

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Hughesville Commercial and Tobacco Warehouse Historic DistrictOther names/site number: MIHP # CH-1031

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: Old Leonardtown and Burnt Store/Prince Frederick RoadsCity or town: Hughesville State: Maryland County: CharlesNot For Publication: ☐ Vicinity: ☐**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide x local

Applicable National Register Criteria:

x A B x C D

	4/23/2025
Signature of certifying official/Title:	Date
<u>Maryland Historical Trust</u>	
State or Federal agency/bureau or Tribal Government	

Hughesville Commercial and Tobacco

Warehouse Historic District (CH-1031)

Name of Property

Charles County, MD

County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☐

Public – State

☐

Public – Federal

☐

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Category of Property

(Check only **one** box.)

Building(s) ☐
District ☒
Site ☐
Structure ☐
Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing <u>19</u>	Noncontributing <u>9</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>19</u>	<u>9</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/industrial storage
INDUSTRY/processing site
COMMERCE/TRADE/department store
COMMERCE/TRADE/specialty store
COMMERCE/TRADE/business
COMMERCE/TRADE/financial institution
COMMERCE/TRADE/restaurant
DOMESTIC/hotel
DOMESTIC/camp

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Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/warehouse

COMMERCE/TRADE/business

COMMERCE/TRADE/specialty store

COMMERCE/TRADE/restaurant

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial Style

MODERN MOVEMENT/Moderne

OTHER/No Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: METAL/Aluminum, CONCRETE, BRICK

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Hughesville Commercial and Tobacco Warehouse Historic District is in the southeastern corner of Charles County, Maryland, in a sparsely developed, relatively level rural area. From the north, the town is accessed by a four-lane divided highway (Maryland Route 5) that bypasses the downtown area on the east side. The historic road into town is now called Old Leonardtown Road. The district primarily lies on the western edge of the road, but also encompasses properties on the north side of the intersection of Old Leonardtown Road with Maryland Route 231, known as Burnt Store Road to the west of the intersection and Prince Frederick Road to the east. The

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northern portion of the district includes several tobacco auction warehouses and packing plants constructed between 1939 and 1961, while the southern portion is more commercial in character with several early- and mid-twentieth-century stores and offices, as well as a firehouse and former auto dealership. The western edge of the district is marked by the former location of the Southern Maryland Railroad, now owned by St. Mary's County. No structures associated with the railroad remain, but the landscape remains a flat area devoid of trees and predominantly covered with gravel. Just north of Burnt Store Road, the former track area has been paved as a roadway titled Bankers Lane. To the west of the former railroad right of way, in the northern portion of the district, is a wooded area that contains three dormitory buildings associated with the tobacco warehouses. The southern boundary is MD 231 from the Dudley and Lyon's Store to the Charles Hotel Property. Most buildings are set close to the road with little setback, but there is wide spacing between the buildings, enhancing the area's rural character. Consistent with building trends throughout the county, the structures are modest vernacular interpretations of architectural styles popular in the early and mid-twentieth century. Overall, the district maintains its integrity as a cohesive collection of early- to mid-twentieth-century commercial and industrial structures that represent the town of Hughesville's rise as a regional commercial and tobacco-marketing center.

Narrative Description

The Hughesville Commercial and Tobacco Warehouse Historic District is approximately 13 acres and contains 21 properties with 28 buildings total—19 contributing and 9 non-contributing. The properties are described below as you travel through the district from north to south.

Cousineau Warehouse (Contributing)

8125 Old Leonardtown Road

The warehouse currently owned by Cousineau Family LLC was constructed circa 1940 and is a large square building with a concrete-block foundation sheathed in corrugated metal with very little fenestration. The roof is a nearly flat shed roof punctuated by four rows of skylights. The east façade features two sets of large double doors, and two areas where the wall surface projects out from the main plane of the building, creating a triangular-shaped projection. An old mobile home trailer is located in front of the building at the southeast corner. The north façade has two large garage bays, the westernmost of which is raised higher than the other. The land to the north is a paved area. The south façade has one large garage-sized opening that leads to a raised concrete walkway connecting this building to Farmers Warehouse #1 to the south. According to a sign on the exterior of the building, it contains 16,000 square feet. Interior access to this building was not granted, but it is possible this building served as a tobacco processing and packing plant.

Farmers Warehouse #1 (Contributing)

8143 Old Leonardtown Road

Farmers Warehouse #1 is a long, narrow, one-story building that appears to have been constructed in several phases beginning in 1946. It has a poured concrete foundation and much of the building is sheathed in corrugated metal, but some portions have vertical wood boards.

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There are wide, open eaves supported by wooden brackets. The southernmost portion has an uneven gable roof, with a short run to the east and a much longer run to the west with a very shallow slope. The short slope has one row of skylights, while the rear slope has eight rows of skylights. The east façade has six large, raised garage bays. The southernmost openings are uncovered, the next three are sheltered by gable-front canopies supported by wood posts, and the sixth has a shed-roof canopy. The next bay to the north contains a concrete-block area with two six-over-six sash windows that presumably houses office space. This bay has a longer and shallower roof slope. The area to the north has two shed roofs that do not meet, leaving an awkward roof profile. The front shed roof is lower and shorter with one row of skylights, while the rear roof slope is higher and longer and has eight rows of skylights. This portion of the building with the uneven roof has three large garage-size openings. The northernmost portion of the building has a gable roof and one garage-size opening at the northeast corner. The shallow gable roof has one row of raised skylights on the east side and seven on the west. The south façade has two garage-sized openings and a raised, poured-concrete loading dock. The west façade has a series of garage- and pedestrian-sized door openings and loading docks. The north side has one large opening that leads to a raised concrete walkway that attaches to the Cousineau Family building to the north.

Farmers Warehouse #2 (Contributing)
8137 Old Leonardtown Road

Farmers Warehouse #2 is a multiple Quonset hut building with a three-arched roof that was constructed in 1956. The building has a poured-concrete foundation and is sheathed in corrugated metal. The east, or front, façade has five window openings. The three center openings have the original metal six-light casement windows topped by a two-light transom, while the north and south windows have six-light replacements. There is a small louvered vent at the top of the center arch. The south side has three large openings protected by a short shed roof. The two westernmost openings have a raised loading dock, while the eastern opening has been enclosed and only has a pedestrian-sized door accessed by steps. The west, or rear, façade has a shed-roof addition on the northwest side. The west end of the addition has no fenestration, but the south side has a large garage-sized door. The north façade has one shed-roof canopy and an associated loading dock.

Farmers Warehouse #3 (Contributing)
8131 Old Leonardtown Road

Farmers Warehouse #3 was constructed circa 1940. The building has a poured concrete foundation and is sheathed in corrugated metal. The shallow gable roof is uneven with a shorter, steeper run on the east side and a longer shallower one on the west side. The shorter side featured three rows of skylights, while the longer side had eight rows, but the skylights appear to have been covered over. The east, or front, façade has four large garage-sized openings and deep, open eaves with exposed roof framing members. The southernmost opening has a large, raised loading dock constructed of poured concrete in the front. The third opening from the south has a large projecting canopy protecting the entrance. The south façade has one small and one large garage door opening, and a vent covered by a metal canopy near the center of the gable. The west façade has two large garage door openings and deep, open eaves. The north

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façade has one small and one large garage door opening, and a vent covered by a metal canopy near the center of the gable. The easternmost opening has a raised, poured-concrete loading dock.

W.H. Winstead Company Packing Plant (Contributing)

8126 Old Leonardtown Road

The W. H. Winstead Company packing plant was constructed circa 1961 when the previous building on the property was destroyed by fire. The approximately 21,000-square-foot, concrete-block building has a flat roof punctuated by eight rows of staggered skylights. Toward the northeast corner of the roof is a large projection that may have housed equipment used to pack the processed tobacco into hogsheads. On the east façade, the large warehouse features three large garage openings, but the center one has been enclosed and the north and south ones reduced in size to fit standard storefront doors. Hardware above the two southernmost doors indicates that these openings may have originally had sliding doors. The south façade is attached to the Hughesville Warehouse to the south by two small hyphens—one on the east and one on the west sides—but has no other fenestration. The area between the hyphens is open space. The west side has no fenestration except for two small windows on the south side that light the office space inside. The northern window is a recent one-over-one replacement, while the southern window appears to be the original six-light metal casement with a two-light transom. The north side of the building consists of a full-length, shed-roof addition with a pair of relatively new doors on the east side and a loading dock on the northwest corner with a large poured-concrete ramp leading north. The north side of the addition is of concrete-block construction partially covered by corrugated metal. The west side of the addition features a poured concrete loading dock covered by a canopy supported by metal posts.

The interior is one large open space, supported by a series of wooden columns. The central area of the building is raised approximately four feet and accessed by a ramp running along the south and west sides and steps on the northeast side. Some equipment remains in the center of the building near the roof projection, but it was not accessible. The southwest corner features two offices, a storage room and restroom facilities. These are accessed from a walkway off the upper level. Interior concrete-block pilasters support the walls—three on the north and south walls and seven on the east and west ones. On the interior, the doorways leading to Old Leonardtown Road feature a quoin detail where the standard concrete blocks are alternated with a band of three smaller concrete blocks. Despite minor alterations, the building still conveys its appearance as a tobacco warehouse and packing plant.

Hughesville Warehouse (Contributing)

8126 Old Leonardtown Road

This large warehouse building was previously surveyed with the W.H. Winstead Company packing plant as the W. H. Winstead Property (CH-435); however, only the packing plant property was owned by W. H. Winstead. The Hughesville Warehouse building was under separate ownership for most of its history, and it was only in 1988 that the Hughesville Warehouse purchased the Winstead property; therefore, in this document, the properties are being considered separately. The 52,000-square-foot Hughesville Warehouse was constructed in

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three phases with the earliest, center portion having been constructed in 1939. The building is sited directly on Old Leonardtown Road. The center portion is a massive gable-roof structure with six rows of staggered skylights on each roof slope. The skylights are raised above the metal roof. The east façade includes a full-length projecting bay with a shed roof. The southeast corner is constructed of concrete-block and contains a series of office spaces located on the ground level. This space may have been reconfigured at some point in the building's history because it does not seem to appear in a circa 1940 photograph of the building. There are two replacement six-over-six windows on the south side and two windows and door on the east side of the corner. On the east side, just north of the office area are three inset loading docks and one pedestrian door. The north and south door openings have 15-panel garage doors. There are no other openings on the north half of the east façade. The north side of the west facade of the main block features two sets of garage door openings flanked by a pedestrian door to the south. The center of the west façade has a projecting shed, the south half of which incorporates an open, poured concrete loading dock. To the south of the loading dock is one additional garage door opening.

The interior contains massive heavy-timber framing supporting the high roof. There is a wide, tall, two-bay center aisle supported by a central truss system. The two-bay-wide side aisles contain a series of posts with upbraces that support the central roof truss as well as the sides of the gable roof. The side-aisle framing contains multiple horizontal tiers, some of which are sawn, but some of which are round logs. Some of the framing features mortised, tenoned and pegged joinery. Formerly one large open space, parts of the interior have been framed in. A long wall with metal studs and drywall on one side has been placed directly under the roof ridge. Other partitions exist within the building, but few are full height. The office space in the southeast corner consists of three rooms and is constructed of concrete block, unlike the rest of the building. The offices are set at ground level, approximately three and half feet below the auction floor, and are accessed via a set of four steps or from the exterior. The offices have a ceiling, but there is open space between the ceiling and the warehouse roof framing. The north wall features a teller window opening where farmers were paid, and a wood door with three horizontal panels topped by four window lights. Other doors in the office area have five horizontal panels.

The north addition is two bays wide with a shed roof running south to north. The east side of this addition features a garage door and a large display window. The north side has two hyphens linking the Hughesville Warehouse building to the W. H. Winstead packing plant, but is otherwise solid. The west façade has a single door opening.

The south addition is set back from the front plane of the main block and has two shed roofs of differing height, leading to an awkward roof connection. The shed roof on the east side is approximately one foot lower than the roof of the main block. The western roof slope has eight rows of skylights. The east façade of this addition features two large single-pane windows and a door with a switchback handicap access ramp made of pressure-treated wood. The south façade of this addition has one large garage bay and one pedestrian door that leads to a large raised poured-concrete loading dock. A large louvered vent is placed high on the wall near the junction

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of the two shed roofs. The west façade of this addition has a centered garage bay with a pedestrian door directly to the south. The inside of this addition is one large open space with wooden posts with upbraces supporting the roof. Five bays run north to south, and five bays run east to west.

The exterior was originally corrugated metal, but the current owners replaced the corrugated metal with the existing red metal siding circa 2008. While a small portion of the floors have been replaced with concrete, the majority of the building retains its thick wood board floor. Despite the replacement of the exterior walls and some partitioning of the interior, the building still conveys its appearance as a tobacco auction hall and warehouse and is significant for both its architecture and as the earliest remaining loose-leaf tobacco auction warehouse in the state.

Warehouse Dormitories (2 Contributing)

West of the former Southern Maryland Railroad Right of Way

Just west of the W. H. Winstead Company Packing Plant and the former railroad tracks lie two concrete-block dormitory buildings set at a right angle to one another with a grassy courtyard space. These side gable buildings, constructed circa 1960, are long and narrow with a corrugated metal roof. The easternmost building runs north–south and features ten sets of double windows with concrete sills on the east façade. The northernmost three windows are set lower to the ground. The north and south sides have no fenestration. The west façade features a series of ten doors, each accessed by a single step, that provide entry into ten single rooms. The openings are covered by wooden screen doors. Inside these rooms, the concrete-block walls are painted and have hooks and a shelf with a hanging rod attached to them.

The western building runs east–west and the east and west gable ends have no fenestration. The south façade features two single windows on the east end and ten sets of paired windows with concrete sills on the west. The four westernmost window openings have been blocked up. The north façade contains twelve door openings. The four westernmost openings have been blocked in. The other door openings contain screen doors. There is a small shed-roof projection constructed of wooden boards between the first and second doors on the east side, and a chimney is located between the second and third door openings on the north side of the gable roof. The concrete-block wall in front of the chimney is failing and falling outward.

A third dormitory building is located behind Farmers Warehouse #1 just west of the railroad tracks. The shed-roof frame building has six door openings on the east façade accessed by wooden steps. The south façade has no fenestration. A small non-contributing shed is located south of the building. It has a shed roof running from north to south, and has a window and a door on the east façade. This property was not accessible for further survey.

James L. & Gertrude A. Russell Property (2 Non-Contributing)

8281 Old Leonardtown Road

The James L. and Gertrude A. Russell Property (CH-397) on the west side of Old Leonardtown Road contains a one-story, three-bay, front-gable cottage. The front, or east, façade features paired six-over-one windows and an incised front porch on the northeast corner that has been

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enclosed with aluminum storm windows and a storm door. There is a small window and a louvered vent in the gable end. The roof, with overhanging eaves and exposed rafter ends is covered in a modern corrugated metal. The building is set back from the street on a level lot surrounded by mature trees. The house, which was constructed in the early twentieth century, is accessed by a curved gravel drive. A shed-roof addition is located on the west, or rear, elevation. There is a non-contributing shed placed to the rear of the property. While this house was constructed during the period of significance and retains its historic character, for the purposes of this district, the building is considered non-contributing because it is a residential structure, not commercial or industrial.

Stratchko Property (2 Non-Contributing)

8301 Old Leonardtown Road

Surveyed in 1997 as “Stratchko Property I” (CH-398), this property contains a one-story, side-gable cottage on the west side of Old Leonardtown Road. The residence has an asphalt shingle, side-gable roof with modestly overhanging eaves and exposed rafter ends. The frame building with a concrete-block foundation has been sheathed in vinyl siding. A large wing extends to the rear of the house with an enclosed shed roof porch on the north elevation, more than doubling the size of the main block. There is a non-contributing shed placed to the rear of the property. While this house was constructed during the period of significance and retains some of its historic form, for the purposes of this district, the building is considered non-contributing because it is a residential structure, not commercial or industrial.

New Commercial Building (Non-Contributing)

8307 Old Leonardtown Road

This one-story hipped-roof commercial building with a brick veneer was constructed circa 2008. The building has a full-length incised porch supported by a series of wood posts. There is one large projecting gable in the center and two smaller, stacked projecting gables on the north and south ends. There are four storefront entrances with double metal doors—two in the center under the large gable, and one at each end under the stacked gables. The building is set back from the road with an asphalt parking lot directly in front and a strip of grass between the parking lot and Old Leonardtown Road. According to a survey completed in 1997, a side-gable bungalow once was located on the site (Stratchko Property II, CH-399). This building is non-contributing because it is newly constructed and not associated with Hughesville’s early to mid-twentieth century development.

Hughesville Motor Company/Hughesville Auto Service (Contributing)

8311 Old Leonardtown Road

Previously surveyed as the C. Posey Herbert Property (CH-403), this one-story, front-gable commercial building located on the west side of Old Leonardtown Road was originally a car dealership and service center. The rusticated concrete-block building has an asphalt shingle roof and vinyl siding in the gable end. The front façade features a small display window, a pedestrian door, and a large area blocked in with wood paneling that likely covers the original showroom windows. When surveyed in 1997, the building had one large garage bay, one pedestrian door and two small garage bays on the north elevation. Since that time, two additional garage bays

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have been added to the west end of the building. All garage openings feature roll-up metal doors with small windows. To the north of the garage bays is a large open paved area. The south side features two wood windows covered by metal awnings, and several other openings covered by a corrugated metal shed-roof canopy that are not fully visible behind a wood fence. The building is one of the best remaining examples of an early-twentieth-century automobile dealership in the county.

Hughesville Firehouse (Contributing)

8317 Old Leonardtown Road

The two-story, Hughesville Firehouse was constructed in 1947. The building's flat roof is hidden behind a gently stepped parapet. The front façade is constructed of red brick and the first-floor features two large garage bays, which have now been enclosed. The second floor has two one-over-one windows. In 1958, a large rear addition was constructed with a tall, square-shaped, three-story hose tower directly west of the original building. Beyond the hose tower the addition is only one story. The side and rear of the building have been covered in stucco that likely hides concrete-block construction. The north façade features a door and window on the first floor of the original building and two windows on the second floor. The addition features three one-over-one windows, a large pedestrian door, and a garage bay with a metal roll-up door. The south façade features two one-over-one windows on both the first and second stories of the original building. The south side of the addition features two windows and a door. The second story of the west, or rear, façade has two one-over-one windows. Despite the enclosure of the original garage bays, the building still conveys its original appearance as a firehouse, and is one of only a few remaining small-town firehouses left in the county.

Southern Maryland Production Credit Association Building (Contributing)

8329 Old Leonardtown Road

This small, one-story, red brick building with deep eaves was constructed circa 1958 in the Modern style. The southeast corner features nearly full-height aluminum display windows and a door accessed from the south side of the corner. The south façade also has five short one-over-one windows toward the west end, while the east façade has no other fenestration other than the corner windows. The north façade features a series of short one-over-one windows. The interior features a small lobby area framed by the display windows in the southeast corner and a series of office spaces to the north and west. The west, or rear, façade has been stuccoed and features a small wing with an entry door. The building is a good example of a mid-twentieth-century bank building constructed in the Modern style.

Hughesville Savings Bank (Non-Contributing)

8341 Old Leonardtown Road

The Hughesville Savings Bank was constructed circa 1953 in the Modern style. The one-story brick bank building has a flat roof and metal windows. The front façade features a recessed entry and a horizontal band of five four-light windows with projecting stone casing. The north side has a similar band of four windows, and the south, a band with three. A rear wing, constructed at an unknown date contains three single windows on the south side. The north side of the rear wing contains one single window, a projecting bay that likely housed an ATM

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machine, and a single entry door. The rear façade has five narrow, single windows and a large chimney. The building was altered, likely in the 1980s, when the brick was painted, a faux Mansard roof was added, and an attached canopy protecting three drive-through lanes was constructed. Under these alterations, the original form of the building as seen in a c. 1950s photograph remains; however, because of the extent of the alterations, the building's integrity has been compromised and the building is no longer contributing. The building is currently vacant.

Luther H. Stuckey Building (1 Contributing; 1 Non-Contributing)

8371 Old Leonardtown Road

The Luther H. Stuckey Building, previously surveyed as the Maria Steffers Property (CH-406), is a one-story, three-bay, flat-roof commercial building on the west side of Old Leonardtown Road. The concrete-block building features a brick veneer on the front, or east, elevation with a parapet and decorative brick pattern in the cornice. The building has a center entrance door with three-quarter-length sidelights and a transom. The southernmost bay has a large display window and an entry door that mirrors the arrangement of the central door. The northernmost bay has two large display windows. The north side contains three single windows, one paired window opening and two doors. The south side contains one paired window opening, three single windows and a door opening. The windows on the rear and side elevations are primarily vinyl, one-over-one, double-hung. There is one non-contributing outbuilding associated with the property—an asphalt shingle, gambrel-roof wood-frame shed. The building is a representative example of a rural commercial building constructed in the early to mid-twentieth century.

Dupree Monk Building (Contributing)

8377 Old Leonardtown Road

Previously surveyed as the Lucy C. Higdon Property (CH-407), the currently named Dupree Monk Building was constructed circa 1931 on the west side of Old Leonardtown Road. The one-story commercial building is constructed of rusticated concrete blocks with a front-gable roof hidden by a stepped parapet. The front, or east, elevation contains a full-width metal awning, a nine-light entry door and a three-sided, wood-frame bay window. The south and north elevations have no openings. The west, or rear elevation has a wood door with a wood lintel and one window. The rear gable end is covered with wood clapboard and has a louvered vent. There are no outbuildings associated with the property. The interior consists of one large room with a small storage room at the west end of the structure. The building is one of the finer examples of early-twentieth-century commercial buildings in the county.

Joseph W. Forbes Building (Contributing)

8383 Old Leonardtown Road

The Joseph W. Forbes building, surveyed previously as the George M. Sullivan Property (CH-408), is a two-story, two-bay commercial building with a flat roof and parapet. The building, located on the west side of Old Leonardtown Road, was constructed circa 1946 of concrete block with a brick veneer on the east, or front, elevation. The first story of the front façade has a storefront arrangement with a one-story, asphalt-shingle, pent-roof bay projecting from the elevation, containing two recessed entrances and large display windows. The north entrance has

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a one-light, wood door with a wood lintel. The south entrance has a nine-light door. The northernmost storefront was recently damaged by a car, and the storefront windows and bricks below have been removed. The second story has two sets of paired windows with inoperable shutters. A one-story, flat-roof addition was constructed on the west, or rear, elevation. There are no outbuildings associated with the property. Despite recent damage, the Joseph W. Forbes building is a representative example of a vernacular mid-twentieth-century commercial building.

Old Southern Maryland Electric Cooperative Building (Non-Contributing)

8395 Old Leonardtown Road

The large, one story, red-brick building on the northwest corner of the intersection of Old Leonardtown and Burnt Store Roads, constructed circa 1953, was likely once a good example of a Modern-style office building similar to others constructed by the Southern Maryland Electrical Cooperative in Southern Maryland; however, alterations have obscured the building's original appearance. A faux-Mansard asphalt roof was installed over the original flat roof, windows were replaced, and new door openings installed. The eight-bay south façade features a high band of three windows with a solid door centered under the middle window in the first and fifth bays (moving west to east). The second, third and fourth bays feature three large, recessed display windows separated by projecting posts. A horizontal band at the cornice spans these five bays. The sixth bay features a band of four one-over-one vinyl windows within a projecting surround. The seventh bay has a solid door, and the eighth bay has a band of three one-over-one vinyl windows with a projecting surround. The six-bay east façade features five groupings of three one-over-one vinyl windows. The northernmost bay is projecting and features a recessed entry and a band of three one-over-one vinyl windows within a projecting surround. This bay is constructed of long, narrow cream-colored bricks, and was likely the original entry to the building. The north façade features a band of five six-over-six vinyl windows within a projecting surround, one door, and two single windows. The building is non-contributing to the district because late-twentieth-century alterations have obscured the building's original appearance.

Dudley and Lyon's Department Store (Contributing)

8394 Old Leonardtown Road

Dudley and Lyon's Department Store (CH-489), constructed circa 1922, is a one-story, five-bay commercial building on the northeast corner of the intersection of Old Leonardtown and Prince Frederick Roads. The building is constructed of rusticated concrete blocks and features a stepped parapet on the north, west and south façades that conceals a flat roof. The west façade has four large plate-glass windows and double wooden entry doors topped with a transom. A full-length, hipped-roof portico, added circa 1990, that is supported by six steel columns and topped with a balustrade, spans the west elevation. The south façade features five six-over-six double-hung wood windows. The north façade features a set of French doors. It appears that this façade once had four window openings similar to the south side, as there are lintels with in-fill block below. A small concrete-block addition to the northeast corner of the building was constructed in the 1940s and currently features a faux-Mansard roof and a small window and door on the west façade. According to statements made by tenants of the building in 1997, the interior was renovated in 1994 when interior partitions were constructed, and a suspended ceiling

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was installed over the original decorative tin ceiling panels. None of the alterations have negatively impacted the historic form or character of the building. The Dudley and Lyon's Department store is likely the best remaining rural twentieth-century department store remaining in the county.

Charles Hotel (3 Contributing)
15110 Burnt Store Road

The Charles Hotel Property (CH-410) contains three connected structures built in the mid-twentieth century just west of the intersection of Old Leonardtown and Burnt Store Roads. The westernmost building is a one-and-a-half story, side-gable, brick cottage with an enclosed front porch. It has a steeply pitched roof sheathed in asphalt shingles with two gable-front dormers. The west elevation has an exterior end chimney, two paired windows on the first floor and two single windows on the second. There is a grassy area between the building and the road. The center building is a brick one-story structure with a steeply pitched, asphalt-shingle, hipped roof and center gable. The south façade features a large display window under the center gable, and a door and smaller window to the east. An additional door and display window opening on the west side have been blocked in. A band of decorative brick runs across the top of the window and door openings. There is a paved area between the building and the road. The center building is attached to the cottage by a brick arch and connected to the larger building on the east by a hyphen.

The primary building is on the east end of the site. It is a large, two-story, flat-roof brick building. The south façade has a double entry door accessed by two steps flanked by curved areas with large glass-block windows. To the east of this entry are two multi-pane metal windows topped by two-row, glass-block transoms, followed by a double door and two more metal windows with transoms. The second floor is recessed and features one small porthole window and seven multi-pane metal windows, some portions of which have been replaced with plywood or air conditioning units. A band of decorative brick, similar to that in the middle building, runs across the second-floor windows. All window and door openings are covered by green and white metal awnings. The words "HOTEL CHARLES" are attached to the building above the second-floor windows at the west end. The east façade contains two entry doors and a boarded-up window on the first floor, and two windows and a door with a fire escape on the second. The west façade features one small window opening on the second floor and two on the first, as well as an entry door and large glass-block window. The north, or rear, façade of the main building and the center building have wood-frame additions. The rear yard is paved, and power lines run to the west of the property. The building is significant for its vernacular Art Moderne styling, as well as for its function as a major social and entertainment center in the region.

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Resource List

Property Name	Property Address	Contributing Buildings	Non-Contributing Buildings	Parcel Acreage
Cousineau Warehouse	8125 Old Leonardtown Road	1	0	0.75
Farmers Warehouse #1	8143 Old Leonardtown Road	1	0	1.49
Farmers Warehouse #2	8137 Old Leonardtown Road	1	0	1.51
Farmers Warehouse #3	8131 Old Leonardtown Road	1	0	0
W.H. Winstead Company Packing Plant	8126 Old Leonardtown Road	1	0	0.574
Hughesville Warehouse	8126 Old Leonardtown Road	1	0	1.742
Warehouse Dormitories	Behind Winstead Building	2	0	0.75
Warehouse Dormitory	Behind Farmers Building	1	1	0.76
Russell Property	8281 Old Leonardtown Road	0	2	0.56
Stratchko Property	8301 Old Leonardtown Road	0	2	0.199
New Commercial Building	8307 Old Leonardtown Road	0	1	0.457
Hughesville Motor Company	8311 Old Leonardtown Road	1	0	0.3905
Hughesville Firehouse	8317 Old Leonardtown Road	1	0	0.2369
Southern MD Production Credit Assn	8329 Old Leonardtown Road	1	0	0.19
Hughesville Savings Bank	8341 Old Leonardtown Road	0	1	0.6899
Luther H. Stuckey Building	8371 Old Leonardtown Road	1	1	0.324
Dupree Monk Building	8377 Old Leonardtown Road	1	0	0.10452
Joseph W. Forbes Building	8383 Old Leonardtown Road	1	0	0.30659
Old Southern MD Electric Co-op Bldg	8395 Old Leonardtown Road	0	1	0.312
Dudley and Lyon's Department Store	8394 Old Leonardtown Road	1	0	0.637
Charles Hotel	15110 Burnt Store Road	3	0	1.07

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

INDUSTRY

Period of Significance

1909–1970

Significant Dates

1939

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Statement of Significance Summary Paragraph

The town of Hughesville is significant for its concentration of mid-twentieth century commercial and industrial buildings, including a notable row of tobacco warehouses. Originating in the late nineteenth century, Hughesville first appears on the map as a post office town in 1873. The construction of the Southern Maryland Railroad through the town in the late nineteenth century and road improvements in the early twentieth century fostered growth, and Hughesville developed into a substantial crossroads community serving the commercial needs of the region, housing a bank, hotels, auto dealerships, and multiple stores. The opening of loose-leaf tobacco auctions in 1939 spurred rapid development in the small town, and within a decade the north end of town along Old Leonardtown Road and east of the railroad tracks was lined with tobacco warehouses and packing plants.

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The Hughesville Commercial and Tobacco Warehouse Historic District is significant under National Register **Criterion A** in the areas of Commerce and Industry, as a rural commercial and industrial center serving the needs of local and regional farmers. The district contains a variety of establishments, including banks, department and grocery stores, automotive service centers, a hotel, and tobacco warehouses and auction centers geared directly to servicing the business needs of farmers in southeastern Charles County, as well as western Calvert and St. Mary's counties. The tobacco warehouses are significant as the last remaining concentration of buildings associated with the once-booming loose-leaf tobacco market that operated in the state in the mid-twentieth century. These buildings represent the most intact surviving collection of structures related to tobacco sales, storages, and processing in Maryland.

The Hughesville Commercial and Tobacco Warehouse Historic District is also significant under National Register **Criterion C** in the area of Architecture as a collection of interrelated resources serving as a commercial and agricultural hub for the surrounding rural areas. While some older buildings have been demolished, the town retains its integrity as an early- to mid-twentieth-century commercial and industrial center. Typical of Southern Maryland rural commercial centers, the town features widely spaced small, one- and two-story detached commercial buildings facing the street. The buildings are generally quite plain and vernacular in character, but this is the norm in Charles County building traditions. County structures are typically quite conservative and do not adopt elaborate expressions of any architectural style. Buildings in the district reflect the type of structures and materials typically found in the early- to mid-twentieth century, but they are executed in a relatively restrained and conventional manner. The town's landscape and appearance reflect that of its heyday as a major tobacco marketing center and crossroads commercial center. The town is significant locally as an important crossroads commercial center, and statewide for its association with Maryland's loose-leaf tobacco industry. The period of significance begins in 1909 with the construction of the earliest commercial buildings and ends in 1970, which encompasses all major alterations to the tobacco warehouses and marks the beginning of the precipitous decline of the tobacco industry in Maryland.

The first section of this document discusses the development of the commercial area in Hughesville, focusing on the intersection of Old Leonardtown Road with Maryland 231 (Burnt Store Road to the west and Prince Frederick Road to the east), while the following section discusses the advent of the loose-leaf tobacco market and its impact in Southern Maryland in general and Hughesville specifically.

Narrative Statement of Significance

History of Hughesville

Hughesville is a crossroads market town in southeastern Charles County, Maryland, that originated in the second half of the nineteenth century and experienced explosive growth in the mid-twentieth century. It is located at the intersection of two important transportation routes through Charles County — an east–west route from Burnt Store to Patuxent City, Prince Frederick, and ultimately Annapolis, and a north–south route from Waldorf and Bryantown to

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Charlotte Hall and St. Mary's City. Hughesville first appears on Martenet's 1873 *New Topographical Atlas of the State of Maryland* as the location of a post office. A railroad line was completed through town by the 1880s, and by the turn of the twentieth century, the town had 150 residents and numerous business establishments.¹

In the second decade of the twentieth century, improvements to both the north-south and east-west routes through town were completed, spurring new development, including new auto-oriented enterprises. In 1939, a loose-leaf tobacco auction house opened on the west side of Old Leonardtown Road, just north of the main business district — the first-ever loose-leaf auction in the state. The loose-leaf auction system proved so successful that by the end of the first season several other warehouses were quickly constructed along the strip between Old Leonardtown Road and the railroad tracks. The tobacco warehouses stimulated the growth of other businesses, and several new buildings were constructed in the town's commercial district just south of the warehouses in the 1940s and 1950s.

Construction of a railroad through Hughesville likely contributed to the growth of the town in the late nineteenth century. During its 1868 session, the Maryland General Assembly appropriated \$10,000 to "make a survey of a railroad from some point in Prince George's county, through Prince George's, Charles and St. Mary's counties, to Point Lookout," and on March 20, 1868, the Southern Maryland Railroad Company was chartered to construct the railroad.² The railroad was troubled from the very beginning. By 1876, it was in bankruptcy and being sued by the State of Maryland, its only shareholder.³ By 1882, track had only been completed between Washington, D.C., and Mechanicsville — 40 miles away from the proposed destination of Point Lookout.

The railroad was reorganized several times and operated under a variety of names through the 1940s, including the Washington City and Point Lookout Railroad, the Potomac and Chesapeake Railroad, and, by 1917, the Washington, Brandywine and Point Lookout Railroad.⁴⁵ The latter was comprised of local farmers and business leaders who operated the railroad until the 1940s, but only sporadically. By 1942, freight traffic had slowed, and the United States Navy acquired the line to transport freight to and from the Naval Air Station located on the Patuxent River at Cedar Point. On some documents, the line is referred to as the "US Government Railroad." The railroad was abandoned in 1965, and the tracks removed in 1966. St. Mary's County now owns the abandoned portion of the line.⁶

Roads were a much more consistent and reliable source of transportation for the community and contributed much to the town's growth in the twentieth century. The Maryland State Roads

¹ P.A.C. Spero & Company, *MD 5-Hughesville, Charles County, Maryland, Historic Resource Survey and Determination of Eligibility Report*, Volume I, (Baltimore, MD: 1998), D-3.

² Maryland General Assembly, *Proceedings of the Senate*, 1876, Volume 414, 927-8.

³ *Proceedings of the House*, 1876, Volume 413, 1586.

⁴ Spero, D-9.

⁵ "The Southern Maryland Railroad," *Voices of Industrial America*, <http://www.carmichaeldigitalprojects.org/industrialamerica/exhibits/show/the-revolution-that-never-was-/the-southern-maryland-railroad>, accessed June 7, 2018.

⁶ Eric F. Griffiths, "Southern Maryland Railroad," *Determination of Eligibility Form CH-674* (Crownsville, MD: Maryland Historical Trust, 2001).

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Commission was formed in 1908 to improve automobile transportation, and a plan for a state highway system was created linking all Maryland counties. In Charles County, one of these routes slated for improvement was an existing north-south corridor linking Charles County to St. Mary's County, now known as Old Leonardtown Road. Funding was allocated for improvements to the route between Waldorf and Hughesville in 1912.⁷ In 1918, the State Roads Commission authorized construction of "an improved concrete or gravel highway, beginning at Hughesville, in Charles County, Maryland, and following the county road from that point to Benedict on the Patuxent River." This six-mile stretch, now Prince Frederick Road (MD 231), was noted as "being a United States Mail Route." The justification for the improvements stated, "the section to be served by the proposed improved road is well populated by a large and thrifty class of people and the land very productive, but the utter lack of an adequate road or highway practically precludes the farmers in that section from raising and marketing food crops on hundreds of acres of valuable and productive land."⁸ In the late 1930s, Old Leonardtown Road was widened and further upgraded. There are multiple plats recorded for a "state road" in 1939, and local deeds from that year reference the "newly constructed state road."⁹ It was this newly improved state road that carried trucks laden with tobacco to the loose-leaf auction warehouses on the north side of town.

Business directories give some insight into the town at the turn of twentieth century. The *Maryland Directory and State Gazetteer* in 1887 notes the presence of both Episcopal and Roman Catholic Churches, most likely referring to Oldfields Chapel (CH-112) east of town on Prince Frederick Road, and St. Mary's Roman Catholic Church (CH-46), located northwest of Hughesville, closer to Bryantown. It also notes a Friends' school, four general merchandise stores, two saloons, two undertakers, a wheelwright, a blacksmith, a tobacco buyer, and a population of 50.¹⁰ By 1906, Polk's *State Gazetteer* described the community as "a station of the Southern Maryland Railroad ... and a banking town."¹¹ The town contained two physicians, two general stores, two blacksmiths, a grist and sawmill, a flourmill, an undertaker and livery, a hotel, a hotel and saloon, a grocer and saloon, an insurance salesman, and a population of 150. One of the physicians was listed as Thomas A. Carrico in the 1878 Maryland Directory.¹²

Deed research and other archival documentation reveal the locations of some of these buildings. The mills were located along the east side of the railroad where the southernmost tobacco warehouses are currently located. The Hughesville Milling Company was located on a parcel that W. H. Winstead Co. purchased from James and Gertrude Bowling in 1918.¹³ This is the land where the current concrete-block warehouse is located. The second mill was located on a 1.6-acre lot that John Mott Robertson purchased from Francis and Alma Marie Cecil in June 1939. The deed stipulated that "the above conveyance being made subject to the right of removal

⁷ Annotated Code of the Public General Laws of Maryland, 1914, Volume 373, 871.

⁸ Session Laws, 1918 Session, Volume 486, 941-2.

⁹ Charles County Land Records (CCLR), WMA liber 70, folio 398.

¹⁰ Spero, D-3.

¹¹ *Ibid.*

¹² Spero, D-3; Charles County Bicentennial Committee, *Charles County Maryland: A History, Bicentennial Edition* (La Plata, MD: Heritage Books Inc., 2003), 387.

¹³ CCLR, WMA liber 33, folio 576

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... of the present Mill Building thereon located and machinery therein.”¹⁴ This lot is currently occupied by the Hughesville Warehouse.

The hotel and saloon were likely the Hotel Charles, also known as the Hughesville Hotel, located on the northwest corner of the intersection of the railroad tracks and Burnt Store Road. The building was a three-story Victorian structure with two-story porches on at least two sides of the building, owned by the Bowling family in the late nineteenth and early twentieth centuries. Frederick Farrall operated the hotel in the late nineteenth century, until he was killed by his wife. The 1894 murder in the Hotel Charles and ensuing trial in 1895 caused quite a stir in town.¹⁵ The Victorian hotel building was destroyed by fire in 1945 and replaced with the current red brick structure. The other hotel was likely the two-story, gable-front frame structure just west of the Hughesville Savings Bank on the northwest corner of Old Leonardtown and Burnt Store Roads. This building is shown in a circa 1910 photograph of the bank, and a 1909 deed for the bank property references the “east fence enclosing the yard of the hotel owned ... by Conrad Posey.”¹⁶

One of the stores was the J. M. Bowling & Co., which the *Maryland Manual* for 1896 described as the “largest mercantile house in southern Maryland.”¹⁷ One leader of the company was Louis C. Carrico, a member of the Maryland Senate. The large 60-by-85-foot store was a two-story, Victorian building located on the southwest corner of the intersection of Old Leonardtown and Burnt Store Roads that was operated by three generations of the Bowling family. When the Bowling general store was destroyed by fire in the summer of 1961, an article described it as “a landmark in town for almost 75 years.”¹⁸ The store “sold general goods and food on the first floor and clothing on the second floor.”¹⁹ The Bowling family also operated a hardware and feed store somewhere along that stretch of Old Leonardtown Road.²⁰ According to deed references, one blacksmith shop was operating in the approximate location of the current Forbes Building.²¹

In the nineteenth century, there was a small population of Quakers located in the Hughesville vicinity that constructed a meetinghouse, cemetery, and school in town. In 1870, local Quakers Daniel P. Haviland and William Akin purchased a property on the east side of Old Leonardtown Road in Hughesville south of Prince Frederick Road for a meetinghouse and cemetery. Meetings had generally been held in private homes until a meetinghouse was built sometime before 1885, when the structure appears on *Martenet's Map of Maryland*. The meetinghouse was used until

¹⁴ CCLR, WMA liber 70, folio 398.

¹⁵ CCLR, liber 20, folio 104; Southern Maryland Studies Center (SMSC), General Photographic Collection, 2005.12.003; “Body Exhumed: Post-Mortem Investigation in Frederick Farrall's Case,” *The [Baltimore] Sun*, December 24, 1894, 6.

¹⁶ CCLR, liber 20, folio 423; SMSC, General Photographic Collection, 2005.12.001.

¹⁷ *Maryland Manual*, 1896, Volume 108, 20

¹⁸ “Arson Suspected as \$500,000 Blaze Hits Hughesville Tobacco Buildings,” *The Washington Post*, July 13, 1961, A3; “Fire Razes Old Store Run by 3 Generations,” *The Washington Post*, June 17, 1961.

¹⁹ Spero, D-3.

²⁰ There was also at least one fraternal organization in town. The Woodsmen of the World, Mutual Camp No. 28 owned property near or on the location of the current firehouse building. In 1938, they transferred the property to William M. Herbert (CCLR, liber 67, folio 647). Spero, D-3.

²¹ CCLR, liber 37, folio 439; CCLR liber 49, folio 633.

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1929, and was later sold in 1945, and a brick house was constructed on the site. The cemetery is still extant. The school was located north of Burnt Store Road on the west side of Old Leonardtown Road, as a deed for the southernmost tobacco warehouse references a "Friends School lot to south."²²

Completion of the two intersecting state roads in the second decade of the twentieth century led to the construction of several buildings related to automobile services in town. Stephen and J. Ollie Quade purchased the property at 8372 Old Leonardtown Road, on the east side of the road just north of Dudley and Lyon's Department Store, in 1920 from Golden Jones. It is possible that the one-story, gable-front commercial building was already located on the site at the time of purchase, as the deed also transfers "title and interest in and to a Bowser Gasoline Tank and equipment and a Genco Electric Light Plant, wiring and fixtures located on ... the property."²³ The building, which featured an integral canopy with a parapeted false front that once protected gas pumps, functioned as a filling station, auto service garage, and car dealership. A 1923 advertisement in the *Maryland Independent* promoted the "Hughesville Garage" as an authorized Ford dealer with "J.O. Quade, Mgr."²⁴ The structure was damaged during a snowstorm in the early twenty-first century and later demolished.²⁵

Stephen and J. Ollie Quade purchased another property at 8371 Old Leonardtown Road, across the street from their motor company building, from Andrew and Annie Chapplelear in February 1924. It is unclear when the structure on this property was built, but a deed from 1938 references "the Concrete Block Bldg on said Quade Property, used as a paint shop," so it is possible the Quades constructed the building shortly after they purchased the property.²⁶ The one-story, three-bay, flat-roof commercial building, now titled the "Luther H. Stuckey Building" and owned by the Southern Maryland Tri-County Community Action Committee, has a concrete block exterior with brick veneer on the front elevation.²⁷ A series of transactions in 1951 reallocated Quade family ownership interests in both properties. In addition to the properties, the deeds transferred ownership interests in the "partnership business commonly known and referred to as "The Hughesville Garage" and "Quade Motor Company."²⁸

On the north end of town, C. Posey Herbert purchased a large property on the west side of Old Leonardtown Road in 1909, and at some point soon after constructed a one-and-a-half story, front-gable, rusticated concrete-block commercial building on the portion of the property with

²² Spero, D-13; CCLR, WMA liber 70, folio 398.

²³ CCLR, liber 37, folio 215.

²⁴ *Maryland Independent*, Farm Bureau Supplement, November 23, 1923.

²⁵ Caroline Hall and Eric Griffiths, "J. Ollie Quade Property," Maryland Inventory of Historic Properties Form CH-409 (Crownsville, MD: Maryland Historical Trust, 1998).

²⁶ Advertisement, *Washington Post*, September 18, 1924, S3; CCLR liber 68, folio 617.

²⁷ MIHP form CH-406 refers to this property as the "Maria Steffers Property," but it appears that Maria Steffers only held the property (referred to as the "Hughesville Garage") briefly in an effort to reallocate the ownership interests among the Quade Family, which included Stephen (J. Ollie's father, and likely Elmer's), Annie (Stephen's wife), Leona (J. Ollie Quade's widow), Elmer and Lillian (Elmer's wife). The property was in Quade ownership from 1924 to 1966. Caroline Hall and Eric Griffiths, "Maria Steffers Property," Maryland Inventory of Historic Properties Form CH-406 (Crownsville, MD: Maryland Historical Trust, 1997); CCLR liber 98, folio 202-209; CCLR, liber 41, folio 560.

²⁸ CCLR, liber 98, folio 202-209.

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the current address of 8311 Old Leonardtown Road. A 1923 ad for “Herbert’s Garage” in Hughesville noted it sold “Maxwell Cars” and “Automobile Accessories,”²⁹ and Chevrolet advertisements from the 1930s in the *Maryland Independent* reference the “Hughesville Motor Co.”³⁰ When Herbert sold the property in 1944 to Clarence McDonagh, the deed referenced the property as “being the lot on which the Garage Building, now occupied by the Hughesville Motor Co. ... [is] located”³¹ The property also included a residence and a large barn, which are no longer extant. Now called “Hughesville Auto Service,” the building features a showroom with a large window in the front, originally used for the car dealership, and garage bays for repairs along the north side. The Hughesville Volunteer Fire Department, located directly to the south, purchased the property in 1968 for a planned expansion of the firehouse, but the expansion was never completed, and the property was purchased by Frank and Norma Stratchko in 1990.³²

Hughesville was also a banking center, and the most substantial bank building in the county was located there. In July 1909, the Hughesville Savings Bank, Inc. acquired a parcel from Conrad and Ola Posey, on the northwest corner of the intersection of Old Leonardtown and Burnt Store Roads. The large, two-story brick bank building was likely constructed soon after the property was purchased. The structure, which faced Burnt Store Road, had a large, classically inspired design with four Ionic pilasters and a central entrance. Edward J. Edelen, a long-serving Charles County State’s Attorney, was serving as the Bank’s President when he died in 1946. The Hughesville Savings Bank was located there until the property was sold to the Southern Maryland Electrical Cooperative Inc. in 1953.³³ At that time, the bank moved to a new Modern-style building at 8341 Old Leonardtown Road.³⁴

In 1966, the Hughesville Savings Bank, led by President Thomas C. Carrico, merged with the Southern Maryland National Bank of La Plata to form the Bank of Southern Maryland. The headquarters was in La Plata, but the Hughesville location was maintained.³⁵ Southern Maryland Production Credit Association, headquartered in Upper Marlboro, also appears to have been operating in Hughesville. The organization, which made loans to farmers for production purposes, purchased a parcel of land just south of the firehouse with the Southern Maryland National Farm Loan Association in October 1958. The Modern style building at 8329 Old Leonardtown Road was likely constructed soon thereafter. The two organizations sold the building in 1982, and it was later used as a doctor’s office.³⁶

²⁹ *Maryland Independent*, Farm Bureau Supplement, November 23, 1923.

³⁰ *Maryland Independent*, August 22, 1930, 8; *Maryland Independent*, February 2, 1934, 3.

³¹ CCLR, liber 80, folio 106.

³² Caroline Hall and Eric Griffiths, “C. Posey Herbert Property,” Maryland Inventory of Historic Properties Form CH-403 (Crownsville, MD: Maryland Historical Trust, 1997).

³³ CCLR, liber 20, folio 423; liber 20, folio 104; liber 108, folio 33; SMSC, General Photographic Collection, 2005.12.001.

³⁴ “Hughesville Savings Bank,” SMSC, Headen Collection, 2007.005.0397.

³⁵ Jesse Glasgow, “Charles Banks Plan to Merge: La Plata, Hughesville Units Bid O.K.’d By State,” *The [Baltimore] Sun*, November 18, 1966, C9; “Edward Edelen Is Dead at 58 In Bryantown,” *The Washington Post* December 3, 1946, 9.

³⁶ “Crops in County Reported Good: Credit Association Official Says Anne Arundel Prices Also Are Better, C. H. Shipley Cites Prompt Repayment Of ‘Heavy Loans’ As Evidence,” *The [Baltimore] Sun*, August 13, 1936, 11; plats.net, liber 40, folio 48; CCLR, PCM liber 138, folio 197. The Southern Maryland Production Credit Association held a 3/5 interest, while the Southern Maryland National Farm Loan Association held a 2/5 interest in the property.

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Several other commercial structures were built in town in the first half of the twentieth century, including two store buildings. Dudley and Lyon's Department Store, at 8394 Old Leonardtown Road, is located on the northeast corner of the intersection of Old Leonardtown and Prince Frederick Roads. The one-story, three-bay, rusticated concrete-block commercial building, reportedly constructed in 1922, has stepped parapets on three sides and a full-length, one-story portico across the front. John Dudley acquired the parcel in 1913 and later sold a half interest to Edward J. Edelen in 1914. Edelen sold his half interest to William J. Lyons in 1923. According to advertisements, the Dudley and Lyon's store was in operation by 1930. Dudley died in 1932, and Lyon apparently continued store operations under his own name. In the 1930s, the store housed not only a post office, but also a branch library operated by the Hughesville Women's Club.³⁷

A 1960 advertisement for "Lyon's Department Store" noted that it sold general merchandise, groceries, frozen foods, clothing, shoes, hardware, and paint and had "storage frozen food lockers."³⁸ These food storage compartments were added to the building circa 1945, and were rented to local residents and farmers for the storage of meats. The store has been in Woods family ownership since 1970, and operated as an IGA food market from at least 1976 until 1994.³⁹ The structure at 8377 Old Leonardtown Road, now titled the "Dupree Monk Building," was likely constructed circa 1931 as a grocery store, when William and Mary Eschinger purchased the property and took out a large loan. The Eschingers defaulted on the loan in 1936, and Joseph Higdon purchased the property at the ensuing public auction. Joseph Higdon later conveyed the property with the one-story, rusticated concrete-block building with a bay window and parapeted false front to his wife Lucy in 1938. Articles in the *Maryland Independent* note the existence of an A & P grocery store in Hughesville by 1933, and a 1946 deed states that the Higdon building was occupied by the "A & P Tea Company," but a deed from 1951 refers to the building as the "former A & P store." After Lucy Higdon's death, the property was sold to John and Dorothy Yerkie in 1975 and ultimately acquired by the Tri-County Community Action Committee.⁴⁰

The most consequential development in Hughesville was the advent of loose-leaf tobacco auctions. Loose-leaf tobacco auctions altered for the first time in 300 years how tobacco was marketed and sold. Instead of packing tobacco into hogsheads and shipping them to Baltimore for sale at the State Tobacco Warehouse, tobacco would be sold loose in baskets in Southern Maryland where it was grown. Hughesville was a prime location for these auction warehouses as it was located at the intersection of two well-improved roads that provided access to both Calvert and St. Mary's counties and was already a thriving commercial center. The construction of tobacco warehouses in town was a natural extension of the town's trade in commercial and agricultural services to local and regional farmers. The warehouses, discussed in more detail

³⁷ *Maryland Independent*, December 12, 1930; *Maryland Independent*, March 16, 1934; "John D. Dudley," Find a Grave Index, Familysearch.org, accessed June 15, 2018.

³⁸ *Your Guide to Charles County Maryland* (La Plata, MD: Charles County Chamber of Commerce, 1960).

³⁹ Caroline Hall and Ryan McKay, "Dudley & Lyons Department Store," Maryland Inventory of Historic Properties Form CH-489 (Crownsville, MD: Maryland Historical Trust, 1997); CCLR, liber 467, folio 201.

⁴⁰ CCLR, liber 63, folio 418; liber 82, folio 521; liber 68, folio 617; liber 135, folio 372; liber 53, folio 48.

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below, were located in the northwest section of town along the railroad in an area previously occupied by other industrial structures.

The town continued to grow after the establishment of the tobacco warehouses as several more buildings were constructed in town, and as older buildings were replaced. George and John Sullivan and their wives purchased the property at 8383 Old Leonardtown Road, now titled the "Joseph W. Forbes Building," in 1946 from Lucy and Joseph Higdon, who had purchased the property at auction in July 1936.⁴¹ Soon after the purchase, the Sullivans constructed the two-story, stuccoed-concrete block building, with a brick-veneered front façade. The building features one large projecting first-floor bay housing storefronts for two shops. The Sullivans sold the property in 1971, and after a number of transfers, the property was acquired by the current owner, the Southern Maryland Tri-County Community Action Committee, in 1990.⁴²

The Hotel Charles property (CH-410), located on the northwest corner of Burnt Store Road and the railroad tracks, has been a fixture in town since the late nineteenth century. The property was originally owned by the Bowling family. Anna Marie Olson and her husband Ole Olson, a Swedish immigrant, purchased nine acres containing the Hotel Charles, also known as the "Hughesville Hotel," in 1936, but the next year sold approximately seven acres surrounding the hotel to C. Posey Herbert. A three-quarter-acre parcel had previously been subdivided from the property in 1930 when Marcellus Rollins sold that smaller parcel (located directly west of the hotel buildings) to James Farrall, leaving the Hotel Charles parcel at a little over one acre. According to a 1951 *Washington Post* article, Ole Olsen was a showman as well as a shrewd businessman. He hosted barn dances every Saturday and drove around in a "big green Cadillac with a billboard on the roof, advertising his dances." He also sponsored several local sports clubs and operated a hotel in Benedict.

In December 1945, a fire destroyed the Victorian hotel building. The much larger brick building was reportedly constructed on the site in 1955, but definitely before 1956 when it appears on that year's USGS Quad map. The new Hotel Charles, which has a capacity of over 400 people, was a major entertainment destination that hosted big name acts, such as Patsy Cline, Dolly Parton, Roy Clark, Buck Owens and Jimmy Dean. The building contains two rooms — the Front Room, with a 20-foot bar, pool tables and a stage, and the larger Band Room, which contains the original booths and dance floor. To the west of the large brick building are two smaller structures that were reportedly constructed in the 1940s. One is a side-gable bungalow, the other a hipped-roof commercial building. A 1977 deed describes the property as "improved by a Hotel, Bar, residence and other improvements." Ole died in 1968, and Anna Marie Olsen sold the property in 1977 to the Canter family but retained a life estate in the property until she died in 1987.⁴³

⁴¹ CCLR, liber 63, folio 418; liber 82, folio 521.

⁴² Caroline Hall and Eric Griffiths, "George M. Sullivan Property," Maryland Inventory of Historic Properties Form CH-408 (Crownsville, MD: Maryland Historical Trust, 1997); CCLR liber 82, folio 521.

⁴³ Ms. Olsen is referred to in various deeds as both "Anna Marie Olson" and "Marie Anna Olson." The correct name is unknown. MIHP form CH-410 does not accurately reflect the size or chain of title for the hotel property. "Benedict Hotel Manager Shot; Suspect Is Held: Victim, Seriously Hurt, Is in D.C. Hospital; Police Arrest Companion," *The Washington Post*, June 5, 1935, 6; CCLR, liber 63, folio 448; Herb Heft, "Olson Grabs Franchise in Post League," *The Washington Post*, April 17, 1951, 22; CCLR,

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Anna Marie Olsen likely lived in the westernmost structure, a Cape-Cod type building with a full-length enclosed porch.

The Southern Maryland Electric Cooperative (SMECO) likely tore down the early-twentieth-century brick bank building on the northwest corner of the intersection of Old Leonardtown and Burnt Store Roads that it purchased in 1953 soon after purchase. In its place, they constructed a one-story, red brick building with Modern-style details typical of 1950s commercial buildings. A USGS Quad map for 1956 shows a much larger building in that location than was there on the 1944 map. SMECO headquarters were moved to Hughesville in 1948, but the physical location of the original headquarters is unknown. It is possible that the first building was located on a parcel at the southwest corner of Burnt Store Road and the railroad tracks that SMECO acquired from Joseph and Lucy Higdon in 1946. Two SMECO buildings were reported “scorched” in the Bowling Department store fire of 1961, including one “across the street,” which likely was the new building constructed on the former Hughesville Savings Bank site. Damage to all SMECO properties was estimated at \$10,000. A new headquarters building was built north of town in 1981, and Associated Catholic Charities of Washington acquired the northwest corner parcel in 1988 for use as a group home with a loan from the state Community Development Administration. The deed for this transfer refers to the property as the “Old S.M.E. Coop Inc. Office.”⁴⁴ Modifications made to the building by Catholic Charities have obscured or removed the original Modern-style details.

Fire protection in Hughesville began in 1944 with the formation of an auxiliary fire department under Civil Defense. After the Hotel Charles fire in December 1945, the residents of Hughesville saw the need for a more formal organization, and in 1946 formed the Hughesville Volunteer Fire Department with elected administrative and operational officers. Local businesses donated funds for the department’s operations. C. Posey Herbert donated a lot measuring 32 feet by 42 feet on the west side of Old Leonardtown Road, south of the Hughesville Motor Company, for construction of a firehouse. Construction of the new two-story brick firehouse began in August 1947.

The building, with a parapeted front, featured two large garage bays on the first floor and two smaller windows on the second. As the Company grew and more equipment was added, there was a need for more space at the firehouse. In 1958, a 32-foot-by-80-foot addition with a hose tower was added to the rear of the firehouse. By 1967, the department was beginning, yet again, to outgrow its space, and was considering locations for a new firehouse. In 1968, the department changed its name to the Hughesville Volunteer Fire Department and Rescue Squad Inc., and it purchased eight tenths of an acre of land north of the old firehouse, which housed the Hughesville Motor Company, with the intention of possibly expanding the old firehouse. Ultimately, the department purchased an approximately 4-acre parcel east of town on Prince

liber 63, folio 56; CCLR, liber 35, folio 527; “Club Owner Charged,” *The Washington Post*, February 1, 2006; “Bio,” Hotel Charles, <https://www.hotelcharlesrocks.com/bio>, accessed June 17, 2018.

⁴⁴ “Fire Razes Old Store Run by 3 Generations,” *The Washington Post*, June 17, 1961; *The First Fifty Years: Southern Maryland Electric Cooperative* (1987), 23; CCLR, liber 83, folio 96; CCLR, liber 1273, folio 373–427.

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Frederick Road in 1976. Work on the new 98-foot-by-80-foot station began at the end of 1977, and the Department moved in on November 6, 1978.⁴⁵

The town of Hughesville was an important commercial and industrial center for the surrounding rural agricultural area. The businesses served the needs of the regional farming community, and the opening of loose-leaf tobacco warehouses solidified this position and fostered growth in the town. The town's current appearance reflects its rise as a tobacco-marketing center in the mid-twentieth century, and the businesses and buildings that were built to serve the growing agriculture-based community. The widely spaced one- and two-story buildings are typical of development patterns for vernacular commercial and industrial buildings constructed in rural areas of Southern Maryland in the late nineteenth and early twentieth centuries. In Charles County, few towns developed historically, as the area was characterized by self-sufficient plantations. The rise of the railroads, and later state roads, led to the development of commercial centers, but only a few reached the size and prominence of Hughesville. La Plata is noteworthy as the county seat, Waldorf as a gambling and entertainment center, and Indian Head for its association with the Naval Powder Factory, but only Hughesville retained its character as an agricultural service center. The Hughesville Commercial and Tobacco Warehouse Historic District is significant for its physical representation of an important period of growth and development in both Charles County and Southern Maryland in the mid-twentieth century.

History of the Loose-leaf Tobacco Market

Tobacco sales in Maryland operated in nearly the same way from the time of settlement until 1939. Under the "closed" market system, growers would ship large hogsheads, or wooden barrels, of tobacco weighing approximately 600 pounds, originally, directly to England from local wharves and warehouses, and later to a state-operated warehouse in Baltimore.⁴⁶ The tobacco was shipped under consignment to a commission merchant or to the Maryland Tobacco Growers' Association, who acted as agents to broker the sale. At the state warehouse, the hogsheads were upended and six tobacco samples were removed and officially graded by a state inspector. These samples represented the whole hogshead and were submitted to the agents for the crop and shown to potential buyers, who generally represented the tobacco manufacturers. Buyers were essentially purchasing the tobacco sight unseen, viewing only the samples. Buyers submitted sealed bids for the hogshead, and the tobacco was sold to the highest bidder at the end of the day. Growers had the right to reject the bid and resubmit the lot for sale at a later time. They could store their hogsheads in the warehouse for long periods of time, waiting for higher prices. If growers accepted the sale, the sales agent would deduct his commission and send a

⁴⁵ Beverly A. Jarboe, "Hughesville Volunteer Fire Department and Rescue Squad Inc.: 1946–1996," (1978, Updated 1996), www.lvfdems.org/content/history/.

⁴⁶ "State Tobacco Space Rented," *The [Baltimore] Sun*, November 7, 1946, 12. The State Warehouses were located on either side of Conway Street between Light and Charles Streets in Baltimore. They were described as sprawling red brick buildings with space for approximately 30,000 hogsheads of tobacco. One section at the northeast corner of Charles and Conway was modernized under a WPA project in 1936 at a cost of about \$125,000.

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check to the farmer who only learned the name of the Baltimore buyer, not the ultimate user of the tobacco.⁴⁷

The “open,” or loose-leaf market, operated quite differently. The tobacco was sold in open baskets or bales of any size, but generally weighing 50 to 150 pounds, with all tobacco on view to the buyer. The tobacco is stacked high in an open warehouse along narrow aisles through which the auctioneer moves selling lots one at a time. Anyone can buy directly from the auctioneer on the warehouse floor, but most purchases are made by tobacco or cigarette manufacturers or their agents. The grower had the right to reject a sale and reenter the lot at a later time, but could only store their tobacco in the warehouse for a short period of time. This system benefitted smaller farmers who didn’t grow enough to fill hogsheads with the same grade of tobacco. Purchasers could rent space in the warehouses where they would pack the tobacco they purchased into hogsheads, and later cardboard boxes, for shipping to their factories.⁴⁸ Loose-leaf markets began before the Civil War in Danville, Virginia, and quickly spread through the southern tobacco belt, including Virginia, North Carolina, and Kentucky.⁴⁹ Maryland was the last of the tobacco-growing states to adopt open auctions. The growth in the loose-leaf markets occurred at a time when cigarette usage was on the rise. During World War II, Turkish tobacco, which has similar burning characteristics to Maryland tobacco, was hard to obtain. While Maryland tobacco was only a small component of cigarette blends, it was an important component because of its even burning qualities.

The shift from hogshead sales to loose-leaf was hotly contested in Maryland, and came to a head in 1938 after the abysmally low prices obtained by farmers on the closed market. The 1937 crop, which was sold in 1938, was “sold at the lowest average price since 1931,”⁵⁰ and was seven cents lower on average per pound than the year before. The new system rose out of meetings held in the fall of 1938 by the farm bureaus of Prince George’s, Charles, Calvert, St. Mary’s, and Anne Arundel counties. The American Tobacco Company, a major tobacco manufacturer, and the French government had been the largest purchasers of Maryland tobacco, but in 1933, the French government bought none, and the American Tobacco Company only bought 4,000 hogsheads, down from a high of 14,000. Local grower George C. Bucheister was told by American Tobacco representatives that “the method of buying from a hogshead sample was not satisfactory, and that they had found a substitute for Maryland tobacco in their cigarettes.” The proposal for loose-leaf auctions advanced by the farm bureau was seen as a solution to the economic difficulties farmers faced on the Baltimore market.⁵¹

⁴⁷ Keith Wyatt, “Southern Maryland Hears the Tobacco Auctioneer: State's Ancient Closed Market Faces Challenge Of Open Sales,” *The [Baltimore] Sun*, May 14, 1939, M1.

⁴⁸ Ibid.

⁴⁹ Maurice Duke and Daniel P. Jordan, “Tobacco Merchant: The Story of Universal Leaf Tobacco Company (Lexington: The University Press of Kentucky, 1995), 6.

⁵⁰ “Tobacco Growers at Crossroads,” *The [Baltimore] Sun*, May 12, 1940, MG3.

⁵¹ Hulbert Footner, “Tobacco Marketing A Touchy Subject In Upper Marlboro: Loose-Leaf Sales Versus Packing Of Crop In Hogsheads Debated By Growers,” *The [Baltimore] Sun*, February 12, 1943, 26; “Prince George’s Tobacco Men to Study Plan,” *The Washington Post*, September 25, 1938, 16.

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Arguments in favor of the hogshead market included the fact that Maryland had a relatively small crop when compared to other tobacco growing regions, and growers were concerned that buyers would not come to multiple local markets. This was a legitimate concern, as there were only six buyers on the Baltimore market at the time, and Maryland's production of between 25 and 30 million pounds annually was dwarfed by the 400 million pounds grown in Kentucky. There were also claims that air-cured tobacco was too fragile to be displayed in baskets, and by necessity had to be stored in hogsheads. Baltimore proponents argued that their facilities were already built and that the cost of construction of the loose-leaf warehouses would be put on the farmer. There was also more flexibility for growers on the Baltimore market. Farmers could leave their tobacco in the warehouse indefinitely, free of charge, in hopes of gaining better prices. On the loose-leaf market, farmers could only leave their tobacco for two days. The Baltimore market also lasted for a much longer time — approximately eight months, versus the three-month season for loose-leaf.

The Maryland Growers' Association, the University of Maryland Agricultural Extension Service, the Baltimore commission merchants and many of the larger growers were against the change to the loose-leaf market. The Maryland Tobacco Growers' Association was a cooperative that worked as sales agent for approximately 50% of Maryland's tobacco crop, and managed the largest amount of tobacco sold in the Baltimore market. The Growers' Association received a commission for handling hogsheads, just like private commission houses, so they had an incentive to maintain the hogshead system from which they profited. Transfer buyers were also proponents of the hogshead market. They purchased odd lots left over from farmers and profited by packing the loose tobacco into hogsheads for sale in Baltimore. On the loose-leaf market, farmers could sell their odd lots on their own, potentially putting the transfer buyers out of business.⁵²

Complaints against the hogshead market were myriad. Farmers were frustrated because they had to wait several days after a sale of their hogshead before they received payment. Also, because of the longer sales season, they often had to wait longer for the sale to occur. Buyers didn't like the closed market because some dishonest farmers adulterated their crop by watering or sanding to increase the weight. Because the buyer could only view samples, it was hard to discern if a lot was damaged or inferior. This led some buyers, including the French tobacco monopoly and some English buyers, to stop buying on the hogshead market in the 1930s. This lack of buyers and competition led to heavy losses for the farmers. There were also claims that the Baltimore warehouse was operated inefficiently. Other complaints included the opportunity for speculation under the hogshead market and lack of open-price competition. Because there were only five or six buyers in the Baltimore market, it was possible that they could set price limits beforehand.⁵³ A 1940 letter from grower A. D. Neeld to the *Evening Sun* claimed "in 1936 ... the buyers had agreed among themselves that they would not pay more than 40 cents per pound for any tobacco.

⁵² Wyatt, "Southern Maryland Hears the Tobacco Auctioneer," M1; Keith Wyatt, "State's Tobacco Growers 'Can't Quit'; 'Can't Go On: Many Want Open Auctions to Supplant Closed Market,'" *The [Baltimore] Sun*, October 30, 1938, MG2; "Tobacco Growers at Crossroads," *The [Baltimore] Sun*, May 12, 1940, MG3; "State Tobacco Problem," *The [Baltimore] Sun*, August 18, 1942, 10.

⁵³ Wyatt, "Southern Maryland Hears the Tobacco Auctioneer," M1; Wyatt, "State's Tobacco Growers 'Can't Quit'; 'Can't Go On,'" MG2; "Tobacco Growers at Crossroads, MG3; "State Tobacco Problem," 10.

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That the cigarette leaf, in an expanding cigarette market, was arbitrarily reduced in price by the buyers. Here was an indicated collusion so flagrant as to justify a finish fight by the association of growers.”⁵⁴

Proponents of the loose-leaf market thought they could obtain better prices through open sales. Despite Maryland’s small production levels, Maryland tobacco has unique qualities — it burns smoothly and is a neutral blender — and the varieties most similar to Maryland tobacco were grown far away in Turkey and the near east. Most of the large cigarette manufacturers used Maryland tobacco in their blend, about five percent of the total, so there was demand for the product. In addition, the loose-leaf auction system eliminated the cost of packing and shipping tobacco to Baltimore, saving growers that expense. Buyers liked being able to see the product and ensure that they were buying a quality product. Small farmers liked the loose-leaf market because they could dispose of any size lot and get their money directly after the sale. The loose-leaf market was shorter, lasting approximately four months, and farmers would receive a check for the crop sold that same day. The USDA was a supporter of the open market system as an academic marketing principle because it is fundamentally more desirable from the grower’s point of view than the hogshead market. The USDA’s Bureau of Agricultural Economics began a price-reporting service for farmers, which did not exist under the closed market. This gave farmers advance information about prices and allowed them to make better decisions when deciding whether to accept or reject an offer.⁵⁵

A *Washington Post* article identifies Crosby Wyche of Charlotte Hall as pushing through the change to the loose-leaf market. Wyche was a 23-year-old University of Maryland student who quit his studies to get the tobacco companies to buy at auction. Every domestic cigarette and tobacco manufacturer agreed to be present at the loose-leaf auctions, as well as have buyers on the hogshead market, at least for the season. Wyche raised capital for a warehouse and brought in Holt Evans, a veteran warehouseman from North Carolina to run the operation. The first loose-leaf market to open in Maryland was the Winstead facility in Hughesville on May 1, 1939. It is unclear in what building this first auction occurred, but it is likely that it took place in an existing barn on property that W.H. Winstead had purchased in Hughesville in 1918. At the same time that Crosby Wyche was working in Hughesville, Bob Hall of Upper Marlboro started another corporation. His larger facility, the Marlboro Tobacco Market in Prince George’s County, opened the following day, on May 2, 1939.⁵⁶ Farmers were initially hesitant to sell on the open market. On the first day in Hughesville, many farmers didn’t risk selling their best crop and only sold lower grade tobacco to test the market. A *Washington Post* article notes that the “34,000 odd pounds was described as ‘pretty rotten leaf.’”⁵⁷ The loose-leaf market brought challenges for growers, too. To get the best price on the market, tobacco had to be graded carefully, and not all farmers were skilled at this process. Baskets with “mixed grades” did not receive the best prices.

⁵⁴ A.D. Neeld, “Loose Leaf Auction Vs. Hogshead,” *Evening Sun*, November 28, 1940.

⁵⁵ Wyatt, “Southern Maryland Hears the Tobacco Auctioneer,” M1; “Maryland Tries First Tobacco Auction Today: Hughesville Market Expected to Raise Prices 3 to 5 Cents,” [The Washington Post](#), May 1, 1939, 19; “Tobacco Growers at Crossroads,” MG3; “State Tobacco Problem,” 10.

⁵⁶ Wyatt, “Southern Maryland Hears the Tobacco Auctioneer,” M1.

⁵⁷ Ibid.

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Despite this initial hesitation, the loose-leaf market grew rapidly. The French buyers, who had purchased very little Maryland tobacco in recent years, were buying again. By the middle of May 1939, the auction houses in Hughesville and Upper Marlboro announced plans for enlargement of their facilities. Hughesville announced “that preliminary work had already started on construction of a warehouse three times as large as the present one. The latter will be converted into [a] packing house.”⁵⁸ The 1939 season closed on September 14, exceeding initial sales estimates. According to an Agricultural Marketing Service Report, over 7 million pounds of tobacco were sold, and at prices higher than in previous years. This represented 26% of the total Maryland tobacco crop. Most sales were of low and fair quality tobacco, with only a small percentage of the better qualities sold on the market. While sales were less than the amount of tobacco sold on the hogshead market in Baltimore, sales were robust enough to indicate the future success of the loose-leaf market.⁵⁹ In Hughesville, investors acquired multiple properties, clearly planning for expansion of tobacco facilities in the town. There were also plans for new warehouses in other Southern Maryland locations.

The debate over the loose-leaf market continued into 1940. Investment in Southern Maryland loose-leaf facilities had exceeded \$300,000, and a *Sun* article noted that this was “indicative of the manufacturers’ avowed preference of the loose-leaf system.”⁶⁰ In early April, the Farm Bureau hosted a series of meetings in conjunction with the University of Maryland to discuss the issue. A notice for the April 9 meeting at the La Plata High School auditorium stated: “This is the most important meeting ever held in the county and every citizen should attend.”⁶¹ Approximately 700 people attended the La Plata meeting, and 90% voted in favor of the Baltimore market. Overall, ninety-five percent of the 2,500 farmers who attended the meetings in Upper Marlboro, La Plata, and St. Mary’s County voted to maintain the Baltimore market.

The Tobacco Growers’ Association claimed to have received an 80% return in favor of the Baltimore market from the 1,300 farmers who returned a sealed ballot mailed to 6,000 Maryland growers at the end of the 1939 season. At the time, the average grower in Southern Maryland dedicated about seven acres to tobacco, yielding about 5,000 pounds of tobacco annually. Some growers were concerned that if the Baltimore market were eliminated, the loose-leaf price would drop below the Baltimore average price. They believed a farmer could not afford to reject a buyer’s bid because they were only allowed to store tobacco in the loose-leaf warehouses for two days, versus the free indefinite storage at the Baltimore facility.⁶² Clearly, the growers were hedging their bets in wanting to keep the Baltimore option open in case of poor sales; but as long as buyers were purchasing on the loose-leaf market, growers were willing to take their chances on the open auction floor.

⁵⁸ “Prince George’s Will Enlarge Auction Plants: System of Tobacco Selling Believed in Maryland to Stay,” *The Washington Post*, May 20, 1939, 6.

⁵⁹ “Maryland Tobacco Sales Exceed Forecast: Bidding Active at Auctions and Growers Reported Well Satisfied,” *The [Baltimore] Sun*, September 25, 1939; “Tobacco Growers at Crossroads,” MG3.

⁶⁰ “Tobacco Growers at Crossroads,” MG3.

⁶¹ “Farmers Invited to Discuss Markets,” *Maryland Independent*, April 5, 1940, 1.

⁶² “Tobacco Growers at Crossroads,” MG3; “Selling Problem Faces Maryland Tobacco Growers,” *The Washington Post*, April 30, 1940, 15; “Discuss Tobacco Marketing Problem,” *Maryland Independent*, April 12, 1940; “State Tobacco Problem,” 10.

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By the 1940 season, which opened on May 7, there were six loose-leaf markets operating in Southern Maryland — two in Upper Marlboro, two in Hughesville, one in La Plata, and one in Waldorf, with a third under construction in Upper Marlboro. According to a *Sun* article, on May 14, a “new auction warehouse opened yesterday at Upper Marlboro [that] has a capacity of 50,000 square feet.”⁶³ This new warehouse was operated by the Edelen Brothers, who were Baltimore commission merchants. The auction facilities in Upper Marlboro and Hughesville increased in size and associated warehouses and packing plants were constructed.⁶⁴ According to an article in the *Washington Post*, “the Marlboro Tobacco Market has increased its floor space by 10,000 square feet; E. J. O’Brien Co., nationally known dealers, have erected a \$20,000 warehouse at Upper Marlboro; Peter Duball, a packer, has enlarged his plant, and the Maryland Tobacco Packing Corporation has constructed a warehouse. ... At Hughesville, Mott Robertson, of Lynchburg, Va., has built a new sales house and Crosby Wyche’s market will open for the second season. Edelen Bros. have built a sales house at La Plata and the O’Brien firm has constructed a packing plant. New marketing facilities at Waldorf include a packing plant recently completed by Winstead & Co., of Baltimore, and a sales house built by the Keel firm, of Greenville, N.C.”⁶⁵ During April and May 1940, the first two months of the auction season, the Southern Maryland loose-leaf markets sold seven million pounds of tobacco, exceeding sales in Baltimore, which only totaled 4.7 million pounds. By the end of the 1940 season, the four auction markets had sold over 16 million pounds of tobacco.⁶⁶

The loose-leaf markets had operated largely unregulated through the first two seasons. According to the *Sun*, the office of the Commissioner of Tobacco Marketing was created in 1939 “but without a grant of power clear and effective enough to make it of any importance.” This began to change during the 1941 legislative session when the Maryland General Assembly requested that a comprehensive study be made by the Governor’s Committee on Tobacco Marketing, “with respect to the marketing of tobacco in Maryland, including the functioning of the State Tobacco Warehouse in Baltimore, the Loose Leaf Auction Markets in Southern Maryland and Transfer Buyers.”⁶⁷ The Committee was to submit a report to the General Assembly in time for its 1943 session with recommendations related to tobacco marketing. In the meantime, the Waldorf and Hughesville markets opened on April 22 for the 1941 auction season.

By the end of the 1941 season, about three-quarters of all Maryland tobacco had been sold through the loose-leaf market. An article in the *Sun* notes: “At the end of the third year of operations the loose-leaf markets had six auction warehouses, and six packing factories owned by the buyers. As yet it has no regulations other than that provided by the local boards of

⁶³ “City and County Fighting for Tobacco Sale Control,” *The [Baltimore] Sun*, May 14, 1940, 16.

⁶⁴ “Tobacco Growers at Crossroads,” MG3; “City and County Fighting for Tobacco Sale Control,” 16; “Auctioneer’s Chant to Open Leaf Season; New Warehouses to Deal in Southern Maryland Tobacco,” *The Washington Post*, May 7, 1940, 30.

⁶⁵ “Auctioneer’s Chant to Open Leaf Season,” 30.

⁶⁶ “Southern Md. Tops Baltimore in Leaf Sales: New Auction Markets Sell 7,000,000 Lbs in Two Months,” *The Washington Post*, July 5, 1940, 25; “Sales Exceed Estimates at Leaf Auctions: Southern Md. Marts Sell 16,600,616, Lbs. in Past Season,” *The Washington Post*, September 22, 1940, 56; “State Tobacco Problem,” 10

⁶⁷ *Session Laws, 1941*, Volume 582, 2040.

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trade.”⁶⁸ The same article notes that “[n]either market operates as freely as the layman’s conception of an auction; in late 1941 several of the large [tobacco] manufacturing companies were found guilty of violating the Sherman Anti-Trust Act, on charges of restricting competition in their buying and selling operations.”⁶⁹ Many growers chose to avoid both the hogshead and loose-leaf markets by selling their crops to a transfer buyer, or “pinhooker,” directly from their barns. Transfer buyers purchased odd lots of tobacco and combined them into hogsheads or baskets for resale.⁷⁰

By 1943, the choice of hogsheads or loose-leaf was still being debated, but the loose-leaf market was clearly having an economic impact in Southern Maryland. A February 12, 1943, article in the *Sun* notes that: “Packing houses have now been built by the buyers and their agents in the neighborhood of the new markets. Here the tobacco, after being purchased, is packed in hogsheads and shipped to the warehouses of the great tobacco companies for the maturing process. ... Two more huge loose-leaf warehouses have been built in Upper Marlboro, one by Gustav A. and James J. Bucheister, local men, and the biggest one of all by Edelen Brothers, tobacco dealers under the hogshead system for many years past in Baltimore. Together with the packing houses and the big pay rolls during the season, all this has brought an abounding prosperity to the little town [Upper Marlboro].”⁷¹

The first state laws governing the operation of loose-leaf markets were passed in 1943. Tobacco sellers and purchasers, other than the original grower or landowner, had to obtain a license from the Commissioner of Tobacco Marketing. Auction houses had to limit basket sales to no more than 360 baskets per hour. Warehouse owners or managers holding tobacco for sale or storage were required to keep insurance on the contents of the warehouse to cover every loss by fire or water for all individuals storing tobacco in the warehouse. Warehouse managers were also required to have proper weights, measures, weighing devices, and measuring devices conform to lawful standards and kept in proper repair. These devices were subject to inspection by the State Superintendent of Weights and Measures. Every basket or hogshead delivered for sale had to be clearly marked with the owner’s name and the state where grown, and accounts of every sale had to state the weight, price per pound, and number of hogsheads or baskets sold. These laws also established the maximum size for hogsheads, used either for sale or storage, at 54 inches in length and 48 inches across the head.⁷²

The loose-leaf market continued to operate through the rest of the decade. The 1944 season opened in May and sales continued in eight loose-leaf auction houses in Southern Maryland — three in Hughesville, one in Waldorf, one in La Plata, and three in Upper Marlboro — as well as on the Baltimore market. World War II impacted tobacco sales when the federal Office of Price Administration brought Maryland cigarette tobacco under price control for the first time in 1944. The stated reason for price control was “to prevent excessive prices for the 1943 crop which

⁶⁸ “State Tobacco Problem,”¹⁰

⁶⁹ Ibid.

⁷⁰ Ibid.

⁷¹ “Tobacco Marketing a Touchy Subject in Upper Marlboro: Loose-Leaf Sales Versus Packing of Crop in Hogsheads Debated by Growers,” *The Baltimore Sun*, February 12, 1943, 26.

⁷² *Session Laws, 1943, Volume 584*, 1689–1694.

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might threaten existing ceiling prices of cigarettes.” This was not a popular move with farmers and warehouse owners, and the price controls caused temporary closings of the market in 1944 and 1945 to allow for negotiations with government agencies to increase the ceiling price. These price controls were lifted in 1946. Despite these limitations, the Charles County warehouses held approximately 600,000 pounds of tobacco daily.⁷³

The loose-leaf market brought changes not only to the marketing and sales process, but it also led to physical changes on farms. Since the time of settlement, farmers had stripped, sorted and packed their tobacco into large hogsheads to prepare them for shipment first to Europe, and later to warehouses in Baltimore. These activities generally occurred in the barn, often in shed additions to the main barn structure. To pack the tobacco, farmers had prizes, or machines that would press the tobacco gently, but tightly, into the hogshead in preparation for shipment. These machines were no longer necessary after farmers chose to sell on the loose-leaf market, and barns from the mid-twentieth century often lack the shed additions so characteristic of earlier tobacco barns because the additions were no longer needed as packing space.

Proper grading and sorting of tobacco was critical in achieving the highest prices for the crop on the loose-leaf market. This triggered the construction of specialized spaces with appropriate lighting for stripping and sorting tobacco. Instead of stripping and sorting in shed additions or in the barn itself, in the mid-twentieth century, stripping rooms and houses begin to appear on local tobacco farms. In some cases, a special stripping room was created within the barn, sometimes on a lower level. Interior stripping rooms generally have north-facing windows to take advantage of indirect light, which is better for sorting and grading. In other cases, a separate structure was built adjacent to or near a barn. Most of these were tightly fitted frame structures, but a few concrete-block examples exist. These buildings often feature a small chimney, as the buildings were heated to warm workers during this wintertime activity. Inside, many buildings were illuminated by bright florescent lights, which helped in proper sorting when stripping the tobacco and preparing it for sale.⁷⁴

More state regulations went into effect in 1947, when the General Assembly passed a bill to establish a state tobacco authority that would “regulate marketing practices.” The new authority would fix the days and hours of sale and set “rules of marketing procedure.” The goal was to ensure the market would not be flooded and to boost the sale of Maryland tobacco. To fund its operations, the authority would collect a tax of 30 cents per hogshead and impose a \$100 license fee for “transfer buyers.”⁷⁵ By 1948, federal graders were present at the warehouses to grade the baskets of tobacco just before the auction began. Growers anticipated that this would not only have a positive effect on prices, but would also make them eligible for federal price supports for the first time. If the top price offered for the basket of tobacco was less than the federal support

⁷³ “Tobacco Marts Open Tuesday in Southern Md.,” *The Washington Post*, May 4, 1944, 3; “State Tobacco Put under OPA Price Ceiling: Average Declared High Enough for Proper Production,” *The [Baltimore] Sun*, May 9, 1944; “Tobacco Crop Short; Sales Open Tuesday,” *The Washington Post*, May 19, 1946, M3.

⁷⁴ Lori Thursby and Carrie Schomig, *Tobacco Barns of Southern Maryland: Anne Arundel, Calvert, Charles, Prince George 's, St. Mary's Counties*, MD, National Register Multiple Property Documentation Form, (Washington, DC: National Park Service, 2010), E-51–52.

⁷⁵ “Md. Tobacco Authority Bill is Approved,” *The Washington Post*, October 29, 1947, B10.

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price for a particular grade of tobacco, then the basket was purchased by the Maryland Tobacco Cooperative, which received funds through the Commodity Credit Corporation. By 1951, only 7.3 percent of the tobacco crop was sold through the hogshead market, thus solidifying the supremacy of the loose-leaf market for tobacco sales in the state.⁷⁶

The rapid growth of the Southern Maryland loose-leaf market led to the precipitous decline of the Baltimore hogshead market. Southern Maryland farmers continued to consign their crops to Baltimore, but only when they weren't satisfied with the prices on the loose-leaf market and when they wanted to take advantage of the free storage available in Baltimore. By 1946, the sprawling complex of multi-story brick buildings sat mostly empty. One six-story section, measuring approximately 80 by 180 feet, at the northwest corner of Light and Conway streets, was converted for use by the Department of Budget and Procurement.⁷⁷ The Maryland Tobacco Growers' Association, which handled 75% of the tobacco shipped to the Baltimore market, still maintained an office in the State Tobacco Warehouse. The State began to discuss the future of the Baltimore warehouses beginning in 1956. The General Assembly noted that the present State Tobacco Warehouse had been located in Baltimore City for over one hundred years, historically because of its proximity to rail and water transportation, but acknowledged that most tobacco is now transported by truck, making the Baltimore location far less important. The General Assembly commissioned a study for the construction of a new State warehouse that would be located in the tobacco growing counties of Maryland.⁷⁸

By 1959, there were calls for scrapping the hogshead market altogether as large buyers for the Swiss government had stopped buying through the market. By 1960, the warehouse was showing a deficit for the year of \$22,000, and the Maryland Tobacco Growers' Association was facing a lawsuit brought by buyers Gieske & Neiman claiming the cooperative was acting as a commercial agent in buying tobacco from farmers and then selling it at the state warehouse through negotiations with the R.J. Reynolds Tobacco Company to the exclusion of all others. The Baltimore warehouses were ultimately torn down to make way for the redevelopment of the Inner Harbor. In its place, the state constructed a new State tobacco warehouse in 1971 along Route 301 in Cheltenham, Prince George's County, at a cost of nearly \$1 million, but by that point the growers had fully committed to the Southern Maryland loose-leaf market, and the Cheltenham facility was underutilized from the day it opened. By 1969, only five percent of tobacco grown in Maryland was sold on the hogshead market. The new warehouse only saw sporadic sales, and is now used for a farmer's market.⁷⁹

The tobacco industry in Southern Maryland continued to grow in the mid-twentieth century. In 1951, the firm of Gieske & Neiman installed a \$150,000 tobacco drying plant in Upper

⁷⁶ "Good Prices in View for Md. Tobacco: Auctions Scheduled During Week in 5 Southern Counties," *The Washington Post*, May 9, 1948, M15; George M. Beal and R.M. Jones, *The Market Structure and Use of Labor in Maryland Tobacco Auction Warehouses* (College Park, MD: University of Maryland, Department of Agricultural Statistics, 1963), 19.

⁷⁷ "State Tobacco Space Rented," *The [Baltimore] Sun*, November 7, 1946, 12.

⁷⁸ *Session Laws*, 1956, Volume 621, 345

⁷⁹ Henry L. Trehwitt, "Tobacco Deal Backed Up," *The [Baltimore] Sun*, April 13, 1960; Eugene L. Meyer, "Lone Grower Still Sells Tobacco by the Hogshead," *The Washington Post*, June 4, 1977, B1; Michael Parks, "Warehouse Plan Compromise Due: State Panel Likely To Urge Smaller Tobacco Facility," *The [Baltimore] Sun*, Dec 30, 1969, C10.

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Marlboro. This plant, the only one in operation in the state, removed all moisture and ground odor from the tobacco and then replaced the exact necessary moisture before packing in hogsheads. According to an article in the *Washington Post*, "The plant was installed to meet demands of Maryland tobacco's biggest single customer — Switzerland. ... one eighth of their tobacco goes to Switzerland. Out of 40 million pounds of the 1950 crop now being sold in Maryland's 10 auction warehouses, more than five million pounds of the best grades are being bought by Swiss concerns."⁸⁰ In the early 1950s, a new auction house in Waysons Corner, in Anne Arundel County, just east of Upper Marlboro, joined the four auction houses in Upper Marlboro, three in Hughesville, and one each in La Plata and Waldorf.

The gradual decline of the tobacco warehouses in the late twentieth century mirrors the decline in tobacco production in Maryland. The postwar growth of the Washington, D.C. suburbs pushed further south into Southern Maryland, raising land prices and encouraging farmers to sell their land for housing and commercial development. The 1964 surgeon general's warning linking cigarette smoking to lung cancer raised health concerns and lowered demand for cigarettes. As other employment opportunities arose, including work at military installations in several Southern Maryland counties, farmers increasingly found it difficult to find laborers to do the hard work of cultivating tobacco. This trio of factors led more and more farmers to stop growing tobacco. Some switched to other crops, but most sold their land for residential and commercial development. By 1971, the auctions lasted for only two months. Disastrous tobacco crops in the early 1980s precipitated the decline. Tobacco production plummeted from approximately 40 million pounds in 1983 to only 8.1 million pounds in 2001.

As less tobacco was grown in the region, the auction houses reduced the number of auction days, and eventually closed. The Edelen Brothers warehouse in La Plata burned down in 1975 and operations moved to Edelen's Upper Marlboro warehouse. The Upper Marlboro warehouse stopped operations in 1988 and was later demolished for a gas station. The Triangle Warehouse in Waysons Corner suffered a fire in 1985, and the building was not rebuilt. By 1999, only five markets were left — two in Hughesville, one in Waldorf and two in Upper Marlboro — and the selling season was down to less than four weeks. There still remained six buyers, representing the major tobacco companies. By 2004, the selling season was down to two weeks at the only remaining auction facility in Hughesville. Because the warehouses were only used seasonally, on the off-season, the buildings were used for a variety of purposes, including events, meetings, flea markets, antique sales, and even boat and camper storage.⁸¹

The death knell for the Maryland tobacco industry came in 2001, when Maryland Governor Parris N. Glendening determined to "close the door on Maryland's history as a tobacco-producing state" by creating the Maryland Tobacco Buyout program using funds from the 1998 Master Settlement Agreement that was a result of the massive lawsuit between states' attorney generals and the major tobacco manufacturing companies. The tobacco manufacturing

⁸⁰ John W. Ball, "S. Maryland Tobaccoland Going Modern," *The Washington Post*, May 13, 1951, M12.

⁸¹ Lori Montgomery, "Big Buyout May End Tobacco Era in Md.: Farmers Scramble to Join Program," *The Washington Post*, April 21, 2001; Anne Sundermann, *The Money Crop: Calvert County After the Tobacco Buyout* (Crownsville, MD: Maryland Historical Trust Press, 2005), 36; Classified Ad, *The Washington Post*, November 13, 1964, D5.

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companies agreed to compensate states for the money they spent treating smoking-related illnesses. This was the first program in the nation that would pay farmers to stop growing tobacco. Because of Maryland's small market, just one percent of the nation's tobacco crop, it could afford to devote a portion of its settlement money for that purpose. In the first year of the buyout, more than half of the approximately 1,000 farmers eligible for the buyout signed a contract promising to halt tobacco production. In exchange, the state promised to pay farmers an annual stipend for 10 years, based on previous production amounts, to help them transition to less lucrative crops. By January 2005, 83 percent of tobacco farmers had signed up for the buyout, dramatically impacting the tobacco industry in Southern Maryland. Tobacco is now cultivated by only a few Amish and Mennonite farmers who chose not to participate in the buyout for religious reasons.⁸² Without a product to sell, the last remaining auction houses closed. The Marlboro Tobacco Market stopped operating in 2003, and the Farmers Warehouse in Hughesville in 2006. Most of the remaining tobacco grown in the state is sold on a contract basis directly to the tobacco manufacturers. The once-mighty loose-leaf warehouses had become a relic of the past.

The Auction Process, Buyers and Workers

Tobacco auctions began in the spring, when the crop grown in the previous year was sold, and would last until mid-July. The auctions operated in a similar manner from year to year. Farmers would pack their tobacco in large, square-shaped woven baskets borrowed from the warehouse. They would load the tobacco on flat-bottomed trucks or wagons and drive to the chosen warehouse. The farmers would wait their turn at one of the warehouse loading docks, usually the ones in the front, and then laborers would unload their trucks. Each tobacco basket was placed on a two-wheeled pushcart, called a "duck," and brought to the warehouse scale where it was weighed and marked with an identification tag. Then, the tobacco baskets were moved to the warehouse floor where they were placed in rows with only narrow aisles in between. Generally, a grower's baskets were placed together. Before the sale began, federal graders would inspect each basket, assigning a grade and marking it on the identification tag. Sometimes the warehouses would provide storage space for the grower before the auctions.⁸³

Sales began at approximately 9:30 a.m. and followed a predictable routine with the auctioneer as the principle character. Auctioneers, most of whom came from North Carolina, worked a circuit throughout the year, following the tobacco markets around the country. The first auctioneer in 1939 was Lewis McAvery from North Carolina. At the start of the auction, two lines of people formed. On the left side, the line was led by the "starter," a warehouse man who sets the opening price based on the grade. The starter was followed by the auctioneer, a buyer, another warehouse representative, and a "ticket marker." On the right side were buyers who purchased for a manufacturer or for a commission buyer and packer who operated on orders from foreign and/or domestic manufacturers. A peripheral group of buyers usually followed, consisting of speculators, called "pinhookers," who purchased mixed baskets for resale. If no one bid on the opening price called out by the starter, the auctioneer slowly lowered the figure until a bid was

⁸² Montgomery, "Big Buyout May End Tobacco Era in Md."

⁸³ Victor Block, "Thirty Come a Thirty, and a Where's a Thirty-One?" *New York Times*, May 26, 1968, XX23; Beal, 16-21.

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made. Then, the auctioneer solicited higher offers, eventually closing the bidding by announcing the price and buyer. The ticket marker wrote this information on the basket identification ticket. Sometimes the warehouse would buy baskets to keep the price high, but this speculative activity carried some risk. Within 30 minutes of sale, either the grower or the bidder could reject the deal.

If the grower didn't like the price, "he tears off a corner of the identification ticket to indicate his decision; the basket is then reoffered for sale later that day or the next. ... A buyer may be alerted by his 'puller,' who inspects the tobacco in each basket his company representative has bought so as to make certain it has not been 'nested' on the inside or bottom with leaves of an inferior quality. In such a case, the buyer may decide to cancel his purchase."⁸⁴

After the sale, warehouse workers calculated the weight of each basket by the price per pound and recorded the total sales price. Runners took the floor sheets to the warehouse office, where the calculation was checked, sales charges deducted, and the farmer immediately paid. The auction house assessed a per basket fee, plus a sales commission. The process moved approximately 300 baskets an hour, or one each 12 seconds. Once sold, the basket was covered with a burlap sheet and loaded by warehouse workers onto the buyer's truck waiting at the rear loading docks. Some tobacco was shipped directly to company warehouses, while other baskets were trucked only a short distance to the local plant of the tobacco brokers. At the plants, "visitors will see the tobacco pass first through drying machines, which draw out any remaining moisture, and then through rooms in which a uniform percentage of moisture — about 12 per cent — is added. Finally, the leaves are packed into [round, wooden] hogsheads, each about 10 feet high and holding approximately 800 pounds of tightly packed tobacco. These containers are piled three or four deep in storage rooms.

Tobacco, like wine, is aged for two or three years, the time it takes for the leaf to lose its bite and acquire the desired degree of gentleness."⁸⁵ In Hughesville, a packing room was attached to the warehouse. As described in a 1979 *Washington Post* article, the tobacco was carried by workers from the auction floor through a door in the corner to the adjacent packing room. The tobacco was dumped on a conveyor belt, rose to a circular fan and was blown down into a hogshead. Two men assembled the hogsheads, which came in two semi-cylindrical pieces that were tied together with a hinge and pin. The hogsheads weighed between 600 and 700 pounds. Once filled, workers put on the lid. In other places, the tobacco was packed in standard-sized cardboard boxes that weigh approximately 40 pounds. Then the tobacco was shipped to factories in North Carolina for blending and processing into tobacco products.⁸⁶

While the method of sales changed with the shift from hogshead to loose-leaf, for the most part, the buyers had not. There were still only a handful of buyers in the market for Maryland tobacco. While the French had been the primary purchaser of Maryland tobacco in the early

⁸⁴ Block, "Thirty Come a Thirty," XX23; Beal, 16–21; Aubrey Graves, "The Chant's Sweet Notes Ring Like a Cash Register," *The Washington Post*, May 17, 1959, E2.

⁸⁵ Block, "Thirty Come a Thirty," XX23.

⁸⁶ Edward O. Welles Jr., "Working In The Maryland: Within Is A Country Sowing, stripping, hanging, cutting, spearing, bundling and selling: Type 32 means a living," *The Washington Post*, August 19, 1979, SM34; Eugene L. Meyer, "For State's Tobacco Farmers, 'A Hard Road to Travel'," *The Washington Post*, April 11, 1999, Q12.

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twentieth century, their influence waned by the time the loose-leaf markets opened, and by 1960 they had given up on Maryland tobacco, and instead relied on substitutes grown in their former colonies of Algeria and Madagascar. Cigarettes, which were introduced in the late nineteenth century, but did not become popular in the United States until after World War I, drove the growth in the domestic tobacco market. By 1927, cigarettes had passed cigars in popular taste and sales, and Maryland tobacco was an important component of cigarette blends because of its slow, even burn and low nicotine content.

There were typically about six buyers on the Maryland tobacco market representing all of the large cigarette manufactures, such as RJ Reynolds, American Tobacco Company, and Liggett & Myers. Cigarette manufacturers consumed between 50 and 75 percent of the Maryland crop, and typically only bought middle-quality leaf. The buyers were of two main types — dealers, who bought the tobacco for re-handling (including re-drying and packing) and resale to manufacturers, or representatives of the tobacco manufacturers, who bought the tobacco from the farmer at the sales house rather than through middlemen. Dealers in Maryland included W. H. Winstead Company Inc., who were buyers for Phillip Morris Company, and Edward J. O'Brien & Co., who were purchasers for Liggett & Myers Tobacco Co. Both companies also represented other manufacturers, some of which were located in Europe. The Swiss were major buyers who bought approximately 15 to 20 percent of the Maryland crop, but only the best quality leaf. The Swiss bought through local commission firms, including Gieske and Neiman, who had operations in Upper Marlboro. Other Europeans, including the Germans, were also big buyers on the market. The remainder of the Maryland crop was purchased for cigar manufacturers who bought the lowest quality leaf.⁸⁷

Work at the warehouses was seasonal, and most was done by migrant African American workers hired to work for the season. Companies purchasing tobacco at the auctions typically supplied their own workers by hiring labor contracting companies who arranged for workers to be present at the warehouses. The labor contractors would charge the tobacco-buying companies a set rate for moving tobacco off the auction floor and onto trucks for shipping to packing houses or factories. The labor contractors would provide the workers housing for free, but the workers were responsible for their own food. A 1978 article in the *Baltimore Sun* described the life of migrant tobacco warehouse workers. John Brand was a migrant worker from South Carolina who worked in the tobacco markets in North Carolina, Georgia, Kentucky and Maryland. For fifteen or twenty years, Mr. Brand went to work in the Waysons Corner warehouse, earning more than the minimum wage by moving dried tobacco off the auction floor into trucks bound for packing plants in Maryland and other states. During the auctions, he stayed in a concrete block building attached to the Triangle Warehouse. The room was described as “a clean cubicle, with two beds, a stove and a refrigerator, a small kitchen table and chairs with a shelf overhead holding canned beans. ... clothes hang from hooks on a wall.”⁸⁸ This room opened into a larger

⁸⁷ Vernacular Architecture Forum, *From Farm to Factory in Durham County and the City of Durham* (Durham, NC: Vernacular Architecture Forum, 2016), 29–32; “Tobacco Suit is Filed Here,” *The [Baltimore] Sun*, July 28, 1956, 8; John W. Ball, “Md. Tobacco Sales Halted By Discontent,” *The Washington Post*, April 23, 1947, 1; Beal, 31–34; J. Anthony Lukas, “French Give Up Maryland Tobacco,” *The [Baltimore] Sun*, December 8, 1960.

⁸⁸ David Brown, “‘This is what I like to do,’ Migrant Tobacco worker says,” *The Baltimore Sun*, May 7, 1978, AL4.

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room holding five beds, housing sleeping quarters for seven men in total. Mr. Brand worked eight weeks at the Maryland market, ten in Georgia, six or seven in North Carolina and twelve weeks in Kentucky. For the remaining three months, he would work odd jobs back in his home state.⁸⁹

According to the article, Mr. Brand was one of approximately 60 workers brought to Maryland that year by J. L. Samuels, a labor contractor from Mt. Airy, North Carolina, that provided migrant workers for the tobacco markets in the eastern United States for roughly 30 years. In Maryland, the migrant workers lived in or near the tobacco centers of Hughesville, Upper Marlboro, La Plata, and Waysons Corner. The largest residential complex was in Upper Marlboro. Owned by Gieske & Neiman Inc., a tobacco brokerage house based in Baltimore, the complex was licensed to hold 80 people. In 1978, only 30 of Samuels' workers were living there. Twenty-eight other workers were housed in a hotel in White Plains, while the rest were scattered.⁹⁰ Dormitories exist behind the Hughesville warehouses, too. Two large concrete-block buildings set in an L-shape are located behind the Winstead building, containing approximately 22 simple rooms. A smaller building is located behind Farmer's Warehouse that likely contained about six rooms.

Maryland Loose-leaf Tobacco Warehouses

The loose-leaf auction warehouses represent a radical change in the method of sale of Maryland tobacco. Their arrival quickly spelled the end of the hogshead market that had operated in Maryland for over 300 years. There were only a handful of loose-leaf auction houses constructed in Southern Maryland, but these buildings were often part of large, related complexes that included storage, processing, and packing facilities, as well as housing for the migrant workers who worked the auctions. Typically, the tobacco buyers owned warehouses and packing plants near or adjacent to the sales floors. The simple industrial buildings are function-specific, used primarily during the tobacco-selling season in the spring of each year. These buildings have similar characteristics and are generally large, gable-roof structures of wood-frame construction with metal cladding and little or no wall fenestration.

Given the flammable contents, these buildings were constructed with fireproofing in mind. Framing timbers were massive, foundations were concrete, and exterior cladding was predominantly corrugated metal, as was the roof. All these structures featured multiple loading docks with garage-sized doors where trucks could pull up and unload their tobacco. Generally, driveways at the front of the building were used for unloading the farmer's tobacco, while the rear ones were used by purchasers removing their tobacco from the auction floor. The heavy plank floors were raised to the level of the loading docks. Most of the warehouses outside of Hughesville featured wide, shallow gables on their front façades, but the warehouses in Hughesville featured a variety of roof shapes. Inside, the buildings were wide open spaces, interrupted only by support posts. The roofs were punctuated by a series of skylights that provided natural light to the interior. Natural light was necessary for inspectors to properly judge

⁸⁹ Brown, "This is what I like to do," AL4; Welles, "Working In The Maryland" SM34.

⁹⁰ Brown, "This is what I like to do," AL4.

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the grade and quality of the tobacco being sold. Most buildings featured an office area with sash windows. Interior equipment included floor scales for weighing tobacco near the loading docks and large, square baskets that the warehouses provided to farmers for transporting tobacco to market.⁹¹

The buildings constructed in Maryland were similar to tobacco warehouses constructed in North Carolina. As many of the Maryland warehouses originally had partners from North Carolina or Virginia, it is likely these out-of-state men influenced the design of the warehouses. One difference seems to be a preference for metal wall surfaces in Maryland, unlike many of the North Carolina warehouses that were constructed of brick.⁹² Because the market expanded so quickly in Southern Maryland, metal may have been the more expedient choice. There also wasn't a strong local tradition of building in brick, particularly in Charles County. There are six documented tobacco warehouses in Southern Maryland outside of Hughesville. There were three tobacco warehouses built in Prince George's County, all in Upper Marlboro: Marlboro Tobacco Market (PG: 79-41C), Edelen Brothers Warehouse (PG:79-41A), and Planters Tobacco Warehouse (PG:79-41B). There was also one warehouse each in Waysons Corner (AA-2461), Waldorf (CH-805), and La Plata (unsurveyed). These buildings shared similar traits, including a shallow, wide gable front and multiple rows of skylights. All three warehouses in Upper Marlboro, as well as the ones in La Plata and Waysons Corner, have been demolished.

The Marlboro Tobacco Market (PG: 79-41C), at 15301 Marlboro Pike, was a two-building complex. The first, and largest, building, constructed in 1939 with later additions, was comprised of gable and flat-roofed sections. The second building was built in the 1950s. The buildings were clad with corrugated aluminum siding, and the open interior was striking with its timber framing and pine floors. More than three-quarters of the structure was contained in a single room, punctuated by evenly spaced posts and columns of light from the skylights. The posts had Y-shaped up-braces when they were located in areas under flat roofs. The interior posts rested on brick piers, and the foundation was also brick. The Marlboro Tobacco Market operated from 1939 to 2003.⁹³

The Edelen Brothers Warehouse (PG:79-41A), at 15501 Marlboro Pike, was constructed in 1940, in time for the second season of loose-leaf sales. Edelen Brothers Inc. was a wholesaler of farm products, including tobacco, that operated out of Baltimore. The Upper Marlboro warehouse was one of two that the company opened in Southern Maryland in 1940. The large, rectangular-shaped building in Upper Marlboro featured a gable-front, 22-bay primary façade. Concrete piers supported the frame structure. Vertical wood siding was covered with corrugated metal at the time of survey. The wide gable roof was covered with asphalt sheets and pierced by rows of skylights. The interior was a large open space with exposed wooden roof trusses, resting on square wood posts, lighted by natural light from the skylights. The wooden floor was raised to the level of the loading docks. The warehouse was originally under the management of Bobby

⁹¹ Beal and Jones, *Market Structure and Use of Labor*, 15

⁹² VAF, "From Farm to Factory in Durham County and the City of Durham," 29–32.

⁹³ Rebecca Howell Crew, "Marlboro Tobacco Market," Maryland Inventory of Historic Properties Form PG: 79-41C, (Crownsville, MD: Maryland Historical Trust), 2006.

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Jameson Sr. and was later partially owned and operated by Jameson's sons. The facility closed in 1988.⁹⁴

Planters Tobacco Warehouse (PG: 79-41B), located at 15403 Marlboro Pike, was constructed in 1941 and opened in spring 1942. It was organized by Gustav and James Buchheister who were tobacco farmers and sons of a German tobacco importer, and continued to be run by James Buchheister's sons, Peter and John. The 15-bay main façade is located on the gable end. When surveyed, the building's vertical board siding was covered with corrugated metal. The wide gable roof was covered with asphalt and featured numerous skylights that lit the interior of the warehouse. The interior was a large open space with exposed wooden roof trusses resting on square wood posts. The east and west sides of the building had long shed roof overhangs sheltering loading docks. The interior wooden floor was raised to the level of these loading docks.⁹⁵

The Triangle Warehouse at 1345 Mount Zion Road (Route 408) in Waysons Corner in Anne Arundel County was located just a few miles east of Upper Marlboro at the intersection of State Routes 4 and 408. The warehouse was built in 1948, but buyers for the big tobacco companies failed to show up, so the auctions didn't occur there right away. This warehouse was operated by the American Tobacco Growers' Corp., which was backed by planters in Anne Arundel, Calvert, and Prince George's counties. Bernie Depkins operated the facility in the late twentieth century. The auction there stopped circa 1998, but at least one long, gable front building in the complex was still standing as recently as 2008, although it appears to have been demolished by 2018. A related tobacco packing and warehouse complex owned by the W.H. Winstead Co., Inc. was burned down in a nine-alarm fire in April 1985. Newspaper accounts describe the complex as a 400-by-500-foot corrugated metal building that housed machinery to pack tobacco, as well as stored tobacco that had been purchased from southern Maryland growers.⁹⁶ One article described it as the "aquamarine hallmark of Waysons Corner."⁹⁷

The Waldorf Tobacco Warehouse (CH-805), at 2690 Old Washington Road, is a large metal structure standing on the west side of the Popes Creek Railroad. A wide, shallow, front-gable façade is marked "Waldorf Warehouse." The large building has a continuous concrete foundation and metal roof. Rufus Keel, from Greenville, North Carolina, purchased the property in October 1939, and built the sales house in time for the 1940 auction season. That same year, Winstead & Co. of Baltimore opened a packing plant in Waldorf. In May 1943, Keel transferred the property to Charles L. Turner, from Prince George's County, and Paul Robinson and James

⁹⁴ Marina King, "Edelen Brothers Warehouse," Maryland Inventory of Historic Properties Form PG:79-41A (Crownsville, MD: Maryland Historical Trust), 1981.

⁹⁵ Marina King, "Planters Tobacco Warehouse," Maryland Inventory of Historic Properties Form PG: 79-41B), (Crownsville, MD: Maryland Historical Trust), 1985.

⁹⁶ Sue Anne Pressley and Linda Wheeler, "1 Killed, Several Hurt In Wayson's Corner Fire," *The Washington Post*, April 7, 1985); "Tobacco Board Denies Seeking Md. Monopoly," *The Washington Post*, April 24, 1951, B2; Gilbert "Buddy" Bowling, interview by Michael Kline, March 18, 2003, for the *Voices of Calvert County Tobacco Culture* Project, transcript, Maryland Historical Trust Library, Crownsville, MD.

⁹⁷ Brown, "This is what I like to do," AL4.

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P. Ryon, both from Charles County. In February 1966, the Waldorf warehouse was purchased by Farmers Warehouse Inc., which also operated a warehouse in Hughesville. The 65,000-square-foot warehouse with rows of skylights could hold 900,000 pounds of tobacco.⁹⁸

The Edelen Brothers Warehouse in La Plata was located on the south end of Maple Street. It was built by Robert Jameson, Willson Bowling, Robert Downing and Augustus Cooksey in time for the 1940 season. Like other warehouses in Southern Maryland, the building featured a large, shallow-pitched, gable-front façade and rows of skylights that lit the open interior. The façade was punctuated with two large loading bays and a series of six-over-six sash windows. The building operated until the building burned down in 1974. In addition to the sales house, the Edward J. O'Brien Tobacco Co. of Louisville, Kentucky, constructed a packing plant in 1940 in La Plata. In 1945, W.H. Winstead purchased a .555-acre parcel from Edelen Brothers, likely to house a packing plant and storage facility.⁹⁹

Hughesville Warehouses

The first tobacco company presence in Hughesville was that of W.H. Winstead Company, who purchased a .394-acre parcel along the west side of the public road leading from Hughesville to Bryantown in January 1918. On the west side, the property bordered the Washington Brandywine and Point Lookout Railroad Company lines. This parcel was the former site of the Hughesville Milling Company, but it is unknown if Winstead reused any mill buildings.¹⁰⁰ By the start of World War I, W.H. Winstead Company was a leading tobacco dealer, with offices on Redwood Street in Baltimore, as well as in Goldsboro, North Carolina, and Owensboro, Kentucky. In 1918, Winstead became part of Universal Leaf Tobacco Company, when it consolidated with five other American leaf tobacco dealers. Winstead was a dealer who selected, purchased, processed, and stored leaf tobacco for sale to manufacturers who made products such as cigarettes, cigars, snuff, and chewing tobacco that was sold to the public.

It is unclear how Winstead used this Hughesville property, but a deed for an adjacent property from December 1938 references "the W.H. Winstead Co. barn property."¹⁰¹ A November 1938 article in the *Washington Post* notes, "... a warehouse in Hughesville may be used for an auction market."¹⁰² It is most likely that the first loose-leaf auction in Hughesville, operated by Crosby Wyche, occurred in this Winstead "barn." That building burned down in 1961, and was replaced by a concrete-block packing plant that now houses the Hughesville Bargain Barn.

⁹⁸ Cathy Hardy, "Waldorf Tobacco Warehouse," Maryland Inventory of Historic Properties Form CH-805 (Crownsville, MD: Maryland Historical Trust, 2003); "Auctioneer's Chant to Open Leaf Season," 30; CCLR, liber 71, folio 191; CCLR, WMA liber 78, folio 303; CCLR PCM liber 186, folio 590-591; Turner at some point transfers the property to James P. and Elizabeth C. Bowling and Ryon transfers to the Robinsons. The Bowlings and Robinsons transfer to the Waldorf Warehouse Inc.; Eugene Meyer, "For State's Tobacco Farmers, 'A Hard Road to Travel,'" *The Washington Post*, April 11, 1999, Q12.

⁹⁹ Jacqueline Zilliox, *Images of America: Charles County, Maryland* (Arcadia Publishing, 2007), 22; "Auctioneer's Chant to Open Leaf Season," 30; CCLR, liber 81, folio 314.

¹⁰⁰ Duke and Jordan, *Tobacco Merchant*, 11-12, 55, 68; CCLR, WMA liber 33, folio 576.

¹⁰¹ CCLR WMA liber 69, folio 506.

¹⁰² "Tobacco Markets To Be Set Up in 2 Maryland Towns," *The Washington Post*, November 30, 1938, 17.

Hughesville Commercial and Tobacco
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Before the 1939 auction season was over, there was a flurry of property sales in Hughesville near the Winstead property, several involving individuals from other southern tobacco-growing regions. Warehouse construction and operations involved a complex web of partnerships that in the earliest days involved players from the southern tobacco markets of Virginia and North Carolina, but eventually ownership transferred to locals.

Just to the south of the Winstead building, John Mott Robertson, of Lynchburg, Virginia, purchased an approximately 1.6-acre lot from Francis G. and Alma Marie Cecil in June 1939. The deed stipulated that “the above conveyance being made subject to the right of removal by said parties of the first part [the Cecils] on or before the first day of August 1939, of the present Mill Building thereon located and machinery therein.”¹⁰³ In a 2003 interview, Gilbert “Buddy” Bowling noted, “[t]hey had a saw mill right here. As they sawed ... the lumber out, they constructed the building.”¹⁰⁴ In September 1939, Robertson sold a half interest in the property to J. Holt Evans of Enfield, North Carolina. A *Sun* article describes Evans as “a veteran warehouseman from Williamston, NC.”¹⁰⁵ On this lot they constructed a large warehouse (CH-435) with a standing seam metal, side-gable roof. The heavy-timber-frame building with a concrete-block pier foundation was originally sheathed in corrugated metal siding that was replaced with new metal siding in the twenty-first century. The warehouse has four loading docks and no wall fenestration, except for windows in the small office in the southeast corner. The interior of the warehouse is an open space, with a series of wood columns supporting the roof framing, lighted by a series of skylights in the ceiling.

A 1947 *Washington Post* article refers to “Holt Evans of the Southern Maryland warehouse,” as the property was apparently known at the time. Holt Evans obtained the remaining half interest from Robertson in October 1951.¹⁰⁶ Between 1951 and 1958, through several transactions, Evans’ interest in the property was transferred to Adrian and Mary Lee Farrall and Thomas and Rosa Strickland. In 1959, the property was placed under the ownership of “Farrall and Strickland Tobacco Warehouse.”¹⁰⁷ At some point following, the property became known as “Hughesville Warehouse,” but the deed was not changed to “Hughesville Warehouse, Inc.” until 2000, with Gilbert O. Bowling Sr. listed as the President.¹⁰⁸ Gilbert “Buddy” Bowling Sr. first came into the business in 1969 with three other partners, Adrian Farrall, Bill Jameson, and Walter Bowling Sr. Walter Bowling sold his shares to Gilbert Bowling in 1979. By 1980, Farrall got out of the business, and Jameson died in 1983, leaving Gilbert Bowling Sr. as the sole owner. According to Bowling “... in ’84 I got all the bills and all the ... profits ... Unfortunately, there were more bills than there was profit.”¹⁰⁹ Gilbert Bowling and his wife Elizabeth purchased W.H. Winstead’s concrete-block packing plant, just to the north of Hughesville Warehouse property, in 1988.¹¹⁰

¹⁰³ CCLR, WMA liber 70, folio 398.

¹⁰⁴ Gilbert “Buddy” Bowling, interview, March 18 2003.

¹⁰⁵ Wyatt, “Southern Maryland Hears The Tobacco Auctioneer,” M1.

¹⁰⁶ CCLR, WMA liber 70, folio 398; CCLR WMA liber 71, folio 126; Ball, “Md. Tobacco Sales Halted By Discontent,” 1.

¹⁰⁷ CCLR, PCM liber 152, folio 319.

¹⁰⁸ CCLR, DGB liber 3066, folio 99.

¹⁰⁹ Gilbert “Buddy” Bowling, interview, March 18 2003.

¹¹⁰ CCLR, liber 1312, folio 110–112.

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To the north of the Winstead property, Joseph B. Higdon purchased an approximately 3-acre parcel in December 1938 from Harry and Bertha Ward, perhaps in a speculative venture. In June 1939, Higdon and his wife Lucy sold the southern half of the parcel to the "Hughesville Tobacco Warehouse Corporation,"¹¹¹ but it appears that the Higdon's were in control of the business. It is likely that the original, southernmost building on the site was constructed soon after the Higdon's purchase, but definitely by 1946, when a deed referenced the property as owned by the "Hughesville Tobacco Warehouse Corporation and now used as a Loose-Leaf Auction Barn."¹¹² This building is now known as Farmers Warehouse #3. The Quonset hut building (Farmers Warehouse #2) was constructed on the northern portion of the parcel in 1956, when a deed references "the tobacco sales barn, now under construction on the land of Joseph B. Higdon."¹¹³ The Hughesville Tobacco Warehouse Corporation sold the property to Farmers Warehouse Inc., who operated a warehouse to the north, in September 1961. A fire along the warehouse strip that July may have precipitated the sale. Farmers Warehouse later sold the southernmost piece of the property, totaling .18 acres without any buildings, to W.H. Winstead in December 1961.¹¹⁴

Joseph and Lucy Higdon sold the northern portion of the 3-acre parcel to Julia Cox in October 1946. Julia Cox immediately re-conveyed the property to Norman P. Swain of Durham, North Carolina, (1/3 interest), and John V. Thompson (1/3 interest), Robert J. Martin (1/6 interest) and Joseph B. Higdon (1/6 interest), all of Charles County. These men were referred to as "Co-Partners Trading as 'Farmers Warehouse.'"¹¹⁵ The existing warehouse on that parcel (Farmers Warehouse #1) was likely constructed at that time. In the 1950s, the ownership structure changed through several transactions. In 1952, Norman and Barbara Swain transferred their one-third interest in the property to John V. Thompson, and Robert Martin acquired an additional one-sixth interest from Joseph B. Higdon, leaving Thompson and Martin as the sole co-partners of Farmers Warehouse. In February 1956, Martin transferred his one-third share in the property to Francis J. Schultz. At the same time, John Thompson transferred one-third of his interest in the property to Francis J. Schultz, leaving Thompson and Shultz with a half-interest each. In April 1956, Thompson and Schultz transferred the property ownership to Farmers Warehouse Inc., under whose ownership the property remains today.¹¹⁶

The northernmost warehouse parcel between the railroad tracks and Old Leonardtown Road, with the address of 8125 Old Leonardtown Road, combines property obtained by Therle A. and William V. James from George W. Padgett et al. in August 1939, as well as a 440-square-foot parcel purchased by the Jameses from Swain, Thompson, Martin and Higdon in 1947. The building on this property appears on the 1956 USGS Quad map, but it is unclear when the building was constructed or how it was used. The building was most likely used as a packing house. A sign on the building notes that it contains 16,000 square feet of space. When William James died in 1958, his Southern Maryland property was valued between \$20,000 and \$25,000.

¹¹¹ CCLR, WMA liber 70, folio 582.

¹¹² CCLR, WMA liber 84, folio 402.

¹¹³ CCLR, PCM liber 123, folio 364.

¹¹⁴ CCLR, liber 156, folio 246.

¹¹⁵ CCLR, WMA liber 84, folio 402; WMA liber 84, folio 403.

¹¹⁶ CCLR, liber 102, folio 351; PCM liber 102, folio 585; PCM liber 122, folio 377; PCM liber 123, folio 364.

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At the time of this death, James was chief of the Washington, D.C. fire department's 6th battalion, and he and his wife owned a Marine supply store in that city, in addition to owning the Southern Maryland property.¹¹⁷ The Charles County parcel stayed in the James family until 1988 when it was sold to the Cousineau Family Partnership.

The Hughesville warehouses were all in place by the 1950s, but there were several fires in the 1960s that changed the look of the town. In July 1961, an 18-alarm fire "swept through a large tobacco warehouse and two packing sheds, causing an estimated \$500,000 in damage." The fire originated in the W.H. Winstead Co., Inc. packing shed and spread to the Southern Maryland Tobacco Co., Inc. It is unclear where the other packing shed referenced in the article was located. It is possible that it was attached to the northern end of the Southern Maryland Tobacco Company building, also known as the Hughesville Warehouse. At the time of the fire, the Southern Maryland warehouse was leased by "James L. Schultz and J. [V.] Thompson," owners of Farmers Warehouse, and contained 100,000 pounds of tobacco already sold at auction by farmers to dealers.¹¹⁸ The fire apparently destroyed the old Winstead building, which was being used as a packing shed, leading to the eventual construction of the concrete-block warehouse that exists today (the Hughesville Bargain Barn building).

In March 1966, there was a fire in the 150-by-350-foot Quonset hut building owned by J.V. Thompson and James Schultz of Farmers Warehouse. Tobacco worth over \$400,000 was reportedly piled 20 feet high with 200-to-300-pound bales in the warehouse. The 22-alarm fire was brought under control, but all 7,526 bales of tobacco were destroyed. The tobacco was the property of General Cigar Company of Philadelphia and was being stored and processed by the Lancaster Leaf Company of Pennsylvania, a subsidiary of Universal Leaf Tobacco Company.¹¹⁹ It is unclear how much damage was done to the building, and whether the building was merely repaired, or entirely reconstructed.

By 1971, the auctions lasted for only two months. Disastrous tobacco crops in the early 1980s precipitated the decline. Tobacco production plummeted from approximately 40 million pounds in 1983 to only 8.1 million pounds in 2001. The last auction was held in 2006, and many of the warehouses were repurposed for other uses, while others sit vacant. The Hughesville warehouses remain relatively unchanged from their late 1960s appearance, though they no longer house tobacco. They form a cohesive grouping of industrial buildings that convey their historic character through their setting along the road and their utilitarian design and construction materials. They are the last remaining concentration of loose-leaf tobacco sales and processing structures in the state.

¹¹⁷ "\$129,874 Left By Ex-Fireman," *The Washington Post*, February 9, 1958, A3

¹¹⁸ "Arson Suspected as \$500,000 Blaze Hits Hughesville Tobacco Buildings," *The Washington Post*, July 13, 1961, A3. There appears to be an error in John Thompson's name in this article, as his middle initial was "V."

¹¹⁹ "Boy Charged with Arson in \$300,000 Fire: Warehouse, Tobacco Destroyed, 10 Injured In Another Blaze," *The [Baltimore] Sun*, March 28, 1966, C22; *General Cigar Co. v. Lancaster Leaf Tobacco Co.*, 323 F. Supp. 931 (D. Md. 1971).

Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

The Baltimore Sun

Charles County Bicentennial Committee. *Charles County Maryland: A History, Bicentennial Edition* (La Plata, MD: Heritage Books Inc., 2003).

Charles County Land Records, mdlandrec.net

The Maryland Independent

Maryland Inventory of Historic Properties, <https://mht.maryland.gov/secure/Medusa/>.

Maryland State Archives

Plats.net

Spero, P.A.C., & Company. *MD 5–Hughesville, Charles County, Maryland, Historic Resource Survey and Determination of Eligibility Report, Volume I* (Baltimore, MD: 1998).

The Washington Post

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

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Name of repository: _____

Historic Resources Survey Number (if assigned): CH-1031

10. Geographical Data

Acreage of Property 13.1

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 38.540097 | Longitude: -76.789124 |
| 2. Latitude: 38.540384 | Longitude: -76.788483 |
| 3. Latitude: 38.533180 | Longitude: -76.783664 |
| 4. Latitude: 38.532705 | Longitude: -76.785778 |

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Hughesville Commercial and Tobacco
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Verbal Boundary Description (Describe the boundaries of the property.)

The western edge of the district is generally marked by the western edge of the former location of the Southern Maryland Railroad. To the west of the railroad, in the northern portion of the district, is a wooded area that contains three dormitory buildings associated with the tobacco warehouses that are also included in the district, as well as the Charles Hotel Property just west of the railroad at Burnt Store Road. The northern boundary runs between the railroad and Old Leonardtown Road just north of the northernmost tobacco warehouse. The eastern boundary runs along the western edge of Old Leonardtown Road, except where it crosses Old Leonardtown Road to include the property containing the former Dudley and Lyon's Store at the northeast corner of Prince Frederick Road. The southern boundary is MD 231 from the Dudley and Lyon's Store to the Charles Hotel Property just west of the railroad tracks.

This boundary is marked as the solid line on the attached USGS topographical map for the Hughesville Quad.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes all tobacco warehouses and all historic commercial buildings constructed in the early to mid-twentieth century in the town of Hughesville. The majority of properties on the east side of Old Leonardtown Road have been excluded because they are residential in character.

11. Form Prepared By

name/title: Nicole A. Diehlmann (consultant)
organization: Charles County Department of Planning and Growth Management
street & number: P.O. Box 2150
city or town: La Plata state: MD zip code: 20646
e-mail: ndiehlmann@gmail.com
telephone: 410-353-0407
date: June 29, 2018

Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
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Additional Documentation

Submit the following items with the completed form:

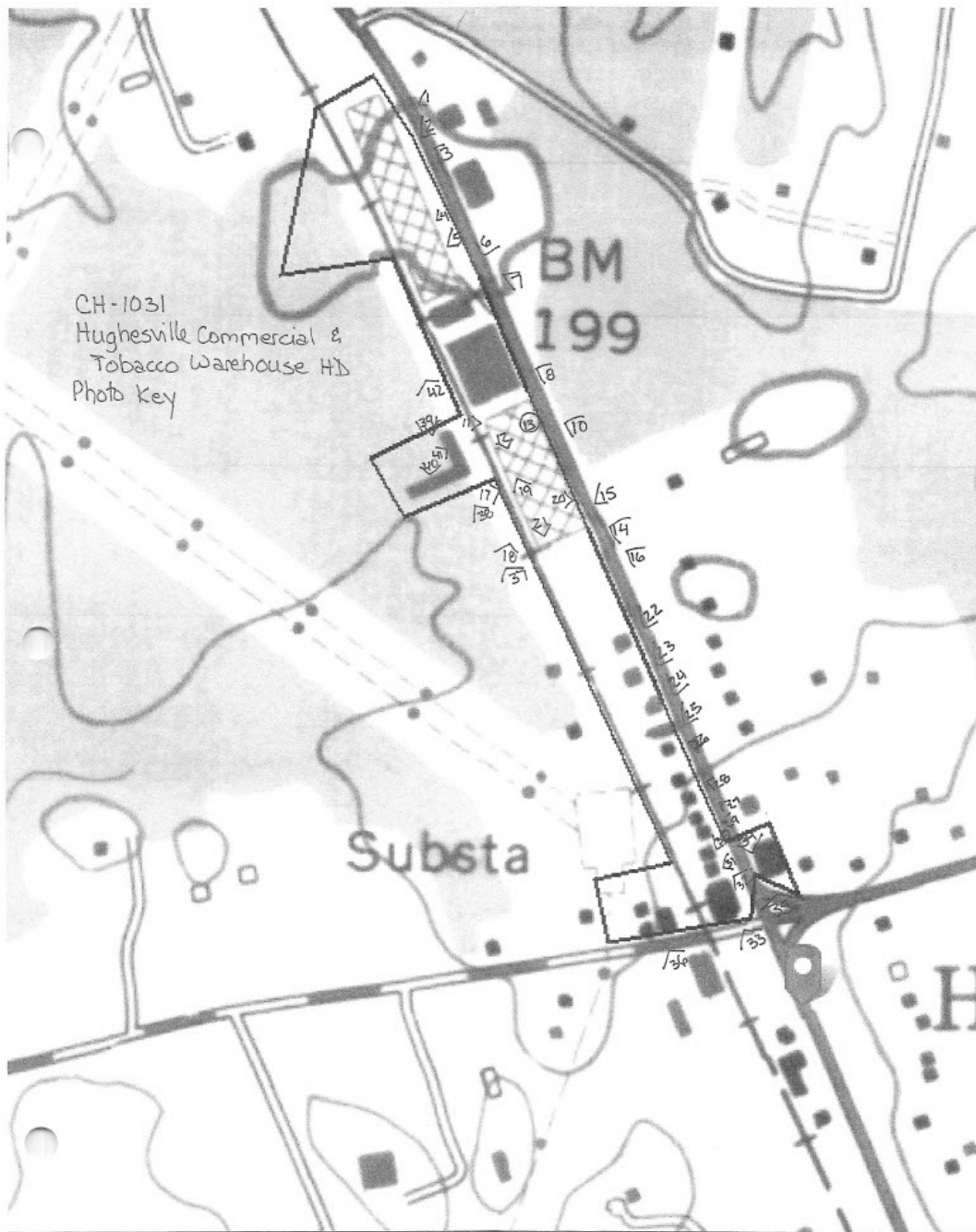
- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Name of Property

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Photo Location Map



1/4 028

Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Name of Property

Charles County, MD
County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Unless otherwise noted, the following information applies to all photographs that accompany this documentation:

Maryland Inventory of Historic Properties (MIHP) Number: CH-1031

Name of Property: Hughesville Commercial and Tobacco Warehouse Historic District

City or Vicinity: Hughesville

County: Charles County

State: Maryland

Photographer: Nicole A. Diehlmann

Date Photographed: March 27, 2018 and May 16, 2018*

Location of original digital files [or negatives]: Maryland SHPO

*While these photographs were taken in 2018, they are still representative of how the historic district exists at the time of the nomination's submission.

Description of Photograph(s) and number, include description of view indicating direction of camera:

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0001.tif
Cousineau Warehouse looking southwest (1/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0002.tif
Farmers Warehouse #1, north end, looking southwest (2/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0003.tif
Farmers Warehouse #1, north end, looking northwest (3/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0004.tif
Farmers Warehouse #1, south end, looking southwest (4/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0005.tif
Old Leonardtown Road street view, looking southwest at Farmers #1, Farmers #2, and Farmers #3 (5/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0006.tif
Farmers Warehouse #2 (left) and south end of Farmers #1 (right), looking southwest (6/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0007.tif
Farmers Warehouse #2, looking northwest (7/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0008.tif

**Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)**

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Name of Property

Farmers Warehouse #3, looking northwest (8/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0009.tif
Farmers Warehouse #3, looking northeast (9/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0010.tif
W.H. Winstead Packing Plant, looking northwest (10/42)
Note: This photograph was taken by Heather Barrett, MHT, 4/21/24.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0011.tif
W.H. Winstead Packing Plant, loading dock, looking southeast (11/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0012.tif
W.H. Winstead Packing Plant, interior, looking south at connection to Hughesville Warehouse (12/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0013.tif
W.H. Winstead Packing Plant, interior, roof vent, looking directly up at ceiling (13/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0014.tif
Hughesville Warehouse, looking northwest (14/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0015.tif
Hughesville Warehouse, detail of east side loading dock, looking northwest (15/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0016.tif
Hughesville Warehouse, south façade of south shed, looking north (16/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0017.tif
Hughesville Warehouse, west façade, looking southeast (17/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0018.tif
Hughesville Warehouse, west side loading dock, looking northeast; rear of Winstead Bldg. to left (18/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0019.tif
Hughesville Warehouse, interior of main block, east side, looking south (19/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0020.tif
Hughesville Warehouse, interior, office, looking southeast (20/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0021.tif
Hughesville Warehouse, interior, south shed, looking southeast (21/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0022.tif
Russell House (right), Stratchko Property I (left), looking southwest (22/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0023.tif
New Commercial Building, 8307 Old Leonardtown Road, looking southwest (23/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0024.tif
Hughesville Motor Company, 8311 Old Leonardtown Road, looking southwest (24/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0025.tif
Hughesville Firehouse, 8317 Old Leonardtown Road, looking southwest (25/42)

**Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)**

Name of Property

Charles County, MD
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MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0026.tif
Southern Maryland Production Credit Association Building, 8329 Old Leonardtown Road, looking
northwest (26/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0027.tif
Hughesville Savings Bank, 8341 Old Leonardtown Road, looking northwest (27/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0028.tif
Old Leonardtown Road Street View, looking northwest at (l-r) Hughesville Savings Bank, Southern
Maryland Production Credit Assoc., Hughesville Firehouse, Hughesville Motor Company (28/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0029.tif
Luther H. Stuckey Building, 8371 Old Leonardtown Road, looking northwest (29/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0030.tif
The Dupree Monk Building, 8377 Old Leonardtown Road, looking southwest (30/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0031.tif
Joseph W. Forbes Building, 8383 Old Leonardtown Road, looking west (31/42).
Note: This photograph was taken by Heather Barrett, MHT, 4/21/24.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0032.tif
Old Leonardtown Road Street View, looking northwest at (l-r) Forbes, Dupree Monk and Stuckey
Buildings (32/42).
Note: This photograph was taken by Heather Barrett, MHT, 4/21/24.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0033.tif
Old Southern Maryland Electric Cooperative Building, 8395 Old Leonardtown Road, looking northwest
(33/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0034.tif
Dudley and Lyon's Department Store, 8394 Old Leonardtown Road, looking southeast (34/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0035.tif
Dudley and Lyon's Department Store, 8394 Old Leonardtown Road, looking northeast (35/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0036.tif
Charles Hotel, 15110 Burnt Store Road, looking northwest (36/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0037.tif
Former Southern Maryland Railroad Right-of-Way, looking north behind Hughesville Warehouse,
dormitories on left (37/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0038.tif
Eastern dormitory, east façade, looking southwest (38/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0039.tif
Western dormitory, looking south across courtyard (39/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0040.tif
Detail of western dormitory, looking southwest (40/42)

Hughesville Commercial and Tobacco
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MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0041.tif
Interior of typical room, eastern dormitory, looking east (41/42)

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic District_0042.tif
Northern dormitory behind Farmers Warehouse #1, looking north (42/42)

Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
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Photo 1 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0001.tif

Cousineau Warehouse looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 2 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0002.tif

Farmers Warehouse #1, north end, looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
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Photo 3 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0003.tif

Farmers Warehouse #1, north end, looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 4 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0004.tif

Farmers Warehouse #1, south end, looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 5 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0005.tif

Old Leonardtown Road street view, looking southwest at Farmers #1, Farmers #2, and
Farmers #3



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 6 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0006.tif

Farmers Warehouse #2 (left) and south end of Farmers #1 (right), looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 7 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0007.tif

Farmers Warehouse #2, looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 8 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0008.tif

Farmers Warehouse #3, looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 9 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0009.tif

Farmers Warehouse #3, looking northeast



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 10 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0010.tif

W.H. Winstead Packing Plant, looking northwest

Note: This photograph was taken by Heather Barrett, MHT, 4/21/24.



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 11 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0011.tif

W.H. Winstead Packing Plant, loading dock, looking southeast



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 12 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0012.tif

W.H. Winstead Packing Plant, interior, looking south at connection to Hughesville
Warehouse



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
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Photo 13 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0013.tif

W.H. Winstead Packing Plant, interior, roof vent, looking directly up at ceiling



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 14 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0014.tif
Hughesville Warehouse, looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 15 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0015.tif

Hughesville Warehouse, detail of east side loading dock, looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 16 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0016.tif

Hughesville Warehouse, south façade of south shed, looking north



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 17 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0017.tif

Hughesville Warehouse, west façade, looking southeast



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 18 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0018.tif

Hughesville Warehouse, west side loading dock, looking northeast; rear of Winstead Bldg. to
left



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)
Name of Property

Charles County, MD
County and State

Photo 19 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0019.tif

Hughesville Warehouse, interior of main block, east side, looking south



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 20 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0020.tif

Hughesville Warehouse, interior, office, looking southeast



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 21 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0021.tif

Hughesville Warehouse, interior, south shed, looking southeast



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 22 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0022.tif

Russell House (right), Stratchko Property I (left), looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 23 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0023.tif

New Commercial Building, 8307 Old Leonardtown Road, looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 24 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0024.tif

Hughesville Motor Company, 8311 Old Leonardtown Road, looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 25 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0025.tif

Hughesville Firehouse, 8317 Old Leonardtown Road, looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 26 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0026.tif

Southern Maryland Production Credit Association Building, 8329 Old Leonardtown Road,
looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 27 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0027.tif

Hughesville Savings Bank, 8341 Old Leonardtown Road, looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 28 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0028.tif

Old Leonardtown Road Street View, looking northwest at (l-r) Hughesville Savings Bank,
Southern Maryland Production Credit Assoc., Hughesville Firehouse, Hughesville Motor
Company



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 29 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0029.tif

Luther H. Stuckey Building, 8371 Old Leonardtown Road, looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 30 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0030.tif

The Dupree Monk Building, 8377 Old Leonardtown Road, looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 31 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0031.tif

Joseph W. Forbes Building, 8383 Old Leonardtown Road, looking west

Note: This photograph was taken by Heather Barrett, MHT, 4/21/24.



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 32 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0032.tif

Old Leonardtown Road Street View, looking northwest at (l-r) Forbes, Dupree Monk and
Stuckey Buildings

Note: This photograph was taken by Heather Barrett, MHT, 4/21/24.



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 33 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0033.tif

Old Southern Maryland Electric Cooperative Building, 8395 Old Leonardtown Road, looking
northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 34 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0034.tif

Dudley and Lyon's Department Store, 8394 Old Leonardtown Road, looking southeast



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 35 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0035.tif

Dudley and Lyon's Department Store, 8394 Old Leonardtown Road, looking northeast



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 36 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0036.tif

Charles Hotel, 15110 Burnt Store Road, looking northwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 37 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0037.tif

Former Southern Maryland Railroad Right-of-Way, looking north behind Hughesville
Warehouse, dormitories on left



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 38 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0038.tif

Eastern dormitory, east façade, looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 39 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0039.tif

Western dormitory, looking south across courtyard



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 40 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0040.tif

Detail of western dormitory, looking southwest



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 41 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0041.tif

Interior of typical room, eastern dormitory, looking east



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD
County and State

Name of Property

Photo 42 of 42.

MD_Charles County_Hughesville Commercial and Tobacco Warehouse Historic
District_0042.tif

Northern dormitory behind Farmers Warehouse #1, looking north



Hughesville Commercial and Tobacco
Warehouse Historic District (CH-1031)

Charles County, MD

Name of Property

County and State

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.