The Incorporated Cities and Towns

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If you are not thoroughly familiar with the features of Acrobat™ Reader, please click on “Hints for Viewing.” Otherwise, expand “FRONT MATTER” now—and enjoy your visits to Maryland’s municipalities.
HINTS FOR VIEWING

VIEWING ENVIRONMENTS

This CD is optimized for viewing either on a 17” monitor at 800 × 600 resolution or on a 19” monitor at 1024 × 768 resolution. The latter environment will give the better results. The initial image is designed to set the Acrobat® Reader to full-screen on the 17” monitor—on the 19” monitor, the sides of the Reader will need to be dragged to obtain a fully occupied screen.

The content was developed from electronic files created for the printed version of the book. Consequently, some design elements associated with a print environment are inherited.

NAVIGATING AROUND THE BOOK

On the left of the screen is the white Navigation Pane, viewable in either Bookmarks mode or Thumbnails mode (selected by clicking on the appropriate tab at the top of the pane). The Bookmarks feature is used to access any page throughout the book. The Thumbnails feature is used primarily as an alternative to the scroll bars for moving around within magnified portraits pages.

Bookmarks Mode

In its initial appearance, the Navigation Pane is in Bookmarks mode listing the four main sections of the book. A click on the + icon alongside each item will reveal subsections. The “Portraits” section has further subdivisions, again revealed by clicking on the associated + icon. This expanding process is pursued until a subject of interest is found—the portrait of a particular town, for instance. A click on the subject will display the entire page in the Display Pane, providing the viewer with an immediate orientation as to its general content and layout. Pages from sections other than “Portraits” will be nominally readable in that initial Fit in Window view, but clicking on the Actual Size button will deliver
a more comfortable reading image for most people. (With 19" monitors, clicking on the Fit Width button will deliver even greater magnification.) The scroll buttons may be used in the normal way to scroll up and down those pages and to move from page to page, although the Previous Page and Next Page buttons will provide more efficient “page turning.” Pages from the “Portraits” section generally will not provide easy reading at the initial orientation view; clicking on the Actual Size button will deliver a comfortable reading image. See Thumbnails Mode below for moving around those magnified pages.

Unless toggled off by its Show/Hide button, the Navigation Pane will always be available for use as described above wherever you are in the book. Always collapse the Bookmarks extension(s) that you have been using before expanding another section or subsection. This keeps the pane orderly and efficient. Click on the icon to collapse an extension.

**Thumbnails Mode**

The thumbnail image of a page currently being displayed is identified by a dark blue background behind its page number. It will also have a red box outlining the area of the page currently being displayed. That box provides an effective alternative to the scroll bars for moving around on the magnified portraits pages. Grabbing the bottom right corner of the box—there’s a square dot there—with the cursor permits you to expand and reduce the size of the box and consequently the magnification of the image displayed. With the box in a reduced-size state, you can grab any one of its sides and move it around the thumbnail image, correspondingly selecting the portion of the image that is seen in the display pane. At any time, the Fit in Window button can be clicked for quick reorientation.

**SPECIAL ENLARGEMENTS**

Clicking the buttons adjacent to a few of the pictures on the portraits pages will display enlarged versions of those pictures. Use the Go to Previous View button to return to your place in the book.

**SEARCHING**

There are two ways to look for words or phrases in the document. Clicking the Find button will access the menu for a basic word/phrase-finding process. See Help/About Plug-Ins/Acrobat Search for an explanation of the more sophisticated Search feature, which includes Boolean statement capabilities.

**HELP**

All the features in Acrobat™ Reader are explained in Help/Reader Guide on the main menu bar.
Chief Justice John Marshall, the fourth Chief Justice of the United States Supreme Court (1801-1835), had this to say in *McCulloch v. Maryland* (1819):

“No city was ever built with the sole object of being incorporated, but is incorporated as affording the best means of being well governed.”
The chapter titled “Maryland Municipal Government” was compiled by Linda M. Burrell. Sources for that chapter and the Appendices included:

- Research, records, and publications of the Maryland Municipal League
- The Handbook for Maryland Municipal Officials, prepared by the Institute for Governmental Service, Center for Applied Policy Studies, University of Maryland System, in cooperation with the Maryland Municipal League and the Maryland Department of Housing and Community Development
- Volume VI of the 1998 Legislative Handbook Series, published by the Department of Legislative Services
- The Maryland Constitution and the Annotated Code of Maryland

For the section titled “Portraits: The Incorporated Cities and Towns,” words and pictures were provided by the individual municipalities and supplemented from Maryland Municipal League files. That conglomeration was distilled into useable form at Fishergate, Inc., which also provided supplementary research and photography.

Information provided by certain towns on the Eastern Shore was derived from the following publications:

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FOREWORD

People are often drawn to live in Maryland’s cities and towns because of their individual identities and the associated quality of life that exists in each of the communities. Cities and towns draw millions of tourists every year who are looking to find remnants of local history, experience the charm of preserved turn-of-the-century streetscapes, attend local festivals and events, and browse through interesting shops. Sometimes visitors just want to take advantage of the peacefulness and quiet of a small town and the sense of community that has remained unchanged by the frenetic pace of the world around it.

It is not just by accident that these attributes still exist, or have been enhanced, or even newly developed. Municipal citizens through their locally chosen representatives have a great deal of control over their destinies and the “faces” of their communities. And yet there is still a widespread lack of awareness about what distinguishes an incorporated city or town with self-governing powers from just a population center.

Ray Remy, former Deputy Mayor of the City of Los Angeles and former president of the Institute for Local Self-Government, in a magazine article for Western City some years ago wrote:

As the level of government closest to the people, local government offers its citizens the best opportunity to be heard and to influence the course of our communities. But self-governance is inherently dependent on the awareness of citizens and the level of commitment they have to participating in government.

This book is intended to help make Maryland citizens aware of the uniqueness of municipal government in their state, to provide an understanding of the nature of municipal government, and to promote a willingness among citizens to become involved in the level of government closest to them.
Maryland’s 157

The Incorporated Cities and Towns
Freedom exists only when people take care of government.

*Woodrow Wilson (1856–1924)*
When you look at a map of Maryland, you will see many hundreds of place names, but, as of January 1, 2000, there are only 157 municipal governments among them, including Baltimore City. Municipalities exist in 21 of the 23 counties in Maryland; the exceptions are Baltimore and Howard Counties. Municipal populations, other than that of Baltimore, range in size between about 40 people and 50,000 people. More than 700,000 people, or approximately 15% of the state’s total population, live in incorporated cities and towns other than Baltimore. In fact, more people live in each of the five most populous cities (Rockville, Frederick, Gaithersburg, Bowie, and Hagerstown) than in one-third of the state’s counties. The median population of a municipality is about 1,300. Municipalities are typically the business, employment, educational, and cultural centers for their local areas or regions of the state.

The designation of the municipal corporation as a city, town, or village does not imply any difference in municipal power or authority; there is no classification, to date, of municipal governments in Maryland. Municipalities are recognized equally under state law regardless of population or wealth insofar as all of the powers conferred by Article XI-E of the Maryland State Constitution and Section 23A of the Annotated Code of Maryland are available to them through locally adopted charters. Each municipality decides for itself whether to take advantage of those powers by including or not including them in their municipal charters. Ultimately, these decisions are made by the citizens living within the municipal corporate boundaries and are based on need, desire, and willingness of citizens to pay for services.

As a result of this freedom to choose and the diversity of local circumstances, it is difficult to define a “typical” incorporated city or town.
Population is not always an indicator of the number and level of services that are provided by Maryland cities and towns. Frequently, relatively small, rural municipal governments provide to their citizens a full range of services from water, sewer, and refuse collection to police, roads, and planning and zoning. Yet there are a number of larger cities, particularly in the Washington metropolitan area, that may provide fewer services, either because some services are provided by regional entities (such as the Maryland National Capital Park and Planning Commission and the Washington Suburban Sanitary Commission) or because, in exercising their home rule powers, the municipal governments have chosen not to provide certain services.

Even though municipalities operate autonomously from the county government, because of population size, adequacy of the municipal tax base to support a given service, or established practice, a municipality may rely on the county to provide a needed service such as police protection or water and sewer.

City and town residents pay both county and municipal property taxes, and municipal residents are entitled to receive the same county services that are provided to the citizens living in unincorporated areas. “Double taxation” for services may occur (1) when a county and a municipality within that county provide similar services financed with property tax revenues and (2) when the county does not provide those services within municipal boundaries because the municipality is already providing them. In such cases, municipal property owners are paying the county and the municipality for services that are only being provided by the municipality.

Over the years, legislation has been passed in attempts to remedy this situation. State law currently requires counties to meet and confer with the municipalities within their jurisdictions annually to determine whether double taxation exists. Approximately one-third of Maryland’s counties are required by law to provide tax relief to municipal residents. For the majority of the counties however, the law provides only that they may provide a property tax setoff if it is determined that double taxation exists. A property tax setoff compensates municipal taxpayers for double taxation by either levying a lower county tax rate for municipal property owners, known as a property tax differential, or, by granting a property tax rebate, returning to the municipality the portion of county taxes paid by municipal taxpayers for the duplicated service[s]. The amount of the property tax setoff is based on a methodology—which varies by county—used to determine the cost of providing a service.
Since there is not a clear-cut way to measure and compare the costs of providing a service, the issue often becomes contentious for municipalities and counties. A municipality may frequently enhance a basic service provided by the county, particularly in the area of public safety. For example, the county government may provide limited police protection to all county residents, whereas residents in a city or town may desire or feel the need to have a full-service police department. The cost difference between the county’s basic service and the municipality’s enhancement of the service may be difficult to determine. Also difficult to define is what constitutes basic service. It is arguable that the more densely populated municipalities require more to achieve the same level of service that is being provided to other areas of the county.

MARYLAND LOCAL GOVERNMENT

County and municipal governments are recognized as co-equal local government entities under Maryland state law, and each derives its authority directly from the state. Maryland’s 23 county governments are geographic as well as political subdivisions and operate in one of three ways: as a commissioner, charter, or code county. The extent to which each county may legislate on local matters is determined by the limitations set forth in the *Maryland Constitution* and state law for each of these forms of county government. The state requires that county governments generally provide for health, education, welfare, and jails and detention centers in the community. Counties provide traditional city services in many areas that are unincorporated. All cities and towns are charter governments and have been given home rule authority by the State of Maryland. Because of this, cities and towns have a good deal of governmental power, more autonomy for example than the non-charter counties in Maryland.

Baltimore City is in a category of its own. With a population of over half a million people, it is treated more as a county in most respects under state law. Baltimore City was originally established as a municipal corporation within Baltimore County. In 1851, the city separated itself from the county and since then has functioned as an independent unit of local government. When Article XIA of the *Maryland Constitution* was ratified by the voters in 1915, providing the opportunity for counties to adopt charter home rule, Baltimore City was also given the opportunity to adopt its own charter. It began exercising charter home rule in 1918.

The Baltimore City charter enumerates the powers of the city and
defines its organizational and administrative structure. Uniquely, the city’s express powers, granted by the Maryland General Assembly, are not found in the Annotated Code of Maryland as is the case for Maryland’s other local governments. They are instead codified in Article II of the city’s charter and may only be amended by the General Assembly.

Baltimore is jointly governed by the mayor and city council, and they share general powers that address safety, health, and welfare issues. Baltimore’s Board of Estimates, which is responsible for the annual city budget and the day-to-day operations of the city, is comprised of the mayor, comptroller, and the council president (the only officials elected city-wide) as well as the city solicitor and public works director.

**MUNICIPAL HOME RULE**

On November 2, 1954, the voters of the State of Maryland ratified by referendum, Article XI-E of the *Maryland Constitution* providing municipal home rule to the incorporated cities and towns of Maryland. Approval of the amendment marked the first major change in the legal status of Maryland’s municipal governments since the first municipal charter was granted by the General Assembly in 1683.

Throughout most of Maryland’s history, the state legislature enabled each municipality on an individual basis to enact specific local laws, approved amendments to municipal charters, authorized municipal annexations, and approved the incorporation of new municipalities. Cities and towns had to depend upon the good graces of the General Assembly to grant to each of them the individual powers required to address even the most ordinary local issues, such as dealing with barking dogs or the placement of signs. No matter what the need was or the urgency of that need, a municipality could not take any action unless the state legislature had passed a law specifically granting it the authority to take the necessary action. There was no uniformity in how cities and towns were treated or what local authority they were provided. Municipal officials were limited to enforcing whatever local ordinances the General Assembly had specifically authorized for each city or town.

While home rule in Maryland means that all municipalities are potentially equal in terms of the powers that are available to them, there are two major exceptions: the City of Baltimore and most of the municipalities in the suburban Washington, D.C., area. Article XI of the *Maryland State Constitution* refers specifically to Baltimore City as do parts of other articles of statutory law.

Article 23A, Sec. 2 of the *Annotated Code of Maryland* prohibits
most municipalities in Prince George's and Montgomery Counties from passing “any ordinance which is inconsistent or in conflict with any ordinance, rule, or regulation passed, ordained, or adopted by the Maryland-National Capital Park and Planning Commission or the Washington Suburban Sanitary Commission.” The purpose of these restrictions is to prevent conflict with the responsibilities of these area-wide agencies, established by legislation passed by the Maryland General Assembly, in the provision of planning and zoning functions and water and sewer services.

In summary, the municipal home rule amendment made two fundamental changes in the state-local distribution of governmental powers. First, it granted municipalities the power to legislate on matters of local concern and government. Second, it restricted the power of the General Assembly to treat municipalities differently and to enact binding non-uniform laws affecting incorporated cities and towns. The Maryland legislature still retains ultimate power, but the home rule amendment places restraints on the manner in which the legislature exercises its ability to preempt local lawmaking.

MUNICIPAL AUTHORITY

Municipal powers and limitations are outlined in Article XI-E of the Maryland Constitution and in Article 23A of the Annotated Code of Maryland. Article 23A provides most, although not all, of the powers and limitations for municipalities in Maryland. Other sections of the Code contain laws affecting municipalities as well. A summary of Article 23A of the Annotated Code of Maryland is provided in Appendix A.

Municipal governments are also governed by federal and state court opinions and guided by non-binding opinions of Maryland’s Attorney General. The courts interpret state and federal law as it applies to municipalities, and, until the court changes a ruling or a ruling is overturned by a higher court or state legislative action, court decisions are respected as binding. This is especially true of the federal Supreme Court and the Maryland Court of Appeals.

Municipal governments must adopt a charter that outlines the specific powers or authorities it chooses to exercise. The municipal charter is like a constitution. Municipalities have home rule authority to amend their charters when it suits the desires and needs of local citizens by following the procedures established in the state Code, without seeking additional approval from the state legislature. Municipal charters reflect local circumstances, which is why no two charters are exactly identical. Amendments to the municipal
charter have no effect until they are registered with the Maryland State Department of Legislative Reference.

In addition to charters, which outline the basic laws of local communities, municipalities enact resolutions, ordinances, and regulations. The following descriptions briefly explain the functions of each of these governing tools:

- **Resolutions** are actions by the legislative body that have no penalties; and are generally of a less permanent nature.
- **Ordinances** are local laws, which if violated may result in penalties; generally have some permanence; and are often compiled into volumes known as codes.
- **Regulations** are a subset of municipal law usually designed to implement an ordinance; are considered “administrative” in nature and usually go into more detail than ordinances; and may be delegated to a municipal employee such as a city manager or personnel director to develop and enforce.

The state requires that municipalities publish a cumulative supplement to their codes annually and that the supplement contain all ordinances that have been adopted or revised since the last revision of the code.

**MUNICIPAL GOVERNMENT STRUCTURE**

The principal elected officials in Maryland’s municipalities are the mayor or president and members of the council, commission or board. While no two municipal government structures are precisely alike, each falls into one of the four general structural categories common to all municipal governments in the United States. Most Maryland municipal governments, however, are hybrids of these structures.

The structure of government for each city or town as well as the general responsibilities of elected officials and certain appointed officials are defined in the municipal charter. The charter also defines the roles of elected officials and whether they shall be called mayors, burgesses, presidents, aldermen, commissioners, councilmembers, or board members and provides the qualifications for each office. The structure of government is also an indicator of how elected officials interact with each other and the appointed staff.

Four forms or structures of municipal government are generally practiced in the United States:

- **Weak Mayor/Council**—generally made up of five to nine council members; mayor is elected at-large; council is elected by districts or at-large; mayor serves as president/chairman and presides over the
council; mayor votes as a member of council, in some cases only to break a tie; mayor has no veto power

- **Strong Mayor/Council**—generally five to nine council members; mayor is elected at-large; council is elected by districts or at-large; mayor is separate from the council; mayor is chief executive of the administrative branch; council serves as the legislative branch; mayor has veto power with council override requiring supermajority

- **Commission**—three to seven commissioners are elected at-large; commissioners select a president or chairman from among themselves; commissioners have both executive and legislative functions

- **Council/Manager**—generally made up of five to nine council members including the mayor; all elected at-large, sometimes council elects mayor from among its members; mayor serves as president or chairman presiding over the council meetings and serving as the ceremonial leader; council hires a professional manager to be the chief executive officer

For the most part, elected municipal officials in Maryland are volunteers. They receive minimal, if any, pay for carrying out the responsibilities of public office; however, a mayor who functions as the chief executive officer in a larger city may receive a more sustaining salary. The majority of elected officials have other full-time jobs or are retired from full-time jobs.

Maryland municipal government relies on citizen boards, commissions, and committees to advise and help implement municipal laws and policies established by the elected body. Members are appointed by the mayor and/or council depending on which form of government is being practiced. Generally, these also are nonpaying, volunteer positions.

- **Commissions** are formal, standing committees with structure, duties, and powers established by ordinance; often have administrative responsibility and may perform quasi-judicial functions. Examples include a Planning and Zoning Commission or Housing Commission.

- **Boards** are formal committees with structure, duties, and powers established by municipal ordinance; usually perform quasi-judicial or adjudicative functions such as licensing or regulation. Examples include a Board of Appeals or Personnel Appeal Board.

- **Committees** are advisory in nature and can be either a for-
mal, permanent committee established by ordinance or resolution, or an ad hoc temporary committee created by the mayor and/or council. Examples include a Downtown Development Committee or Community Clean-Up Committee.

MUNICIPAL GOVERNMENT ELECTIONS

There are federal and state constitutional laws, as well as United States Supreme Court and Maryland State Court decisions, that address such issues as discrimination and voter qualifications that affect all governments. Maryland municipalities have more discretion in conducting their local elections than do the state and counties. The State Election Code, Article 33 in the Annotated Code of Maryland, regulates federal, state, and county elections but excludes municipalities, except Baltimore City, with some minor exceptions. Case law also acknowledges the right of cities and towns to conduct their elections autonomously.

The terms of office for municipal elected positions are determined individually by each city and town and are specified in the municipal charter. Terms vary from one to five years with two-year and four-year terms being the most common. A municipality may decide to have all terms of office expire at the same time or it may choose to have a staggered system, which helps to ensure some continuity of policy. Municipal elections are held during every month of the year in Maryland with the largest number of elections held in May. Municipalities also determine the time of year, day, hours, and locations for the election.

The mayor and/or council/commission (depending on their duties as described in the municipal charter) may appoint a board of election supervisors to conduct municipal elections; or the responsibility may be given to election judges or the municipal clerk.

With only a very few exceptions, cities and towns conduct nonpartisan elections. The political party affiliation of municipal elected officials has for the most part little or no relevancy to typical municipal issues and concerns.

MUNICIPAL REVENUE SOURCES

Statewide, the largest portion of municipal revenues is derived from property taxes, which account for approximately one-third of all revenues for incorporated cities and towns. Service user fees and charges are the second leading municipal revenue source. Together these two revenues make up almost 60% of the monies collected by municipal governments. Other significant sources include income taxes, state-shared revenues, state and federal grants
and, frequently, county aid. There is a great deal of diversity in the revenue makeup of each city and town. Each year Maryland’s cities and towns (except for Baltimore, which has its own revenue structure) share tens of millions of dollars in revenues raised or administered by the state and returned to municipal governments. State-administered local revenues and state-shared revenues available to incorporated cities and towns include the following:

**State-Administered Local Revenues**

- **Income Taxes** provided to each municipality by the state based on the greater of either 0.37% of the state tax liability or 17% of the county income tax liability of residents within its boundaries. These payments are deducted from the county share of the local income tax and are paid quarterly by the state.

- **Admissions & Amusements Tax** is an optional municipal tax on revenue derived from entertainment and amusement activities within a city’s or town’s boundaries. It is collected by the state and returned to municipalities after deducting an amount of revenue sufficient to cover the state’s administrative costs.

**State-Shared Revenues**

- **Highway User Revenues (HURs)** is the largest source of state-shared funds. A formula based on road mileage and registered vehicles is used to apportion HURs among municipalities and counties. These revenues are special-purpose funds and may be used only for roads, sidewalks, and transportation projects.

- **State Aid for Police Protection** is a significant source of state-shared revenues for municipalities that provide police protection. The funds are primarily divided between a county and its municipalities on the basis of relative police expenditures for the immediately preceding year.

- **Business License Fees (Traders’ Licenses)** are general purpose funds collected by the state, all but a small portion of which is returned to cities and towns. These revenues arise from fees for licenses issued for pool tables, bowling alleys, vending machines, restaurants, peddlers, and other specified business activities.

- **State Aid for Fire, Rescue and Ambulance Services** is distributed by the state to counties. County distribution is then made to the municipalities, which expend more than $25,000 from municipal sources for fire protection. The funds may be used for non-personnel expenditures related to the provision of fire and rescue services.
Eligibility standards for each of the state-administered local revenues and state-shared revenues vary and require the filing of reports with appropriate state agencies.

Predicting state-shared revenues for incorporated areas is usually not difficult, since municipal officials may base estimates on prior year data and projections are made available by state agencies. For an unincorporated community considering incorporation, reliable estimates are more difficult to obtain. Still, by using budgets from existing cities or towns of similar population, size, tax base, and breadth of services, a rough estimate is possible.

THE MUNICIPAL BUDGET

The budget is the nerve center of a municipal government. It is the primary decision-making system with which officials allocate resources to achieve governmental priorities and objectives. The budgeting process sets the procedures for identifying revenue sources, estimates amounts of revenues available, allocates resources across departments and programs, and provides the basis for monitoring expenditures and assessing the efficiency of municipal services and programs. The municipal budgeting process provides for three primary government functions: budgeting as a control function; budgeting as a management tool; and budgeting as a planning tool.

The municipal charter stipulates how the budget is to be prepared and adopted. The vast majority of Maryland municipalities use some variation of the line-item budget format. A line-item budget allocates appropriations for each item or category of expense such as labor, contractual services, and office equipment/supplies. The line-item format usually groups items by department and programs within departments. The items provide a legal basis to expend funds for that purpose unless the budget is officially amended. Amendments to the budget can occur throughout the fiscal year by a vote of at least two-thirds of the legislative body.

In Maryland, municipal budgets must be adopted before July 1 and are usually completed in late May or early June. The exact adoption date will depend upon several factors such as the size and complexity of the budget and requirements dictated in the municipality’s charter.

The pie charts on the facing page provide a view of typical municipal revenues and expenditures.

CREATING NEW MUNICIPALITIES

Prior to 1954, each new municipality in Maryland was created solely through the passage of individual pieces of legislation enacted by the General Assembly. Ratification of the Municipal Home Rule Amendment
Typical Statewide Municipal Expenditures by Percentage

- Economic Development & Economic Opportunities: 1%
- General Government: 11%
- Police Protection: 14%
- Transportation: 13%
- Sewer, Solid Waste & Water: 28%
- Debt Service: 7%
- Recreation, Parks & Culture: 8%
- Other Public Works: 7%
- Fire Protection: 3%
- Community Development & Public Housing: 2%
- Other Public Safety: 2%
- Miscellaneous: 4%

Typical Statewide Municipal Revenues by Percentage

- Property Taxes: 33%
- Service Charges: 31%
- County Sources: 4%
- State Grants: 7%
- Federal Grants: 3%
- Income Taxes: 7%
- Other Local Taxes: 2%
- Licenses & Permits: 2%
- Miscellaneous: 7%
- Debt Proceeds: 4%
in 1954 and subsequent changes to law in 1955, resulted in the General Assembly’s shifting of this authority to county government.

The incorporation law has been amended only three times since 1955. In 1988, legislation was enacted that clarified procedures a county must follow upon receipt of a valid incorporation petition. In 1990, legislation was enacted to remedy a court ruling that rendered the municipal incorporation law invalid by providing a voter-only petition option. This action was necessary as a result of a ruling by a federal appeals court nullifying Maryland’s incorporation law because of its unconstitutional property owner petitioning requirement. In 1998, legislation was enacted that altered the incorporation process to provide a framework for discussion and cooperation between an area seeking to incorporate and the county government.

The 1998 change in the law also addressed two primary concerns for county government regarding a loss of county revenues and jurisdictional authority should an incorporation take place. It provided county government with a transitional period to make fiscal adjustments, phasing in over three years the revenues which would be diverted from the county to a new municipality; and it restricted substantive changes to the current zoning in the newly incorporated area for a period of five years.

Historically, for the 150 years prior to 1954, on average, one new municipality was created each year. Sixty incorporated cities or towns were established in the 20th century. In the 41 years since municipal home rule became effective in Maryland, only six incorporation attempts have made it as far as the referendum phase, and all involved state-created special taxing districts (areas already treated as municipalities in terms of receiving state revenues) in Montgomery County. Five referenda were successful, creating new municipalities in Chevy Chase, Section 3 and Chevy Chase, Section 5 in 1982; Martin’s Additions in 1985; Chevy Chase View in 1993; and North Chevy Chase in 1995. A referendum to incorporate the Village of Friendship Heights failed in 1991.

The procedures for municipal incorporation are provided for in Article 23A of the Annotated Code of Maryland (see Appendix A). The advantages and disadvantages of municipal incorporation are outlined on the facing page.

**GRASS ROOTS GOVERNMENT**

What is best about living in a municipality? Perhaps most important is the fact that citizens residing in a city or town largely have control over their own destiny. Municipal
Advantages and Disadvantages of Municipal Incorporation

**ADVANTAGES**

- Have direct local control over finances—city elected officials determine local revenue and expenditure needs and set the local tax rate and service charge levels.
- Exercise direct control over the level and types of growth in and around the community through the exercise of planning and zoning authority (except in most municipalities in Prince George’s and Montgomery Counties) and by annexation.
- Locally determine the variety and levels of services provided to the community.
- Exercise broad police powers and code enforcement authority by enacting and enforcing local laws to meet locally determined needs.
- Make local government more accessible, accountable, and responsive to citizen needs and desires because of smaller size and more direct access to local officials.
- Return a portion of income taxes paid by the citizens living within the corporate boundaries to directly benefit community tax-payers as municipal governments receive a portion of the local piggyback income tax receipts generated from their taxpayers.
- Create direct access for the local community to state shared revenues and state and federal grants.
- Foster a sense of community in an ill-defined place otherwise only identifiable by a common zip code.
- Ensure that a community is not split into separate districts during decennial redistricting but is retained within a single district—a protection other communities currently lack—since a guiding principle used by the state in redistricting is to locate any municipality within a single district when establishing a redistricting plan.
- Convert homeowners’ association fees into property taxes which are tax deductible for income tax purposes for property taxpayers.
- Reduce debt service payments for homeowners’ associations because bonds issued by a municipality would be tax exempt and would generally carry a lower interest rate.

**DISADVANTAGES**

- There are costs in both time and money to incorporate.
- A higher level of taxation may occur to pay for the cost of new public services.
- An added level of government is sometimes seen as unnecessary or duplicative.
- With municipal incorporation comes the responsibility to provide desired levels and types of services.
- Local service provision gives rise to liability exposure and the risk of litigation for municipal government and its public officials.
- Committed volunteers may be needed to serve as public officials on municipal boards and commissions.
- Economies of scale which county governments sometimes enjoy may, in some cases, reduce the costs of providing local services.
- There are difficulties set forth in the incorporation law in achieving a successful incorporation, including receiving county government approval to incorporate and attaining voter approval through an incorporation referendum.
government is often referred to as “grass roots government” because municipal citizens directly have the authority as well as accountability for making quality-of-life decisions for the community. Municipal citizens are elected by the community to hold public office, and citizens from the community are appointed to municipal boards, commissions, and committees. Municipal elected officials have the power to change their structure of government and amend the contents of their municipal charters when local needs or desires change. City and town residents have direct access to their elected officials. They have the opportunity to communicate with them about a concern or issue when they see them on the street or at a community function. Ultimately, if citizens feel that their interests are not being adequately represented, they can vote their elected officials out of office at the next municipal election. It is not unheard of for just one vote to make a difference.

Johann Wolfgang von Goethe (1749-1832), considered to be one of the most influential and versatile German figures of his day, was very involved in government, holding various public offices. He is quoted as saying,

What government is the best? That which teaches us to govern ourselves.

Indeed, this is what grass roots government is all about. In the next section, you will become acquainted with Maryland’s 157 incorporated cities and towns.
“Men well governed should seek after no greater liberty, for there can be no greater liberty than a good government.”

Walter Raleigh (1552-1618)
This quiet city located near the head of the Chesapeake Bay got its name, it seems, upon the whim of a Mr. Winston from Aberdeen, Scotland, who came to occupy a house just west of Hall’s Cross Roads in 1835. The house was next to the railroad right-of-way, and when the railroad inaugurated a stopping point there, Mr. Wilson became the first station-master. He took it upon himself to name the stop “Aberdeen.” The name stuck. Aberdeen soon became a railroad forwarding point for local agricultural products destined for the markets of Baltimore and Philadelphia. The availability of that economical and efficient transportation inspired the development of Harford County’s first canning industry in 1867. Today, two national railroads carry passengers and commodities along the eastern corridor passing through Aberdeen on the way. Aberdeen is fortunate to have as its neighbor the world’s most diversified military research and development center—Aberdeen Proving Ground. The city and the Proving Ground have close social, educational, and economic interdependence. The city’s diverse and multicultural population is a product of that strong military influence that has existed for close to 80 years. Demonstrating a strong relationship between industry and community, Aberdeen has attracted major manufacturing and distribution companies to locate in the city: Frito-Lay, Saks Fifth Avenue, Clorox, Pier 1, and others. With the opening of the Higher Education Applied Technology Center, Aberdeen is poised to become one of the hottest technology centers in the northeast.

The quaintness of the downtown area lends a village atmosphere to Aberdeen, although city conveniences abound. A volunteer fire and ambulance department and the Aberdeen police department offer excellent protection. There is a modern public library, Senior Citizens’ Center, Boys & Girls Club, and two museums. Its neighborhoods have spacious yards and tree-lined streets with homes that range from modern townhouses to restored Victorian “mansions.” Aberdeen is rich in history and historic landmarks. In 1982, a survey of historic homes, churches, and other sites was undertaken; so far, forty-eight sites have been identified by the Maryland Historical Trust.
The town of Accident is located near Deep Creek Lake in northern Garrett County, the westernmost county of Maryland. According to historians, the town can trace its name to about 1750 when King George II of England paid off a debt to George Deakins by giving him 600 acres of land in western Maryland. Mr. Deakins sent out two parties of engineers each without knowledge of the other to find and survey the best land in that section of Maryland. When the engineers returned, they discovered, much to their surprise, that they had each marked the same oak tree as a starting point and then marked off the same 600 acres. Mr. Deakins considered it safe to choose this land and had it patented as "The Accident Tract." Hence, the unusual name of the town.

It was not until some 50 years later, about 1800, that James and Pricilla Drane, a tobacco farming family from Prince George's County, became the first settlers on the land. Drane soon realized that tobacco would not grow in Garrett County because of the cool climate and switched to other crops.

The Town of Accident has an annual 4th of July Homecoming sponsored by the Volunteer Fire Department. This event includes a parade, patriotic activities sponsored by the Cultural and Historical Society, entertainment throughout the day, hay rides, games for all ages, an art show, a craft show, fine food and beverages, and a walking tour of the town. A highlight of the day for current and previous residents alike is a visit to the log cabin where James and Pricilla Drane started it all.

Incorporated 1916 / Garrett County / Mayor, 4 Councilmembers
Annapolis has been Maryland’s capital city since 1694. On November 22, 1708, Governor John Seymour, acting in the name of Queen Anne, granted a charter to the city, which makes Annapolis the oldest incorporated municipality in Maryland and the only Maryland city whose charter was issued under the Royal seal. In a quirk of history, it was while Annapolis was the capital of the United States of America (November 1783 to August 1784) that the King of England, by a treaty signed in Paris, officially lost his claim to sovereignty over “the American colonies.”

Over the more than 350 years since it was first settled in 1649, Annapolis has matured into a center of government, culture, commerce, entertainment, and recreation; it is renowned worldwide as a visitor destination. It lives on as the seat of government of the State of Maryland and of Anne Arundel County. It is the site of eminent centers of education: the United States Naval Academy (established in 1845) and St. John’s College, the nation’s third-oldest institution of higher learning, established as King William’s School in 1695. For its relatively small size, Annapolis boasts an unusually large number of cultural organizations. Residents and visitors can enjoy theatrical performances, opera and symphony concerts, boat cruises, historical tours, visits to museums and art galleries, and a wide variety of special events and festivals.

The downtown section of the city is a registered Historic Landmark. Its street plan of two major circles and radiating streets remains much the same as it was when executed by Governor Francis Nicholson in 1695. The Historic District reflects colonial heritage, federal vitality, 19th-century vivacity, and contemporary vision. The tightly woven texture of modest buildings and grand buildings, punctuated by chimneys, church spires, and cupolas, gives Annapolis its unrivaled streetscapes.

Living within about 35 miles of both Baltimore and Washington, D.C., many of the 35,000 residents find employment outside the city. However, as Maryland’s capital, the city experiences a daily population swell of up to 150,000 on any given day on which the legislature is in session.

It is easy to see why so many of the 4.5 million annual visitors to Annapolis decide to stay for a lifetime. As Thomas Jefferson said, “The situation of this place is extremely beautiful.”

At the confluence of the Chesapeake Bay and the Severn River, Annapolis offers a picturesque waterfront to artists, photographers, and maritime wanderers from around the world. Known as “America’s Sailing Capital,” Annapolis plays host to both recreational and serious yachting competitions.

The Congregation of the Most Holy Redeemer (C.Ss.R., Redemptorists) has been a major presence on lower Duke of Gloucester Street since 1853, when the granddaughter of Charles Carroll of Carrollton deeded the historic Carroll House (1737) and surrounding property to the order. The priests laid the corner stone of St. Mary’s Church in 1858 and that of the rectory/seminary the following year. In the picture of students boating on Spa Creek in 1864 (above), those three buildings can be seen in the background (the State House is at the left). The church is mostly hidden, and its landmark spire has not yet been mounted. Hidden behind the church is the first element of St. Mary’s School, established in 1862. The School Sisters of Notre Dame came to teach there in 1867.

The Maryland State House (1772-88) is the oldest state house in continuous legislative use in the United States. During the time that Annapolis served as the capital of the United States (1783-84), the State House witnessed the resignation of General George Washington as Commander-in-Chief of the Continental Armies and the ratification of the treaty with Great Britain that officially ended the American Revolutionary War. That treaty was signed in Paris on September 3, 1783, by John Adams, Benjamin Franklin, and John Jay; it was ratified in Annapolis on January 14, 1784.

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Annapolis is the hometown of the United States Naval Academy—established there in 1845 as the Navy School. It received its current name in 1850.

Cornhill Street
Incorporated 1708 / Anne Arundel County / Mayor, 8 Aldermen

COLOR PHOTOS (except Naval Academy): M. E. WARREN
The "Flag House" on East Pratt Street was the home of Mary Pickersgill, who is credited with sewing the giant 15-star flag that Francis Scott Key observed "by the dawn's early light" during the War of 1812.

The Harbor Shuttle, based at the festive Inner Harbor waterfront, provides its passengers with a grand view of Baltimore's reborn downtown business district.

Located around a large natural harbor near the top of the Chesapeake Bay, Baltimore came of age through its mastery of the seas, the skill of its shipbuilders, and the preeminence of its port. The city was made famous, and rich, by the speedy Baltimore Clipper ships that carried the products of area farms and grain mills to foreign markets.

Even as the city grew, it retained a small-town feel. Hardworking Baltimoreans settled in distinct neighborhoods that have retained their quirky charm to this day. In fact, Baltimore has been called "Charm City" because of the appeal of its neighborhoods and its friendly, unpretentious citizens.

Baltimoreans take pride in their city's rich culture and history. During the War of 1812, Francis Scott Key wrote the Star Spangled Banner there after the bombardment of Fort McHenry. Baltimore is also the site of the first Catholic cathedral and the oldest reform synagogue in the United States.

Modern Baltimore is best known, perhaps, as the birthplace of urban renaissance. From the mid-1960s to the mid-1980s, the "Baltimore Renaissance" transformed the city's Inner Harbor from an area dominated by rundown wharves and rotting piers into a festive waterfront attraction with museums, restaurants, shops, hotels, and offices.

Today, the heavy industry that once made up the strongest sector of the local economy, has been replaced by strong sectors in health sciences, higher education, financial and business services, and tourism. Once Bethlehem Steel was the city's largest private employer; today the Johns Hopkins University takes that title.

Baltimore's rich history, modern attractions, and diverse neighborhoods mean that this venerable old port town still has something to offer everyone. But, even as it changes to keep up with the times, it always will be Charm City.
Barclay is a small crossroads community in agricultural northern Queen Anne's County at the intersection of Maryland Routes 313 and 302. The town is comprised mostly of single family houses sheltering approximately 150 people. It has several family-owned businesses, the largest of which is Delmarva Sash and Door Co., Inc., which was founded in October 1942 and employs approximately 125 people. Other businesses include a retail tire outlet, a lawn and garden equipment repair shop, a burial vault company, an automotive body shop, and a grocery/deli store.

The town is visited several times a week by trains of the Maryland and Delaware Railroad Co. carrying grain, fertilizer, paper, and lumber products. The railroad was integral to local commerce in a former age when the town boasted a passenger depot, a passenger boarding house, and a milk depot that served area farmers.

The community was founded in 1873 as Merrikton and renamed Barclay in 1890. The designation “Town of Barclay” came with the town’s incorporation in February 1931. The town’s only employee is a part-time clerk/treasurer who works closely with the town commissioners in the daily operation of the town.
Throughout history and throughout the seasons, Sugarloaf Mountain has been a landmark and a symbol of permanency and stability for the townspeople of Barnesville.

During just one day of the Civil War, Barnesville changed hands five times. The townspeople take pride in re-enacting this moment in the nation’s history.

One of the first hand-dug wells in Barnesville is still standing in the center of town. A time capsule commemorating the town’s 250th anniversary was buried alongside the well.

Throughout history and throughout the seasons, Sugarloaf Mountain has been a landmark and a symbol of permanency and stability for the townspeople of Barnesville.

The town of Barnesville, nestled at the foot of Sugarloaf Mountain on land surveyed for Jeremiah Hays in 1749, is the last rural outpost in the predominantly urban Montgomery County. It was named in honor of William Barnes, who built the first house in the town. In the book *History of Western Maryland* (1882), Barnesville is described as situated in the middle of a rich, tobacco-growing region.

During the Civil War, Union forces marched through the town in search of Robert E. Lee’s army. Town residents took shelter in their cellars. Sugarloaf Mountain was an observation point, and during a battle for its summit on September 9, 1862, the town changed hands five times. The Union army finally emerged as the winner of that battle. The first female Confederate spy, Rose Greenough O’Neill, was baptized in Barnesville by her uncle who was the pastor at St. Mary’s Church. Eventually, she was captured by Union forces and imprisoned.

Barnesville is approximately 73 miles from Baltimore, 17 miles from Rockville, and 35 miles from Washington, D.C. In the early days, supplies were shipped by barge up the Monocacy River or were carried by horse and buggy from Baltimore. Today, the town is a third of a mile in area, with two churches, 64 residences, an antique shop, a craft shop, funeral homes, artists, and accountants. It has maintained the charm of a center of rural commerce from which it evolved—a store, blacksmith shop, tannery, physician, tavern, school, hotels, and a magistrate who owned a 250-acre farm. That farm still remained in the same family after more than 200 years.

Barnesville lies within a residential/agricultural zone and has its own zoning laws. Surrounded by rural density-transfer zones of rolling hills and green pastures, it has found zoning to be one of the most precious tools of government.

Barnesville is small in size, but its rural character, rich history, and friendly residents—some descended from the families who founded the town—make it truly “a caring community,” as the town’s slogan announces.

On July 5, 1997, the people of Barnesville celebrated the town’s 250th anniversary with a parade, picnic, and fireworks. Town resident Susan Pearcy designed a logo to commemorate the occasion.

On July 5, 1997, the people of Barnesville celebrated the town’s 250th anniversary with a parade, picnic, and fireworks. Town resident Susan Pearcy designed a logo to commemorate the occasion.
In the George’s Creek Valley of Allegany County, George’s Creek meanders through several small towns on its way to the Potomac River. One such town is Barton—truly a small town of about six hundred inhabitants. It is named after Barton, England, the birthplace of Reverend William Shaw, who became the first permanent settler in George’s Creek Valley in the late 1700s. He and his son, Major William Shaw, acquired extensive landholdings in the Valley, including the property that Major Shaw laid out in sixty-six lots as the town of Barton.

The discovery of coal in the area attracted more settlers. They came from Scotland, Ireland, and Germany, eager to work in the mines. In 1853, the first shipment of coal was made on the newly built Chesapeake and Potomac Railroad.

Eventually, all the deep coal mines had been abandoned and replaced by strip mines, several of which still can be seen from the town. Today, most families in Barton are supported by other types of employment.

Barton has four churches and many volunteer groups. There is a lighted ball field, a playground, and two parks for use by community groups. A new elementary school was built in 1975 for grades K-5, grades 6-12 were consolidated in nearby towns.

Barton has survived floods and fires and still maintains its peaceful and congenial atmosphere. Each year the town celebrates itself with a Party in the Park. That get-together showcases crafts, food, entertainment, and a parade through the center of town. It serves as an occasion for the people to renew their pride in the beauty of their town and in maintaining their spirit of kindness to all.

The Town Hall houses the council chambers, the clerk’s office, the police department, and the community room. Situated in the center of town on Main Street, it is the hub of most community activities.

A local art teacher used symbols of Barton’s rich mining heritage to create the town’s seal.

A town parklet, features refurbished mining cars that once were used to move coal out of the mines and into waiting rail cars. Many tales of the mines—some factual, some not so factual—are told here on summer nights.

The Honor Roll Monument serves as the citizens’ salute to their own who made the ultimate sacrifice in defense of the nation. Adjacent to the monument is the Boucher Residence. Dr. Boucher was the first physician to reside in Barton; his wife, Lulu, was the first woman to be elected to the Maryland General Assembly.

Incorporated 1919* / Allegany County / Mayor, 4 Councilmembers

See Note 2 to Appendix B, page 340.
Bel Air, located approximately 25 miles northeast of Baltimore, was designated the fifth and final county seat of Harford County in 1782. At that time, this tiny upstart village known as “Scott’s Old Fields” consisted of four buildings. A new name followed shortly—“Belle Aire,” which later became Bel Air.

The town grew slowly, boasting 225 people with 70 buildings, including 38 houses, by 1858. Local road improvements and the coming of the railroad boosted development. Between the Civil War and the early 1900s, numerous stores, shops, and offices opened, and the downtown began to assume the shape that is evident today.

Bel Air today is a modern, progressive town of 10,000 people. There is a pleasing mix of Victorian and contemporary housing as well as a true “Main Street” business area with a diversity of retail and professional occupancy. The town is the governmental seat of Harford County and the center for the county’s educational, professional, medical/health, and commercial institutions. It has well-maintained streets and sidewalks, manicured gardens and flower beds, and a network of convenient parks.

The town government’s professional staff is augmented by dedicated volunteers who serve on commissions, committees, and boards. They help the town to function by reviewing development plans, designing and planting gardens, organizing events, and so forth. Fourth of July and Christmas parades, summer band concerts, a fall Arts Festival, a 5-K run, a farmers market, and lunch-time spring and fall concerts are some of the activities that give evidence of Bel Air’s community pride and vitality.

Bel Air started life as the government and financial center of Harford County and continues in that capacity today. The County Courthouse, flanked by attorneys’ offices and financial institutions, occupies the same site as the original 18th-century building, which was destroyed by fire on February 19, 1885. A finely Italianate replacement, designed by J. Crawford Neilson of Baltimore, was built before the year was out. This structure was enlarged in 1904 with brick neoclassical blocks added to the front and rear. The front (east) block facing Main Street is pictured here as it still stands today. The 1904 rear elevation was hidden in 1981 by a large western extension. The interior of the old building was remodeled at the same time.
Berlin (accent on the first syllable) has all the special character of Maryland’s southern Eastern Shore—fine dining and shopping, a peaceful and historic setting, and all within minutes of the beach. It is located in Worcester County—Maryland’s only county bordering on the Atlantic Ocean—just 7 miles from Ocean City. Harmonious rows of red-brick buildings line downtown Main Street housing antique shops, jewelry shops, gift shops, and restaurants.

The village of Berlin began in the 1790s on the 300-acre Burley Plantation, a 1677 land-grant property. It is believed that the name Berlin was derived from a contraction of “Burleigh Inn,” a tavern located at the crossroads of Sinepuxent Road and the Philadelphia Post Road. The latter was the main route up the Shore to the commerce centers to the north and west, before that it was part of the path connecting the Assateague Indians with the neighboring Pocomoke tribe. Berlin’s Main Street lay on a section of the Philadelphia Post Road.

In the early 1900s, Berlin was well known as a pleasant rest stop for travelers on their way to the small coastal village of Ocean City. At one time, Berlin boasted more overnight accommodations than Ocean City.

The town’s residential areas preserve nearly two centuries of architectural heritage, including fine examples of Federal, Victorian and later American styles. Many of the historic homes are graced by mature shade trees and shrubs—magnolias, sycamores, tulip poplars, bald cypress, and ginkgos.

Since the late 1980s, joint effort between public and private sectors has wrought significant revitalization of Berlin’s historic downtown commercial area. The downtown district as a whole and several individual buildings are listed on the National Register of Historic Places. The town is designated by the State of Maryland as a “Main Street Community” in recognition of its revitalization progress.

Atlantic General Hospital is a community facility serving the health and medical needs of all the people of Worcester County. Prior to its opening in 1993, residents had to travel 20 miles or more for hospital care.
In the midst of bigger and still expanding communities stands Berwyn Heights, a one square mile town with a deep sense of community. In 1896, it became the seventh incorporated municipality in Prince George’s County.

The town provides excellent services to its residents: a 24-hour police department; a full-service public works department that maintains the streets, parks, and public areas, collects refuse, and is the envy of other communities for its instant snow removal; a call-a-bus program for seniors and handicapped; a code enforcement department to ensure that properties are well maintained; a fire department; a community center; a seniors center; a small library; a contract-station post office; and numerous organizations catering to all ages and interests.

Berwyn Heights is a quiet residential community, set back and somewhat secluded, with curving streets and a variety of home styles—Victorians, ramblers, and split-levels. The streetscapes boast mature trees and well-landscaped yards (the town has been awarded the “Tree City USA” designation every year since 1986). There are three major parks and one smaller playground. Facilities in the parks include baseball fields, tennis courts, a hiker-biker trail, and areas for quiet relaxation.

Every year, the town throws a party for all its residents. This is “Berwyn Heights Day,” an event that includes a fun run, pancake breakfast served by the town council, a parade, food, games, music, and entertainment. It culminates with an outdoor concert in the evening.

Berwyn Heights appeals to middle-class working professionals looking for convenience and affordability in a place with solid community foundations and small-town traditions and values. This is a place where kids grow up, leave, and then return to raise their own families.

Berwyn Heights is proud of its tree-lined streets and well-kept yards and parks, as reflected in the town seal adopted in 1967.

Berwyn Heights Day is an annual family-oriented fun-filled event. In 1996, the town used the occasion to celebrate its 100th birthday.

The Municipal Center houses the town’s administration department, town council meeting room, contract post office, senior center, library, and a hall that is available for rent by town residents.

Incorporated 1896 / Prince George’s County / Mayor, 4 Councilmembers

Sports Park, home of the Berwyn Heights Boys and Girls Club, is picturesquely situated along Indian Creek.

Many fine Victorian houses built in the 1800s line the streets of Berwyn Heights. The O’Dea House (black & white inset), built in 1888, is an excellent example of the late Victorian pattern-book house. It is listed in the National Register of Historic Places.
Betterton’s location at the head of the Chesapeake Bay is the key to its past and its future. Overlooking the confluence of the Sassafras, Elk, and Susquehanna Rivers and taking advantage of a topography that provides easy access to the Bay via a broad sandy beach, Betterton was founded as a fishing village in the mid 1700s. A century later, the development of the steamboat and the digging of the Chesapeake and Delaware Canal found Betterton ideally situated as a point of shipment for the produce of the Eastern Shore to markets in Baltimore, Wilmington, and Philadelphia. When it was incorporated in 1906, Betterton was a bustling and prosperous commercial center with dozens of hotels and commercial establishments and daily scheduled steamship service by several lines. Ericsson Avenue, a major thoroughfare, was named after the Ericsson Steamship Line, which in turn took its name from John Ericsson, the inventor of the screw propeller. It was that invention that made steamship service possible through the C&D Canal, a waterway that was too narrow for paddlewheel vessels.

As the century progressed, the easy water access and established hosteries made Betterton a natural summer resort for people seeking to escape the hot, humid, pre-air conditioned cities. Betterton evolved into a beach resort, with arcades, amusements, restaurants, and a regular clientele. But the same location that was convenient for travel by steamship became remote and inconvenient when it became possible to travel by automobile over paved roads and the Bay Bridge to ocean beaches. The resort economy of Betterton perished.

Remnants of the hotels and summer cottages still provide an interesting architectural variety to the streetscape, but Betterton’s future again lies in its location. The broad vista from the headlands across the Susquehanna flats is matched by very few places on the Bay. The fishing beach has become a public park and swimming beach. The three rivers keep the waters fresh enough to repel the stinging nettles that are so troublesome elsewhere on the Bay. Betterton’s future appears bright as the town reinvents itself as a quiet, small, and beautiful residential community far removed from suburbanization.
Bladensburg was named in honor of Sir Thomas Bladen, whose term as Provincial Governor began in 1742, the year that the town was established. It was an important port in colonial Maryland, by the time of the Revolution it was handling an ocean tonnage larger than any port in the colonies with the exception of Yorktown, Virginia. The harbor was reported to have a depth of forty feet and easily accommodated ocean-going vessels.

The port’s chief commodity was tobacco, and when the area’s overworked fields became less fertile and serious silting of the Anacostia River began, the town’s fortunes slid into a decline that lasted for a century and a half. In 1940, the population was less than four hundred persons.

The town flourished briefly as a passenger and freight transfer point because in 1832 the U.S. Congress refused to permit the Baltimore and Ohio Railroad to enter the National Capital, considering the iron monster too dangerous an intruder. Bladensburg became the southern terminus for the discharge of passengers and freight until the ban was lifted in 1835. Samuel F. B. Morse strung the first telegraph line along that railroad right of way and is reported to have received the world’s first telegraph message in Bladensburg in 1844—before he sent his famous “What Hath God Wrought” message.

The present town of Bladensburg was incorporated in 1854 and retained its commission form of government until 1947. In that year, the town was enlarged by the addition of the Sunnybrook subdivision and, under a new charter, a Mayor and Council form of government was established.

The town is aggressively pursuing the economic revitalization of the business district, promoting its historic sites, and redeveloping the Bladensburg Waterfront Park as a marina and tourist destination. The town welcomes neighbors and visitors from afar to discover its trail system, historic sites, and the beauty of the Anacostia River, to patronize its shops, and to consider living in Bladensburg.

The Anacostia River, which flows by Bladensburg, was the object of major revitalization and reclamation efforts during the last part of the 20th century.
At the foot of South Mountain lies a small town founded in 1792 by two brothers, George and William Boone (cousins of Daniel Boone). Originally named Margaretsville in honor of William Boone’s wife, the town saw its name change several times throughout the years—from Margaretsville to Margaret Boonesville, then to Boonesborough, and eventually to Boonsboro.

In 1831, Boonsboro became incorporated and held the town’s first election. Some thirty years later in 1862, Boonsboro’s churches and public buildings were used as makeshift hospitals for soldiers wounded in two bloody Civil War battles—South Mountain and Antietam. In the late 19th century, Boonsboro was chosen as the setting for a famous Civil War play named “Heart of Maryland,” which later became a successful silent motion picture.

In the 20th century, the principal sources of income for the area around Boonsboro were agricultural products and fruit; early in the century, Boonsboro became well known for its “Hearts of Gold” cantaloupes. Shafer Memorial Park, created in 1939, is the focal point of the town. The park hosts major public events such as Boonesborough Days, when the area’s heritage of craftsmanship is celebrated by vendors and displays. The Great Boonsboro Rescue Company Carnival and the Founders Day Celebration take place in the park, too. The latter coincides with the National Pike Festival, which features a 20-mile wagon-train journey from Clear Spring to Boonsboro along the original route of the National Pike, now Route 40.

Boonsboro continues to manage its growth in population and commercial diversity with care and foresight, but it still cherishes its simple beginning and its heritage that is rooted in the soil.

The art of fishing is encouraged in Boonsboro’s children at the annual Fishing Derby in Shafer Park. The park’s gazebo is a popular venue for weddings and concerts.

The Boonsboro Town Hall and the Boonsboro Library are located conveniently in the same building.

The citizens of Boonsboro erected the first monument in honor of George Washington on July 4, 1827. Yes, they built it in one day. It was restored in 1882 and again in 1936 by the Civilian Conservation Corps. The monument stands at the summit of South Mountain, visible from Maryland, Virginia, and West Virginia.

The seal of Boonsboro reflects the town’s history. The covered wagon represents the many travelers who passed through Boonsboro on the main route through the Appalachians, later known as “The National Pike” (or “National Road”). In 1823, the section of that road between Boonsboro and Hagerstown became the first macadamized highway in the United States. The seal is incorporated into the town’s highway welcome sign, which also expresses the residents’ pride in their high school football “Warriors.”
The community now known as Bowie is the largest municipality in Prince George’s County and the fifth largest city in Maryland. It started out as a small railroad stop where the B&O Railroad tracks to Washington, D.C., branched off from the main line. Although the station there was called Bowie—in honor of local resident Governor Oden Bowie—the town that was laid out around it in 1870 was named Huntington City. It comprised about 300 acres subdivided by Washington developer Ben M. Plumb into more than 500 building lots. The city has restored the original buildings of the old Bowie railroad stop to create the Huntington Railroad Museum. Historical material is displayed there, reminding visitors of Bowie’s origin as a railroad town.

Over the couple of decades after its establishment, the town grew and prospered, with a large contingent of railway employees among its population. Huntington City was incorporated by charter of the General Assembly in 1874, but that charter was amended in 1882 to change the name of the town to Bowie; another amendment in 1916 changed the name to City of Bowie.

In 1899, Bowie annexed the adjacent community of “Belair at Bowie,” which had been developed recently by Levitt and Sons on the former Belair Estate. With that property came the circa 1745 Belair Mansion.

While Bowie is proud of its history, it is focused on the future. It is now a city of 16 square miles and approximately 50,000 residents. It has nearly 2,000 acres set aside as parks or open space. It has 72 ball fields, three community centers, an ice arena, a theatrical playhouse, a golf course, and three museums. It is adding a senior-citizens center and a gymnasium.

Bowie’s motto “Growth, Unity, Progress” is a fitting description of this dynamic, family-oriented community.

Bowie Heritage Day is celebrated every year in May on the grounds of Belair Mansion (c. 1745). Cooking, blacksmithing, demonstrations of colonial crafts, and re-enactments of military engagements (shown in the picture) are some of the day’s activities. The magnificent Georgian plantation house, initially the home of Governor Samuel Ogle and his son Governor Benjamin Ogle, was the home of famous horseman William Woodward in the first half of the 20th century. The Belair Stable, part of the “Belair Stud” racing institution achieved national fame during its three decades of operation before closing in 1957. The mansion was acquired by the City of Bowie in its annexation of the former Belair Estate in 1959. The mansion has been restored to reflect its 250-year-old legacy and now is listed on the National Register of Historic Places.

Sports activities are ingrained in the lives of Bowie residents of all ages. Neither fog nor darkness nor driving rain will keep Bowie teams from pursuing their chosen sport.

The Robert V. Setera Amphitheater at Allen Pond Park, (above) is the venue of city events such as the Summer Sunset Concerts, Shakespeare in the Park performances, Bowiefest, and the Fourth of July events.

An arched bridge built in the early 1900s served as a picturesque feature on a driveway into the Belair Estate. Today, it is a popular landmark in Foxhill Park.
The name Brentwood may be associated with Giles Brent and his sisters, Mary and Margaret, who in 1638 moved from St. Mary’s County to the vicinity of the town’s present location. It is also of interest that the first mayor [1802-1812] of Washington, D.C., was Robert Brent, who owned an estate known as Brentwood in the Northeast section of the city. He built a country home there in 1817 as a wedding present for his daughter.

However, direct credit for the creation of the town of Brentwood in Maryland belongs to Captain Wallace A. Bartlett. After commanding Company I of the Nineteenth Regiment during the Civil War, Captain Bartlett married, worked at several jobs, and began buying land near the District line. Two farms that were part of his property were purchased in the 1890s by the Holladay Company and the Brentwood Company. That real estate became the nucleus of the town of Brentwood.

Captain Bartlett died shortly after the town was incorporated in 1908.* By that time, Brentwood provided its citizens with a school, several churches, a post office, a police force, and a volunteer fire department within its approximately one square mile of mostly residential usage.

The majority of homes in Brentwood were built during and after World War II, young people coming to Washington, D.C., to support the war effort found a quiet place to raise their families. There are two small service-oriented commercial areas. A focal point is Bartlett Park named for

Captain Bartlett who deeded the land to the town. The park is home to the Wohlfarth Building, which serves as the Town Hall.

Several committees comprised of town residents help the mayor and council in Brentwood’s governance and in planning for the future. Isabella Callahan, epitomizes that citizen involvement. She emigrated from Scotland during the 1950s and became a U.S. citizen in 1987. Since that time, she has served in many offices and was elected as the first female mayor of Brentwood in 1995.

Brentwood’s history is rich with community involvement. In 1917, the town erected kerosene lamps to light the streets, but the residents were responsible for lighting them. Probably the most famous story concerns the “Holiland Street Project.” On rainy days in 1926, the mud and puddles on Holiland Street were so deep as to render the street impassable. Complaints to the county and town fell on deaf ears, so the women of Holiland Street took upon themselves the manual labor of street repair. They scraped off thousands of yards of muck and dirt, spread crushed rock, and tarred the job to finish the job. Then they held a dance on the street to celebrate. The adjacent picture accompanied a contemporary newspaper article commending the work.

Jackson Memorial Park is the scene of patriotic expression on Veterans Day, depicted here in 1997.

*See Note 2 to Appendix B, page 340.
Tradition sets the founding of Brookeville in 1794. That is when Richard Thomas laid out a small town adjacent to his existing grist mill, 18 miles north of the place that six years later was to become Washington City, the District of Columbia. Richard’s wife, Deborah, had inherited the land from her father, Roger Brooke IV, who had inherited it from his father, James Brooke, an influential Quaker settler—whence the town derived its name.

Three fast flowing streams and two springs made the location ideal for a milling town. It soon became a bustling commercial and educational center serving the surrounding agricultural areas. Another local landowner, Allen Bowie Davis, was instrumental in the construction of the Brookeville-Westminster Pike, a major toll road whose route is followed today by Georgia Avenue through Brookeville.

Brookeville continued to thrive until proliferation of the automobile in the early 20th century led to its demise as a commercial center. Today, it is a valuable collection of period structures standing just as they did when they comprised a rural village during the 19th century. The 60-acre historic district includes 45 residences, a former post office, a plumbing business, a church, and a late-19th-century two-room public school now owned by the town and awaiting major restoration work. In 1979, the town was placed on the National Register of Historic Places, and in 1986 it adopted Montgomery County’s Historic Preservation Ordinance, thus becoming a County Master Plan Historic District.

North Street was one of two side streets in Richard Thomas’ original town plan; the other was South Street. (The two major “thoroughfares” were Market Street and High Street.) In the 1800s, several African American families lived along North Street, but today it is essentially a lane with three new houses as shown here.

The stately home at 207 Market Street was built by the Riggs family about 1840. Attached to the rear ell of the house is a small doctor’s office, first occupied by Dr. Artemas Riggs and then by a succession of physicians who have lived or operated offices in Brookeville. The house illustrates the common practice in small, busy market towns of building conveniently close to the street.

When the British occupied Washington during the War of 1812, President Madison sought overnight refuge in the home of Caleb and Henrietta Bentley in Brookeville. Since Madison conducted the business of government from Brookeville on that occasion, the town lays claim to the title “Capital For A Day.” The smaller part of the house on the right was Caleb’s store and became the town’s post office when Caleb was appointed Brookeville’s first postmaster by Thomas Jefferson in 1802. The house is now a private residence.

The town’s historical centerpiece is the Brookeville Academy (circa 1810), one of the first private academies in Maryland. It offered a full classical curriculum and a 600-volume library. The Montgomery Mutual Insurance Company was founded there in 1868. The town purchased the building in 1989 and completed its restoration as a historic site and community center in 1997.
Located on Marshyhope Creek (formerly known as the Northwest Branch of the Nanticoke River), the place that became Brookview was first settled by a man named Crockets Lord. He established a ferry across the river, connecting the town of Crockets Ferry with Eldorado. The place became a trading and ship-building center in its early days, moving grain and lumber out of the area along the waterways. A tavern or roadhouse was the first public building to be built in the town.

Crockets Ferry was renamed Brookview around 1900, and a bridge replaced the ferry in 1903. The current bridge was built in 1932 according to a particularly interesting design. At one time, there were three stores and a shirt factory in the town, but that has changed. Now the village is a peaceful farming community of about 95 residents.
Russell Baker, author, columnist, and host of Masterpiece Theater, wrote a book called *Growing Up*, in which he recounts his childhood memories of Brunswick. He writes: “On the edge of my outer universe lay Brunswick. I first walked in that vision of paradise hand-in-hand with my father, and those visits opened my eyes to the vastness and wonder of life’s possibilities. . . . Brunswick was as distant and romantic a place as I ever expected to see.”

Brunswick’s history began as a town called Berlin, a trading post on the C&O Canal. The post grew eventually into a bustling downtown, a place where folks could buy just about anything they needed. In the late 1800s, a gentleman from Baltimore came to town to negotiate the purchase of several farms. He indicated that he was interested in farming and was particularly interested in parcels near the river and canal. Several years later, the farmers who sold out to this “gentleman” discovered that in fact he had been a land speculator hired by the B&O Railroad.

From that inauspicious beginning, Brunswick was founded in 1890, and the railroad has defined Brunswick ever since. From a busy hub during World War II to a commuter community today, Brunswick has . . . the 1950s. The newest visitors center of the C&O Canal National Historical Park was opened in downtown Brunswick in 1999.

Visitors to Brunswick may walk down to the railroad tracks, close their eyes, and let themselves be transported to a time when thundering steam locomotives carried the building blocks of the industrial age through the town. When they open their eyes, they will see an energetic community that has survived economic ups and downs and is ready for the future with renewed strength and vision.
Burkittsville is a well preserved, virtually unchanged example of an American townscape of the late 18th and early 19th centuries, when the town was a service center for the rural area around it. Churches, houses, and trade establishments strung along Main Street were bordered at the rear by fields surrounding the town. The mountains rose to the west. To this day, the town retains those early visual characteristics. Main Street’s buildings still are bordered by fields of crops and dairy farms, although there are no longer any commercial establishments in the town.

In 1810, Henry Burkett (or Burkitt, as it was later spelled) bought a part of the “Merryland Tract” that had been granted to the family of Governor Thomas S. Lee before the Revolutionary War. Then Joshua Harley settled on land adjoining Burkitt’s farm. Soon, a village grew on parts of the Burkitt and Harley properties at the intersection of two well traveled roads. Joshua Harley opened a store about 1820 and in 1824 became the first postmaster of the village, which at that time was called Harley’s Post Office. In 1829, Henry Burkitt commissioned a survey of his land and platted what was to become the town that bears his name. From then until the Civil War the village flourished, with many of the trades of the times being housed in the structures that were built.

Burkittsville became closely involved with the Civil War on September 13 and 14, 1862, when forces of the Union and Confederate armies engaged in the Battle of Crampton’s Gap, a bloody prelude to the Battle of Antietam. The town’s inhabitants fled for safety to nearby villages.

Noted Maryland author George Alfred Townsend came to live in the Burkittsville area in 1865. Eleven years later, he was instrumental in the creation of the War Correspondents Arch, a memorial to the newspapermen of the Civil War. The memorial stands at Crampton’s Gap in Gathland State Park about a mile from Burkittsville.

Today, many of Burkittsville’s residents commute to jobs in the nearby metropolitan areas, but the town maintains a strong sense of community through its many services, social activities, special events, and town meetings.

Burkittsville has two distinctive churches—Resurrection Reform Church, built in 1829 (far left) and St. Paul’s Lutheran Church, built in 1859 (adjacent). When the residents returned to their town on September 15, 1862, after fleeing during the Civil War’s Battle of Crampton’s Gap, they found both of their churches filled with wounded and dying soldiers. The people of the town responded to the desperate situation with compassion and hard work that continued until after Christmas of that year.

The Town Office is located in the basement of the Ruritan Community Center, which began life as the town’s elementary school.

The town pond serves as a fishing hole, a place to relax, and the source of water for fire protection.

Incorporated 1894 / Frederick County / Mayor, 3 Councilmembers
Cambridge, on the broad waters of the Choptank River, was laid out as a town in 1684 on land that was once part of the Choptank Indian Reservation. It is one of the oldest towns in Maryland and has been called on occasion the Queen City on the Eastern Shore and the tomato capital of the world.

The growth of Cambridge is attributed to its natural resources and its position as a port. At one time, it was said to have one of the best and safest harbors in Maryland. The basis of its economy has changed with the times: tobacco, grain crops, shipbuilding from local lumber, oyster packing, canning of fruits and vegetables, fishing, crabbing, and fabrication of metal. Establishment of railroad, telegraph, and steamboat services contributed to its development.

The Cambridge Historic District was nominated to the National Register of Historic Places in 1990. It has been the home to four Maryland governors: Charles Goldsborough, Phillips Lee Goldsborough, Emerson C. Harrington, and Henry Lloyd. Maryland's Civil War governor, Thomas Holliday Hicks, was also a native of Cambridge; he is said to have kept the state from seceding from the Union. Governor Hicks is buried in Cambridge Cemetery.

The city's rich fishing heritage and national reputation for high quality seafood from the Eastern Shore is centered in the heart of Cambridge, where working fishing boats are docked along the waterfront.

Cambridge looks to its unique past as a component of its economic development. The city is the site of several annual festivals and events that attract tourists from all parts of the country: the Bay Country Festival, Seafood Feast-i-Val, the Cambridge Classic Powerboat Regatta, and the Eagleman Triathlon. The largest nighttime Christmas parade in Maryland is held in Cambridge.
In 1904, Washington, D.C., was growing by leaps and bounds. The overcrowding and the improved public transportation made the idea of living on the outskirts increasingly appealing to people looking for housing. Recognizing the opportunity, Baltimore resident Otway B. Zantzinger acquired 400 hilly acres just beyond the eastern corner of the District. He divided the tract into 4,000 lots and began to sell them at prices ranging from $20 to $150 each. He advertised a picturesque view of Washington, a proposed electric railway, drinking water from crystal-clear springs, nothing down and a dollar a month, no interest, no landlords, and, in the custom and vernacular of the times, “no colored people.” Many buyers bought two lots in this haven that was to become Capitol Heights.

While awaiting their “proposed electric railway,” commuters to the city could walk about a mile (often through mud) to the District Line station at what is now Seat Pleasant and board a rail car into Washington.

The absence of paved roads, sidewalks, street lights, and other public services—including the electric railway—began to cast a pall over Mr. Zantzinger’s vision of bliss. In 1910, the approximately 200 householders voted to incorporate their community as Capitol Heights. Over the next 50 years, the town made strides in improving its infrastructure and services. It established its own fire department and public works department, and built facilities to house them and the other elements of government. By the 1970s, though, when its population had reached about 3,800, the town’s center-core business district had started to decline.

A rebuilt Central Avenue had diverted lucrative traffic around the town, and parking facilities were inadequate for what traffic there was. Rising instances of crime and modest incomes of the residents were cited as other reasons for the town’s ailing economy. The town established its own police department and pinned its hopes on the planning reports of the Washington Metropolitan Area Transit Authority.

In 1980, that long-ago promised “electric railway” finally arrived. Capitol Heights got its own station on the Washington Metro line, providing easy access to the entire metropolitan region and national transportation facilities. The land around the station has been declared an Enterprise Zone, which the town is promoting as one of its paths to restoring prosperity.

Another of the one-hundred-year-old promises appropriately has not been fulfilled. Today, 90 percent of the population of Capitol Heights is African-American, and the town has an African-American mayor for the first time in its history.
Zion United Methodist Church in Cecilton was founded in 1819. The first church was destroyed by ferocious winds on August 21, 1888, but was rebuilt the following year at a cost of $4,000.

The Cecilton Elementary School, built in 1946 and expanded and renovated in 1977, originally taught kindergarten through twelfth grade. Today, the school serves pre-K through 5th grade.

The central business district of Cecilton is tidily contained in a single block of Main Street—Town Hall, post office, county bank, restaurant, and small shops are all located there.

The town of Cecilton owes its existence to Augustine Herman, an immigrant to America in 1633 and sometime friend and ally of New Amsterdam Governor Peter Stuyvesant. He was the builder and first Lord of Bohemia Manor* in Cecil County, founder of a long line of distinguished descendants, and subject of heroic legend. Herman made several attempts to establish a town named for his friend Cecilius Calvert in lower Cecil County, but, uncharacteristically, he was not successful. Several generations later, a descendant again took up the task and founded a town that survived. That was Cecilton, incorporated in 1864.

Today, Cecilton remains a quiet residential community supported by agriculture and summer residents. The town is surrounded by active farmland, much of which has been placed in agricultural preservation programs, ensuring that the area will maintain its rural character. With the Chesapeake Bay to the west and the Sassafras and Bohemia Rivers only a few miles away to the south and north, respectively, Cecilton attracts a great deal of seasonal tourism.

At the largest crossroads south of the Chesapeake and Delaware Canal, Cecilton is the hub of most of the community and public facilities and services in the lower county. The town has an elementary school, recreation facilities, athletic fields, and the area’s only public library. It has a standing planning commission, board of appeals, and park advisory board all made up of community volunteers. Daily operations are handled by a staff of four—administrator, clerk-treasurer, maintenance worker, and water/sewer operator.

The heart of the town is West Main Street, where the Town Hall, local bank, post office, small shops, and restaurant are located. It is likely that the public is well informed and that the checks-and-balances process is healthy when residents can chat with the mayor or a council member while picking up their mail or eating lunch. One of the bonuses of living and working in a place like Cecilton is that everyone knows each other.

Cecilton relies on the work of volunteer organizations both in town and in the surrounding area to organize events and activities that bring the community together—Cecilton Volunteer Fire Company, Cecilton Lions Club, Cecilton Upper Bay Ruritans, Union Bethel AME Church, and Zion United Methodist Church.

*The name presumably stems from the fact that Augustine Herman’s mother was of a patrician Bohemian family in Europe. She fled to Amsterdam, Holland, with Augustine when her husband was outlawed for supporting the Emperor of Germany in 1618.
With its relaxed lifestyle, gracious residents, amicable merchants, and tree-lined streets, Centreville is a classic example of small-town America. The town was created to implement a 1782 Act of the state Assembly that authorized removal of the courthouse and government functions of Queen Anne’s County from Queenstown to a more central location. When suitable land was acquired ten years later, logic prevailed in naming the place to reflect the site-selection specification. The aberrant spelling “Centre-Ville” stemmed from the adulation of all things French following the Revolutionary War. Actually, the site was chosen not only because of its central location, but also because of the maritime access provided by its proximity to the headwaters of the Corsica River.

Building of the federal-style courthouse began in 1791; the first recorded case was heard there in 1794. The same building—with 19th-century additions—still graces the town square and proudly wears the mantle of oldest courthouse in continuous use in the State of Maryland. Queen Anne’s County Historical Society displays other notable examples of 18th-century architecture: Wright’s Chance [built before 1744] and the Tucker House [c. 1794]. The fine houses built by sea captains near the Wharf also are among the oldest dwellings to be found in Centreville.

History is reflected in the diverse architecture seen along the streets of the town—elegant Victorian homes with their wrap-around porches, neo-classical public buildings, late-19th-century commercial rows, late-20th-century institutional and government structures, and all the variations and curiosities in between.

Today, Centreville remains the governmental and legal center of Queen Anne’s County and the commercial center of the surrounding agricultural community. Busy state Route 213 runs through the town. A business park at the south end of town is progressing nicely. There is a modern library and a comprehensive high school, a middle school, and an elementary school. The people who live and work in Centreville are in step with the world but have managed to preserve the traditional lifestyle of their town.
The town of Charles Town was established in 1742 by Act of the Maryland Assembly because, to quote the Act, “the encouragement of Trade and Navigation is the surest means of promoting the happiness and increasing the riches of every country . . . [and] . . . there being as yet no [town] settled at or near the head of the Chesapeake Bay . . . ” The Assembly directed that “a place called Long Point on the west side of North East River in Cecil County” be the location of the new town and that it be named Charles Town in honor of the Right Honourable Charles, Lord Baron of Baltimore. A public wharf and a three-story warehouse were built. An inspector was appointed to ensure that only flour of superior quality was sold. And Charles Town was in business.

During the Revolutionary War, Charles Town was a major supply depot for the Continental Army. Two encounters with British warships are recorded. Early in the hostilities, a ship blockading the port was captured and its officers and men marched off through the streets of the town. In August 1777, the town was bombarded as a diversionary tactic while General Howe’s troops sailed up the Elk River to effect a landing.

When a severe hurricane in 1786 altered the ship channels in the Bay, making the ports of Baltimore and Havre de Grace more accessible, Charles Town’s prosperity began to falter. The following year, many distinguished Charles Town residents tore down their houses and moved to Baltimore in disgust when the town’s status as county seat was stripped away in favor of a town at the head of the Elk River—Elkton. Then, over the course of time, Charles Town slipped into obscurity, harmed by the long-term effects of the Revolutionary War and the advent of better roads that lessened traders’ dependence on water transportation.

Thus did Charlestown escape the more devastating aspects of “progress.” Its heritage is preserved in the Historic District, which includes approximately 175 buildings. None are mansions; most are the historic inns and amenities that served the populace during the busy colonial period. There are several Victorian buildings, but many structures that appear to be of late 19th-century or 20th-century origin are of a much earlier period, their true identities obscured by alterations applied over the decades.

Charlestown today is a small, water-oriented municipality with a population of about 1,000 people, four marinas, a general store, two restaurants, an elementary school, and a post office. The townspeople are content with it just the way it is.

The two-room school house was erected in 1878 and housed grades one through six until June 14, 1961, when the Board of Education deeded the property to the town. The structure now houses the post office and the Town Hall. The schoolroom clock and the blackboard—with initials and dates carved thereon—are proudly displayed in the Town Hall section.

The original mid-18th-century wharf is no longer standing at Charlestown, but the town has built a reproduction of the wharf at the end of a stone pier that was laid over the remains of the original cribbing for archaeological conservation. The wharf serves as a practical reminder of the part that Charlestown and the North East River played in the commercial history of Maryland.

The Tory House is an example of the many structures in Charlestown whose real origins have been cloaked by alterations performed over the centuries. Known to have been an 18th-century tavern run by “Tories” and confiscated during the Revolution, older records mention that there was a house at the location “built in the Dutch fashion.” Apparently the early building was partially destroyed and the present two-story, three-bay structure with side-hall and double-parlor plan was built atop the remains. The house and a circa-1870 two-story addition in the rear was restored by Colonial Charlestown, Inc.
Otto Mears, a Russian immigrant and railroad tycoon, moved east from Colorado in 1895 with a vision to build a resort on the Chesapeake Bay and a railroad linking it to Washington, D.C. The vision became reality on June 9, 1900, when thousands of excursionists disembarked from the train at Chesapeake Beach station and were saluted by a uniformed brass band at full volume.

In the early years, the fare for the round trip train ride from District Line station at the eastern corner of Washington [see Seat Pleasant, Ed] to Chesapeake Beach was 50 cents. Express trains took about 60 minutes to make the trip, “locals” took about 90 minutes. At the resort, there was a mile of boardwalk lined with concession stands and amusement booths. Other attractions included a carousel complete with Wurlitzer organ, a roller coaster, a band shell, various other “popular entertainments,” and dancing in the pavilion to the music of J. Worthington Krunkley’s orchestra. But the greatest attraction was the water of the Chesapeake Bay, where hundreds of bathers took the plunge every day.

Extending out into the Bay was a long pier that visitors used for strolling, fishing, and crabbing. Steamboats carrying excursionists from Baltimore docked at the end of the pier.

The elegant Belvedere Hotel catered to Washington’s tired and jaded for two decades until it was destroyed by fire on March 20, 1923. The hotel was not rebuilt. Patronage had been declining for several years; affluent Washingtonians now had automobiles that carried them swiftly to ocean beaches. In 1933, a hurricane irreparably damaged the resort’s facilities. On April 15, 1935, the last train left Chesapeake Beach. The Chesapeake Beach Railway Company shut down, and the rails were torn up.

The town of Chesapeake Beach was left behind, but it survived. Charter fishing gained popularity. In 1946, a group of entrepreneurs refurbished the amusement park and added a salt water pool. In 1948, slot machines were legalized in Southern Maryland, and business boomed.

Remnants of the old resort are still visible today. The Chesapeake Beach Railway Station on Mears Avenue, for example, has been renovated to house the Chesapeake Beach Railway Museum.

In the summer of 1995, the town opened the Chesapeake Beach Water Park, complete with water slides and a hydraulically controlled flowing river. The Northeast Community Center has been built to provide regional recreation and meeting facilities. The faces have changed and buildings have been rearranged, but Chesapeake Beach is still a pleasant home for its residents and a welcome sight to visitors arriving by car or boat.
The 14-mile, hand-dug Chesapeake & Delaware Canal was opened to traffic on October 17, 1829. At that time there were three buildings on the south bank at the western end of the canal. As the ship traffic through the canal increased, the little cluster of buildings grew into a busy commercial community providing goods and services to passengers and shippers. In 1839, the place was named Chesapeake City. By 1849 the town, now extending over to the north bank, was well established and at its population peak. For the next 75 years, Chesapeake City prospered.

In 1927, the C&D Canal was dredged to a sea-level waterway, eliminating the need for ships to stop for the locks at Chesapeake City. The town’s economic base quickly declined. Commerce was further complicated in 1942 when a ship destroyed the bridge that connected the two sides of the town, leaving residents and travelers for seven years with only a ferry as a means to cross the canal. The opening of a new high-level bridge in 1949 did nothing to restore the town’s economy—travelers swept by high above the town. Another blow struck the town in the 1960s when an entire street of 39 homes was razed to make way for a widening of the canal, which by then was the third busiest in the world.

Today, Chesapeake City is the only town in Maryland that is situated on a working commercial canal. Most of its interesting 19th-century architecture remains intact, and the area that encompasses it on the south bank has been placed on the National Register of Historic Places. At the city dock, pleasure boaters find a tranquil harbor off the busy Inter-Coastal Waterway, of which the canal is a major element. From the basin, visitors can walk easily into town or tour the Canal Museum, where the story of the canal is told and the massive waterwheel and steam engines that filled the locks stand in mute testimony. Outside is a replica of the lighthouses that lined the canal in days gone by.

Chesapeake City now is a destination widely known for its unique inland view of ocean-going vessels, for the proudly preserved and displayed reminders of its history, and for its friendly hospitality. Travelers discover fine dining, picturesque stores, outdoor concerts, seasonal events, and outstanding bed & breakfasts. From its origin as a rough and rowdy boom town, through an era of dispiriting depression, Chesapeake City has emerged as a charming and interesting place with a warm welcome for its visitors.
Chestertown, the seat of Kent County—the Eastern Shore’s oldest county—represents small town life at its best. Located on the Chester River, it lies within easy driving distance of Annapolis, Baltimore, Washington, D.C., and Philadelphia. The town of 4,000 boasts a rich heritage as an important grain and tobacco port, a prominent Episcopal parish, and, later in the 18th century, the home of citizens who played leading roles in state and national affairs. On May 3, 1774, they boarded the brigantine Geddes, lying at anchor in the Chester River, and tossed its cargo of tea overboard in protest against the British tea tax—a statement of conviction that mirrored the actions of their Boston brethren in the same year. Nowadays, on Memorial Day weekend a parade commemorates the Chestertown Tea Party (right).

In 1782, General George Washington wrote, “I am much indebted for the honor conferred on me by giving my name to the College at Chester.” Washington College, the liberal arts college that he helped to establish with a gift of 50 guineas still flourishes in Chestertown, where it is cherished as a vital asset to the cultural life of the entire region.

In recent years, Chestertown’s architectural history has received well deserved attention. An intensive movement aimed at preserving the town’s authentic Colonial homes and a resurgence of interest in its many Victorian structures have resulted in the restoration of many of the town’s worthy 18th- and 19th-century buildings.

Today’s Chestertown is more than a museum. It is a center of economic, social, recreational, and tourism activity. It boasts exemplary public and private schools, attractive neighborhoods, and a citizenry that is ever active in directing the course of its town and in welcoming visitors to enjoy the results with them.
The founder of Cheverly in 1918, Robert Marshall, adopted the name for his town from a nearby subdivision called Cheverly Gardens. Where the name came from in the first place is obscure, but research suggests that it might have been a centuries-old place in Cambridgeshire, England, called Cheveley. Such niceties did not concern Marshall when he started to build his idea of “Washington’s Ideal Home Suburb” on land first inhabited by the Anacostia Indians and later by tobacco plantation owners and slaves. He described Cheverly in a 1926 sales brochure as “skillfully planned for artistic homes, offering city conveniences and the finer kind of suburban life to discerning people at extremely moderate prices.”

Marshall’s 1926 description of Cheverly is as appropriate today as it was 75 years ago. There are leafy winding streets, well-manicured parks and yards, and affordable attractive homes. The only difference now is a greater mix of architectural styles.

Cheverly is the home of many federal government workers, but it is by no means a typical bedroom community. Cited twice by Washingtonian magazine as one of the “great neighborhoods” in the Washington area, the town cherishes its closely knit style of life. The residents get—and stay—connected through participation in more than 25 service, social, civic, recreational, and educational clubs and organizations.

How do Cheverly’s citizens themselves describe what makes their town special? They cite Cheverly’s great location, affordable homes, green environs, and intense community spirit. They also mention its responsive town government, low tax rate, and superb public services; its harmonious mix of blue-collar and white-collar professionals of diverse political, ethnic, and religious stripes; and its effective schools. In short, Cheverly’s citizens say their town’s distinctiveness lies in its combination of all the elements that provide people with a great quality of life.

“We are committed to allowing diversity to succeed in Cheverly, by providing opportunities and encouragement for people to participate as much as they want in managing and celebrating Cheverly’s community life.” — Mission Statement adopted by Cheverly’s mayor and town council, 1994.

Cheverly treasures its urban forest; trees are protected by ordinance. The town makes it easy for residents to maintain their trees by vacuuming millions of leaves each year and recycling them into free mulch.

Cheverly’s location is a key to its strength. Many residents commute to work in Washington just minutes away by train.
The town of Chevy Chase was established in the last decade of the 19th century. Over the years, it developed into one of the first “streetcar suburbs”—a quiet, comfortable retreat from Washington, D.C. The town was carefully planned and developed by the Chevy Chase Land Company to preserve its natural beauty, maintain landscaping and architectural standards, and provide the residents with a harmonious community environment. Portions of the town are under consideration for designation as historic districts because of their influence in shaping the development of suburban Montgomery County.

The town is governed by a five-member elected town council, one of whom is elected mayor. Day-to-day administration is conducted by a town manager and town clerk assisted by a staff and citizen volunteers. The volunteers serve on committees—the Tree Committee, which keeps watch over the magnificent green canopy that shades the town; the Traffic Committee, which advises on measures to combat speeding, sign violations, and cut-through traffic from state highways that border the town, and ad hoc committees that tackle special issues and community events. To maintain the sense of community within the town, the council promotes activities such as the July 4th parade, October Halloween party, senior lunches, and concerts in the Town Hall.

Much of Chevy Chase’s attraction as a place to live comes from its park-like setting—tree-lined streets, rolling topography, and pleasing open spaces—and the character and variety of its dwellings. While it enjoys relative freedom from the noise and traffic of the nearby Bethesda central business district, many residents can walk to shops and restaurants and the Metro subway station in just a few minutes.

Chevy Chase is the largest of the eight neighboring municipalities that in varying ways share the Chevy Chase name. Within the town are more than 1,030 homes, Chevy Chase Elementary School, the National 4-H Center, Leland Community Recreation Center, a day care center, and three parks.
Chevy Chase Section 3 is a tight-knit community of 277 homes just north of the Washington, D.C.–Maryland line. A village-like atmosphere prevails, due in large part to the 16-foot-wide streets, modest bungalow-type homes dating to the 1920s, and get-togethers at the town’s vest-pocket park.

Elections for the village council are held in May, at which time the “annual meeting” also takes place. That event is much like a New England town meeting and always draws a large crowd. Lesser attendance is normal at the monthly council meetings, which usually are held in the home of a council member or at the Chevy Chase United Methodist Church.

The town has adopted an ambitious “re-greening” program under which shade trees are offered to anyone who agrees to plant them near the sidewalk. The council has planted hundreds of trees in the strips between sidewalks and curbs, thereby providing a horticultural unity to the streetscapes.

In addition to an annual party-in-the-park, the town organizes many activities for the residents—a Halloween parade, house and garden tours, a new-neighbor wine and cheese party, an annual blankets-for-the-homeless drive, clothing and book drives, and a lecture series by residents for residents.

Recently the council matched residents’ contributions allocating an additional $6,000 to buy computer equipment for the local public school.

Chevy Chase Section 3 works hard to maintain a community that all the residents are proud to claim as home.
The historic Chevy Chase area was developed in “modern” times by sections, each section being given a number. Chevy Chase Section 5 took form as a formal entity through the efforts of a small group of residents who met in 1916 to discuss their concerns about the lack of street lighting and other matters pertaining to the welfare of the neighborhood. Thus was born the Section 5 Chevy Chase Citizen’s Association complete with constitution, by-laws, and dues set at $4 a year.

In 1922, Chevy Chase Section 5 became a Special Taxing District chartered by the Maryland General Assembly. Under that status, there was a five-member volunteer council to set policy and a part-time salaried manager to take care of the day-to-day administrative matters of the town. Section 5 functioned in this manner until 1982, at which time the residents petitioned the Montgomery County Council to become an incorporated municipality. With incorporation approved, the governing structure of the new municipality remained the same as it was under the Special Taxing District.

It is likely that the name Chevy Chase derives from a popular Scottish/English poem, “Ye Cheviat Chays Ballade” from a collection called “Reliques of Ancient Poetry.” It commemorates the Battle of Otterburn in 1388, which resulted from a feud between English and Scottish Lords over who had rights to the hunting grounds, or chase, of a Northumberland forest called Cheviat. Centuries later on a distant continent, Colonel Joseph Belt must have recalled the poem when he chose the name “Chevy Chace” for the 560-acres of rolling Maryland woodland he was granted by Lord Baltimore.

Today, Section 5 is a small, quiet community of 223 houses and one restaurant. Trees line the quiet streets where children can be heard laughing as they play in the rear yards—and even on the streets. It is a town known for its friendly neighborhood atmosphere. The annual 4th of July parade led by a Chevy Chase fire engine is the highlight of the summer. The morning parade of costumed bicyclists, tricyclists, roller-bladers, and walkers makes its way through the streets and stops at Williams Lane for patriotic songs, refreshments, and games. The stop on Williams Lane is at one of the oldest houses in Chevy Chase. The house was built by Richard Williams in 1868 for his daughter, Bettie. It is now the residence of Irene Emmet.

The majority of homes in Section 5 were built before the Second World War and were designed and constructed by local architects and builders. Seventeen homes have been identified as having features of possibly historic significance and have been nominated for listing on the Montgomery County Historic Register.

From its very beginning, Section 5 has been the type of place that home hunters seek out. It continues to attract people who are looking for a friendly, peaceful place, even if for many it means a tedious commute to work in Washington, D.C.
Although Chevy Chase View was not incorporated until 1993, it has been a special taxing area since 1924. The town’s actual origin dates back even further than that—to 1910 when the plat was recorded on April 18. The community had been designed by real estate developer Claud Livingstone and conveyed to investors Harry E. Smith and John L. Whitmore in the previous year.

Today, the town comprises over 300 homes, a few places of worship, and a community pool. Located in the Washington suburbs between Kensington to the north and Chevy Chase to the south, it is known for its large yards, gardens and trees, and the wide architectural variety and appeal of its homes. The main street, Summit Avenue, still maintains the rustic atmosphere of a country lane while just a stone’s throw from the Capital Beltway.

Architectural styles in Chevy Chase View cover the gamut—from Spanish Revival to Colonial Revival, from Cape Cod revisited to eclectic gem.

In the fall, residents of Chevy Chase View of all ages can be found raking leaves, planting bulbs, or just relaxing at the annual town picnic.
Created in 1890 in the southwestern portion of Montgomery County bordering the District of Columbia, Chevy Chase Village serves as a beautiful gateway into Maryland. With its stately trees, beautiful homes, and manicured lawns, Chevy Chase Village is one of the premier Washington Metropolitan suburbs.

The Chevy Chase Village Board of Managers is the elected body that governs the municipality. The village manager, appointed by the Board of Managers, is responsible for the delivery of municipal services within the community.

The Village employs just under thirty employees including three department heads: chief of police, director of public works, and finance director. Public safety is a top priority in Chevy Chase Village. To complement the sworn police officers who provide 24-hour patrol, a 24-hour Communications Center was established in 1996. The Center handles telephone calls, police and public works radio communications, and walk-in visitors in addition to serving as the central facility for information, assistance, and referral.

The public works department picks up bulk trash weekly: toys, furniture, televisions, cardboard boxes, and other bulky household items; it collects hazardous-waste monthly and yard debris daily. The department is also responsible for removing snow from the streets.

There is a parks and recreation department that is responsible for park maintenance, a robust tree-maintenance program, and annual recreational events sponsored by the village.
Located five miles southwest of Cambridge in Dorchester County, Church Creek is bordered to the west by a creek that bears the same name and to the south by the Blackwater National Wildlife Refuge. Its 1990 population was 115, down from 187 in 1950. Many of the residents commute to work in Cambridge, although Maryland Wire Belts, Inc., is a major industrial activity in the immediate vicinity. There are also several “in-home” businesses.

Church Creek was one of the first five towns to be established in Dorchester County by act of the Maryland Assembly. It was first named Dorchester Town in unfulfilled anticipation of its becoming the county seat. Then it was called White Haven for a time before gaining its present name. During the 18th century, the town was the county’s center of shipbuilding until the adjacent oak and pine forests became depleted.

The first church in Dorchester County, Old Trinity Church, was established just west of the town about 1675. Within the town, on the grounds of the White Haven Methodist Church, is Dorchester County’s bicentennial tree, believed to be over 300 years old.

According to local legend, a treaty between white settlers and Native Americans of the area was concluded in the shade of a now 300-year-old oak tree on the grounds of White Haven Methodist Church (right). A plaque beside the tree (above) reads:

**TREATY OAK**

Under this tree the early settlers and Indians of the Choptank Tribe conferred in the purchase of this section. An Indian princess is supposed to have negotiated this sale for which the red men received four guns, a few gunning coats and some ammunition. Near this tree an Indian trail led to the creek. 1932
Church Hill is a quaint little town dating back to colonial days. Nestled in beautiful farming countryside, it has been a quiet, friendly place throughout the years. Probably, it was named for the historic St. Luke’s Episcopal Church (c. 1732), which sits atop a hill overlooking the center of town.

The community began forming in the late 1600s but was not incorporated until 1876. By that time, there was a lengthy list of businesses located there—from shoemaker to butcher to physician and more. But the Civil War and the World Wars took their tolls, today, Church Hill is considered a “bedroom community” with only a few businesses remaining.

The town’s history can be read in its buildings. The Mill, known as “Collins Mill” when the original structure was built in 1698, is the site of one of the earliest documented water mills on the central Eastern Shore. It played a significant role in the agricultural economy of the county until it ceased to operate during World War II. Tradition holds that the bricks used to construct St. Luke’s Church were unloaded near the mill after their transportation from England. The Mill Residence (c. 1765), originally part of the Mill property, is probably the oldest building still standing in Church Hill. The Town Hall—formerly a store, a butcher’s shop, and a private residence—was built in the early part of the nineteenth century. A portion of the town’s Elementary School was originally a High School built in 1916. The homes exhibit a variety of architectural styles, from Colonial, to Victorian, to Modern.

The town is best known today perhaps for its Church Hill Theatre, located in a converted 1930s movie house. Local and repertory players offer performances of classic theater, Shakespearean plays, musicals, and children’s plays. Residents showcase their town’s peaceful country atmosphere as an added attraction for visiting theatergoers.

The Victorian-style building that now serves as Church Hill’s Town Hall has narrowly escaped destruction several times. In 1927, it was twice threatened by major fires that destroyed neighboring structures on Walnut Street. More recently, concerned citizens saved it from the wrecking ball by defeating a project that would have turned the site into a parking lot.

Throughout the years, the “Community Building” has maintained a vaguely Art Deco appearance: (from the top) in the 1940s, in the 1980s, and in 1999. From the 1930s through the late 60s, it showed movies as the “Churchill House of Hits.” When the Church Hill Theater took up residence there, the building became known as the “Showcase of the Eastern Shore.” In 1967, Church Hill was selected as the locale for a commercial featuring, as the producers explained, “a town that time forgot” (center picture).

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St. Luke’s Episcopal Church (c. 1732) is oriented exactly East and West. As a child, the legendary actress Katherine Hepburn played in the church yard when she came to visit her grandfather, the Rev. Dr. Sewell Hepburn, who was the rector of St. Luke’s at the time.
Around 1818, the road that would be known as the National Pike was extended west of Conococheague Creek in Washington County toward Cumberland. From there, it would stretch westward to the wild west frontier of Ohio. Four miles west of Conococheague Creek, the new road bisected land owned by Martin Myers. Farmer Myers decided to become a land developer, and in 1821 he laid off lots on each side of the new road.

On one of his lots, next to a clear spring, Myers built a small log building where he made and sold crocks and jugs. The new road brought thousands of pioneers through “Myersville.” Next to Myers’ store, a small log hotel sprang up, which came to be identified by travellers as “the-hotel-at-the-clear-spring.” By 1825, the town had seven hotels, stores, blacksmiths, cabinetmakers, and other tradesmen—and this bustling town was now known to everyone as Clear Spring.

But the coming of the steam train a couple of miles to the south in the 1850s brought an end to the long line of wagon trains through Clear Spring. The town quickly declined, surviving only as a farming community that relied heavily on the labor of slaves. The Civil War divided the town’s residents at first, but eventually they united in support of the Union.

The town remained dormant for the remainder of the 19th century, but the invention of the automobile revived it; once again, the road through Clear Spring was a favored route to the west. Prosperity returned and was to stay until the 1960s when again Clear Spring was bypassed—this time by Interstate 70.

Today, Clear Spring is about three blocks long; most of the businesses are gone; and developers have purchased many of the beautiful farms that surround the town. But Clear Spring still cherishes its beautiful location and its generations of families and friends that care about each another and the functioning of their small-town government. Volunteerism, churches, service organizations, and clubs play dominant roles in the life of the town.

Its tradition of offering warm hospitality to travelers survives—and that welcome extends to anyone who has a hankering to pull up stakes permanently and find friendly neighbors in the coziness of a small town by the mountains.

A graveyard “footstone” set along the National Pike in a bygone day was discovered in the early 1990s. The stone is now preserved at Plumb Grove Mansion, a historic town landmark.

Incorporated 1837* / Washington County / Mayor, 4 Councilmembers

*See Note 2 to Appendix B, page 340
College Park is perhaps best known as home to the flagship campus of the University of Maryland. The city and the university straddle U.S. Route 1 just south of the Capital Beltway. University sports, academic conferences and competitions, and cultural events draw thousands of visitors to College Park each year.

The institution that eventually evolved into the University of Maryland at College Park, Maryland Agricultural College, was chartered in 1856 on 428 acres previously owned by Charles B. Calvert, a prime mover in planning and securing the college. After Calvert died in 1864, his remaining estate was divided among his heirs. Part of that land was platted and developed as the subdivision named College Park, which today is the Old Town neighborhood.

College Park grew as a series of neighborhoods. Beyond the busy pace of Route 1, the city’s “Main Street,” there are 12 distinct residential neighborhoods that help to create the overall atmosphere of a small town. Families take advantage of neighborhood playgrounds, a skating rink, athletic fields, swimming pools, a community center, and Lake Artemesia. An evolving series of hiker-biker trails links many of those amenities to each other and to the University.

A significant chapter in early aviation history began in 1909 in College Park at what is the world’s oldest continuously operating airport. Wilbur Wright trained military officers to fly the government’s first airplane there, and the first Army Aviation School was established there in 1911. Today, an aviation museum depicts the role of the College Park Airport in many firsts of American flight.

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The Rossborough Inn, built in 1804, is the oldest building in College Park. The inn was a stagecoach stop on the Washington-Baltimore turnpike, which followed essentially the same route as that of U.S. Route 1 today. The tavern closed when the railroad came in 1835. The building and 428 contiguous acres was donated to the Maryland Agricultural College when that institution was chartered in 1856. Now it is a handsome adjunct of the University of Maryland campus, serving as the home of the University of Maryland Faculty-Alumni Club. (Photo courtesy of University of Maryland.)

Lake Artemesia, surrounded by wetlands and attractive promenades, is a passive recreation area for walkers, cyclists, and bird watchers. The 3.8-acre lake was created by excavation for the College Park Metrorail Station in the early 1990s. Another railroad station (right) in another day and another era served the Berwyn community, one of College Park’s oldest neighborhoods.

The Old Parish House (1817) is the second oldest building in College Park. The structure was built as a stable and tobacco barn. It later served as a church, then as home to the Progress Club (renamed the Woman’s Club of College Park). The city acquired the building in 1998.

College Park Airport, the world’s oldest continuously operating airport, was placed on the National Register of Historic Places in 1977. The airport is owned by the Maryland-National Capital Park and Planning Commission and is the site of the College Park Aviation Museum. (Photo courtesy of College Park Aviation Museum.)
The original settlers in the area that is now Colmar Manor arrived in the 1630s. Most were farmers, but it is reasonable to speculate that some made their livings in trades associated with the nearby Port of Bladensburg.

During the War of 1812, on August 24, 1814, the area was the scene of a major battle between American and British forces as the latter sought to occupy the nation’s capital. The place became a battlefield again in the early days of the Civil War when Confederate troops mounted an assault on Battery Jameson, which was located on the hillside that now is part of Fort Lincoln Cemetery.

As the town developed at the beginning of the 20th century, it assumed a name derived from its proximity to the District of Columbia—the first syllable of Columbia and that of Maryland were combined to form “Colmar.” The streets were named after President Woodrow Wilson (1913-21), members of his cabinet, and other prominent men of the era. Some time later, the streets were renamed to conform to the system in use in the District of Columbia. The town progressed from dirt paths to paved streets with curbs. Storm drains were installed. Soon the town had its own school and a small commercial center.

Today Colmar Manor is a tranquil town of 28 businesses and 425 homes along tree-lined streets. It has several parks and is adjacent to the hiker/biker trail system of the Maryland-National Capital Park and Planning Commission. There is a fishing pier that can be reached by a path behind the baseball fields or, at high tide, from the Anacostia River.

There are activities of every description, several churches, and an American Legion Post. The shopping center, within walking distance of everyone, includes a grocery store, bank, drug store, and other purveyors of family needs. A medical clinic and several restaurants round out the community’s self-sufficiency.

Located in Fort Lincoln Cemetery is the Old Spring House (1683). Alongside is the stump of the Lincoln Oak, which stood there for generations until succumbing to nature. Abraham Lincoln spent many hours reading and resting in the shade of that majestic tree.

The pleasant streets of Colmar Manor serve 425 homes, and just about everybody pitches in to keep them tidy.
Cottage City is a small, quiet community lying between Eastern Avenue (the border with Washington, D.C.), the Anacostia River, Bladensburg Road, and the CSX Railroad. Its history dates to pre-revolutionary America; old records indicate that the area was home to several of the Potomac River Indian tribes. With the coming of European settlers, the area became noted for its deep-water Anacostia River port, known then as Harrison's Landing. Contributing to the economy of Harrison's Landing was Moyer's Grist Mill located in Yarrow, the very first mill of its type between Baltimore and Alexandria in Virginia. Yarrow was renamed several times, but today we know Yarrow as Cottage City.

Cottage City and Moyer's Mill played a key role in the Battle of Bladensburg during the War of 1812. The mill acted as a hospital for wounded American militia, as well as an artillery battery. American forces were repulsed in a bitter fight in Mr. Moyer's orchards, an event that resulted ultimately in the burning of the nation's capital.

During the post Civil War years, President Grant stayed at a summer retreat known as the Friendship House located in Cottage City. Friendship House is long gone, replaced in the 1940s by an apartment house located on 38th Avenue and Parkwood Street.

Today, Cottage City is a small, ethnically mixed community of about 1,250 citizens, with old “cottage” style homes that sit comfortably on tree-lined streets. The community is an active and enthusiastic partner with the county in the Port Towns Redevelopment Plan, an effort to revitalize the neighborhoods while preserving their historic heritages. The riches that the town hopes to gain by this effort are an improved environment and an improved quality of life for its citizens—the people who define Cottage City, who take pride in what they are, where they have been, and where they are going.

The town of Cottage City is a proud partner with the county in the Port Towns Redevelopment Plan.

The Town Hall (left), the community park (below, left), and the Fire Department founded in 1923 (below, right) are three of Cottage City's municipal facilities.
With a protected harbor on Chesapeake Bay’s Tangier Sound, Crisfield welcomes a daily parade of fishing and cruising vessels making their way into port. Crabbers and oystermen bring their catch there for processing and overnight delivery to East Coast markets. A 450-slip marina provides a haven to boaters cruising the Chesapeake Bay and the Intracoastal Waterway.

Centuries-old traditions of Eastern Shore watermen meld with a state-of-the-art industry that delivers seafood throughout the world. Yet, crab meat is picked and oysters are still shucked by hand. The municipal wharf is built on a foundation of oyster shells, reminding visitors how closely this community has always been linked to the water surrounding it.

In the mid 19th century, Crisfield was a rambunctious place, not unlike the gold rush camps of the Old West. Today, the working waterfront displays a more restrained, mature image. Along with the seafood industry, other companies are located there, providing employment for a work force that has a long history of perseverance and commitment.

Crisfield was the home of brothers Lem and Steve Ward, master wildfowl carvers, who left a tradition of art and craftsmanship along with a magnificent legacy of wildfowl likenesses. Both aspects of their work that spanned a large portion of the 20th century are honored in a special display at the Governor J. Millard Tawes Historical Museum. The museum traces the history of the Lower Shore with exhibits on the beginnings of the Chesapeake Bay, seafood harvesting and processing, the history of Crisfield, and the accomplishments of native sons such as the late Governor J. Millard Tawes and Curly Byrd, founder of the modern University of Maryland. Of particular interest are exhibits describing the influence of Native Americans on the early colonists. The indigenous people greatly assisted the colonists, showing them, among other things, how to build cel pots, how to tong for oysters, and how to build the famous Chesapeake Bay log canoes—all the stock-in-trade of today’s Crisfield watermen.

The town is committed to providing recreation and hospitality. Fishing is unequaled. There is an 18-hole golf course bordered by a terrain of woodlands, wetlands, and native grasses. Visitors like to be in town on Labor Day weekend for the world-renowned Hard Crab Derby, when crabs are raced and large quantities are eaten in the festive mood prevailing at the seafood restaurants around town. The 3,600-acre Janes Island State Park is a perfect spot for bird watching, photography, and painting. Janes Island is entirely undeveloped, with miles of isolated shoreline and sandy beaches. History buffs enjoy the area’s 17th-century architecture and artifacts—some of the oldest in Maryland. They can observe one of the few remaining smithies who fashion oyster tongs, clam rakes, and marine equipment for watermen.

Crisfield is unassuming in its daily rhythm. It cherishes a flexibility that has allowed centuries-old traditions of work methods and diligence to survive amidst cycles of hard times and prosperity.
Cumberland lies tucked in the coolness of the Appalachian Mountains in Western Maryland. Since it was founded in 1787, this small vibrant city has ridden the ups and downs of the American economy. When the railroads ruled the world, Cumberland was a transportation hub. When smokestack industries were the mark of a successful city, Cumberland had factories—many of them. And now that technology is asserting itself as the wave of the future, Cumberland is riding that crest.

In the course of enjoying the boom cycles of its colorful past, Cumberland acquired a downtown streetscape seldom seen in towns of its size: four- and five-story Greco-Roman facades grace Baltimore Street, the main thoroughfare, and many buildings boast 6,000 to 7,000 square feet of space. Much of Cumberland’s charm lies in that architectural heritage. And that is particularly true in the impressive central business district, which the mayor and city council have taken extraordinary measures to protect, enhance, and promote. Tax incentive programs are aimed at encouraging businesses to renovate existing structures, and funds have been provided for identifying and graphically recording commercial space available in downtown buildings.

The city has established itself as an aggressive partner with the business community, and at the same time it recognizes the advantages of getting people to return to living “in town.” Tax incentive packages have been assembled to encourage families, retirees, and the single set to recognize those advantages. The program offers a tax freeze and other benefits to owner/occupants for renovating existing housing stock. That initiative appears to be working—people like the idea of walking to work and shops and having schools and cultural activities within walking distance, too.

Cumberland successfully combines the characteristics of a village and an urban scene. Not many cities can do that and at the same time offer the mellowing influence of a rich history and the excitement of a promising future.

Fall foliage provides a colorful backdrop to the city of Cumberland as viewed from Industrial Boulevard.
The town of Deer Park traces its history back to the 1770s, long before Garrett County was established. The town was part of property owned by Lord Baltimore and was originally surveyed on April 14, 1774.

Deer Park saw immense growth during the mid to late 1880s, primarily because of the Baltimore and Ohio Railroad. The Deer Park Hotel, constructed in 1872, served as the focal point for visitors who came to the mountaintop to enjoy the beautiful scenery and cool temperatures during the summer months. Numerous large cottages were subsequently erected and made available to wealthy visitors.

As automobiles became more readily available in the early 1900s, transportation was no longer limited to railroad service, and Deer Park lost its appeal as a vacation destination. The fortunes of the town took a gradual downturn. Fires and demolitions have destroyed many of the fine homes and hotels that once were abundant in the area.

At the start of the 21st century, Deer Park finds itself in a position to capitalize once again on Garrett County’s natural beauty and strong work ethic. Recently constructed water and sewer systems provide an impetus for residential and commercial growth, both of which had stagnated since the 1900s.

Deer Park is home to the Deer Park Spring Water Company, which provides quality bottled water from Boiling Springs. The famous Flying Scot sailboats are manufactured within the town’s corporate limits.

Deer Park's vacation "cottages" were once the retreats of wealthy families from the city. One became known as the Cleveland Cottage after President Grover Cleveland and his bride used it for their honeymoon in 1886 (oval picture). Several are still in fine condition. One has been carefully renovated to serve as the Deer Park Inn, which offers French country dining and bed-and-breakfast amenities (top of facing page).
Many towns owe their existence to a railroad, and the two contiguous towns of Delmar, Maryland, and Delmar, Delaware, are among them. In 1859, the Delaware Railroad extended its track south to the Delaware/Maryland border. At the end of the rail line, in both states, merchants took advantage of economic opportunity, and railroad workers established residences. Thus two towns originated and prospered as one. Before the end of the century, both had been chartered as incorporated municipalities in their respective states: Delmar, Maryland, in 1888, and Delmar, Delaware, in 1899.

Like other communities, each town elects its own mayor and council, passes its own ordinances, and raises its own revenue. But beyond those activities, arrangements are unique. According to a formula based largely on population, the two revenue streams are applied to a single municipal operation with a single town manager. The wastewater treatment plant, the police station, and the town hall are located in Delmar, Maryland, while the water treatment plant, the library, and the volunteer fire department are located in Delmar, Delaware. There are parks and recreational facilities in both towns. Elementary school students are all taught in Delmar, Maryland. Middle and high school students who live in Maryland may choose to attend school in Delmar, Delaware, or in nearby Salisbury, Maryland.

This unusual brand of municipal government is not without its challenges. For example, police officers must have certification and knowledge of the law in both states, although most local regulations are compatible to avoid confusion among residents. Overall, the benefits of Delmar’s unique municipal arrangement outweigh the disadvantages—more efficient operations are achieved and opportunities for state grants are broadened.

Delmar has not forgotten its railroad heritage. Attractions in a small downtown park include a caboose and a rare highball signal, once the notification to engineers for “full-speed ahead.”

Delmar has an official motto “The little town too big for one state” is a continuing source of pride for all citizens of Delmar, Maryland/Delaware.
Denton, the county seat of Caroline County, is located on the eastern bank of the Choptank River near the geographic center of the county and of Maryland's Eastern Shore. The town began as a small settlement on Pig Point, a small promontory on the Choptank River. In the early 1770s, the settlement was called Eden-Town in honor of Sir Robert Eden, the last governor of the colony of Maryland under the Proprietary. He served from 1768 to 1776. Soon after the Revolution, the name of the town was contracted to Edenton, and in 1781 it was shortened again to Denton.

A wharf was constructed at the settlement in 1792. In 1796, seven commissioners were appointed “to survey and lay out any quantity of land, not exceeding fifty acres, . . . to be erected into a village and to be called and known by the name of Denton . . . .” In 1827, a market place was opened where the current Masonic Hall now stands. Farm produce was sold there, as were slaves. In 1835, the first factory was built in Denton; it manufactured plows.

Early travel to Denton was by water. The steamboat Cyrus came up the Choptank River to Denton from Baltimore on at least one occasion before 1850. Later, the Dupont made the trip weekly with freight and passengers. In 1811, a bridge built across the Choptank at Denton greatly improved transportation from the west, enhancing the town’s position as a trade center. By the time of the Civil War, new stores, shops, schools, and churches had been constructed. Much of that progress was wiped out in 1863 when a company of Union soldiers celebrated the Fourth of July with skyrockets and other explosives that ended up causing a conflagration. Almost all of the business part of town was destroyed.

The downtown area has since been rebuilt, of course, and the town currently serves as the governmental and commercial center for Caroline County. Industrial activity has increased in recent years along with commercial and residential growth. The Choptank River no longer plays an important role in the town’s transportation needs. Maryland Route 404 provides Denton with excellent accessibility, the road is carried over the Choptank by a third-generation bridge. Lamps from the replaced second bridge now decorate the downtown area (see left).

An Assembly Act of 1790 provided for the relocation of the Caroline County seat from Melville’s Warehouse to Denton, then a trade center of some importance. Four acres were secured, and building of the courthouse began in 1793. In 1895, that building was replaced by the present one, which underwent an enlargement in 1967. The courthouse and the courthouse green, occupying a full block, is an attractive and prominent landmark in Denton.

Downtown Denton is home to a variety of small businesses, restaurants, professional offices, and government agencies. The Clover Cultural Center (above), occupying a gracious circa-1900 house across from the Courthouse, offers art exhibitions, classes, and festivals. A variety of recreational activities is available at the town’s three parks. Crouse Park, shown here, offers a free public boat ramp, fishing pier, basketball court, picnic area, and rest rooms.
In 1874-75, Major Leander P. Williams assembled a farm out of four parcels of land known by the names Good Luck, Magruder’s Plains Enlarged, The Levels, and Offutt’s Adventure. He bought them from Col. Ninian Beall, Benjamin Berry, and Alexander Magruder, who had received the original patents to the tracts from Lord Baltimore, proprietary of Maryland. Fifty years later, on February 2, 1925, the District Heights Company bought the 504.93-acre farm from Major Williams’ estate for $60,000. The company had been formed by Joseph Tepper, David L. Blanken, Henry Oxenburg, Gilbert Leventhal, Simon Gordon, and Simon Gerber for the specific purpose of developing a residential community. At the time of the purchase, the land was being farmed by Walter and Al Dustin, whose descendants still live in the area. Their farmhouse stood on the site of the present house at 7116 Foster Street, which was built by Mr. Tepper, president of the development company.

By the summer of 1926, approximately 25 homes had been built and two businesses had been established—the gas station at 72nd and Marlboro Pike and the Sanitary Grocery Store (later Berry’s) at Gateway and Marlboro Pike. In the course of the development work, graders ran into a pipe that apparently was a relic of what records referred to as “the great oil strike.” Two oil wells had been drilled, it seems, one on 73rd Street just off Halleck and the other on Berkshire. The amount of oil pumped from them is not known.

Today, District Heights is one of only three municipalities in Prince George’s County that has—besides its administrative offices—its own Police/Code Enforcement Department, Recreation/Cultural Department, and Public Works Department. They serve nearly 7,000 residents.
The town of Eagle Harbor is a tranquil enclave of vacation cottages and year-round homes on the Patuxent River in the southern tip of Prince George’s County. The progress of a people and of a nation has played out on the town’s quiet, storied shores.

Like most of the Aquasco area, agriculture drove the local economy in centuries past. In 1659, Lord Baltimore granted the land that now encompasses Eagle Harbor to a Joy Woods. For the following two centuries, the cultivation of tobacco and other cash crops by a labor force of African slaves made area plantations a vital part of the nation’s growing economy. Even after the Civil War, the population of the Aquasco area remained over 55% African-American.

In the 1890s, Captain George Weems, proprietor of the Weems Steamboat Company, built a tobacco warehouse on what is now Trueman’s Point Landing. This was one of several key stops for Baltimore trading ships. There were two hotels there serving commercial and recreational travelers. Nevertheless, the land remained largely under-developed until the late 1920s.

In the era of Jim Crow segregation, finding a refuge from the unforgiving summer heat of Washington, D.C., was no easy task for the city’s growing African-American middle class. But in 1926, black developer Walter Bean bought the parcel of land now known as Eagle Harbor and began selling the lots out of his office in Washington’s thriving Shaw neighborhood. With their quiet, crescent-shaped beach located on the placid Patuxent River, the 1,000-plus lots priced at less than $50 sold quickly. In addition to modest summer cottages, several more substantial houses designed for year-round use were erected. The Eagle Harbor Citizens Association incorporated the town in 1929, with John T. Stewart, Sr., as the Board of Commissioner’s first chairman.

History is never far away in Eagle Harbor. Indeed, the present Board of Commissioners includes a granddaughter and a great nephew of two pioneering families: the Delaneys and the Wades. The Board is leading the Town into the new millennium as charming 1920s bungalows are joined by new and remodeled homes. New generations are discovering the unequaled calm of life in a town where history rises with the morning mist.
Part of East New Market's renaissance activity is the renovation of the old high school building to create nineteen residences for senior citizens. Built in 1912, the structure had been empty and deteriorating for several years.

One of four churches that grace entrances to the town is the Trinity Methodist Church, circa 1848. A German Lutheran church built around 1880 (inset) is now a private residence.

Incorporated 1884* / Dorchester County / Mayor, 4 Councilmembers

* See Note 2 to Appendix B, page 340.
Located in the heart of Maryland’s Eastern Shore, Easton is a classic example of “the best of both worlds.” Though surrounded by the joys of nature, Easton is also the home of unique cultural activities and known for its historic charm. With abundant and diverse recreational opportunities and convenient access to major metropolitan areas, Easton is well suited to its role as the county seat of historic Talbot County. Described as a handsome town, Easton’s architecture is both beautiful, and unique. Active and comprehensive efforts to protect the past while making room for the future are an integral part of the town’s planning process. Easton has the charm that is unique to small towns plus big-town features and activities that enhance the quality of life of its citizens—architectural gems spanning four centuries, a fully equipped hospital, a variety of golf, yacht and country clubs, ice hockey and skating facilities, a local airport that accommodates jet traffic, famous restaurants, inns, and galleries, the renowned Waterfowl Festival, dedicated service organizations, and six shopping centers. For a town of its size, Easton has the unusual distinction of owning and operating its own public utilities system, which is administered by a town commission. In 1997, Easton was selected as one of the first five communities to participate in the Main Street Maryland program. The town viewed the selection as recognition of its accomplishments in revitalization and preservation as well as an opportunity to do even more along those lines. Through the years, progressive planning and development have been combined with a dedication to retaining Easton’s fundamental charm, a formula that helped to win for the town the designation “Eighth Best Small Town in America.”
Edmonston probably acquired its name from Captain James Edmonston, a member of a prominent Bladensburg family. He was called “Captain” because he owned a large ship. In 1742, he paid five shillings for a piece of land upon which the town of Edmonston eventually developed.

At the end of the 19th century, there were still some agricultural activities in the area. Mr. Palestine’s dairy farm extended from the Anacostia River to the B&O Railroad tracks. In 1915, the Edmonston Elementary School was built on the farm. It faced Decatur Street, which at that time was a dirt lane with a narrow wooden bridge across the river to Hyattsville.

Proximity to the more highly developed Hyattsville and ready access to railroad and streetcar lines into Washington encouraged the steady growth of Edmonston. By 1924 when the town was incorporated, there were several hundred residents, at 49th Avenue and Decatur Street, there was a small neighborhood center with a few stores and a post office. Only the small grocery store remains today. The first items on the agenda for the new municipality were street paving and lighting, construction of a concrete bridge across the Anacostia River, and arrangement with the fledgling Washington Suburban Sanitary Commission to bring water and sewer pipes into the town.

One of the early mayors of Edmonston (1927) was Kinjori Matsudairi, the grandson of a Japanese feudal lord. His election received attention in the Philadelphia press at the time with the somewhat inaccurate lead, “Japanese Elected Mayor of American City for the first time in history.” His father, Tadaatsu, came to the United States in 1872 to study and stayed to marry an American woman and pursue a distinguished career in civil engineering. Kinjori, born in Pennsylvania in 1885, was elected mayor of Edmonston a second time during World War II (1943).

Edmonston’s population is now about 1,500. It is still a small town, but one with a proud history and a promising future.

An Honor Roll listing Edmonston citizens serving in the country’s armed services was dedicated on November 21, 1943. The ceremony included a tribute to the servicemen by Mayor Kinjori Matsudairi.

Edmonston suffered severe flooding during the 1940s, although the circumstances did not interrupt business at the neighborhood grocery store—the sole survivor today of Edmonston’s original early-1900s “shopping center.” Likewise, the citizens pictured wading in the water at 51st Avenue and Decatur Street certainly do not appear to be overly concerned. Flood-control work performed in the 1950s remedied the problem; the river was dredged, the stream path was widened, and earthen dikes were built along the banks.

Edmonston’s Town Hall was built in 1957, although its current appearance (below) results from a renovation in 1992. The building’s exterior was enhanced, and the interior was rearranged for more efficient use and more attractive working spaces.
Eldorado is located on the north side of Marshyhope Creek and connected by a bridge to the village of Brookview across the creek. Formerly known as “The Ferry,” Eldorado was the northern end of Crocket’s Ferry that connected the two villages until 1903.

In 1674, Thomas Hackett arrived in the area with 66 colonists to settle a 3,350-acre parcel of land for Richard Angell. A portion of that land was patented from Lord Baltimore in 1732 and named Hackett’s Adventure. The land has remained in the family’s name to the present day.

The plantation named “Rehoboth,” patented by Captain James Lee of Virginia in 1673, is a well-known landmark adjoining Eldorado. Eldorado is now a small farming village with one store, a community center, and a volunteer fire department that operates jointly with Brookview to serve the entire northeastern region of Dorchester County.

There are numerous historical markers and locations to visit in the Nanticoke River and Marshyhope Creek area of eastern Dorchester County. Eldorado is a convenient place for visitors to begin their tours.
Because of its conspicuous shape, the area later known as Elkton was named “Head of Elk” by Captain John Smith during his exploration of the upper Chesapeake in the early 1600s. The village that eventually developed there served travelers on their way between Philadelphia and Baltimore.

Today, Elkton is the largest town in Cecil County, the seat of government for the county, and a progressive business community. Once famous for its fast and convenient marriages for celebrities, the town now hosts more subdued postnuptial gatherings on the lawn of the Cecil County Courthouse. Elkton’s reputation as a marriage mill inevitably has succumbed to the more pressing needs of a competitive economy—retail and manufacturing businesses able to support the town’s growth.

Continuing to capitalize on its strategic location along the transportation route between Baltimore and Philadelphia and offering encouragement in the form of economic incentives, Elkton in recent years has attracted several large employers—L. Gore & Associates, Terumo Medical Corporation, Konica, Steel Technologies, Wal-Mart, K Mart, American Home & Hardware, Acme Markets, and other entrepreneurial and franchised retail and service enterprises.

Elkton’s allure as a nice, small place to live and rear a family has endeared it to its citizens, a community of people tied together by common interests in employment, youth sports, scouting, church activities, service clubs, civic committees, and countless other endeavors that form a strong social fabric. Extensive open space for sports activities, gatherings of family and friends, day-care recreation, health-minded walking, bird watching, and special events contribute to the quality of life in this community of “pleasant living.” The schools, public library, volunteer fire company, and emergency medical services are rated highly. State, county, and municipal agencies targeting social, education, health, and safety issues fulfill the market demand for a wide spectrum of public services.

Elkton’s elected leadership has recognized that commerce is the key to the town’s continuing prosperity. It will continue to vitalize growth and exercise its commitment to ensuring the highest quality of life for its citizens.
The town of Emmitsburg sits quietly at the foot of the Blue Ridge Mountains. Residents seem to thrive on the neighbor-knows-neighbor lifestyle that has existed there since Samuel Emmit founded the town in 1757 with only seven families. The land that Emmit purchased from the Carroll family of Annapolis was bounded by Middle Creek, Tom’s Creek, Friends Creek, and the Pennsylvania state line to the north. In August of 1785, Emmit divided his holdings into town lots.

Emmitsburg is noted for its religious and educational roots. At the beginning of the 19th century, Reverend Father John Dubois and Mother Elizabeth Ann Seton each established a school for higher education there: Mount St. Mary’s College and St. Joseph's College for Women, respectively. In the course of a few years, those two schools came to merit nationwide recognition. St. Joseph’s closed in 1972, and many of its students transferred to Mount St. Mary’s.

Emmitsburg is the site of the first free parochial school in the United States, created by Mother Seton in 1910. One of Maryland’s first public high schools was in Emmitsburg, its first class graduated in 1898. The school’s building is still in use — now as a community center.

Emmitsburg’s civic and patriotic organizations are many: the Lions Club, Chamber of Commerce, American Legion, Knights of Columbus, Veterans of Foreign War, Little League, Girl Scouts, and Boy Scouts.

Arts and entertainment are but a short drive away in Baltimore (50 miles), Washington D.C. (65 miles), and Harrisburg, Pennsylvania. (50 miles). Historic Gettysburg is only ten miles away to the north.

Quaint and picturesque, Emmitsburg is rich in many other ways: in history, religion, education, and the people that make up the community.

Mount St. Mary’s College was founded by Father John Dubois in 1808. One of its several imposing 19th- and 20th-century stone buildings is shown above.

After St. Joseph’s College for Women, founded by Mother Seton in 1809, closed in 1972, its buildings were bought by the federal government to house the Federal Emergency Management Agency (FEMA), as pictured below.

Mount St. Mary’s College was founded by Father John Dubois in 1808. One of its several imposing 19th- and 20th-century stone buildings is shown above.

Incorporated 1824 / Frederick County / Mayor, 4 Commissioners

Close to the previous St. Joseph’s College are facilities of the religious order that Mother Elizabeth Ann Seton founded in 1812—the Sisters of Charity of St. Joseph. The campus includes St. Joseph’s Provincial House (above), a retirement home for the sisters, and the Shrine built to commemorate Mother Seton’s beatification by the Catholic Church in 1975 (left). Also still standing here is “The White House,” site of the United States’ first free parochial school, which Mother Seton opened on February 22, 1810 (top). (Four years earlier, she had established a school for girls on Paca Street in Baltimore at the request of Archbishop John Carroll, but there was a tuition charge there.)

Some of the buildings on Emmitsburg’s Main Street date to the second half of the eighteenth century when the town was just getting started.
Fairmount Heights has the distinction of being the largest and oldest black community in Prince George's County. The south side of its 450 acres borders Washington, D.C. The earliest settlers were black families who purchased small plots of land between Addison and Sheriff Roads in 1903, acting on their desire for affordable, low cost, single-family houses in a community that would be governed by themselves. The residents established a Citizen's Association and worked diligently to improve the town. The first attempt to incorporate was in 1922, but it was not until 1935 that the process was completed. Fairmount Heights is now a thriving residential community.

Among the organizations that flourish in the town are the Civic Association, the Boys Club, and the Senior Citizens Association. Fairmount Heights has been the home of several pioneers and achievers who made significant contributions to the town and to Prince George’s County. James Armstrong, the first supervisor of colored schools in Prince George’s County and later a member of the town council, built his home there in 1904. Prominent architect William Sidney Pittman built his home on Eastern Avenue; his wife, Portia, was the daughter of Booker T. Washington, founder of the Tuskegee Institute. Doswell Brooks moved into the community about 1928. He was the first black supervisor of colored schools in Prince George’s County and the first African-American member of the Board of Education. Robert Gray was a very active citizen of Fairmount Heights. He was the principal of the first school built in the town, Fairmount Heights Elementary, and served as president of the Fairmount Heights Federal Credit Union and as the town’s clerk-treasurer, deputy mayor, and mayor from 1977 to 1989.

The spirit of the early settlers of Fairmount Heights still exists today. Officials continue to seek ways to improve the quality of life in the town. Despite the changes that Fairmount Heights has experienced, desire, vision, courage, and perseverance remain constant in the makeup of its residents.
The town of Federalsburg is located in the southern-most part of Caroline County at the headwaters of Marshyhope Creek, known in earlier days as the Northwest Fork (of the Nanticoke River). The place was settled as early as the 1690s by some of William Penn’s colonists, and its location on the river became a natural crossing point for travelers, the Nanticoke Indians had been fording the river there long before the settlers arrived. A store was established there in 1789, and a small village developed around it. But it was not until a bridge was built at the crossing in the early 1790s that the place’s potential for commerce began to be exploited. It was known simply as The Bridge until one day in 1812 when the town hosted a rousing mass meeting of the Federalist Party. Emotions ran high, and by popular demand the town’s name was changed on the spot to Federalsburg.

Probably, Federalsburg’s earliest industry was shipbuilding; the surrounding white oak forests supplied the building material. The water at Federalsburg was too shallow for the ships to be launched there, so the hulls were conveyed to Brown’s Wharf four miles down the river. There they were launched, outfitted, and sent off on their careers as Bay and river trading vessels. That industry died sometime before the Civil War.

Other industries centered around the mill dam at the town’s northern end. There, logs were converted to lumber, which was sent downstream for shipping to Baltimore. Fleece was processed to yarn, and wheat was ground and made into “Maryland Biscuits.” The dam was used as a source of power for these industries until the last mill burned in 1916.

River traffic with Baltimore and other smaller towns on the Chesapeake Bay began at an early date. Heavily loaded scows were pushed down the river by four or five men using long poles. At Brown’s Wharf, the cargo was reloaded onto schooners and other sailing vessels for its journey down the Nanticoke and out onto the Bay.

Before the Civil War, there was little cross-country traffic except for the stage-coaches carrying mail and passengers. The Seaford and Cambridge Division of the Pennsylvania Railroad opened on October 12, 1868, a date that marked the beginning of a new era in the history of Federalsburg. The railroad opened up the markets of Philadelphia, New York, and other northern cities to Federalsburg’s products—most importantly the perishable garden and orchard produce that could be transported successfully when refrigerated railroad cars were introduced.

Today, agriculture is a major element in the area’s economy, although two full-service industrial parks have been created to accommodate the growing diversity in the town’s economic base. New housing is keeping abreast, and rehabilitation of homes throughout the town is revitalizing neighborhoods. The town has a community park, and the Marshyhope Greenway, a two-mile recreational/nature trail along the banks of the scenic Marshyhope Creek, is enjoyed by walkers, joggers, bicyclists, skateboarders, and rollerbladers year round.

Federalsburg has planned for controlled growth, and its citizens are dedicated to seeing their town prosper. Anyone who cares to help is warmly welcomed.
Forest Heights began as a builder’s subdivision in 1941. Before long, there was a Forest Heights Citizens Association, and before the end of the decade essentially the same institution was functioning as the formal government of an incorporated municipality. At that time the town covered 166 acres straddling Indian Head Highway. There was a population of about 1,000.

The first mayor and town council meeting was held on May 18, 1949. In August 1952, the first policeman was sworn in—for part-time duty only. In January 1961, Forest Heights became the first town in Prince George’s County to adopt a “Sister City” under the “people-to-people” project sponsored by the White House and the American Municipal League. Villaviciosa, in the Philippines, was the town selected.

Today, the town’s police force has five full-time members. There are three parks: “Tayac,” named for the Tayac Indians, and “Lura” and “Armhold” named for two outstanding citizens of the community. A monument in Lura Park is dedicated to the memory of “Our Fellow Citizens Who Gave Their Lives in World War II.” Forest Heights Recreation Council and Forest Heights Homemakers were established early in the life of the town and have remained active ever since.
The City of Frederick, then known as Fredericktown, was founded in 1745 by Daniel Dulaney. Some speculate that the city was named after Frederick Calvert, sixth and last Lord Baltimore. Others believe it was named in honor of Frederick Lewis, Prince of Wales, the father of King George III. Backed by 250 years of rich history, Frederick emerges today as a city of ambiance, charm, and beautifully maintained historic architecture. It sits at the intersection of major highways and serves as home to high-tech business and industry.

The nationally recognized Historic District has specialty shops, art galleries, antique dealers, and numerous restaurants and eateries. Visitors who take walking tours follow in steps taken in past centuries by some of the nation’s key figures—Thomas Jefferson, Marquis de Lafayette, Abraham Lincoln, Francis Scott Key, and others. The city is rich with reminders of the Civil War—a reconstruction of Barbara Fritchie’s house, the Civil War Medicine Museum, a story about the ransoming of Frederick by General Jubal Early, etc.

The arts are supported through cultural institutions and events such as the historic Weinberg Center, the Delaplaine Visual Arts Center, the Cultural Arts Center, the Public Art Program, numerous artists’ galleries, The Festival of The Arts, and the summer concert series. Honored as a “Tree City USA,” Frederick proudly maintains 67 beautiful parks, including Baker Park, home of a 23-bell carillon and site of spectacular Fourth of July festivities. Carroll Creek Linear Park progresses as the city’s “river walk” and host of the nationally acclaimed “Community Bridge Mural.”

“So proudly we hail . . . ,” the slogan of Frederick’s 250th Anniversary, represents the sentiments of all who visit and reside in this charming historic city.

“In the Street” is an annual city event that entertains thousands of residents and tourists.
The town of Friendsville is Maryland’s western-most municipality, situated in the corner of the state adjacent to the borders of Pennsylvania and West Virginia. Friendsville’s first known white settlers were John and Mary Friend who came to the area in the 1760s and gained permission from the Shawnee Indians to build a log cabin near their encampment along the Youghiogheny River. The “Yough,” as the river is known locally, flows northward from Friendsville into Pennsylvania, which accounts for the Shawnee name which translates as “waters that flow in a contrary direction.”

By the early 1900s, Friendsville was a thriving community with a number of homes, hotels, stores, and an opera house. The local economy was supported by a booming timber and coal-mining industry and by a railroad that serviced the area.

During World War II, a flood-control dam was constructed on the river downstream from the town, leading to abandonment of the railroad. Many of the mines closed, and the logging industry became stagnant, resulting in fewer and fewer jobs for local residents.

Friendsville today has become synonymous with white-water rafting because of the town’s proximity to the Youghiogheny River, which boasts some of the best rafting and kayaking east of the Mississippi. The boom in that sport and the popularity of the area for vacationers and fishermen has been most beneficial to Friendsville. The healthy economy supports an active community that strives in many ways to maintain a supportive and congenial environment for its residents. Friendsville Community Park provides a variety of recreational and cultural opportunities; a community and senior citizens center meets a diversity of residents’ needs, and the Friend’s Museum provides a genealogical library and a glimpse of the town’s past. The museum also serves as the headquarters of the Friend Family Association of America.

Friendsville takes pride in its motto — “The friendliest little town in Maryland.”
Frostburg owes its existence to a project authorized by Congress in 1806—construction of The National Pike. Josiah Frost bought a tract of land that straddled the proposed route and laid out a series of "town lots" on it. His son, Meshach, built a log house on Lot 1 and brought his bride to live there in June 1812.

When stagecoach service was inaugurated on the Pike in 1818, the house became an inn known as Highland Hall, and a cluster of taverns, smithies, and houses grew up around it. Over the years, Highland Hall was joined by the Franklin Hotel and other hostelries. The Post Office called the place Frostburg.

When the railroad arrived in the late 1840s, merchants were able to ship coal in quantities never before possible. The town became a commercial coal-mining center, alternately thriving and suffering with the fluctuating price of coal.

The manufacture of fire bricks from the high grade fire clays found in the area also became economically feasible with the availability of the railroad for hauling the product to market. That industry was well established by the 1860s. The Big Savage Fire Brick Company, formed in 1902, is still one of the major manufacturers of fire bricks in the eastern United States.

Frostburg boasts many historic and charming homes. A few date from the earliest days of the National Pike, others are contemporaries of the more famous mansions of the South, and some were built in the late 1800s. Many stand unchanged in their original dignity. Amidst them, at the heart of the town's National Historic District, a monument marks the grave site of Meshach Frost and his wife.

The Old Depot was built in 1891 by the Cumberland and Pennsylvania Railroad as its passenger and freight station at Frostburg. Two passenger trains ran daily from Cumberland to Piedmont via Frostburg until 1942. Abandoned entirely in 1973, the building lay unused until it was strikingly renovated in 1989 to house a restaurant and shops. It also accommodates railroad enthusiasts who ride on the Western Maryland Scenic Railroad's steam passenger trains.

A major influence on Frostburg's economy has been the century-long presence of Frostburg State College, now University. The institution currently has an enrollment of 5,000 students with 300 faculty members and 650 employees. It is the biggest employer in town and the most important local "industry." Students take a break in front of "Old Main," the university's oldest building, constructed in 1898 (right). The newer buildings, such as the Performing Arts Center on the left of the picture below, blend well with the original buildings and the natural beauty of the campus.

Frostburg is the home of the Washington Redskins summer camp. Here local musician Ernest P. "Red" Ogden entertains visitors.
As its name suggests, Fruitland is closely associated with agriculture and the rich bounty that is produced from the fertile soils of Maryland’s lower Eastern Shore. Settled around 1820 at an intersection on a major stagecoach route, the city was originally called Disharoon’s Crossroads. As development arose around the fork in the road, the name was changed to Forktown. That name lasted until 1873 when the present one was adopted.

For over a hundred years, Fruitland grew at a modest rate primarily as a bedroom community for Salisbury, its larger neighbor to the north. But in the late 1970s, people began to settle in the town in increasing numbers, attracted by superior schools, recreational facilities, warm and friendly neighborhoods, and a town government that put people first.

From 1980 to the end of the century, Fruitland was the fastest growing community on the Eastern Shore. Under progress-minded city councils, modern water and sewer systems were constructed, an economic development commission was established, and a local chamber of commerce was organized to support existing businesses and attract new ones. The city’s first industrial park is under way, offering Enterprise Zone benefits.

Today, Fruitland enjoys the reputation of being a “can-do” city, where government and civic leaders work together to eliminate red tape and provide the quality of life that Eastern Shore residents appreciate. “We will always respect and treasure the heritage and legacy of our farming ancestors,” said City Council president Ted Lokey. “But we greet the new century confident of our direction and eager to embrace the challenges of the future together.”

With superior service, progressive leadership, and one of the lowest property tax rates of all the full-service municipalities in Maryland, it is clear why Fruitland is indeed... "a Shore pick!"

Fruitland is a 3-square-mile community offering a wide variety of housing choices and business opportunities. There are several new subdivisions in Fruitland, all designed with wide streets and tall trees.

Fruitland’s recreational park has baseball/softball fields, soccer fields, a horseshoe pit, a playground, shady paths, and a picnic pavilion.

Every year, the town turns out for the opening-day parade of the Fruitland Little League season. In 1998, the League marked its 50th year as one of the pillars of the Fruitland experience.

The City Hall, constructed in 1986, is located at the site of a fork in the early stage route, where the settlement that was to become Fruitland first developed nearly 200 years ago.
Funkstown originally was 88 acres of land sold to German immigrant Henry Funck by Frederick Calvert in 1754. The town was laid out by Henry and his brother Jacob in 1767; they named the place “Jerusalem.”

Jerusalem was surrounded on three sides by Antietam Creek, which accounts for the fact that its principal industry was milling. There were mills of various kinds—including a powder mill that supplied Washington’s army during the Revolutionary War. The largest of them was a flour mill built by Henry Funck in 1762 in the area to the rear of the town’s present fire hall. It operated until 1929, when it was destroyed by fire. The powder mill blew up in 1810.

Jerusalem was a center of activity for the frontier in its early years. The local commerce during those years included, besides the flour mill and powder mill, a paper mill, a sawmill, a woolen mill, a wagon yard, and several inns and taverns. The National Pike was constructed through Jerusalem in 1823, contributing further to the commercial activity of the town. The community became a favorite stopping place for travelers. But the prosperity withered when the railroad was built a mile to the west of the town in 1832. Nevertheless, the community incorporated as a municipality in 1840 under the name “Funkstown,” a shortening of Funck’s Jerusalem Town, the name by which the community had come to be known early in the 19th century.

On July 10, 1863, during the Confederate Army’s retreat from Gettysburg, a diversionary battle was fought at Funkstown while General Lee established a nine-mile battle line from Williamsport to St. James. The battle that was fought around the town and in the vicinity of today’s town park resulted in 479 soldiers killed or wounded and the use of residences in Funkstown as hospitals. In the end, General George Meade was unable to move his men fast enough from Chambersburg to engage the Confederate forces before Lee retreated across the Potomac River on the night of July 13.

A major element of life in Funkstown in the early part of the 20th century was the electric trolley. By 1904, the final section of track from Boonsboro across South Mountain to Myersville was completed, and travelers could then enjoy a scenic two-hour, 29-mile trip between Hagerstown and Frederick. That section closed down in 1938, although other sections of the 87.5-mile Hagers-town and Frederick Railway survived until mid-century.

Today, still straddling a remnant of the old National Pike and with 250 years of history to savor, Funkstown is a growing, vibrant residential community. The natural beauty of the area draws new residents just as it attracted the early German settlers. The many historic houses and other buildings still in use add to the town’s allure.
In the middle of Montgomery County, Gaithersburg is a family-oriented, well-planned city that offers abundant housing, retail, and entertainment opportunities. It is the headquarters of several companies that are leaders in the life-sciences industry.

In the early 1800s, Benjamin Gaither settled in the area that was then referred to locally as Log Town, although the Post Office insisted on calling it Forest Oak after a historic tree that grew there. Gaither built his house near the old tree, which was almost 300 years old when it fell during a thunderstorm in 1997.

By the time that the community was incorporated in 1878, it was a successful railroad town with extensive agriculture and lumber operations—and its name had become Gaithersburg.

A business expansion occurred in the 1960s when the National Institutes of Standards and Technology, then called the National Bureau of Standards, came to Gaithersburg. The town received city status in 1968 as its attraction to the high-technology industry stimulated further growth. Since then, Gaithersburg has become an “edge city” of the Washington Metropolitan area, and one of the largest cities in Maryland.

Most of the residents fall in the 25 to 44 age bracket. Forty percent of all residents have at least a Bachelor degree and 16 percent have a graduate or professional degree. Education is a priority for Gaithersburg’s citizens; the Montgomery County Public School System is among the best in the nation.

Gaithersburg is a caring city that has received national and local awards for its programs and services. By standing agreement, the proceedings of the mayor and city council incorporate six pillars of character: trustworthiness, respect, responsibility, fairness, caring, and citizenship.

The city is proud of its neighborhoods, and the careful planning that makes them attractive. The Kentlands Mansion pictured here was preserved and integrated into the plan for the housing development that bears its name. The design has won international awards for its successful blending of neotraditional housing in brick, stone, and wood with a town-like atmosphere of walkways, alleyways, and traffic circles.

Bohrer Park at Summit Hall Farm is one of several recreation facilities available to Gaithersburg families. A visit to Christman Park (inset) offers an opportunity for quiet relaxation.

Incorporated 1878 / Montgomery County / Mayor, 5 Councilmembers
Galena is located at the intersection of Maryland Routes 213 and 290. The community was founded in 1763 and was originally known as Downs' Cross Roads in recognition of a local tavern owner, William Downs. The name was later changed to Georgetown Cross Roads.

When silver was discovered near the town in 1813, a mining operation started. However, fearing that marauding British troops might capture the mine in the course of hostile activities of the War of 1812, the owner soon closed it down. Despite the episode's short life, it served to give the community its permanent name—“Galena,” after the type of silver that was found in the mine.

Galena was incorporated in 1858 with a Town Council consisting of an elected mayor and four council members. The current population is about 375 people.

The town is famous for the dogwoods that grace its streets with a riot of pink and white blooms every spring. In recent years, flowering cherry trees have added their blossoms to the scene. The town has delightful antique stores, an auction house, and small restaurants, all complemented by other helpful institutions and a friendly populace.

The community organizations in Galena hold various events throughout the year: the Volunteer Fire Company is well known for its delicious all-you-can-eat breakfasts and its ham and oyster suppers; the Lions Club sponsors fried chicken dinners during the summer; and the local churches regularly organize public dinners and other activities.
Galestown is the northern-most town in Dorchester County. It is located close to the Mason-Dixon line, of which several markers remain nearby. One of the first inhabitants was Dr. Gales, whose name was given to the creek that flows through the town. Early deeds indicate that European settlers arrived in the area around 1714, and there is evidence to suggest that there were Native Americans living there at that time.

Early businesses in Galestown were grain and saw mills. The first grain mill to have been built was destroyed by fire around 1912; its replacement operated until the late 1940s and was eventually torn down in the 1960s. The sawmill was located on the tidal portion of Gales Creek. Lumber was loaded onto small boats that moved it to the Nanticoke River, where it was reloaded onto larger vessels for shipment to market. The Galestown Mill Pond reminds residents and visitors of the town’s early history.

The telephone became part of Galestown’s life in 1909, and that was followed by electric service in 1915. Local residents built the electric-service line and later sold it to Eastern Shore Public Service. The rural area surrounding the town did not receive electric power until 1941. Since that time, Galestown has not changed much in size or economic stature. It has a population of about 160. The Mill Pond is a treasured setting for local swimmers and fishermen and a delight to travelers who come upon it.
When Garrett Park was incorporated in the spring of 1898, its population was approximately 175 (the figure in the 1900 census), and there were 37 late-Victorian “cottages.”

The people and the cottages had arrived in the dozen years since The Metropolitan Investment and Building Company laid out the town and began selling lots and houses in 1886. Many of the properties no doubt were purchased by some of the 600 investors in the company, mostly residents of the District of Columbia. A one-room schoolhouse went up in 1893, and a railroad station materialized the following year, soon there was a chapel and a store.

The town had a strong start because it was located along the Metropolitan Branch of the Baltimore & Ohio Railroad. Completed in 1873 and running from Washington to Point of Rocks, Maryland, the railroad had opened up Montgomery County to suburbanization. The company ran nine commuter trains per day with the hope that residential growth would be stimulated and passenger and freight traffic would grow.

By 1903, however, the severe economic depressions of the 1890s began to take their toll, railroad officials and real estate investors realized that the boom was over. Train service was cut to three runs per day, and no more “cottages” were built. A small quiet town remained.

From then until the end of World War II, building in the town was sporadic. One spurt during the 1920s resulted in the construction of 45 houses—called “Chevy Houses” because a new Chevrolet could be included in the mortgage.

After World War II, the town grew, and grew, and grew. Today, the number of residents stands at about 1,000. The house count is 358, including the original “cottages,” the “Chevy Houses,” and ranch, cape cod, split-level, and early contemporary styles, all comfortably sited along quiet streets amid hundreds of trees. In 1975, Garrett Park was placed on the National Register of Historic Places. And the commuter trains still run, now courtesy of the Maryland Department of Transportation.

Until after World War II, there were less than 100 houses in Garrett Park. They were the original Victorian “cottages” built in the late 19th century (right) and the “Chevy Houses” (below) that resulted from an isolated burst of construction in the 1920s.
Glenarden takes its origin from 1919 when W. R. Smith purchased a group of properties about 10 miles east of Washington, D.C., and established there a residential community of 15 people. Three decades later, under the banner of its energetic Civic Association, the African-American, middle-class suburban community that had developed from Mr. Smith’s venture petitioned the State Legislature for incorporation as the Town of Glenarden. The charter was granted on March 30, 1939, making Glenarden the third predominately black incorporated town in the State of Maryland. W. H. Swann was elected as its first mayor.

In April 1994, the Town Council adopted a resolution to change the name of the community from Town of Glenarden to City of Glenarden. The change took effect 50 days after it was adopted.

The City of Glenarden takes particular pride in participation in government and the education of its children. It has produced state senators, delegates, county councilmen, and other civic leaders. Among the programs it maintains for the guidance of its young people are:

- The Midnight Basketball League, Inc., which targets young adults ages 17-21 who are school drop-outs and jobless. The league plays three games per night, three nights a week between 10:00 p.m. and 2:00 a.m. during the summer months.
- The Glenarden Track Club, a non-profit organization open to athletes aged 6-18. The club’s purpose is to use team concepts in building good character, sportsmanship, morals, and social responsibility.
- The Youth and Family Services Department, which coordinates a summer employment training program for youths aged 14-19. Job readiness, skills enhancement, and resume writing are the program’s main subjects. The activities are funded by the city and Prince George’s County.

The James R. Cousins, Jr., Municipal Center was constructed in 1965, replacing the original structure built in 1943. It is located on the corner of Martin Luther King, Jr. Highway and Glenarden Parkway. Offices for the Mayor, City Council, administration, code enforcement, finance, police, public works, and youth and family services are housed in this facility. There are also council meeting chambers, a cable TV studio, a senior citizens nutrition center, and a banquet/meeting facility known as the Gold Room.

The Glenarden branch of the Prince George’s County Memorial Library System is one of many facilities in the city designed by architect and former City Councilman Anthony N. Johns. The building, located on the corner of Glenarden Parkway and Brightseat Road, was completed in 1978.

The Martin Luther King, Jr. Park and Recreation Center sits on a 2½ acre site at 7921 Piedmont Avenue, formerly occupied by Saint Joseph’s Catholic Church. The facility was funded in 1973 by an Open Space Program grant of $154,498 from the State of Maryland. The city’s Recreation Department is housed here.

Smith’s Barber Shop was the first black-owned business to be established in Glenarden—in 1952. As such, it is considered by townspeople to be a historic building.
Glen Echo is a quiet residential town three miles northwest of Washington, D.C. It has grown gracefully there along the Potomac River and the C&O Canal since the very earliest days of the 20th century.

The town’s name is better known, however, for the amusement park that flourished there from 1911 to 1968. The famous Dentzell Carousel arrived in 1921, and the Spanish Ballroom and Crystal Pool in the ’30s. The electric bumper cars were always a favorite attraction. Glen Echo Amusement Park saw its heyday during World War II, when there was a large number of service men and women in the area. They would travel from Union Station by trolley or from Georgetown along the C&O Canal.

When the amusement park closed in 1968, a victim of changing tastes, the land and the remnants of some of the buildings became unused. But, by the action of public-spirited citizens, the land was acquired by the federal government in 1971 and assigned to the National Park Service to protect the Potomac Palisades, the C&O Canal National Historic Park, and George Washington Memorial Parkway from unseemly development at the site. With the cooperation of government and private sectors, Glen Echo Park was established as an educational and cultural forum where artists, students, teachers, and visitors could meet and exchange ideas. The Dentzell Carousel was repurchased and returned to the Park as the core of a revitalized entertainment area.

The restoration and enhancement of the Park as a center for cultural, educational, and entertainment pursuits is now spearheaded by the Glen Echo Park Foundation. This use comes full circle to the site’s brief hosting of a Chautauqua Assembly in 1891. That endeavor “to promote liberal and practical education, especially among the masses” came to a quick end because of a malaria scare (unfounded).

Clara Barton, founder of the American Red Cross in 1881, located the headquarters of the organization in her home in Glen Echo from 1897 to 1904. It was named a National Historic Site in 1975.
At one time, travelers passing through Goldsboro noticed a sign that announced the village as "The Hub of the Universe." The sign is gone now, but to some of the residents the claim is still appropriate. A quick check of the diversity and volume of traffic flowing along the three state highways that pass through Goldsboro lends credence to the "hub" point of view.

Goldsboro dates back to 1867 when the Delaware and Chesapeake Railroad was completed. The village was called Oldtown then—located on a road called Oldtown Lane. In 1870, the town was renamed Goldsborough for a prominent land owner, Dr. G. W. Goldsborough. The town grew as new roads joined the railroad in bringing business to the area. Canning was a major industry that survived until the middle of the 20th century.

For the most part, industry now has departed Goldsboro, although a concrete and excavation business recently brought new activity to the town. The feed mill and hardware store does a brisk business, and the convenience store located at the "Y" junction of Route 311 and Route 313 carries on the community's "hub" tradition.

A short distance from the town on Route 311 is historic Castle Hall, built in the 1770s by Thomas Hardcastle. This became the original location of Castle Hall School, which was established around 1820. The property is now a farm, and the mansion is a private home.

A visitor to Goldsboro today will find reminders of the rural past in a community taking the road to smart growth. Nearby state, county, and private recreational facilities make the town an ideal place to embark on a tour of the area—perhaps a canoe trip down the Choptank River, a hike in Tuckahoe State Park, or a visit to Adkins Arboretum.
Grantsville’s Senior Citizens’ Center (top), and Municipal Building (bottom).

Before there was a town of Grantsville, an east-west Indian trail known as Nema-colin’s path traversed its future site. Travelers on the trail were following the seasonal movements of the game they hunted for sustenance. When European colonists came to the area as hunters and traders and transients moving west, the Indian trail became a pack-horse path. In 1755, a contingent of General Braddock’s army directed by a young George Washington upgraded the path to accommodate the wagon trains that now were rumbling westward. In 1806, Congress approved construction of the National Pike, which generally followed the historical route taken by the Indians and the pioneers over previous centuries. (This was the first federally financed highway.)

The National Pike served faithfully—with ongoing bouts of maintenance—until 1933 when the route was straightened and significantly upgraded to become U.S. Route 40. Sections of the National Pike in Western Maryland that were bypassed by the “straightening” process are still in service as Alternate (or Scenic) Route 40; one of those sections passes through Grantsville, where it is called Main Street. Ironically, the “new” U.S. 40 now has surrendered its route and identity in Western Maryland to Interstate 68, which passes just to the south of Grantsville.

There are many historic landmarks in Grantsville: the Casselman River Bridge (1813); the Casselman Hotel (1824); Penn Alps, an 1818 stagecoach stop on the National Pike and now a restaurant and craft shop; the Spruce Forest Artisan Village,

which includes restored log cabins, school houses, a church, and other rustic buildings that house working artisans. Just to the east of Penn Alps is Stanton’s Mill, one of the oldest grist mills in Garrett County, dating back to 1797.

Complementing the outstanding concentration of historic structures in Grantsville are park and nature areas, specialty shops for crafts and antiques, and, a quarter mile to the north, the well known Yoder’s Country Market.
Conceived in 1937 as part of President Franklin D. Roosevelt’s New Deal, Greenbelt was designed to provide housing for Depression-era families in an environment that emphasized green spaces, community involvement, and good quality of life. The new community boasted a town center with shopping, recreational facilities (including the first public swimming pool in Maryland), and schools. Those amenities were accessed easily from any of the homes via walkways and underpasses. The homes themselves were arranged into “superblocks” that provided courtyards and playgrounds for the children. The whole was buffered from future development by a green belt.

Greenbelt was a social experiment. The first families were chosen not only on the basis of income but also for their willingness to be active participants in the new community. Upon arriving in Greenbelt, they found no established patterns or institutions of community life. Within six weeks, they held their first election. The new residents also worked together to form community groups and cooperative institutions. Some of those original elements still operate and thrive today—the original homes that now are part of Greenbelt Homes Incorporated, a nursery school, a newspaper, and a grocery store.

The original section of Greenbelt was declared a National Historic Landmark on its 60th anniversary in 1997. The planning concepts that went into the creation of Greenbelt still garner national and international interest and are evident in today’s planned communities such as Columbia in Maryland and Reston in Virginia.

The community spirit that made the Greenbelt experiment such a success is still very much in existence. Greenbelt continues to flourish and now includes neighborhoods to the east and west of the original community. It has numerous office and retail facilities and nationally recognized schools, all attracted by easy access to Washington, D.C., and Baltimore via major highways and a Metro rail station.

President Franklin D. Roosevelt visited the Greenbelt site in 1936 and declared that, while blueprints for the project had greatly interested him, “the actual sight itself exceeds anything I have dreamed of.”

The Greenbelt Community Center, an element of the city’s original planning, is one of the finest examples of Art Deco architecture in the area.
The town that was created by an act of the Legislature in 1732 as Bridgetown (later renamed Greensboro in 1791) lay partly in Queen Anne’s County and partly in Dorchester County until 1773 when Caroline County was established. Bridgetown then was at the first point on the Choptank River that was narrow enough to cross without a ferry. The first white settlers capitalized on this fact, and the town became an important link in the portage of goods from the Chesapeake Bay to the Delaware Bay. But they were not the first to recognize the value of the area’s geographic characteristics—centuries earlier the trails of Native Americans for crossing the Choptank River had converged there (see adjacent map).

Peter Rich, an early landowner and tavern-keeper, attracted few takers when he sought to settle his land grant at Bridgetown in 1732. His grandson, Peter Harrington, was more successful. During the boom in grain marketing after the Revolutionary War, he sold 22 lots to a variety of purchasers—shoemaker, saddler, tanner, carpenter, innkeeper, and merchants.

The town prospered, and by the beginning of the 19th century a major shipping industry had developed at Greensboro. But by 1825 it had all but disappeared, shattered by the disruption of grain exporting during the War of 1812 and the end of the Napoleonic Wars. The economy did not revive until the canning boom in the 1890s spawned 30 years of prosperity, most of the buildings in the town date from that period.

At the beginning of the 21st century, Caroline County leads the state in property value appreciation, largely due to the area’s 30-minute access to the Chesapeake Bay Bridge and Western Shore markets. Greensboro expects to share in the expansion. The Greensboro Comprehensive Plan anticipates the growth with provisions for revitalizing sidewalks, streets, and water and sewer facilities, and for preserving natural areas such as Choptank River Park. The plan emphasizes the wisdom of enhancing the visual qualities and historic features of the town.
Hagerstown is located at the center of the Great Valley of Appalachia. Early settlers in the region migrated from Pennsylvania and formed settlements around springs on the fertile land of the valley. One of the earliest to arrive was Jonathan Hager, a German immigrant from Philadelphia, who settled in the valley in 1739. Hager founded Elizabeth Town in 1762 near the intersection of two colonial roads. Elizabeth Town became the county seat of the newly formed Washington County in 1776. In 1813, it was officially renamed Hagerstown.

Hagerstown developed as a milling, trading, and government center and as a transportation hub for the stagecoach routes that traversed the community. Ease of access to Hagerstown steadily improved during the first half of the 19th century as the National Pike was constructed, the Cumberland Valley Railroad was extended to Hagerstown, and the C&O Canal reached to the vicinity of the town.

With its location on the region's transportation corridors, Hagerstown was repeatedly stricken by the ebb and flow of the Civil War, being occupied alternately by Federal and Confederate armies as they moved between Virginia and Pennsylvania. But after the war, progress resumed. Three more railroads developed lines into Hagerstown, and the synergy between the growing industrial base and the railroads created an economic boom in Hagerstown that lasted until World War II.

Following World War II, the town continued to capitalize on its transportation assets. Specialized industries dependent on proximate railroad and interstate highway systems developed throughout the remainder of the 20th century. Residents and visitors to Hagerstown can explore the region's rich Civil War history, attend a minor-league baseball game, stroll through historic districts and the city park, partake of the unique cultural and dining offerings in the downtown arts and entertainment district, and shop at several regional centers. The city continues to develop as a tourist destination and as a fertile home for business and industry.

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Between 1736 and 1738, Robert Owings was assigned to “cut a new road as Christopher Gist had marked it” south from Connewago (now Hanover, Pennsylvania) to a point about halfway to Fort Garrison in Baltimore County. The village of Spring Garden became a stage-line stop on the new road and later became the town of Hampstead. The first settlers to the area were English immigrants who made their way west from the Port of Philadelphia. They were followed by Scots and Germans.

Hampstead has developed from a sleepy, farming community to a modern town of about 4,300 residents. Community activities center around the town’s numerous organizations and its schools—Hampstead Day, the Christmas Village, and school events in August, for examples.

Hampstead is committed to retaining its small-town atmosphere and cherished quality of life even as it implements its innovative Main Street Revitalization Plan. As major elements of the plan, the town has renovated an old bank building on Main Street as the new police station, will continue the restoration of the 1912 train station, and will continue to support the building of a bypass road to alleviate downtown traffic congestion.

Since 1974, Hampstead Day has been held as a fund raiser by the Hampstead Rotary Club on the 4th Saturday in May. Vendors line both sides of Main Street selling food and crafts. The large crowds enjoy early breakfast, the Fire Company’s pit beef, the Rotary Club’s homemade lemonade, bargains at the many craft booths, exhibits, and entertainment at Memorial Park.
The first white settlers in the area that was to become Hancock came south from Pennsylvania in 1732. The bearer of the town’s eventual name, Joseph Hancock, did not arrive until 1749.

As western settlement began to expand and the National Pike linking the eastern seaboard with the frontier was built through Hancock, hotels and other facilities catering to travelers sprang up. A tavern and stage-coach stop were located at the Potomac River ferry that had been established close to the traditional Indian ford. By the beginning of the 19th century, the town’s businesses included a druggist, a saddler, taverns, and six other merchants. The population was 266 in 1820. A few structures from this early period still exist in Hancock, generally along Main Street.

In 1850, the Chesapeake and Ohio Canal was completed along the Potomac River Basin from Georgetown in Washington, D.C., to Cumberland, Maryland. Several locks were located on the section of the canal that was in or near Hancock, giving a boost to the town’s economy. The viability of the canal was severely impaired by an 1889 flood that closed it for a year and by growing competition from the Baltimore and Ohio Railroad (now CSXT), which ran along the south side of the Potomac River across from Hancock. But Hancock’s location at a natural river fording point was invaluable. The ferry provided a convenient connection to the railroad, transporting goods and travelers until 1892 when the first bridge was built there.

The Western Maryland Railroad completed its line through Hancock in 1905, bringing direct benefits to the town and a more rapid growth in the economy. Older buildings were torn down and replaced, with the result that the majority of historical architectural resources in the town date from that period. It was about this time, too, that the Woodmont Rod and Gun Club began a tradition of hosting presidents and other celebrities seeking the unspoiled wilderness and unsurpassed wild-game hunting of the Hancock area.

As the 20th century progressed, the C&O Canal ceased to operate, the railroads scaled back operations, and government regulations brought about the demise of Hancock’s valuable apple growing and packing industry. New industry was sought with mixed success, and the development of tourism was recognized as a priority.

It seems certain that the future of Hancock is linked to its rich heritage. It is still a town on a well traveled highway; thousands of travelers and commercial vehicles pass through each day. Many stop for rest and sustenance. Hancock is surrounded by a land rich in natural beauty and resources. The C&O Canal draws visitors, Civil War “bulls” trace Stonewall Jackson’s route, city dwellers seeking bargains come to the auctions and browse the antique shops, and Sideling Hill Geological Center draws many visitors.
The City of Havre de Grace traces its origin to the day in 1658 when settler Godfrey Harmer purchased 200 acres of land that he called Harmer’s Town. That tract is the heart of the present-day Historic District of Havre de Grace. In 1695, the Lower Susquehanna Ferry made its first crossing of the river from Harmer’s Town; it continued to operate for 170 years.

The Marquis de Lafayette noted in his diary on August 29, 1782: “It has been proposed to build a city here on the right bank and near the ferry where we crossed. It should be called Havre de Grace.” The citizens took his advice, and three years later incorporated the town as The City of Havre de Grace. Later they honored Lafayette with a statue that stands at the main downtown portal, looking toward the ferry crossing that brought him to the place he called “Harbor of Mercy.”

In 1839 the Susquehanna & Tidewater Canal was completed on the Havre de Grace side of the Susquehanna River, cementing the town’s dominance as a commercial intersection. By mid-century, though, the railroad was usurping the ferry/canal in transportation importance, and a major shift in the town’s economic pattern began.

By the end of the 19th century, the DuBois Lumber Company covered several acres of land on the waterfront as did the Seneca Cannery. Fish packing houses, ice plants, and a feed mill dotted the shoreline. Inland were textile mills, a shoe factory, and a carriage factory. Today, the Seneca Cannery Building is the most prominent reminder of the town’s own “industrial revolution.”

Havre de Grace continued to expand its employment base during the 20th century. The last decade alone saw the arrival or expansion of such notable firms as Smucker Quality Beverages, Solo Cup, Cytec Fiberite, The Becker Group, Constar Plastics, and Key Operations Bank Card Center.

In the early part of that century, the city had received national attention for its thoroughbred racing at The Graw (1912) and its double-decker bridge at the site of the old ferry crossing (1923). Today, most of the old racetrack is used by the Maryland Army National Guard, and the infield is the venue of community athletic events. Of the famous double-decker bridge, only granite abutments remain. The city plans to build a visitors’ center there in keeping with the site’s legacy as a gathering place for travelers.

The Historic Downtown section of Havre de Grace includes the original 200 acres on which the town originated in the mid-17th century.
In 1890, the Baltimore, Chesapeake and Atlantic Railroad was extended westward from Salisbury. About six miles from that city, the line crossed a country road where there was a store and a Colonial dwelling. All around were farms and woodland. Here the builders of the railroad designated a shipping point and named it Hebron. Five years later, a lumber manufacturing plant was located there, and a hamlet began to develop.

The railroad collected products from miles around Hebron and carried them to the populous areas to the north and west. Proximity to Salisbury and water transportation gave the burgeoning community still greater importance and impetus for growth. Shirt factories, canneries, a flour mill, and other industrial activities sprang up and attracted workers to the town. By the late 1920s, Hebron was a town with a flourishing commercial life and about 1,100 inhabitants. Surrounding the town were prolific truck farms. In 1927, Hebron’s packing house shipped 420,000 cantaloupes in forty refrigerated rail cars. Nearby poultry enterprises and Guernsey milk herds of national repute added to the prosperity.

By the end of the 20th century, the industrial presence in Hebron had diminished, and today it is primarily a residential country town with a commercial core serving the residents and the surrounding agricultural community.

The BC&A railway depot still stands in well preserved condition, reminding Hebron of the debt it owes to the railroad for its birth and growth.

The Hebron Volunteer Fire Department continues a long tradition of service to the Hebron area. The adjacent Fire Museum (below) records that heritage.

The Main Street business area serves Hebron’s residents and agricultural neighbors.
In the middle of the 19th century, a community that developed around a few farms in northern Caroline County was known as Meredith's Crossroads. The first two houses there—one of which later became a store—were built in 1866. In 1868, with the arrival of the Delaware and Chesapeake Railroad, the village's name was changed to Henderson in honor of a prominent stockholder and director of the railroad company. At about the same time, a school was built, but it collapsed while being moved to a different site in 1873; a second schoolhouse was completed in 1874.

Concurrently with this early development, a mill was built about two miles from the village on the Choptank River. It was known locally as the “Mud Ball,” although its official name was the “Choptank Mill.”

The community has enjoyed postal service since 1855, but the Henderson post office was not officially named until 1868 along with the arrival of the railroad. Telephone service did not arrive in the area until 1904.

Today Henderson is a quiet village bordering both sides of Maryland Route 311 about halfway between the towns of Goldsboro and Marydel. One store and two churches serve the town, and there are several small commercial enterprises conducting business. During the summer of 1999, the town’s new water distribution system became operational; it is expected to attract new residents and other development to the area.
Highland Beach was founded in the summer of 1893 by Charles Douglass and his wife Laura after they had been turned away from a restaurant at the nearby Bay Ridge resort because of their race. They bought a 40-acre tract on the Chesapeake Bay with 500 feet of beachfront and turned it into a summer enclave for their family and friends. It became a gathering place for upper-class blacks, including many of the well-known personages of the age. Among the residents and guests were Paul Robeson, D.C. municipal court judge Robert Terrell and his wife Dr. Mary Church Terrell, Booker T. Washington, Robert Weaver, Alex Haley, Harriet Tubman, W. E. B. DuBois, and poets Langston Hughes and Paul Laurence Dunbar. Charles Douglass’ father, the famous abolitionist Frederick Douglass, visited and would have become a resident had he not died before the house that his son was building for him was completed.

When Highland Beach was incorporated in 1922 it became the first African-American municipality in Maryland. Although founded as a summer resort, it is now a town of year-round residents who choose not to permit commercial establishments. There are some sixty homes, many of them still owned and occupied by descendents of the original settlers. The residents are proud and protective of their town’s heritage, established over a century ago by proud and successful people determined to overcome the prejudices of their post-Reconstruction times.

At the turn of the 20th century, Highland Beach was a recreational enclave for upper-class African-Americans, many of them from the professional and artistic circles of Washington, D.C.

“In Twin Oaks” cottage (left) was designed in 1893 by Highland Beach founder Charles Douglass for his father, the 19th-century abolitionist and orator Frederick Douglass. However, the elder Douglass died (in 1895) before the house was finished. Subsequently, Charles and his family lived there as did several following generations of Douglasses.

In 1986, the house was purchased by architect Charles Bohland his wife Barbara, who had found it unoccupied and in a state of severe disrepair. They set about a year-long project of restoring the structure to its present impeccable condition. It is now the home of the Frederick Douglass Museum and Cultural Center.

Highland Beach is a small community of tree-shaded residences and inspiring vistas of the Chesapeake Bay.
Though a Tuckahoe Bridge at Hillsboro is referenced as early as 1706, the community did not really begin to develop until Elizabeth Downes laid out building lots in 1784. The stone that forms the basis for the town survey still stands today, as do three houses from that original subdivision—the Elizabeth Downes house (1784-1787), the John Corrie house (1785-1790), and the William Smith house (1793-1800).

Throughout the 1800s and early 1900s, the town served as a small regional commercial center. In the 1920s, there were two grocery stores, an automobile dealership, a couple of hardware stores, a hotel, a movie theater, a drugstore, and a soda shop. But with the advent of the automobile and new transportation corridors, Hillsboro evolved into a mostly residential community. The residents are perfectly happy with its present character, and it is unlikely that significant changes will intrude in the near future. Over half of the town’s area is within 1,000 feet of Tuckahoe Creek, subjecting it to the development restrictions associated with Maryland’s Chesapeake Bay Critical Area legislation.

Hillsboro’s residents enjoy “good-old-fashioned” community gatherings, including an annual picnic and annual yard sale sponsored by the town.

*See Note 2 to Appendix B, page 340.
Sixty-six cents was all it took in 1801 to purchase about one acre of land upon which the first significant building in the Hurlock area was built. The Washington Chapel was constructed in a grove of trees adjacent to the current town limits. After the Delaware Railroad built a station in 1867 in what is now Hurlock and John M. Hurlock built a storehouse and his residence close by, the Washington Chapel congregation in 1888 combined with two others to erect a new church within the Hurlock community—the Washington Methodist Church. But it was not until 1890, when the Baltimore, Chesapeake and Atlantic (BC&A) Railroad intersected the Delaware Railroad in Hurlock, that the town really started to grow.

Because of its excellent railroad facilities that carried passengers and products to major destinations, Hurlock became the industrial and commercial hub of the northern part of Dorchester County. It still holds that distinction, which is reflected in the town’s motto, “On track...since 1892.”

Hurlock is the home to several industries and businesses related to food and poultry products, trucking, and other manufacturing. In 1987, the fully-serviced Hurlock Industrial Park was established on ninety-seven acres owned by the town. The entire Industrial Park was designated as a State Enterprise Zone in 1989.

Hurlock has maintained not only the industrial and commercial significance bestowed by its railroad presence but also the community spirit first exhibited with the construction of the Washington Chapel. Hurlock has numerous churches, representing a variety of denominations. The Hurlock Free Library, which is the oldest library on the Eastern Shore of Maryland and the second oldest in the state, originated in the Hurlock home of Henry Walworth in 1900. The community honored World War I veterans with a marble statue financed through local fund-raising events.

Hurlock’s community spirit is most in evidence at the Hurlock Fall Festival, now held on the first Saturday in October every year. Initiated during the town’s Centennial celebration in 1992, the fall festival offers a full day of events—a kick-off parade, crafts, flea markets, food, family activities, and train rides.

The “Doughboy” statue commemorating the soldiers of World War I is located adjacent to the site of the Washington Chapel, the first significant building in the Hurlock area.
Recorded evidence from the early 18th century indicates that a settlement named Beale Town on the Anacostia River was located on the site that later became Hyattsville. The little outpost never achieved town status, and in 1742, for both economic and topographical reasons, the residents of the hamlet petitioned to have a new town laid out a half mile below Beale Town at Garrisons Landing (which was later named Bladensburg). The legislature granted the petition, and Beale Town ceased to function as a legal entity.

About a hundred years later, in March of 1845, Christopher Clark Hyatt purchased his first parcel of land in the area. The presence of the railroad and telegraph made it ideal for settlement, and soon the surrounding farmland began to be subdivided into housing lots. By 1859, the area had unofficially become known as Hyattsville by the post office and cartographers. The Act of Incorporation of the City of Hyattsville was signed into law in April 1886.

The city grew quickly as both a summer residence for Washingtonians beleaguered by hot and humid weather and as a community of year-round residents. During the mid 20th century, Hyattsville was the center of the commercial and political activities of Prince George’s County. In 1992, a portion of the residential area was placed on the National Register of Historic Places.

Today, Hyattsville is a thriving suburb enjoying the advantages of a small town. The types of homes cover the spectrum—Victorian mansions, bungalows, foursquares, Tudor cottages, contemporary town homes, and modern apartments. Just as the housing stock is diverse, so too are the backgrounds and interests of Hyattsville’s very active citizenry. Local projects focus on education, art, horticulture, the environment, religion, historic preservation, and business revitalization, just to name a few.

A view of Hyattsville across the Anacostia River shows (left to right): St. Jerome’s Catholic Church (the cornerstone of the first church here was laid in 1886); the New District Court Building (1994); Hyattsville Municipal Building (1989); the Old Municipal Building (1962); C&P Telephone Company Building; Oglethorpe Apartments (1960s).

Only a mile from Washington, D.C., historic Hyattsville offers an old-fashioned way of life reflected in these streetscapes recorded in 1986.

Hyattsville can be accessed conveniently by bus, plane, or train—the Washington Metro station is shown here. Bike trails provide for more leisurely transportation about the town.

Franklin’s General Store draws the community with good food and cool toys.
In 1665, the Governor of Maryland set aside all land lying between Mattawoman Creek and Piscataway Creek as an Indian Reservation. In that area lies the town that over the years had been called variously Indian Point, Indian Headlands, and Indian Head Point before it acquired its final name, Indian Head. The fact that the town lies on a “head” of land where the last Indian settlement in Southern Maryland was organized seems to be a reasonable explanation of the origin of the name. However, an Algonquin Indian legend tells how a young brave’s head came to be mounted on a post as a warning to others against attempting to carry off the chief’s daughter.

In 1890, the U.S. Navy relocated its proving grounds from Annapolis to Indian Head, and during the next 100 years the Navy’s presence in the town grew continuously. Today, the Naval Surface Warfare Center, located on the west side of town, is one of the nation’s premier military facilities and the largest place of employment within Charles County.

In 1920, the citizens of the Indian Head area living adjacent to the Naval Center voted to incorporate as a town with its own government. The town’s first commissioners were Frederick Shaw, Frank E. Mattingly, and Thomas Norman. In 1925, electricity was installed, in 1928, running water and telephones arrived, a sewer system was welcomed in 1934. By the year 1947, the town had about 140 homes, five churches, and 22 public or commercial buildings within its borders—about triple the size at which it started in 1920. At the end of the 20th century, Indian Head had a population of about 4,000.

The town of Indian Head recently has begun an ambitious community and economic revitalization and redevelopment program with substantial support from the State of Maryland. A “Downtown Indian Head Market Analysis and Audit” was completed in April 1997. It is now being used as a blueprint for progress.
Off the beaten track since the 1960s when a by-pass road was built around it, Keedysville is a quiet, historic town on Little Antietam Creek (right, oval). It was that creek and an early road crossing that had attracted settlers to the area in the early 1700s. Jacob Hess built a large grist mill and his home there in 1768. The community that grew around the mill was known as Mill Property until 1825 when the Boonsboro-Sharpsburg road was built—Mill Property was at the halfway point, so naturally its name became Centreville. But when the town got a post office in 1848, the name was changed again, this time to Keedysville. Storekeeper Samuel Keedy was a descendent of one of the town’s earliest settler families (the German pronunciation of their name having been corrupted over the years from Guding to Geeting to Keedy)—and besides that he had lobbied hard for the post office.

During the Civil War, the town’s buildings were used as hospitals for soldiers engaged in the battle of Antietam. By the 1870s, Keedysville had a railroad running through it, an elementary school, three churches (one of which was the first United Brethren Church to be built in the United States), several stores, a hotel, the mill, and the post office.

By the end of the 20th century, Keedysville had developed into a bedroom community with little industry or commerce. The dominant architectural style was Victorian, with some older and some newer homes mixed in. When tourists now encounter Keedysville, they are delighted by its historic homes and quaint Victorian appearance. In the town park is a monument commemorating Keedysville’s citizens who served in World War II; close by is another that honors World War I veterans.

The railroad now is defunct, and only one store remains. The three churches are still active, and the Ruritan chapter (the first established in Maryland) provides community-based civic activities. A day-care and senior-citizens center is housed in the former elementary school, and there is a branch of the county library in town. In all, the residents find Keedysville to be a very pleasant environment in which to live and raise a family.

Mt. Vernon Reformed Church is one of three churches in Keedysville.
The area that became the town of Kensington was an established farming settlement when the Metropolitan Branch of the B&O Railroad arrived in 1873. In 1890, Washington financier Brainard Warner started a residential development to the south of the original settlement, gaining impetus for his enterprise the following year from the building of a new railroad station that made it easier for residents to commute to Washington, D.C. It was in 1891, too, that Warner built his turreted Handley Hall in the community, setting the standard for those who were to follow. The community was known then as Knowles Station, but Warner was so impressed by the beauty of Kensington Gardens during a visit to London that he persuaded his neighbors to change the name to Kensington.

Today, the town retains its original political boundary of less than a square mile. It is surrounded by suburbs but still benefits from the availability of convenient transportation—now in the form of buses, the metro, and the nearby Washington beltway. The town relies on Montgomery County for some services, but it manages many of its own, including the department of public works. It maintains nine mature town parks in an expression of its high regard for natural greenery in public spaces.

Kensington treasures its history. In 1980 a portion of the town was placed on the National Register of Historic Places as a well preserved garden suburb dating to the transition from the 19th century to the 20th century. Antique Row, a section of the historic area, is a distinctive part of Kensington’s business district. That district has a wide range of specialty shops as well as those offering the necessities of daily life—grocery store, hardware store, and post office—all within walking distance of the residences. The town adopted a motto during its 1994 Centennial Celebration: “Where the train still stops . . . And the people still walk.”

More than a century after their town’s incorporation, Kensington residents prize the charm and historic character that has been maintained in close proximity to the city hustle of Washington. Still preserved are the tree-lined streets, gardens, and open spaces that hark back to Kensington’s early years.

Kensington has always enjoyed the characteristics of a small town. Residents “get involved” through town meetings, community events, church groups, a historical society, women’s clubs, and a volunteer fire department with ladies auxiliary. Town activities are sponsored throughout the year, but the largest is the annual parade on Labor Day.

Established in 1893, Noyes Library was the first public library in the Washington area. As well as being a library, it has served as a place for social, religious, and community meetings. It is now a children’s library.

Brainard Warner’s Handley Hall (1891) on Carroll Place, photographed in 1914.

Kensington’s railroad station was built in 1891 and was photographed by Frank Chapman ten years later. It still plays an important role in the town’s transportation structure.
Over the years, timbering slowed, and the small mines became less profitable. People moved away to find work. In the early 1950s, the high school was consolidated with Oakland High School 18 miles away. Loss of people meant loss of businesses; the once crystal clear Potomac River was now polluted by acid run off from the closed mines. Floods magnified the town’s hardships.

Through the stressful times the community remained strong and close-knit, characteristics that payed off as revitalization began in the later part of the 20th century. The former high school now has become an outstanding elementary school with about 100 students. It is truly the heart of the community. Volunteers organize little league and other activities year round for the children. There is a volunteer fire department, a Lions Club, and community/civic groups; hot meals are provided for senior citizens. Thanks to the efforts of state agencies, the Potomac River is once again alive and a trout fisherman’s dream! With so much to offer now, drawing businesses back to Kitzmiller is no longer just a hope but a solid reality.

A walk down Main Street to cast a line in the river or enjoy a walk through the park explains why people may move away but always know that their home is Kitzmiller.

Deep in a valley at the very beginning of the Potomac River is the small town of Kitzmiller. Thomas Wilson settled in that yet unnamed area in 1801 when his only neighbors were itinerant bands of Native Americans. The following year, he built a gristmill, which eventually ground grain for most of what is now Allegeny and Garrett Counties.

During the next half century, farming and stock raising occupied most of the families who came to join Mr. Wilson in the valley. Ebenezer Kitzmiller was not one of them. He built a woolen mill in 1853 that produced wool of such superior quality that clothing and blankets made from it were prized by woodsmen and lumbermen from Canada to the Gulf of Mexico. Besides operating his mill, he found time to woo and marry Thomas Wilson’s daughter, Emily, and to get the town named after him when a post office was established there in 1877.

In the late 1800s and early 1900s the bountiful forests provided the first major industry—logging. Then came the discovery of coal, and the rush to mine it was on. The town prospered. In its heyday, Kitzmiller had a bank, high school, two doctors, a dentist, a movie theater, three barber shops, a gas station, and numerous other shops and activities. No saloons were allowed within the town limits; that ordinance is still in effect today. Kitzmiller probably had a population of about 1,500 just prior to the Depression.

The town has participated in Program Open Space to buy playground equipment and improve ball fields and the community park. The playground pictured is adjacent to the Kitzmiller School, which was built in 1923 as a high school but now houses kindergarten to grade 5 and serves as the community’s center of activity. Park improvements included a spacious gazebo (inset).
In the early 1900s, individuals were taking up residence in the hilly farmland to the northeast of Washington, D.C., along a dirt road that would become Defense Highway. They were attracted by the easy access to the federal city provided by train stations at Landover and Ardmore and by the increasing utility of automobiles.

By 1940, developers too were eyeing properties along Defense Highway. Monroe and Dorothy Warren planned a community on a tract of land bounded by Defense Highway, 68th Place, Ardmore-Ardwick Road, and the Pennsylvania Railroad (later Amtrak, now CSX). They constructed homes priced in the $3,000 to $4,000 range. Early streets in the town were muddy, the yards were muddy, and the clothing of the residents was muddy. Residents gathered to form a community association, which evolved into the Landover Hills Citizens Association. Through the efforts of the Association, the town became incorporated in 1945, and the administration of the town was established on a firm footing with a Mayor and Council and soon a Fire Department and a Police Department. (In 1980, the town charter was amended to provide for a town administrator form of government.)

Several homes were built on 70th Avenue near Parkwood Street in 1954 by a Mr. Norris, who was required to include street paving and curbs in his project. Street lights were added as the town grew, and a traffic light was installed at the entrance to the town on Defense Highway.

The decade between 1963 and 1973 saw many activities and improvements within the town. Interested residents formed Landover Aquatic Club, Inc., and built a swimming pool in 1964. That same year, the town planted 100 white pine trees along Parkwood Street, which runs along the southern boundary of the town near John Hanson Highway (U.S. Route 50).

Not unlike its fellow municipalities, Landover Hills struggles with the problem of maintaining and improving services without increasing the financial burden of its citizens. Its leaders and residents stand ready to apply the same determination that got them where they are today to the opportunities and concerns yet to come.

As the town grew over the decades, four churches grew with it, faithfully serving the spiritual needs of the residents. Pictured here are (top to bottom): Christ United Methodist Church, Landover Hills Baptist Church, and St. Mary’s Catholic Church. The fourth church, Ascension Lutheran, built a new church outside the town limits in the mid 1960s, but it continues to serve the Landover Hills community. Its previous building on 70th Avenue was used as the Town Hall for 17 years before being demolished.
When the Pennsylvania Railroad was planning the extension of its line through Charles County in 1869, it established a stop in the middle of an oak forest to serve several prosperous farms. The eastern side of the right-of-way in that area had been donated by the Chapman family from its property called La Plata Farm. The western side was sliced from the Stonestreet family farm. On its route map, the railroad chose to label the stop “La Plata Station.” The station built there in 1888 is still in existence.

The community that developed on Chapman-donated land on the east side of the railroad tracks naturally became known as La Plata. A post office was established there in 1873—the same year that the railroad began its service to the town.

As La Plata grew and prospered, a political battle developed at Port Tobacco, county seat of Charles County. Should the county seat be moved to La Plata, 3 miles inland to the east and boasting a railroad siding, telegraph station, and buoyant economy? A special election in May of 1892 maintained the status quo. Port Tobacco won easily.

Three months later, the courthouse at Port Tobacco burned to the ground—but, strangely enough, the records had been carefully removed beforehand. Apparently an incendiary act had been perpetrated. But no one was prosecuted, and no one ever admitted to knowledge of the deed. Feelings ran so high that it was impractical to consider rebuilding the courthouse at Port Tobacco. The situation dragged on until another special election was held in 1895 to determine whether to move the county seat to either La Plata or Chapel Point.

This time, La Plata prevailed, mainly because of its location on the railroad. Without delay, a new courthouse was built of red brick in an imposing Victorian style. It still stands today, with several additions and embellishments. Next to the courthouse, on Charles Street, stands another structure of historical significance—Christ Church of Port Tobacco Parish. That parish is one of the 30 original Church of England parishes created in the Province of Maryland by an act of the Assembly in 1692.

La Plata Station on Kent Avenue was built in 1888 by the line’s then owner, Baltimore & Potomac Railroad (the “B&P”). The railroad and the station are now owned by CSX Corp., but the town of La Plata is in the process of purchasing the station for removal to a small park and conversion to a public museum.

The original section of Charles County Courthouse in La Plata was built in 1896 in a style typical for public buildings in that Victorian era. The picture on the right shows its west-facing facade and the Williamsburg-style serpentine brick wall that fronts it. The latter anachronism was part of the 1953-54 project that built a block-long addition to the courthouse facing south along Charles Street; architect Frederick Tilp favored a Colonial type design for that project as shown in the picture below. In 1974, a north-facing wing was built parallel to Tilp’s addition and joined to it by a center section. The latter was topped by the graceful cupola with dome and weather vane visible in the picture.

The town’s government moved into its new Town Hall on Garrett Avenue in 1988.

Christ Church was built originally next to the old courthouse in Port Tobacco. When the county seat was moved to La Plata in 1895, the parishioners decided that the church should move too. It was carefully dismantled and its stones, marked by numbers, carried by cart to the new county seat. There, in 1904, the church was rebuilt in Victorian Gothic style with dog-house dormers and cunlineal trim.

Two years later, the church’s interior was gutted by fire, but it was immediately rebuilt in time for the 1906 Easter services. At the same time, the parishioners were inspired to add the Gothic bell tower whose base is visible on the left of the picture.
Laurel's Queen Anne-style railroad station built in 1884 at the eastern end of Main Street is listed on the National Register of Historic Places. The station, which replaced an earlier one built in 1835, is still in operation today.

The Laurel Museum at the western end of Main Street is housed in beautifully restored millworkers' housing probably built in the 1830s, although a postcard published about 1920 confidently assigns 1802 as the date of construction. The monochrome image shows the building in 1970 before it was restored.

Laurel Lakes is one of the newer developments that offer fine residential environments in Laurel.

In 1870, Laurel Factory, as the town was known then, was a thriving community of more than 1,000 residents. The 2000 Census is expected to confirm that there are now more than 21,000 residents in the City of Laurel.

A vibrant municipality at the center of the Baltimore-Washington Corridor, Laurel offers its residents a metropolitan community with a “home town” atmosphere. The area is comprised of portions of Anne Arundel, Howard, Montgomery, and Prince George's Counties, although the city proper lies wholly within Prince George's County.

Some of the images in Laurel's official seal represent notable historic associations that Laurel has enjoyed over the years. A horse represents the “Laurel Four County Fair,” which opened for the first time in 1911 and has been in continuous operation since then as a thoroughbred racetrack known today as Laurel Park. A lion and fleur-de-lis element is taken from the Prince George’s County seal. A knight in armor represents the longtime military presence of Fort George G. Meade and the National Security Agency nearby.

Laurel's Historic District includes a Main Street with a variety of architecturally unique shops, businesses, and homes. At the western end is the 1830s Laurel Museum; at the eastern end is the 1884 railroad station. There are churches, specialty shops, a river-front park, and many other amenities in between. Also, once a year, there is the Main Street Festival (pictured across the fold), one of the notable events that have long been part of Laurel's life.

The 1811 grist mill/cotton mill that gave Laurel its earlier name was destroyed by fire in 1855. It was immediately rebuilt and continued in use until the 1940s. Its resilience is reflected in Laurel's ability to thrive by keeping pace with shifting economies and opportunities.

Incorporated 1870 / Prince George’s County / Mayor, 5 Councilmembers

Laurel Lakes is one of the newer developments that offer fine residential environments in Laurel.
Laytonsville
Incorporated 1892 / Montgomery County / Mayor, 4 Councilmembers

On May 16, 1992, the residents of Laytonsville celebrated 100 years of incorporation with a parade, a school festival, a pork and beef roast, home tours, and square dancing—and centennial coins to commemorate it all. This pleasant occasion followed a similar one on June 5, 1982, when the townspeople and their friends showed their affection for the town with a parade, a country fair, a quilt presentation, a flower show, and other features. The community parade is now an annual event.

In 1762, James Brooke was granted the land on which the town was developed. The rolling acres, the rich soil, and the moderate climate brought farmers to purchase the land and storekeepers to meet their needs. Useful to the citizens was their location at the crossing of roads leading to Olney, Gaithersburg, Damascus, and Germantown. But the roads were six to eight miles long and unpaved. To compensate, the Laytonsville residents developed their own general stores where food, clothing, tools, and even medicines were available. Cattle, sheep, and hogs were raised for family use and for sale. Application of Peruvian guano saved the soil; wheat became a preferred crop.

Following the Civil War, Laytonsville became a busier place. More blacksmith shops and stores were built, and the coming of the railroad to Gaithersburg made Washington, D.C., more reachable. When land west of the main route through town became available, houses and stores were built there. The town covered one square mile when it was incorporated in 1892; three town commissioners comprised the governing body. In the late 1950s, the town government was changed to a mayor-and-council form.

Laytonsville has extended its borders once since 1892 so that at the end of the 20th century it covered 614 acres. In 1989, the mayor and council approved a Comprehensive Plan that specified an effective road system for the future and defined an Historic District in the residential and commercial zones.

Adjacent to the town’s shopping center are the Laytonsville Fire Department and Laytonsville Elementary School. Plant nurseries, Montgomery Country Club, and the Laytonsville Public Golf Course are among the commercial and recreational facilities that lie just outside the town.

The people of Laytonsville share with neighbors in surrounding residential areas their twenty-store shopping center that includes a restaurant, video shop, post office, and convenience store. Adjacent amenities include a real-estate office, three garages, three antique shops, a funeral home, and two banks.

Laytonsville’s legacy as a place for families to grow and prosper extends over more than 300 years. The evolving styles of the homes those families have cherished is illustrated by this set of photographs. The decade of each home’s construction in Laytonsville is inscribed on its picture.
When Leonard Calvert and his original colonists arrived in what is now Maryland in March of 1634, they immediately set about establishing civil boundaries as they had known them in England. The seat of the first county was set up at the town site of the Yocomico Indians. The county seat and the county itself were named St. Mary's, in honor of Mary the Mother of Jesus, under whose protection the Maryland venture was placed. From 1634 to 1708, court proceedings were conducted in the homes of various gentlemen of note in the town.

In 1708, Phillip Lynes, the mayor of St. Mary's City, gave the colony fifty acres of a piece of land known as “Shepherd’s Old Fields” at the head of Breton Bay, some 14 miles northwest of the city. The land was to be divided into 100 lots and laid out as the county seat of St. Mary’s County. Seven commissioners were charged by the Governor and Assembly of Maryland to oversee this endeavor, which included building a county courthouse on one of the lots at an expense not to exceed 12,000 pounds of tobacco. At the suggestion of Mr. Lynes, the town was named Seymour Town in honor of the royal Governor John Seymour.

In 1728, a new set of commissioners appointed by the government in Annapolis renamed the town Leonardtown for the then Governor of Maryland, Benedict Leonard Calvert. Leonardtown continued to serve as the county seat of St Mary’s County and the place where the colony conducted its official business for the citizens of the county. A new brick courthouse was built in 1758, the original 1708 log building having fallen almost into ruins.

Leonardtown has been invaded twice. The British invaded during the war of 1812 and made off with food supplies. Then, during the Civil War, a Union naval contingent came ashore and searched the houses for weapons and supplies that might be intended for shipment to Confederate forces.

Leonardtown functioned as a port from colonial times up through the end of the steamboat era, when better roads and trucking usurped river navigation as the preferred mode of transporting goods. But the original purpose for which Leonardtown was established—to serve as a center of commerce, residence, and government—has continued with distinction throughout the town’s three centuries of existence.

A mural painted on a wall opposite the post office in downtown Leonardtown depicts a progression (left to right) of life in the town during the first half of the 20th century. A sepia-tone vignette provides a flash-back to the 1860s when Congressman Benjamin Gwinn Harris was arrested on the porch of the Fenwick Hotel for alleged opposition to the Civil War. Although the allegation was unfounded, he was convicted and jailed. President Andrew Johnson pardoned him, and he returned to Leonardtown—and to Congress at the next election.

St. Mary’s County Courthouse has been located on the same site since 1782, although it has been rebuilt there several times. The latest version, built in 1901, underwent several changes during the 20th century, as the inset picture taken soon after the building’s construction attests. Further refurbishing and expansion at the rear of the building began in 1999.

Incorporated 1858 / St. Mary’s County / Mayor, 5 Councilmembers

Leonardtown is one of the few towns in Maryland that have retained their town greens. The one shown here was refurbished with new landscaping and lighting in 1997. It features a monument to county residents who died in World War I.

The annual parade on Veterans Day attracts nearly 3,000 participants to march through the downtown area.

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Loch Lynn today has about a dozen businesses; several are conducted by third-generation owners/operators. Exactly as in the early days of the 20th century (monochrome picture below), two businesses still stand astride the town's entrance road after it crosses the railroad tracks. The Peoples Store building is still there, now with porch enclosed and occupied by the Christian Crossing Thrift Shop. Across the road, the Hicks House Hotel has been replaced by the Loch Lynn Restaurant. Trains hauling coal from West Virginia still halt traffic at the grade crossing, but now CSX is the railroad.

Loch Lynn Heights is a small community of approximately five hundred people. The town was founded by Major J. C. Alderson, of Wheeling, West Virginia, who purchased two hundred acres in 1882. For the next thirteen years, he farmed the land, and then developed it into one of several resort spots in Garrett County, giving it the name Loch Lynn. Its reputation spawned the catch phrase of the time, “If you want to sin, go to Loch Lynn, . . .” Even though the town was touted for its many pleasures, the sale of alcohol was prohibited. One of the most visited places in Loch Lynn at the turn of the 20th century was the Loch Lynn Hotel, constructed in 1893-94. No signs of those opulent days remain; the hotel burned to the ground in 1918.

The Loch Lynn Hotel (above), built in 1893-94, had 100 rooms, including parlors, ballrooms, and dining rooms. Close by was the casino, which had billiard tables, bowling lanes, and a heated swimming pool. The resort enjoyed tremendous popularity for 25 years, until it burned to the ground in 1918.
In 1674, before there was a Lonaconing, the Iroquois Indians subjugated the Susquehannocks, the Delawares and their allies, the Shawnees, and several smaller Algonquin groups in the region. Artifacts found in “Indian Hollow,” a depression in Dan’s Mountain between Pekin and Lonaconing on the east side of George’s Creek, indicate that there may have been a Shawnee settlement in that area—a significant number of arrowheads, tomahawks, and similar items have been found there.

“Con” was the Indian word for creek, Aliconie (Allegany) refers to people of the mountain streams. Many scholars accept the translation of Lonaconing as “the meeting place of many streams.” A suggestion that Lonaconing may derive from the name of a Delaware Indian guide, Nemacolin, seems far fetched.

The earliest white settlers—farmers, hunters, and woodsmen—came to the Lonaconing area in the latter half of the eighteenth century. They came with their families, prepared to stay, although the area at that time was a forest broken only by a wagon trail. The memory of those pioneers survives in the names of their descendants who live in Lonaconing to this day.

Lonaconing can trace its beginning as a town and commercial center to the arrival of the George’s Creek Coal and Iron Company, a Baltimore and London syndicate. The company purchased 11,000 acres along George’s Creek and built a furnace complex there to manufacture pig iron in 1837. The Lonaconing iron furnace was the first in the United States to successfully use bituminous coal and coke in the smelting process.

The furnace produced pig iron from 1839 until 1855, when, for a combination of reasons, the operation ceased. By then, the mining of coal had assumed a dominant industrial role, and the George’s Creek Coal and Iron Company, which owned the mineral rights on its thousands of acres, turned to coal mining as its sole interest.

Lonaconing now is a community consisting mostly of retirees. The town has always been a friendly, happy place, where a warm welcome and a helping hand in time of need are ever present. It holds a unique place in the hearts of its people, whether they still live there or have gone to far away places. To them, Lonaconing will always be “home.” Their loyalty attests to the solidity upon which Lonaconing was built and still stands.
The beautiful valleys of Western Maryland, where the Potomac River starts its winding course to the nation’s capital, first attracted settlers in the early 1770s. Among the first arrivals were the Davis brothers, who established a saw mill where the town of Luke now stands. The mill provided cross-ties to the Baltimore and Ohio Railroad as it pushed its rails westward through the Piedmont area of what is now West Virginia. When the railroad suspended building in the 1880s, the Davis brothers disbanded and sold their property to the West Virginia Pulp and Paper Company.

About that same time, William Luke and two of his sons arrived. They assiduously applied themselves to developing the place they had adopted. When the railroad needed a name for the stop it established there, it happily accepted “Luke.”

Over the next several decades, Luke prospered with the operation of the paper mill, the influx of other “heavy” industrial concerns, and the establishment of the usual supporting Mom and Pop businesses. Nearby, along the Savage River, there was a gun factory that provided muskets with bayonets for the United States Army at Harper’s Ferry.

With Luke's growth came citizens’ concerns about educational and social issues. Schooling in private homes and business buildings was relocated to a two-room schoolhouse. Growing enrollment in the first through eighth grades brought about construction of a fine new school that opened in September, 1913. It served the town well for forty-six years, sending well educated students off to high school in Westernport. When the school closed in 1959, the building was converted for use as the town’s administrative offices—the City Building.

Luke has changed from a booming industrial town to a small quiet community with an appreciated big neighbor in its back yard—the Westvaco Corporation, successor to the West Virginia Pulp and Paper Mill. With the population declining, homes and businesses have been purchased and demolished to make room for Westvaco’s expansion. There are no small businesses left within the town’s corporate limits.

People who live, or have lived, in Luke never lose their affection for the community, as witnessed by the hundreds of people who converge for the town’s annual August Homecoming. As far as they are concerned, Luke should be the blueprint for all American towns.
Manchester
Incorporated 1833 / Carroll County / Mayor, 5 Councilmembers

The Town of Manchester stands at the intersection of what were once two important Indian trails. One was a part of the route between the Potomac River and Susquehanna River; the other ran between Hanover and Baltimore. The first public road in what is now Carroll County was laid out along the latter’s route in 1737. The same road, much improved, is heavily traveled today as Maryland Route 30.

In 1765, a settler named Captain Richards received a land grant called New Market that sat astride that north-south route. Apparently, he recognized its strategic location for he laid out a town there. Spurning its current name in favor of his hometown in England, he named it Manchester. The town’s healthy growth proved his hunch correct.

In the nineteenth century, Manchester enjoyed a cultural and academic atmosphere as the home of two highly respected educational institutions: The Manchester Academy, founded in 1831, and Irving College, founded in 1858. Each attracted students from several states. But Manchester was not spared from the dissension that divided the nation during the Civil War. As a result, The Manchester Academy closed, and Irving College was seriously weakened, surviving only until 1893.

As a more upbeat legacy of the Civil War, Manchester received fame as the base from which the Union’s Sixth Army Corps under General John Sedgwich made its historic march to Gettysburg in 1863.

Although at one time Manchester was an important cigar manufacturing town with 400 employees in seven factories, it now thrives primarily as a residential community of about 3,200 people. It is an old town on the move. In 1987, the town used a $12 million grant/loan from the Maryland Department of the Environment to renovate its sewage treatment plant and construct an innovative spray irrigation field on a 170-acre town-owned farm. An additional $1.55 million grant/loan is funding a current water-improvement project. A 500,000 gallon water tank was constructed in 1997. Water exploration is continuing, and system control and data-acquisition by telemetry is in the planning stage.

The Manchester Master Plan adopted in 1998 calls for a population cap of 5,000. The town intends to grow in an orderly fashion under its provisions, but the residents are determined about one thing in particular—that the small-town characteristics that have survived for over 230 years will be maintained.
English settlers first moved to what would become Mardela Springs in 1664, drawn by good farmland, natural springs, and Barren Creek, a tidal waterway draining into the Nanticoke River. Tobacco farmers brought their crops, bound for export, to a tobacco inspection warehouse there as early as 1704, and several grist and saw mills were built along the creek. By the late 1700s, a hotel had been built near the natural springs, a convenient stopover for travelers on the main road from the north to Quantico and Princess Anne. The springs became a great tourist attraction in the 1840-1890 period; visitors from Philadelphia, Baltimore, Washington, and Richmond came to “take the waters.” In the latter part of the 19th century, enterprising townsmen began bottling the water and shipping it to points up and down the mid-Atlantic coast. The town had gone through several names by then, but in 1893 it finally settled on Mardela (Maryland/Delaware) Springs.

Farms in the area were mostly small and family-run. Even in the mid 1800s, only one in five households owned slaves; a large settlement of free blacks lived nearby. Other businesses came, including shipbuilding, fruit and vegetable canning, and, in 1890, the railroad. But by the mid 1900s, the tourism and commercial hustle had essentially died. The hotel had burned down long ago, the bottled-water company had closed, the trains stopped coming, and most residents found jobs in nearby Salisbury or in Seaford, Delaware. Mardela Springs turned into a pleasant “bedroom” community.

In its heyday, the springhouse (left) built over the natural artesian springs attracted visitors who were convinced of the healing powers of the water. In the background of this late-1800s photo is the main building of the company that bottled and sold the water. Guests at the hotel on the same grounds (below) could drink from the springs or soak their feet in the “irony” water. The original hotel, with stable and outbuildings, was built in the late 1700s. The three-story addition with porch and verandah was added later. The whole edifice burned to the ground in 1913.

The Baltimore, Chesapeake, and Atlantic Railroad (the B.C.& A., dubbed the “Black Cinders and Ashes” by complaining passengers) opened its Mardela Springs station in 1890. The station (above) was busy in the summer with vacationers bound for Ocean City, but for local farmers it was vital for conducting business. Strawberries, peaches, tomatoes, potatoes, and other types of produce were shipped by rail to northern cities and Maryland’s Western Shore.
In 1896 Harry M. Martin began buying land parcels of 35 to 50 acres from the Chevy Chase Land Company, Wilson Offutt, Henry N. Griffith, and others. He called the acquisitions “Martin’s Additions to Chevy Chase.” Martin’s purchases stopped short of the current sites of La Ferme Restaurant and the “No Gain” house (at Thornapple and Brookville).

In 1916, a Special Taxing District known as Martin’s First, Second, Third and Fourth Additions to the Village of Chevy Chase was established. The bill authorized election of a Citizens’ Committee that had substantial powers, including regulating the behavior of farm animals.

The charter of the special taxing district was revised in 1976 to allow residents without U.S. citizenship to vote in the district’s elections. The revision also introduced the possibility of municipal incorporation.

Concerns over development and other pressures caused residents to seek incorporation during the early 1980s. A three-member steering committee was appointed to draft a charter and to help the Council fulfill the requirements for establishing a municipality.

In a mandatory referendum for the residents of Martin’s Additions, 92 percent of the voters were in favor of incorporation. Following approval by the Montgomery County Council, the State recorded the municipal incorporation of the Village of Martin’s Additions on March 19, 1985. The village’s first ordinances came into effect on July 9, 1989.

Martin’s Additions has more than 300 homes and is governed by an elected, five-member village council assisted by a part-time village manager. The village maintains its streets and sidewalks and the trees within its right-of-way. It is recognized as a “Tree City” by the National Arbor Day Foundation. The village awards contracts for recycling, refuse collection, and snow removal. Neighborhood activities include community parties in the spring and autumn and events at which residents are recognized for outstanding contributions to the community. The newsletter, Martin’s Edition, keeps residents informed about services, community issues, and neighborhood changes.
William Hall built what was to become the first house in Marydel in 1850. Mr. Hall’s property was both in Caroline County, Maryland, and Kent County, Delaware. The town started off with the name Halltown, but that was changed to Marydel about three years later. The main industry in the area at the time was fruit evaporating, a preservation process that required the construction of a factory. The industry shared the building with the town’s school for a while.

Along with other towns in the area, Marydel’s major spurt of growth occurred with the arrival of the railroad. Connecting Marydel to the north at Clayton, Delaware, and to the south at Oxford, Maryland, the P.B.W Railroad provided transportation of passengers and freight throughout the region.

Today, Marydel still stands astride the Mason-Dixon Line at the northern end of Caroline County. While the Maryland portion of the town is incorporated, the Delaware portion is not. Both sides of the town are served by the post office on the Maryland side; businesses are located on both sides.

The Marydel commissioners have been involved with Caroline County in a study that will bring a water distribution system and waste water collection and treatment systems to the area. With the arrival of those improvements, commercial and residential expansion is expected from the rapidly growing Dover, Delaware, area.
Middletown is a small, rural community steeped in American history. Located in the beautiful Middletown Valley that stretches between the Catoctin Mountains on the east and South Mountain on the west, the town reportedly gained its name from its location midway between those ranges. A young Lieutenant George Washington, while surveying the South Mountain area, reported that the valley to the east was one of the most beautiful places he had ever seen. Later, as a Colonel in 1755, he was to accompany General Braddock on the old Indian Trail that ran through the valley on his way to Fort Cumberland.

The early German and English settlers started to arrive in the valley in the 1730s. Among them was Michael Jesserong, who paid £6 for 50 acres. He named his property Middletown and sold the first lots there in 1767, the date officially marked as that of the town’s founding.

The history of Middletown is a mirror on the nation’s development. Main Street spread to the west with construction of the National Pike through the town in 1806; the telegraph lines from Frederick to Hagerstown were routed through Middletown in 1854, and in 1896, car 11 of the Frederick Middletown Railway made its first run to Middletown. During the Civil War, both armies passed through the town to the battles of South Mountain and Antietam. In the aftermath of those battles, Middletown opened its churches and homes to care for the wounded.

Middletown continues to evolve from a settlement of farmers and ranchers to one of tradesmen, craftsmen, businessmen, clergymen, commuters, and retired folk—without losing its agricultural roots. From the stately old Victorian-style homes and soaring church steeples to the rustic dairy farms and modern housing developments, residents find in Middletown a refuge where they can enjoy small-town life as it used to be.
Midland was founded in 1850 as a coal-mining community in the heart of the George's Creek Valley, once a major center of the nation's coal industry. But coal production started to decline after World War I, and today only strip mining remains as the last vestige of this once all important industry. Coal trains that once went through the town daily now pass only once or twice a month.

Most of the original settlers came in response to the abundance of jobs available in the coal mines. Many were Irish, but German, Scottish, and Welsh names also are found in the early records of the town.

Midland is proud of its two churches—St. Joseph's Catholic Church and Grace United Methodist Church. Both were established in 1891. The bells of St. Joe's and the chimes of Grace ring out daily from the hill at the edge of town where the churches sit side by side.

About a mile beyond the town's limits, anyone making the climb to the top of the magnificent outcropping known as Dan's Rock is rewarded with an incomparable view of the eastern end of the county ... and visitors have marveled at the spectacular sunrises and sunsets seen from this highest point in Allegany County.

Once a bustling town with big stores, a hotel, and an opera house, Midland today projects a friendly laid-back atmosphere. A convenience store offers the basic necessities, but major shopping is ... La Vale, and Cumberland. The post office in the heart of town is the gathering point for the townspeople to meet and chat.

With local jobs now scarce, most of the town's work force is employed elsewhere, but one thing remains unchanged in Midland. You can still find paradise there—Paradise Street, that is!

Midland's two churches on the hill have worked together to serve the spiritual needs of the community since they were established in the same year, 1891. —top) Grace United Methodist Church and (bottom) St. Joseph's Catholic Church.

McVeigh's Little League Field is located at the north end of town on land donated to St. Joseph's Church by the McVeigh family in memory of Father McVeigh. It is maintained and operated by the town.

The early-1900s building that serves as Midland's Town Hall has a diverse history of occupancy. It was first used by the Fire Department to house equipment. In 1923, 7th and 8th-grade students were instructed there for a time after their log schoolhouse burned to the ground. The back room of the building was used as the town jail. After the Fire Department got a new home, the building was renovated to provide a council chamber on the ground floor. Upstairs, where the Town Council previously had held its meetings, a Heritage Room was established.

At the south end of town, is Lionel D. Baker Memorial Park. This is a newly renovated multi-field sports facility dedicated to Midland's mayor from 1957 to 1978. The original ballpark here is well known as the place where Lefty Grove started on his road to fame.

The Honor Roll memorializes the men of Midland who gave their lives in World Wars I and II.
The town of Millington is located in both Kent and Queen Anne’s Counties at the junction of state highways 291 and 313. The place was originally a land grant at the head of the Chester River to one Daniel Massey in 1754, at which time it was known as London Bridge. The community that Thomas Gilpin, a Quaker, founded there in the 1760s was chartered by the General Assembly as the town of Bridgetown in 1798. Perhaps travelers were having difficulty finding the town, because in 1819 its name was changed to Head of Chester. Notwithstanding the navigational value of that name, it too was later abandoned in favor of one honoring a leading citizen named Richard Millington. His farm lands extended into the town, and he is reputed to have built the first house there. The people bestowed his name on their town, and it survived.

Today, Millington is a small village living with the strong echoes of its past. It is a walkable, self-contained community with a strong rural character. Although its own business establishments provide most of the essential services, its proximity to U.S. Route 301 rescues it from isolation. Its small population enjoys a tradition rural style of living, a slow pace, and a sense of long-term stability. In the words of one resident, it is a place of “safety and security, peace and quiet, unity and caring and diversity.”

There were several mills in the area during the early days of Millington, but the only one standing today is the Higman Mill, a stone structure built by Thomas Massey in 1763. Four years later, Massey was bought out by Thomas Gilpin, who operated the mill until 1813. It continued in operation under a succession of owners until 1934. Most of the original brick, and some of the plans are still in place. As a reminder of Millington’s heritage, the original milling stone from the Higman Mill is prominently displayed in the town (left).

The Chapel of the Holy Cross was established in 1903.
Morningside came into existence in 1949 when residents incorporated a triangular piece of suburban Prince George’s County adjacent to Andrews Air Force Base. The new municipality was without paved roads and relied on well water and septic tanks for utilities.

Initially, the majority of the residents were veterans of World War II and later of the Vietnam War. In the late 1970s, the makeup of the town slowly began to change. By the end of the 20th century, only about a quarter of the residents were veterans. Many of the residents now are civilian personnel working at the various government agencies in the area.

Throughout its growth, the town has experienced change. Public water and sewage systems, storm sewers, paved roads, and street lighting have been installed. The Morningside Elementary School and the Traditional School, named after Brig. Gen. Benjamin D. Foulois, have been built within the town.

Morningside is known as the “Gateway to the Nation’s Capital.” The main access to Andrews AFB is along Suitland Road, the town’s “Main Street.” The president, vice president, members of Congress, State Department officials, kings, queens, prime ministers, and other U.S. and foreign dignitaries all use that route when traveling by road for their flights to or from Andrews AFB. The townpeople have witnessed events of portent, happiness, and sadness pass through their town. They watched the jubilant return of hostages from Iran and the somber cortège of John F. Kennedy on its progress from Dallas to Washington.

Morningside’s first Town Hall was a small building of some 624 square feet, donated by a local builder. That building was used by the town government until 1976, when it was replaced by a new one eight times its size. The change permitted all the town’s employees and equipment to be located together for the first time.

Morningside is a tranquil community of modest-sized homes shaded by tall trees and surrounded by colorful blossoms according to the season.
The place that is now Mountain Lake Park might still be known as “Hoyes Big Pasture” if the stockholders of Mountain Lake Park Association had not approved its purchase on November 2, 1881, for the sum of $4,672. The Association had been created by four gentlemen of Wheeling, West Virginia, for the purpose of establishing a resort that would be founded upon Christian principles and provide healthful recreation and religious and literary instruction.

Later that same month, the Baltimore and Ohio Railroad ran an excursion train from Baltimore to Mountain Lake Park carrying people who might be interested in buying lots in the resort. Purchasers had to agree that any house built would cost at least $300 unless the purchaser was a clergyman, in which case the cost requirement was only $150.

In the ensuing years, many improvements were made in the Park, including damming streams to create a lake, constructing an amphitheater able to accommodate 5,000 people, and construction of hotels, boarding houses, an auditorium, an assembly hall, and numerous fine residences referred to as “cottages.”

Mountain Lake Park is now the most populous municipality in Garrett County, although it is primarily a bedroom community with no central business district. The residents are proud of their town’s history and natural beauty, complementing the latter with their creative and energetic attention to the appearance of their properties. They take active interest in maintaining the high quality of governance and administration that has been established over the years.
Fresh air, rolling hills dotted with quilts of agricultural patchwork, beautiful old Victorian homes, a historic downtown business district, and friendly townsfolk are some of the attributes that lure visitors to this quiet little country town.

On the crest of Parr’s Ridge, at a peak height of approximately 830 feet, Mt. Airy rests on the highest point between Baltimore and Braddock Heights. The town is unique in that it is made up of the corner portions of four counties—Frederick, Carroll, Howard, and Montgomery. Most of the town’s area lies in Frederick and Carroll Counties.

Development of Mt. Airy began in the early 1830s when Henry Bussard built the first house on what is now the town’s municipal parking lot. Growth was sparked by the coming of the B&O Railroad in 1831. In order for the trains to overcome the steep slope of Parr’s Ridge (an impossible task for the locomotives of the time), a series of four inclined planes (ramps) were constructed, which the locomotives and cars negotiated with the assistance of horses. The passengers disembarked and enjoyed the scenery while this took place. The Plane #4 system, as it was called, remained in use until 1839 when more powerful locomotives became available.

Another factor in the growth of Mt. Airy was its proximity to the National Pike, the early road from Baltimore to the west. Its route—and the route of the old Indian trails it tended to follow—was dictated by the availability of fresh drinking water, which the Mt. Airy/Ridgeville watershed had in abundance from Parr’s Spring, the headwaters of the Patapsco River.

The town grew up around the railroad and the wagon road, despite setbacks dealt by three great fires that wiped out portions of the town in 1903, 1914, and 1925. The town rebuilt each time, providing a home for the milling, canning, and sewing industries that in former times supported Mt. Airy’s economy.

Mt. Airy is host to four annual events—the Spring Fling in May, Flag Day in June, Festival on the Ridge in October, and Christmas in Olde Town in December. The events are presented under the auspices of the town with an all-volunteer staff of townspeople, indicative of the overall civic pride that binds the residents, organizations, and government of Mt. Airy.

Quaint shops and restaurants line the streets of Mt. Airy’s historic business district. Some have sprung up recently on South Main Street (inset) as the result of a revitalization program there.
Mount Rainier is a city of contrasts. Known as a busy urban gateway to the nation’s capital, it is also known for its intimate, tree-shaded neighborhoods. Mount Rainier’s greatest asset—the source of its vibrant community life—is its ability to nurture and sustain a variety of interests.

Old and new, progressive and conservative, Bible-belt fundamentalists, rock-ribbed traditionalists, activists, recluses, empty nesters, and young families: all are at home in Mount Rainier. Patterns of civic behavior established early in the city’s 100-year history laid a foundation of tolerance that persists to this day.

Successive generations of government workers, tradespeople, artisans, and service professionals have lived in the one- and two-story bungalows built by the first Mount Rainier families. They inherited, too, a small-town infrastructure, complete with retail stores, churches, schools, and narrow streets.

Decades-old elm trees dominate the neighborhoods, where cozy front porches vie with well-traveled sidewalks as venues for good conversation.

With most of its buildings built prior to 1939 and in good enough shape to be considered, in preservationist terminology, “contributing resources,” Mount Rainier was named to the National Register of Historic Places in 1990. Visitors are not surprised. The city looks and feels like the old trolley town that it is. But when newcomers are drawn into the life of the city, they quickly realize that it is well endowed to thrive in the 21st century. Mount Rainier’s enduring embrace of its institutions and its people is only enhanced by the passage of time.
Myersville is strategically located halfway between Frederick and Hagerstown, with convenient access from Interstate 70 to the south and US Route 40 to the north, yet nicely buffered from both by a mile of local road. That outstanding location and beautiful, hilly terrain combined to make the town an attractive location for residential development during the last decades of the 20th century.

The century started similarly for Myersville when the last section of the Frederick-Hagerstown electric trolley line was completed through Myersville in 1904, but that 29-mile scenic railway was shut down in 1938.

Today, Myersville takes care to ensure by ordinance and zoning control that its attractive location is matched by attractive development. The Canada Hill development pictured across these pages is an example. Three other developments built in the 1990s—Ashley Hills, Meadowridge, and Terraces of South Mountain—exemplify the same standards of appearance set by the town.

Myersville has a vigorous public park policy to complement the high environmental standards it encourages in the private sector. Its five park areas range from the intimately scaled Trolley Park in the center of town to the fully developed Myersville Municipal Park with its playground equipment, basketball and tennis courts, and baseball field. Grindstone Park, about two miles west of town, is designed for family picnics, with grassy swaths, picnic tables, and a pavilion. Doubs Meadow is scheduled to augment the recreational facilities at the Municipal Park within the next few years, and the steep slopes and wooded floodplain of Ashley Park along Catoctin Creek will remain to be enjoyed in their natural state.
The developer of New Carrollton envisioned a completely planned suburban city—a novel idea in the 1950s. He effectively lobbied the Maryland General Assembly to declare his visionary city an incorporated community even before the land was developed or had any residents.

To link the new community to Maryland's rich heritage, the developer named it after one of the state's early leaders, John Carroll of Carrollton—a spokesman for the colonies, a signer of the Declaration of Independence, and one of the first United States Senators from Maryland. Since its inception, the city has lived up to the high accomplishments of its namesake, growing and flourishing as a city with a lasting sense of community and uniqueness.

During the Civil War, the families living in the area now called New Carrollton had divided sympathies toward the Union and the Confederacy. According to legend, a Confederate soldier was eating an evening meal with his family while home on furlough when a squad of Union soldiers appeared in the woods—they were in search of water it was learned later. The family men took down their guns from the wall, preparing to protect their Confederate kinsman. One nervous family member accidentally discharged his gun—causing the Union soldiers to withdraw with alacrity.

New Carrollton is located within easy access by road to Washington, D.C., Baltimore, and Annapolis. Convenient commuting to the nation's capital, Northern Virginia, and parts of Maryland is available via the New Carrollton station of the Metro subway. The Northeast Metroline serves the same station complex, placing railroad access to the entire East Coast at the city's doorstep.

New Carrollton has a population of 12,800 and covers 1½ square miles. There are 25 miles of residential streets, three elementary schools, one middle school, one special-education school, two shopping centers, and many parks.

New Carrollton has a most responsive form of municipal governance due to its organizational structure. The mayor is the chief executive officer and is responsible for the day-to-day operation of the city. With the consent of the city council, the mayor hires a city administrative officer and a public works director, whose staffs are subject to the approval of the mayor. The city council is the legislative body and enacts all ordinances and resolutions. The city provides street maintenance, street lighting, snow removal, twice-weekly trash removal, park and playground maintenance and equipment, beautification of city entrances, and televised council meetings with telephone call-in for residents.
The historic, federal styled town of New Market was founded in 1793 by two gentlemen of the area, Nicholas Hall and William Plummer. From its earliest days, it was a convenient stop for travelers in need of food, lodging, and services along the turnpike from Baltimore to Frederick.

The first post office in New Market was established in 1800. In 1818, the turnpike became the eastern section of the National Pike, an integral part of the route taken by the multitudes who opened America’s western frontier. The road carried freight and conestoga wagons loaded with grain, whiskey, tobacco, lumber, iron, furs, and other products. Passenger coaches and fancy buggies stopped at the hotels, inns, and taverns in town. Herds of cattle, sheep, and pigs were driven through town to market. Peddlers came with carts, and many travelers came on foot carrying all they owned on their backs.

The heaviest migration west occurred in the period between 1820 and 1850. To meet the demands, New Market had two hotels, eight taverns, five inns, two tailor shops, five dry goods and grocery stores, three tanneries, a number of wheelwright and blacksmith shops, wagon stands, livery stables, and livestock pens.

After the town was incorporated in 1878, the first governing bodies spent many years enacting ordinances for animal control, lighting, and upkeep of the streets, alleys, and community wells. By 1886, the town tax levy was $.10 per $100. Today it is still only $.30 per $100!

The volume of travel along the National Pike receded in the 1870s when the B&O Railroad became the favored mode of transportation westward. The town became a retirement community for local farmers. Then in 1936, Stoll Kemp opened an antique shop in New Market, and the town’s new industry was born—the sale of antiques. Once again New Market was welcoming travelers and extending its hospitality to all who “came down the Pike.”

Known as the “Antiques Capital of Maryland,” New Market now offers a concentration of establishments where visitors can browse and purchase the treasures of yesteryear. Fine bed-and-breakfast accommodations and dining facilities in formal and casual settings are available.

In 1975, New Market was placed on the National Register of Historic Places. In 1986, the town received the Maryland Preservation Service Award.
The town of New Windsor is one of the smallest municipalities in Carroll County. It was laid out in 1796 by Isaac Atlee, although at that time and for many years it was known as Sulphur Springs, after the local springs that were thought to have medicinal value and made the town a resort destination.

Although New Windsor’s architectural styles date back to the late 18th century, there is a strong presence of elegant Victorian homes that reflect the affluence that arrived with the railroad in 1862.

The Civil War brought the armies of both the North and South to New Windsor. In 1863, five thousand Union Cavalry rode through the streets on their way to Gettysburg. The next summer, five hundred Confederate Calvary raided the town and looted the stores of food and clothing.

Untouched by growth since World War II, the town was “rediscovered” toward the end of the 20th century as a haven of old-time peace and tranquility. But despite the new popularity, New Windsor remains a quaint small town set in the beautiful rolling hills and farmland of rural Maryland.

* See Note 2 to Appendix B, page 340.
On the western shore of the Chesapeake Bay, the town of North Beach epitomizes “land of pleasant living.” Its seven-block waterfront has a public fishing pier and a half-mile-long boardwalk with accompanying bike path. The boardwalk is dotted with benches on which residents and visitors may linger and watch the Bay. The town encompasses a wildlife refuge in its tidal marshlands where native species make their homes and seasonal migrants find a welcome place to rest.

Socially and culturally, North Beach has a rich and diverse history. Originally platted in 1900, the town provided an ideal site for the vacation cottages of part-time residents from nearby Washington and Baltimore, but it also served well as the home of working watermen. When the Bay Bridge opened in 1955 bringing easier access to Atlantic Ocean resorts, summer crowds at the western shore getaways soon dissipated. The end of legalized gambling was the final blow that ended the heyday of North Beach as a rollicking resort.

Following that period of decline, recent years have produced a rebirth of civic pride and a burgeoning sense of community. Old buildings have been removed, houses refurbished, and flower beds coaxed into bloom. Plans are underway for a museum and environmental education center, a senior citizens’ apartment complex, and a primary care medical facility. Visitors flock to North Beach in June for the North Beach House and Garden Tour and in August for the town’s annual Bay Fest. Antique stores attract shoppers while beachcombers delight in the search for sharks’ teeth fossils. Mother Nature is the town’s greatest asset.

Today’s population is composed primarily of year-round residents who know they have found the best of all worlds: a safe, friendly, walk-around town away from the congestion and hassle of the city, a place where government wears the face of one’s neighbor and every resident can keep a finger on its pulse. Citizenship is alive and well in this jewel of a town on the Chesapeake Bay.
North Brentwood was originally part of the “Castle Tract”—later known as the "Highlands"—which was owned by Captain Wallace Bartlett. In 1887, Capt. Bartlett dedicated a low-lying part of the land to the memory of the black regiment that served under him in the Civil War. He sold lots there to African-Americans, reserving some for the building of churches and schools. The first settlers were members of the Randall family, for whom the area was named. When the first school in Randall Town was opened in 1902, Henry and Peter Randall were the trustees.

In 1904, Capt. Bartlett’s company added a 40-acre subdivision to the community, naming it “Brentwood” after the Brent estate in northeast Washington, D.C. In 1907, William Conway organized The Brentwood Colored Citizens Association, whose purpose was to provide its members with opportunities to engage in educational, scientific, literary, musical, social, and other beneficial pursuits.

In 1905, Jeremiah Hawkins purchased several lots in the town, built a house for himself on one of them, and became politically active. He was elected as a delegate to the Republican National Convention in Kansas City in 1920. Under his leadership, the community was incorporated as North Brentwood in 1924. He became the town’s first mayor.

From the time of its incorporation until the 1940s, North Brentwood was home to many privately owned businesses. Among them was a dairy, a coal yard, an ice house, beauty and barber shops, grocery stores, restaurants, a private school, and a shoe repair shop.

The North Brentwood Historical Society, organized by Lillian K. Beverly, in 1991, developed a comprehensive oral, pictorial, and artifact collection defining life in North Brentwood from the early 1900s to 1930. The exhibit, entitled Footsteps from North Brentwood, was displayed at the Anacostia Smithsonian Museum in 1996. The following year, portions were displayed at the North Brentwood Community Center and at the State House in Annapolis. Currently, the mayor and town council are exploring ways to create a town museum to house the collection. The desire is to create a focal point that will amplify awareness of the town’s heritage among the residents and encourage participation in the arts.

North Brentwood always has had dedicated, civic-minded citizens who organized, voted, and persevered in adversity to build the worthy town that it is today. That tradition of social and civic involvement is still alive and thriving in the current citizenry of North Brentwood.

The Municipal Building was constructed in 1952 with the volunteer labor of citizens under the leadership of Mayor William D. Bellows.

The North Brentwood Community Center, operated by the Maryland-National Capital Park and Planning Commission, opened in 1975.

Churches are integral to the life of North Brentwood—(top) AME Zion Church, (center) First Baptist Church, and (bottom) Saint James Pentecostal Church.

At the start of the 21st century, North Brentwood is a residential community with a small commercial area on U.S. Route 1.
George Washington reported to his diary that he “... tarried for a thankful rest at Clean Drinking’s hospitable hearth.” The Village of North Chevy Chase occupies only 64.5 acres of the original Clean Drinking plantation, a colonial land grant of more than a thousand acres, but it continues the tradition of offering hospitality at its hearths—now to the lucky families (three generations in some cases) who make their homes here. The clean drinking spring from which the plantation derived its name still bubbles close by in Rock Creek Park.

The development of North Chevy Chase began in the first years of the 20th century when entrepreneur William H. Walker laid out dirt roads and cinder walkways, provided kerosene lamps for street illumination, and offered lots for sale. His enterprise was successful. In 1920, the residents of the growing community formed a Citizens Committee of five members. Four years later, they incorporated their community as a special taxing area with the name Village of North Chevy Chase and to be governed by a five-member Citizens Committee. That status prevailed for almost three-quarters of a century. In 1995, the village voted to become a chartered municipality—still to be governed by a five-member committee elected each May by the residents.

With a manager to handle day-to-day operations, the village provides trash and leaf collection, snow removal, response to storm damage, and maintenance of roadways, sidewalks, and some 270 trees.

“This is a good community,” is the general sentiment of residents, and they ensure that it stays that way by being actively involved in all that happens in and around their village. Citizens of North Chevy Chase campaigned successfully to have an elementary school built across the way from the village’s Jones Bridge Road boundary. They organized the North Chevy Chase Swimming Association, with pools and tennis courts. They lobbied to have Kensington Parkway, the main village thoroughfare, closed to Capital Beltway traffic. They enlisted the aid of nearby business interests in planting the median of Connecticut Avenue with flowering trees.

There is no commercial enterprise within North Chevy Chase, but the world renowned National Institutes of Health, the Howard Hughes Medical Institute, and the National Audubon Society’s Woodend Bird Sanctuary are neighbors.

“We’re convenient to everything,” one resident said. “Tree-shaded biking and hiking trails are all around us. We can walk to the library and the shopping center. We’re close enough to Washington to take advantage of all the cultural activities in the nation’s capital. Public transportation is handy, and we are only minutes from the Beltway.”

“This is a safe haven,” said another resident, who has lived in North Chevy Chase for forty years. “It is a blessed village of happy memories.”

North Chevy Chase is part of an urban forest with 38 species of trees from Acer to Zelkova.
North East is centrally located in Cecil County at the head of the Chesapeake Bay. Like many other water-oriented communities, North East is being discovered rapidly. Fifty miles from both Baltimore and Philadelphia via Interstate 95, the town is an inviting prospect for commercial and residential development. Although its permanent population is only about 2,000, the town is host to thousands of visitors during the summer months.

Settled prior to 1700, North East offers historical tradition and charm to people who come to enjoy its attractions. Main Street is experiencing a renaissance with restaurants, providing both gourmet and casual dining, and stores offering antiques, crafts, collectibles, and books. Mixed in along the street are helpful businesses catering to everyday needs.

Thirteen-acre North East Community Park has picnic pavilions, volleyball courts, benches for resting, paved walkways for exercising, and plenty of parking. It is the site of the county’s 4th of July fireworks display and the annual Water Festival, also held in July.

The town is proud to have completed recently four major capital projects: the Leslie Water Treatment Plant, the North East Library, the Police Administration Building, and the Virgil Gilbert Lighthouse Pavilion. A newly established North East Economic Development Commission has been charged with promoting economic growth.

With several major housing developments in progress, increased commercial growth, strong utilization of surrounding marinas, and Elk Neck State Park located ten miles to the south, North East is looking forward to a prosperous future while intending to preserve its historic small town charm.

Main Street in North East is a delightful place for window shopping or real shopping for antiques, collectibles, books, clothing, etc., and for dining at all levels of gastronomical inclination.
The town of Oakland, nestled in the mountains of western Maryland, is the seat of government of the state’s largest county—664 square miles of natural beauty known as Garrett County. The 1,800 residents and the businesses believe that the town’s size is proof that good things come in small packages. They urge visitors to come and share those good things.

Visitors may enjoy the beauty of the fall foliage or explore the unique Queen Anne-style train station that the town maintains in its classic appearance. They may come to fish in pristine streams that gurgle through the mountains; to hike in forests growing atop some of the world’s oldest mountains; to ski in an Alpine resort or on some of the best cross-country trails on the East Coast; and to boat on lakes fed by the mountain streams. They should not miss a stroll down the streets of Oakland itself, where the residents’ stewardship has earned the town the designation of Main Street Community by the State of Maryland.

Oakland is about to celebrate its 150th birthday, and is working diligently to preserve for another 150 years all those good things that are nurtured by small-town America and surroundings of natural beauty.

The town’s diverse community includes Amish families whose members drive to town on their tractors to shop for supplies. In the fall, they share with visitors the view from the Oakland overlook, where the stately old County Courthouse, neighboring churches, and homes are seen against a backdrop of colorful foliage.
Ocean City is Maryland’s only coastal community. It is situated on a barrier island that until the mid-1800s was a barren place attracting only a few fishermen who crossed over from the mainland in small rowboats. In 1869, a local farmer named Isaac Coffin constructed a small inn to accommodate the fishermen and others who were beginning to show an interest in the beach as a refuge from city life. Soon, other hotel properties arose. When Ocean City became an incorporated town in 1880, the little fishing village was on its way to becoming a famous seaside resort. The following year, a railroad bridge built over Sinepuxent Bay afforded visitors more convenient access to the town; prior to this, they had to disembark from the train on the mainland and then cross the bay by boat. It was not until World War I that a roadway bridge was built.

In the early 1900s, Daniel B. Trimper and his brother, both from Baltimore, started an amusement park, which is still owned and operated by the Trimper family. Local men worked in the fishing industry started by Capt. Christopher Ludlum and his son from Cape May, New Jersey, while their wives and mothers ran the hotels. From 1900 to 1915, the first sections of Ocean City’s famous Boardwalk were constructed; in those early days, it was taken up and stored during the winter. Today’s Boardwalk is a permanent walkway spanning nearly three miles.

In August 1933, a violent four-day storm hit Ocean City and cut an inlet through the island, linking the Atlantic Ocean with Sinepuxent Bay. The inlet soon brought a new industry to Ocean City—sportfishing. With easy access to the ocean from the bay, fishermen no longer had to launch boats through the surf or limit themselves to bay fishing. In 1934, the first white marlin was caught off the coast, and Ocean City proclaimed itself “White Marlin Capital of the World.”

This once humble fishing village covering only a few blocks of land now stretches for ten miles, has a city manager form of government (adopted in 1981), and operates as a full-service, year-round resort. It is an economic powerhouse for the entire region, welcoming over eight million visitors annually and funneling close to $3 billion into the state’s economy. A new convention center brings visitors throughout the year, and numerous golf courses have turned Ocean City into a premiere golfing destination, complementing its longstanding reputation as a family resort.

Ocean City sits on a 10-mile-long, 3.2-square-mile barrier island. Hotels, condominiums, town houses, and bed-and-breakfast establishments provide over 35,000 accommodation units. A walk down the Boardwalk is still a “must do” event, although today’s strollers will be less formally dressed than those of 1926 [image], when the Boardwalk was considered the place to appear in your finest attire.

In 1878, the federal government established a Lifesaving Station in Ocean City. A larger station was built in 1891 and continued in use until 1964. That building then was relocated to the Inlet and now serves as the Ocean City Lifesaving Station Museum.

The City Hall building was constructed in 1914-1915 by the State Department of Education as a training facility for teachers, but shortly after its completion the idea of a college in Ocean City was abandoned. In 1917, the structure was purchased by the Worcester County Commissioners and turned into an elementary and high school for Ocean City area students. When the building became vacant again in 1968, the Town of Ocean City purchased it for use as its ‘City Hall.”
Founded in 1683, Oxford is one of the oldest towns in the entire United States. Rich with maritime history, the town was declared one of two original ports of entry for the colony of Maryland in 1694. The other port, located on the Western Shore, was called Ann Arundel, soon to be called Annapolis. Clipper ships arrived from around the world to unload their valuable cargos at Oxford. Throughout its history, Oxford has been closely associated with the water through early international trade, generations of watermen, boatbuilders, and a flourishing seafood industry. It has become a popular yachting center known for excellent facilities and its adjacent waters that offer the best in fishing, sailing, and cruising.

Among the many points of interest in this charming town are the Grapevine House built in 1798, which claims to have the oldest grapevine in the United States; the Academy House, which served as the officers’ quarters for the Maryland Military Academy from 1848 to 1855; and a replica of the Customs House built by Jeremiah Banning, the first Federal Collector of Customs. The Oxford Museum and

The Old Customs House reproduction is an engaging reminder of the important role that Oxford played as a Port of Entry into Maryland for goods from all parts of the world.

The Oxford–Bellevue Ferry (left), established in 1683, is America’s oldest privately owned ferry. After a period of inoperation after the Revolutionary War, service was resumed in 1836 and has continued ever since.

an inviting waterfront park are located in the heart of town. Nearby are meticulously restored historic homes that lend their charm to this gem of a town. Despite heavy pressure to rezone its maritime commercial area for high density condominiums and townhouses, Oxford has protected its boating industry. Indeed, over the years the town fathers have done a superb job of preserving the maritime flavor. With a population of less than one thousand, Oxford boasts nine boatyards and marinas—truly a yachtsman’s paradise.
The Rodgers name generally is associated with Rodgers Tavern, the famous ferry house and tavern that Col. John Rodgers established at the eastern end of the Susquehanna River crossing during the Revolutionary War. The tavern can be seen in well preserved condition on Perryville's Broad Street (above right). On October 15, 1932, during the George Washington Bicentennial, the Fife and Drum Corps of the Joseph L. Davis Post 47, American Legion, participated in the dedication of a historic marker at the tavern (above left). The marker was presented by the Captain Jeremiah Baker Chapter, DAR.

The Rodgers family gave substantial support to the American cause during the Revolutionary War and distinguished itself in both military and civilian life thereafter. Several of John and Elizabeth Rodgers' eight children excelled in their chosen occupations and married into distinguished local families. Maria Ann Rodgers married William Pinkney, Minister Plenipotentiary to the Court of St. James (1808-1811) and U.S. Senator from Maryland (1819-1822); her sister, Mary Rodgers, wedded Howes Goldsborough. Two of the sons, John Rodgers and George Washington Rodgers, served as commodores in the Navy; a third son, Thomas Rodgers, was a physician.

During the latter half of the 1800s, Perryville became a major railroad depot on the Wilmington to Baltimore line. But history was reversed when the railroad track between Baltimore and Perryville was temporarily disabled during the Civil War—the Union Army resorted to ferrying troops and munitions across the Susquehanna to get them to Annapolis.

Throughout the 20th century Perryville continued to grow and change. Once a river town, then a railroad town, now evolved into a services-oriented town, Perryville will continue to anchor the southwest part of Cecil County as it adheres to its successful formula of adapting to changing times.
Pittsville was originally called Derrickson’s Crossroads in the early 1800s, but in 1864 it was renamed in honor of Dr. Hiliary R. Pitts of Berlin who set up a general practice there while also serving as the physician for the railroad.

The railroad carried passengers and provided freight service for the area’s major cash crop—strawberries. The town’s first school was built in 1836. Ayers Methodist Episcopal Church was built in 1840 and Grace Methodist Protestant Church in 1876; the two churches combined in 1989. The post office was established in 1855, and a fire company was formed in 1927. Several businessmen incorporated the town’s first bank, Truckers and Savings Bank, in 1906. Peninsula Bank now occupies that original bank’s building.

Starting in the late 1800s, “Strawberry Time” was the town’s annual economic stimulus. Buyers would converge on the town to bid on the strawberry crop for shipment by railroad to distant cities. The town had its own hotel to accommodate the buyers. During the Depression years, strawberries were traded for other products rather than for cash, and by the latter half of the 20th century, the strawberry industry had receded in economic importance to Pittsville.

The current location of Pittsville Motors, (a Ford dealership) has been the location of an auto agency since 1915. Other businesses came and went during the 20th century—many small markets, a canning factory, nurseries, and a printing business. Pittsville is the birthplace of Drexel Truitt, who played the part of George Washington in many films in the 1930s and posed for the likeness of the General that appears on the 25-cent coin.

Pittsville is now a small bedroom community, with a few businesses. It has the characteristics of a large family because so many of the townspeople are related to each other or know each other well. It will continue to grow as development spreads from Salisbury and Ocean City.

The Pittsville railroad station, circa 1906, was relocated to join other historic buildings on Maple Street. It now houses offices.

Some of Pittsville’s oldest public and commercial buildings have been renovated and relocated to Maple Street. The second floor of the old store (above), circa 1860, was once used as a public meeting place. The old school house (below) now houses an antique store.
In 1670, Colonel William Stevens established a ferry across the Pocomoke River near present-day Pocomoke City. A small settlement called Stevens' Landing developed near the ferry landing; the site had been used previously by a New England fur trader as a trading post. The town was incorporated as New Town in 1865, but was reincorporated in 1878 as Pocomoke City, after the Indian name for the river meaning “black water.”

While the Pocomoke River originally provided a means of transportation, it is treasured today more as an unspoiled scenic waterway and for the recreational opportunities it offers. Its surrounding wetlands serve as a sanctuary for many species of birds and waterfowl. A two-mile nature and exercise trail (right) begins at Cypress Park on the river near the downtown area and winds around 8-acre Stevenson's Pond. Other facilities of interest along the river include Winter Quarters Municipal Golf Course and two city boat ramps.

Historic points of interest include the Costen House (inset, far right), the Sturgis One-Room School Museum, and the Mar-Va Theater. The Sturgis Museum was a one-room country schoolhouse a century ago. It was moved to its present location in downtown Pocomoke City to be restored as a museum of local African-American history. The Mar-Va Theatre is a 1927 Art Deco style auditorium famed for its superior acoustics. It is being restored as a regional center for the performing arts.

Today, Pocomoke City’s location at the intersection of Routes 13 and 113 establishes the town as the business center for the surrounding area. The 98-acre Pocomoke City Industrial Park is the home of Benelli (shotguns), Beretta USA (handguns), Bel-Art (plastics), AquaMar (aquaculture), Mid-Atlantic Foods (seafood products), Ricca Chemical Co., and others. The town offers stores and services along Route 13 and in its beautiful downtown shopping district near the river. Housing choices range from single family homes to retirement apartments in neighborhoods as diverse as new subdivisions and quaint historic districts.

The Costen House Museum, built shortly after the Civil War, was the home of Pocomoke City’s first mayor, Dr. Isaac Costen, and occupied by members of the Costen family for over a century. It now serves Pocomoke City as a center for social and cultural activities. The building is listed on the National Register of Historic Sites.
Poolesville received its name from the U. S. Post Office Department when the area’s first post office was established in Poole’s Store in 1805. John Poole had opened his small store in 1793 in his residence, a small one-room-and-kitchen log house that still stands today. His primary customers were the farming families who had been settling in the area since about 1760. These are the ancestors of many families who live in the area today.

Agricultural development was the primary cause of prosperity in Poolesville. Town residents supplied services and goods to the local farmers. Blacksmiths, wheelwrights, shoemakers, tailors, carpenters, barbers, cooperers, tavernkeepers, and a hotelier were thriving in Poolesville in the early 1800s. Another factor in Poolesville’s development was its proximity to the Potomac River ferries and the Chesapeake and Ohio Canal, which started partial operation in 1833.

Poolesville, whose population had reached about 200 by 1861, was the second largest town in Montgomery County and was of major importance during the Civil War due to its strategic location between the nation’s capital in Washington, D.C., and nearby Virginia.

After the Civil War, Poolesville was never able to recapture its pre-war prosperity. For one thing, traffic on the C&O Canal had declined with the advent of the Baltimore & Ohio Railroad in the 1870s.

Today, Poolesville retains its small, rural character with a population of about 4,200. Historic preservation is a matter of importance to the residents and an integral part of the town’s planning process. Many 19th-century homes have been carefully preserved. As an incorporated municipality, Poolesville has responsibility for property taxes, zoning, planning, parks, streets, and maintenance of the public water/sewer system. Children who live within the corporate limits may attend Poolesville Elementary School, John Poole Middle School, and Poolesville High School. But residents agree that Poolesville’s most valuable asset is its combination of small town character and rural setting.
Captain John Smith first explored the area that is now Port Deposit around 1608, a time when the only inhabitants were the Susquehannock Indians. The town that subsequently emerged there on the Susquehanna River was known as Creswell’s Ferry prior to 1812. As time went on, the town became a heavily used port where products like lumber, grain, coal, and whiskey were unloaded for trading. There were outgoing goods also—blocks of granite cut from the cliffs behind the town and fish culled from the river—but it was the incoming trade that gave the town its final name—Port Deposit.

In the 1830s, Jacob Tome, who had made a fortune in lumber and banking, came to Port Deposit and placed his mark on the town. He built the Jacob Tome Institute and endowed it generously for the benefit of the children of the town. His intention was to ensure that the children received a superior education without cost to their parents. Two of the school buildings in town remain, and there are several others located on the cliff above the town.

There have been many changes in Port Deposit over the years; the population that once was greater than 2,000 was down to about 750 at the end of the 20th century—although it was starting to grow again. Being located between the river and the granite cliffs, the place has been dubbed “the town that couldn’t grow,” but that characterization has been squelched by the annexation of 125 acres of the Bainbridge property and the forthcoming annexation of the remaining 1,125 acres. When that occurs, Port Deposit will have more than tripled in size.

A heritage greenway trail along the river front is being created as a potential link to other towns and as an extension of recreational and cultural activities within the town. Revitalization projects have been initiated—the main business area has new sidewalks, curbing, streetlights, and benches; utility lines have been buried underground; and the once industrial-zoned waterfront has been transformed into a residential condominium and marina complex. The town is on the National Register of Historic Places, its buildings and homes display an eclectic assortment of Georgian, Victorian, Italianate, and Federal styles, providing instant architectural history in a pleasant walking tour.

At the start of the 21st century, the townspeople of Port Deposit are ready to share their growing town with new residents, new business owners, and visitors.
In 1727, an Act of the Maryland Assembly directed that a new courthouse be erected on the “East side of the Head of Port Tobacco Creek, at a place called ‘Chandler Town’ allowing 3 acres for a courthouse and a jail.” An additional 60 acres were to be divided into 100 lots to form the village. The courthouse was complete by 1729 and is assumed to have been of brick because its cost was recorded as 12,000 pounds of tobacco. No drawings have been found.

The Assembly officially named the village “Charles Town,” but that name failed to stick. The area had always been popularly known as Port Tobacco, and that is the name that endured. It could have been a corruption of the Indian name Potopaco, which through the years had been pronounced Portafacco, Potobac, Potobag, and Porttobattoo.

In 1808, a severe windstorm leveled both the courthouse and the Episcopal Church next to it. The church was quickly rebuilt, and a second courthouse was built on the site of the old one in 1819. That courthouse lasted until August 3, 1892, when the main section burned to the ground. Arson was suspected because the court records had been moved outside before the fire started.

At the time of the fire, Port Tobacco boasted about twenty shops, two newspapers (The Maryland Independent and The Port Tobacco Times), three hotels (St. Charles, Centennial, and The Smoot House), and sixty to seventy homes fanning out from the courthouse.

Until the end of the Revolutionary War, Port Tobacco had been the second largest river port in Maryland—St. Mary’s City was the largest. Ships from Europe brought prized goods to the Port of Entry Warehouse and sailed back laden with hogheads of tobacco. But the harbor gradually silted up as the result of excessive tree cutting and planting of crops, particularly tobacco. The river trade became restricted to small boats. The final blow to Port Tobacco came with the burning of the courthouse in 1892. That event precipitated renewed debate about whether it was the best location for the County Seat. In 1895, the results of a special election dictated that the county seat be moved to La Plata, about 21/2 miles away. A new courthouse was built there before the year was out.  

In 1904, Christ Church of Port Tobacco Parish, which had stood alongside the old courthouse since both had been rebuilt at the beginning of the 19th century, was disassembled stone by stone and timber by timber. The material was numbered, carted to La Plata, and reassembled next to the new courthouse. Such was the definitive event that symbolized the end of Port Tobacco’s long-held dominance as a center of commerce and governance.

By the end of the 20th century, though, Port Tobacco was once again familiar with prosperity. Around the core village, extensive residential development had occurred, reflecting the general prosperity of the times. The attractive homes on large lots proclaimed the renaissance of the Port Tobacco area as a highly regarded place to live. Augmenting the new allure of this historic area, the Society for the Restoration of Port Tobacco, Inc., continues its long-term efforts in reconstruction and restoration of historic buildings within the old village.
In the colonial era, a place called Linchester was located a small distance to the east of present-day Preston. Colonel James Murray built a grist mill there in 1670, and a general store, a post office, and a few residences developed around it. The Methodist Church built a chapel close by about 1797, and that area became known as Snow Hill. In 1845, the post office was moved to a store there at the corner of present-day Maple Avenue and Main Street. Postal confusion ensued because there was another town called Snow Hill in Worcester County. In 1856, the townspeople resolved the problem by arbitrarily adopting the name Preston, apparently having been impressed by Baltimore lawyer Alexander Preston’s performance during a well publicized trial in Easton.

Construction of the Baltimore, Chesapeake, and Atlantic Railroad in 1890 marked the beginning of major growth for Preston. The railroad ran from the steamboat landing at Claiborne on the Chesapeake Bay to the Atlantic Ocean at Ocean City. Prior to the railroad’s arrival, commerce with Baltimore had been primarily by steamboat via the landing at Choptank, about two and a half miles to the south. Now, there were four passenger trains and two freight trains a day. During the years before and after World War I, it was common for twenty to twenty-five freight cars of canned tomatoes, apples, wheat, and watermelons to be shipped every day during harvest time. A 1908 edition of the town newspaper reported that Maryland packed five-twelfths of all tomatoes canned in the United States and that one-tenth of Maryland’s output was packed in Caroline County.

Canneries, box manufacturers, warehouses, hardware stores, blacksmithing, dry goods and millinery stores, groceries, restaurants, and a hotel flourished. At one time, there were sixteen canneries within seven miles of Preston, three were within the town near the railroad.

By mid 20th century, the canneries and the railroad were gone. Today, the largest structures in town are the Southern States grain elevator and storage silos. The remains of canneries and warehouses can be found if one knows where to look, but the appearance of Preston has changed. Old mansions and houses relocated from old farmsteads stand beside new housing groups in attractive harmony, providing a thriving residential community. Some residents commute to out-of-town jobs, but many operate local businesses, farm, raise poultry, or continue the traditional life of watermen.

Stately old homes coexist in harmony with new housing in Preston to provide a wholesome living environment for the descendants of original settlers and for newly arrived families and retirees alike.
In 1733, by an act of Maryland's General Assembly, twenty-five acres of David Brown's "Beckford" plantation were purchased and divided into thirty equal-sized lots, with Bridge Street (now Somerset Avenue) serving as the main north-south thoroughfare. Thus was established the town of Princess Anne, named for the 24-year-old daughter of King George II. The town was located at a narrow point, known as the "wading place," on the Manokin River; on land that was "well elevated and conveniently suited" for a centrally located town in Somerset County. It became the county seat in 1742.

In the mid 18th century, Princess Anne gained considerable importance as a market center because of the river trade and the southward extension of the railroad on Maryland's Eastern Shore. At that time, the Manokin River was navigable as far as the bridge at Princess Anne. Much of the town's architectural heritage from those days has been preserved. About 150 acres of the old town, containing about 300 structures, is entered on the National Register of Historic Places.

Manokin River Park has been recognized by the Governor of Maryland for excellence in environmental design and public access. The park is strategically located at the edge of Princess Anne's central district, focused on the scenic Manokin River.

While cherishing its prominent place in the history of the Eastern Shore, Princess Anne strives to ensure the welfare of its citizens today and into the future with modern, forward-looking governing and administrative bodies. The Town Hall and the Police Department share one building, while the Department of Public Works has its own. The town is designated as a Primary Growth Area in the county's Comprehensive Plan. The town's own Comprehensive Plan includes development of the Princess Anne Industrial Park, a publicly owned project designed to enhance the town's economic structure by attracting small- to medium-sized businesses.

Community block parties encourage citizens to meet their neighbors and enjoy good food and entertainment.

The County Court House in Princess Anne is a good place for history buffs and lovers of antiques to start their tours of the town. They can choose a fine restaurant for refreshment and then continue on to other interesting points on the Lower Eastern Shore.
In the 1850s, the area that is now the town of Queen Anne, was part of a 225-acre farm owned by Jacob Morgan. Initially, the town nucleus was nothing but a 1½-story dwelling, but in 1864 Mr. Morgan built a more substantial place—it was known locally as “the mansion house,” and the locale was known as Morgansville.

At that time, the Pennsylvania Railroad had been laid as far south as Greensboro and, a little later, to Ridgely and Hillsboro and thence across Tuckahoe Creek. In 1878, the railroad purchased a site for a station across the creek in Queen Anne's County, and, quite logically, named it Queen Anne when the station was finally put into service about 1882.

That was the genesis of the town known today as Queen Anne. It grew quickly, becoming an important commercial center for the Maryland, Delaware and Virginia Railroad. In those days, Tuckahoe Creek that winds lazily through Queen Anne on its way to the Choptank River, was used by scows to haul grain from down river to the railroad.

Queen Anne today is a pleasant town of residences and local rural commerce. It is situated in two counties (Queen Anne’s and Talbot) and borders on Caroline County.

The land that comprises Roosevelt Park was deeded to the Queen Anne’s County Board of Education by the Moore family about 1934 to resolve the need for sports fields by the high school and elementary school. Local citizens—including farmers with their horses, mules, and equipment—and the students spent many hours cleaning and leveling the fields for baseball diamonds, tennis courts, swings, etc. Help from the W.P.A. was enlisted for some of the heaviest work.

When the Tri-County High School closed in 1945, the Board of Education deeded the land to the town, which then assumed responsibility for its use and upkeep as a town park and recreational area.
Queenstown was established in 1707, although at that time it was named “Queen Anne’s Towne” in honor of Good Queen Anne of England. In 1710, the name was changed to “Queen’s Towne.” Eventually the “e” was dropped and the name became one word.

Queenstown was the first county seat of Queen Anne’s County—the county was established contemporaneously with the town. In 1708, the county’s first courthouse was built there. Queenstown remained the county seat until 1782, at which time the seat was moved to Centreville.

During the War of 1812, Queenstown was the only town in Queen Anne’s County to be attacked by the British. The attack occurred in August 1813 at the “Bowlingly” estate. The British seriously damaged the estate and its contents before moving on to Kent Island. “Bowlingly” still exists today as a private residence.

After surviving the War of 1812, Queenstown was almost totally destroyed by fire in 1820. But the town rebuilt and kept moving forward. In the early to mid-1850s, Queenstown became a stop for steamboats that carried goods and passengers up and down the Chester River and to and from Baltimore.

Today, agriculture and seafood harvesting are the dominant economic factors in the area. A large retail factory outlet complex and the Queenstown Harbor Golf Links, adjacent to the town, are other significant elements that have a healthy impact on the town’s economy.

In the 1970s, the Board of Town Commissioners established the Queenstown Historic Preservation Committee for the main purpose of purchasing and restoring the original courthouse property. Since it ceased to serve its original purpose in 1782, the building has been at various times a home, warehouse, drug store, grocery store, restaurant, beer parlor, post office, and antique shop. In 1977, the town acquired the property and started the restoration work. Over 400 individuals and businesses have been involved with the project in diverse ways.
Unlike most towns, Ridgely did not “just grow”—it was planned in total before a single house was built. The plan was not for a country town, but for a city with wide streets and avenues, parks and boulevards, factories and stores, and a busy riverfront hosting docks and shipyards.

It was a noble dream concocted in the post Civil War land-speculation and railroad boom that rolled across the Delmarva Peninsula in the 1860s. To bring the dream to reality, in 1867 the Maryland and Baltimore Land Association bought a parcel of land that includes present-day Ridgely. One of the sellers was the Rev. Greenbury W. Ridgely, for whom the city was named.

In spite of its auspicious start, the young city was doomed to failure. The Land Association overextended and went bankrupt during its first year of operation, leaving the community with two homes, two stores, a railroad station, and a hotel. One of those homes, known today as “The Ridgely House,” now serves as the Town Hall and showcase for a collection of historic memorabilia.

Following the demise of the Land Association, Ridgely gradually grew as a rural center of commerce and industry on the Maryland and Delaware Railroad line. That era ended in the 1950s, when the shift from railroad to highway transportation brought economic change to the town.

The dream of 1867 evaporated, but the legacy of the founders’ big-city design is reflected in the vigorous blend of commerce, industry, and residential development that the present day townspeople have attained. That they have achieved this while maintaining a pleasant village-like atmosphere enhances the truly unique character of Ridgely.
From its crossroads genesis in the 1720s until the Mason-Dixon line was established in 1765, the town now known as Rising Sun was actually located in Chester County, Pennsylvania. The taxes were paid in West Chester, Pennsylvania, and all the early deeds and records are still recorded there. The town occupied part of what were the controversial “Nottingham Lots” claimed by William Penn and given to his Quaker friends in 1702 over the vigorous objection of Maryland’s Calverts. Messrs. Mason and Dixon settled the dispute by determining that the area in question was indeed a part of Maryland.

Records show that, around 1720, Henry Reynolds established a stone tavern on Nottingham Lot No. 17 to serve as a stage stop. Over the entrance was a swinging sign depicting the rays of the sun at dawn and the lettering THE RISING SUN. It was around this busy tavern that the village of Summer Hill began to grow.

Located along the direct route between Baltimore and Philadelphia, the tavern enjoyed growth in its popularity as a meeting place for business deals, political maneuvering, elections, and sundry other activities. Travelers and locals alike adopted the habit of saying “We’ll meet at The Rising Sun.” The phrase was so entrenched by the time the town’s first post office was established around 1815, that Summer Hill yielded to Rising Sun as the official name of the place. It is likely that the post office was actually located in the tavern.

Soon after the town’s incorporation in 1860, the commissioners constructed slate sidewalks, erected coal-oil street lamps, and hired a lamplighter, who doubled as bailiff and street maintenance man. Six years later, the Baltimore Central Railroad began to serve Rising Sun, and the pace of growth accelerated. Most of the town’s current structure has been built since then.

Today, Rising Sun is the business hub of a large area of farmland and rolling countryside encompassing most of the northwest corner of Cecil County. While the population of the town itself is only about 1,600, that of the surrounding rural area is more than 25,000. Small in size but big in heart, Rising Sun truly is, as the town seal declares, a Small Town Extraordinaire.

On the left of the circa 1900 photograph of Center Square (right) is the National Bank of Rising Sun, built in 1880 on the site of the original Maryland House hotel, which was destroyed by a major fire in 1872. Across the square on the right of the picture is the second Maryland House that George Grason created shortly after the fire by extensively remodeling the existing Odd Fellows building. The bakery that W. B. Cooney opened in 1900 is visible in the picture through the porch columns of the Maryland House. In the foreground of the picture, just beyond the iron railing, is the town pump that quenched the thirst of travelers and their steeds. Individual pictures of the second Maryland House and Cooney’s Bakery taken around 1902 are at the immediate right and below, respectively. All three of these buildings are now gone. In 1925, the bank replaced its 1880 building with the classical structure seen in the color picture at the top of the page. Cooney’s Bakery, after several different uses, was razed late in the 20th century and replaced by the Anne Taylor Park (mini-park) seen at the right of the color picture. The site of the second Maryland House (later the Rising Sun Inn) currently is being cleared to make way for construction of the new Rising Sun Municipal Administration Facility.
Riverdale Park

Incorporated 1920 / Prince George’s County / Mayor, 6 Councilmembers

Key factor in the initial development of Riverdale Park in 1887 was the location near Washington, D.C. By the end of the 19th century, transportation to the city from that area was extremely convenient by either the Baltimore Turnpike, the B&O Railroad, or the trolley line. The town was one of Maryland’s first manifestations of that social phenomenon that in the 20th century spawned the “suburb.”

It was that same appeal of location that had triggered the building of the Riversdale mansion there in 1801, one year after the federal city was established. This was the home of George Calvert, a descendant of the fifth Lord Baltimore and father of Charles Benedict, founder of Maryland Agricultural College. Today the mansion is a source of pride for residents of the town that now bears its name (albeit, slightly modified). An annual celebration of the town’s heritage is held on the grounds of the mansion, now registered as a National Historic Landmark.

The town’s architecture is a mixture of styles ranging from Victorian bungalows to cape cods to mid 20th-century ramblers. Its still convenient location and small-town culture explain Riverdale Park’s enduring popularity with old and new residents alike.

At the turn of the 20th century, a B&O train and a trolley line (above left) linked Riverdale Park to Washington, D.C. Today a reconstruction of the train station in the Town Center (above) serves the MARC commuter train, which provides a 10-minute ride to Washington’s Union Station.

The Warren House was photographed (below) shortly after it was built in 1914. It was designated a Prince George’s County Historic Site in 1985. The handsome carillon clock pictured at the right was installed in the Town Center in 1995 as part of the celebration of the town’s 75th anniversary.

The Riversdale mansion (right), built between 1801 and 1807, underwent a major renovation in the 1990s. The French scenic wallpaper (1812-1814) in the dining room (above) was preserved.
Down Maryland Route 20, as far south as you can go, lies a unique community that traces its history to the beginnings of the United States. Originally known as Rock Hall Crossroads, this quaint fishing town was first an important port-of-call for tobacco ships and later a primary fishing and crabbing center on the Chesapeake Bay.

The official date for the establishment of Rock Hall Crossroads is 1707, but many believe that the small collection of homes dates back much further. When water routes provided the most popular and safest mode of travel, Rock Hall was an important port for packets bringing people up the Bay from the south and Maryland’s Western Shore. The travelers came to join the overland routes headed north to Philadelphia and New York. George Washington, James Madison, and Thomas Jefferson often traveled through Rock Hall.

For over 300 years, locals looked to the Chesapeake Bay and the Rock Hall waters to earn their living. The heritage of the “watermen” was passed from generation to generation, but several factors caused a sharp reduction in the commercial fishing industry by the end of the 20th century. Still, the local waters continue to lure pleasure boaters, sport fishermen, and tourists. The Rock Hall Museum and the Waterman’s Museum provide fascinating insights into the history of Rock Hall and its people.

Rock Hall offers pleasure boaters the finest cruising grounds and facilities on the Chesapeake Bay. Within easy cruising distance of Annapolis, Baltimore’s Inner Harbor, and points south like Oxford and St. Michaels, it is a popular home port. Boasting as many boat slips as residents, the town is second to none in fine marina facilities convenient to boaters from the Western Shore, Delaware, Pennsylvania, New Jersey, and New York.

There are picnic areas, playgrounds, ball fields, and tennis courts at the Civic Center and at other locations. There is an abundance and variety of accommodations in and around Rock Hall—bed & breakfasts, motels, and a campground.

New residential areas, bay-front homes, housing for the elderly, and condominiums are attracting resident newcomers to Rock Hall. It is a wonderful place for raising a family and for operating a business or professional service.

Rock Hall's restaurants offer a wide range of dining opportunities. Most offer local seafood—straight from the water to the kitchen to the table.

New housing is attracting many newcomers to take up residence in Rock Hall.
With origins dating back to colonial America, Rockville is one of Maryland’s oldest towns. During Revolutionary times, Rockville was known as Hungerford’s Tavern, the name of its most familiar landmark. One of the first calls for freedom from British rule was heard at the tavern in 1774 when a group of patriots met to consider the latest British outrage—the closing of the port of Boston. The group issued a series of resolves that condemned the Boston blockade, called for a boycott of trade with Great Britain until the blockade was lifted, and named delegates to attend Maryland’s general Committee of Correspondence in Annapolis—one of the meetings that led to the First Continental Congress.

When Montgomery County was formed by a division of Frederick County in 1776, Hungerford’s Tavern became the county seat and gradually became known as Montgomery Court House. In 1801, the Maryland General Assembly changed the name of the town to Rockville because of its location close to Rock Creek.

The next major change in Rockville’s status began in 1873 when the metropolitan branch of the Baltimore and Ohio Railroad was extended into the city. Now there were frequent trains traveling between Washington and the brand new B&O station at Rockville every day.

Since the 1800s, Rockville has grown from a leisurely, agriculturally oriented county seat to a relatively cosmopolitan city with a wide variety of neighborhoods, parks, cultural arts, retail areas, and annual special events. Although the federal government is still the largest employer of Rockville’s residents, the city is home to many high-tech and bio-tech firms, national corporate headquarters, and the Montgomery County government.

Rockville’s historical and architectural value is nationally recognized. The entire West Montgomery Avenue historic district, the B&O Railroad Station, Old St. Mary’s Church and Cemetery (where F. Scott Fitzgerald is buried), Wire Hardware Company, and the Dawson Farm are all listed on the National Register of Historic Places. The West Montgomery district and the city’s three other historic districts feature a multitude of mature trees, brick sidewalks, and elderly buildings of frame construction, all contributing to the aura of a Victorian county seat. That small town feel and the diverse and growing population combine to make Rockville a truly vibrant place to live or work.

Several local publications have named Rockville’s RedGate Golf Course among the top 10 public courses in the Washington, D.C., area and Maryland.

The Farmers’ Market, open during the summer months, offers fresh fruit and vegetables, flowers, and baked goods from local farmers.
Rosemont is a village in southern Frederick County, one mile southeast of Route 340 and one mile north of the Potomac River. It is a quiet residential community where lawns are meticulously cared for, trees are neatly pruned, and flower plantings abound. Views of rolling farmland and mountains contoured by Harper’s Ferry Gap in West Virginia add to the tranquility of the town. There are no apartment buildings, condominiums, or row houses. There is street lighting throughout the village.

Several of the homes are of architectural interest. The Meyer Kaplon steel house was one of the avant-garde models displayed in the U. S. Steel exhibit at the 1933 Chicago World’s Fair. Two styles of early 20th-century Sears Roebuck homes are represented—one by the Dr. J. G. F. Smith house on Petersville Road and the other by the James Rau house on Rosemont Drive.

A tax rate of ten cents on each hundred dollars of assessed value was set when the town was incorporated in 1953. The rate has never been changed. Generous contributions are made to Merryland Park and to the Ambulance Company, Fire Company, Library, and Senior Center in Brunswick, about a mile to the south.

When it was learned in early March 1953 that the Southern States Cooperative planned to build a mill in the community, a group of citizens met to discuss strategies for preventing that serious threat to the well-being of the village. Fifty-five residents signed a petition for a Circuit Court injunction against the building and operation of the mill, citing problems related to traffic, health, water supply, pollution, and property values. The court issued the injunction, and on the last day of the same month the Governor signed a bill for incorporation of the Village of Rosemont. After election of a burgess and four commissioners on May 2, 1953, the first item of business was the establishment of a zoning commission and a zoning ordinance. The residents of Rosemont have been able to enjoy living in their quiet rural community without apprehension of disruptive development ever since.

Residents maintain informal flower plantings at the entrance signs to Rosemont, setting the stage for the attractive village that lies ahead.

On November 5, 1731, Leonard Calvert sold 116 acres of his Merryland tract to Captain John Colville, who proceeded to build a four-room log house there. That original house, Glenwood, is intact today within the village of Rosemont—albeit with additions and encroachments. The large logs on which the house was built are in fine condition, and the beams in the old part of the attic have the original wooden pegs and Roman-numeral markings used in the 1731 construction. The addition of a wing with several rooms in 1831 brought the house to its current size.

Charles Trenton Wenner was the owner of Glenwood during the Civil War, when both the North and South used it as their headquarters. At other times, it was used as a hospital. Glenwood’s lawn and house were filled with wounded on one occasion after a major skirmish at what is now the corner of Maple Avenue and Souder Road.

Thomas Myers bought Glenwood in 1920; since then it has passed to the next generation—Earnson and Lucy Myers. In the process of remodeling and excavation, they have found artifacts ranging from Indian grindstones near the original spring to civil war items.

In March 1953, the residents of Rosemont fought off the building of a mill in their community and successfully petitioned for incorporation as a municipality. Leaders in those initiatives, shown here in conference, were chosen as interim community officers until the first official election in the following May.

Residents maintain informal flower plantings at the entrance signs to Rosemont, setting the stage for the attractive village that lies ahead.
Founded in 1732 as a port city at the head of the Wicomico River, Salisbury today is the largest city on the Eastern Shore and the second largest port in the state. A significant part of the city’s economic sustenance still is derived from the port—a major chicken processor headquartered in Salisbury, for example, not only provides jobs in the area but also imports feed grain through the port.

While the population of the city and county is approximately 80,000, a population of several thousand in the greater Salisbury/Wicomico area looks to the city for retail, professional, medical, and cultural services. Salisbury is the home of Salisbury State University and the Peninsula Regional Medical Center, which serves the peninsula southward to Cape Charles, Virginia.

Salisbury Park, located in the heart of the city, was developed as a work project during the Great Depression. Adjacent to the park is the Salisbury Zoological Park, which is recognized as one of the best small zoos in America.

Salisbury’s greatest resource is its people, who have a strong tradition of community service and volunteerism. For example, the Jackson family (prominent in the lumber business) has produced a congressman, a senator, and a governor.

A cataclysmic flood in the first decade of the 20th century was transformed from disaster to opportunity by innovative rebuilding of a major part of the downtown area. At the end of that century, efforts were focused on casting the city as a popular destination for residents of the area and tourists. Development along the riverfront was combined with projects aimed at showcasing the city’s architectural treasury of well preserved Victorian and early twentieth-century buildings.

At the end of the 20th century, conversion of a former riverfront warehouse into an office building was part of the redevelopment effort along the Wicomico River in downtown Salisbury. A section of the downtown area itself was converted into a pedestrian mall named The Plaza.
Seat Pleasant is a friendly community located just over the District of Columbia line at its northeast corner. The site is part of what had been the Williams-Berry estate until the descendants of General Otho Holland Williams, a Revolutionary War hero, and James Berry, a mid-17th-century Puritan leader, sold it to Joseph Gregory in 1850. Designers of the Chesapeake Beach Railway, constructed in 1897-99 between Washington and Chesapeake Beach in Calvert County, located their first station in Maryland (or last, depending on the direction of travel) on the railway’s right-of-way that traversed the Gregory property. They called the station District Line. In 1906, the growing number of residents in the area around the station adopted a more imaginative name for their community—Seat Pleasant, after the early Williams-Berry estate.

Steady growth of traffic on the Chesapeake Beach Railway between 1900 and its peak in 1920 translated into steady development for Seat Pleasant. When the community was incorporated as a town in 1931, it had a school, water company, sewer connections courtesy of the District of Columbia’s sanitary system, and reliable fire protection by the Seat Pleasant Fire and Community Welfare Association. But by that time, the railroad had been in steady decline for ten years, and in 1935 it ceased operations. The cause of its demise—highway construction—was in clear evidence in Seat Pleasant. The town gained two state highways running through it—Maryland Route 704 (now called Martin Luther King Highway and previously named George Palmer Highway after a banker and community leader) and Maryland Route 214 (Central Avenue).

With highway construction came further expansion for Seat Pleasant. Construction of “affordable” housing, notably the Gregory Estates apartments in 1949, was the catalyst for the migration to Seat Pleasant. Mount Victory Baptist Church was built in 1908 at the corner of Drylog Street and Addison Road. It was St. Margaret’s Catholic Church until that congregation moved to a larger facility in 1955.

Economic development is a continuing priority in Seat Pleasant as the town strives to improve the quality of life of its residents.

Mount Victory Baptist Church was built in 1908 at the corner of Drylog Street and Addison Road. It was St. Margaret’s Catholic Church until that congregation moved to a larger facility in 1955.
Although Secretary is the third largest town in Dorchester County, it is actually a somewhat sleepy little town that “rolls up the sidewalk” when the country store closes at 8:00 p.m. It is rare to see anyone out late at night, which may be explained partly by the fact that many of the town’s residents are watermen, whose days begin around 4:00 a.m. It is a great place to live and raise children. There is an elementary school, a town park with swings, sliding boards, jungle gym, bouncing spring animals, volleyball net, two tennis courts, restrooms, charcoal grills, and a covered pavilion with picnic tables.

The town has no traffic lights, but it does have a fire department, post office, bank, laundromat, boat dock with launch ramp and 18 rented slips, country store, two seafood businesses (one includes a commercial ice business), transport company, several lawn maintenance businesses, an exterminating company, three churches, and a small restaurant. The famous Suicide Bridge Restaurant is located within 2 miles of the town limits and lists its address as Secretary. Many people traveling on Route 50 leave the beaten path to enjoy the fresh seafood and great steaks at Suicide Bridge Restaurant.

The largest annual event in Secretary is the three-day Warwick Riverfest, a muscular-dystrophy fundraiser produced by the North Dorchester Jaycees over the Labor Day weekend. A parade through the town on Saturday morning is a highlight of the event, providing a preview of the homemade rafts that will be competing on Sunday afternoon. There are musical entertainers, games, contests, arts and crafts, liquid refreshments, and food items for various tastes, including the roast beef sandwich called “Bull on the Boat ramp.” The celebration culminates with the raft races on Secretary Creek (right). It is not unusual for the town to have several hundred out-of-town visitors over the three-day event.

Secretary has a paid clerk/treasurer who is responsible for administering the affairs of the town under the direction of the mayor and town commissioners. The town’s wastewater treatment plant treats the wastewater of nearby East New Market under the supervision of a “twin cities” commission.
In 1763, on land called Joe’s Lott, Joseph Chapline laid out what was to be the first town in Washington County. He named it Sharps Burgh, in honor of his friend Governor Horatio Sharpe. He chose that site for the town, he noted, because of the “great spring” of water located there.

The early residents of Sharps Burgh in the 1760s were primarily of English and German extraction. Settlers continued to locate there throughout the remainder of the 18th century, establishing a flourishing commercial community. By 1820 the population was 650, the growth continued until about 1880 when the population was approximately 1260.

When George Washington became President of the United States of America in 1789, he looked at the area between Sharpsburg and Shepherdstown (Virginia) as a possible site for the permanent location of the U.S. Capital. It would have occupied both sides of the Potomac River in the same manner as the site he eventually chose further down the river at Georgetown and closer to his home at Mount Vernon.

Construction of the Chesapeake and Ohio Canal began at Georgetown in the District of Columbia in 1828 and reached Sharpsburg around 1836. Working on the canal then became a welcome employment opportunity for many of the townspeople.

The Battle of Antietam, or Sharpsburg as it was referred to by the Confederate Army, began at dawn on September 17, 1862. About 40,000 Southerners under the command of Gen. Robert E. Lee were pitted against 87,000 troops of the Federal Army of the Potomac commanded by Gen. George B. McClellan. At day’s end and the end of a pivotal event in the Civil War, 23,110 men and boys were dead, wounded, or missing. The sense of community shared by the people of Sharpsburg provided the strength by which they overcame the devastation of the battle and rebuilt their town. Veterans and families later made their pilgrimages, walking from the train station through the town to the National Cemetery.

The town’s Memorial Day Parade, begun in the 1860s, continues today as an occasion of solemn remembrance.

Today, Sharpsburg is a small residential community, with a few commercial activities. It looks very much as it did in the 1800s. The people of Sharpsburg are content with that—they are proud of their history and heritage.

Incorporated 1832 / Washington County / Mayor, 6 Councilmembers
When America declared its independence from Great Britain in 1776, Sharptown was little more than a hamlet on the southern bank of the Nanticoke River. Although 32 miles from the river’s mouth, this was the first high and dry spot on the south bank. The discovery of thousands of spears and arrowheads in the area indicate that it was inhabited by Indians at some time. Sources indicate that it was a recognized settlement by about 1769.

In the early 1800s, Sharptown’s growing prosperity attracted new settlers. Matthew Marine and his family were among them. Matthew’s grandfather had lived in Somerset County in 1736 but later moved to Dorchester County. It was from there that Matthew and his wife, Nancy Rawlings, came to Sharptown around 1818. [The family was of French Huguenot stock, spelling the name Merine or Merin in the 1600s.] As the founder of the Sharptown Marine Railway Company, Matthew owned the largest fleet of schooners of any one person on the Nanticoke. Some of the better known ships built by the company between 1865 and 1893 included the Martha Ellen, Nettie R. Evans, James H. Hargrave, and John W. Elliott. By the end of the 19th century, eighteen sailing vessels registered as U.S. merchant ships had been built in Sharptown.

Religion always played an important role in the lives of Sharptown’s citizens. The traveling distance to a Methodist Episcopal church built outside the town in 1832 tended to discourage regular attendance. So, in 1876, a new church was constructed on a half-acre site on Main Street. That church is known today as Asbury United Methodist Church. The Methodist Protestant Church in nearby Portsville, Delaware, sponsored services in the homes of Sharptown families until they were able to build their own Harmony Methodist Protestant Church in 1845. Forty years later, the members of the church, under the leadership of Rev. G. R. McCready, built a new church on the corner of Railway Street and Church Street.

By 1877, Sharptown could boast of four dry goods stores. There was also a company that manufactured fruit crates and baskets, wood and iron turnings, desk plugs, and trunnel wedges. There was a blacksmith/shipsmith shop, ship’s carpenter shops, and a sailmaker shop. One Wesley Clarkson did a thriving business in groceries and whiskey by the wharf. The Sharptown Marine Railway Company was still in operation, then owned by R. M. Elzey and Brothers. There were two justices of the peace, a doctor, and an officer of registration for elections.

Sharptown’s municipal history reflects an early ambivalence among the citizenry toward the subject of incorporation. The town was first incorporated in 1874, but that action was repealed in 1880. Eight years later, incorporation was in favor again, and a measure identical to that of 1874 was enacted. That entire charter was repealed again in 1912—but only to be re-enacted later in the same year. Today, Sharptown remains an incorporated community with approximately 600 residents.

A popular community gathering place is a 14-acre piece of land purchased by the Sharptown Fire Department from farmer Charlie Fletcher in 1937. The major event there is the annual Sharptown Carnival operated by the Fire Department. Sharptown also enjoys a beautiful area on the Nanticoke River called Cherry Beach. The property was given to the town by A. W. and Ida Robinson to be used for no purpose other than public recreation. The beach has picnic tables, children’s play area, a softball field, facilities for privately owned boats, and a pavilion for special events.
Christopher Smith established Smithsburg in 1814. It grew with traditional rural character—a commercial core anchoring a compact residential community with churches. By the middle of the century, Smithsburg was thriving with taverns, blacksmiths, tailors, wagon shops, and dozens of houses.

By 1873, the Western Maryland Railroad connected Baltimore, Hagerstown, and the C&O Canal at Williamsport. It also connected to Smithsburg, contributing to rapid changes in the character of the town. Later, when the Cumberland Valley Line connected to the Norfolk and Western in nearby Hagerstown, vast additional markets were opened from New England to the Gulf Coast.

But the railroad also created similar opportunities for the developing areas to the west. Cheap midwestern grain flooded into the eastern markets, spelling potential trouble for towns like Smithsburg. Disaster was averted, however, when peaches were found to grow well on the South Mountain slopes—and by then refrigerated train cars were available to distribute the fruit nationwide.

The economic boom that started with the arrival of the railroad continued, and in the 1930s Smithsburg became the banking and trade center for the fruit growers of the region. For years, the town experienced modest growth, but its physical character changed little within and around the limits of the old town.

After World War II, business in the town center declined as the population found a new mobility and competition from Hagerstown-based commercial centers increased. Businesses moved to the regional shopping centers, leaving downtown buildings vacant or under-utilized.

At the end of the 20th century, improved roadway access across South Mountain to the employment centers in the Washington-Baltimore metropolitan area fueled interest in the development of residential properties in Smithsburg. Annexation of “new town” areas significantly increased the town’s size and potential population. But the “old town” retained much of its original architectural quality and still remains relatively untouched by negative aspects of post-WWII development.

To the present day, Smithsburg’s streetscapes have preserved their friendly scale and harmony, established in the latter half of the 19th century.
The town of Snow Hill was founded on the Pocomoke River in 1642 by English settlers. A thriving ship-building industry was established there, and the town was designated a royal port by William and Mary of England—imported goods came through Snow Hill to be taxed. Exported goods included cypress lumber and tobacco.

When in 1742 the Houses of Assembly approved “An Act to Divide Somerset County and to Create a new County on the Seaboard Side by the name of Worcester,” the government seat of the new county was established at Snow Hill.

As Snow Hill gained economic importance, the Pocomoke River became more heavily traveled. Three-masted schooners called on the little port town, and later large steamboats offered overnight service to Norfolk and Baltimore. Hotels and boarding houses sprang up, and a lumber company dominated the waterfront. Stores for general merchandise, liverys, coopers, smiths, and wagon makers all took their living from the traffic plying the river.

After the Civil War, the railroad found its way along Maryland’s Eastern Shore, providing fast, inexpensive transportation of goods and passengers, and causing a steady decline in river traffic; the shipyards closed and the boarding houses became vacant. The people turned to the land and established a strong agricultural economy in corn, soybeans, and livestock. Today, agriculture remains the sustaining industry of Snow Hill.

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Steamboat passengers turned to the railroad, then railroad passengers turned to their automobiles. The 1916 railroad station at Snow Hill has been restored as a reminder of the railroading era on Maryland’s Eastern Shore.

Incorporated 1812 / Worcester County / Mayor, 3 Councilmembers

No longer an important transportation artery, the Pocomoke River today is a source of endless recreational pleasure to the citizens of Snow Hill.
In 1890, five scientists at the U.S. Department of Agriculture paid $19,000 for 50 acres in Montgomery County for the purpose of building—a according to the Washington Evening Star of May 17, 1890—a “cluster of villas, forming a suburb fashioned after the very pleasant ones of Boston and other northern cities.” They bound themselves by covenant “to build five or more private residences . . . to cost not less than $2,000 each” in their “suburb” to be called Somerset. Most prominent of the founders was Harvey Wiley, Chief of the Bureau of Chemistry, who is known as the father of the Pure Food and Drug Act of 1906. Although Wiley himself did not take up residence in Somerset, the other four founders did and commuted to work each day on the Wisconsin Avenue trolley that passed by the main entrance.

By 1905, there were 35 families in the settlement, but only a dozen were willing to contribute cash or labor for filling mud holes in the streets and repairing the wooden sidewalks. So, the Somerset Citizens Association requested municipal powers so as to equalize responsibility by collecting taxes from everyone. The Maryland General Assembly issued Somerset’s incorporation charter the following year.

In more recent years, of utmost importance to the future of Somerset has been a band of parkland on either side of Little Falls Branch, which prevents commercial development from overwhelming the town. The parkland has been acquired in pieces over a 20-year period by use of town funds augmented by state and federal open space money. Conversely, after fending off rezoning and development of an 18-acre tract in the town for 40 years, Somerset became the first Maryland municipality to de-annex property. Town residents axed the property fearing that owners of planned high-rise condominiums would take over the town government to the detriment of the interests of the existing community of single-family homes.

One of the town’s attractions since 1928 has been the Somerset Elementary School, where students attained the highest composite scores of all 792 elementary schools in Maryland in 1997 and 1998. The Town Council meetings were held in the school until the Town Hall opened in 1982.

Somerset has grown during its almost 100 years, but the similarities between the old and the new outweigh the differences. Architecture has changed but the character of the people has remained much the same. Scientists, lawyers, diplomats, government officials, successful people in all fields continue to find in Somerset what its founders set out to provide—a congenial and pleasant environment in which to bring up a family.

Reflecting the career interests of its founders, Somerset takes great pride in its trees and cares for them assiduously. It may be the smallest town anywhere to employ a full-time gardener/horticulturalist and to maintain an inventory of all its street trees—225 of them. The computer record includes type of tree, address, and when planted, fed, sprayed, cabled, and pruned.

The Yoshino flowering cherry trees seen here on Falstone Avenue characterize Somerset’s monoculture plan: each street is assigned one of eight approved types of tree, and every tree newly planted on that street must be of that species.

This modest house, built at the start of the 20th century, was purchased by the town in 1965 and put to use as a school for autistic children. In 1981, it was renovated and a large room added to make it more suitable for classes, parties, and (in 1983) official designation as Town Hall.

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The characteristic charm of St. Michaels is reflected in the stores along Talbot Street whether it be in a photograph taken in 1907 (right, by Thomas Sewell) or in 1998 (below, by Ken Cree). Nowadays, the street is the home to numerous antique and specialty stores.

The charm of St. Michaels stems from the careful restoration and preservation endeavors of citizens who are proud of their heritage. For the romantic, or just plain tired, there are horse drawn carriages for hire that can retrace the steps of those long ago soldiers and townspeople. Numerous inns, restaurants, and shops are the outward signs of the changes in the local economy. Shipbuilding has given way to tourism. Even though it is still a tiny village of less than fifteen hundred citizens, St. Michaels provides world-class accommodations and services for the estimated 90,000 people who visit each year.

Whether you go to St. Michaels for a weekend or a lifetime, you will find a beautiful gem that will capture your heart just as it has countless others for more than three hundred years.

In 1677 an Episcopal Parish was established on the banks of the Miles River and named after Saint Michael the Archangel. From its early days as a shipbuilding town through its twentieth century transformation into a tourist and sailing haven, St. Michaels and its citizens have maintained a way of life that is renowned for its beauty, tranquility, and craftsmanship.

The town, as surveyed in 1804, was laid out in three squares. St. Mary’s Square today is the site of a museum that is a must-see for any visitor interested in the history of St. Michaels. Among the many beautiful historic homes that border St. Mary’s Square is one of the best known structures in the area, a private home known since the War of 1812 as The Cannonball House:

Early on the morning of August 10, 1813, British barges sailed up the Miles River, intending to shell the town and its harbor fort. The citizens of St. Michaels, warned in advance of the planned attack, had evacuated most of the women, children, livestock, and valuable possessions to “Onion Hill” beyond the town. Brigadier General Perry Benson, commanding officer of the Talbot County militia, ordered lanterns placed in treetops just outside of the town and all lights within the town extinguished. When the British marines aimed their cannon fire at the lights, they missed the town. Only one dwelling was hit; the brick house near the harbor now known as “The Cannonball House.” This successful defense caused St. Michaels to be known thereafter as the town that fooled the British.

The characteristic charm of St. Michaels is reflected in the stores along Talbot Street whether it be in a photograph taken in 1907 (right, by Thomas Sewell) or in 1998 (below, by Ken Cree). Nowadays, the street is the home to numerous antique and specialty stores.

Incorporated 1804 / Talbot County / President, 4 Commissioners
The community that was to become Sudlersville took root in 1740 when Joseph Sudler, a Kent Island land owner, purchased 800 acres “south of the Chester River.” The land included the homestead known as Sledmore, which had been built in 1713. There is no indication that Joseph Sudler ever took up residence at Sledmore. Most likely his son Richard was the first Sudler to live there; he died in 1797 and was buried in the family graveyard. Since that time until the present day, a continuity of direct descendants of the Sudler family has lived at Sledmore and elsewhere in Sudlersville.

In 1811, Dixon’s Tavern and a post office were established near Sledmore in the village called Sudler’s Cross Roads. That name was changed to Sudlersville in 1839. By the mid 1800s, the village had 15 houses, a general store, a Methodist Church, and a blacksmith. At the end of that century, there were about 40 houses and an assortment of commercial, ecclesiastical, and educational institutions. One of those was the Asbury Methodist Episcopal Church, whose then place of worship today houses the Sudlersville Memorial Library.

The Sudlersville railroad station has been restored and put to valuable use as a museum devoted to the history of Sudlersville and its famous native son, Jimmy Foxx, member of the Baseball Hall of Fame. Foxx was “discovered” by another Eastern Shore Hall of Famer, “Home Run” Frank Baker. Foxx was playing for the short-lived Easton team of the Eastern Shore League in the mid 1920s when Baker was coaching the team after retiring from his own illustrious career in professional baseball in 1922.
The history of Sykesville began in 1825 when James Sykes, for whom the town is named, purchased 1,000 acres of land from his friend George Patterson. George’s father was a wealthy Baltimore shipbuilder and owner of a 3,000-acre estate where today the Springfield Hospital Center stands; his sister, Elizabeth (Betsy) Patterson, had married Jerome Bonaparte, Napoleon’s brother in 1803.

When the B&O Railroad extended its line to Sykesville in 1831, Sykes constructed a five-story stone hotel with 47 rooms. Other buildings in the town at that time included two general-merchandise stores, mills, churches, and a post office. Sykesville soon was a booming commercial center and tourist resort; it was a favorite place for Baltimore families to escape the summer heat.

Sykesville flourished for the next 100 years, its greatest growth occurring between 1890 and 1920. Like many small towns after World War II, though, Sykesville went into a steady decline and was nearly forgotten when the Route 32 bypass was built around the town. The period of decay continued until 1985 when people began to take an interest in the town as an alternative place to live and conduct business.

Although small in size compared to others, Sykesville’s Main Street is quaint and diversified, consisting of retail shops, apartments, offices, and restaurants—one of which used to be the B&O Railroad station.

Despite tremendous recent growth, Sykesville maintains a charming small-town character, enhanced by an engaging and historic Main Street, the serene Patapsco River, and magnificent end-of-the-19th-century architecture.
Takoma Park began shiny and full of promise. After a utilitarian middle-age, it emerged from two decades of renewal and refurbishment to enter into an era of solid maturity.

Transportation has always influenced the growth and character of Takoma Park. In 1883, B. F. Gilbert began to develop 96 acres adjacent to the B&O Railroad tracks. In the 1960s, citizens rallied successfully to deter construction of an expressway that would have bisected the city, inaugurating an era of civic activism for which Takoma Park is renowned.

Building of a station on the Washington Metro system at the city’s boundary with the District of Columbia catalyzed revitalization in the 1980s.

Residents choose the community for its politics, diversity, economics, tolerance, environment, and convenience. The City Code contains progressive provisions: non-citizens may vote in local elections; individuals in committed relationships may register domestic partnerships; policies attempt to maintain environmental consciousness and affordable housing for economic and ethnic diversity.

Elected officials and professional staff concern themselves with standard—police department, municipal library, trash collection, etc. But beyond that, the mayor and council demonstrate the slogan “Think Globally, Act Locally” in forming their policies, such as those implemented in the Nuclear-Free directive and the Sanctuary City directive (for Central American refugees). With townspeople from more than 100 countries and a concentration of returned Peace Corps volunteers, internationalism is a natural characteristic of the city.

The youth sports system is a microcosm of the city’s operation. Parents organize soccer and baseball leagues with support from the Recreation Department. Hard fought games maintain a noncompetitive emphasis. Private fund raising provides scholarships and equipment to ensure that economic reasons do not preclude participation.

Dynamic relationships and cooperation fuse the community and city departments. Takoma Park’s strength lies in civic activism and commitment. Its current challenge is to maintain the eclectic character that attracts residents, while broadening the city’s economic base.

The Takoma Park Farmer’s Market reflects the intent of the city’s founder to create a healthy suburb combining the advantages of rural and urban life. (Photo by Julie Wiatt, courtesy of Takoma Voice)

Sligo Creek still runs through the wooded hills that Ellen G. White, visionary founder of the Seventh Day Adventist Church, first saw in 1904. In deciding then to locate the church’s General Conference (world headquarters) there, she wrote, “It seems as if Takoma Park has been specially prepared for us.” Today’s residents appreciate the trees that shade their homes; they are proud of their city’s “Tree City USA” and “Azalea City” designations; and they undertake eco-friendly volunteer activities. (Two photos by Julie Wiatt, courtesy of Takoma Voice)
Taneytown
Incorporated 1836 / Carroll County / Mayor, 5 Councilmembers

The first inhabitants of the area now known as Taneytown were Indians. The Tuscarora tribe hunted deer, otter, wolves, and wildcats in the abundant woodlands. Stone hatchets, arrowheads, banner stones, and other relics left by the Indians can still be found today. Such names as Otterdale, Bear Branch, Beaver Dam, and Monocacy bear witness to the early heritage of the area.

When the first volley was fired in the Revolutionary War, Taneytown was already an established community. Speculators had taken the first land grants with the intention of subdividing the land and selling lots to settlers. Some 7,900 acres were granted in such circumstances to Edward Diggs and Raphael Taney in 1754. The latter, whose home was in St. Mary’s County, laid out the town to which he gave his name, although he probably never lived there. The first deeds to settlers were registered in 1762. It is a popular misconception that the town is named for Roger Brook Taney, who served in high state and federal elective and appointive positions before becoming Chief Justice of the U.S. Supreme Court in 1835. He shared a common ancestor with Raphael Taney, but he was not born until 1777.

On June 30, 1791, President George Washington recorded his impression of Taneytown after an overnight stay at the Adam Good Tavern: “I set off this morning a little after four o’clock in the prosecution of my journey towards Philadelphia—lodged in Taylorstown. Taylorstown is but a small place with only the street through which the road passes; the buildings are principally of wood.” Interestingly, he spelled the town’s name in the manner of its pronunciation.

During the Civil War, Union General George Meade set up his headquarters in Taneytown, expecting to lure General Robert E. Lee there from southern Pennsylvania. Instead, Northern and Southern forces clashed prematurely at Gettysburg, requiring Meade to quickly muster his troops out of Carroll County and move on to Gettysburg.

Today, Taneytown is a community of some 5,000 people who take pride in their schools, civic institutions, and park system. The town has a friendly atmosphere and a home-town flavor that causes visitors to slow down and take a longer look at its historic homes and interesting shops. It draws economic strength from its proximity and easy access to Washington, D.C., and Baltimore.

The many meticulously restored old homes in Taneytown reflect the pride that the residents take in their town’s history and their own heritage. A portion of the city is listed on the National Register of Historic Places.

The Taneytown Municipal Building was built in 1903 to provide a fire hall on the ground floor and a Council Chamber and meeting room upstairs. In 1972, the Taneytown Volunteer Fire Company built a new facility and vacated the building. The upper level was no longer being used, so the building stood empty until 1977 when the City Council decided to restore the exterior as closely as possible to its original appearance and remodeled the interior to accommodate the city offices and Police Department.
Templeville
Incorporated 1865 / Queen Anne’s & Caroline Counties / President, 2 Commissioners

Templeville is a small country village of less than 100 inhabitants. It lies along MD Route 302; its buildings on the north side of the road are in Queen Anne’s County and those on the south side are in Caroline County. At about the center of town, Route 454 branches off to the south into Caroline County; several homes line the western side of that road. Residents look out of their windows upon fields being planted in the spring and harvested in the fall. They can take their families fishing or for a picnic in the town park. The store and post office are just a short stroll away.

Just outside the town are several old cemeteries. One that dates back to the 1700s is the resting place of members of the Temple family for whom the town is named.

Well preserved old farmhouses dating to the turn of the 20th century are to be found in and around Templeville.
Thurmont lies at the foothills of the Catoctin Mountain Range in north central Frederick County, 60 miles northwest of Baltimore. There was a settlement there on the Monocacy River about 1792. More buildings were added in the 1750s as the route from Hagerstown to Baltimore via Harmar’s Gap became more traveled. The area incorporated for the first time as Mechanicstown in 1831, deriving its name from its population of mechanics who emigrated from Germany with their families and set up blacksmith, tilt-hammer, and wheelwright shops along the busy road.

The town re-incorporated in 1894, changing its name this time to the more poetic “Thurmont,” meaning Gateway to the Mountains.

Thurmont, with its skilled mechanics and farmers and its location at the intersection of roads leading west and south, was destined to grow. It now supports a population of over 4,000 citizens, many bearing the names of the pioneer families who settled the area in the 1700s—Weller, Creager, Wilhide, Firor, and Eyler.

This poem, evoking the essence of Thurmont, is used here courtesy of the Frederick News-Post. Poems about Maryland’s towns and countryside by Folger McKinsey (1866-1950) appeared in his daily column in the Baltimore Sun over a period of some forty years. He explained that he chose his pen name, The Bentztown Bard, in memory of “that part of Frederick where I and my wife lived in our romantic youth.”

Pictures illustrating the poem:
- The Ford home on West Main Street
- Memorial Park on East Main Street
- Frank Bentz Pond on Maryland Route 77
- Town Park and Nations Bank at Main Street and North Church Street.
- (Inset) The Old Match House, site of the first manufacture of lucifer matches in America.
Talbot County was divided into election districts in 1856 and again in 1707. The Trappe District consists of roughly one-third of the county, although the actual incorporated town of Trappe is a tiny portion of that area, with only about 1,000 residents. The town became an incorporated municipality in 1827 but did not actually function as such until 1856.

The Trappe area produced two governors of Maryland within a ten-year span—Samuel Stevens (three one-year terms, 1823–1825) and Daniel Martin (1828–29 and 1830–31). In the early 1900s, it produced a member of the Baseball Hall of Fame—"Home Run" Frank Baker, a member of the Philadelphia Athletics team when he produced his celebrated home runs against the New York Giants in the 1911 and 1913 World Series.

Trappe has been described as a small town on the Eastern Shore "where nothing has ever happened for 300 years." That’s not quite true, but the residents are happy to foster the image and let travelers on their way to the beach pass them by.
The Farquhars from Pennsylvania settled Union Bridge (originally called Buttersburg) as a farming community before the Revolutionary War. The town still maintains the quiet, slow-paced charm that characterized its beginning and that nurtures ingenuity and creativity among its townpeople. As early as 1811, Jacob R. Thomas designed and assembled the world’s first reaping machine. Invention of the “knuckle” railroad-car coupler grew from a need of the Western Maryland Railroad, headquartered in Union Bridge. Noted sculptor William Rinehart was born here; his works can be seen in Washington, D.C., and Rome, Italy. The works of contemporary sculptor Joe Isrealson can be seen in Historic Oella Mill in Ellicott City, at the Holt Center for the Arts in Baltimore, and at the Firehouse Studio in Union Bridge. Local poet and artist Richard Eichman was named Poet Laureate of Union Bridge in 1998.

Lehigh Portland Cement Company continues a long history as the town’s leading industry. Since early in the 20th century, a large portion of the residents of Union Bridge has been employed by Lehigh or its predecessor, Tidewater.

In 1862, the Western Maryland Railroad started near Baltimore and extended to Union Bridge, which remained its western terminus until the end of the Civil War. During the war, wounded soldiers were loaded into cars for transport to hospitals in Baltimore on a track that to this day is known as the Hospital Track. Eventually, the railroad constructed a shop complex in Union Bridge that employed several hundred people and was central to the economy of the town. The Western Maryland is now gone, but the line through Union Bridge is still operated very successfully by the shortline Maryland Midland Railway. The history of the Western Maryland Railroad is kept alive for visitors at the Western Maryland Railway Historical Society museum, housed in two 1902 railroad buildings.
University Park is located to the south of the University of Maryland and west of Baltimore Avenue (U.S. Route 1). It resembles a host of other “streetcar communities” that sprang up in the 1920s on the outskirts of Washington, D.C. Most of the early commuters from University Park, though, chose to travel into the city by car rather than endure the ninety-minute trip by trolley. Nowadays, the trolley line no longer exists, but the tables have turned—more commuters are leaving their cars at home, lured by two Metro stations, one on each side of the town, and by the Baltimore/Washington MARC train, which stops at nearby Riverdale Park and College Park.

The original development company made it plain to all property buyers that land use would be limited to single-family dwellings, and, to this day, there are no commercial enterprises in the town. The company managed the community until the mid 1930s when the town became an incorporated municipality. One of the early actions of the newly formed government was the purchase of land for a town park along a stream that bisected the community.

The first street planting of the Bradford Pear tree developed at the National Arboretum occurred in the 1950s on the streets of University Park. The initial planting was closely monitored for ten years, and those original trees have outlasted many of the later installations of the variety. The town continues to maintain an aggressive street-tree maintenance and planting program.

In 1996, University Park was placed on the National Register of Historic Places, but the town is also very much a town of the future. It is home to businessmen, scholars, scientists, doctors, lawyers, judges, administrators, and elected officials. The quality of life there is exceptional. In the last decade of the 20th century, the town’s aging infrastructure—streets, water mains, and gas mains—was rehabilitated and a recycling program was established. That program redirects close to sixty percent of the town’s waste away from landfill disposal. At the same time, coalitions established with neighboring municipalities and other governmental agencies have enabled more to be accomplished with the expenditure of fewer tax dollars.

In 1982, the mayor and council realized that the town’s government had outgrown the habit of meeting in members’ recreation rooms. It moved the seat of government into permanent, more dignified quarters that had previously been a private home.

In 1925 advertising, the University Park Company (developer of University Park) promised a two-room “graded school” in a building designed and erected for the purpose. A few years later, the company gave several acres to the Prince George’s County Board of Education for construction of a larger school. That school was replaced in 1978 with a new school (left), which was expanded in 1999.

University Park purchased land for a park along its local stream in the 1930s, but it was not until the late 1940s that the parkland was developed. Then, footbridges were installed to link the north and south sides of the community. Volunteers installed planting strips and picnic areas, and a skating pond (later abandoned) was created. Community Boy Scout and Girl Scout troops conduct projects in the park (inset picture shows a Girl Scout’s planting).
Upper Marlboro is among the oldest of the surviving southern Maryland towns with histories dating back to colonial times. The area was settled around 1695 and named after the first Duke of Marlborough (an ancestor of Winston Churchill). It was established as a port town for tobacco ships in 1706, when the western branch of the Patuxent River was still navigable there. It has been the county seat of Prince George’s County since 1721.

The town is the birthplace of John Carroll, the first Catholic Archbishop in America and founder of Georgetown University, and of his brother Daniel, a signer of the U.S. Constitution. Throughout its history, Upper Marlboro has been the home or place of work of prominent national, state, and local figures. In recent times, it was the home of the late Lansdale G. Sasscer, Sr., Maryland State Senator, 1922-1938, and U.S. Congressman, 1939-1953.

Changing economics have changed the face of the town over the years. Its stature as the main shopping center for a large rural area has been diminished by malls and commercial developments that are closer to its former shoppers. The fields of tobacco that once dominated the countryside have given way to residential and commercial developments; only a few farms remain in the increasingly urban landscape.

Upper Marlboro now hosts the administrative bustle of a county seat by day and relaxes into a quiet country town by night. Though many of its historic structures have been lost through demolition, the remaining old homes and streets reflect the grace and beauty for which the town was known in its earlier days. Retention of that old-town country atmosphere is a continuing resolve of the townsmen and the town commission as they strive to meet the challenges presented by governmental, residential, and commercial development.

The present Prince George's County Court House in Upper Marlboro was constructed in 1881. An historical marker there summarizes the life of Archbishop John Carroll, who historians have claimed was born on those grounds some 150 years before the courthouse was built. However, since the reconstruction of Darnall's Chance (circa 1704), there is discussion that both he and his brother Daniel (signer of the U.S. Constitution) may have been born in that house, which indeed was owned by their father at the time.

The Town Hall was formerly the Marlboro Community War Memorial, a living memorial to those who served their country in World War II. The building was renovated and converted for use as the Town Hall in 1988. A memorial plaque in recognition of the building’s initial purpose hangs permanently in the building. To specifically recognize the two town residents who gave their lives in World War II, another memorial was constructed in front of the building in 1991.

A focal point in the town of Upper Marlboro, the Robert Crain Highway Monument was constructed in 1927 to commemorate the opening of the Baltimore/Southern Maryland trunk road, known then as Route 301. Since construction of a newly designated Route 301 that bypasses the town, this original route has been known as "Old Crain Highway."
A village on the western bank of the Nanticoke River in southeastern Dorchester County was known simply as "the town on the Nanticoke River" until being officially named Vienna on July 11, 1706. The town thrived as a port capable of handling large ships carrying goods from England, and then also as a trade center when a tobacco warehouse was built in 1762. Vienna was also the site of the first shipyard on the Nanticoke River. Its importance to commerce and trade was evident when it was attacked by British forces during the Revolutionary War and the War of 1812—in 1776 and 1781 and in 1812, respectively.

Vienna gained its first post office in 1792, but there was no bank in the town until 1906. During the 20th century, the town continued to develop into the picturesque place that it is today. Its elementary school was recently selected as a Maryland Blue Ribbon school, and its annual Shad Festival draws nearly 1,000 visitors to share in the experience of life on the Nanticoke. Located just off U.S. Route 50 where it crosses the Nanticoke River, approximately half way between Salisbury and Cambridge, Vienna provides convenient access to the natural wonders of the close-by Blackwater National Wildlife Refuge.

Currently, Vienna is undertaking an aggressive revitalization program. Construction of a new wastewater treatment plant has been completed, and the town’s water system has been rehabilitated. New curbs, sidewalks, storm drains, and street surfaces have given the town a facelift. On the agenda are a campaign to attract new businesses and residents to the town and the creation of a riverwalk park along the Nanticoke.
Walkersville is a combination of two villages that were settled by German immigrants in the mid 1700s and early 1800s. By the 1870s, the villages of Georgetown and Walkersville had grown so intertwined that it made sense to combine them into one entity, which was named Walkersville.

By the time that Walkersville was incorporated in 1892, it was a thriving farm community. It boasted a canning factory, milling company, bakery, sewing factory, ice company, ice cream parlor, blacksmith shops, tinsmith, creamery, private water company, and other enterprises. The town was especially famous for its delicious “Aunt Lucy Hams,” produced by a firm named for Lucy Scott, the daughter of slaves. Those businesses are gone now, but many of the buildings remain under different usage. A duck-pin bowling alley, for example, now occupies a building originally constructed in the early thirties for a manufacturing concern.

A look behind the stately old homes in the old part of town reveals the barns, carriage houses, summer kitchens, smoke houses, and sheds that tell of a way of life that only a few remember. Some of those buildings sport gingerbread trim almost as fancy as that found on the main houses.

Walkersville aggressively pursues fiscal responsibility, recycling projects, and innovation. In 1995, it was credited with having the first State Police bicycle patrol in the nation.

There are four schools, seven residential developments, a shopping center, several businesses and institutions, and numerous restaurants in the town. Churches provide many services for the community, including financial support to the food bank and the sponsoring of scout troops.

Walkersville has managed a rapid population growth wisely, enabling it to maintain a friendly, small-town atmosphere conducive to wholesome family living.

T. R. Saylor & Company was established in 1907 and continues to this day as a delightfully old-fashioned, family-owned hardware and general merchandise store. The founder and his son-in-law both served as town officials in Walkersville’s infancy. Another established business is the feed store, an unofficial meeting place where citizens discuss town affairs over weekly domino games.

The 22-room manor house built in 1855 is the focal point of Walkersville’s 148-acre Heritage Farm Park. Much of the park has been developed into an outstanding recreational sports complex containing baseball, soccer, and lacrosse fields, a nine-hole golf course, an equestrian ring, a nature trail, and picnic facilities. The town has two other parks: a 52-acre family park with picnic facilities, tennis courts, and a friction track, and a 3-acre youth park with a basketball court and playground.

Georgetown Chapel is the oldest church building in continuous use in the town. It was built in 1857 by the United Brethren (now United Methodist) congregation. Walkersville’s churches serve as meeting places for many of the community’s social activities.

The 22-room manor house built in 1855 is the focal point of Walkersville’s 148-acre Heritage Farm Park. Much of the park has been developed into an outstanding recreational sports complex containing baseball, soccer, and lacrosse fields, a nine-hole golf course, an equestrian ring, a nature trail, and picnic facilities. The town has two other parks: a 52-acre family park with picnic facilities, tennis courts, and a friction track, and a 3-acre youth park with a basketball court and playground.
Music has always been an important element of life in Washington Grove. The town band is pictured here in 1919 in front of the men’s club house. The town’s current ensemble, the Maple Lake Muskat Band, performs at the July 4th parade and at several concerts during the year. Music Weekend with its Baroque Breakfast is the highlight of the year’s musical events.

Washington Grove is beautiful at all times of the year—in spring with dogwoods and daffodils, in autumn with glorious fall colors, and in winter softly sculptured with snow. Towering oak trees temper the summer’s heat.

Volunteerism is important in a small town like Washington Grove. This nature trail in the East Woods was a community-service project for an Eagle Scout candidate; it has become a favorite walk for residents and their dogs.

In unusual residential planning, the houses in Washington Grove front on wide, shady walkways; roads for vehicles are at the rear. Originally planned to protect women and children from horse traffic, the walkways now are places where adults promenade and children play in safety. Typical “cottages” with their peaked gables are shown in this early view, when the homes were built very close together. Nowadays, removal of some of the structures in many places has resulted in a more open environment for those remaining.

In the early 1870s, a group of Methodists from the District of Columbia bought a farm for a camp-meeting site along the Metropolitan Branch of the B&O Railroad near Gaithersburg. The first camp meeting was held in 1873. A tent colony was established around the “Sacred Circle,” where a Tabernacle was constructed a few years later. The tents soon were converted to cottages, as Washington Grove became a summer resort and later a part of the Chautauqua circuit. In 1937, the Washington Grove Camp Meeting Association dissolved, and the town was incorporated with the government of the town being vested in the Town Meeting, an arrangement that was unique in the State of Maryland.

Land use in Washington Grove is unusual. More than half of the town is publicly owned—parks abound, and the East Woods and West Woods are the only municipally owned forests in Maryland. The West Woods contain spring-fed Maple Lake, where the town’s children learn to swim. Preservation of the town’s heritage and lifestyle has required participation by everyone. A master plan that sets forth a vision of the future was written in 1975 and revised in 1995. In 1980 the entire town was listed on the National Register of Historic Places.

McCathran Hall, named after the first mayor, was built in 1902 as a chapel and is now the Town Hall. A major renovation and addition was undertaken in 1996.

Field Day is still an annual event. Sports unknown at the time these pictures were taken are likely to be included now—inline skating, bicycle racing, etc.

Scene of many weddings and concerts, the Gazebo is shown here decorated for Christmas. Children trim the tree with treats for the birds.

Volunteerism is important in a small town like Washington Grove. This nature trail in the East Woods was a community-service project for an Eagle Scout candidate; it has become a favorite walk for residents and their dogs.
On January 1, 1802, a post office was established in Westernport; it was one of only four post offices in Allegany County at the time. When Westernport was first incorporated in 1858, the citizens chose a standard commission form of government—a board of five commissioners elected by the citizens, with one of the five selected by the board to serve as its president. In 1904, the charter was changed to provide the present mayor-and-commission format—a mayor and four commissioners all elected directly by the citizens.

The growth of Westernport was relatively slow during the early 1800s due to lack of good transportation. In 1851, the arrival of the Baltimore & Ohio Railroad provided an economical means of shipping coal from the many mines that were being opened. More jobs were created, resulting in an increase in population and an increase in home building.

Opening of the West Virginia Pulp and Paper Company nearby in Luke in 1889 was a further boost to Westernport's economy.

During the 20th century, underlying economic factors changed but the century ended with the town enjoying overall growth and prosperity and providing a favorable environment in which to live and raise families.

Westernport traces its early settlement back to the colonial period before the Revolutionary War. Trappers and hunters in this virgin territory came to trade at the trading post located with a few other log cabins near the mouth of George's Creek on the Potomac River. In the period after the war, most of the land that is now Westernport was owned by James Morrison and Adam Sigler. Shortly afterwards, Thomas Hammond acquired the west side of George's Creek, which is now Westernport Hill. These lands were eventually divided and sold as building lots.

The name Westernport derives from the fact that, in the days before there were wagon roads, the early settlers floated their goods and furs on rafts down the Potomac River to Cumberland for trading. Thus it was the farthest port to the west on the Potomac.

Some names of the early settlers who came to this remote area west of Fort Cumberland to make their homes are still common in the town today—Ross, Michael, Poland, Kight, Kalbaugh, Fazenbaker, Broadwater, and Duckworth.

St. Peter’s Catholic Church has been a landmark in Westernport for most of the town’s history.

The higher grades of Westernport’s schools have traditionally served students from surrounding areas. Shown here are the Elementary School (top) and Westmar Middle School (bottom).

The Savage River reservoir and dam lie about five miles to the west in Big Run State Park.
The first lots in Westminster were laid out by William Winchester in 1764. There was no particular reason for locating a town there—there were no major crossroads, navigable waters, or significant natural resources. Winchester simply created and sold lots located along a road that went to Baltimore. With no driving force for growth, Westminster’s population increased slowly. Scotch-Irish and Palatinate Germans and Swiss moved to the area from Pennsylvania, English and Scotch-Irish came from Maryland’s tidewater areas. The first major instance of growth in Westminster resulted from the building of the Baltimore and Reisterstown Turnpike in 1807 to facilitate trading between Baltimore and Pittsburgh. The road was routed through Westminster only after considerable lobbying by the town’s residents. Westminster quickly developed into a transportation center. Conestoga wagons and mule drivers constantly passed through the town. Horse-drawn buses provided passenger service between Westminster and nearby towns. Numerous businesses opened along Main Street to serve the travelers and the town’s increasing population.

The creation of Carroll County and the designation of Westminster as its county seat in 1837 was the next spur to growth. Public and civic buildings were erected; the Court House was completed in 1838. The Order of Odd Fellows constructed an Opera House. Religious denominations began to construct churches.

In the year after the creation of Carroll County, Westminster was incorporated as a town under the name of the Burgess and Commissioners of Westminster. That charter was amended in 1856 to designate the municipality as a city, changing the name to the Mayor and Common Council of Westminster and giving the municipal corporation separate and distinct powers from those of Carroll County.

The citizens of Westminster have always been conscious of the link between transportation and the prosperity of their city. After many years of business lobbying and strong public support, the Western Maryland Railroad was constructed through Westminster in 1861. The expected growth followed. In like manner, construction of Maryland Route 140 in the Westminster area in 1952 and completion of Interstate 795 in 1987 attracted commercial enterprises to Westminster and brought the employment and commercial markets of the greater Baltimore area into easier reach of Westminster residents and businesses.

Incorporated 1838 / Carroll County / Mayor, 5 Councilmembers

Western Maryland College was established in Westminster by the Conference of the Methodist Protestant Church in 1864. It is a four-year, liberal arts college offering undergraduate and graduate degrees. McDaniel Hall shown here is a student dormitory.

Westminster City Hall, also known as “Emerald Hill,” has served as the administrative offices for the City of Westminster since 1939. “Emerald Hill” was constructed in 1842 as the home of John K. Longwell, a prominent figure in Westminster’s early commerce.

The Seth Thomas clock in the tower of the old fire hall was donated at a cost of $1,040 by Mrs. Margaret Cassell Beale when the structure was built in 1896. The city sold the building for renovation as retail and office space when the Westminster Fire Engine and Hose Company moved to a new facility in 1998.
In 1995, town council president Joan E. Calloway created a historical plaque to commemorate the 100th anniversary of the founding of Willards.

The town of Willards was established by Ebenezer Davis in 1895. At that time, there was a railroad station, and soon there was a steam saw mill, a basket factory, and a church. The town grew slowly over the years. Eventually, along came a school, a fire station, and a bank.

In 1976, growth took on a faster pace when a new water and sewer system was completed to serve the town’s residents. By the end of the 20th century, Willards found it necessary to start upgrading the utility system to accommodate the burgeoning population, which by that time had reached about 900.

Willards’ economy is centered around agriculture and the poultry industry. There is a modern lumber factory, two banks, a post office, an insurance office complex, and a community center.

Willards can be found just off U.S. Route 50, 15 minutes east of Salisbury and 20 minutes west of Ocean City. It is surrounded by the farmland and woods that have made Maryland’s Eastern Shore famous as a sportsman’s paradise.

In 1895, town council president Joan E. Calloway created a historical plaque to commemorate the 100th anniversary of the founding of Willards.
History is ingrained in the culture of Williamsport. The town lies on one of the early Indian trails between New York and the Carolinas. In the mid-1700s, tens of thousands of European settlers and pioneer families with their wagons followed the same route on the Great Wagon Road from Pennsylvania to Virginia and points south and west. In 1744, a ferry was established at the present site of Williamsport to carry the traffic across the Potomac River. Today’s travelers make the crossing on Interstate 81 a mile downstream from the town.

Williamsport has been a careful steward of its historical heritage, and the National Park Service contributes with maintenance of the local section of the C&O Canal National Park. Preservation and restoration projects are always in evidence. The manufacture of handmade and “antique” bricks under the 120-year-old Cushwa name is an integral part of Williamsport’s economy.

Visitors are welcome to enjoy Williamsport’s pleasant restaurants, shops, and recreation facilities. Walking or biking along the C&O Canal’s towpath and boating on the Potomac River are popular activities of residents and visitors alike.

The section of the C&O Canal in Williamsport is being carefully restored by the National Park Service. The turning basin at the historic Cushwa Brick warehouse has been cleared of many years’ accumulation of muck and debris, and water has been re-admitted to the canal from here to Lock 44, which is also undergoing repair. The warehouse is being restored for use as a Park museum.

The Williamsport Municipal Building, built in 1939, houses the mayor’s office and administrative offices. The largest, oldest barn in Maryland is being restored for use as a museum of agriculture specific to the area.

The Civil War Cemetery occupies the hill where Abner Doubleday encamped at Williamsport as a Lieutenant Colonel in the Union Army in 1863. The site looks south across the Potomac River into West Virginia, which gained statehood in that same year. Route 111 now crosses the river nearby. As a Captain at Fort Sumter in 1861, Doubleday is credited with firing the first shot of the Civil War. “General” Doubleday has also been credited with creating the game of baseball while attending school in Cooperstown, New York, in 1839. There is doubt among historians, though, that the story is factual.

The gravesite of Otho Holland Williams, founder of Williamsport in 1787, is also carefully maintained by the town on this grassy knoll.

The importance of Williamsport in the nation’s early transportation system was reinforced by the building of the Chesapeake and Ohio Canal between 1822 and 1850. The canal parallels the Potomac River for 184.5 miles from Washington, D.C., to Cumberland, Maryland.

To carry the canal over the Potomac’s major tributaries, the C&O Canal Company built eleven masonry aqueducts. The Conococheague Creek Aqueduct (Number 5) was completed in 1834. Because of its location at Williamsport, then a major land and water transportation point, it was given special architectural treatment by resident engineer Thomas F. Purcell. He designed a three-arch structure embellished by engaged pilasters with ornate capitals and bull-nosed piers. These features of the Conococheague Aqueduct at Williamsport set it apart from the system’s other structures.

In 1920, the upstream wall of the aqueduct was struck by a canal barge, causing the wall to collapse. The barge toppled into Conococheague Creek, where it remained, a curiosity for townsfolk and visitors, until a flood in 1936 washed it away down the Potomac River. (The river rose to a record height of 48.6 feet on March 18, 1936.) A wooden wall, hastily constructed after the barge mishap, served to keep the canal in service until operations ceased four years later in 1924.

The current appearance of the south side of the aqueduct—refurbished in 1988—is shown in the main picture above. The condition of the north (upstream) side is shown in the inset.
The Woodsboro area was a hunting and trapping ground for a wandering tribe of Susquehanna Indians. Robert Israel was one of the first white men to settle in the area after venturing into the Maryland interior from the Chesapeake Bay region. Israel Creek still bears the name that was used to identify the whole area and its settlers until after the Revolutionary War. From early times, the settlement was located at a crossroads on the Indian trail running from the Chesapeake Bay to the mountains. When the stagecoach became the primary mode of transportation, the place became an important stop on its itinerary.

The original land grant in the area was made to Joseph Wood, an Englishman born in Gloucester in 1693. When the town was officially laid out in 1786, the name conferred upon it appears to have been Woodsberry (some plats show Woodsberytown), which later became Woodsborough and then Woodsboro. Although owned by Englishmen, the land was settled and cultivated mostly by German immigrants who arrived through the ports of Annapolis and Philadelphia. German culture predominated in the area prior to the Civil War. Woodsboro appears to have had Northern sympathies during that conflict, but was not directly involved except for a few forays into the area by Southern forces under General Stuart.

After the Civil War, the town developed some notoriety as a train stop that offered exceptional accommodations and relaxing pursuits at the Smith Hotel. Prohibition led to a decline in the hotel’s popularity in some respects, but it was also known to have been the residence of several respectable area schoolmasters. The hotel is now the home of the Rosebud Perfume Company.

Many Woodsboro citizens participated in World Wars I and II. A memorial to their service was erected on the site of the Old Slagle Inn at the junction of Maryland Routes 550 and 194; the land was donated by the LeGore Lime Company. Later wars also claimed their toll of Woodsboro citizens.

Today, Woodsboro is still primarily an agricultural area, but an important industry is centered on the three lime quarries that border the town. There are small commercial activities and service providers within the town itself.
Appendices
APPENDIX A
Summary of Article 23A, Annotated Code of Maryland

In General

Section 1: Maintains the continuity and powers of existing municipalities.

Section 1A: Describes powers and limitations in use of sovereign immunity.

Section 1B: Establishes that municipal officials are immune from civil liability while they are acting within the scope of their office.

Section 2: Grants general power to all municipalities to pass ordinances for various purposes and lists 37 specific powers.

Section 2A: Provides power to displace or limit competition and grant franchises in public transportation, water and sewer systems, port regulation, and publicly owned or leased land.

Section 2B: Establishes categories of county legislation applicable and inapplicable to municipalities.

Section 2C: Amends other sections of Articles 23A, 25, 25A, and 25B in light of Sec. 2B.

Section 3: Provides that municipalities may impose penalties for violations of ordinances and allows the establishment of minor violations called municipal infractions.

Section 4: Repealed.

Section 5: Provides for severability.

Section 6: Provides for the adoption of a fire prevention code.

Section 7: Authorizes the establishment of conservation areas.

Section 7A: Provides authority to exercise powers over public recreation and parks.

Section 8: Requires public meetings of the municipal legislative body.

Facilities Outside Corporate Limits

Section 8A: Requires permission of the county to establish penal institutions (jails) outside corporate limits.

Section 8B: Repealed.

Assistance to Other Political Subdivisions

Section 8C: Authorizes intergovernmental agreements for services, equipment, and other assistance.

Home Rule

Section 9: (a) Defines municipal corporation, excluding Baltimore City.
(b) Excludes Washington Suburban San
itary Commission (WSSC) and the Maryland-National Capital Park and Planning Commission (M-NCPPC) from that definition.

(c) Limits municipalities from amending or repealing charters or approving annexations if such actions adversely affect the powers of WSSC and M-NCPPC regarding sanitation or zoning. Places other limits on municipal planning and zoning in the WSSC and M-NCPPC area.

(d) Defines qualified voter.

(e) Defines municipal charter.

Section 9A: Requires that certain municipal documents be deposited with the Department of Legislative Reference. Documents are ineffective unless registered.

Section 10: Establishes a single class of municipalities.

Charter Amendments

Section 11: Directs all municipalities to make charter amendments as described in Sections 12 through 18.

Section 12: Authorizes the legislative body or voters of a municipality to initiate charter amendments.

Section 13: Describes the process of charter amendment by resolution.

Section 14A: Describes the process of charter amendment by petition.

Section 14B: Authorizes the legislative body to adopt an amendment by resolution.

Section 15: Describes posting and publication requirements for proposed charter amendments.

Section 16: Prescribes the procedure for referendum election on amendment.

Section 17: Prescribes the form and registration of proposed amendments. Amendments are not effective until registered with the Department of Legislative Reference.

Section 17A: Requires that charter amendments be compiled annually, available to the public, and submitted to the Department of Legislative Reference.

Section 17B: Requires the Department of Legislative Reference to compile all municipal charters into a single publication to be updated on a regular basis.

Section 17C: Requires the Department of Legislative Reference to forward all documents to the state archives for permanent retention and storage.

Section 17D: Requires the mayor or city council to provide an annual update of ordinances; explains “contents of supplement,” “new edition,” and meaning of “ordinance”; allows for appropriation of expenditures necessary under this section.

Section 18: Requires amendments to be included in subsequent codifications of the charter.

Annexation

Section 19: Annexation. Provides the procedure for enlargement of municipal boundaries. Annexation can be initiated by either the municipal governing body with the consent of 25% of the voters and 25% of the owners of assessed property in the area to be annexed or by petition of at least 25% of the voters and 25% of the owners of assessed property. Public notice and hearings are required, and the municipal governing body’s final decision to annex can be brought to the voters for a referendum election if 20% of the existing city’s voters, 20% of the voters in the area to be annexed or at least two-thirds of the county governing body petition for referendum.
Merger of Municipal Corporations

Section 19A: Provides for the merging of two or more municipal corporations in the same county but requires prior approval of the county governing body.

Incorporation of Municipalities

Section 20: Provides that an area with 300 residents may be incorporated as a municipality under the following provisions.

Section 21: Requires a petition (20% or more of the county voters in the area and the owners of 25% or more of the assessed valuation of property in the area) to initiate incorporation or 25% or more of the county voters in the area. The specific approval of the county governing body is required for incorporation; however, the county is not required to give approval.

Section 22: Within 90 days of a valid petition, the incorporating community’s organizing committee is required to hold a public meeting and report its findings to the county.

Section 23: Requires the organizing committee to submit to the county governing body a proposed charter after the county comments on the report provided in Section 22.

Section 24: After receiving the proposed charter, the county governing body may set a date for a special referendum election on the proposed incorporation or if the county governing body rejects the proposed incorporation it must provide procedures for reconsideration.

Section 25: Requires the county governing body to post and publish the petition and a fair summary of the proposed charter.

Section 26: Provides the procedure for the conduct of the election, certifying results and proclaiming the results of the election.

Section 27: Provides for the newly incorporated municipality to repay the county for the cost of the referendum if successful.

Section 28: Requires the registration of the new charter with the state government.

Section 29: Provides for a gradual distribution of the municipal share of the county income tax to the new municipality and the development of a comprehensive plan.

Section 30: Requires that town officers be elected at the same time as the referendum.

Creation of Municipal Public Debt

Section 31: Authorizes municipalities to borrow for any proper public purpose, to issue general obligation bonds, and to make charter amendments to this effect. Authorizes municipalities to borrow on tax anticipation notes.

Section 32: Requires all bonds to be authorized by resolution or ordinance. Prescribes the contents of such and the method of adoption.

Section 33: Provides for additional optional provisions of bond resolution.

Section 34: Establishes the following limitations on these powers:

1. no tax anticipation notes to mature later than 18 months from issue nor bonds longer than 40 years.
2. bonds or tax anticipation notes issued only for cash and sold at no less than par.
3. if charter requires referendum, a majority of voters must approve.
4. bonds to be sold only by competitive bids after publication of notice of sale.

Section 35: Provides that all bonds and tax anticipation notes are negotiable and not subject to taxation.

Section 36: Provides that the municipal fiscal officer shall invest any sinking fund only in accordance with law. Authorizes the officer to do so.
Section 37: Requires municipalities to issue bonds and tax anticipation notes on full faith and credit. Bonds constitute covenant to levy taxes. Provides other limitations and powers regarding bonded indebtedness.

Section 38: Authorizes municipalities to issue bonds payable solely from revenues of revenue producing projects.

Section 39: Prescribes that nothing in the Code will affect obligations incurred prior to home rule.

Tax Rates and Debt, Referenda

Section 40: Requires municipalities to submit to voters any local law that establishes a maximum limit on property taxes or regulates maximum debt limit [enacted in accordance with Article XI-E, Sec. 5 of the Maryland State Constitution].

Repeal of Charter

Section 41: Provides that a municipality may repeal its charter by essentially the same procedures as those for amendment.

Section 42: Authorizes the resolution for the repeal of a municipal charter to dispose of the municipality’s debts and property. If this is not done, the county assumes the assets and debts. Requires the municipality to establish a special taxing district to provide revenues to retire debts.

Section 43: Prescribes conditions under which the municipal charter may be declared repealed if a municipality fails for three successive years to file the required financial statement with the Department of Fiscal Services. Provides for disposal of debts and assets in the event a charter is declared repealed.

Special Taxing Districts

Section 44: Authorizes municipalities to establish special taxing districts for drainage, public parking facilities, pedestrian malls, street and area lighting, and commercial district management. Authorizes the levying of taxes on real and personal property in such districts to retire bonds or pay other obligations and provide funds for operation and maintenance of facilities.

Voting Qualifications

Section 45: Requires that qualifications for voting or holding office may not discriminate based upon the sex of any individual.

Section 46: Specifies that property ownership may not be a requirement for voting or holding office.

Elections—Absentee Ballot

Section 47: Prescribes that any registered voter be entitled to vote in municipal elections by absentee ballot and that the municipality provide the procedure. The necessary authority is empowered.

Licenses and Permits

Section 48: Provides that any employer to be issued a license or permit by a municipal agency must present a certificate of compliance with state Workmen’s Compensation Laws.

Note: This summary is adapted from Table II-A-I of the 1980 Handbook for Maryland Municipal Officials and provides up-to-date information from the Code. However, because it is a summary, readers are urged to consult the Code for more detailed information.
## APPENDIX B

The Cities and Towns in Order of Incorporation Date

As Recorded in the *Maryland Manual* 1, 2

<table>
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Walkersville ........ 1892   Pittsville ........ 1906   Fairmount Heights .... 1935  
Laytonsville ......... 1892   Somerset ........ 1906   District Heights .... 1936  
Preston ............. 1892   Rock Hall ......... 1908   University Park .... 1936  
Queenstown .......... 1892   North Beach ...... 1910   Washington Grove .... 1937  
Thurmont ............ 1894   Capitol Heights ... 1910   Greenbelt .......... 1937  
Mount Airy .......... 1894   Chevy Chase Village . 1910   Glenarden ........ 1939  
Burkittsville ....... 1894   Mount Rainier ..... 1910   Landover Hills .... 1945  
Kensington .......... 1894   Brentwood ....... 1912   College Park .... 1945  
Princess Anne ...... 1894   Accident ......... 1916   Eldorado ........ 1947  
Berwyn Heights ...... 1896   Chevy Chase ...... 1918   Fruitland ......... 1947  
Ridgely .......... 1896   Indian Head ...... 1920   Forest Heights .... 1949  
Lock Lynn Heights ... 1896   Riverdale Park ... 1920   Henderson ....... 1949  
Garrett Park ....... 1898   Luke ............ 1922   Morningside ....... 1949  
Secretary .......... 1900   Highland Beach ... 1922   Gales-town ....... 1951  
Barton ............ 1900   Cottage City ...... 1924   Queen Anne ...... 1953  
Midland .......... 1900   Edmonston ...... 1924   Rosemont ....... 1953  
Friendsville ....... 1902   North Brentwood ... 1924   New Carrollton .... 1953  
Myersville ........ 1904   Colmar Manor .... 1927   Brookview ....... 1953  
Sykesville .......... 1904   Marydel ........ 1929   Chevy Chase, Sec. 3 . . 1982  
Glen Echo .......... 1904   Eagle Harbor ...... 1929   Chevy Chase, Sec. 5 . . 1982  
Goldsboro .......... 1906   Cheverly .......... 1931   Martin’s Additions .. 1985  
Betterton .......... 1906   Hebron .......... 1931   Chevy Chase View .. 1993  
Kitzmiller .......... 1906   Barclay ........ 1931  
Mardela Springs ... 1906   Mountain Lake Park ... 1931

**NOTES**

1. The incorporation dates in this appendix were obtained from the *Maryland Manual*, 1999 edition, published by the Maryland State Archives and used here by permission. Each date indicates the year in which an act of the legislature was published providing for incorporation of the subject city/town within the session laws of the Maryland General Assembly.

2. The incorporation date that appears in the green bar in the title display of each city/town “Portrait” (pages 20 through 333) is the same as that listed in this appendix unless the city/town claims a different date. When that exception occurs, the city’s/town’s date is used followed by an asterisk (*).

3. The Town of Brookeville was laid out by act of the legislature in 1808 but was first incorporated in 1890.
END
of the book
THE COURTHOUSE
QUEEN ANNE’S COUNTY

Oldest courthouse in continuous use in the State of Maryland, the building was authorized by Acts of Assembly after the removal of the county seat from Queenstown to Chester Mills, later Centreville. It was erected between 1791 and 1796 on land purchased from Elizabeth Nicholson on her portion of "Chesterfield," the estate of her grandfather, William Sweatman.

County Commissioners of Queen Anne's County 1971.
Wright's Chance

Early plantation house with original paneling. Listed as an "old dwelling" in a 1744 resurvey of "Smith's Forrest," patented 1681. Moved, 1964, by the Queen Anne's County Historical Society to present site, part of "Chesterfield," upon which the town of Centre-Ville was founded.

Queen Anne's County Garden Club
TREATY OAK

Under this tree the early settlers and Indians of the Choptank tribe conferred in the purchase of this section. An Indian princess is supposed to have negotiated this sale for which the red men received four guns, a few cunning coats and some ammunition. Near this tree an Indian trail led to the creek.

1932
DUELING GROUNDS

On this site, now part of Anacostia River Park, more than 50 duels were fought during the first half of the 19th century. Here, on what became known as "the dark and bloody grounds," gentlemen of Washington settled their political and personal differences. One of the most famous disputes was that between Commodores Stephen Decatur and James Barron, which was settled here on March 22, 1820. Commodore Decatur, who had gained fame as the conqueror of the Barbary pirates, was fatally wounded by his antagonist. Although Congress passed an anti-dueling law in 1839, duels continued here until just before the Civil War.

The Maryland-National Capital Park
And
Planning Commission
OLD SPRING HOUSE

This venerable building dates back to the year 1683, when one of the early colonists built his home on the overlooking hillside. The spring still feeds cool water to the trough inside the spring house. This was the only method available in those days for cooling milk, butter and other dairy products.

This land was a part of the original grant from Lord Baltimore to George Conn, and remained in the Conn family for more than 200 years. This is one of the oldest buildings standing in the state of Maryland.
HISTORIC FORT LINCOLN CEMETERY

FORT LINCOLN CEMETERY WAS CHARTERED IN 1942 BY AN ACT OF THE MARYLAND GENERAL ASSEMBLY AND PRESENTLY CONTAINS 176 ACRES.

HERE, AT FORT LINCOLN CEMETERY, MASTERWORKS OF MARBLE, GRANITE AND BRONZE STAND IN SOLEMN DIGNITY AND PROVIDES A TRANQUIL SETTING FOR THOSE VISITING THE FINAL RESTING PLACES OF THEIR LOVED ONES.


AS AN EARLY FARM LAND, THREE EVENTS WERE TO DISTURB THIS OTHERWISE PASTORAL SETTING: 1) IN 1792 A SURVEY WAS MADE AND THE DISTRICT OF COLUMBIA BOUNDARY MARKER NE NO. 7 WAS PLACED. 2) NEAR THIS SPOT ON AUGUST 24, 1814, MARINES AND FLOTILLA MEN UNDER THE COMMAND OF COMMODORE JOSHUA BARNEY FOUGHT A GALLANT STAND AGAINST THE BRITISH REDCOATS IN THE BATTLE OF BLADENSBERG. 3) IN 1861, AFTER THE BOMBARDMENT OF FORT SUMTER (THE BEGINNING OF THE CIVIL WAR) THE PROPERTY WAS SEIZED BY THE UNITED STATES GOVERNMENT FOR THE LOCATION OF BATTERY JAMESON (NAMED FOR BRIG. GEN. CHARLES D. JAMESON).

THE REMAINS OF BATTERY JAMESON ARE STILL VISIBLE NEAR THE OLD SPRING HOUSE. PRESIDENT ABRAHAM LINCOLN IS SAID TO HAVE MET HERE TO DISCUSS ARMY STRATEGY. THE BATTERY SERVED TO REINFORCE FORT LINCOLN WHICH WAS LOCATED A SHORT DISTANCE AWAY IN THE DISTRICT OF COLUMBIA.

FORT LINCOLN CEMETERY WAS NAMED AFTER FORT LINCOLN WHICH STRATEGICALLY PROTECTED THE NATION'S CAPITOL DURING THE CIVIL WAR. FORT LINCOLN BECAME THE HEADQUARTERS FOR THE SECOND PENNSYLVANIA VETERAN HEAVY ARTILLERY. MEN FROM THIS UNIT STAFFED BATTERY JAMESON.

PRINCE GEORGE'S COUNTY HISTORICAL SOCIETY - 1979
CLEVELAND COTTAGE

President Grover Cleveland and his bride, the former Frances Folsom, arrived here the day following their White House wedding on June 2, 1886.

They spent their honeymoon at this Deer Park Hotel Cottage.

Maryland Historical Society
THE HERMITAGE

PART OF FRIENDSHIP TRACT AND HOME OF ROBERT ALEXANDER, DELEGATE TO THE PROVINCIAL CONVENTION OF 1774 AND TO THE CONTINENTAL CONVENTION OF 1776. ON AUGUST 25, 1777, HE WAS HOST TO WASHINGTON HERE AND THREE DAYS LATER OFFERED ALLEGIANCE TO BRITISH GENERAL HOWE. A DEVOTED LOYALIST, HE LEFT HIS WIFE AND LIVED IN LONDON UNTIL HIS DEATH. HIS ESTATE, WHICH INCLUDED MOST OF THE PRESENT TOWN OF ELKTON, WAS CONFISCATED AND SOLD. BUT HIS WIFE RETAINED THIS HOUSE.

COL. HENRY HOLLINGSWORTH CHAPTER,
SONS OF THE AMERICAN REVOLUTION
AND
MARYLAND HISTORICAL SOCIETY
DOWNS' CROSS ROADS
GALENA, MARYLAND
ON THIS SITE STOOD THE TAVERN
ERECTED BY WILLIAM DOWNS
IN 1763. BURNED IN 1893.
GEORGE WASHINGTON STOPPED HERE
IN 1774 EN ROUTE TO AND FROM
THE FIRST CONTINENTAL CONGRESS.
HE TRAVELED THIS ROAD ON HIS
EIGHT VISITS TO KENT COUNTY.

Kent Lodge 74
Instituted 1851
Erected by
Massey Lodge 157
Instituted 1914
Independent Order of Odd Fellows
1932

INSTITUTED 1851
ERECTED BY
MASSEY LODGE 157
INSTITUTED 1914
INDEPENDENT ORDER OF ODD FELLOWS
1932
GARRETT PARK, MD.
INCORPORATED 1898

In 1887, the Metropolitan Investment and Building Company laid out the town, named after Robert W. Garrett, President of the B. & O. Railroad. It was to be primarily residential, a short commuter train ride to Washington, D.C. Now, over one hundred years later, it remains residential with several small commercial firms located in the town-owned, Penn Place, a post office to which residents still come to pick up their mail, and a town hall, built in 1897 as a chapel. In 1975, the town was placed on the National Register of Historic Places.