

HO – 819
The (Harry and Fulton) Gordon Property
10140 Washington Boulevard
Laurel, vicinity

Located along the Western side of US Route 1, Washington Boulevard north of Laurel, MD, this portion of the Gordon Brothers Property is comprised of nearly one half of an acre of land. The site is fairly level, once accessed by a few steps from the level of the adjacent historic roadway, Washington Boulevard. There is a slight slope in the southern direction as well. The property is not far (about a block) from the banks of the Patuxent River. The site contains three (3) buildings: one foursquare residence (circa 1905), and two shed structures dating somewhat later. The property is currently used as a storage facility for the McMillan Marine Company. The overall condition of the property is fair to poor.

The significance of the Gordon Property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way residential properties and communities were developed as entrepreneurial ventures by developers along bustling US 1, the so-called “Main Street” of the East Coast. The site documents a period of twentieth century taste and building style as the residence is mostly intact as a traditional foursquare style residence. The arts and craft style home embodies characteristics, while not necessarily unique, that lend significance for architectural merit. The Gordon Property, today known as the McMillan Marine Boat Supply, also is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1.

7. Description

Inventory No. HO-819

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

SUMMARY DESCRIPTION

Located along the Western side of US Route 1, Washington Boulevard north of Laurel, MD, this portion of the Gordon Brothers Property is comprised of nearly one half of an acre of land. The site is fairly level, once accessed by a few steps from the level of the adjacent historic roadway, Washington Boulevard. There is a slight slope in the southern direction as well. The property is not far (about a block) from the banks of the Patuxent River. The site contains three (3) buildings: one foursquare residence (circa 1905), and two shed structures likely dating to the same period. The property is currently used as a storage facility for the McMillan Marine Company. The overall condition of the property is fair to poor.

COMPREHENSIVE DESCRIPTION

This portion of the Gordon Brothers Property is sited on a slight rise above the adjacent Washington Boulevard. A stone wall was constructed along the property boundary with the historic roadway. The wall continues in front of the neighboring properties as well. The low stone wall is roughly three stones in width and is constructed of natural, possibly local, granite. The color is gray and mottled. At the outer two wythes of stone, along the top of the wall, the stones are set with what appear to be natural angles, oriented upward, giving the wall a scalloped and uniform design.

The site is fairly open with minimal vegetation and plantings. The landscape has gravel laid over in places to accommodate the trucks and boats that access the site routinely. There are boat supplies, construction materials, a semi storage container, not to mention the fifty plus boats and parts, lying about the area, as part of the work that occurs here. There is a partially paved and dirt drive situated on the north end of the house. There is a low CMU masonry retaining wall that is located along a portion of the north property boundary.

There are two sheds at the rear (west) property line. One is a one and a half story shell. Intended as an open shed, the roof has deteriorated completely. The rafters and structure overall are threatening imminent collapse. The structure is two bays wide by two bays deep. The shed roof form was sloped lower toward the western end of the structure and the property. There is a lower, yet longer shed, in somewhat better condition, located adjacent to the north. This shed was constructed as an enclosed storage area probably in the second quarter of the twentieth century. The walls are unpainted, CMU block. The wooden rafters of the low gable roof were covered with a metal sheathing, now mostly gone. The doors are a hodge-podge array of materials, rigged to cover the long linear opening of the front façade.

The primary building on the site was built as a two and a half story residential structure, at an unconfirmed date. It is possible construction occurred as early as circa 1905, (based on the subdivision plat dating to 1891, as well as a conversation with the current owner.) The structure is centrally located on the property and set back from Washington Boulevard by about thirty-five feet. The building is a large four-square style building, originally with shingle exterior siding. The building was completely sided in aluminum sometime during the last decade.

It has a hip roof that is now finished in asphalt shingles. The **East (front) façade** faces Washington Boulevard and has two large bays with a door at the north side, providing access to the first floor level from an open frame porch (hipped roof with asphalt shingles). The porch railings and finishes are mostly intact. There are three, square columns, asymmetrically arranged to support the porch roof above. The fenestration at the first floor level has been sided over. There is a single-leaf wood (replacement) door at the front entrance. Fenestration at the second floor level consists of two pairs of double hung, wood sash windows (6 over 1) symmetrically arranged. All of the fenestration has 1" X 4" painted wood trim boards surrounding. There is one dormer on the building, and on this façade. It has a hipped roof with one pair of windows similar to the ones below. The eaves of the main building and the dormer (not the porch roof) have been encased with aluminum soffit coverings.

The **North (side) façade** offers the side elevation of the one story porch front, as well as a side wall to a one story addition that has been added to the west (rear) façade. The rear addition has a hipped roof and no windows. The main mass of the residence has varied fenestration by floor. At the first floor level there is one exposed pair of windows near the west (rear) corner. These windows are double hung wood windows (4 over 1). There is one exposed window at the east (front) corner as well this window matches the

8. Significance

Inventory No. HO - 819

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

Specific dates	N/A	Architect/Builder	not known
Construction dates	Circa 1905 for main residence		

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

SUMMARY OF SIGNIFICANCE

The significance of the Gordon Property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way residential properties and communities were developed as entrepreneurial ventures by developers along bustling US 1, the so-called “Main Street” of the East Coast. The site documents a period of twentieth century taste and building style as the residence is mostly intact as a traditional foursquare style residence. The arts and craft style home embodies characteristics, while not necessarily unique, that lend significance for architectural merit. The Gordon Property, today known as the McMillan Marine Boat Supply, also is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1.

NARRATIVE HISTORY

The Gordon Property, today known as the McMillan Marine and Boat Supply, is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1 (also known as: Washington Blvd., the Washington Road and following the Baltimore Washington Turnpike.) Historically the route between Baltimore and Washington dates back two centuries. Originally constructed under the 1704 Act requiring 24 foot cart paths, the first section was constructed in 1741 connecting Baltimore and Elkridge. By 1749 the road continued to Georgetown and the banks of the Potomac River. According to many period accounts, the State of Maryland was not successful in maintaining the road. During the turnpike movement of the late-eighteenth and early nineteenth centuries, several different turnpike companies tried to construct a successful turnpike. Only one company, succeeded in 1820. Their success was short lived, as the State condemned the road in 1865. In 1906 the State responded to the public’s request for rebuilding the roadway and US Route I was officially born. The military used the road heavily during WWI and in 1918 and 1919 the road was laid in concrete and expanded by twenty feet in width. In 1925, State Route I became part of US 1, the so-called “Main Street” of the East Coast, from Fort Kent, Maine to Key West, Florida.

The development of the property by the Gordon Brothers relates directly with the development and use of the historic US 1 north of the Town of Laurel. Deed research indicates the property was owned by John and Elizabeth Water prior to 1870. In December of that year the property, known as “Sappington’s Sweep” (acreage unconfirmed) as a large tract of land was sold to William and Mary Cissel of Washington DC. It was in September of 1891 that the Cissel’s sold the same large tract of land to Harry and Fulton Gordon, brothers. In the same year, the Gordon Brothers also of Washington DC, filed their Subdivision Plat for the land, calling the area “North Laurel” (see copy of attached plat plan.)

The deed research indicates the property, as Lot 10, remained in ownership by the Brothers until sometime later in the twentieth century. While the deed copy is very illegible, it is believed the property transferred to Robert and Ina Fowler in September of 1937. Deed research is unable to clearly document the chain of title from this time onward. The number transfers and the ownership record

9. Major Bibliographical References

Inventory No. HO - 819

The Land Records of Howard County, Howard County Courthouse, Ellicott City, MD.

State Department of Assessments and Taxation Records, State of Maryland. Baltimore, MD.

P.A.C Spero & Company and Louis Berger & Associates. "Historic Highway Bridges in Maryland: 1631- 1960: Historic Context Report," MD State Highway Administration, MD State Department of Transportation, Baltimore, MD, 1995.

A History of Road Building in Maryland. State Roads Commission of MD, Baltimore, MD, 1958.

G.M. Hopkins, C.E. Atlas of Fifteen Miles Around Baltimore including Howard County, Maryland. Philadelphia: 320 Walnut Street, 1878.

10. Geographical Data

Acreage of surveyed property .4 Acres

Acreage of historical setting .4 Acres

Quadrangle name Laurel Quad

Quadrangle scale: 1 : 24,000

Verbal boundary description and justification

Map 50, Grid 10, Parcel 425

See legal metes and bounds description in Deed: Liber 4594, Folio 601, dating to January 6, 1999.

11. Form Prepared by

name/title	Kate Mahood, Architectural Historian		
organization	Mahood and Associates, LLC	date	April 1, 2004
street & number	510 Pafel Road	telephone	410-266-5608
city or town	Annapolis	state	MD

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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name
Continuation Sheet

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ones on the front façade and are 6 over 1. Near the center of the wall at the second floor level there is one window that matches the single window below. Finally, at the far upper left or eastern most corner of the building there is a pair of two small casement windows that each have four lights. Prominently displayed along the remaining portions of this upper part of the façade, there is a large hand painted sign advertising: "McMILLAN MARINE." At the roof level above there is evidence of the internal chimney-stack extending above the roofline.

The **south (side) façade** offers the side elevation of the one story front porch. The rear addition (described above) is not easily visible from this perspective, but seems to have either a window or door centered on this side wall. The fenestration patterns have again been altered by the installation of siding. At the first floor level, there is one window at the western most end of the wall. At the second floor level, there are two, single windows exposed, symmetrically aligned across the façade. The second floor windows do not seem to align with the single window on the first floor level. All windows on this façade match the windows on the front façade (6/1). There are no elements at the roof level (i.e. dormers/chimneys).

The **West (rear) façade** is similarly configured to be one side of the foursquare. There is a small rectangular addition on the left (north) end of this wall at the first floor level. The small addition has an asphalt shingle hip roof to match other roof forms on the residence. There is one window on the west façade of the addition. It is situated toward the north end of the wall. It is a single window similar to the ones on the front and side facades. The remaining area of wall visible on the west façade is symmetrically arranged with one single window at each of the three corners. They align vertically and are matching the front façade windows in their configurations and style.

General conversation with Mr. Anthony McMillan during the inspection revealed that he was responsible for siding the property. He indicated he had the workers install siding over original windows, since he was using the building for parts storage. He reported that every window that now shows, was actually a pair of windows, and he "just didn't need all that light." He indicated that as on the front façade, in some cases he just covered over the full pair.

Interior spaces of the building were not available for inspection.

Conditions and integrity of primary resource is generally fair. The shed structures are in very poor condition and may be considered a possible hazard for human safety.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Name
Continuation Sheet

Number 8 Page 1

is unknown again until the property was sold to the J.W. Smith Development Corporation on January 26, 1990. They in turn sold it to Mr. Anthony J. McMillan. His relationship with the current owners is not clear, but records indicate it is likely a familial one.

The development of the property as part of the neighborhood of North Laurel in 1893 and following into the twentieth century speaks for the importance of the location of the area along this historic roadway. The Gordon Brothers envisioned the development and growth of the Town of Laurel in planning "North Laurel."

The economy of the Town of Laurel, in the nineteenth century was focused on the growing textile mill established initially as a textile mill in 1835 by the O.C. Tiffany company of Baltimore and the Patuxent Cotton Manufacturing Company. Industrial buildings were constructed along the river as the industry grew. "Laurel became the largest town in the county. ... When textile output began to decline early in the (twentieth) century, Laurel began to develop as a suburb for both Washington and Baltimore. Located half way between the two cities, Laurel was accessible to commuters by the Baltimore and Ohio Railroad and by U.S. 1." (Prince George's County, 1974:284/ PAC Spero and Company, Laurel DOE, 1998.).

The residence is representative of the type of residential construction common during the earlier twentieth century along the famed roadway. The building appears to be in fair condition. The substantial residence is stylistically contributing to the significance of roadside architecture along this historic corridor.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Name
Continuation Sheet

Number 9 Page 1

Stein, Charles Francis, Jr. Origin and History of Howard County Maryland. Baltimore: The Howard County Historical Society, 1972.
Martinette Map of 1860.

MHT Addendum Sheet, Montgomery-Prince George's County; "Short-term Congestion Relief, DOE." Preparer: P.A.C. Spero & Company, May 1998.

HO-819

District - 06 Account Number - 396852



Property maps provided courtesy of the Maryland Department of Planning ©2001 - 2002.
 For more information on electronic mapping applications, visit the Maryland Department of Planning web site at
www.mdp.state.md.us/webcom/index.html



Joins Map 20

39°07'30"

MD GRID 470,000 FT

11

12

13

23

See ADC's "PRINCE GEORGES COUNTY, MD STREET MAP" For Continuation

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HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT MARCH 2004

PROPERTY ADDRESS: 10140 WASHINGTON BOULEVARD, LAUREL, MD
 PROPERTY INVENTORY NUMBER: HO - 819

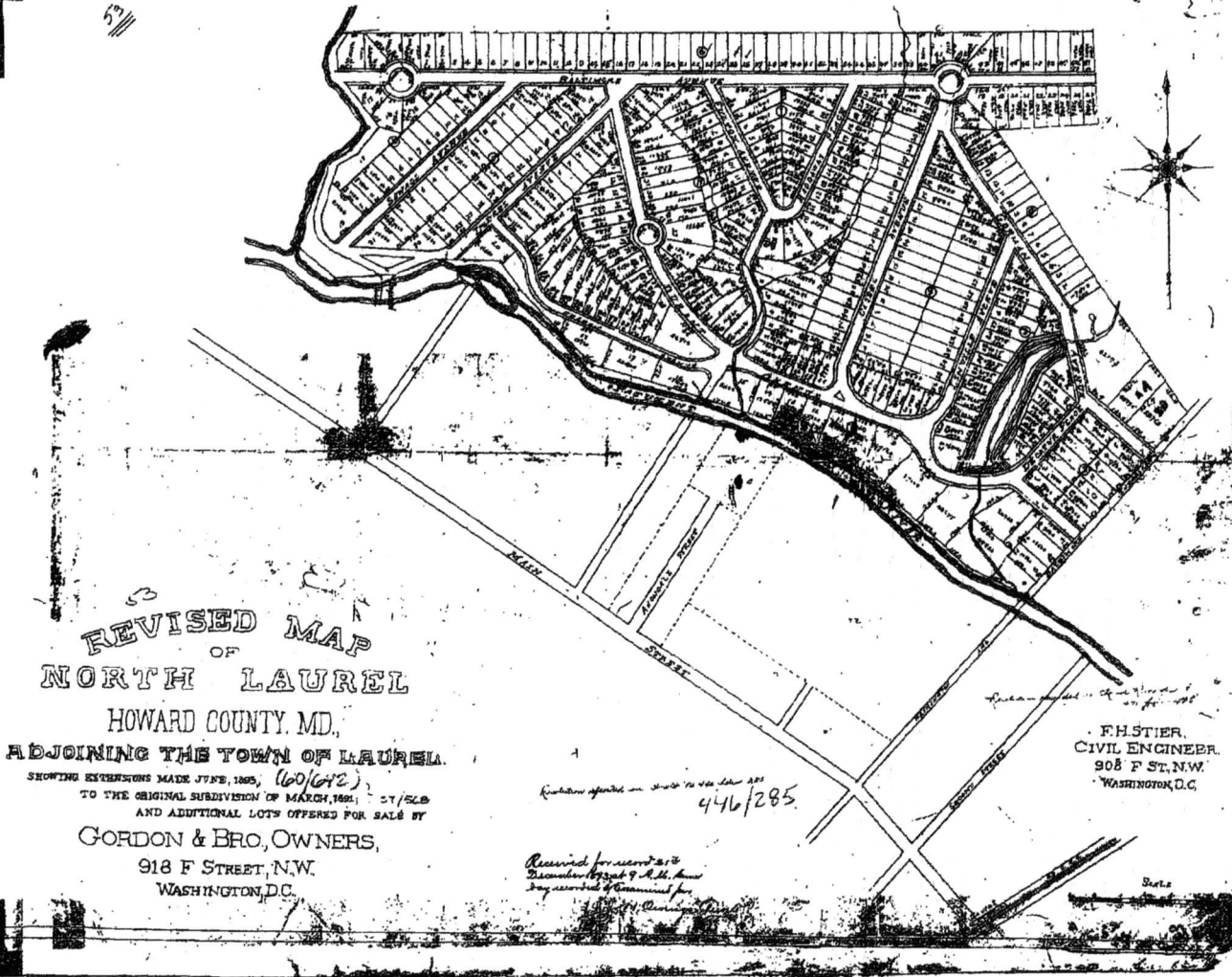
ADC'S HOWARD COUNTY STREET MAP BOOK

SCALE: 1" = 2,000 FT.



Pl. 3/53
(1894)

MSA
C2466-308



REVISED MAP
OF
NORTH LAUREL
HOWARD COUNTY, MD.
ADJOINING THE TOWN OF LAUREL.
SHOWING ESTIMATIONS MADE JUNE, 1905, (60/642)
TO THE ORIGINAL SUBDIVISION OF MARCH, 1894,
AND ADDITIONAL LOTS OFFERED FOR SALE BY
GORDON & BRO., OWNERS,
918 F STREET, N.W.,
WASHINGTON, D.C.

F.H. STIER,
CIVIL ENGINEER,
908 F ST. N.W.,
WASHINGTON, D.C.

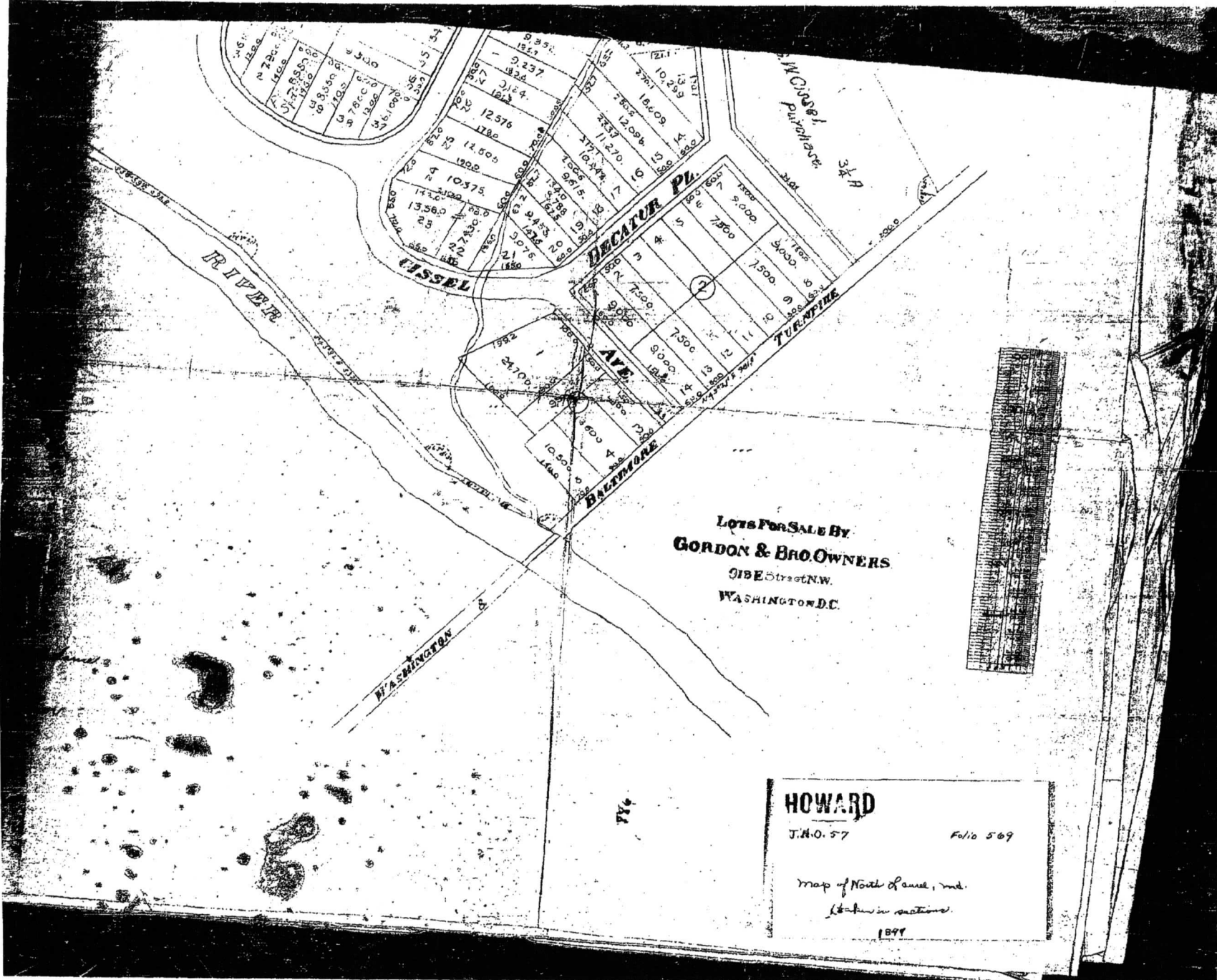
446/285

471/425

Gordon subdiv. 8
North Laurel
PLAT 3/53
1894

HO-819

plat
57/56^c
(1891)^p



LOTS FOR SALE BY
GORDON & BRO. OWNERS
918 Street N.W.
WASHINGTON D.C.

HOWARD
J.H.O. 57 Folio 569
Map of North Land, Md.
1891

57/56^c
March,
1891

HO-819

GEORGE

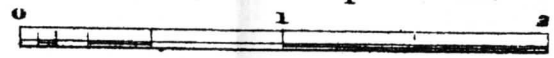
COUNTY

EXPLANATIONS
 Dist. & Co. Lines
 County Roads
 Private
 Turnpike
 Rail Roads
 Streams
 The figures along the Roads shows the distance in Rods from junction to junction thereof

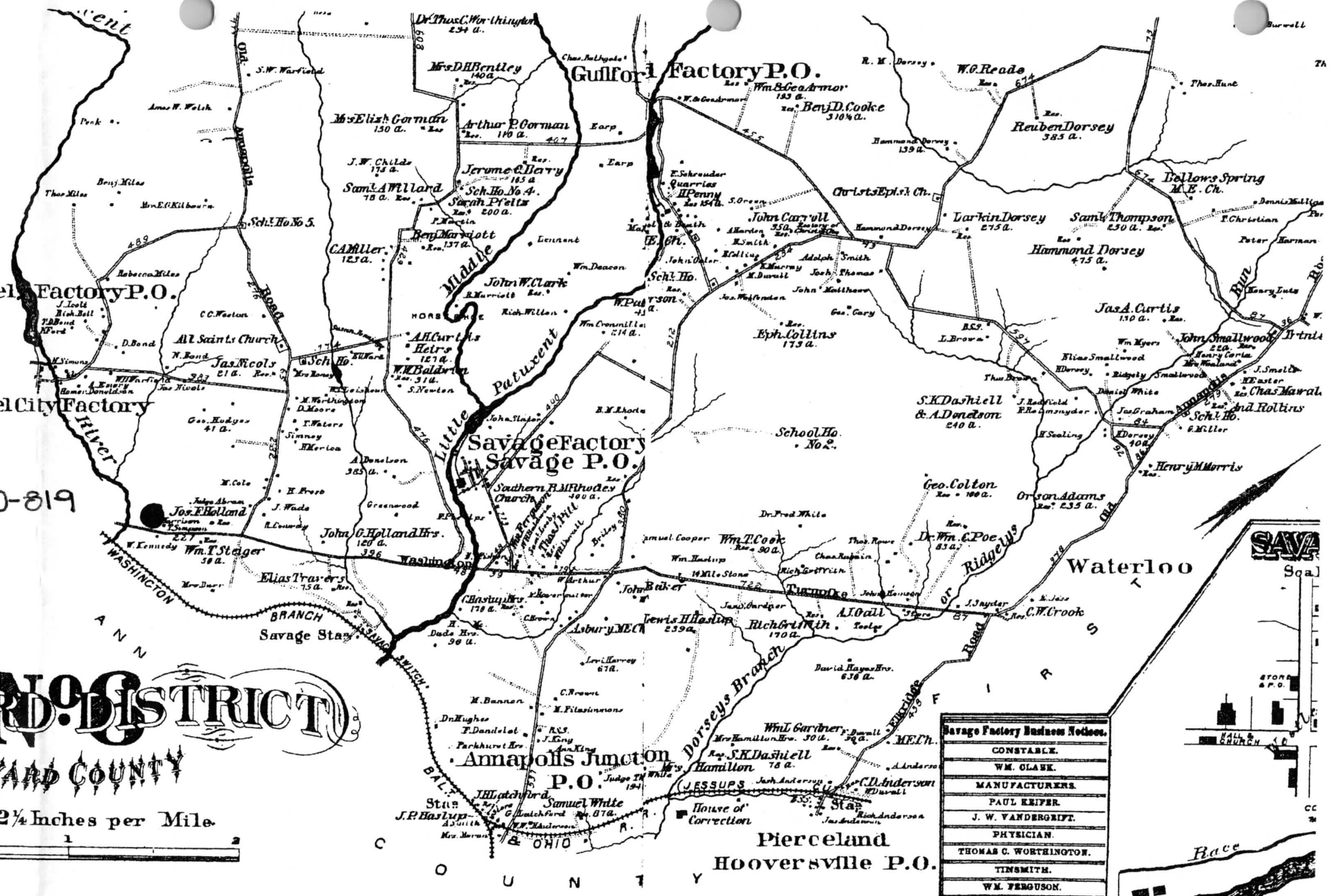
Laurel Factory P.O.
 Laurel City Factory
 Filter
 HO-819

GUILFORD DISTRICT
HOWARD COUNTY

Scale 2 1/4 Inches per Mile.

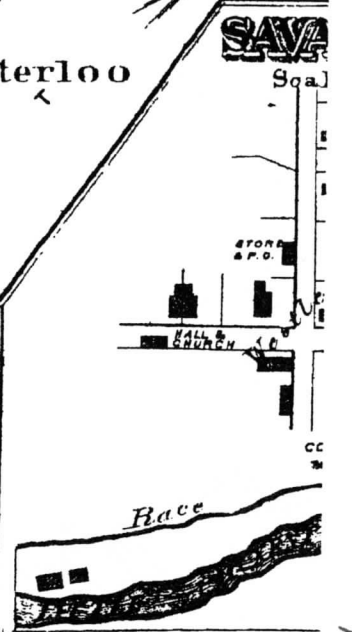


Entered according to act of Congress in the year 1878 by G.M. Hopkins in the Office of the Librarian of Congress at Washington.



Savage Factory Business Notices.

CONSTABLE.
WM. CLARK.
MANUFACTURERS.
PAUL KEIFER.
J. W. VANDERGRIFT.
PHYSICIAN.
THOMAS C. WORTHINGTON.
TINSMITH.
WM. FERGUSON.
WEAVERS.
RALPH LEE.



618-819



HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT

MARCH 2004

PROPERTY ADDRESS: 10140 WASHINGTON BOULEVARD, LAUREL
 PROPERTY INVENTORY NUMBER: HO - 819

USGS - LAUREL QUADRANGLE MAP

SCALE: 1:24,000





15-919
SUBJECT PROPERTY
HOWARD COUNTY
WEST COASTS WEST

NEGATIVE W/ MESHPO
KATE WATSON
MARCH 2001

1 OF 6



McMILLAN MARINE

MOB493 AZ

OLIVE

HO-919
CORRENT PROPERTY OF
HOWARD COUNTY
VIEW LOOKING SOUTHWEST

NEGATIVE W/ POSITIVE
KFS VAS
MARCH 2004

2 OF 6



H10-819

CORNER PROPERTY
TOWARD COUNTY
VIEW LOOKING EAST

REFRIG W/ MESH PO
KATE VAHOD
MARCH 2004

3 9 0



HO-319
GARDEN PROPERTY
HOWARD COUNTY
VIEW LOOKING NORTH

NEGATIVE W/ NASTHO
KAPS MATUON
MARCH 2007

1 OF 6



HO-819

CURRENT PROGRAM
HOLYWOOD CEMETERY

VIEW LOOKING NORTHWEST
SHELDON

NEGATIVE VII VESHOPO

KATE MARSH

MARCH 1904

5 OK 6



HO-512
GARDEN PROPERTY
HOWARD COUNTY
VIEW LOOKING WEST
SHEDS

NEGATIVE VIEW
KATE MAHON
MARCH 2004

6 OF 6