

Talbot County Historic Resources Survey
Villages of Tilghman Island, Neavitt, Newcomb, and Royal Oak

AECOM Final Submittal of Task 2 – January 7, 2017

Neavitt

- Capsule Summary
- Maryland Inventory of Historic Properties Form
- Two (2) USGS Topographic Quadrangle Maps
- One (1) USGS Topographic Quadrangle Map (Zoom)
- One (1) Resource Map
- Photograph Log
- TIFF Photograph Folder
- Tracked Changes Folder

Mark Edwards

1-04-17

(Project Manager Signature)

(Date)

Capsule Summary

Neavitt Survey District

T-1181

Neavitt, Talbot County, MD

c.1858-1952

The Neavitt Survey District, located in western Talbot County, Maryland, contains an extensive collection of houses, one church and cemetery, and very few commercial buildings within the village zoning boundary. These resources date primarily from c.1858 to 1952 and reflect the rapid growth of this water-oriented town that prospered from the seafood industry and supporting businesses on the Eastern Shore of Maryland. The district encompasses much of the village's residential area with a few commercial and public service buildings. The district is principally characterized by frame buildings set on varying-sized lots with a range of foundation types. The district is particularly distinctive for its collection of vernacular houses located near its surrounding creeks and coves. The few buildings that have been elevated due to water intrusion have been extensively altered in recent years, probably after major damage caused from Hurricane Isabel in 2003, which many residents state was the storm that affected the community the most in Neavitt's lengthy history.

The town's historic resources are located on Balls Creek Road, Bozman-Neavitt Road, Carrollton Road, Duck Cove Lane, Main Street, Middle Point Road, Neavitt Manor Road, Nelson Point Road, and Thamert Street. These streets form the rough boundaries that define the limits of the survey district. The buildings along these streets are more modest vernacular house forms, some with influences by the Queen Anne style. These vernacular house forms include cross-gabled center hall, side hall/parlor plans with varying degrees of architectural decoration. There are 19th and 20th century houses that also include Bungalows, Cape Cods, and Minimal Traditional house types. Neavitt's former commercial and public buildings include the general store (T-673), the Old School House (T-676), the former Town Hall, Post Office, and Knights of Pythias building, the Neavitt Methodist Episcopal Church (T-677), and Neavitt cemetery (Snyder 1987abc).

The village of Neavitt is historically and architecturally significant for several reasons. Neavitt is significant under NRHP Criterion A for its association with events that have made a significant contribution to the broad patterns of our history. Neavitt grew and developed as a result of agriculture and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting, and processing. Neavitt is one of the many villages that contributed to the success of the Chesapeake maritime industries for the State of Maryland serving east coast markets from the mid-19th century until the mid-20th century. Also, Neavitt is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction. Neavitt's buildings, objects, and sites portray its 19th and 20th century periods of Neavitt's history, and they characterize the district's importance in architecture, commerce to Neavitt and the surrounding area, and its contribution to Maryland's maritime history. Reflective of the village's growth and prosperity through this period, Neavitt's historic resources include collections of mid-to-late-19th century vernacular architecture with stylistic influences, as well as early to mid-20th century revival and popular architectural designs.

Settled in 1663, the village of Neavitt is located on the Broad Creek Neck peninsula (Talbot County, Maryland 2015c). With its flat land, Neavitt was an ideal location for agriculture, serving as a port for local products. Initially, the dominant crop was tobacco and gradually diversified to include cultivation of wheat, tomatoes, corn, and soy beans. By the late 1800s, most Neavitt residents made their living through boatbuilding, oystering, fishing, and crabbing (Talbot County, Maryland 2015c). Carpentry would become a specialty by the mid-1900s based on the skills workers acquired on farms, in mills, or in boatyards. Like many of its neighboring villages, Neavitt became a rural retreat for families and sportsmen from Baltimore, Washington, D.C., and Philadelphia, which increased the demand for more transportation options and housing. The completion of the Chesapeake Bay Bridge in 1952 made it possible for more families from nearby cities to travel to Neavitt for shorter stays, introducing part-time residents and retirees (Talbot County, Maryland 2015c).

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. T-1181

1. Name of Property (indicate preferred name)

historic Neavitt Survey District

other

2. Location

street and number Roughly bounded by Balls Creek Road, Bozman-Neavitt Road, Carrollton Road, Duck Cove Lane, Main Street, Middle Point Road, Neavitt Manor Road, Nelson Point Road, and Thamert Street. not for publication

city, town Neavitt vicinity

county Talbot County

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

name

street and number

telephone

city, town

state

zip code

4. Location of Legal Description

courthouse, registry of deeds, etc.

liber

folio

city, town

Neavitt

tax map

tax parcel

tax ID number

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

Category	Ownership	Current Function	Resource Count	
<u> X </u> district	<u> </u> public	<u> </u> agriculture	Contributing	Noncontributing
<u> </u> building(s)	<u> </u> private	<u> X </u> commerce/trade	<u> 62 </u>	<u> 28 </u> buildings
<u> </u> structure	<u> X </u> both	<u> </u> defense	<u> 1 </u>	<u> 4 </u> sites
<u> </u> site		<u> X </u> domestic	<u> </u>	<u> </u> structures
<u> </u> object		<u> </u> education	<u> </u>	<u> </u> objects
		<u> </u> funerary	<u> 63 </u>	<u> 32 </u> Total
		<u> X </u> government		
		<u> </u> health care		
		<u> </u> industry		
		<u> </u> landscape		
		<u> </u> recreation/culture		
		<u> </u> religion		
		<u> </u> social		
		<u> </u> transportation		
		<u> </u> work in progress		
		<u> </u> unknown		
		<u> </u> vacant/hot in use		
		<u> </u> other:		
			Number of Contributing Resources previously listed in the Inventory	
			<u> 12 </u>	

7. Description

Inventory No. T-1181

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

The Neavitt Survey District, located in western Talbot County, Maryland, contains an extensive collection of houses, one church and cemetery, and very few commercial buildings within the village zoning boundary. These resources date primarily from c.1858 to 1952 and reflect the rapid growth of the water-oriented town that prospered from the seafood industry and supporting businesses on the Eastern Shore of Maryland. The district encompasses much of the village's residential area with a few commercial and public service buildings. The district is principally characterized by frame buildings set on varying sized lots with a range of foundation types. The district is particularly distinctive for its collection of vernacular houses located near its surrounding creeks and coves. The few buildings that have been elevated due to water intrusion have been extensively altered in recent years, probably after major damage caused from Hurricane Isabel in 2003, which many residents state was the storm that affected the community the most in Neavitt's lengthy history.

The town's historic resources are located on Balls Creek Road, Bozman-Neavitt Road, Carrollton Road, Duck Cove Lane, Main Street, Middle Point Road, Neavitt Manor Road, Nelson Point Road, and Thamert Street. These streets form the rough boundaries that define the limits of the survey district. The buildings along these streets are more modest vernacular house forms, some with influences by the Queen Anne style. These vernacular house forms include cross-gabled center hall, side hall/parlor plans with varying degrees of architectural decoration. There are 19th and 20th century houses that also include Bungalows, Cape Cods, and Minimal Traditional house types. Neavitt's former commercial and public buildings include the general store (T-673), the Old School House (T-676), the former Town Hall, Post Office, and Knights of Pythias building, the Neavitt Methodist Episcopal Church (T-677), and Neavitt cemetery (Snyder 1987abc).

The period of significance is from c.1858, when some of the first buildings in Neavitt were included on historic maps, to 1952, soon after the end of World War II when the seafood industries and supporting businesses went into decline and the opening of the Chesapeake Bay Bridge when Neavitt's general isolation ended. Therefore, any buildings built after 1952 that are within the Neavitt Survey District boundaries are considered non-contributing to the period of significance. The survey district is in good condition and only a few historic resources are vacant. The residents continue general maintenance of their buildings, which has helped to maintain the survey district's visual cohesion. In 1987, the organization of Historic St. Michaels Bay Hundred Inc., conducted a historic sites field survey of Neavitt for the Maryland Historical Trust. The survey identified twelve buildings dating from c.1830 to c.1930 and recorded each buildings architectural description, condition, and style, including the vernacular, Queen-Anne, Bungalow, and Cape Cod. The survey provided an architectural sampling of Neavitt's historic resources.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. T-1181

Neavitt Survey District
Continuation Sheet

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General Description

Neavitt, Maryland is located in western Talbot County off of Balls Creek to the west, Choptank River to the south, and Harris Creek to the west, all of which are tributaries of the Chesapeake Bay. To the north is the town of Bozman. Neavitt Landing serves as the village's wharf and is located at the end of Long Point Road, and area that was settled as early as the 1660s. Duck Cove is a natural inlet of Balls Creek and is a shallow and protected harbor for the village of Neavitt. Principal road access to Neavitt is provided by MD 579, which intersects MD 33 north of Bozman. The road corridor, a two-lane highway inside the village limits, has been known as Bozman-Neavitt Road and Broad Neck Road. Neavitt's Main Street hugs closer towards the Duck Cove and Balls Creek side and down towards the southern point of the peninsula at Long Point. The layout of the road provided convenient access for its residents to water travel and provided nearby farmers access to dirt roads that led the docks to ship their produce to market. In the 1850s and 1860s, the former public buildings, which were the school house, church, and a general store, were located on either side of Bozman-Neavitt Road near the far-west inlet to Balls Creek.

The earliest map depicting buildings in Neavitt dates to 1858, and indicates the location of the Old School House, four houses situated along Balls Creek and Duck Cove and on the east side of Bozman-Neavitt Road, two houses near Long Point, and four houses along the Choptank River (Dilworth 1858). Neavitt's historic resources are frame structures that date from the second half of the 19th century and the first half of the 20th century (c.1858-1952). In general, the buildings that line Neavitt's streets stand on various sized lots with differing setbacks. The most common alterations to the frame buildings are modern window replacements, porch enclosures or additions, and synthetic cladding, including asbestos shingles and vinyl siding. It is assumed that most of the synthetic cladding did not involve the removal of period architectural trim or original weatherboard siding. Many of the additions are porch enclosures. Although Neavitt's regional history dates to the mid-17th century, no buildings from this period are extant. Only one known building dates from the 18th century. This is Long Point (T-335) built in c.1720. It is located outside of the village zoning boundary, and therefore is not included within the survey district boundaries.

The prosperity that resulted from the seafood industry and its supporting businesses provided a new generation of domestic, commercial, and religious architecture for the water-oriented town of Neavitt. The various vernacular architectural styles that were constructed in Neavitt reflect the financial stability of the working middle-class supported by the seafood industry and its related businesses such as agriculture, shipbuilding, oystering, fishing, and canning. From the 1850s to 1910s, these architectural styles included variations of the vernacular with stylistic influences such as Queen Anne, and stylistic orientation found in I-Houses. Vernacular buildings are based on building traditions passed down over time and reflect the local skills, technology, and materials of the community in which they are built. Generally, builders and craftspeople, not professional architects, have led the design process. The term vernacular can be applied to a broad range of buildings and

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structures in Talbot County, including dwellings. In vernacular architecture of the nineteenth century in the mid-Atlantic, builders commonly began with basic house forms and plans and then applied simplified ornamentation inspired by the fashionable styles of the time, such as Georgian, Greek Revival, Queen Anne, and Gothic Revival styles.

Ornamentation, when present, was simple and a building may have only exhibited one or two features, usually the most obvious characteristics of a style, such as a decorative front door centered on a two-story façade referencing the Georgian or Federal styles; porches supported by columns, pilasters, or a rectangular transom over the door flanked by sidelights inspired by the Greek Revival style; decorative, mass-produced verge boards like those found in the Gothic Revival style; and mass-produced spindle work, decorative shingles, or a turret or tower similar to the Queen Anne style features (KCI 1999: D-15-16; Lanier and Herman 1997:124, 127, 138, 145, 159, 161). One of the most common iterations of vernacular domestic architecture in the mid-Atlantic is the I-House, also known as the Straight House. A simple, rectangular building, the I-House features a relatively tall, thin profile (as seen from the end), two stories with a long, narrow main floor plan one room deep, and a side-gable roof. The façade is commonly symmetrical and may feature a one-story porch running the façade's length. Owners sometimes adapted the modest I-House's façade to be more fashionable with the addition of stylistic elements found in Georgian, Federal, or Greek Revival houses (Foster 2004:73-74; KCI 1999: D-15).

From the 1900s and as late as the 1950s, the architectural styles in Neavitt include Bungalows, Cape Cods, and Minimal Traditional buildings. The Bungalow style is often described as a generic descendant of the American Arts & Crafts movement and was commonly built during the first half of the 20th century (KCI 1999). Bungalows are mostly known for their scale rather than their style, but their characteristics often include open floor plans, low-pitched roofs, and a large front porch. The idealistic philosophy of the Arts & Crafts Movement inspired American architects and craftsmen like the Greene brothers, Frank Lloyd Wright, and George Stickley to rediscover the value in hand crafting buildings using natural materials to create a more holistic life style (NCHRP 2012), and repudiated overly-ornate designs of the Industrial Age. The Bungalow provided people an affordable option that was livable and charming. The distinction between the Craftsman style and Bungalows is the level of architectural detail.

The Cape Cod style was prominent during the mid-20th century and was present in most eastern metropolitan areas during this time (KCI 1999). Cape Cods had minimal references to Colonial Revival and Modernist architecture. One to one-and-one-half story height, gable roofs that are medium to low-pitch, and two or three front gable dormer windows characterize this house type (KCI 1999). Exterior wall cladding can vary, but typically is wood clapboard, wood shingle, brick veneer, or asbestos shingles. Facades typically have centered entry doors and simplified decorative elements on Cape Cods are present through flat wood trim at corner boards, doors and around multi-light double-hung windows. The Cape Cod's original small size has resulted in many being altered or enlarged.

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The last architectural style that coincides with the opening of the Chesapeake Bay Bridge in 1952 is Minimal Traditional. Minimal Traditional houses rarely had more than 1,000 interior square feet, were one-and-one-half stories tall, had rectangular or L-shape plans and asymmetrical fenestration patterns (KCI 1999). The gable roofs are medium to low-pitch and side eaves are located close to the gable walls. Exterior walls are clad with a variety of cladding materials, such as simulated stone, asbestos shingle, aluminum siding, wood clapboard, brick, or any combination of these materials (NCHRP 2012). Attached garages or carports were not typical of this house form. Similar to the Cape Cod style, the Minimal Traditional style often could have an additional half story that contained bedrooms or unfinished space to be completed later by the homeowner. The Minimal Traditional houses in Neavitt have no decorative features.

Representative Styles, Contributing Resource Architectural Types, and Non-contributing Resources within Survey District

1) 6353 Neavitt Manor Road, 1900, Contributing

Two-story, vernacular I-House, single-family residence featuring side-gable roof, exterior brick chimney at the southwest (side) elevation, front-gable entry supported by brackets, wood shingles, and wood frame. Alterations include window replacement and early two-story side addition.

2) 6330 Bozman Neavitt Road, 1890, Contributing

Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof, entry with three-light transom and two-light sidelights, center hall plan, wood frame, and interior brick chimney ends. Alterations include pedimented entry, vinyl siding, and window replacement.

3) 6391 Bozman Neavitt Road, c.1890, Contributing

Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof covered with wood shingles, entry with three-light sidelights, interior brick chimney ends, window surrounds topped by simple cornice, center hall plan, and wood frame. Alterations include pedimented entry, vinyl siding, and window replacement.

4) 6355 Bozman Neavitt Road, 1900, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring side-gable roof cornice returns and prominent gable dormer, full-length front porch with hipped roof supported by square columns, and wood frame. Alterations included vinyl siding, window replacement, and one-story rear addition.

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- 5) 23010 Carrollton Road, 1947, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring side-gable roof with two gable dormers, center-hall plan, and wood frame. Alterations include side-addition, vinyl siding, and window replacement.
- 6) 6391 Neavitt Manor Road, 1940, Contributing
One-and-one-half-story, Minimal Traditional, single-family residence featuring side-gable roof, centered entry, three-over-one double-hung wood windows with wood shutters, pairs of awning windows with three lights near the gable peaks, simply wood window and entry surrounds, and wood frame. Vinyl siding is the only alteration.
- 7) 6347 Bozman Neavitt Road, 1996, Non-Contributing
Constructed outside of the period of significance.
- 8) 6288 Bozman Neavitt Road, 1978, Non-Contributing
Constructed outside of the period of significance.
- 9) 6295 Bozman Neavitt Road, 1900, Non-Contributing
Two-and-one-half-story, vernacular I-House, single-family residence featuring a side-gable roof. Alterations include window replacement, wrap-around porch enclosure, one-story entry addition, and large two-story side addition. The historic resource retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 10) 6652 Bozman Neavitt Road, c.1858, Contributing
One-and-one-half-story, vernacular one-room schoolhouse featuring a front-gable roof and attic window, six-over-six double-hung wood windows, wood weatherboard siding, and wood frame.
- 11) Bozman Neavitt Road, c.1880, Contributing
Neavitt United Methodist Church cemetery. Earliest burial is from 1880.
- 12) 6405 Bozman Neavitt Road, 1900, Contributing
Two-story, vernacular former town hall/post office featuring hipped roof, center-entry projection with hipped roof and craftsman-style pilasters, larger window openings at the first story than the second story, and wood frame. Alterations include elevation, vinyl siding, and window replacement.

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13) 6395 Bozman Neavitt Road, 1923, Contributing

Two-and-one-half-story, vernacular church with Queen Anne influences, featuring an L-shaped plan with a gable roof, and the tower-entry that is situated at the inner corner of the "L". The tower-entry is topped by a steeple. The church's front elevation has a prominent curved Queen Anne lancet window, a circular fixed window with stained glass below the gable peak, and wood-shingle cladding inside the gable. The Church's double-door entry has a curved Queen Anne lancet-shaped transom. Alterations include asbestos siding and two rear additions.

14) 6354 Bozman Neavitt Road, c.1870, Contributing

One-and-one-half-story, vernacular general store featuring front-gable roof, weatherboard siding, full-length front porch with hipped roof supported by four square posts, two-over-two double-hung wood windows. Alterations include two early rear additions.

Balls Creek Road

15) 22859 Balls Creek Road, 1900, Contributing

Two-story, vernacular I-House, single-family residence featuring side-gable roof, exterior brick chimney ends, center hall plan, and wood frame. Alterations include one-story side and rear additions, vinyl siding, and window replacement.

16) 22867 Balls Creek Road, 1900, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring side-gable roof with gable dormers, and wood frame. Alterations included asbestos siding, window replacement, and a one-story side addition.

17) 22883 Balls Creek Road, 1920, Contributing

One-and-one-half-story, Bungalow, single-family residence is situated northwest on the parcel and features a front-gable roof with a northeast extension, centered entry with a hipped roof hood, three side-by-side windows near the gable peak, and wood frame. Alterations include vinyl siding and window replacements. There is another one-and-one-half-story, Bungalow, single-family residence situated northeast on the parcel with a front-gable roof and northwest gable dormer. Alterations include a large two-story side addition on the northeast elevation, vinyl siding, and window replacement. The northeast Bungalow retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.

18) 22878 Balls Creek Road, 1960, Non-Contributing

Constructed outside of the period of significance.

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19) 22864 Balls Creek Road, 1944, Contributing

One-and-one-half-story, Bungalow, single-family residence featuring side-gable roof with shed-roof dormer, and wood frame. Alterations include rear addition, window replacement, and replacement siding.

Bozman Neavitt Road

20) 6652 Bozman Neavitt Road, c.1858, Contributing

One-and-one-half-story, vernacular one-room schoolhouse featuring a front-gable roof and attic window, six-over-six double-hung wood windows, wood weatherboard siding, and wood frame.

21) 6472 Bozman Neavitt Road, 1900, Contributing

Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof with overhanging eaves, center hall plan, and wood frame. Alterations include an early one-and-one-half-story side addition and two-story rear addition, replacement windows, and vinyl siding.

22) 6414 Bozman Neavitt Road, 1890, Contributing

Two-story, vernacular I-House, single-family residence featuring side-gable roof with overhanging eaves, pediment entry with three-light transom and two-light sidelights, center hall plan, wood frame, two-over-two double-hung wood windows. Alterations include vinyl siding, rear porch enclosure, and concrete block chimney replacement.

23) 6394 Bozman Neavitt Road, 1890, Contributing

Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof, side entry with three-light transom and two-light sidelights, side-hall plan, rear-ell, wood frame, partial wrap around porch, and two-over-two double-hung wood windows. Alterations include vinyl siding and one-story side addition.

24) 6390 Bozman Neavitt Road, 1890, Contributing

Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof with interior brick chimney ends, center hall plan, and wood frame. Alterations include asbestos siding, window replacement, and one-story side addition.

25) 6382 Bozman Neavitt Road, 2004, Non-Contributing

Constructed outside of the period of significance.

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- 26) 6354 Bozman Neavitt Road, c.1870, Contributing
One-and-one-half-story, vernacular general store featuring front-gable roof, weatherboard siding, full-length front porch with hipped roof supported by four square posts, two-over-two double-hung wood windows. Alterations include two early rear additions.
- 27) 6361 Bozman Neavitt Road, 1900, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof, center hall plan, wood frame, wood shingle cladding, and six-over-six double-hung wood windows. Alterations include a one-story side porch addition with roof-top deck.
- 28) Bozman Neavitt Road, 1920, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring front-gable roof, full-length front porch with hipped roof supported by wood square post, side-hall plan, and wood frame. Alterations include vinyl siding and window replacement.
- 29) 6340 Bozman Neavitt Road, 1940, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring hipped-roof with pyramid-roof dormer, inset full-length front porch supported by wood square post, center-hall plan, and wood frame. Alterations include vinyl siding, window replacement, and side addition.
- 30) 6334 Bozman Neavitt Road, 1920, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring a front-gable roof, full-length front porch with hipped roof and a shed-roof dormer. Alterations include vinyl siding, window replacement, front-porch enclosure, and side addition.
- 31) 6332 Bozman Neavitt Road, 1998, Non-Contributing
Constructed outside of the period of significance.
- 32) 6330 Bozman Neavitt Road, 1890, Contributing
Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof, entry with three-light transom and two-light sidelights, center hall plan, wood frame, and interior brick chimneys. Alterations include pedimented entry, vinyl siding, and window replacement.
- 33) 6278 Bozman Neavitt Road, c.1900, Contributing
One-and-one-half-story, vernacular single-family residence featuring side-gable roof with prominent front-gable, partial wrap-around porch with hipped roof, and two-over-two double-hung wood windows,

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irregular plan, and wood frame. Alterations include porch enclosure, bay window addition, and one-story rear addition.

34) Bozman Neavitt Road, 1910, Contributing

One-story, vernacular, single-family residence constructed in 1910, featuring front-gable roof, interior chimney, two-over-two double-hung wood windows, and wood frame. Alterations include gable addition and vinyl siding. There is another one-and-one-half-story, Minimal Traditional, single-family residence constructed in 1952 and is situated west on the parcel, featuring a side-gable roof with two-over-two double-hung wood windows. Alterations include gable roof rear addition, two gable roof side additions with a gable roof rear addition. The Minimal Traditional building retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.

35) 6289 Bozman Neavitt Road, 1900, Contributing

Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof, exterior brick chimney at side elevation, front-gable entry supported by square wood columns, center hall plan, and wood frame. The house has eight-over-eight double-hung wood windows at the first story and six-over-six double-hung wood windows at the second story. Alterations include vinyl siding, one-story side addition, and early two-story side addition.

36) 6311 Bozman Neavitt Road, 1900, Contributing

Two-story, vernacular I-House, single-family residence featuring side-gable roof, full-length shed-roof front porch, center hall plan, and wood frame. Alterations include a one-and-one-half-story side addition, rear addition, asbestos siding, and window replacement.

37) 6329 Bozman Neavitt Road, 1890, Non-Contributing

Two-story, vernacular I-House, single-family residence featuring a side-gable roof. Alterations include vinyl siding, window replacement, and large two-story gable roofed addition with rear ell and one-story side addition. The historic resource retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.

38) 6337 Bozman Neavitt Road, 1890, Contributing

Two-story, vernacular I-House, single-family residence featuring side-gable roof, entry with three-light transom and two-light sidelights, full-length front porch with shed roof, center hall plan, and wood frame. Alterations include elevation, window replacement, vinyl siding, and replacement porch columns and balustrade.

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- 39) 6343 Bozman Neavitt Road, 1900, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring clipped-gable roof, shed-roof dormers, and wood frame. Alterations include asbestos siding, window replacement, and rear porch enclosure.
- 40) 6351 Bozman Neavitt Road, 2010, Non-Contributing
Constructed outside of the period of significance.
- 41) 6347 Bozman Neavitt Road, 1996, Non-Contributing
Constructed outside of the period of significance.
- 42) 6355 Bozman Neavitt Road, 1900, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring side-gable roof cornice returns and prominent gable dormer, full-length front porch with hipped roof supported by square columns, and wood frame. Alterations include vinyl siding, window replacement, and one-story rear addition.
- 43) 6379 Bozman Neavitt Road, 1900, Contributing
Two-and-one-half-story, vernacular, single-family residence with Queen Anne influences, featuring side-gable roof and prominent two-and-one-story front extension with front-gable roof, wood shingles, and curved attic double-hung window, partial wrap around porch with hipped roof, and wood frame. Alterations include front porch enclosure, asbestos siding, and window replacement.
- 44) 6383 Bozman Neavitt Road, 1890, Contributing
Two-and-one-half-story, vernacular, single-family residence with Queen Anne influences, featuring side-gable roof with interior brick chimney ends, prominent two-and-one-story front extension with front-gable roof, wood shingles, and curved attic double-hung window, partial wrap around porch with hipped roof, two-over-two double-hung wood windows, and wood frame. Alterations include front porch enclosure, one-story rear addition, and asbestos siding.
- 45) 6391 Bozman Neavitt Road, c.1890, Contributing
Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof covered with wood shingles, entry with three-light sidelights, interior brick chimney ends, window surrounds topped by simple cornice, center hall plan, and wood frame. Alterations include pedimented entry, vinyl siding, and window replacement.

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- 46) 6395 Bozman Neavitt Road, 1923, Contributing
Two-and-one-half-story, vernacular church with Queen Anne influences, featuring an L-shaped plan with a gable roof, and the tower-entry is situated at the inner corner of the "L". The tower-entry is topped by a steeple. The church's front elevation has a prominent curved Queen Anne lancet window, a circular fixed window with stained glass below the gable peak, and wood-shingle cladding inside the gable. The Church's double-door entry has a curved Queen Anne lancet-shaped transom. Alterations include asbestos siding and two rear additions.
- 47) 6403 Bozman Neavitt Road, 1890, Contributing
Two-and-one-half-story, vernacular, single-family residence with Queen Anne influences, featuring side-gable roof, prominent two-and-one-story front extension with front-gable roof, wood shingles, and curved attic double-hung window, front porch with shed roof, entry sidelights, and wood frame. Alterations include vinyl siding, window replacement, and one-story rear and side additions.
- 48) 6405 Bozman Neavitt Road, 1900, Contributing
Two-story, vernacular former town hall/post office featuring hipped roof, center-entry projection with hipped roof and craftsman-style pilasters, larger window openings at the first story than the second story, and wood frame. Alterations include elevation, vinyl siding, and window replacement.
- 49) 6421 Bozman Neavitt Road, 1920, Contributing
Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof, interior brick chimney ends, two-over-two double-hung wood windows, center hall plan, and wood frame. Alterations include asbestos siding, one-story entry addition, and one-story side addition.
- 50) 6431 Bozman Neavitt Road, 1890, Non-Contributing
Alterations include vinyl siding, window replacement, two-story side addition on the northwest elevation, and large two-story and one-story side additions on the southeast elevation. The building retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 51) 6439 Bozman Neavitt Road, 1940, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring side-gable roof with two gable dormers, center-hall plan, pedimented entry supported by brackets, and wood frame. Alterations include vinyl siding and window replacement.

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- 52) 6447 Bozman Neavitt Road, 1920, Contributing
One-story, vernacular residence featuring a side-gable roof with a prominent center gable with circular window supported by two square wood posts, centered entry, and wood frame. Alterations include vinyl siding, window replacement, and side porch.
- 53) 6457 Bozman Neavitt Road, 1940, Non-Contributing
Alterations include vinyl siding, window replacement, front-porch enclosure, large side addition, and rear addition. The historic resource retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 54) 6461 Bozman Neavitt Road, 1940, Non-Contributing
Alterations include vinyl siding, window replacement, one-story front, side and rear addition. The building retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 55) 6469 Bozman Neavitt Road, 1920, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring side-gable roof with two gable dormers with pairs of windows, clad by wood shingles, center-hall plan, and wood frame. Alterations include one-story entry addition, side addition, and window replacement.
- 56) Bozman Neavitt Road, c.1880, Contributing
Neavitt United Methodist Church cemetery. Earliest burial is from 1880.

Carrollton Road

- 57) 22995 Carrollton Road, 2004, Non-Contributing
Constructed outside of the period of significance.
- 58) 23005 Carrollton Road, 1920, Non-Contributing
One-story, vernacular residence featuring a side-gable roof. Alterations include window replacement, vinyl siding, side additions, and front addition. The historic resource retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.

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- 59) 23009 Carrollton Road, 1940, Contributing
One-and-one-half-story, Cape-Cod, single-family residence featuring side-gable roof with cornice returns, pedimented entry, six-over-one double-hung wood windows, center-hall plan, and wood frame. Alterations include side additions and vinyl siding.
- 60) 23025 Carrollton Road, 1920, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof, full-length shed-roof front porch, center hall plan, and wood frame. Alterations include one-and-one-half-story side addition, rear addition, vinyl siding, and window replacement.
- 61) 23031 Carrollton Road, 1964, Non-Contributing
Constructed outside of the period of significance.
- 62) 23032 Carrollton Road, 1940, Contributing
One-story, Bungalow, single-family residence featuring a front-gable roof with cross-gable side extension, exterior brick chimney that pierces the roof eave, and wood frame. Alterations include window replacement, and vinyl siding.
- 63) 23028 Carrollton Road, 1920, Non-Contributing
Two-story, vernacular I-House featuring a side-gable roof. Alterations include vinyl siding, window replacement, carport front addition, and large two-story side addition. The historic resource retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 64) 23026 Carrollton Road, 1961, Non-Contributing
Constructed outside of the period of significance.
- 65) 23014 Carrollton Road, 2010, Non-Contributing
Constructed outside of the period of significance.
- 66) 23010 Carrollton Road, 1947, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring side-gable roof with two gable dormers, center-hall plan, and wood frame. Alterations include side-addition, vinyl siding, and window replacement. The historic resource retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.

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Duck Cove Lane

- 67) 6390 Duck Cove Lane, 1900, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring side-gable roof with two gable dormers, center-hall plan, and wood frame. Alterations include elevation, vinyl siding, and window replacement.

Long Point Road

- 68) 6280 Long Point Road, 1940, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring hipped-roof with pyramidal-roof dormer, inset full-length front porch, gable-bay projection at side elevation, center-hall plan, and wood frame. Alterations include vinyl siding, some window replacement, and porch enclosure.
- 69) 6273 Long Point Road, 1920, Contributing
One-and-one-half-story, Cape Cod, single-family residence featuring side-gable roof with two gable dormers and a full-length rear shed-roof dormer, full-length shed-roof front porch, center-hall plan, and wood frame. Alterations include front and rear porch enclosures, vinyl siding, and window replacement.

Main Street

- 70) 6458 Main Street, 1940, Contributing
One-story, Minimal Traditional, single-family residence featuring side-gable roof, gable-roofed entry supported by square wood posts, center hall plan, and wood frame. Alterations include one-story side additions, window replacement, and vinyl siding.
- 71) 6444 Main Street, 1890, Contributing
Two-and-one-half-story, vernacular, single-family residence with Queen Anne influences, featuring side-gable roof and prominent two-story bay projection with front-gable roof and attic window, two-over-two double-hung wood windows, side brick chimney. Alterations include c. 1920s front porch enclosure, one-story side, one-story rear addition, and vinyl siding.
- 72) 6434 Main Street, 1890, Contributing
Two-and-one-half-story, vernacular, single-family residence with Queen Anne influences, featuring side-gable roof and prominent two-story bay projection with front-gable roof and round-headed arched attic window, two-over-two double-hung wood windows. Alterations include c. 1950 front porch enclosure and aluminum siding.

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- 73) 6422 Main Street, 1920, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring front-gable roof and cornice returns, full-length front porch with hipped roof supported by wood square post with decorative brackets, three-over-one double-hung wood windows. Alterations include asbestos siding, front porch enclosure, attic window replacement, and concrete block chimney replacement.
- 74) 6418 Main Street, 1920, Contributing
One-story, vernacular single-family residence featuring front-gable roof, one-story off-centered front porch enclosure with front-gable roof, wood attic vents at gable peaks, and brick-pier foundation and brick infill. Alterations include asbestos siding, window replacement, and front porch enclosure.
- 75) 6412 Main Street, c.1910, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof with overhanging eaves, gable-roofed entry supported by square wood posts, center hall plan, wood frame, two-over-two double-hung wood windows. Alterations include vinyl siding and side porch enclosure.
- 76) 6404 Main Street, 1890, Non-Contributing
Alterations include flanking one-and-one-half-story side additions and window replacements. The building retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 77) 6400 Main Street, 1890, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof with cornice returns, entry with three-light transom and two-light sidelights, center hall plan, wood frame, weatherboard siding, exterior brick chimney end, attic windows, and two-over-two double-hung wood windows. Alterations include one-story rear and side porch addition.
- 78) 6411 Main Street, 1989, Non-Contributing
Constructed outside of the period of significance.
- 79) 6354 Middle Point Road, 1920, Contributing
Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof with interior brick chimney ends, center hall plan, and wood frame. Alterations include vinyl siding, window replacement, and side addition.

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- 80) 6346 Middle Point Road, 1940, Contributing
One-story, Minimal Traditional, single-family residence featuring side-gable roof, off-centered shed roof extension, and wood frame. Alterations include vinyl siding, window replacement, and breezeway addition that connects to a garage structure.
- 81) 6344 Middle Point Road, 1890, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof, interior brick chimney ends, clad by wood shingles, center hall plan, and wood frame. Alterations include entry porch addition and window replacement.
- 82) 6340 Middle Point Road, 1954, Non-Contributing
Constructed outside of the period of significance.
- 83) 6341 Middle Point Road, 1890, Contributing
Two-and-one-half-story, vernacular I-House, single-family residence featuring side-gable roof, front-gable entry supported by brackets, center hall plan, and wood frame. Alterations include asbestos siding, window replacement, side porch addition, and one-story rear addition.
- Neavitt Manor Road
- 84) 6353 Neavitt Manor Road, 1900, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof, exterior brick chimney at side elevation, front-gable entry supported by brackets, clad by wood shingles, and wood frame. Alterations include window replacement and early two-story side addition.
- 85) 6353 Neavitt Manor Road, c.1890, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof, entry with three-light transom and two-light sidelights, side hall plan, wood frame, exterior brick chimney at the side elevation, and wood frame. Alterations include vinyl siding, window replacement, and one-story side porch addition.
- 86) 6357 Neavitt Manor Road, 1950, Contributing
One-story, Minimal Traditional, single-family residence featuring a side-gable roof with a front gable and shed roof extension on the façade, interior brick chimney, and wood frame. Alterations include vinyl siding and window replacement.

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- 87) 6359 Neavitt Manor Road, 1940, Non-Contributing
One-and-one-half-story, Cape Cod, single-family residence. Alterations include side porch addition, side addition with large brick exterior chimney, and a large shed roof dormer has replaced what probably were two gable roof dormers. The historic resource retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 88) 6369 Neavitt Manor Road, 1940, Contributing
One-and-one-half-story, Minimal Traditional, single-family residence featuring side-gable roof and wood frame. Alterations include vinyl siding and window replacement.
- 89) 6373 Neavitt Manor Road, 1940, Contributing
One-and-one-half-story, Minimal Traditional, single-family residence featuring side-gable roof, centered entry, and wood frame. Alterations include asbestos siding and window replacement.
- 90) 6391 Neavitt Manor Road, 1940, Contributing
One-and-one-half-story, Minimal Traditional, single-family residence featuring side-gable roof, centered entry, three-over-one double-hung wood windows with wood shutters, pairs of awning windows with three lights near the gable peaks, simply wood window and entry surrounds, and wood frame. Vinyl siding is the only alteration.
- Nelson Point Road
- 91) Nelson Point Road, 1920, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof, decorative entry surround with heavy cornice supported by fluted pilasters, six-over-six double-hung windows, cross-gable rear extension, side porch, side-hall plan, and wood frame. Alterations include asbestos siding, some window replacement, and one-story side addition.
- 92) 6281 Nelson Point Road, 1930, Non-Contributing
Two-story, vernacular I-House featuring a side-gable roof. Alterations include vinyl siding, window replacement, one-story front addition, two-story side addition, and one-story rear addition. The historic resource retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 93) Nelson Point Road, 2000, Non-Contributing
Constructed outside of the period of significance.

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Thamert Road

- 94) 6359 Thamert Road, 1940, Contributing
One-and-one-half-story, Bungalow, single-family residence featuring front-gable roof, full-length front porch with hipped roof, exterior brick chimney, and wood frame. Alterations include vinyl siding, front-porch enclosure, window replacement, and one-and-one-half-story rear addition.
- 95) 6363 Thamert Road, 1998, Non-Contributing
Constructed outside of the period of significance.
- 96) 6365 Thamert Road, 1988, Non-Contributing
Constructed outside of the period of significance.
- 97) 6369 Thamert Road, 1940, Non-Contributing
One-story, Minimal Traditional, single-family residence featuring a side-gable roof with a shed roof hood over the center entry and an off-centered cross gable at the façade. Alterations include vinyl siding, window replacement, and front porch addition. The building retains its integrity of association, but no longer retains its integrity of feeling, setting, materials, workmanship, and design. Therefore it is considered non-contributing within the Neavitt Survey District.
- 98) 6379 Thamert Road, 1890, Contributing
Two-story, vernacular I-House, single-family residence on brick piers featuring side-gable roof, front-gable entry supported by square wood columns, clad by wood shingles, center hall plan, and wood frame. Alterations include window replacement and early one-story side addition with shed roof.
- 99) 6375 Thamert Road, c.1880, Contributing
Two-story, vernacular I-House, single-family residence featuring side-gable roof, interior brick chimneys, center hall plan, and wood frame. Alterations include window replacement, vinyl siding, infilled entry, and one-story side porch addition.

8. Significance

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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 checked="" type="checkbox"/> 1800-1899	<input checked="" 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 checked="" type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1858-1952 **Architect/Builder** Unknown

Construction dates

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 Statement of Significance

The village of Neavitt is historically and architecturally significant for several reasons. Neavitt is significant under NRHP Criterion A for its association with events that have made a significant contribution to the broad patterns of our history. Neavitt grew and developed as a result of agriculture and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Neavitt is one of the many villages that contributed to the success of the Chesapeake maritime industries for the State of Maryland serving east coast markets from the mid-19th century until the mid-20th century. Also, Neavitt is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction. Neavitt's buildings, objects, and sites portray its 19th and 20th century periods of Neavitt's history, and they characterize the district's importance in architecture, commerce to Neavitt and the surrounding area, and its contribution to Maryland's maritime history. Reflective of the village's growth and prosperity through this period, Neavitt's historic resources include collections of mid-to-late-19th century vernacular architecture with stylistic influences, as well as early to mid-20th century revival and popular architectural designs.

Resource History and Historic Significance

Talbot County is centrally located on Maryland's Eastern Shore. The county seat is Easton, while St. Michaels, Oxford, and Trappe are the other incorporated areas of the county (2015a). The county is bounded by the Chesapeake Bay to the west; Queen Anne County and the Wye East River to the north, Caroline County, Tuckahoe Creek and the Choptank River to the east; and the Choptank River and Dorchester County to the south. The unincorporated village of Neavitt is among a group of Eastern Shore water-oriented communities located in the western half of Talbot County, dating back to the late-17th century. The western half of the county is characterized by numerous tidal rivers, creeks, and bays. In 1661, the first settlers of Talbot County arrived from the Western Shore of Maryland looking for new lands to replace the exhausted soils on the Western Shore tracts (Preston 1983). By 1662, Talbot County was formally created and the current boundaries of the county were formed after adjustments occurred during the 18th century to establish Queen Anne's County to the north and Caroline County to the east (Preston 1983). Easton became the county seat in 1788 and was the location of the Eastern Shore's courts and governmental offices (Preston 1983).

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Talbot County's early settlers included Quakers seeking haven from persecution, Puritans cast out from Virginia, and Irish and Scottish indentured servants (Preston 1983). In the American Revolution, residents from Talbot County played important roles. Matthew Tilghman was considered Maryland's leader in the events leading to independence, Trench Tilghman served as General George Washington's aide and was famous for his ride to carry news of Cornwallis' surrender to the Continental Congress in Philadelphia, and Perry Benson became a Revolutionary War hero and future hero of the Battle of St. Michaels in 1813 (Preston 1983). The Civil War caused a deep divide in Talbot County. Returning veterans and emancipated slaves cultivated cheap land within the Eastern Shore peninsula through sharecropping (Claggett 2004). Following the Civil War, the small towns of Talbot County grew as the county became popular as a site of summer homes for wealthy Northerners and boarders seeking a vacation destination came from nearby cities. Talbot County's chief economic activities were agriculture and the maritime industries of shipbuilding, seafood harvesting and processing. The County's relative isolation from the rest of Maryland ended with the completion of the Bay Bridge in 1952.

Transportation

In 1658, European settlers began arriving in present day Talbot County when Lord Baltimore issued grants along Miles River (Claggett 2004). The early settlers' main forms of employments were fur trading, harvesting tobacco, lumbering, milling, shipbuilding, and farming. To ship their goods, settlers built roads and docks at the waterfront of their farms, which coincided with older Native American paths. Talbot's main south-north road was established by the end of the seventeenth century, with east-west roads developing but most did not intersect with each other, creating a "Z" path when moving east-west (Claggett 2004). Talbot County's farms to the west depended on water for travel and transport goods, while farms to the east were mostly land-locked and depended on roads. Early networks of bridges and sailboat ferries developed to connect the area's many land necks (Claggett 2004). During the early colonial period, Oxford was, geographically, the first port for mid-shore commerce in the trans-Atlantic shipping trade (Footner 2011).

By the early 1800s, steamboats connected the rural settlements of Eastern Shore and Maryland's main city, Baltimore, plying the Choptank River and its tributaries on the Chesapeake Bay. The first Chesapeake Bay steamboat was launched in 1813 and by the 1860s steamboats had replaced sailing vessels as the principle mode of water travel (Choptank River Heritage 2002; Footner 2011). Dirt roads were also improved to allow carts and carriages to travel more quickly and comfortably. Railroads arrived in the late 1880s. By the end of the 19th century, steamboats, ferries, and railroads brought more people and commerce to these Eastern Shore towns (Claggett 2004). Ferry landings, train stations, and crossroads in Talbot County were important junctions for transport of goods and people and the settlements around them grew to include small businesses, churches, and schools.

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Two railroad companies controlled all of the steamboats on the Chesapeake Bay: the consolidated rail lines of the Baltimore Chesapeake and Atlantic Railway Company (BC&A) and the Baltimore and Eastern Shore Railroad that was chartered in 1886, and the Maryland, Delaware and Virginia Railway Company. In 1894, several steamboat companies were bought and consolidated into the Baltimore, Chesapeake & Atlantic Railway Company that led to the integration of railroad and steamboat service through the early 1900s (Choptank River Heritage 2002).

Increased prosperity and demand for Eastern Shore goods led to the construction of new wharfs, which in turn allowed for regular steamboat schedules. In 1900, the BC&A built a new steamboat wharf at lower Broad Creek Neck in Neavitt on the Ball's Creek side (Footner 2011). The Neavitt steamboat wharf was constructed of pilings built over oyster shells from the adjacent Ball family-owned oyster packing plant and the pilings supported long planks that extended out in the river. Every week, steamboats would stop at Neavitt steamboat wharf and gasoline-powered freight boats from the Western Shore would deliver supplies and pick up local produce, wheat, and seafood.

The number of vacationers and seasonal residents increased significantly during the early 20th century, when visitors would travel from the Western Shore to vacation in Eastern Shore villages, such as Tilghman Island, Neavitt, Newcomb, and Royal Oak. The trip required many different modes of transportation over one day of travel. From Baltimore, travelers going to Neavitt would take a train to Annapolis, then a ferry to Love Point, and then a horse and wagon (Footner 2011). Those travelling further would catch the BC&A railroad at Love Point, which passed through Claiborne/McDaniel, St. Michaels, Royal Oak (in Newcomb), Kirkham, and Easton before continuing through Salisbury and on to Ocean City (Parks 2011). By the 1920s, and before the construction of the Chesapeake Bay Bridge in 1952, people would drive to Claiborne and take the ferry on Sunday afternoon (Footner 2011). For weeks and even months, local boarding houses would accommodate travelers to Neavitt and locals could earn extra income by accepting boarders to stay in their farm houses. Guest could enjoy many amenities at these boarding houses and villages, including boating and other water sports, fishing, crabbing, oystering, hunting, Saturday dances, and traveling entertainment like the James Adams Floating Theater (Footner 2011).

In 1931, the BC&A ceased passenger rail service from the wharf at Love Point through Talbot County to Ocean City (Mancini 1999). In the 1930s, steamboats converted to freight barges. Shortly after World War II, steamboat service ceased between larger cities like the Eastern Shore's Cambridge and Baltimore (Choptank River Heritage 2002; Footner 2011). Many small Eastern Shore towns began a long process of decline with the diminution of its industries after the war. The opening of the Chesapeake Bay Bridge in 1952, however, made it easier for vacationers to travel to Talbot County's small villages and a population of wealthy newcomers settled or purchased second homes along waterfront properties and contributed to the transition of some Eastern Shore's towns and villages to tourist- and vacationer-based economies (Claggett 2004). Freight trains used the

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former BC&A line only occasionally until the 1960s, when rail service was permanently suspended. The rails were removed in the decades that followed (Mancini 1999).

Agriculture and Labor

Tobacco was the primary crop of Talbot County and required an extensive amount of manual labor and land to be profitable. This crop was so dominant in Maryland that laws were passed at the height of the tobacco era requiring planters to grow at least two acres of corn in order to prevent starvation (Drache 1996). The British monopolistic price for tobacco left even the largest planters in debt, as the fixed prices barely covered the costs. The shortage of coin and the high prices of imported goods led to the use of tobacco as a medium of exchange in the tobacco-growing colonies, allowing smaller planters and farmers to use tobacco to pay taxes, fees and fines, purchase goods and services, and settle other debts (Footner 2011).

The monopolistic tobacco-based economy encouraged small farmers in the Chesapeake Bay area to diversify their crops, such as corn, wheat, beans, oats, barley peas, rye, potatoes, and fruit orchards. Diversification allowed small farmers to become self-sufficient and utilize these items to barter for more tobacco. Farmers used indentured British and Irish immigrants for tobacco production (Footner 2011). However, English immigration slowed to the Chesapeake region after tobacco prices were set low enough to cause a regional recession, which led planters to purchase African slave labor. By the 1750s, tobacco began to decline as a major crop due to soil exhaustion, poor quality, and low prices. Planters turned to grains, especially wheat and corn as their major cash crops and raised other crops and animals solely to feed the family and laborers (Drache 1996; Preston 1983).

The practice of slavery developed slowly in Talbot County after 1700, but was increasingly used at large plantations as more field hands were needed to meet the labor-intensive requirements of planting and processing tobacco. Early in the colonial period, Quakers were permitted to use slave labor, but by 1777, the Maryland Yearly Meeting of Friends gathered at Third Haven in Easton and decided on a conditional disownment for any Quakers who owned slaves. The decision coincided with the period when Eastern Shore farmers had ceased growing tobacco and slavery was no longer deemed essential. In 1792, Third Haven declared their community clear of slavery. The farmers of the Chesapeake region had overwhelmingly replaced tobacco with grain. By the American Revolution, the area was known as the bread basket of the Revolutionary War (Walsh 1974). Talbot County farmers sent their cargoes of grain on bay crafts chartered or owned by the state and sent most of the grain to Baltimore's basin (Footner 2011).

Oystering

Grain from Talbot County could not stay competitive in the market because of large grain producers in Ohio and other inland locations. Landowners sold off land and slaves, and small farmers turned their energy to raising produce and harvesting oyster beds. People in Talbot County regularly consumed fish, oysters and other high protein products found in the Chesapeake Bay and nearby rivers and creeks (Footner 2011). In 1811,

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Virginia banned dredging, which involved the process of using a dredge—a heavy iron frame with strong teeth along its lower lip and a bag of strong cord—that was towed along the bottom of the bay by a boat in order to collect oysters (Moore 2000). The Virginia ban resulted in fleets of oystermen with dredges moving into Maryland. Other out-of-state watermen came from New York and New Jersey to Maryland and would later establish the state's first commercial packers. By 1820, Talbot County legislators established a ban on out-of-state watermen and dredging in county waters. The Maryland General Assembly eventually passed legislation in 1830 to only authorize state residents to harvest oysters in its waters (Baltimore Sun 2010).

The Maryland commercial oyster industry boomed when the Chesapeake & Delaware Canal opened in 1829. The canal opened markets to Maryland's producers outside of Baltimore and as far north as Philadelphia, New Jersey, and New York (Footner 2011). Talbot County farmers prospered by having access to these new markets, and Talbot County shipwrights thrived from the increased demand for small and large schooners to support the booming oyster industry (Footner 2011). In the 1850s, the Baltimore & Ohio Railroad would reach the Midwest and the Ohio River where oysters were favored by immigrant workers, increasing demand for the Maryland's oyster product.

The Choptank River was a principal oystering region that was connected by steamboat and railroad connections to East Coast markets (Eshelman 1988). Oystering was a winter-only occupation for watermen and restrictions on the industry made the occupation even more grueling but were necessary to preserve the oyster population. Watermen were reserved to hand dredging for oysters through the main body of the Choptank River, but west from the mouth of the Choptank River into the Chesapeake Bay was reserved for the sail powered dredging of oysters. The tonging, or hand raking, of oysters was reserved within all of the coves, creeks and rivers running inland from the Choptank River.

Although the oyster industry brought prosperity to the Chesapeake Bay region, it also brought chaos with the onset of the Oyster Wars. In 1865, the Maryland General Assembly passed legislation that required annual permits for oyster harvesting and opened the Bay's state-controlled oyster bars to dredging in waters deeper than 15 feet but only by Marylanders (Eshelman 1988). By the 1880s, the local oyster beds in New England had been exhausted, which caused New England fishermen to encroach on the Chesapeake Bay. Violent clashes broke out between these out-of-state competitors with Maryland and Virginia watermen. Clashes occurred between local watermen from different counties, and between oyster tonguers and more affluent oyster dredgers.

The Maryland oyster industry peaked in productivity in 1884-85, with 615,000 metric tons of oysters (Rothschild, Ault, Gouletquer 1991). The oyster industry brought economic opportunity and created new wealth for watermen, and boat and cannery owners (Oyster Company of Virginia n.d.). Farmers engaged in oystering during the winter and watermen had fulltime employment in the Chesapeake Bay. African Americans

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could find employment on the water or could do oystering along with tenant farming. The oyster population in the Maryland portion of the Chesapeake Bay began to decline in the early part of the 20th century due to poor water quality, disease, habitat loss related to over fishing, and stock overfishing through intensive and mechanized fishing (Rothschild, Ault, Gouletquer 1991). By the 1920s, the oyster boom was over, as more oysters were being taken faster than they could reproduce (Oyster Company of Virginia n.d.).

Canning

Between the 1880s and the 1950s, the principal manufacturing industry throughout the Chesapeake Bay area was the packing and canning of oysters, fruits and vegetables (Hurst 2006). The abundant supply of seafood from the Chesapeake Bay and the rich farmlands of the Eastern Shore provided the product that was sent to northern ports. Improvements to technology and production methods at the turn of the 20th century made the region the nation's main sources of canned goods. The largest portions of the Eastern Shore canneries were concentrated in Caroline, Dorchester, Wicomico, and Somerset counties. Many of the canneries were small locally-owned plants that served nearby farmers or the canneries operated their own farms to provide the produce. The first cannery in Caroline County was established in 1885 by Walter M. and William J. Wright (Hurst 2006). The next generation of the Wright family-operated cannery factories in both Caroline and Talbot Counties that canned tomatoes and string beans. By the 1940s, the Wrights family employed 175 workers, operated a 90-acre farm that provided the produce for the company plants, and owned a basket factory and their own trucking facilities.

Talbot County's largest packing plant was located on Tilghman Island. Opened in 1897, the packing plant was owned by S. Taylor and J. Camper Harrison. Later the brothers included their younger brother O.N. Harrison in the business to establish the Tilghman Canning Company (Hurst 2006). The company's success was due in part to its location and being able to easily and quickly retrieve daily harvesting of oysters from watermen, it could preserve the product via its electric ice manufacturing plant on the island, and its company owned the farmland that provided the produce for canning. By the 1940s, the Tilghman organization packed various seafood products including oysters, crabmeat, shad and herring, and produce such as corn, tomatoes, and other vegetables (Hurst 2006). During this period the company employed between 400 and 500 workers and produced over a million dollars worth of goods. Many canning companies in the Chesapeake Bay area produced rations for the armed forces in World War II, which required the companies to increase their workforce.

During the first half of the twentieth century, the families that operated the canning industry in the Chesapeake Bay area became the new business elite that had influence on the region and their communities (Hurst 2006). They were self-made men with limited education and were far removed from the land-holding gentry that usually dominated the social order of the Chesapeake Bay area. In fact, the majority of the canning industry owners were Republicans, Methodist, Freemasons, and were involved in lodge activities, which is the opposite to the region's older elites who were mainly Democrats, affiliated with the Episcopal Church, and were

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generally landed gentlemen and college educated. The wealth and power of the Harrisons family was far reaching from their operation of the Tilghman Packing Company (Hurst 2006). George T. Harrison was a second-generation company executive who served in the War Food Administration and the Office of Price Administration during World War II. At the local level, George was a member of the Tidewater Fishing Commission and his cousin, Kenneth E. Harrison, was a director of the Tilghman Bank and served on the board of the First National Bank of Baltimore (Hurst 2006).

The canning industry workers usually consisted of both blacks and native whites, and by the first quarter of the 20th century the work force included immigrants from Italy and Slavic countries. Canning work provided a way for unskilled workers to make a living in a region dominated by farm labor jobs. However, work in the company fields and the processing plants was difficult and often times compensation included company tokens that could be exchanged for cash or used as script at the local grocery. The labor-intensive work and limited pay sometimes caused strained labor-management relations, such as in 1937 when workers held a strike trying to unionize at the Phillips canneries in Cambridge, Maryland. The Tilghman Packing Company, however was known for paying its employees bonuses based on profits and rewarded competitive wages to prevent workers from moving to cities for factory jobs.

After World War II, canneries began to decline as reduced profits were caused by the end of wartime government contracts, high labor costs due to unionization, and the introduction of the minimum wage (Hurst 2006). Further contributing to the decline of canneries was competition from the frozen food industry and increased rivalry from California fruit canners (Hurst 2006). As canneries closed their doors, farmers converted their tomato fields and fruit orchards to growing corn, wheat, and soybeans although farming in Talbot County had been on the decline since the 1950s with the fall of grain prices and the high expense for farm equipment, fertilizers, and other chemicals (Footner 2011). In 1952, the opening of the Chesapeake Bay Bridge expanded the Delmarva Peninsula economy with the establishment of new business opportunities and fresh employment different from canning.

Shipbuilding

The Chesapeake Bay's many navigable rivers and creeks made traveling and transportation by boat essential for commerce within the region. A major economic sector in Talbot County was shipbuilding, which supported the agricultural economy. Large vessels could navigate twenty miles upriver on the Choptank River. In 1697, Talbot County had at least eleven shipyards with 39 vessels either built or under construction (Eshelman 1988).

During the latter half of the 18th century, the Tidewater region depended on baycrafts, which were similar in design to the later oyster schooners, called pungy boats. Baycrafts were used to haul grain for export, the shipment of produce and supplies, and provided transport for people from farms to villages (Footner 2011). Other boats were built such as sloops and schooners. These vessels were used for excursions to Annapolis and

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to ship tobacco. Many of the shipwrights from Broad Creek Neck and St. Michaels built the Chesapeake Bay's merchant fleet that carried the region's export and import trade (Footner 2011).

Slave labor and indentured apprentices were used to build boats at shipyards managed by local businesses. James Ball, Sr. (1731-1808) of Broad Creek started building sloops with slave labor and indentured apprentices (Footner 2011). The Ball family developed their boat building business in the 1760s when the Eastern Shore trade expanded between the West Indies and southern Europe. In 1780, the Baltimore Maryland Journal had an advertisement of James Ball Sr.'s shipyard, where it stated that his shipyard in Broad Creek called Upper Holland or Up Holland, was "on the stocks and ready to Launch, a vessel about 40 hogshead burthen" (Footner 2011).

Ball continued building sloops and schooners into the early 19th century. Ball's son, James Ball, Jr. (1763-1820), followed the shipwright trade and would later be grouped into the generation of famous shipbuilders that built the fast Baltimore schooners that fought against Great Britain in the War of 1812 (Footner 2011). When James Ball, Jr. inherited the Up Holland estate from his father, he formed the Thomas & James Ball Shipyard with his elder brother, Thomas Ball. Shipbuilding slowed with the end of the War of 1812 as there was no longer a need for new ships. Further causing the decline with shipbuilding was the increased depletion of forests of fine timbers suitable for the construction of wooden vessels (Footner 2011).

The oyster boom had a huge impact to the region, especially ship building. New types of watercraft were developed for hand tonging while others were specifically made for dredging (Oyster Company of Virginia n.d.). The bugeye was developed for oystering in the early 1800s, and after the Civil War the famous skipjack was created at the Eastern Shore boatyards. The dory became the preferred vessel for oystering in Southern Maryland (Oyster Company of Virginia n.d.). In the 1890s, the skipjack became the preferred oyster dredge boat and it is estimated that nearly two thousand skipjacks were built for dredging oysters from the Chesapeake Bay (Witty and Hayword 1984). The peak building years were during the 1890s and the first decade of the 20th century. The decline of the shipbuilding business was the result of the downward spiral of the oyster industry, the high cost for shipbuilding due to depleted supplies in large timbers, and higher labor costs (Witty and Hayword 1984).

Neavitt

Settled in 1663, the village of Neavitt is located on a peninsula historically known as Broad Creek Neck (Talbot County, Maryland 2015c). With its flat land, Neavitt was an ideal location for agriculture, and served as a port for shipping local products. Initially, the dominant crop was tobacco and gradually diversified to wheat, tomatoes, corn, and soy beans. By the late 1800s, most Neavitt residents made their living with boatbuilding, oystering, fishing, and crabbing (Talbot County, Maryland 2015c). Carpentry would become a specialty by the mid-1900s based on the skills workers acquired on farms, in mills, or in boatyards. Like many of its

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neighboring villages, Neavitt became a rural retreat for families and sportsmen from Baltimore, Washington, D.C., and Philadelphia, which increased the demand for more transportation options and housing. The completion of the Chesapeake Bay Bridge in 1952 made it possible for more families from nearby cities to travel to Neavitt for shorter stays, introducing part-time residents and retirees (Talbot County, Maryland 2015c).

Some of the first inhabitants of Neavitt date to the 17th century and include the Ball, Haddaway, Higgins, Bridges, and Harrison families. In 1661, Ralph Elston, Sr., was granted the first land patent for Long Point, 50 acres situated at the southern-most end of the Neavitt peninsula that lies between Harris and Broad Creek (Bourne and Ludlow 1977; Footner 2011). Elston and his family were Quakers from England that arrived in Talbot County in 1663, a year after Talbot County was formed. Long Point became known as Elston Point and it is believed that Elston, Sr. constructed a house soon after having the land surveyed (Bourne and Ludlow 1977). In 1673, Elston, Sr. expanded his land holdings to include 180 acres that adjoined to the north known as Long Neck.

In 1694, Ralph Elston, Sr. was noted as a widower and married the widow Mary Ball. A Quaker family, the Balls arrived in Talbot County in 1686. It was this marriage between Elston and Ball that established the long legacy of the Ball family in lower Broad Creek Neck. Although the property of Long Point and Long Neck was sold outside of the family in 1705, eventually Mary Ball's children from her first marriage, Benjamin Ball and later Thomas Ball, continued ownership of property (Bourne and Ludlow 1977). Thomas Ball completed the construction of a manor house in 1720 on the foundation of the earlier Elston house, which he later called Long Point (T-335). The house was situated close to Balls Creek and had a landing or wharf for the boats or flats that transported tobacco to Oxford, the nearest port for mid-shore commerce in the trans-Atlantic trade during the early colonial period (Footner 2011). Towards the end of the 18th century, the descendants of the Ball family did not prosper at Long Point and in 1803 they sold the property to Joseph Harrison (Footner 2011). The Long Point property changed hands four more times during the first half of the 20th century (Bourne and Ludlow 1977; Footner 2011).

Historic maps as early as 1778 show the area of Neavitt originally identified as Broad Creek Neck. One of Neavitt's earliest arrivals was Joseph Camper in 1816 when he purchased supplies to build a house and store (Footner 2011). Early settlers such as Camper often came from the neighboring Tilghman Island or other Bay islands. The earliest map depicting buildings in Neavitt is in 1858, which indicates the location of the Old School House, four houses situated along Balls Creek and Duck Cove and on the east side of Bozman-Neavitt Road, two houses near Long Point, and four houses along the Choptank River (William H. Dilworth 1858 Map). There are a handful of vernacular I-houses and colonial revival style houses in Neavitt that are situated along Bozman-Neavitt Road that could have been constructed as early as the 1830s. Local lore indicates that many of these houses were moved in the 1890s from along the water, probably on the Choptank River side of

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Neavitt due to erosion, and were later embellished and enlarged (Talbot County Free Public Library-Maryland Room 2016).

Neavitt was originally formed around the Old School House (T-676), the Neavitt United Methodist Church (T-677), and Neavitt cemetery at the northern boundary of Neavitt. The Old School House is identified as Neavitt School #7 on an 1858 map of lower Broad Creek Neck. Built in 1868, the Neavitt United Methodist Church was located near the northern section of Neavitt and was originally known as Chatham's Chapel. The congregation was originally founded by Edward Neavitt in 1856 and some of its earliest members of the church were the Ball family and it was later led by John Haddaway (Snyder 1987). The congregation built a church building in 1868 and established a cemetery on the east side of Bozman-Neavitt Road at the north end of Neavitt (Footner 2011).

In 1862, the first postmaster for the area was Henry C. Neavitt (1834-1899), the owner of a grocery store that used to be located across from the Neavitt cemetery. The Neavitt family was also associated with many local landmarks within the village. In 1878, when the population of Neavitt totaled 128, one member of the Neavitt family simultaneously served as the town's blacksmith, an owner of a general merchandise store, a Justice of the Peace, and town postmaster (Footner 2011). The post office was originally established as Broad Creek Neck and the name of the post office changed to Neavitt on May 25, 1880 (Talbot County Free Public Library-Maryland Room 2016). In 1888, Daily postal service began in 1888 from St. Michaels, which could have reinforced the village being called Neavitt to a broader area. The village of Neavitt is finally identified by the U.S. Geological Survey on the 1898 Maryland Choptank Quadrangle Map, which shows the location of multiple buildings on either side of the Bozman-Neavitt Road near the edges Ball Creek.

In the 1880s, the southern portion of Neavitt began to develop on smaller streets that curved around the points of land that shaped Duck Cove, which was an area southeast of the school house, church, and cemetery. This allowed watermen to live closer to Duck Cove, Neavitt's shallow and protected harbor. Bozman-Neavitt Road, also referenced as Broad Neck Road, and is presently route 579, was the main road going through Neavitt with houses and stores built on either side of the road (Footner 2011). At least five stores were located in central Neavitt along Bozman-Neavitt Road between Neavitt Manor Road down to the end of Duck Cove (Footner 2011). One of these stores was the Neavitt general store (T-673) believed to have been built in the 1860s and remained in operation until 1980 (Footner 2011).

A 1,000-acre farm called Pleasure Point, located on a small peninsula of Balls Creek, was east of Neavitt's school building, church, and cemetery. In the early 1900s, William du Pont purchased 1,000 acres of land between Bozman and Neavitt to serve as a hunting preserve (The Star Democrat 2011). This large tract of land also adjoined the Grandview estate at Pleasure Point, a boarding house still in operation. In 1997, Jean Ellen duPont Shehan (1923-2011), local philanthropist and daughter of William du Pont, Jr., donated majority of the land to the National Audubon Society to serve as a nature preserve and an outdoor education center (The Star

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Democrat 2011). The donation excluded 5½ acres, the house and supporting buildings at Grandview estate, and over 1,300 feet of waterfront that surrounded by Balls Creek and Broad Creek (Grandview at Pleasure Point 2012; Ellis 2000).

In the 1920s, the large Knights of Pythias building, also known as the Red Man's Lodge, was built to serve as a village meeting hall and post office (Williams 2004). Chatham's Chapel was moved into the village in 1921 to be closer towards Duck Cove and was renamed the Neavitt Methodist Episcopal Church (Footner 2011). In 1922, the owner of the Tilghman Packing Company donated land to build a new school closer to the village (Footner 2011). The new school's central location made it easier for students to get to school. Coinciding with the new school building, the Talbot County School Board ordered that the oyster road going from Neavitt should be widened for school buses (Footner 2011). The Old School House remained a mile north from the village and was converted into a residence. In 1941, a fire spread and burned down the 1922 school building. Thereafter, students were bussed to the St. Michaels School. In 1938, modern day improvements came to Neavitt when the Works Progress Administration Rural Electrification Project brought electricity to the village (Footner 2011).

At the end of World War II, Neavitt's landscape began to change with the subdivision of its surrounding historic farms. In 1945, Long Point Farm was sold to Ralph and Margaret Balazs (Bourne and Ludlow 1977; Footner 2011). In 1951, they created a subdivision called Elston Shores by subdividing the farm into 21 parcels with each parcel having ten acres. The Balazs combined three of the 21 parcels to make a 32-acre lot that retained the original 1720 house, a hunter's cabin, and a three acre tidal pond (Footner 2011). The first house in Elston Shores was built in 1966. Generations of the Neavitt family owned Middle Point Farm, which was located south of Bozman-Neavitt Road. The northern portion of the farm was sold in 1966 and subdivided as the Neavitt Manor Subdivision, with houses built on the north side of Neavitt Manor Road. Other portions of the Middle Point Farm were sold and new homes were built along Middle Point Road (Footner 2011).

Neavitt's inhabitants made their living as watermen and farming (Kirby 1986). Some residents that lived closer to Bozman worked at the sewing factory in St. Michaels, while other worked in nearby canneries. There was a cannery near Neavitt on the Bozman-Neavitt Road and another cannery located at the top of the Broad Creek Neck. Townspeople also had the option of running boardinghouses to cater to Western shore vacationers. Neavitt Landing, located at the end of Long Point Road, originally had an oyster packing plant that was built on an oyster pile and owned by the Ball family (Talbot County Free Public Library-Maryland Room 2016). The wharf would also have served freight boats that delivered supplies from the Western Shore and retrieved produce, wheat, and seafood from Neavitt. The freight boats would have visited Neavitt and the nearby towns of Oxford and Cambridge. For female residents of Neavitt, there were various places to work. Female workers were bused by Alvin "Alvie" Bridges, a resident of Neavitt, to canning houses owned by Harrison & Jarboe located on Bozman Neavitt Road at the top of the Broad Creek Neck ((Footner 2011; Ellis 2000). Alvin Bridges

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also provided transportation to St. Michaels on Saturday evenings for individuals in Neavitt and Bozman that wanted to socialize with other people from other communities (Ellis 2000).

National Register of Historic Places Evaluation

The Neavitt Survey District is recommended for the National Register of Historic Places (NRHP). The district is eligible for listing in the NRHP under Criterion A because of its association with events that have made a significant contribution to the broad patterns of Maryland's maritime and commerce history. Although Neavitt was a relatively small fishing and farming community from the mid-19th and 20th century, it contributed to the Chesapeake maritime industries for the State of Maryland that served east coast markets. Archival research completed as part of this project does not indicate that the village of Neavitt is associated with person(s) of historic significance, and thus is not eligible under NRHP criterion B. The Neavitt Survey District does not retain its integrity of design, materials, and workmanship due to the use of modern materials through alterations such as small additions, modern window replacement, and siding. However, the contributing historic resources within the Neavitt Survey District retain their integrity of feeling, setting, association, and location and convey the village's growth and prosperity during the mid-19th century until the early 20th century. Therefore, the Neavitt Survey District is eligible under Criterion C for NRHP listing as having architecturally significant building types, periods, or methods of construction. NRHP Criterion D was not investigated as part of this study.

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10. Geographical Data

Acreage of surveyed property 167.27 Acres
Acreage of historical setting 56.25 Acres
Quadrangle name Tilghman, MD

Quadrangle scale: 1:24,000 _____

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Maryland Inventory of Historic Properties Form

Inventory No. T-1181

Neavitt Survey District
Continuation Sheet

Number 9 Page 3

Verbal boundary description and justification

The Neavitt Survey District boundary begins on the north side of a property 755 feet north of the intersection of Almost Neavitt Road and Bozman Neavitt Road. The boundary encloses this property: beginning on Bozman Neavitt Road 530 feet north of Almost Neavitt Road, it runs 225 feet north, 445 feet to the west, 225 feet south, and 445 feet east back to Bozman Neavitt Road. The boundary then encloses the cemetery property to the east: the boundary runs east for 170 feet with a slight jog to the north to follow the property boundary, turns south southwest for 475 feet to an unnamed road, and turns west along the unnamed road for 240 feet to the east side of Bozman Neavitt Road. From there the boundary runs along the east side of Bozman Neavitt Road for 1,520 feet before turning northwest for 183 feet to Balls Creek. The boundary follows the shoreline for approximately 1,400 feet to Balls Creek Road if it extended to the creek before turning southwest and following Balls Creek Road for 368 feet. The boundary jogs along property boundaries, running southeast for 100 feet, southwest for 277 feet, and southeast for 190 feet to Duck Cove Lane. It runs southwest along Duck Cove Lane for 50 feet and around the border of the property at 6375 Bozman Neavitt Road to exclude that property before returning to Duck Cove Lane 150 feet from the intersection with Bozman Neavitt Road. The boundary then follows the shoreline of Balls Creek for approximately 1,160 feet to a pier, then turns south for 664 feet to Bozman Neavitt Road, and follows the road and a driveway to the east and northeast for 800 feet to Balls Creek. Following the shoreline again for 1,050 feet, the boundary then turns southwest to Nelson Point Road and runs along Nelson Point Road northwest for 512 feet. The boundary runs along the back property lines of houses along Carrollton Road and Long Point Road to a point along Long Point Road 160 feet south of the intersection with Carrollton Road before crossing the road and running southwest for 214 feet, northwest for 170 feet, southwest for 160 feet, northwest for 220 feet, and northeast for 390 feet back to Long Point Road. The boundary follows Long Point and Bozman Neavitt Roads for 435 feet and then turns to run along the back parcel boundaries of properties west of Bozman Neavitt Road; from Bozman Neavitt Road 280 feet west of the intersection with Masons Road: the boundary runs 250 feet south, 240 feet west, 50 feet north, 240 feet northwest, 320 feet southwest, 240 feet northwest, 230 feet northeast, and 445 feet northwest across Middle Point Road and along a private drive. The boundary then follows the tree line southwest for 510 feet, turns west for 110 feet, north northwest for 355 feet to a private drive, and 190 feet northwest to Neavitt Manor Road. The boundary follows the Neavitt Manor Road northeast for 565 feet, then turns northwest along the back parcel boundaries of properties along Bozman Neavitt Road for 590 feet before running 189 feet north to Bozman Neavitt Road. The boundary runs along Bozman Neavitt Road for 1,900 feet back to the starting point 530 feet north of the intersection with Almost Neavitt Road.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. T-1181

Neavitt Survey District
Continuation Sheet

Number 9 Page 4

11. Form Prepared by

name/title	Lorin Farris, Melanie Lytle, and Kelly Whitton, Architectural Historians		
organization	AECOM	date	January 7, 2017
street & number	12420 Milestone Center Drive, Suite 150	telephone	301-820-3000
city or town	Germantown	state	MD

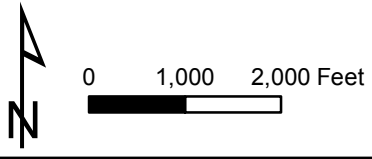
The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

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

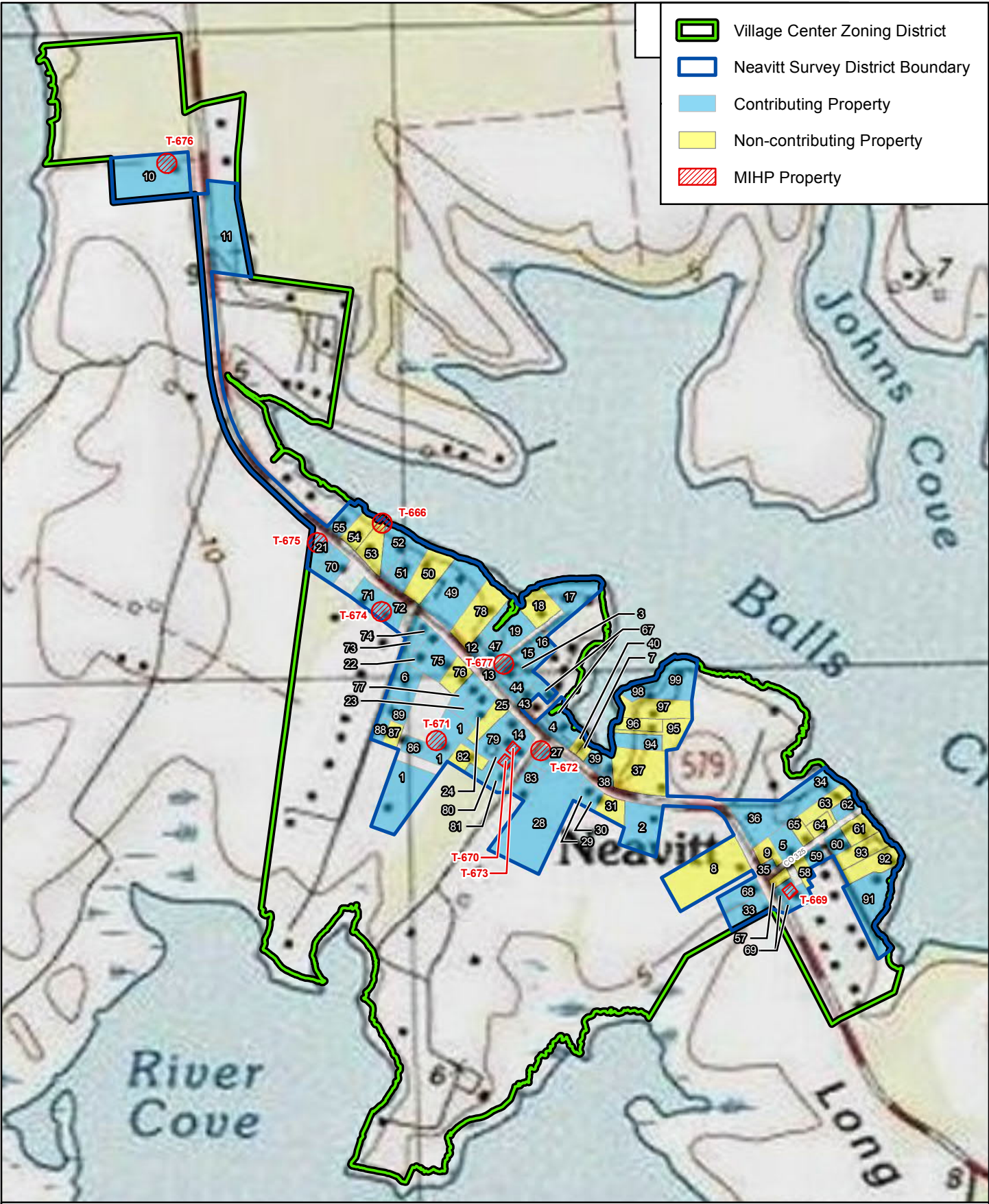
return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600



- Neavitt Survey District Boundary
- Contributing Property
- Non-contributing Property
- MIHP Property



Inventory Number: T-1181
 Property Name: Neavitt Survey District
 Neavitt, Talbot County, MD
 1:24,000








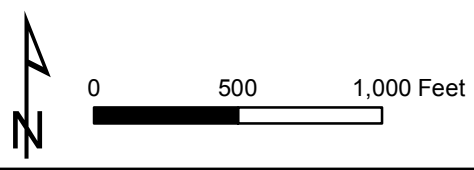
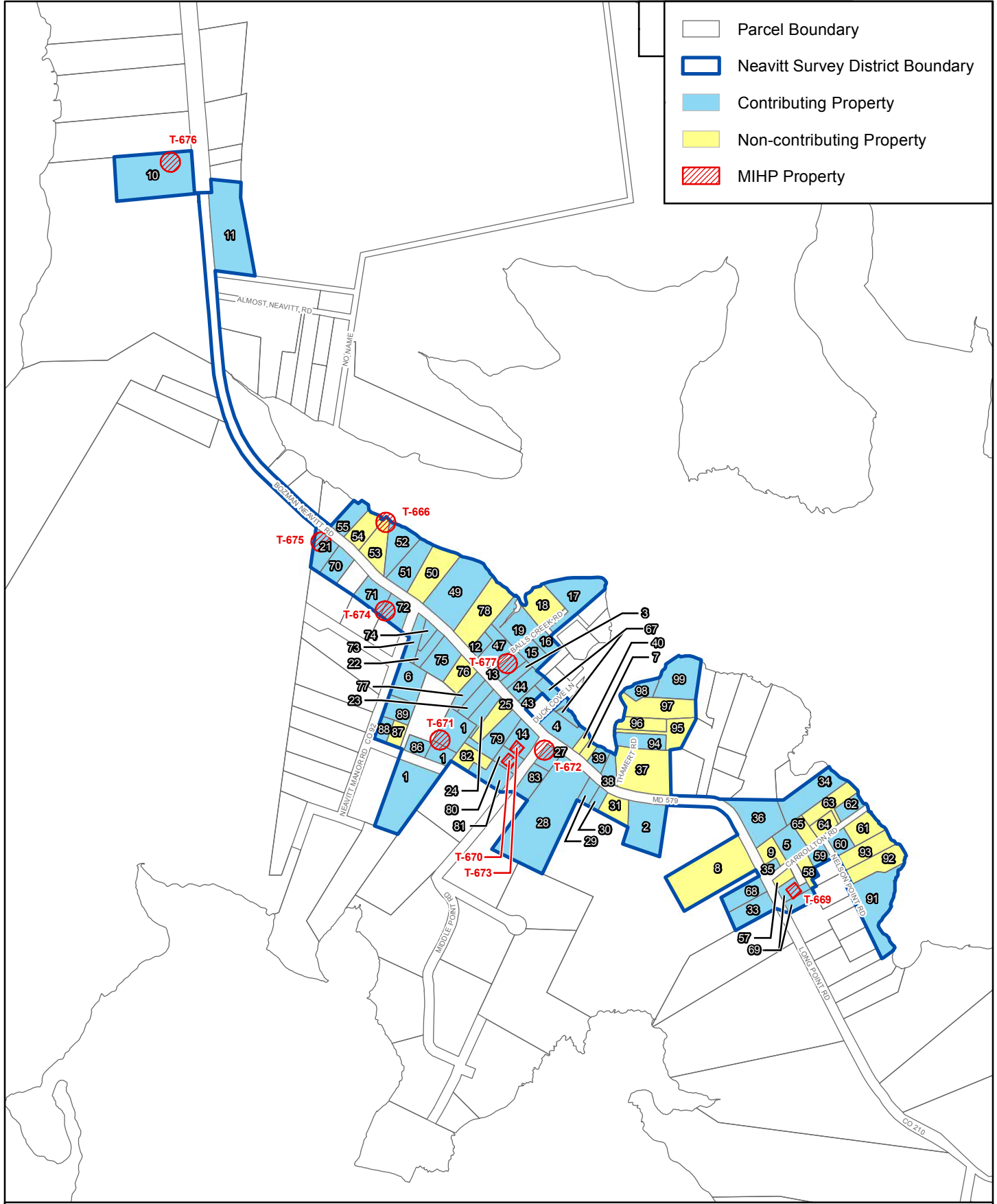
0 500 1,000 Feet

Inventory Number: T-1181
 Property Name: Neavitt Survey District
 Neavitt, Talbot County, MD

1:8,000

USGS 7.5-minute Topographic Quadrangle, Tilghman, MD 1989

-  Parcel Boundary
-  Neavitt Survey District Boundary
-  Contributing Property
-  Non-contributing Property
-  MIHP Property



Inventory Number: T-1181
Property Name: Neavitt Survey District
Neavitt, Talbot County, MD
 1:8,000
 Resource Sketch Map

Photograph Log

T-1181

Neavitt Survey District

Talbot County, MD

Lorin Farris, Architectural Historian/Photographer

10/20/2016

MD SHPO

Examples of Major Building Types and Styles

1. 1_T-1181_2016_10_20_151, Vernacular I-House, 6353 Neavitt Manor Road, 1900, Looking Northeast
2. 2_T-1181_2016_10_20_91, Vernacular I-House, 6330 Bozman Neavitt Road, 1890, Looking South
3. 3_T-1181_2016_10_20_172, Vernacular I-House, 6391 Bozman Neavitt Road, c. 1890, Looking Northeast
4. 4_T-1181_2016_10_20_146, Bungalow, 6355 Bozman Neavitt Road, 1900, Looking North
5. 5_T-1181_2016_10_20_121, Cape Cod, 23010 Carrollton Road, 1947, Looking West
6. 6_T-1181_2016_10_20_204, Minimal Traditional, 6391 Neavitt Manor Road, 1940, Looking Northeast
7. 7_T-1181_2016_10_20_145, Non-Contributing, 6347 Bozman Neavitt Road, 1996, Looking North
8. 8_T-1181_2016_10_20_93, Non-Contributing, 6288 Bozman Neavitt Road, 1978, Looking Southeast
9. 9_T-1181_2016_10_20_123, Non-Contributing, 6295 Bozman Neavitt Road, 1900, Looking North
10. 10_T-1181_2016_10_20_63, Vernacular Schoolhouse, 6652 Bozman Neavitt Road, c. 1858, Looking West
11. 11_T-1181_2016_10_20_220, Cemetery, Bozman Neavitt Road, c. 1880, Looking North
12. 12_T-1181_2016_10_20_182, Vernacular Former Town Hall/Post Office, 6405 Bozman Neavitt Road, 1900, Looking North
13. 13_T-1181_2016_10_20_174, Vernacular Church with Queen Anne Influences, 6395 Bozman Neavitt Road, 1923, Looking Northeast
14. 14_T-1181_2016_10_20_81, Vernacular General Store, 6354 Bozman Neavitt Road, c. 1870, Looking South

Other Properties

15. 15_T-1181_2016_10_20_176, Vernacular I-House, 22859 Balls Creek Road, 1900, Looking East

16. 16_T-1181_2016_10_20_177, Bungalow, 22867 Balls Creek Road, 1900, Looking East
17. 17_T-1181_2016_10_20_178, Bungalow, 22883 Balls Creek Road, 1920, Looking Northeast
18. 18_T-1181_2016_10_20_179, Non-Contributing, 22878 Balls Creek Road, 1960, Looking North
19. 19_T-1181_2016_10_20_180, Bungalow, 22864 Balls Creek Road, 1944, Looking Northwest
20. 20_T-1181_2016_10_20_63, Vernacular Schoolhouse, 6652 Bozman Neavitt Road, c. 1858, Looking West
21. 21_T-1181_2016_10_20_64, Vernacular I-House, 6472 Bozman Neavitt Road, 1900, Looking Southwest
22. 22_T-1181_2016_10_20_71, Vernacular I-House, 6414 Bozman Neavitt Road, 1890, Looking Southwest
23. 23_T-1181_2016_10_20_77, Vernacular I-House, 6394 Bozman Neavitt Road, 1890, Looking Southwest
24. 24_T-1181_2016_10_20_79, Vernacular I-House, 6390 Bozman Neavitt Road, 1890, Looking Southwest
25. 25_T-1181_2016_10_20_80, Non-Contributing, 6382 Bozman Neavitt Road, 2004, Looking Southwest
26. 26_T-1181_2016_10_20_81, Vernacular General Store, 6354 Bozman Neavitt Road, c. 1870, Looking South
27. 27_T-1181_2016_10_20_84, Vernacular I-House, 6361 Bozman Neavitt Road, 1900, Looking South
28. 28_T-1181_2016_10_20_86, Bungalow, Bozman Neavitt Road, 1920, Looking South
29. 29_T-1181_2016_10_20_87, Bungalow, 6340 Bozman Neavitt Road, 1940, Looking Southwest
30. 30_T-1181_2016_10_20_88, Bungalow, 6334 Bozman Neavitt Road, 1920, Looking Southwest
31. 31_T-1181_2016_10_20_89, Non-Contributing, 6332 Bozman Neavitt Road, 1998, Looking South
32. 32_T-1181_2016_10_20_91, Vernacular I-House, 6330 Bozman Neavitt Road, 1890, Looking South
33. 33_T-1181_2016_10_20_95, Vernacular, 6278 Bozman Neavitt Road, c. 1900, Looking Southwest
34. 34_T-1181_2016_10_20_118, Vernacular, Bozman Neavitt Road (Parcel0039), 1910 & 1952, Looking North
35. 35_T-1181_2016_10_20_122, Vernacular I-House, 6289 Bozman Neavitt Road, 1900, Looking North
36. 36_T-1181_2016_10_20_125, Vernacular I-House, 6311 Bozman Neavitt Road, 1900, Looking Northwest

37. 37_T-1181_2016_10_20_134, Vernacular I-House, 6329 Bozman Neavitt Road, 1890, Looking Northwest
38. 38_T-1181_2016_10_20_142, Vernacular I-House, 6337 Bozman Neavitt Road, 1890, Looking North
39. 39_T-1181_2016_10_20_143, Bungalow, 6343 Bozman Neavitt Road, 1900, Looking North
40. 40_T-1181_2016_10_20_144, Non-Contributing, 6351 Bozman Neavitt Road, 2010, Looking North
41. 41_T-1181_2016_10_20_145, Non-Contributing, 6347 Bozman Neavitt Road, 1996, Looking North
42. 42_T-1181_2016_10_20_146, Bungalow, 6355 Bozman Neavitt Road, 1900, Looking North
43. 43_T-1181_2016_10_20_169, Vernacular (Queen-Anne), 6379 Bozman Neavitt Road, 1900, Looking Northeast
44. 44_T-1181_2016_10_20_172, Vernacular (Queen-Anne), 6383 Bozman Neavitt Road, 1890, Looking Northeast
45. 45_T-1181_2016_10_20_173, Vernacular I-House, 6391 Bozman Neavitt Road, c.1890, Looking Northeast
46. 46_T-1181_2016_10_20_174, Vernacular (Queen-Anne), 6395 Bozman Neavitt Road, 1923, Looking Northeast
47. 47_T-1181_2016_10_20_181, Vernacular (Queen-Anne), 6403 Bozman Neavitt Road, 1890, Looking North
48. 48_T-1181_2016_10_20_182, Vernacular Former Town Hall/Post Office, 6405 Bozman Neavitt Road, 1900, Looking North
49. 49_T-1181_2016_10_20_184, Vernacular I-House, 6421 Bozman Neavitt Road, 1920, Looking Northeast
50. 50_T-1181_2016_10_20_185, Non-Contributing, 6431 Bozman Neavitt Road, 1890, Looking North
51. 51_T-1181_2016_10_20_206, Cape Cod, 6439 Bozman Neavitt Road, 1940, Looking Northeast
52. 52_T-1181_2016_10_20_207, Vernacular, 6447 Bozman Neavitt Road, 1920, Looking North
53. 53_T-1181_2016_10_20_208, Non-Contributing, 6457 Bozman Neavitt Road, 1940, Looking North
54. 54_T-1181_2016_10_20_209, Non-Contributing, 6461 Bozman Neavitt Road, 1940, Looking Northeast
55. 55_T-1181_2016_10_20_210, Cape Cod, 6469 Bozman Neavitt Road, 1920, Looking North
56. 56_T-1181_2016_10_20_220, Cemetery, Bozman Neavitt Road, c. 1880, Looking North

57. 57_T-1181_2016_10_20_103, Non-Contributing, 22995 Carrollton Road, 2004, Looking Southeast
58. 58_T-1181_2016_10_20_104, Non-Contributing, 23005 Carrollton Road, 1920, Looking Southeast
59. 59_T-1181_2016_10_20_105, Cape Cod, 23009 Carrollton Road, 1940, Looking Southeast
60. 60_T-1181_2016_10_20_114, Vernacular I-House, 23025 Carrollton Road, 1920, Looking East
61. 61_T-1181_2016_10_20_115, Non-Contributing, 23031 Carrollton Road, 1964, Looking East
62. 62_T-1181_2016_10_20_116, Bungalow, 23032 Carrollton Road, 1940, Looking North
63. 63_T-1181_2016_10_20_117, Vernacular I-House, 23028 Carrollton Road, 1920, Looking Northeast
64. 64_T-1181_2016_10_20_119, Non-Contributing, 23026 Carrollton Road, 1961, Looking West
65. 65_T-1181_2016_10_20_120, Non-Contributing, 23014 Carrollton Road, 2010, Looking West
66. 66_T-1181_2016_10_20_121, Cape Cod, 23010 Carrollton Road, 1947, Looking West
67. 67_T-1181_2016_10_20_167, Cape Cod, 6390 Duck Cove Lane, 1900, Looking Northwest
68. 68_T-1181_2016_10_20_94, Bungalow, 6280 Long Point Road, 1940, Looking South
69. 69_T-1181_2016_10_20_102, Cape Cod, 6273 Long Point Road, 1920, Looking Northeast
70. 70_T-1181_2016_10_20_65, Minimal Traditional, 6458 Main Street, 1940, Looking West
71. 71_T-1181_2016_10_20_66, Vernacular (Queen-Anne), 6444 Main Street, 1890, Looking South
72. 72_T-1181_2016_10_20_67, Vernacular (Queen-Anne), 6434 Main Street, 1890, Looking South
73. 73_T-1181_2016_10_20_68, Bungalow, 6422 Main Street, 1920, Looking South
74. 74_T-1181_2016_10_20_70, Vernacular, 6418 Main Street, 1920, Looking Southwest
75. 75_T-1181_2016_10_20_73, Vernacular I-House, 6412 Main Street, c. 1910, Looking Southwest
76. 76_T-1181_2016_10_20_74, Non-Contributing, 6404 Main Street, 1890, Looking Southwest
77. 77_T-1181_2016_10_20_75, Vernacular I-House, 6400 Main Street, 1890, Looking West
78. 78_T-1181_2016_10_20_183, Non-Contributing, 6411 Main Street, 1989, Looking Northeast
79. 79_T-1181_2016_10_20_83, Vernacular I-House, 6354 Middle Point Road, 1920, Looking Southwest

80. 80_T-1181_2016_10_20_147, Minimal Traditional, 6346 Middle Point Road, 1940, Looking Northwest
81. 81_T-1181_2016_10_20_148, Vernacular I-House, 6344 Middle Point Road, 1890, Looking West
82. 82_T-1181_2016_10_20_149, Non-Contributing, 6340 Middle Point Road, 1954, Looking North
83. 83_T-1181_2016_10_20_164, Vernacular I-House, 6341 Middle Point Road, 1890, Looking Northeast
84. 84_T-1181_2016_10_20_151, Vernacular I-House, 6353 Neavitt Manor Road, 1900, Looking Northeast
85. 85_T-1181_2016_10_20_199, Vernacular I-House, 6353 Neavitt Manor Road, c. 1890, Looking Southwest
86. 86_T-1181_2016_10_20_200, Minimal Traditional, 6357 Neavitt Manor Road, 1950, Looking Northeast
87. 87_T-1181_2016_10_20_201, Cape Cod, 6359 Neavitt Manor Road, 1940, Looking Northwest
88. 88_T-1181_2016_10_20_202, Minimal Traditional, 6369 Neavitt Manor Road, 1940, Looking Northeast
89. 89_T-1181_2016_10_20_203, Minimal Traditional, 6373 Neavitt Manor Road, 1940, Looking Northeast
90. 90_T-1181_2016_10_20_204, Minimal Traditional, 6391 Neavitt Manor Road, 1940, Looking Northeast
91. 91_T-1181_2016_10_20_111, Vernacular I-House, Nelson Point Road, 1920, Looking Northeast
92. 92_T-1181_2016_10_20_112, Vernacular I-House, 6281 Nelson Point Road, 1930, Looking East
93. 93_T-1181_2016_10_20_113, Non-Contributing, Nelson Point Road, 2000, Looking Northeast
94. 94_T-1181_2016_10_20_135, Bungalow, 6359 Thamert Road, 1940, Looking Northeast
95. 95_T-1181_2016_10_20_136, Non-Contributing, 6363 Thamert Road, 1998, Looking East
96. 96_T-1181_2016_10_20_137, Non-Contributing, 6365 Thamert Road, 1988, Looking Northeast
97. 97_T-1181_2016_10_20_138, Minimal Traditional, 6369 Thamert Road, 1940, Looking Northeast
98. 98_T-1181_2016_10_20_139, Vernacular I-House, 6379 Thamert Road, 1890, Looking Northeast
99. 99_T-1181_2016_10_20_140, Vernacular I-House, 6375 Thamert Road, c. 1880, Looking North