

F-5-59-1

National Road within New Market Historic District

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 09-12-2018

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

F-5-59-1

Property Name: National Road within New Market Historic District Inventory Number: ~~Contrib. Res.~~

Address: National Road within the New Market Historic District Historic district: yes no

City: New Market Zip Code: _____ County: Frederick

USGS Quadrangle(s): Frederick

Property Owner: Maryland State Highway Administration Tax Account ID Number: N/A

Tax Map Parcel Number(s): N/A Tax Map Number: 801

Project: New Market Streetscape Agency: Maryland State Highway Administration

Agency Prepared By: Maryland State Highway Administration

Preparer's Name: Stephanie Foell Date Prepared: 07/13/2006

Documentation is presented in: National Register of Historic Places Documentation for the New Market Historic District (F-5-59)

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility 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: New Market Historic District

Inventory Number: F-5-59 Eligible: yes no Listed: yes no

Site visit by MHT Staff: yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description

The New Market Historic District was listed in the National Register of Historic Places in 1975. The National Road is mentioned in the documentation, and the linear quality of the roadway and of the town is described and deemed to be a significant character-defining feature of New Market. This Determination of Eligibility serves to document the section of the National Road that runs through New Market to evaluate its status as a contributing resource to the New Market Historic District.

The .66-mile section of the National Road within New Market retains much of its original configuration. Because it is a state road, the current roadbed adheres to national engineering standards. The roadway is marked with standardized signs and roadway markings. An Old National Pike Milestone (FR-5-67) that was listed in the National Register of Historic Places in 1975 as part of a Multiple Property Nomination is located along the roadway. It marks mile 37.

The roadway is approximately 60 feet across and runs in a straight path through the historic district. Buildings are generally set relatively close to the street and are separated from the roadway by only sidewalks and a small grassy strip enclosed by concrete

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MHT Comments: <u>Contributes to New Market NRHD.</u>	
<u>Jan Julius</u> Reviewer, Office of Preservation Services	<u>8/10/06</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>8/11/06</u> Date

curbs. The minimal setback of the buildings contributes greatly to the linear appeal of New Market.

Some parts of the sidewalks within the historic district of New Market are lined with large curbstones that are set vertically into the ground. The stones are flat on the vertical faces, but portions visible above ground do not appear to have been cut or shaped before they were installed. They are present along Main Street, Prospect Alley, and some alleyway entrances. A grass or mulch parkway and concrete curb separate the curbstones from Main Street. Along the west side of Prospect Alley, historic curbstones line the brick herringbone sidewalk.

Sidewalk surfaces that flank the National Road through New Market are varied. Many are surfaced with brick, both dry laid and laid with mortar. Patterns include checkerboard, running bond, and herringbone. The herringbone sidewalks are likely the earliest ones within the district and are visible in historic photographs. The earliest ones are made with hand-made bricks that are dry laid with sand. Other areas that were installed later use the same herringbone pattern, but are made with machine-made bricks. The checkerboard or running bond patterns appear to date to a later period and exhibit machine-made bricks. Other areas of the sidewalk are paved with concrete or asphalt.

History and Significance

As part of recent archeological investigations within New Market, John Milner Associates, Inc., completed a report entitled "Phase IA Background Research and Archeological Assessment Streetscape Improvements" for the Maryland State Highway Administration. The context contained on this form is derived from the findings put forth in that report.

The National Road

In 1666, the first Maryland road law was passed by the Colonial Assembly. It required county commissioners of each county to lay out a road system that would make the heads of waterways "passable for horse and foot." Counties were responsible for building and maintaining roads within their jurisdictions. The assembly did not provide funding and many local municipalities had little or no money for road construction. Consequently, road systems outside of urban areas could be more accurately categorized as trails. However, as Baltimore grew, so did the need for more reliable road systems to connect the city with points west. In 1704, a law intended to improve roadways required them to have 20-foot widths.

As the eighteenth century progressed, settlers established towns and villages in central and western Maryland. In 1745, Frederick City was incorporated and three years later Frederick County was formed out of a section of Prince George's County. By the end of the century, Frederick boasted a population of almost 31,000. It proved to be an ideal locale for growing wheat as well as other types of grain. A primary route used for transporting goods, produce, and people to and from Baltimore was the Baltimore and Frederick Town Road, laid out in 1787. Travel along this route required frequent stops for watering horses or other livestock, rest, and shelter for the night. Towns, including New Market, providing these services were established along the route.

In 1792, the Maryland legislature passed a bill to build a public road between Baltimore and Frederick, but did not provide adequate subsequent funding, so no road was built. However, the Baltimore and Frederick Turnpike Company, under the leadership of Jonathan Ellicott, recognized the need for the road and raised funds by petitioning local banks. In 1805, road construction commenced and followed the bed of the existing road between Baltimore and Frederick. By 1807, the road reached Boonsboro and by 1816, it reached Cumberland (with the exception of two sections between the Conococheague River and Boonsboro, which were completed in 1818 and 1823). One year after construction began, President Thomas Jefferson commissioned the construction of the National Road from Cumberland to Ohio, and in 1811 construction commenced. By 1818, the National Road extended to Wheeling, Ohio. In order to maintain the road system, turnpike companies built tollhouses and

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gates to collect funds.

Minimal documentation of the actual road construction exists. Standards set by the bill state that the road was to have a 66-foot right-of-way. A 20-foot-wide surface made of gravel and sand would be applied to the road on an artificial roadbed of wood, stone, or gravel, allowing for an unsurfaced pull-off area on either side. The gravel and sand were 18 inches thick in the middle and 12 inches thick at the sides. The base stones were broken to be less than seven inches wide; the upper layer of stones was to be less than three inches wide. These layers were then compacted together on a roadbed not to exceed a grade of five degrees.

As railroad travel increased, turnpikes suffered. Construction of the Baltimore & Ohio Railroad, which was the nation's first rail line, began in Baltimore in 1828. The line was designed to shorten travel times between the east and the Ohio Valley. In 1842, the rails reached Cumberland, and from that time on, turnpike companies folded. With no tolls to support maintenance, many sections of the National Road were neglected and fell into disrepair. Funding at both the federal and state levels was either nonexistent or exhausted. However, commerce and travel through New Market continued. In 1831, a rail station was built one mile south of New Market in the town of Monrovia. New Market hotel and tavern owners ran carriages and stagecoaches to and from the station, allowing travelers to continue to utilize services in New Market.

In 1908, the Maryland legislature established the State Road Commission in response to public demand by citizens who required better roads for more efficient transportation. The commission had the authority to construct, improve, and maintain the roadway system in Maryland. Newer materials and methods were used and orders for paving with asphalt or stone macadam and installing concrete curbs were issued. The growing use of automobiles rekindled interest in the National Road. Both the Post Office Appropriation Act of 1912 and the Rural Act of 1916 made funding to rebuild and repair the National Road available. In 1927, a numbering system was implemented in order to create order of the growing network of roadways. At that time, the eastern half of the National Road was designated as U.S. Route 40. The portion of the National Road within New Market became MD 144 in 1954.

New Market

New Market developed along the Baltimore and Frederick Turnpike, which was integrated into the National Road in the early nineteenth century. The economy of New Market greatly depended on the travelers that the National Road carried to and from each of these larger cities. The earliest residents of New Market established business such as hotels and taverns to cater to travelers' needs. When the Baltimore and Ohio Railroad was built through the nearby town of Monrovia in the 1830s, New Market entrepreneurs provided stagecoaches to shuttle travelers to and from the station. As automobile use increased, a gas station and stores were established to meet tourists' changing needs. Today, the vast majority of New Market's businesses along the National Road are antiques stores.

Nicholas Hall, one of New Markets co-founders, was a young land speculator who owned property in Frederick County. Among his holdings were approximately 200 acres that comprise areas in and around present-day New Market. In 1788, Hall attempted to lay out a town and sell lots on this property. He ran an advertisement in the Maryland Chronicle on May 2 of that year, but no lots sold. William Plummer, a Quaker who owned adjacent land wets of Hall's holdings, also wanted to establish a town, but the two men could not agree on a roadway alignment or on the layout of lots, so their properties were surveyed separately. In August 1792, Plummer laid out 36 lots on his property; early the following year, Hall laid out 134 lots on his. Hall was met with more success during his second attempt and he sold his first lots in June 1793. The first structure built within the town limits was a residence and tavern (Smith Tavern) that is extant. Other establishments followed and the town of New Market, located approximately eight miles east of the City of Frederick, became a hub for travelers in need of various services. Establishments such as hotels and taverns lined the main street and back alleys led to sheds, stables, and grazing and watering areas.

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During the nineteenth century, New Market incorporated amenities to its streetscape that reflected the growing dependence on the automobile. Electric streetlights replaced oil lights. A gas station opened on Main Street. In 1936, New Market's first antique store opened and was soon followed by more over the next 30 years, and a bed-and-breakfast also opened. As awareness increased over New Market's well-regarded status as a destination for antique shoppers, it received the official title of "Antiques Capital of Maryland."

Maryland State Highway Administration records show that the section of the National Road within New Market was paved with stone macadam in 1914. However, according to long-term resident William Zimmerman, county maintenance workers used the stone macadam on the National Road, but stopped at the town line. He also recalled that rows of stepping stones were used to cross the street to avoid mud, which could be deep at times.

The first asphalt paving occurred in New Market in 1951. Most likely, stepping stones, thick mud, and underlying cobble and gravel were removed to prepare for the new surface. Between 1951 and 1954, the road was graded at the east and west ends of New Market to remove inconsistencies. The first concrete curbs were likely installed at that time, which would mean that the roadway was narrowed to its current width at that time.

Generally, roads were built higher at the centerline with sloping sides to direct runoff away from the road. The original curbstones therefore served as a barrier between the street and the walkways and building fronts, preventing stormwater from entering these areas. Instead, the curbstones directed the runoff downhill. They may also have served the purpose of preventing carriages and stagecoaches from traveling onto the sidewalk. Late nineteenth and early twentieth century photographs of New Market show these curbstones lining the roadside of the sidewalk, delineating alleyways and curving around trees. They appear to protrude two to six inches from the ground. Historic photographs do not show these types of curbstones in either rural or urban areas. Small towns may have used them instead of more costly French drains and cut stone. In New Market the curbstones are made of slate and schist, both of which are found locally.

In an advertisement appearing in the Maryland Chronicle on May 2, 1787, Hall describes the width of Main Street as 66 feet wide. The street was executed as planned, as witnessed by the 66-foot distance between the historic curbstones.

During the last ten years of the eighteenth century, over 100 lots were bought and subsequently developed in New Market, and it is possible that town officials and/or residents determined the need for the curbstones at that time.

Maryland State Highway Administration records indicate that substantial amounts of work were completed along MD 144/Main Street in New Market between 1951 and 1966. It seems likely that the concrete curbs were installed at this time.

The section of the National Road that runs through the New Market Historic District is a contributing resource to the historic district. It is significant under Criterion A for its role in the establishment of New Market, which essentially exists because of the presence of the National Road. The National Road also contributes to the district for its association with transportation patterns within Maryland, most notably between the important cities of Baltimore and Frederick. The National Road is also a contributing resource under Criterion C for its design components that include a roadway width and configuration that retains a reasonably high level of integrity to its original proportions—most notably its linear quality—especially when vehicle types and paving methods have changed dramatically since its original construction. This significance of the linear plan is heightened by the fact that New Market was designed to essentially be a linear town with the majority of homes and businesses facing the single main thoroughfare. Other towns of the era were designed with other types of plans, most notably grids as well as those with intersecting curvilinear plans or even radial designs. Although New Market did contain intersecting perpendicular streets and alleys, the plan is

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Reviewer, National Register Program Date

fundamentally linear and relies solely on the presence of the National Road as the critical artery. The relationship of the road to the collection of significant historic buildings within the New Market historic district has also remained remarkably consistent in the intervening years. The National Road in New Market retains a high degree of location, design, setting, association, and feeling.

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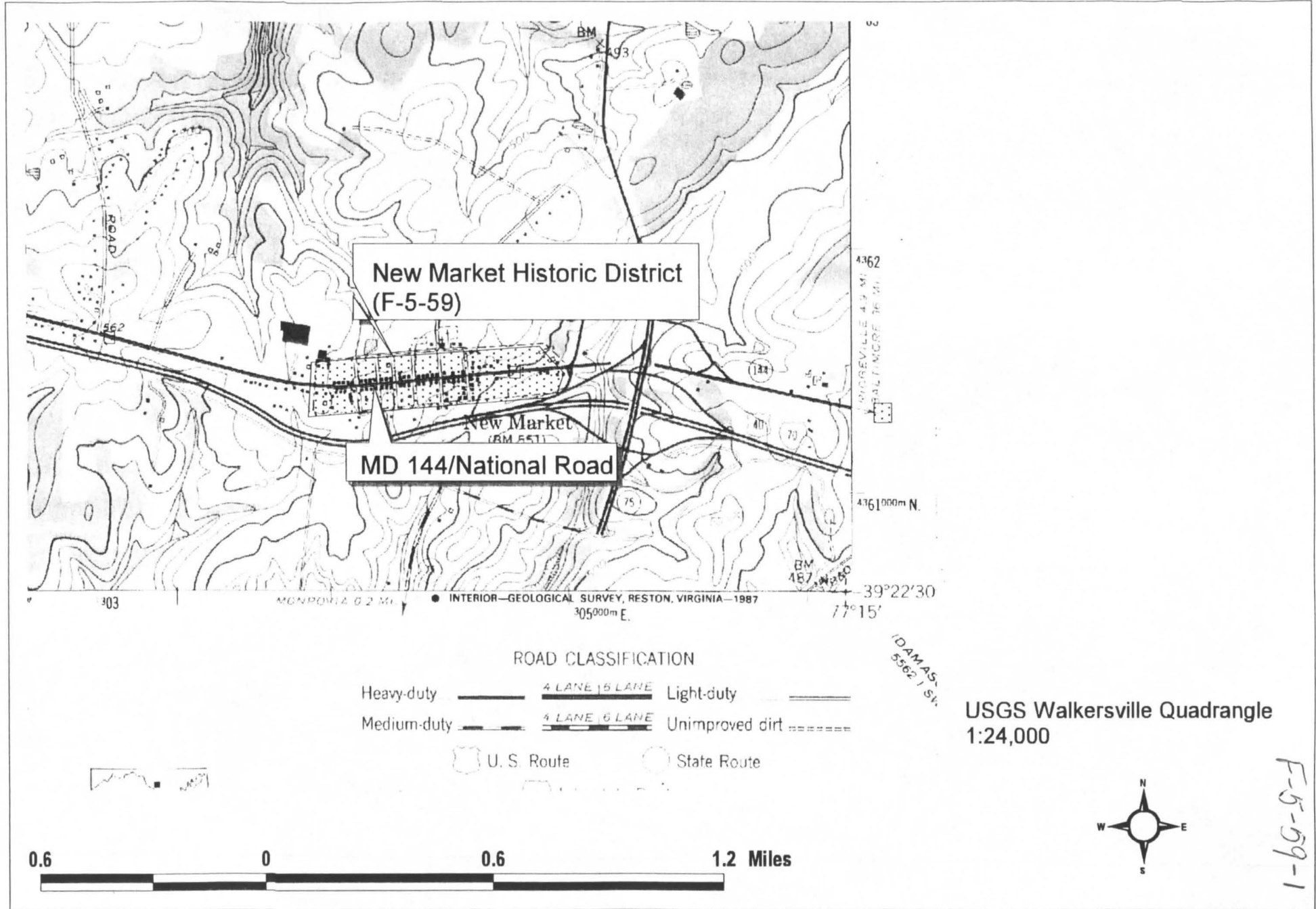
Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

National Road in New Market Historic District (F-5-59)





F-5-59-1

MD 144/National Road NewMarket Hist. Distr.
Frederick, Co, MD

S Fall

7/2006

0-5489 N-5489-0012 U-1

MD E HPO

MD 144; view to the east/northeast

1/11

RETOUCH1:



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MD 144/National Road; New Market
Hist. Distr.

Frederick Co., MD

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MD SHPO RETOUCH1,

MD 144; view to the west

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MD144 / National Road New Market Hist Distr,
Frederick Co., MD

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MD SHPO

MD 144; view to the east

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F-5-59-1

MD 144 / National Road; New Market
Hist. Distr.

Frederick Co, MD

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MD SHPO

MD 144; view to the west
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MD 144 / National Road; New Market
Hist. Distr.

Frederick Co, MD

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MD SHPO

MD 144; view to the east
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MD 144 / National Road, New Market Hist.

Frederick Co., MD

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MD SHPO

MD 144; view to the west

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MD 144 / National Road; New Market
Hist. Distr.

Fredenick Co., MD

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MD SHPO RETOUCH 1,

MD 144; view to the east

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MD 144 / National Road, New Market
East. Distr.

Frederick Co., MD

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MD SHPO

RETOUCH1,

MD 144; view to the west

8/11



F-5-59-1

MD 144/National Road; New Market
Hist. Distr.

Frederick Co., MD

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MD SHPO

RETOUCH1,

MD 144; view to the east

9/11



F-5-59-1

MD 144/National Road, New Market

Hist. Distr.

Frederick Co., MD

S. Foell

RETOUCH 1

7/2006

MD SHPO

0-5489 N-5489-0013 U-1

Typical herringbone brick sidewalk.

10/11



F-5-59-1

MD 144 / National Road, New Market
Hist Distr.

Frederick Co., MD

0-5489 N-5489-0006 U-1

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MD SHPO

RETOUCH1.

Historic curbstone

n/11