

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Grasonville Survey District (Winchester, Grasonville)

Inventory Number: QA-611

Address: Multiple

Historic District: Yes

City: Grasonville

Zip Code:

County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner:

Tax Account ID Number:

Tax Map Parcel Number(s): Multiple

Tax Map Number: 058D, 058H, 058I

Project: Bay Crossing Study

Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson

Date Prepared: March 11, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The Grasonville Survey District was last surveyed in November 2007 on a Maryland Inventory of Historic Properties Form (MIHP). The surveyors identified 239 resources dating from circa-1850 to circa-1958, the majority of which were domestic. Identified forms and styles included, I-houses, bungalows, Late Victorian, Cape Cod, Craftsman-style bungalows, and a "large number displayed[ed] no identifiable style of form." Commercial and industrial resources were also identified. At the time of documentation, there were few non-historic buildings along Main Street, the primary thoroughfare. The side streets intersecting Main Street had a higher concentration of late-twentieth-century and early-twenty-first-century buildings. The survey mentioned "the historic buildings of Grasonville represent a good collection of late-nineteenth- and early-twentieth-century architectural forms and styles in Queen Anne's County" (Causey and Maready, Jr. 2007). The district was not evaluated for eligibility for the National Register of Historic Places (NRHP).

LOCATION/SETTING

The Grasonville Survey District in Grasonville is along Main Street (MD 18) in the unincorporated town of Grasonville. The district is bound to the north by US 50/301, to the east by Grasonville Cemetery Road, to the south by wooded areas and a residential

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Juan Juan Linn
Reviewer, Office of Preservation Services

Jessica French
Reviewer, National Register Program

4/22/2024

Date

5/15/2024

Date

development, to the southwest by Marshy Creek, and to the west by Parks Way. Throughout the district, Main Street is a two-lane road with the occasional turning lane. The tree coverage is denser along the south side of the district than the north side. On the whole, buildings in the district are set back from the road and the density is typical of what would be expected along the main road in a linear community. Beginning east of Chester River Beach Road, concrete sidewalks run along the north side of Main Street. Smaller sidewalks run along the intersecting streets. The landscaping is largely open lots with grass cover and the occasional ornamental garden.

RESOURCE DESCRIPTION

The 2007 MIHP form includes a table of 239 properties (146 contributing and 93 non-contributing) with their address and contributing/non-contributing status. Field survey, Google Street View, and historic aerials were used to chart any changes along Main Street and secondary streets (where coverage was provided). The survey district contains a mixture of one- and two-story mostly frame buildings with the majority being dwellings. Most of the buildings were constructed between the late nineteenth century and the late twentieth century. Many of the dwellings along Main Street were converted to commercial use, but there are a few purpose-built commercial buildings. The majority of twentieth-century dwellings are seen in the western end of the district. Other buildings in the district include an industrial building, two government buildings, and a religious building. Building styles and forms include bungalows, Craftsman, I-Houses, and modified Cape Cods. The buildings are clad in vinyl siding, aluminum siding, brick, shingle siding, and wood siding. They feature wood and vinyl windows, and fiberglass, wood, and metal doors. Most roofs are clad in asphalt shingles.

The integrity of design and material in the survey district has been altered. The majority of buildings have had their doors, windows, and/or siding replaced. Many dwellings now feature rear or side additions, some nearly half the size of the original footprint. In dwellings converted to commercial use, some feature storefront configurations instead of the original openings.

Overall, there were minor changes to the density of the district and the setting/landscaping has not been changed. The contributing dwelling at 4139 Main Street was demolished circa 2019 and replaced with two dwellings. Contributing dwellings at 101 Kings Store Road and 4819 Main Street were also demolished and replaced with newer dwellings. The contributing building at 4905 Main Street was demolished circa 2021. Three circa- 2017 and 2018 buildings were constructed on previously empty lots. Overall, the collection of resources within the survey district remain an average collection of forms and styles typically found in Queen Anne's County. No dwellings or buildings rise to the high style examples of their forms and styles.

HISTORIC CONTEXT

The 2007 MIHP form provides a detailed history of the survey district from the mid-nineteenth century through the mid-1950s. Below is a summary.

Main Street (MD 18), running through the center of Grasonville, made it a major hub. The eighteenth-century road led from Queenstown, the first Queen Anne's County seat, to Annapolis. By 1858, the mail coach and frequent travelers ran through the community, then called Winchester. Two notable stores were established during this time, Rhode's Store and Ford's Store, both extant. By 1877, a post office was established in the community inside Ford's Store at 5107-5113 Main Street (Causey and Maready, Jr. 2007).

The town grew through the late nineteenth century due to the boom in maritime industries given its location near Winchester and Jackson Creeks. By the last quarter of the nineteenth century, steamships came to Grasonville. A wharf was built on Jackson Creek in 1886. These steamships carried goods to and from Queen Anne's County from Annapolis and Baltimore. The arrival of the steamships created a critical link to larger trade networks along the Chesapeake Bay (Causey and Maready, Jr. 2007).

The introduction of the Queen Anne Railroad in 1902 spurred more growth in the community. The line ran across the Kent Narrows connecting Queenstown to Love Point. The railroad station (no longer extant) was built on Station Lane, running north from Main Street. Now located at the crossroads of a major road, rail line, and steamship line, Winchester prospered. Roads continued to improve in the 1920s, and in 1921, Winchester was renamed Grasonville (Causey and Maready, Jr. 2007).

Through the 1920s and 1940s, the town grew with larger tracts subdivided to create more commercial and residential town lots. The density of Main Street increased. Some of the bungalow dwellings from this period remain along Main Street (Causey and Maready, Jr. 2007).

Railroad passenger service through the town ceased in 1938 by order of Maryland Public Service Commission. Freight service was cancelled in 1958. The first Chesapeake Bay Bridge opened in 1952 accessed by the new US 50/301 highway, which ran north of Grasonville following the former railroad alignment. With these changes in transportation routes, Grasonville was no longer at the

crossroads of major transportation routes. US 50/301 physically cut off the community from those travelling through Queen Anne's County. The highway also physically cut off Grasonville from its former steamship routes and severed its connection to the creeks (Causey and Maready, Jr. 2007).

Since the mid-twentieth century, the population in Grasonville has grown slowly only reaching 2,500 people in 1990 from about 2,000 people in 1966 (Queen Anne's County 2011, 28; The Evening Sun 1966, 18). Seafood processing continued to be a key industry in the area through the 1960s with the United Shellfish Warehouse workers voting to unionize in 1965 (The Sun 1965, 154). Population growth in the Kent Narrows, Stevensville, and Grasonville areas due to suburbanization after the construction of the Chesapeake Bay Bridge spans in 1952 and 1973 strained the area's wastewater infrastructure and a new system was built between 1979 and 1982 (Emory 1983, 1). Within the survey district, Grasonville constructed a public housing development in 1994 to support the growing population of lower-income adults that needed to relocate during the construction of the Kent Narrows Bridge. Grasonville Terrace is located on the south side of Main Street between Schoolhouse Lane and Gravel Run Road (The Sun 1994, 134). Fisher Manor, on Grasonville Cemetery Road outside of the survey district, was also constructed to provide lower-income families with a place to relocate (Diehlmann et al. 2023, 2-26).

INTEGRITY

Grasonville Survey District retains integrity of location but does not retain integrity of setting. As it was established in the eighteenth century and flourished in the nineteenth century, Grasonville was connected to the Winchester and Jackson Creeks, which provided opportunities for maritime industries and access to steamship lines. The introduction of US 50/301 in the early 1950s, which ran north of Main Street, severed the community's connection with these water sources, altering a key component of its setting. Continuing through the 1950s, agricultural land north and south of Main Street has been infilled and patchwork cropland turned to residential development with lawns (NETROnline var.). In some instances, the formerly open land is now covered in mature trees. A major intrusion in the community was the addition of on/off ramps for US 50/301 along Chester River Beach Road between 1982 and 1992 (NETROnline var.).

Grasonville does not retain integrity of design, materials, and workmanship. The integrity has been diminished by infill development, the mid-twentieth-century addition of US 50/301, and prominent additions and alterations to existing dwellings and commercial buildings. Pockets of infill along Main Street and secondary streets changed the density of the community. Contributing to this change in density is the 1980s infill along Waterman Court; commercial development along Pullman Crossing and Knapp Road and fronting Main Street; commercial development along the south side of Main Street at the intersection of Chester River Beach Road; and early twenty-first century commercial and residential development on Gravel Run Road, some of which fronts Main Street. Many of the buildings in the survey district have been altered. The most common alterations include asphalt shingles, vinyl siding, replacement doors and windows, infilled porches, and side and rear additions. The Rhode's Store at 4805 Main Street, a key example of the community's mid-nineteenth century prominence, received a large, one-story addition along its street-facing façade. Ford's Store, 5107 Main Street, was re-sided and replacement windows were added.

Given the lack of integrity of setting, design, materials, and workmanship, Grasonville does not retain integrity of feeling as a mid-nineteenth to mid-twentieth century linear community. Grasonville does not retain integrity of association. The community was established around the main inter-county thoroughfare (Main Street) and access to Winchester Creek and Jackson Creek. The introduction of US 50/301 cut off that immediate access to Winchester and Jackson Creeks and the new highway bypassed the town and became the new thoroughfare.

ELIGIBILITY DETERMINATION

The Grasonville Survey District was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Grasonville is associated with commercial growth and maritime trade in Queen Anne's County and was an important hub of major transportation routes in the mid-nineteenth century through the mid-twentieth century. However, the cancellation of rail service, halting of steamship service, and the introduction of US 50/301 during the early 1950s altered the community as it was longer connected to these important modes of transit. US 50/301 took the place of Main Street as a major inter-county thoroughfare diminishing Grasonville's association with transportation and trade. Alterations and additions within the district removed the district's ability to convey its association with commercial growth and maritime trade in the county. Therefore, the Grasonville Survey District is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Grasonville Survey District is not eligible under Criterion B.

The Grasonville Survey District is not eligible under Criterion C. Research has found no association with a master, nor does the resource have high artistic value. The collection of resources with the survey district constitutes the typical assemblage of those found in Queen Anne's County: I-houses, side gable and cross gable wood-framed dwellings, bungalows, and mid-twentieth century minimal traditional and ranch dwellings. The integrity of design, workmanship, and materials in the survey district has been compromised with side and rear additions to the majority dwellings and alterations to siding, windows, and doors. Infill development has diminished the district's integrity of setting, feeling, and association as a representative example of a nineteenth-twentieth century linear town in Queen Anne's County. Comparatively, there are better examples of linear towns in Queen Anne's County. Both the Stevensville Historic District (MIHP No. QA-463, NRHP listed in 1986) and the Centreville Historic District (MIHP No. QA-541, NRHP listed in 2004) are linear towns which grew in the nineteenth and early twentieth century as transportation hubs for water, railroad, and later automobiles. These two districts maintain large, intact, concentrations of dwellings and commercial buildings from the nineteenth and early twentieth centuries that are less altered than Grasonville.

BOUNDARY DESCRIPTION

The Grasonville Survey District encompasses 129 acres and runs along the north and south sides of Main Street (MD 18) from Parks Way at the west end to Grasonville Cemetery Road to the east. The survey district also includes portions of secondary streets intersecting Main Street. The survey district is found on Queen Anne's Country Tax Maps 058D, 058H, 058I.

REFERENCES

- Causey, Evelyn D., and Gerald M. Maready, Jr. "The Grasonville Survey District." Maryland Inventory of Historic Properties Form, November 2007. <https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-611.pdf>.
- Emory, Peter. "Shanty Residents Hoping for a New Life." The Star-Democrat, June 23, 1983.
- Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. <https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx>.
- NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. <https://www.historicaerials.com/>.
- Queen Anne's County. "Queen Anne's County 2011 Comprehensive Water and Sewerage Plan." Departments of Public Works, Planning & Zoning, and Environmental Health, May 10, 2011. <https://www.qac.org/DocumentCenter/View/9053/Comprehensive-Water--Sewer-Plan-FINAL?bidId=>.
- Stuart, Marion, James B. White, and Bruce Smith. 1986. "Stevensville." National Register of Historic Places Inventory Nomination Form. https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-969.pdf
- The Evening Sun (Baltimore, Maryland). 1966. "Shore Area Gets Clinic, Doctor." July 25, 1966.
- The Sun (Baltimore, Maryland). 1965. "Union Wins Vote in Seafood Plant," February 20, 1965.
- Touart, Paul Baker and Mary T. McCarthy. 2004. "Centreville." National Register of Historic Places Inventory Nomination Form. https://apps.mht.maryland.gov/medusa/PDF/NR_PDFs/NR-1385.pdf

Grasonville Survey District (Winchester, Grasonville)

Location: Multiple

City: Grasonville

QA-611

Queen Annes County



Parcel Boundaries

0 0.28 0.55
Miles
Scale: 1:15,000



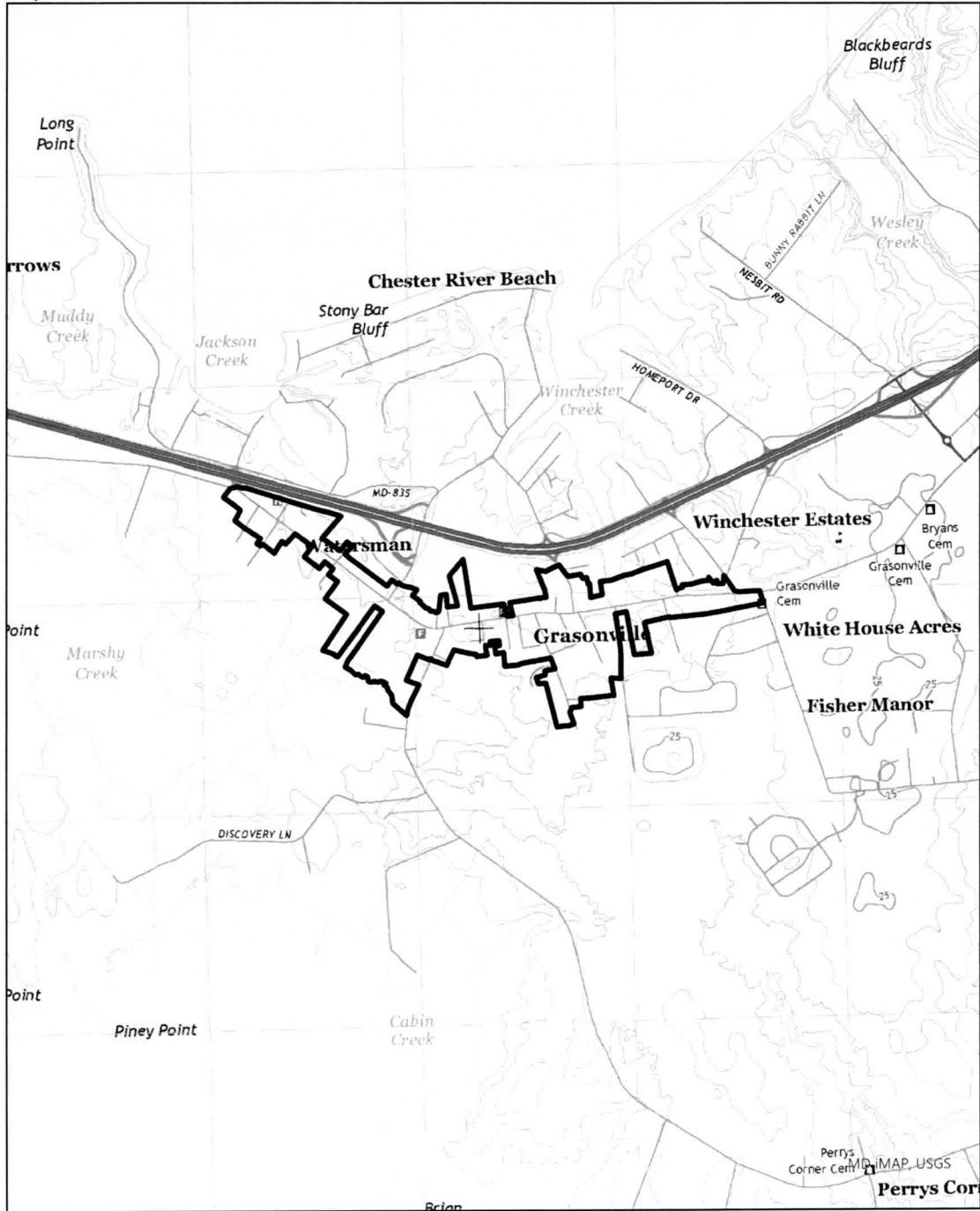
Grasonville Survey District (Winchester, Grasonville)

Location: Multiple

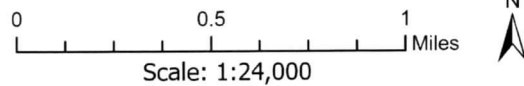
City: Grasonville

QA-611

Queen Annes County



USGS 7.5' Quadrangle - Queenstown



PHOTOGRAPHS



Photo 1 of 12: An example of infill at 5121 Main Street, looking north



Photo 2 of 12: Typical bungalow-style dwelling at 5101 Main Street, looking northwest

PHOTOGRAPHS



Photo 3 of 12: Typical dwellings at 4922 and 4918 Main Street, looking south.



Photo 4 of 12: View looking along Main Street at Schoolhouse Road, looking northeast. The circa 1900 commercial building at 4805 Main Street is one of the few commercial buildings in the survey district

PHOTOGRAPHS



Photo 5 of 12: Typical early-twentieth-century dwelling at 4607 Main Street, looking northwest



Photo 6 of 12: Example of altered cross-gable dwellings at 4217 and 4221 Main Street, looking northwest

PHOTOGRAPHS



Photo 7 of 12: Example of early-twentieth-first century infill at 4139 Main Street, looking north



Photo 8 of 12: Typical altered I-house at 4115 Main Street, looking northwest

PHOTOGRAPHS



Photo 9 of 12: Mid-twentieth-century Volunteer Fire Station at 4128 Main Street, looking southeast



Photo 10 of 12: Typical mid-twentieth-century dwellings at 4100 and 4036 Main Street, looking southeast

PHOTOGRAPHS



Photo 11 of 12: Minimal Traditional dwellings at 4001 and 4003 Main Street, looking northwest



Photo 12 of 12: View along Main Street showing a typical bungalow-style dwelling at 3706 Main Street and a commercial building at 3704 Main Street, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-611

Grasonville Survey District (Winchester, Grasonville)

PHOTO LOG

Number of Photos: **12**

Name of Photographer: **Sara Wilson**

Date of Photographs: **12/7/2023**

Location of Original Digital File: **MHT**

File Format: **QA-611_12/7/2023_01.tif... etc.**

Photographs inserted on continuation sheets:

QA-0611_2023-12-7_01

Photo 1 of 12: An example of infill at 5121 Main Street, looking north

QA-0611_2023-12-7_02

Photo 2 of 12: Typical bungalow-style dwelling at 5101 Main Street, looking northwest

QA-0611_2023-12-7_03

Photo 3 of 12: Typical dwellings at 4922 and 4918 Main Street, looking south.

QA-0611_2023-12-7_04

Photo 4 of 12: View looking along Main Street at Schoolhouse Road, looking northeast. The circa 1900 commercial building at 4805 Main Street is one of the few commercial buildings in the survey district

QA-0611_2023-12-7_05

Photo 5 of 12: Typical early-twentieth-century dwelling at 4607 Main Street, looking northwest

QA-0611_2023-12-7_06

Photo 6 of 12: Example of altered cross-gable dwellings at 4217 and 4221 Main Street, looking northwest

QA-0611_2023-12-7_07

Photo 7 of 12: Example of early-twentieth-first century infill at 4139 Main Street, looking north

QA-0611_2023-12-7_08

Photo 8 of 12: Typical altered I-house at 4115 Main Street, looking northwest

QA-0611_2023-12-7_09

Photo 9 of 12: Mid-twentieth-century Volunteer Fire Station at 4128 Main Street, looking southeast

QA-0611_2023-12-7_10

Photo 10 of 12: Typical mid-twentieth-century dwellings at 4100 and 4036 Main Street, looking southeast

QA-0611_2023-12-7_11

Photo 11 of 12: Minimal Traditional dwellings at 4001 and 4003 Main Street, looking northwest

QA-0611_2023-12-7_12

Photo 12 of 12: View along Main Street showing a typical bungalow-style dwelling at 3706 Main Street and a commercial building at 3704 Main Street, looking northwest

QA-611
Grasonville Survey District
Grasonville, Queen Anne's County

ca. 1850-1958
Private/Public

The Grasonville Survey District runs for approximately one-and-three-quarters miles along Main Street, as well as along parts of seventeen other streets. The district represents the historic center of the unincorporated town, encompassing domestic, commercial, industrial, religious, and governmental resources. It is composed of 146 contributing properties and 93 non-contributing properties. The district includes vernacular architectural forms and styles popular during the last half of the nineteenth century and the first half of the twentieth. However, many Grasonville houses from the same eras display no standard form or style. A few I-houses are present in the Grasonville Survey District, and a small cluster of early twentieth-century bungalows at the western end of the district also stands out. Along Main Street, the district's primary thoroughfare, relatively few non-historic buildings intrude upon the streetscape. On the side streets that run perpendicular to Main Street, the concentration of historic resources is lower, as late twentieth-century and early twenty-first-century structures are more prevalent.

The historic buildings of Grasonville represent a good collection of late nineteenth- and early twentieth-century architectural forms and styles in Queen Anne's County. The town's buildings reflect its development and the local economy from the late nineteenth century through the mid-twentieth century. Never incorporated, Grasonville retains the mostly linear pattern of development tied to the main public road that distinguished it from its beginnings in the mid-nineteenth century. Established by the mid-nineteenth century and initially known as Winchester, Grasonville lies along Route 18 (Main Street), which had been a major thoroughfare in Queen Anne's County since the eighteenth century. Nestled between the waters of Winchester, Jackson and Marshy creeks, the town was home to many watermen; consequently, the town grew during the late nineteenth-century increase in commercial oystering and crabbing. With the construction of a steamboat landing on Jackson's Creek in 1886 and the arrival of a railroad line just north of town in 1902, Grasonville lay along all three of the major transportation routes in late nineteenth- and early twentieth-century Queen Anne's County. The town's growth slowed after the early 1950s, as transportation routes bypassed the town.

Inventory No. QA-611

1. Name of Property (indicate preferred name)

historic Winchester, Grasonville

other Grasonville Survey District (preferred)

2. Location

street and number _____ not for publication

city, town Grasonville, MD _____ vicinity

county Queen Anne's County

3. Owner of Property (give names and mailing addresses of all owners)

name	Multiple properties
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street and number telephone

city, town state zip code

4. Location of Legal Description

courthouse, registry of deeds, etc.	N/A	liber	folio
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city, town	tax map	tax parcel	tax ID number
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5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other:

6. Classification

[illegible]

7. Description

Inventory No. QA-611

Condition

☐ excellent	☐ deteriorated
☒ good	☐ ruins
☐ fair	☐ altered

Summary

The Grasonville Survey District runs for approximately one-and-three-quarters miles along Main Street, as well as along parts of seventeen other streets. The district represents the historic center of the unincorporated town, encompassing domestic, commercial, industrial, religious, and governmental resources. It is composed of 146 contributing properties and 93 non-contributing properties. The district includes vernacular architectural forms and styles popular during the last half of the nineteenth century and the first half of the twentieth. However, many Grasonville houses from the same eras display no standard form or style. A few I-houses are present in the Grasonville Survey District, and a small cluster of early twentieth-century bungalows at the western end of the district also stands out. Along Main Street, the district's primary thoroughfare, relatively few non-historic buildings intrude upon the streetscape. On the side streets that run perpendicular to Main Street, the concentration of historic resources is lower, as late twentieth-century and early twenty-first-century structures are more prevalent.

Description

Setting/Landscape

Grasonville is an unincorporated town in Queen Anne's County, Maryland. It is located south of U.S. Route 50/301, and approximately one mile east of the Kent Island Narrows. It sits at the head of Piney Neck, which is bordered on the west by Prospect Bay and on the east by the Wye River. No more than one-half mile at its widest, Grasonville lines Main Street (Maryland Route 18) for nearly two miles. The Grasonville Survey District, which comprises the historic heart of the town, runs for approximately one-and-three-quarters miles along Main Street, as well as along parts of seventeen other streets. The side streets housing the largest numbers of resources are Melvin Avenue, Perrys Corner Road, and Station Lane.

The Grasonville Survey District displays no formal planning. The buildings that line the streets within the district generally face the right-of-way and are generally set back twenty to thirty feet from the roadway. On the whole, the district displays the density expected of a small town or early suburban community.

The Grasonville Survey District's landscape is essentially level, with open, grassy lots dotted by mature trees and shrubs. Most of the lots in the district back onto other residential lots, although some are in front of wooded or marshy areas. Main Street (Maryland Route 18) is a two-lane, asphalt-paved, state secondary highway. It is lined by a poured concrete sidewalk along its north side, but neither its south side nor any of the side streets have sidewalks. Utility poles and street lighting are irregularly placed along Main Street.

Building Patterns, Types, Styles, Materials, & Details

The district contains a total of 239 resources that are overwhelmingly domestic in form. The dwellings are generally modestly sized and adorned, with a large number displaying no identifiable style or form. I-houses and bungalows are the most distinctive housing forms present in the Grasonville Survey District. Late Victorian finishes are most common among the houses that display decorative elements, although none display the exuberance of houses from the same era in some other towns in Queen Anne's County, such as Centreville. The majority of the twentieth-century housing in the district is located at its western end; bungalows and modified Cape Cods predominate. The bungalows overwhelmingly are executed in the Craftsman style. Many of the formerly residential buildings along Main Street have been converted to commercial uses, with relatively few replaced by newer, purpose-built commercial structures. The survey identified three historic, purpose-built commercial buildings, as well as one historic industrial building, two governmental buildings, and one historic religious building, all of which are located on Main Street. Nearly all of the historic resources in the district are of frame construction.

Most of the I-houses in the survey district date to the late nineteenth or early twentieth century, and display few architectural embellishments. The I-house at 4705 Main Street, which dates to the last quarter of the nineteenth century, is a good example of that housing form in Grasonville. It is a three-bay, two-and-one-half-story, side-gable dwelling, with a steeply pitched, centered front gable. It resembles many of the farmhouses located throughout Queen Anne's County, but it is smaller than most farmhouses. The house's size is likely the result of its location on a relatively small town lot, rather than in a rural area. Like the majority of the houses in Grasonville, it displays only a few modest decorative details, the most prominent being the arched-top, six-over-six window located in the gable, and the boxed wood cornice with an ogee cymatium. A similar dwelling is located at 4709 Main Street.

The I-house at 4801 Main Street illustrates the conversion of residential buildings to commercial uses that is common along Main Street in the Grasonville Survey District. The two-story, four-bay building has a side-gable roof, and interior-end, brick chimneys

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. QA-611

Name: Grasonville Survey District
Continuation Sheet

Number 7 Page 1

located at the east and west ends. A one-story, non-historic, metal-frame building that is used as a seafood market is attached to the rear of the house via a gable-roofed breezeway; the side yard of the property has been converted to a gravel parking lot.

A cluster of approximately five twentieth-century bungalows is located at the west end of the Grasonville Survey District. Most have been extensively altered; the house at 3917 Main Street displays the least altered exterior. It is a circa 1925, one-and-one-half-story dwelling with a full-width porch. A garage, also built circa 1925, bears matching finishes, and stands northwest of the house. The overhanging eaves of the house's side-gable roof are supported by wood brackets, as are those on its front-gabled façade dormer. Wide, shallow-arched bays distinguish the front porch; battered wood posts support its shed roof. The cohesiveness and sophistication of the Craftsman detailing exhibited by this bungalow and its garage is atypical for early twentieth-century houses in Queen Anne's County, suggesting that it could have been a mail-order house; however, there is no identifiable house model to which it conforms.

The dwelling located at 3939 Main Street is typical of post-World War II housing in the Grasonville District. Built circa 1950, it is a one-story, three-bay, side-gabled house. It displays a modified Cape Cod form, with hints of Colonial Revival styling. The house exhibits a front-gabled portico supported by square wood posts; a shed-roofed carport on the east side appears to be an addition. Ranch houses are another common form among the late twentieth-century dwellings in Grasonville.

Two of the identifiably commercial structures in the survey district stand on the north side of Main Street. Ford's Store (QA-626), located at 5107-5113 Main Street, is situated at the eastern end of the Grasonville Survey District, while the Rhodes Store, located at 4805 Main Street, stands closer to the center of the district. Both buildings date to the last half of the nineteenth century, and display Late Victorian decorative elements. The majority of the decoration on both buildings is concentrated upon their façade, focusing attention on that elevation. Ford's Store is a two-and-one-half-story, three-bay, cross-gabled building, with a rear, two-story, gable-roofed addition. The front-gabled façade features a one-story, front-gabled portico; a large, ogee-molded wood cornice supported by scroll-sawn, wood brackets located above the first story; and cornice returns. The former Rhodes Store is a two-and-one-half-story, front-gabled building with two shed-roofed side additions. The façade exhibits arched, two-over-two windows occupying both the second story and the gable, and large cornice returns imply a pediment, adding formality to the elevation. Substantial, non-historic, one-story additions cover the entire first story on the façade, west, and rear (north) elevations.

The Perfect Garment Company (QA-625), located at 4611 Main Street, represents industrial architecture in the Grasonville Survey District. Built as a shirt factory, the one-story, front-gabled building faces the street. Its symmetrical façade is five bays wide, and the building is nine bays deep; a one-story, frame loading dock is attached to the rear (north) elevation. The building was constructed circa 1935-1940 and displays modest Craftsman detailing, such as overhanging eaves, exposed rafter tails, and square-edged window and door surrounds. Although some minor exterior alterations have been made to The Perfect Garment Company, it retains its historic character. According to local residents, the shirt factory was originally located in the building at 4817-4819 Main Street. This house appears to have been built circa 1915, and is a two-story, L-shaped building with a cross-gable roof. Currently used as a multiple dwelling, the building displays no evidence of its industrial past.

The Immanuel United Methodist Church is the only religious building located with the Grasonville Survey District. Built in 1954, the common-bond brick church is a one-story, one-bay, front-gabled building, with a prominent bell tower on its west side. The first story of the bell tower houses the church's entry. The 1954 church building combined two earlier church buildings which were then remodeled, explaining the building's retardataire form and style.

Alterations & Intrusions (typical building additions & alterations; road changes; removals; demolition)

The roads through the Grasonville Survey District appear to retain their historic alignments. Some non-historic commercial development is spreading south from U.S. Route 50/301. Many of the formerly residential buildings lining Main Street have been converted to commercial use. A circa 1960 firehouse, a circa 2000 post office, and a circa 1990 senior center are the most prominent non-historic buildings on Main Street. Grasonville's side streets exhibit an increasing amount of non-historic residential development, especially south of Main Street, near Piney Neck's many creeks and inlets. The Grasonville Survey District maintains its historic setting and character.

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Name: Grasonville Survey District
Continuation Sheet

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Resource Inventory / Characteristic Resources:

Number	Name/Address	Contributing (C) or Non-contributing (NC)
1	101 Church Court	C
2	103 Church Court	C
3	109 Church Court	NC
4	113 Church Court	C
5	119 Church Court	NC
6	201 Church Lane	NC
7	205 Church Lane	NC
8	109 Coursey Road	C
9	110 Coursey Road	NC
10	Grasonville Cemetery	C
11	112 Grasonville Terrace	NC
12	116 Grasonville Terrace	NC
13	128 Gravel Run Road	C
14	134 Gravel Run Road	NC
15	138 Gravel Run Road	NC
16	202 Gravel Run Road	NC
17	110 James Lane	NC
18	111 James Lane	NC
19	101 King Store Road	C
20	111 King Store Road	C
21	112 King Store Road	NC
22	113 King Store Road	NC
23	116 King Store Road	NC
24	117 King Store Road	C
25	200 King Store Road	C
26	210 King Store Road	C
27	301 King Store Road	C
28	201 Knapp Road	C
29	107 Main Court	C
30	3700 Main Street	NC
31	3701 Main Street	NC
32	3704 Main Street	C
33	3706 Main Street	C
34	3712 Main Street	C
35	3729 Main Street	C
36	3800 Main Street	C
37	3801 Main Street	C
38	3802 Main Street	C
39	3805 Main Street	C

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Number	Name/Address	Contributing (C) or Non-contributing (NC)
40	3809 Main Street	C
41	3812 Main Street	C
42	3901 Main Street	C
43	3902 Main Street	C
44	3903 Main Street	NC
45	3904 Main Street	NC
46	3908 Main Street	C
47	3911 Main Street	NC
48	3917 Main Street	C
49	3921 Main Street	C
50	3924 Main Street	C
51	3925 Main Street	NC
52	3926 Main Street	NC
53	3928 Main Street	NC
54	3929 Main Street	C
55	3935 Main Street	C
56	3939 Main Street	C
57	3943 Main Street	C
58	3947 Main Street	NC
59	3951 Main Street	NC
60	4000 Main Street	C
61	4001 Main Street	C
62	4003 Main Street	C
63	4004 Main Street	C
64	4007 Main Street	C
65	4008 Main Street	NC
66	4012 Main Street	C
67	4013 Main Street	C
68	4015 Main Street	NC
69	4016 Main Street	C
70	4017 Main Street	C
71	4020 Main Street	C
72	4025 Main Street	C
73	4028 Main Street	NC
74	4029 Main Street	C
75	4033 Main Street	C
76	4036 Main Street	C
77	4041 Main Street	NC
78	4045 Main Street	C
79	4100 Main Street	NC

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Number	Name/Address	Contributing (C) or Non-contributing (NC)
80	4107 Main Street	C
81	4111 Main Street	C
82	4114 Main Street	C
83	4115 Main Street	C
84	4116 Main Street	C
85	4119 Main Street	C
86	4120 Main Street	C
87	4124 Main Street	C
88	4128 Main Street	NC
89	4132 Main Street	NC
90	4134 Main Street	C
91	4135 Main Street	C
92	4136 Main Street	C
93	4139 Main Street	C
94	4143 Main Street	NC
95	4145 Main Street	C
96	4201 Main Street	NC
97	4202 Main Street	C
98	4203 Main Street	C
99	4205 Main Street	NC
100	4206 Main Street	C
101	4209 Main Street	C
102	4211 Main Street	C
103	4212 Main Street	C
104	4214 Main Street	C
105	4215 Main Street	C
106	4217 Main Street	C
107	4218 Main Street	NC
108	4221 Main Street	NC
109	4222 Main Street	C
110	4223 Main Street	C
111	4300 Main Street	NC
112	4303 Main Street	NC
113	4304 Main Street	C
114	4311 Main Street	NC
115	4312 Main Street	NC
116	4313 Main Street	NC
117	4316 Main Street	C
118	4402 Main Street	NC
119	4406 Main Street	NC

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Name: Grasonville Survey District
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Number	Name/Address	Contributing (C) or Non-contributing (NC)
120	4411 Main Street	NC
121	4501 Main Street	C
122	4502 Main Street	C
123	4505 Main Street	NC
124	4508-4510 Main Street	C
125	4509 Main Street	C
126	4513 Main Street	C
127	4601 Main Street	C
128	4605 Main Street	NC
129	4607 Main Street	C
130	4611 Main Street	C
131	4612 Main Street	NC
132	4700 Main Street	C
133	4701 Main Street	NC
134	4705 Main Street	C
135	4709 Main Street	C
136	4801 Main Street	C
137	4802 Main Street	NC
138	4805 Main Street	C
139	4809 Main Street	NC
140	4813 Main Street	C
141	4817-4819 Main Street	C
142	4821 Main Street	C
143	4823 Main Street	C
144	4825 Main Street	C
145	4905 Main Street	C
146	4918 Main Street	C
147	4919 Main Street	C
148	4921 Main Street	C
149	4922 Main Street	NC
150	4925 Main Street	C
151	4926 Main Street	C
152	4943 Main Street	NC
153	5001 Main Street	C
154	5002 Main Street	C
155	5005 Main Street	NC
156	5006 Main Street	C
157	5009 Main Street	C
158	5013 Main Street	C
159	5101 Main Street	C

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Name: Grasonville Survey District
Continuation Sheet

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Number	Name/Address	Contributing (C) or Non-contributing (NC)
160	5105 Main Street	NC
161	5106 Main Street	NC
162	5107-5113 Main Street	C
163	5112 Main Street	NC
164	5115 Main Street	NC
165	5118 Main Street	C
166	5121 Main Street	NC
167	5122 Main Street	C
168	5125 Main Street	C
169	5128 Main Street	NC
170	5129 Main Street	C
171	5130 Main Street	NC
172	5204 Main Street	C
173	5208 Main Street	C
174	107 Marshy Creek Road	C
175	109 Marshy Creek Road	C
176	107 Melvin Avenue	NC
177	108 Melvin Avenue	C
178	112 Melvin Avenue	C
179	116 Melvin Avenue	C
180	118 Melvin Avenue	C
181	119 Melvin Avenue	C
182	200 Melvin Avenue	C
183	201 Melvin Avenue	NC
184	207 Melvin Avenue	NC
185	301 Melvin Avenue	NC
186	304 Melvin Avenue	C
187	307 Melvin Avenue	NC
188	308 Melvin Avenue	NC
189	311 Melvin Avenue	NC
190	314 Melvin Avenue	C
191	317 Melvin Avenue	NC
192	319 Melvin Avenue	NC
193	320 Melvin Avenue	NC
194	321 Melvin Avenue	NC
195	401 Melvin Avenue	C
196	404 Melvin Avenue	C
197	407 Melvin Avenue	C
198	416 Melvin Avenue	C
199	111 Moes Lane	C

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Name: Grasonville Survey District
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Number	Name/Address	Contributing (C) or Non-contributing (NC)
200	113 Moes Lane	NC
201	201 Moes Lane	C
202	105 Perrys Corner Road	NC
203	106 Perrys Corner Road	NC
204	107 Perrys Corner Road	C
205	108 Perrys Corner Road	NC
206	111 Perrys Corner Road	NC
207	113 Perrys Corner Road	C
208	115 Perrys Corner Road	NC
209	120 Perrys Corner Road	C
210	201 Perrys Corner Road	C
211	205 Perrys Corner Road	C
212	100 Quinn Road	C
213	106 Quinn Road	NC
214	112 Quinn Road	NC
215	114 Quinn Road	NC
216	115 Quinn Road	NC
217	116 Quinn Road	C
218	118 Quinn Road	C
219	121 Quinn Road	C
220	200 School House Lane	NC
221	203 School House Lane	NC
222	204 School House Lane	C
223	207 School House Lane	NC
224	208 School House Lane	NC
225	212 School House Lane	C
226	215 School House Lane	NC
227	216 School House Lane	NC
228	106 Station Lane	NC
229	108 Station Lane	C
230	109 Station Lane	C
231	110 Station Lane	NC
232	112 Station Lane	C
233	113 Station Lane	C
234	115 Station Lane	C
235	119 Station Lane	NC
236	121 Station Lane	C
237	107 Whittico Lane	C
238	111 Whittico Lane	NC
239	113 Whittico Lane	NC

8. Significance

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Period	Areas of Significance	Check and justify below			
☐ 1600-1699	☐ agriculture	☐ economics	☐ health/medicine	☐ performing arts	
☐ 1700-1799	☐ archeology	☐ education	☒ industry	☐ philosophy	
☒ 1800-1899	☒ architecture	☐ engineering	☐ invention	☐ politics/government	
☒ 1900-1999	☐ art	☐ entertainment/	☐ landscape architecture	☒ religion	
☐ 2000-	☒ commerce	☐ recreation	☐ law	☐ science	
	☐ communications	☐ ethnic heritage	☐ literature	☐ social history	
	☐ community planning	☐ exploration/	☐ maritime history	☐ transportation	
	☐ conservation	☐ settlement	☐ military	☐ other: _____	

Specific dates

Architect/Builder

Construction dates

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Summary Statement of Significance

The historic buildings of Grasonville represent a good collection of late nineteenth- and early twentieth-century architectural forms and styles in Queen Anne's County. The town's buildings reflect its development and the local economy from the late nineteenth century through the mid-twentieth century. Never incorporated, Grasonville retains the mostly linear pattern of development tied to the main public road that distinguished it from its beginnings in the mid-nineteenth century. Established by the mid-nineteenth century and initially known as Winchester, Grasonville lies along Route 18 (Main Street), which had been a major thoroughfare in Queen Anne's County since the eighteenth century. Nestled between the waters of Winchester, Jackson and Marshy creeks, the town was home to many watermen; consequently, the town grew during the late nineteenth-century increase in commercial oystering and crabbing. With the construction of a steamboat landing on Jackson's Creek in 1886 and the arrival of a railroad line just north of town in 1902, Grasonville lay along all three of the major transportation routes in late nineteenth- and early twentieth-century Queen Anne's County. The town's growth slowed after the early 1950s, as transportation routes bypassed the town.

Narrative

Grasonville is located south of Winchester Creek along Route 18 (Main Street), which has long been a major thoroughfare in Queen Anne's County. The road developed in the colonial period to provide access from Queenstown, the first Queen Anne's County seat, to the capital at Annapolis. From Queenstown, the road ran southwest and curved to the south of Winchester Creek, then continued to Kent Narrows. Until the early nineteenth century, a ferry carried travelers across the Narrows; in 1820, the Maryland Legislature authorized the erection of a bridge to carry the road across the Narrows.¹ The road then crossed Kent Island to Broad Creek on the western shore of Kent Island, where passengers and freight could travel by boat to Annapolis. The road was extended to Centreville when the county seat moved to that town in 1782.

By the mid-nineteenth century, a town known as Winchester had developed along this road, near the south end of Winchester Creek. The location served travelers along the road as well as local farmers and the watermen who plied nearby creeks and rivers. By 1858, the mail stage traveled along Route 18 through the town of Winchester, carrying travelers as well as mail between Centreville and Broad Creek on Kent Island.² Circa 1862, merchant John Wesley Hassett established a store in the building at 4805 Main Street. Hassett owned the property until 1891, when he sold it to James B. Rhodes, whose name is now associated with the building. Ford's Store (QA-626), located at 5107 Main Street, was probably established by 1866 under the ownership of Thomas H. and Mary Kemp. The Ford family owned and operated the store from 1867 until 1883. By 1877, the post office was located in Ford's Store; the community was sometimes called "Ford's Store" because of the location of the post office.³ Both the Rhodes and Ford's stores remain standing and illustrate the development of the town in the mid-nineteenth century.

¹ Session Laws 1819; passed 21 January 1820. 1819 Md. Laws ch. 70.

² Donald G. Shomette, "Kent Narrows Timeline" (Queen Anne's County Heritage Consortium, Chester, Md., 2004, photocopy).

³ Deeds of the era commonly used the name "Ford's Store."

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In addition to the two stores, by 1866, the small community contained a schoolhouse, a Methodist Protestant Church, and six other buildings that most likely were residences.⁴ Schools and churches were typically located at crossroads, near stores along major roads, or in nearby towns. The route of existing roadways influenced the location of the schools and churches, which in turn helped designate the burgeoning community as a gathering place for local residents.

In the 1870s and 1880s, the maritime industry's boom fueled the growth of the town. By 1870, a significant proportion of the town's residents were oystermen, and this would remain a principal occupation of residents through the early twentieth century.⁵ In the second half of the nineteenth century, commercial oystering and crabbing increased dramatically; the peak Chesapeake Bay oyster harvests occurred in the 1880s.⁶ This trend particularly affected Kent Island and areas along rivers and creeks, where maritime communities thrived. The town's location was convenient to the south end of Winchester Creek and less than two miles from Jackson Creek, both of which accessed the Chester River, and to Marshy Creek, which flowed into Prospect Bay. Oystermen who lived in the town likely worked on boats anchored on one of these waterways. In 1876, the earlier causeway that blocked boat traffic through the Narrows was replaced by a drawbridge, probably reflecting the increased road traffic as well as the need for boats to more easily access Prospect Bay from the Chester River.⁷ The area was noted for its oyster beds. By 1880, Winchester residents William F. Ford, James Beecher, and Peter Horney surveyed and claimed lots in Jackson and Marshy Creeks and the Chester River for "oyster bedding purposes."⁸

The 1878 Maryland Directory and the 1877 *Illustrated Atlas of Kent and Queen Anne's Counties* provide a view of the town of Winchester and area at the end of the third quarter of the nineteenth century. According to the Directory, the town's principal industry was oystering, while local farmers produced wheat and corn. Winchester had four general merchandise stores, two churches, two public schools (one for white children and one for African-American children). The Atlas identifies the town as "Winchester P.O.," and illustrates the growth of the town. Between 1866 and 1877, additional homes were built along the Route 18. The town spread west along the road, but had not yet reached Jackson Creek. In addition, new lots with houses extended south of town along Perry's Corner Road. The "colored" school and an African-American church stood to the east of the center of town, suggesting an emerging pattern of racial segregation in the town.⁹

The last quarter of the nineteenth century witnessed the arrival of steamboats in Winchester. In 1886, a wharf was erected at Jackson's Creek, less than two miles northwest of Winchester, to create a landing for steamboats to and from Baltimore.¹⁰ During the second half of the nineteenth century, steamboats dominated commerce and travel to and from Queen Anne's County. The boats that plied the Chesapeake Bay carried seafood and agricultural products to Baltimore, and brought manufactured goods back to the county. With the arrival of steamboats at the Jackson's Creek wharf, Winchester was situated at the "crossroads" of a major road through the county and the steamboat lines that linked the county to the wider world. Starting in the late 1870s, communication improved when Western Union installed telegraph wires in the area, and, in 1882, the first telephone line in the county was installed from Winchester to Queenstown. By 1886, Winchester had grown to encompass ten stores, three sawmills, and a population of 1,000.¹¹

⁴ J. G. Strong's *Map of Queen Anne's County* (n.p.: J.G. Strong, 1866). Queen Anne's County Land Records, Liber SED 2, Folio 96 (3 March 1865). The Kemp family owned and operated a store in Winchester in 1866; the store was sold to the Fords in 1867. The 1866 map shows a schoolhouse, a church, one store, and seven unlabeled buildings. Deed research indicates that at least two stores – Ford's and Rhodes – were in place by 1877, suggesting that one of the seven unlabeled buildings was a store.

⁵ 1870-1930 [inclusive], U.S. Population Census, Queen Anne's County, Maryland, District #5.

⁶ Robert J. Brugger, *Maryland: A Middle Temperament, 1634-1980* (Baltimore, Md.: Johns Hopkins University Press, 1988) p. 324.

⁷ Shomette.

⁸ Queen Anne's County Land Records, Liber JW 11, Folio 28-29 (9 June 1880).

⁹ *An Illustrated Atlas of Kent and Queen Anne's Counties, MD* (Philadelphia: Lake, Griffing & Stevenson, 1877); "The Maryland Directory—1878," *New River Notes* (Saltville, VA: New River Notes, 1998-2006), accessed 10 May 2007, <http://www.newrivenotes.com/md/md1878.htm>.

¹⁰ Frederic Emory, *Queen Anne's County, Maryland: Its Early History and Development* (Baltimore, Md.: The Maryland Historical Society, 1950; originally published in the *Centreville (Maryland) Observer*, 5 January 1886-3 May 1887), p. 555.

¹¹ Emory, pp. 563-564.

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The construction of the Queen Anne Railroad in 1902 to the north of Route 18 inaugurated another period of growth for Winchester. Incorporated in 1894, the railroad initially linked Baltimore and the Atlantic coast by establishing a line from Lewes, Delaware on the Atlantic Ocean to Queenstown, where passengers and freight could be transferred to steamboats headed for Baltimore.¹² In 1902, the railroad built a railroad bridge across Kent Narrows and laid tracks leading west from Queenstown to Love Point on Kent Island via Winchester.¹³ In 1902, a station was built just north of the town on Station Lane, which extended north from Route 18 to meet the rail line. That same year, the town officially established Winchester as its name.¹⁴

Situated along major road, rail, and water routes connecting Queen Anne's County with markets in Baltimore and elsewhere, Winchester continued to prosper in the early twentieth century. By 1912, Benjamin F. Miller started a shirt factory in his residence, a two-story, L-shaped building with a cross-gable roof at 4817-4819 Main Street. Although most of the town's buildings remained concentrated along what is now Main Street, the town expanded onto new side streets that stretched north of Main Street toward the railroad and Winchester Creek, and south into what had been agricultural land. Lots were subdivided to accommodate the construction of new houses in the area. For example, in 1912, merchant James B. Rhodes subdivided the parcel on which his store and residence stood, and conveyed the parcel to his son Reese Rhodes, who built the L-shaped, cross-gable dwelling at 4813 Main Street between his father's store and Miller's residence/shirt factory.¹⁵

The surviving frame dwellings that were built between circa 1870 and circa 1920 are typically traditional house forms with few architectural embellishments. Among these are several I-houses. Reflecting nation-wide trends, the I-house form was common among rural residences in Queen Anne's County from the mid-nineteenth century through the first years of the twentieth century. A typical I-house is a two- to two-and-one-half-story, single-pile, side-gabled dwelling. I-houses generally display a center-hall plan, with two rooms on either side of a central stair hall, a condition reflected in their typically symmetrical facades with a center entry. In many cases, they incorporate a rear ell that provided space for the kitchen and other service spaces. In Queen Anne's County, I-houses also often feature a centered front gable on the façade; this feature is evident on some of the historic I-houses in present-day Grasonville.

The 1920s saw improvements in Grasonville's roads and its infrastructure. In 1921, Winchester changed its name to Grasonville, in honor of William Grason, the 28th governor of Maryland and a native of Queen Anne's County. That same year, present-day Route 18 (Main Street) was re-named the Grasonville-Queenstown Pike and was an improved, hard-surface road made of cement.¹⁶ Automobiles were beginning to eclipse steamboats and railroads as the primary means of transporting goods in and out of Queen Anne's County. However, since Grasonville lay along an improved road well-suited for automobile traffic, it appears to have been only moderately affected by the demise of the steamboats and the decline in railroad traffic that occurred during the decade. Modern utilities came in 1929, when the Love Point Light and Power Company supplied electricity to the town.¹⁷

During the 1920s and 1930s, the town expanded geographically as more tracts were subdivided to create town lots. In 1924, a railroad station agent named Walter Jewell created nine town lots from his land southwest of the intersection of the main road and Perrys Corner Road; this area was known as the "Walter Jewell Addition".¹⁸ In 1933, he filed another plat—"Addition to the Walter Jewel

¹² "Queen Anne's Railroad," *Delaware Public Archives* (Dover, Del.: Delaware Public Archives, 2007), accessed 25 September 2007, <<http://archives.delaware.gov/markers/sc/QUEEN%20ANNES%20RAILROAD%20SC%20116.shtml>>. In 1905, the Queen Anne Railroad was purchased by the Maryland, Delaware & Virginia Railroad. In 1924, the Pennsylvania Railroad purchased the rail line and operated it until 1958, when the track between Queenstown and Love Point was abandoned. Charles B. Clark, *The Eastern Shore of Maryland and Virginia, Vol. II* (New York: Lewis Historical Publishing Co., Inc., 1950), p. 884. Also Shomette.

¹³ Shomette.

¹⁴ Catherine A. Bishop, "Grasonville," typescript (Queen Anne's County, Md.: n.p., [ca. 1935-1940]). The essay is undated, but the topics of discussion indicate that it was written sometime in the late 1930s.

¹⁵ Queen Anne's County Land Records, Liber WFW 2, Folio 452 (31 December 1912).

¹⁶ Harry C. Rhodes, *Queenstown: The Social History of a Small American Town* (Queenstown, Md.: The Queen Anne Press, 1985) p. 118. Also Bishop.

¹⁷ Rhodes, *Queenstown*, p. 184.

¹⁸ Queen Anne's County Land Records, Liber BHT 2, Folio 108 (7 July 1924).

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Development”—that added four lots south of his development on Perrys Corner Road.¹⁹ In 1937, Walter’s brother, Carey Jewell, created twelve lots along the southeast corner of the main road and School House Lane.²⁰ Maps from the 1930s also show an increased concentration of buildings along Main Street.²¹

According to one county resident, by the late 1930s, “The houses in Grasonville have been improved remarkably in recent years. In fact, twenty-two bungalows have been built... At present there is not a vacant house in the whole town.”²² Several of the bungalows from this era remain standing in the 2900 block of Main Street, on the north side of the road and west of Perrys Corner Road. A typical bungalow is one or one-and-one-half stories in height; has a compact, rectilinear footprint; and features a full-width front porch, wide eaves, prominent front and rear dormers, and a low-slung profile.

Bungalows are a relatively common house form in Queen Anne’s County, as they are nationally. The bungalow form had its genesis in the 1890s, and was especially popular nationally in the 1920s and 1930s, when the rate of home ownership drastically increased among the middle and working classes in the United States. Bungalows were designed to be inexpensive to build, and easy to maintain without hired help. Stylistically, the bungalow often displayed some combination of modest Craftsman or Colonial Revival detailing.

During the 1930s, many of the residents of Grasonville were oystermen or worked in the oyster packing houses at Kent Narrows.²³ The shirt factory established by Benjamin F. Miller continued to operate in the 1930s and 1940s and employed as many as sixty women. In the late 1930s, the factory moved to a new building at 4611 Main Street. Built as a factory, it is the only remaining example of industrial architecture in Grasonville.²⁴ By the 1940s, the company had become known as the Perfect Garment Company. Other residents of Grasonville in the 1930s and 1940s worked or were employed as merchants, carpenters, boat builders, barbers, paper hangers, road builders, gas station attendants or owners, and teachers.²⁵

By the 1950s, as transportation routes changed, Grasonville was no longer situated along any of the major commercial routes in Queen Anne’s County. The railroad ceased passenger service in 1938 by order of the Maryland Public Service Commission, and freight service terminated in 1958.²⁶ In 1952, the completion of the Chesapeake Bay Bridge and U.S. Route 50/301 slowed the rate of growth in Grasonville. Following the former railroad track alignment, U.S. 50/301 bypassed the town. The bridge and highway brought increased tourism to the County, but it did not necessarily bring commercial activity to Grasonville. Commercial construction was concentrated away from the historic core of the town, and the new businesses served tourists more than residents. However, residential construction in the town continued in the 1950s, reflecting post-World War II prosperity and economic growth in Queen Anne’s County in that decade.

¹⁹ Queen Anne’s County Land Records, Liber BHT 16, Folio 55 (4 February 1933).

²⁰ Queen Anne’s County Land Records, Liber WHC 4A, Folio 593 (6 May 1937).

²¹ U.S. Department of Agriculture (USDA), Bureau of Chemistry and Soils, *Soil Map of Queen Anne’s County, Maryland* (1931) available at Geography and Map Division, Library of Congress.

²² Bishop.

²³ Bishop.

²⁴ Robert A. Rhodes, conversation with author, Grasonville, Md., 17 July 2007. Also Bishop.

²⁵ 1930 U.S. Population Census, Queen Anne’s County, Maryland, District #5, Grasonville, Enumeration District #18-10, Sheet #16B.

²⁶ Shomette.

9. Major Bibliographical References

Inventory No. QA-611

See continuation sheet 9:1 for bibliographical references.

10. Geographical Data

Acreage of surveyed property N/A
Acreage of historical setting N/A
Quadrangle name Queenstown Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The boundary of the Grasonville Survey District encloses the district's highest concentration of historic resources. In the parts of the unincorporated town of Grasonville that have been excluded from the district, non-historic resources exceed the number of historic resources. The boundary line generally follows the rear property line of the resources that front on Main Street, between the intersection of Main Street and Grasonville Cemetery Road on the east, and, at the west end, the western property lines of 3701 Main Street, and 3700 Main Street. The district boundary extends south of Main Street mainly in two areas. One of these two areas is located between Gravel Run Road on the east and Melvin Avenue on the west; it extends south to the southern property lines of 202 Gravel Run Road and 416 Melvin Avenue. The other of the two areas south of Main Street is located along Perrys Corner Road; in this area, the boundary runs along the rear property lines of the resources along Perrys Corner Road and extends as far south as the southern property lines of 205 Perrys Corner Road on the east side of the road, and 120 Perrys Corner Road on the west side. The district boundary extends north of Main Street along Station Lane, where the boundary runs along the rear property lines of the resources along Station Lane and extends north to the northern boundaries of 112 Station Lane on the east side of the road, and 121 Station Lane on the west side. The relevant portion of the USGS Queenstown, Md. Quadrangle map with the district boundaries demarcated is enclosed with this MIHP form.

11. Form Prepared by

name/title	Evelyn D. Causey, Ph.D., Senior Historian, and Gerald M. Maready, Jr., Architectural Historian		
organization	History Matters, LLC	date	November 16, 2007
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	(202) 223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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Name: Grasonville Survey District
Continuation Sheet

Number 9 Page 1

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QA-611

USGS Queenstown Quadrangle Map, Maryland, 7.5 Minute Series (Topographic)

76°13'00" W

76°12'00" W

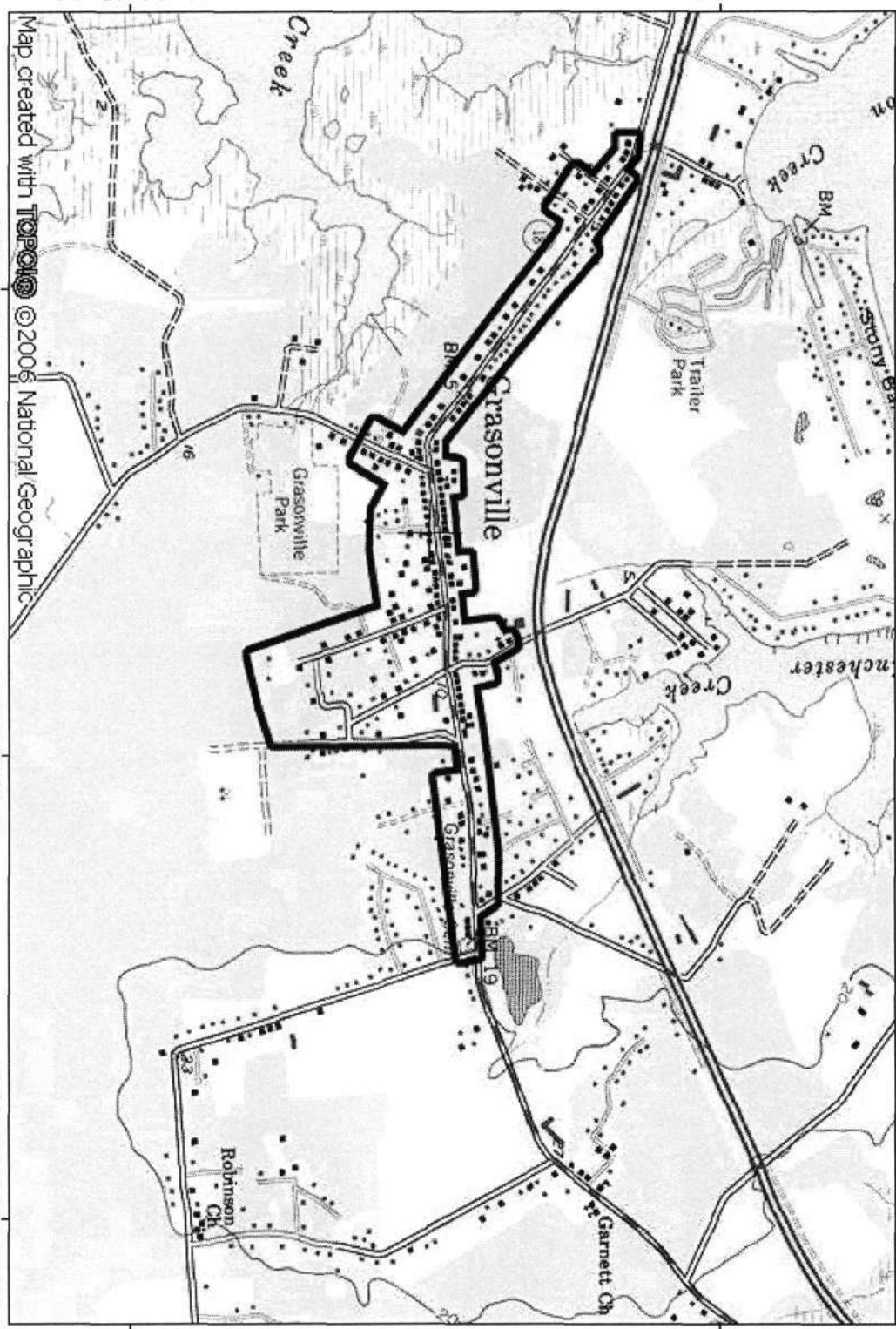
WGSR4 76°11'00" W

38°57'00" N

38°58'00" N

38°57'00" N

38°58'00" N



Grasonville Survey District
Grasonville
Queen Anne's County



08/14/07
11½°
MN | TN



QA-611

4817-4819 Main Street, Grasonville
Grasonville District
Queen Anne's County, MD

History Matters

7/2007

Maryland SHPO

Looking NW

1 of 14



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4813 Main Street, Grasonville

Queen Anne's County, MD

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Looking NW

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Looking N

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Grasonville District

Intersection of Schoolhouse Lane + Main Street

Queen Anne's County, MD

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Maryland SHPO

4709 (left) + 4801 (right) Main Street, looking W

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4801 Main Street, Grasonville
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Maryland SHPO
Looking NE
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Grasonville District

4709 Main Street

Queen Anne's County, MD

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Looking NW

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QA-611

Grasonville District

4705 Main Street

Queen Anne's County, MD

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Looking NW

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4611 Main Street, Shirt Factory
Queen Anne's County, MD
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Looking NE
8 of 14



QA-611
Grasonville District
Immanuel United Methodist Church, 4700 Main Street
Queen Anne's County, MD
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Looking SE
9 of 14



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Grasonville District
5107 Main Street
Queen Anne's County, MD
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Maryland SHPO
Looking NW
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Grasonville District

5107 Main Street

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Looking NE

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Maryland SHPO

Looking SE toward 4000 block, Main Street

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Grasonville District

3917 Main Street, Grasonville

Queen Anne's County, MD

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Maryland SHPO

Looking NE

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Looking NW

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