

HO-914

Ellicott City-Clarksville Turnpike 9-Mile Marker

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: 10-11-2011

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes
no

Property Name: Ellicott City-Clarkville Turnpike 9-Mile Marker Inventory Number: HO-914

Address: Clarksville Pike (MD 108) on the Northwest Side of the Road at the Intersection with Great Star Drive Historic district: yes no

City: Clarksville Zip Code: 21029 County: Howard

USGS Quadrangle(s): Clarksville

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

Tax Map Parcel Number(s): Adj. to 23 Tax Map Number: 34

Project: MD 108 from MD 32 to Linden Linthicum Lane Agency: Maryland State Highway Administration

Agency Prepared By: Maryland State Highway Administration

Preparer's Name: Stephanie Foell Date Prepared: 10/24/2006

Documentation is presented in: N/A

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: _____

Inventory Number: _____ Eligible: yes no Listed: yes no

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

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

Description

The Ellicott City-Clarkville Turnpike 9-Mile Marker on MD 108 is currently located within SHA's right-of-way on the northwest side of MD 108 at the intersection with Great Star Drive.

The mile marker is a stone carved from gneiss likely quarried in nearby Ellicott City. It is 12 inches wide, 8 inches deep, and 30 inches high. The stone tablet has been worn and damaged by vehicle impact, but it retains its original form with a segmental-arch top.

The marker is inscribed with "9M TO EC" with the 9 being inscribed backwards. This inscription communicates that the marker is nine miles from Ellicott City.

The milestone is embedded in dirt in front of the Howard County Fire and Rescue Training Academy building, which is housed in the former Clarksville Middle School building (12240 Clarksville Pike, Tax Map 34, Parcel 23). The remaining surrounding area

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended

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

MHT Comments:

Tim Tullman
Reviewer, Office of Preservation Services

12/11/06
Date

[Signature]
Reviewer, National Register Program

12/13/06
Date

200603590

is largely commercial in nature with primarily recently constructed buildings.

History

Howard County was formed after James Sykes and other petitioners requested that the Howard District of Anne Arundel County be formed into an independent county to facilitate easier elections and allow citizens to be more actively involved in governmental affairs without having to travel long distances. In 1850, Judge Thomas Beale Dorsey presented the petition to the state legislature, which granted the request. The new county was named to honor Revolutionary War hero Colonel John Eager Howard.

The 1795 Griffith Map shows an unnamed road that existed from Ellicott City to present-day Columbia, turning slightly west to pass through Clarksville. At Clarksville, the road forked, with one spur extending to Sandy Springs and the other traveling to Brookville (both in Montgomery County). The 1860 Martenet Map shows that the road to Brookville was called the Montgomery Road. To the southwest, MD 108 was known as the Montgomery County Courthouse Road and was an important corridor leading into Montgomery County. The road to Sandy Springs was later alternately referred to as the Ellicott City-Clarkville Turnpike or the Clarksville Turnpike; this is the section of present-day MD 108 that contains the Ellicott City-Clarkville 9-Mile Marker. The road allowed products created at Ellicott's Mills in Ellicott City to be transported to markets in the Washington, DC, vicinity and created an easier method of travel for citizens traveling between Howard County and the Montgomery County area.

The town of Clarksville was named for early settlers in the area; the first Clarks settled there in 1797. Clarksville was the terminus of the Ellicott City-Clarkville Turnpike, a toll road that used proceeds to maintain the heavily traveled roadway by having local farmers donate stones that masons then crushed to fill in ruts created by heavy wagons.

The Maryland General Assembly passed an act establishing the Ellicott City-Clarkville Turnpike Company in 1868 and the turnpike was in operation by 1869. The Ellicott City-Clarkville Turnpike 9-Mile Marker, a stone marker that measures the distance between Clarksville and Ellicott City and was installed by the Ellicott City and Clarkville Turnpike Company circa 1869. (Because the initials on the stone are EC, not EM, the marker was installed after the town changed its name from Ellicott's Mills to Ellicott City in 1867.) The turnpike ceased to operate circa 1920 according to files of the State Roads Commission.

Significance

The Ellicott City-Clarkville Turnpike 9-Mile Marker is eligible for listing in the National Register of Historic Places under Criterion A. It is one of the few remaining above-ground elements associated with the historic nineteenth-century turnpike. It is associated with the Clarksville Turnpike during an era of burgeoning transportation throughout Maryland. Mile markers such as these were once common means of measuring progress along routes. As transportation increased and citizens began traveling more frequently, the importance of well-maintained roads in Maryland became increasingly important. Turnpikes allowed for better road maintenance and created easier routes for business and commerce. The turnpikes in Maryland, and of the Ellicott City-Clarkville Turnpike specifically, provided a means for improved travel during the nineteenth century within the state.

It is not associated with persons important to the past and is not eligible under Criterion B. The marker is not eligible under Criterion C. It does not display any distinctive design characteristics of a type, period, or method of construction or possess high artistic value. Because of the nature of the marker as a small object in a confined location, it is not eligible under Criterion D. Its workmanship would also not yield information on craftsmanship that is not available elsewhere.

The milestone retains a high degree of integrity of location, design, materials, association, workmanship, and feeling. Only its setting has changed as MD 108 has become a heavily traveled paved roadway, with the location of the marker being close to the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____ Reviewer, Office of Preservation Services	_____ Date
_____ Reviewer, National Register Program	_____ Date

MD 32 interchange. However, the marker is one of only five known milestones in Howard County and therefore the change in setting does not preclude this rare resource from eligibility for listing in the National Register of Historic Places.

The milestone is significant in the area of transportation and its period of significance dates from 1869 to 1920, which encompasses the period of installation and the years when the roadway functioned as a turnpike.

The historic boundary for the milestone encompasses the milestone itself.

Published Sources Consulted

Cramm, Joetta. Howard County: A Pictorial History. Norfolk, Virginia: Donning Company, 1987.
Feaga, Barbara. Howard's Roads to the Past. Ellicott City, Maryland: Howard County Sesquicentennial Celebration Committee, 2001.

Holland, Celia. Landmarks of Howard County, Maryland. Ellicott City, Maryland: self-published, 1975.

Holland, Celia. Old Homes and Families of Howard County, Maryland. Ellicott City, Maryland: self-published, 1987.

Stein, Charles Francis. Origin and History of Howard County, Maryland. Ellicott City, Maryland: Howard County Historical Society, 1972.

Other Sources

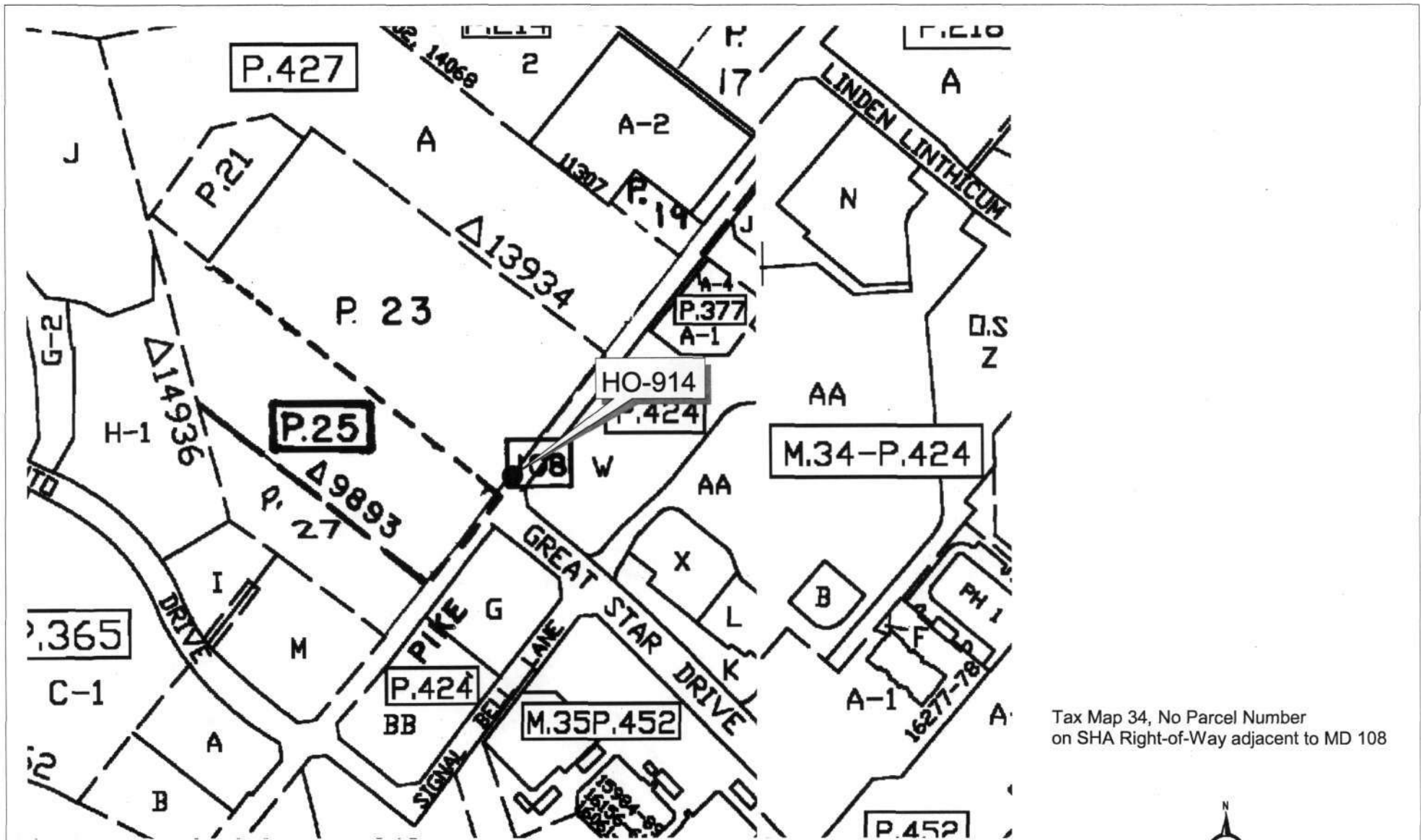
State Roads Commission Annual Reports, Maryland State Highway Administration

1795 Griffith Map

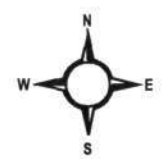
1860 Martenet Map

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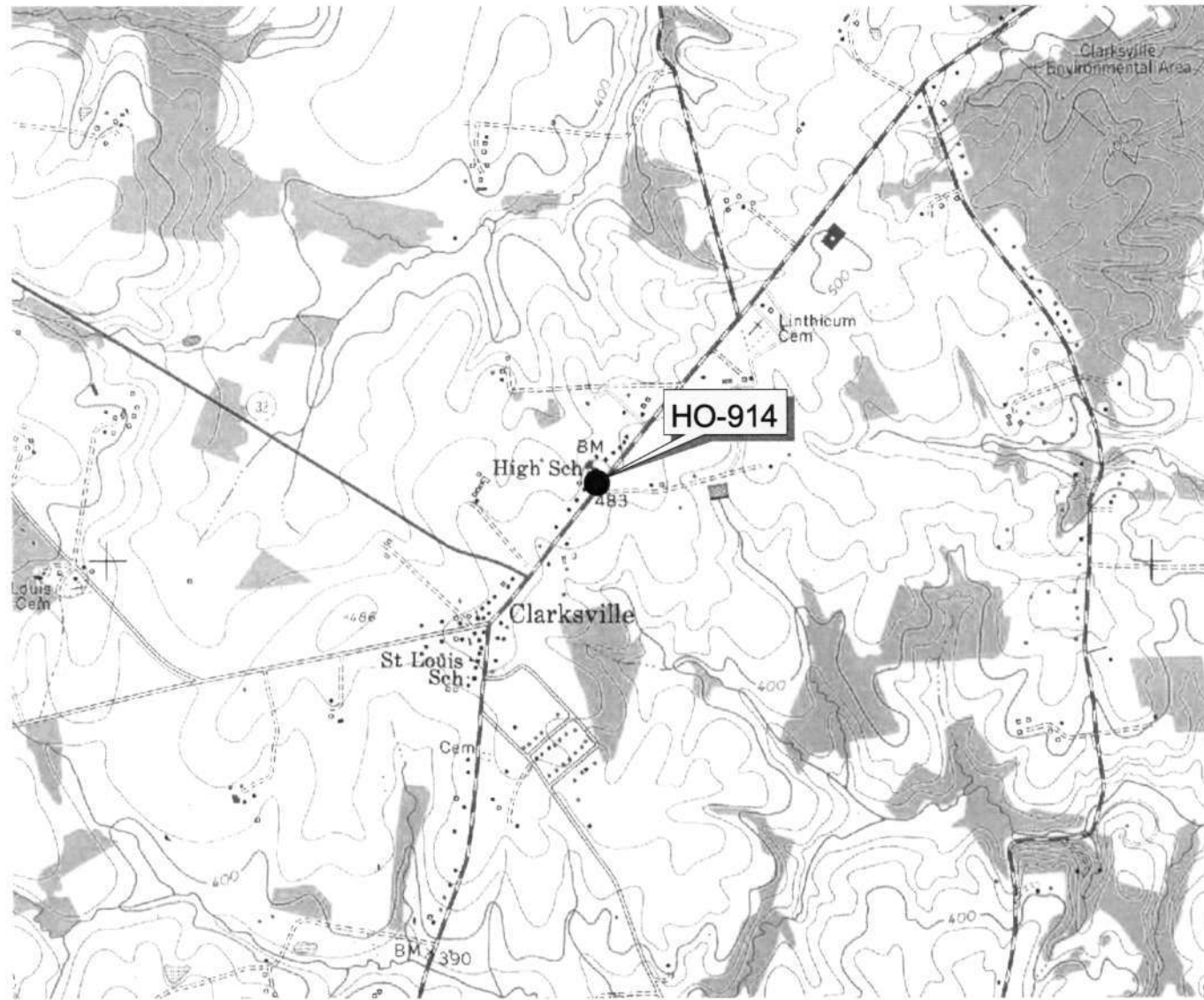
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Ellicott City-Clarksville Turnpike 9-Mile Marker



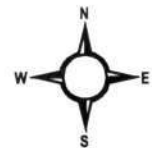
Tax Map 34, No Parcel Number
on SHA Right-of-Way adjacent to MD 108



HO-914
Ellicott City-Clarksville Turnpike 9-Mile Marker



USGS Clarkville Quadrangle Map
1:24,000



0.7 0 0.7 1.4 Miles



HO-914

Ellicott City-Clarksville Turnpike 9-Mile Marker
Howard County, MD

S. Foell

9/2006

No negative available

Mile Marker adjacent to
along MD 108; view to the south

1/2

ART-2611
426 2001

KODAK PRO
PAPER



HO-914

Ellicott City - Clarksville Turnpike 9-Mile Marker
Howard County, MD

S. Foell

9/2006

No negatives available

Mile Marker located on MD 108 ;
view to the west

2/2

Professional
Paper

ART-2611
426 2817 - 2 11 11-51
10/10/06