansion is Destroyed by Fire”, *Baltimore Sun* March 24, 1947; *Commemorating the 200th Anniversary of Caroline County, Maryland, 1974*, pp. 57-58; “Vacation Trips and Resorts in the Chesapeake Bay County BC&A and MD&V Railway Companies” (brochure circa 1922); and Burgess and Wood, p. 99. 1906 steamboat route map and 1921 route schedule from Robert H. Burgess collection; 1911 route map from Calvert Marine Museum collections. Crossy is also spelled Crossey in some references but Crossy seems to be the correct spelling. The A1800’s Two Johns Festival” program has copies of many advertisements, business receipts, etc. related to the Two Johns Wharf and store.

Shipping “American Lloyds,” New York, New York, 1917-1931); Fleetwood, Bill Irwin interview, pp. 41-42; and Bruce Thompson, “Vespers, CA-92.” The official registration number of the vessel is 25833.

116 Earle, p. 381; and Earle (1975), p. 178. Giles, p. 20 discusses pirate gold, which had been sunk in Hunting Creek below Linchester Mill.

117 Rairigh, p. 1109; Burgess and Wood, pp. 55 and 99; Dodds, p. 11; and Footner, p. 199. 1906 steamboat route map from Robert H. Burgess collection; 1911 route map from Calvert Marine Museum collections.

118 Burton, pp. 62 and 66-71.

119 Swartz, pp. 20 and 25.

120 “Choptank River, MD. Letter from the Secretary of War transmitting Report from the Chief of Engineers on Preliminary Examination and Survey of Choptank River, MD, at 70th Congress, 1st Session, Document no. 188, pp. 4, 5 and 11. Note that though the report refers to “Denton” the terminal facilities were actually located at West Denton.

121 Burgess and Wood, pp. 92 and 125.