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

AECOM Final Submittal of Task 2 – January 7, 2017

Royal Oak
- ☑ 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 R Edwards   _1-04-17_

(Project Manager Signature)   (Date)

Capsule Summary

Royal Oak Survey District (discontiguous)
T-1182
Royal Oak, Talbot County, MD
1837-1952

The Royal Oak Survey District is comprised of three discontiguous elements located at the principal intersections of Royal Oak Road (MD 329) in Royal Oak, Maryland, in western Talbot County. Royal Oak's primary intersection occupies the junction between the original east-west thoroughfare from the town of Easton to St. Michaels, and the north-south route of Bellevue Road from the Oxford-Bellevue Ferry and industrial vegetable and seafood packing facilities in Bellevue. Traffic partially bypassed Royal Oak with the construction of the BC&A railroad bridge in 1890, and again due to the construction of St. Michaels Road (MD 33) and its high-span bridge over Oak Creek in 1968, both located in Newcomb.

The Royal Oak Survey District includes an extensive collection of houses, three churches, two stores, two former schools, and a historic boarding house. The district includes 24 existing MIHP-listed properties. These resources date primarily from 1837 to c. 1940. They reflect the rapid growth of the water-oriented town that served as a literal social and economic crossroads 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 various types of foundations. The district is particularly distinctive for its collection of vernacular houses located along the principal roads and intersections.

The historic resources are located in three discontiguous sections along Royal Oak Road, Thorneton Road, Bellevue Road, Schoolhouse Lane, and Hopkins Neck Road. These streets form the backbone that defines the essential limits of the survey district; Royal Oak Road serves as the central artery through the town. The buildings along these streets are generally modest vernacular house forms, some with influences by various types of architectural styles, including Queen Anne, Colonial Revival, and Georgian styles. Other 19th and 20th century houses also include Colonial Revival, Craftsman, and Minimal Traditional house types. The western portion (Section A) is defined by the area south of Moores and Acorn Roads, encompassing Thorneton Road prior to the junction with Chance Farm Road, and the intersection of Bellevue Road south to Royal Oak Community United Methodist Church, also known as Harmony Church and previously Harmony Methodist Episcopal Church South (MIHP #T-926). Section A includes residential and commercial properties, and includes the Royal Oak Church (MIHP #T-367) as well as nineteen additional MIHP-listed properties. The central portion (Section B) encompasses the intersection with Schoolhouse Lane, the schoolhouse, and residential properties to the north and west along MD 329. The eastern portion (Section C) encompasses the historically black St. Paul's Methodist Episcopal (M.E.) Church property and an associated cemetery on Hopkins Neck Road. The parcels also include the site of the historic Primus Institute, which was constructed in 1867 and demolished via fire in 2005.

The survey district overall is in good condition and only a few historic resources are vacant. The residents continue general maintenance to the buildings, which is retaining the survey district's condition.

Royal Oak is significant under NRHP Criterion A for its association with events that have made a significant contribution to the broad patterns of our history. Royal Oak Road connected Easton and inland areas to St. Michaels and shore towns such as Neavitt and Tilghman Island. A large oak tree, for which the town is named served as a muster point for the Hearts of Oak militia during the Revolutionary War and War of 1812. A post office was established in 1837 when the town was recognized by the federal government. In the 19th century Royal Oak grew and developed as a transit hub for the transportation of agriculture and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Royal Oak's native commercial offerings included blacksmiths, carriage builders, shipwrights, and local retailers. The Primus School served African Americans. Royal Oak Road served as the principle thoroughfare until the construction of the railroad crossing at Newcomb in 1890, and the corresponding MD Route 33 high-span bridge in 1968.

Royal Oak is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction. The contributing buildings, objects, and sites date primarily to the period between 1870 and 1920, and they characterize the district's importance in architecture, commerce, and its contribution to Maryland's maritime and tourism history. Reflective of the village's growth and prosperity through this period, Royal Oak's historic resources include collections of mid-to-late-19th century vernacular architecture with stylistic influences of Queen Anne and Georgian characteristics, as well as early 20th century revival and popular architectural designs.

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Maryland Inventory of
Historic Properties Form

1. Name of Property   (indicate preferred name)

historic   Royal Oak Survey District

other

2. Location

street and number   Roughly bounded by Royal Oak Road (MD 329) in Royal Oak, including Thorneton Road (CO 64), Bellevue Road (CO 59), Schoolhouse Lane, and Hopkins Neck Road (CO 54).   ___ not for publication

city, town   Royal Oak   X   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   Royal Oak   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
__X__ Other: Multiple properties independently listed in Maryland Register

6. Classification

Category	**Ownership**	**Current Function**		**Resource Count**		
X district	_____public	_____agriculture	_____landscape	Contributing	Noncontributing	
_____building(s)	_____private	X commerce/trade	_____recreation/culture	35	7	buildings
_____structure	X both	_____defense	X religion	1	4	sites
_____site		X domestic	_____social	_____	_____	structures
_____object		_____education	_____transportation	_____	_____	objects
		_____funerary	_____work in progress	36	11	Total
		X government	_____unknown			
		_____health care	X vacant/not in use	**Number of Contributing Resources**		
		_____industry	_____other:	**previously listed in the Inventory**		
				24		

Condition

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

Summary

The Royal Oak Survey District, located in western Talbot County, Maryland, is comprised of three discontiguous elements located at the principal intersections of Royal Oak Road (MD 329) in Royal Oak, including Thorneton Road (CO 64), Bellevue Road (CO 59), Schoolhouse Lane, and Hopkins Neck Road (CO 54). Royal Oak's primary intersection occupies the junction between Royal Oak Road, the original east-west thoroughfare from the town of Easton to St. Michaels, and the north-south route of Bellevue Road from the Oxford-Bellevue Ferry and industrial vegetable and seafood packing facilities in Bellevue. Traffic partially bypassed Royal Oak with the construction of the BC&A railroad bridge in 1890, and again due to the construction of St. Michaels Road (MD 33) and its high-span highway bridge over Oak Creek in 1968, both located in Newcomb.

The period of significance for Royal Oak encompasses both architectural and socio-economic trends. The period of significance is defined as from 1837, when the town was formally recognized by the federal government and the first post office opened, to 1952, soon after the end of World War II when the seafood industries and supporting businesses went into decline and the year the Chesapeake Bay Bridge opened, when western Talbot County's general isolation ended. The Royal Oak Survey District nomination includes an extensive collection of houses, three churches, two stores, two former schools, and a historic boarding house. The district includes 24 existing MIHP-listed properties. The majority of these properties were documented in 1991 by the Talbot County Historical Commission. These architectural resources date primarily from 1837 to c. 1940. They reflect the rapid growth of the water-oriented town that served as a literal social and economic crossroads 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 in good condition, and is principally characterized by frame buildings set on varying sized lots. The district is particularly distinctive for its collection of vernacular houses located along the principal roads and intersections.

General Description

The Town of Royal Oak, Maryland is located in western Talbot County at the southern end of Oak Creek, a tributary of the Miles River. It served as the northern and eastern juncture of roads from Tilghman, St. Michaels, and Bellevue. Prior to the railroad's arrival in 1890, all land-based travel from Talbot County's western peninsulas to Easton and beyond would travel through Royal Oak. The town's main road is Royal Oak Road (MD 329), which served as the primary artery through the town before the construction of MD 33 through Newcomb in 1968. The dominant north-south thoroughfares are, and remain, Bellevue Road into Bellevue and Ferry Neck, and Hopkins Neck Road to Hopkins Neck on the Tred Avon River to the south and east of town. Bellevue Road provided a crucial economic conduit to and from Oxford and the southern portions of the county via the Oxford-Bellevue Ferry. Royal Oak is loosely bounded on the southwest by Broad Creek. The town's

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footprint is defined by the divide between developed properties along Royal Oak Road and its arterial roads versus the working farmlands which border the edges of the residential parcels throughout town.

Royal Oak's original village grew organically along the edges of the farm lands which bordered the main roads. The Royal Oak (formerly Bartlett's Oak) tree, for which the town is named, served as a muster point for local troops in both the Revolutionary War and the War of 1812. It served as the center of commercial and daily life, with businesses sprouting in proximity to its branches, until the tree died in the late 1850s and was removed in 1867 (Leonard 1985). Recreated maps in *Twig and Turf III* illustrate that while residential, religious, and scholastic pursuits reached east to Hopkins Neck Road, which appears to be the nucleus of the town's African American population, the center of the town was centered around the Bellevue Road intersection as early as 1858, with commercialization occurring by 1877 (Leonard 1985).

The town is primarily residential, consisting of 114 households and approximately 250 persons in 2015. Twenty-six homes also feature a commercial component. The historic resources are located on Royal Oak Road, Thorneton Road, Bellevue Road, Schoolhouse Lane, and Hopkins Neck Road. These streets form the rough boundaries that define the essential limits of the survey district; Royal Oak Road is the central artery through the town. Royal Oak's historic commercial and public buildings include The Oaks (formerly the Pasadena Inn, T-368), Royal Oak Market (T-909; now a restaurant), the Pastorfield Store (T-910), the Harmony/Royal Oak Community Church (T-926), and the Hopkins Neck Road cemetery. Disused or converted commercial and public buildings include the Royal Oak Church (T-367), Barbershop Lot (T-911), Pasadena Guesthouse (T-916), School No. 3 (T-918), the Royal Oak School (T-933), and St. Paul's M.E. Church. The survey district overall is in good condition and only a few historic resources are vacant. The residents continue general maintenance to the buildings, which is retaining the survey district's condition.

A town plat of the area from roughly Acorn Road to Bellevue Road was included in the 1877 *Atlas of Talbot and Dorchester Counties*, including ownership information. Many construction dates for residences in Royal Oak are authenticated to this time, allowing for the possibility of prior construction.

Royal Oak's architectural typology is defined by mid to late-19th century vernacular and Colonial Revival buildings, including the I-House style. The older of these building cores feature Georgian-influenced frames and massing (shallow rectangular massing with central entries). The physical depth of dwellings increased as heating and ventilating improved in the 19th century. Select buildings within the town were remodeled in the late-19th century with late-Victorian details, such as steeply pitched roof gables and decorative "gingerbread" trim, evocative of the Gothic Revival and Queen Anne styles. This practice is consistent with the continued use of the existing building stock (rather than demolition and new construction), and likely represents generational ownership changes and building maintenance.

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A small number of buildings within the survey district were constructed or substantially altered in the early 20th century featuring Minimal Traditional and Craftsman details and massing. Royal Oak's larger architectural landscape changed along with the country's after World War Two, transitioning to an environment of Minimal Traditional and Ranch-style houses along the peripheries of the main roads, and on new construction sites on former farm lands of Royal Oak Road. These houses were built individually over several decades, from the 1950s onward, and do not form a cohesive building or design campaign.

R. Bernice Leonard's book, *Twig and Turf III,* describes numerous financial and land transactions throughout the town's history, and at several points suggests that public buildings, such as schools and churches, were moved and repeatedly reused. It is unclear through this narrative which houses were renovated and enlarged, and which were new construction. Additional research and interior investigation may prove many of the buildings within the boundaries of the survey district to have frames and components much older than previously thought. Architectural evaluation of the buildings' construction and interior layouts will be essential to further study.

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

Examples of Major Building Types and Styles

1) Vernacular I-House, 25896 Royal Oak Road, 1885, Looking North
   Two-story, single-pile vernacular residence. This house exemplifies the I-house style with its narrow depth, typically comprising one room. The residence features an asymmetrical main entrance, which is roughly central on the façade, feeding a center hall.

2) Colonial Revival, 6956 Schoolhouse Lane, c. 1890, Looking Southwest
   Two-story, double-pile residence. This house features a strong symmetrical façade around a central entrance with simple ornamentation and wood shingle siding.

3) Vernacular I-House with Victorian alterations, 6996 Bellevue Road, c. 1850, Looking Southwest
   Two-story, single-pile vernacular residence. The form of the house is an I-house style dwelling with a shallow depth, symmetrical façade, symmetrical chimney placement. First story windows have been modified with wood and glass bay windows supported by brackets. The front entrance is surrounded by a single-bay porch featuring turned wood pillars and decorative brackets.

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4) Vernacular I-House with Victorian alterations, 25913 Royal Oak Road, c. 1880, Looking Southwest
Two-story, single-pile vernacular residence. The form of the house is an I-house style dwelling with shallow depth and symmetrical façade. A steeply pitched front roof gable appears to have been added in the late 1800s and features an arched top window and scalloped wood shingle siding. The façade porch features decorative brackets, although it is unclear when the porch and brackets were added.

5) Vernacular with Colonial Revival and Craftsman influences, 7041 Thorneton Road, c. 1877, Looking East
Two-story, double-pile residence. This house features a strong symmetrical façade around a central entrance with simple ornamentation and wood shingle siding. A broad, pedimented front-gable porch spans the full width of the façade and is supported by half-story tapered Doric columns which rest on half-story bases of rusticated cast concrete block. The form and materials of the porch are common elements from early 20th century construction and Craftsman style design.

6) Craftsman, 7049 Hopkins Neck Road, c. 1920, Looking Northeast
One-story residence. The dwelling features a low-pitched hipped roof with a hipped front dormer. The long, narrow rectangular massing is a common element of Craftsman style design. An integrated façade porch appears to have been previously enclosed, and is distinguishable by a change in window size and placement between the front and rear of the building.

7) Minimal Traditional, 6992 Bellevue Road, 1930, Looking Southwest
One-story, double-pile residence. The building features compact massing, a central entry covered by a single-bay, pedimented front porch, and features a side-gable roof with chamfered gable ends and moderate eaves.

8) Minimal Traditional, 7051 Thorneton Road, 1940, Looking Southeast
One-story residence. The dwelling maintains a consistent, linear profile and simple massing. The residence features a medium-pitch, front gable roof facing Royal Oak Road, with moderate eaves and cross-gabled bays. The residence, including brick chimneys and roof eaves features low levels of ornamentation.

9) Modified Schoolhouse, 26197 Royal Oak Road, 1899, Looking South
The historic one-room schoolhouse occupies the eastern (left) bay of the building. The schoolhouse

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features a central entrance and a broad, front-gabled roof. The roof configuration is slightly altered due to the removal of the original steeple and bell-tower (Leonard 1985).

10) Commercial, 25938 Royal Oak Road, c. 1876, Looking Southeast
   A vernacular commercial property with little to no ornamentation and a broad façade porch.

11) Commercial with late Victorian and Craftsman details, 25942 Royal Oak Road, 1920, Looking Northeast
   A vernacular commercial property with a long, rectangular footprint and broad front-gable roof. The front-gable of the roof and façade is masked by a false rectangular parapet, and broad façade porch.

12) Church 6968 Bellevue Road, c. 1920, Looking Southwest
   The wide rectangular footprint and broad front-gable roof is similar in massing to other public buildings in Royal Oak including the former schoolhouse building, the Royal Oak Market, and the Royal Oak and former St. Paul's M.E. Churches. Similarly to the St. Paul's Church building, the church building features a combined entrance, steeple, and bell tower, which is offset from the primary building footprint. The building features peaked, Gothic-inspired windows and has a small rosette window beneath the primary gable.

SECTION A
Royal Oak Road
13) 25876 Royal Oak Road, c. 1800, Contributing
   The Oaks, formerly the Pasadena Inn (T-368).
   Three and one-half-story, Neoclassical, commercial property featuring an encapsulated early frame house. Multiple gables indicate numerous additions and expansions, horizontal wood cladding, majority two-over-two wood sash windows flanked by green painted wood shutters, primary façade faces west, the entrance is covered by a two-story portico featuring four Doric columns arranged in widely-spaced pairs.

   Additional property on west side of Royal Oak Road served as an auxiliary guesthouse. Two-story, vernacular commercial building. Previously elevated or repaired foundation with concrete masonry unit foundation.

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14) 25876 Royal Oak Road, c. 1800s, Contributing
Pasadena Inn Guesthouse (T-916).
Two-story, vernacular, commercial property serving the Pasadena Inn. Principal entrance faces east, side-gable roof, horizontal wood siding, six-over-six wood windows flanked by red painted wood shutters. The building is abandoned, surrounded by overgrown vegetation and is in a state of disrepair.

15) 25876 Royal Oak Road, est. 1877, Contributing
The Andrew Gemeny House (T-919).
Two-story, vernacular, residential property built prior to 1877. Principal entrance faces east, side-gable roof, horizontal wood siding, six-over-six wood windows flanked by red painted wood shutters, three-over-three windows on the second story of the south elevation. The building is abandoned, surrounded by overgrown vegetation and is in a state of disrepair.

16) 25876 Royal Oak Road, 1869, Contributing
School No. 3 (T-918)
Loss of material integrity due to substantial vegetation and deterioration of the building by nature. Integrity of setting, feeling, and location maintained.

17) 25881 Royal Oak Road, 1883, Contributing
Ellen Jefferson House (T-919)
Two and one-half-story, single-family residence, now serving as a bed & breakfast, with Gothic Revival stylistic influences. Side-gable roof, steep peaked cross-gable on front elevation, full-width façade porch, replacement windows and siding, two-story rear addition.

18) 25886 Royal Oak Road, c. 1882, Contributing
William H. Seymour house (T-915)
Two-story, single-family vernacular residence, two entrances on primary (southwest) façade, side gable roof pierced by single chimney at ridgeline, façade porch, replacement windows and siding. Multiple entrances on primary elevation indicate possible history as duplex or townhouse.

19) 25889 Royal Oak Road, est. 1850, Contributing
Levi Scott Kilmon house (T-921)

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Two-story, single-family residence, vernacular with Queen Anne influences. L-shaped plan, cross-gable roof, front gable features flared eaves and decorative fretwork. East wing and front ell likely c. 1877, center bay of house estimated earlier due to distinct differences in ridgeline and window size and placement. Later west addition present, replacement windows and siding.

20) 25893 Royal Oak Road, 1979, Non-Contributing (not visible from public right of way)

21) Post Office, Royal Oak Road, 1978, Non-Contributing (Parcel 0126)

22) 25896 Royal Oak Road, 1885, Contributing
George M. Kilmon house (T-914)
Two-story, single-family vernacular residence, side-gable roof, full-width façade porch, off-set entrance door with side-lights, replacement windows and siding.

23) 25900 Royal Oak Road, 1883, Contributing
Daniel J. Kilmon house (T-913)
Two and one-half-story, single-family residence, Gothic Revival style. Similar to Ellen Jefferson House (T-919). Side-gable roof with steeply peaked cross gable, arched gable window, full-width façade porch, central entry, replacement windows and siding.

24) 25909 Royal Oak Road, 1920, Contributing
One and one-half story, single-family, Craftsman style. Front gable, full-width façade porch, three windows beneath gable, central front entry, porch stairs missing or removed, replacement windows and siding.

25) 25910 Royal Oak Road, 1877, Contributing
Mary Thomas House (T-912)
One and one-half-story, single-family vernacular residence, modified cottage style with historic front saltbox dormer. Central entry covered by single-bay pedimented porch, eight-over-eight wood sash windows. Alterations between the MIHP listing in 1985 and 2009 (Google Street View photography) include replacement of the wood shingle siding with horizontal vinyl siding, reconstruction of the brick chimney with concrete block, and the enclosure of a rear porch.

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26) 25913 Royal Oak Road, c. 1880, Contributing

William F. Seymour house (T-922)

Two-story, single-family vernacular residence with Queen Anne and Colonial Revival influences. Side gable roof features a peaked front gable with scalloped siding and an arched top window, front gable may be an addition. Single-hung, divided light wood windows, three symmetrical windows on second story. Wood siding and chimney cladding. Central entry, front façade porch enclosed with screen. At least two generations of additions are present to the side and rear of the house, creation of the additions altered the roof behind (south) of the ridgeline.

27) 25920 Royal Oak Road, c. 1900, Contributing

Barbershop Lot (T-911)

One and one-half-story, single-family vernacular residence, formerly used as a civic and commercial building. Primary block is set back from roadway, featuring a southeast entry configuration and a prominent south addition estimated c. 1940. Both buildings feature a gable roof on a north-south axis, asbestos siding, and wood shutters. There are several generations and styles of windows around the property, including wood sash, metal sash infill, and casement.

28) 25923 Royal Oak Road, c. 1890, Contributing

P.M. Pastorfield, Jr., house (T-923)

Two-story, single-family vernacular residence built between 1889-1893 after a fire demolished the previous building. Front-gable roof, asymmetrical front (north) elevation with full-width façade porch. Porch was added in early 20th century, house has been renovated since MIHP form in 1991, including replacement horizontal wood siding, replacement window sashes (formerly divided light), and addition of window shutters and Victorian-inspired porch detailing.

29) 25938 Royal Oak Road, c. 1876, Contributing

P.M. Pastorfield Store (T-910),

One and one-half-story, five bay, vernacular commercial building. Building retains full-width façade porch, northeast bay of porch enclosed prior to 1991. Store building takes the form of a broad central mass, likely built in two phases due to scale differences between sets of paired second-story windows. Shed roof descends to south. West wing features half-story parapet above porch roof, shed roof descends to west and has been extended additional bays beyond the historic footprint of the building. Historic eastern wing and parapet removed, estimated mid-20th century.

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30) Royal Oak Road, lot, Non-Contributing (Parcel 0088)

31) 25939 Royal Oak Road, c. 1900, Non-Contributing
Warehouse building at intersection of Royal Oak Road and Acorn Alley.

32) 25942 Royal Oak Road, 1920, Contributing
Royal Oak Market (T-909)
One-story, vernacular commercial property, late Victorian and early Craftsman influences. Front-gable roof with divided vent visible above low, false parapet storefront. Broad façade porch shelters the storefront system of divided glass windows and a recessed central entry.

33) Royal Oak Road, 1911, Contributing
Royal Oak Church (T-367)
One-story church, front-gable roof with combined central entrance and steeple/bell tower. Existing church dedicated in 1911. Primary block of building may predate 1911 with entrance and tower changes marking the dedication. Frame building resembles an image of an earlier church building featured in *Twig and Turf III* by R. Bernice Leonard, estimated c. 1846. The M.E. Church South utilized this lot beginning in 1877 and may have moved the building from a previous site. Additional research is recommended.

Thorneton Road
34) 7041 Thorneton Road, c. 1877, Contributing
Joseph A. Robinson House (T-920)
Two-story, single-family vernacular residence with Colonial Revival and Craftsman detailing. Central block built by 1877, full-width façade porch with large front gable and tapered columns over cement stone piers likely added c. 1920. Residence features wood shingle siding, side-gable roof, eight-over-eight wood sash windows and symmetrical brick chimneys.

35) 7047 Thorneton Road, lot, Non-Contributing

36) 7049 Thorneton Road, 1998, Non-Contributing

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37) 7051 Thorneton Road, 1940, Contributing

One-story, single-family residence, Minimal Traditional style. Front-gable roof with shallow cross-gable bay on the west elevation, symmetrical north and south wings. Residence features two brick chimneys, asbestos shingle siding, and a variety of wood frame window sizes and styles. Residence property features a carport.

Bellevue Road

38) Bellevue Road, 1903, Contributing

Parsonage Lot (T-929)

Two-story, single-family vernacular residence, pyramidal roof, full-width façade porch, single and paired narrow wood frame single-hung window sashes. Building is clad with asbestos shingles.

39) 6996 Bellevue Road, c. 1850, Contributing

McSorley's Purchase (T-924)

Two-story, single-family residence with Colonial Revival and late-Victorian detailing. Side-gable roof with paired internal brick chimneys. Primary building block faces Bellevue Road, one and one-half-story wing extends west from the northwest of the building, forming an L-shaped plan. Central entrance covered by Victorian-styled porch and flanked by bay windows, porch and windows post-date original structure. Façade clad with German siding, secondary elevations clad with shiplap.

40) 6992 Bellevue Road, 1930, Contributing

One-story, Minimal Traditional, single-family residence, side-gable roof with pent end gables, front-gable porch over entry, brick chimney. Residence features a rear (west) addition and replacement window sashes.

41) 6986 Bellevue Road, c. 1890, Contributing

Oxenham Lot (T-925)

Two-story, single-family vernacular residence, T-shaped plan, cross-gable roof, three-bay wide porch with broad front-gable pediment – estimated c.1920s addition. Replacement siding and windows.

42) Bellevue Road, lot, Non-Contributing (Parcel 0174)

43) 6979 Bellevue Road, 1923, Contributing

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Two-story, single-family Four Square residence, pyramidal roof with hipped front gable, six-over-one window sashes, wood shingle siding, enclosed façade (west) porch.

44) 6978 Bellevue Road, 2004, Non-Contributing
Parsonage Lot

45) 6968 Bellevue Road, c. 1920, Contributing
Royal Oak Community Church, aka Harmony M.E. Church (T-926)
One and one-half-story religious property, front-gable roof, combined entrance, steeple and bell tower to southeast, Gothic-inspired peaked windows on front (east) elevation. Primary building block may date earlier (c. 1880) with at least three generations of additions to the rear (west).

SECTION B
Royal Oak Road
46) 26109 Royal Oak Road, c. 1880, Contributing
Two-story, Colonial Revival, single-family residence, side-gable roof, façade porch, central entry. Two generations of additions formed the L-shaped plan. Replacement siding and windows, detached garage building (late 20th century).

47) 26123 Royal Oak Road, c. 1900, Non-contributing
Small, cottage-style building encapsulated by numerous additions. Loss of integrity due to extensive alteration including fenestration and cladding.

48) 26137 Royal Oak Road, c. 1890, Contributing
Two-story, Colonial Revival, single-family residence, side-gable roof with front cross-gable. Enclosed full-width façade porch, replacement siding and windows. Rear (south) addition forms L-shaped plan, estimated date of construction in early 20th century.

49) 26147 Royal Oak Road, c. 1890, Contributing
Two-story, Colonial Revival, single-family residence, side-gable roof with projecting eaves, encapsulated brick chimney, central entry with no decoration, two-over-two windows. Replacement siding.

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50) 26153 Royal Oak Road, 1999, Non-Contributing

51) 26162 Royal Oak Road, c. 1880, Contributing
S.E. Ellen Denny House (T-931)
Two-story, Colonial Revival, single-family residence, side-gable roof, encapsulated brick chimney, central entry with rectangular transom and sidelights, façade porch, wood shingle siding. Replacement windows.

52) 26197 Royal Oak Road, 1899, Contributing
Royal Oak School (T-933)
One and one-half-story, schoolhouse converted to residential building after 1955. Historic schoolhouse comprises easternmost wing of existing building and was gradually expanded with west and south additions by the 1920s. Steeple removed c. 1955 conversion. Front-gable roof on schoolhouse, side-gable roof over west addition. East elevation windows altered. Replacement siding, combination vinyl and wood window sashes.

53) 26210 Royal Oak Road, c. 1880, Contributing
Oak View (T-932)
Two-story, single-family residence, Colonial Revival with late-Victorian detailing, T-shaped plan, two encapsulated brick chimneys, two-story façade porch, primary block features a side-gable roof, front (south) two-story ell, rear (north) two-story ell, divided-light wood sash windows. Horizontal wood siding, wood scallop shingles beneath roof gables and on dormer windows, enclosed rear porch.

Schoolhouse Lane
54) 6956 Schoolhouse Lane, c. 1890, Contributing
Two-story, Colonial Revival, single-family residence, side-gable roof, central entry, central brick chimney, wood shingle siding, wood sash windows, rear (south) enclosed porch.

SECTION C
Hopkins Neck Road
55) 7065 Hopkins Neck Road, c. 1900, Contributing
Former St. Paul's Methodist Episcopal Church, property for sale at the time of survey. A church is noted in this location as early as 1858 (Leonard 1985).

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One and one-half-story religious property, front-gable roof, combined entrance, steeple and bell tower to north, Gothic-inspired peaked windows on front (west) elevation, rear (east) addition, combination horizontal and scalloped wood siding. Church has been recently restored, estimated 2010-2011. Primary building block may date earlier (c. 1880).

A secondary garage building to the northeast of the church building was constructed between 2010 and 2011.

56) 7049 Hopkins Neck Road, c. 1920, Contributing
   One-story, Craftsman, single-family residence, hipped roof with front gable, central brick chimney. Alterations include an enclosed front (west) porch, replacement siding, and replacement windows.

57) 7029 Hopkins Neck Road, Non-Contributing
   Agricultural site

58) 7011 Hopkins Neck Road (dwelling), 2007, Non-Contributing
   Approximate site of Primus Institute 1867-c.2005, Contributing
   A school is noted in the vicinity of the M.E. Church on Hopkins Neck Road as early as 1858 (Leonard 1985). The Primus Institute was operating in 1866 and the dedicated school building was constructed in 1867 on this site. Topographic maps from 1942, 1981, and 1986 indicate two school buildings in the vicinity, relative to the intersection of Hopkins Neck Road and Keene Road (HistoricAerials.com).

59) Cemetery, Hopkins Neck Road, Contributing
   Historic cemetery associated with St. Paul's M.E. Church, observed burial dates range from the late 1800s to the early 2000s.

8. Significance

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Period

	Areas of Significance	Check and justify below		

Period

___ 1600-1699
___ 1700-1799
X 1800-1899
X 1900-1999
___ 2000-

Areas of Significance

___ agriculture
___ archeology
X architecture
___ art
X commerce
___ communications
___ community planning
___ conservation

___ economics
___ education
___ engineering
___ entertainment/
    recreation
___ ethnic heritage
___ exploration/
    settlement

___ health/medicine
___ industry
___ invention
___ landscape architecture
___ law
___ literature
___ maritime history
___ military

___ performing arts
___ philosophy
___ politics/government
___ religion
___ science
___ social history
X transportation
___ other: _____

Specific dates	1837-1952	**Architect/Builder**	Unknown

Construction dates   c. 1800, 1850, 1867, c.1877, c. 1880, 1883, 1885, 1887, c.1890, c. 1900, 1911, 1920, 1930, 1940

Evaluation for:

___X___ National Register   _____ Maryland Register   _____ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, follow ed 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 town of Royal Oak is historically and architecturally significant under Criteria A and C.

Royal Oak is significant under NRHP Criterion A for its association with events that have made a significant contribution to the broad patterns of our history. Royal Oak Road connected Easton and inland areas to St. Michaels and shore towns such as Neavitt and Tilghman Island. The intersection with Bellevue Road arose next to a large oak tree, which served as a muster point for the Hearts of Oak militia during the Revolutionary War and War of 1812. A post office was established in 1837 when the town was recognized by the U.S. government. In the 19th century Royal Oak grew and developed as a transit hub for the transportation of agriculture and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Royal Oak's native commercial offerings included blacksmiths, carriage builders, shipwrights, and local retailers. Royal Oak Road served as the principle thoroughfare until the construction of the railroad crossing at Newcomb in 1890, and the corresponding MD Route 33 high-span bridge in 1968. Bellevue Road directly connected Royal Oak to the town of Bellevue, site of the Valliant cannery, which packed vegetables and seafood, including oysters and crabs as of 1899. The plant was rebuilt after a decimating fire in 1924, and was dissolved in 1945 (Claggett 2004). The Oxford-Bellevue Ferry began service in 1683, and operated continually after 1836 (Maryland Historical Trust 2014). Regular daily stages operated from Bellevue to Royal Oak and beyond by the turn of the 20th century. Royal Oak at one time boasted ten boarding houses, of which two buildings remain and one, the former Pasadena Inn, remains in operation as The Oaks. In addition, it was home to the renowned spiritualist and fortune teller, Catherine "Kitty" Heathers until her death in 1899. At the time of her passing, the Easton Gazette eulogized her as the most famous woman in the county (Leonard 1985). Royal Oak also bears significance for its African American history and community, which centers on the Hopkins Neck Road intersection, the St. Paul's M.E. Church and cemetery, and the Primus Institute School.

Royal Oak is significant under NRHP Criterion C for its embodiment of distinctive characteristics of a type, period, or method of construction. The contributing buildings, objects, and sites date primarily to the period between 1870 and 1920, and they characterize the district's importance in architecture, commerce, and its

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contribution to Maryland's maritime and tourism history. Reflective of the village's growth and prosperity through this period, Royal Oak's historic resources include collections of mid-to-late-19th century vernacular architecture with stylistic influences of Queen Anne and Georgian characteristics, as well as early 20th century revival and popular architectural designs.

Resource History and Historic Context

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. 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 Newcomb 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).

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, Tench 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

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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. Royal Oak played an important role in the early trading history of the region. The principle hauling creek, called "Hauling Rouse" (present day Oak Creek) provided an easy berth and short overland connection between the St. Michaels River and Plaindealing Creek, which allowed boats to travel to the port of Oxford (Claggett 2004). Oxford was one of two ports of entry in the colony, with Anne Arundel (now Annapolis), established by the Maryland General Assembly in 1694 (Town of Oxford 2011).

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). Royal Oak Road likely followed early footpaths, as it was a well-established throughway by 1700, providing east and west access from Bellevue and Hopkins Neck, significantly shortening the overland route to and from Oxford (Leonard 1985). Talbot County's farms to the west depended on water for travel and transport of goods, while farms to the east were mostly landlocked 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.

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 (BC&A) 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 and rail connections throughout the region, which in turn allowed for regular train and steamboat schedules. The

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railroad reached the port of Oxford in 1871, approximately 20 years before it expanded deeper into Talbot County (Town of Oxford 2011). The Royal Oak Railroad Station opened in present-day Newcomb in 1893, creating a more direct connection between Easton and St. Michaels across Oak Creek than the Royal Oak Road provided, and allowed for faster and more efficient transportation of freight goods (Claggett 2004).

In the 19th century, Royal Oak continued to grow and develop as a hub for the transportation of agriculture and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Royal Oak's native commercial offerings included blacksmiths, carriage builders, shipwrights, and local retailers. Royal Oak Road served as the principle thoroughfare until the construction of the Oak Creek railroad crossing at Newcomb in 1893, and the corresponding MD Route 33 high-span bridge in 1968 (Claggett 2004). Bellevue Road directly connected Royal Oak to the town of Bellevue, site of the W.H. Valliant cannery, which packed vegetables and seafood, which included oysters and crabs, as of 1899. The plant was rebuilt after a major fire in 1924, and the business was ultimately dissolved in 1945 (Claggett 2004). The Oxford-Bellevue Ferry began service in 1683, and operated continually after 1836 (Maryland Historical Trust 2014). Regular daily stages operated from Bellevue to Royal Oak and beyond by the turn of the 20th century.

The number of vacationers and seasonal residents increased significantly during the early 20th century, when visitors would travel from the Western Shore of the Chesapeake Bay 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. Guests could enjoy many amenities at these boarding houses and villages, including boating and other water sports, fishing, crabbing, oystering, hunting, Saturday dances, and local entertainment such as Royal Oak's Catherine (Kitty) Heathers, a popular fortune teller and spiritualist (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

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Shore's towns and villages to tourist- and vacationer-based economies (Claggett 2004). Freight trains used the 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 original operator of the Oxford-Bellevue Ferry, Richard Royston, was paid 2,500 pounds of tobacco annually for his provision of ferry service. The practice continued for half a century until 1737, when proprietor Catherine Bennett was the first operator to be paid in cash rather than the crop (Oxford-Bellevue Ferry 2016).

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).

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, 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).

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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 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, Goulletquer 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 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, Goulletquer 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.).

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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. The closest cannery to Royal Oak was the W.H. Valliant plant in Bellevue. The plant opened in the late 1800s and began canning oysters and crabs in 1899 to supplement its existing seafood and vegetable packing business. Industrial production in Bellevue expanded to augment canning with barn paint and fertilizers, which were all loaded onto large steamers and schooners from the docks (Clagget 2004).

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 generally landed gentlemen and college educated. The wealth and power of the Harrisons family was far

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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 bay crafts, 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 of Bay Hundred built the Chesapeake Bay's merchant fleet that carried the region's export and import trade with the West Indies and southern Europe (Footner 2011).

The oyster boom had a huge impact to the region, especially shipbuilding. 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).

Education
Royal Oak was the location of schools for African Americans, with several locations of "B.S." (black school) or "Col.d School" (colored school) are visible on maps dating from the mid-1800s. A specific school for community members and freed slaves was chartered during Reconstruction by the integrated Hartford Freedman's Aid Society (HFAS), a charitable organization from Connecticut. During Reconstruction, black and white teachers traveled south to establish schools for former slaves. The school's patron and namesake, Rebecca Primus, came from an influential middle-class family in the African American community in Hartford. Primus traveled to Maryland in November 1865 as one of two black teachers sponsored by the HFAS. She lived briefly in Baltimore before being assigned to Royal Oak, where she stayed until 1869 (Griffin 1999). In Royal Oak, Rebecca lived with Mr. and Mrs. Charles Thomas. Charles Thomas was a free black landowner who purchased his freedom and served as a trustee of the school. Not much is known about the black community in Royal Oak, but maps depicting the town's settlement in 1858 and 1877 depict the location of a Methodist church and school in the vicinity of the Hopkin's Neck Road intersection (Leonard 1985; Lake, Griffing, & Stevenson 1877; note that several Thomas households are listed on this map along Hopkins Neck Road). In this location Rebecca Primus and the HFAS established their school, and constructed a new building for its use in 1867 (Griffin 1999). The building remained on its site, between the former St. Paul's M.E. Church and cemetery on Hopkins Neck Road, until it burned down c. 2005. A single-family residence was built in 2007 and stands on the approximate location, 7011 Hopkins Neck Road.

The efforts of these teachers were not insignificant, nor were they without trials, tribulations, and at times violence. Rebecca's story is told almost entirely through her correspondence with friends and family during her time in Maryland. Her accounts do not admit to any personal assaults, but do relate the story of her associate, a Miss Dickson in Trappe, who was assaulted and knocked unconscious for two days, and was suffering lingering effects. It is unclear if this event was directly associated with the efforts to teach, but the following passage was

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included in John W. Alvord's *Semi-Annual Report on Schools for Freedmen*, January 1866: "The educational work in Maryland has had much opposition, such as stoning children and teachers at Easton, rough-handling and blackening of the teacher at Cambridge, indignation meeting in Dorchester County with resolution passed to drive out the teacher and the burning of churches and schools" (Griffin 1999).

National Register of Historic Places Evaluation

The Royal Oak Survey District is recommended for the National Register of Historic Places (NRHP). Royal Oak is significant under NRHP Criterion A for its association with events that have made a significant contribution to the broad patterns of our history. Vestiges of the town were established in the early 18th century due to its positioning as a crossroads for both land and water-based travel. The "Hauling Rouse" hauling creek and a short overland passage to Plaindealing Creek connected the St. Michaels River to the Port of Oxford. Overland travel via Royal Oak Road connected Easton and inland areas to St. Michaels and shore towns such as Neavitt and Tilghman Island. As such, Royal Oak grew and developed as a transit hub for the transportation of agriculture and the Chesapeake Bay's maritime industries of shipbuilding, seafood harvesting and processing. Bellevue Road directly connected Royal Oak to the town of Bellevue, site of the Oxford-Bellevue Ferry and the Valliant cannery, which packed vegetables and seafood, including oysters and crabs as of 1899 (Claggett 2004). Regular daily stages operated from Bellevue to Royal Oak and beyond by the turn of the 20th century. The intersection with Bellevue Road arose next to a large oak tree, which served as a muster point for the Hearts of Oak militia during the Revolutionary War and War of 1812. Royal Oak's economy also boasted several boarding houses, of which two buildings remain and one, the former Pasadena Inn, remains in operation as The Oaks. Royal Oak also bears significance for its African American history and community, which centers on the Hopkins Neck Road intersection, the St. Paul's M.E. Church and cemetery, and the Primus Institute school.

While Royal Oak was home to the renowned spiritualist and fortune teller, Catherine "Kitty" Heathers until her death in 1899, and educational advocate Rebecca Primus, archival research does not indicate the village of Royal Oak is associated with person(s) of historic significance and is not eligible under NRHP criterion B.

The Royal Oak Survey District is eligible under criterion C for NRHP listing as having architecturally significant building types, periods, or methods of construction. The Royal Oak 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. Larger alterations include additions, chimney reconstructions, wholesale replacement of siding styles, and deterioration by nature. However, the contributing historic resources of the Royal Oak Survey District retain as a whole their integrity of feeling, setting, association, and location to convey the village's growth and prosperity during the mid-19th century until the early 20th century. The contributing buildings, objects, and sites date primarily to the period between 1870 and 1920, and they characterize the district's importance in architecture, commerce, and its contribution to

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Maryland Inventory of
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Inventory No. T-1182

Royal Oak Survey District
Continuation Sheet

Number 8   Page 10

Maryland's maritime and tourism history. Reflective of the village's growth and prosperity through this period, Royal Oak's historic resources include collections of mid-to-late-19th century vernacular architecture with stylistic influences of Queen Anne and Georgian characteristics, as well as early 20th century revival and popular architectural designs. Criterion D was not investigated as part of this study.

9. Major Bibliographical References

Inventory No. T-1182

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Maritime Museum, 2004.

10. Geographical Data

Acreage of surveyed property   339.25 Acres
Acreage of historical setting   48.37 Acres (combined total)
Quadrangle name   Oxford, MD   Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Royal Oak Survey District is comprised of three discontiguous elements located at the principal intersections of Royal Oak Road (MD 329) in Royal Oak, Maryland, in western Talbot County. Royal Oak's primary intersection occupies the junction between the original east-west thoroughfare from the town of Easton to St. Michaels, and the north-south route of Bellevue Road from the Oxford-Bellevue Ferry and industrial packing facilities. Royal Oak was partially bypassed by the construction of the BC&A railroad bridge in 1890, and again due to the construction of the high-span bridge over Oak Creek in 1968, both located in Newcomb.

See Continuation sheet, page 3

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

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Royal Oak Survey District
**Continuation Sheet**

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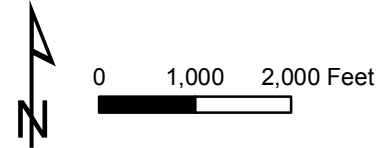**Verbal Boundary Description continued**

The western portion (Section A) is defined by the area south of Moores and Acorn Roads, encompassing Thorneton Road prior to the junction with Chance Farm Road, and the intersection of Bellevue Road south to Royal Oak Community United Methodist Church, also known as Harmony Church and previously Harmony Methodist Episcopal Church South (MIHP #T-926). Section A includes residential and commercial properties, and includes the Royal Oak Church (MIHP #T-367) as well as 19 additional MIHP-listed properties. Beginning on Moores Road 265 feet west of the intersection with Royal Oak Road, the boundary runs east for 1,440 feet along Moores and Acorn Roads to the shore of Oak Creek. The boundary then turns south and follows the shoreline of Oak Creek for 1,700 feet, ending at an inlet behind properties along Royal Oak Road 60 feet south of the intersection with Thorneton Road. The boundary runs east along a private drive at the end of Acorn Alley for 275 feet, then south for 190 feet, east for 140 feet (across Acorn Alley), and south for 115 feet to Royal Oak Road just east of the intersection with Bellevue Road. The boundary runs east along Royal Oak Road for 180 feet, turns south for 395 feet, west for 205 feet to Bellevue Road, south for 90 feet, and 410 feet west along the southern parcel boundary for the Royal Oak Community United Methodist Church. The district boundary then runs along the back parcel boundaries of properties along Bellevue and Royal Oak Roads, largely following the edge of a cultivated field: 350 feet north, 280 feet northwest, 270 feet southwest, 140 feet northwest, 140 feet southwest, and 280 feet northwest to Thorneton Road 530 feet southwest of the intersection with Royal Oak Road. The boundary runs east northeast along Thorneton Road for 265 feet, and then turns north for 900 feet back to the starting point on Moores Road.

The central portion (Section B) encompasses the intersection with Schoolhouse Lane, the schoolhouse, and residential properties to the north and west along MD 329. Beginning on Royal Oak Road 1,405 feet east of the intersection with Bellevue Road, the boundary runs southeast along Royal Oak road for 760 feet before turning north for 515 feet and east for 330 feet to follow the shore of Oak Creek. The boundary extends 330 feet southeast to Royal Oak Road, runs southwest along the road for 230 feet, turns to the south southeast for 670 feet, and 125 feet to the southwest to Schoolhouse Road. After extending north northwest up Schoolhouse road for 430 feet, the boundary turns southwest for 145 feet, and northwest for 230 feet to Royal Oak Road. It runs west along the road for 190 feet and turns south to encompass properties along Royal Oak Road: 240 feet south, 225 feet northwest, 305 feet southwest, and 730 feet north northwest back to the starting point.

The eastern portion (Section C) encompasses the historically black St. Paul's Methodist Episcopal (M.E.) Church property and an associated cemetery on Hopkins Neck Road. The parcels also include the site of the historic Primus Institute, which was constructed in 1867 and demolished via fire in 2005. Beginning on Hopkins Neck Road at the intersection with Keene Road, the boundary runs up Hopkins Neck Road 675 feet to the intersection with Royal Oak Road, turns east southeast for 190 feet, southeast for 405 feet, and west southwest for 410 feet back to the starting point.
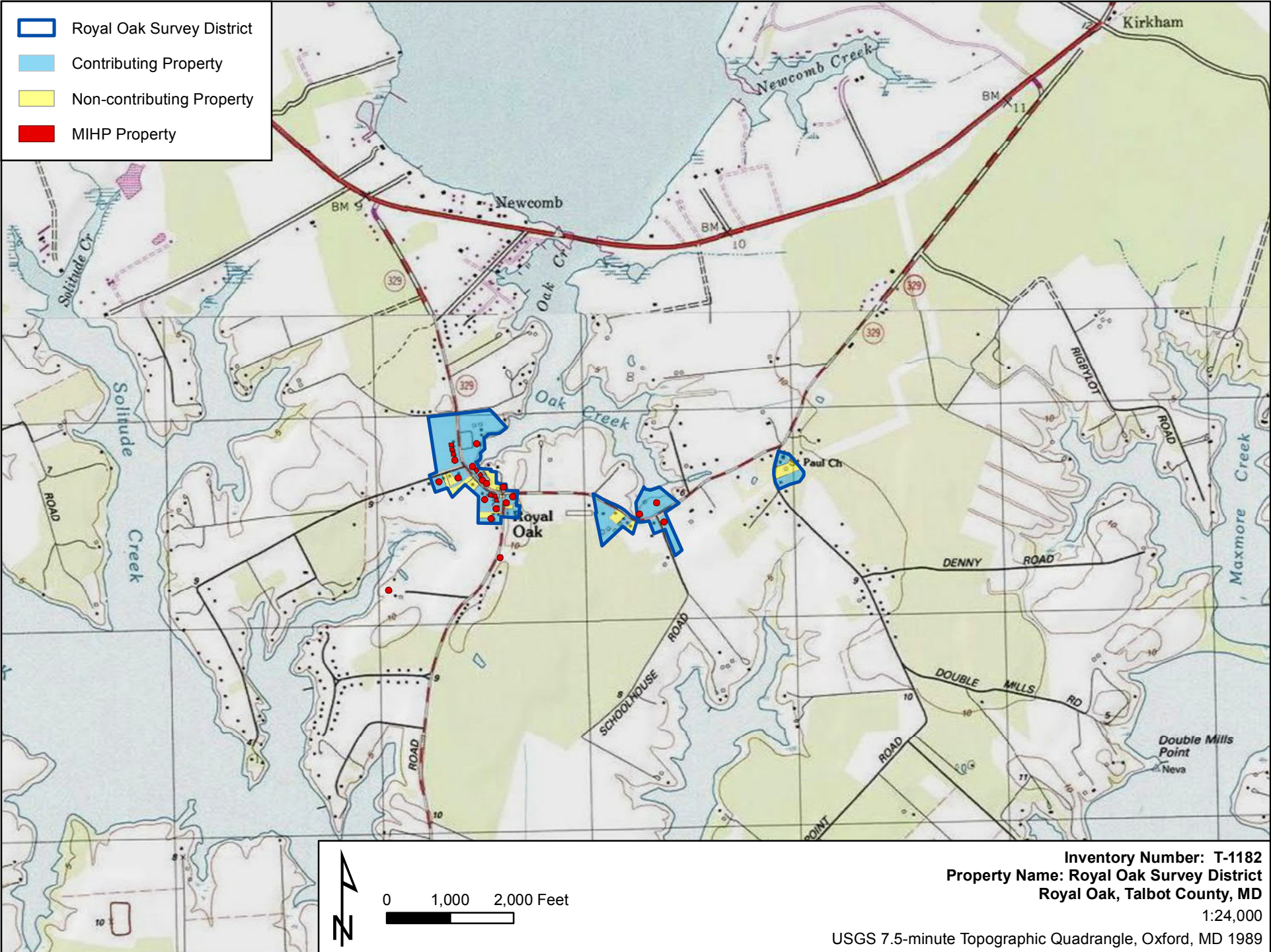
Royal Oak Survey District

- Royal Oak Survey District
- Contributing Property
- Non-contributing Property
- MIHP Property

Kirkham

Newcomb Creek

Newcomb

BM 9

BM 10

BM 11

Solitude Cr

Solitude Creek

Oak Cr

Oak Creek

329

Royal Oak

Paul Ch

RIGBY LOT ROAD

Maxmore Creek

DENNY ROAD

SCHOOLHOUSE ROAD

ROAD

DOUBLE MILLS RD

Double Mills Point

Neva

POINT ROAD

ROAD

0   1,000   2,000 Feet

N

Inventory Number: T-1182
Property Name: Royal Oak Survey District
Royal Oak, Talbot County, MD
1:24,000
USGS 7.5-minute Topographic Quadrangle, Oxford, MD 1989

Legend:
- Royal Oak Survey District
- Contributing Property
- Non-contributing Property
- MIHP Property

Inventory Number: T-1182
Property Name: Royal Oak Survey District
Royal Oak, Talbot County, MD
1:24,000
USGS 7.5-minute Topographic Quadrangle, Oxford, MD 1989

0   1,000   2,000 Feet

Legend

- Royal Oak Village Center Zoning District
- Parcel Boundary
- Royal Oak Survey District
- Contributing Property
- Non-contributing Property
- MIHP Property

Inset map labels: T-919, 17, 18, T-915, T-914, 22, 37, T-913, 31, T-912, 19, 23, 25, T-911, T-921, 36, 32, 20, 21, 24, 27, T-909, T-923, 29, 38, T-367, T-910, T-922, T-924, 39, 33, 26, 28, 40, T-929, 42, 43, T-925

Scale (inset): 0 100 200 Feet

Main map labels: 13, 14, 15, 16, T-916, T-368, T-917, T-918, T-919, 35, T-920, 34, 41, 44, T-925, T-926, 45, T-928, T-927, MD 329, 46, 47, 48, 49, 50, 54, 52, T-931, 51, 53, T-932, T-933, 56, 55, 58, 58, 59

Inventory Number: T-1182
Property Name: Royal Oak Survey District
Royal Oak, Talbot County, MD
1:12,000
USGS 7.5-minute Topographic Quadrangle, Oxford, MD 1989

Scale: 0 500 1,000 Feet

N

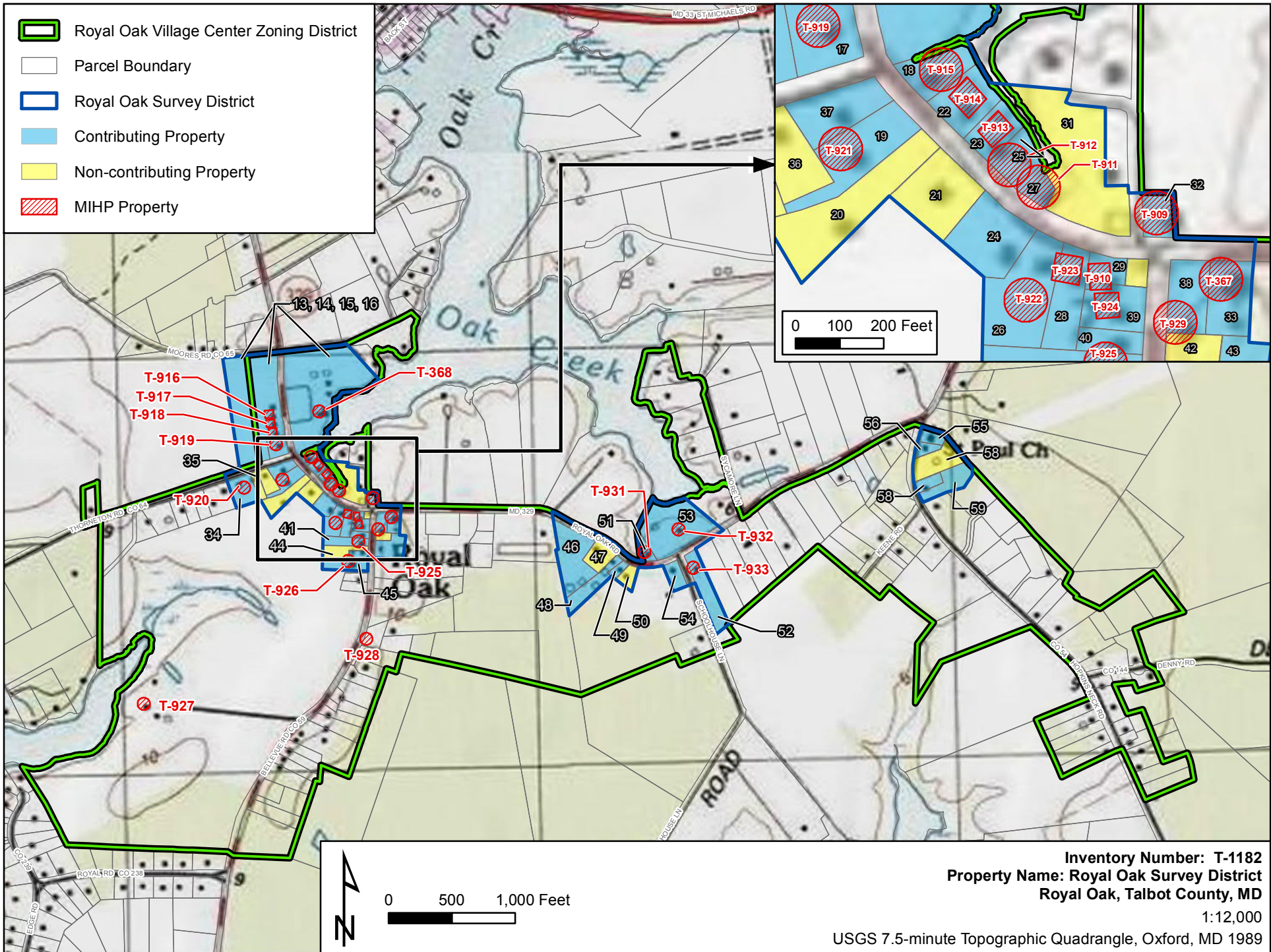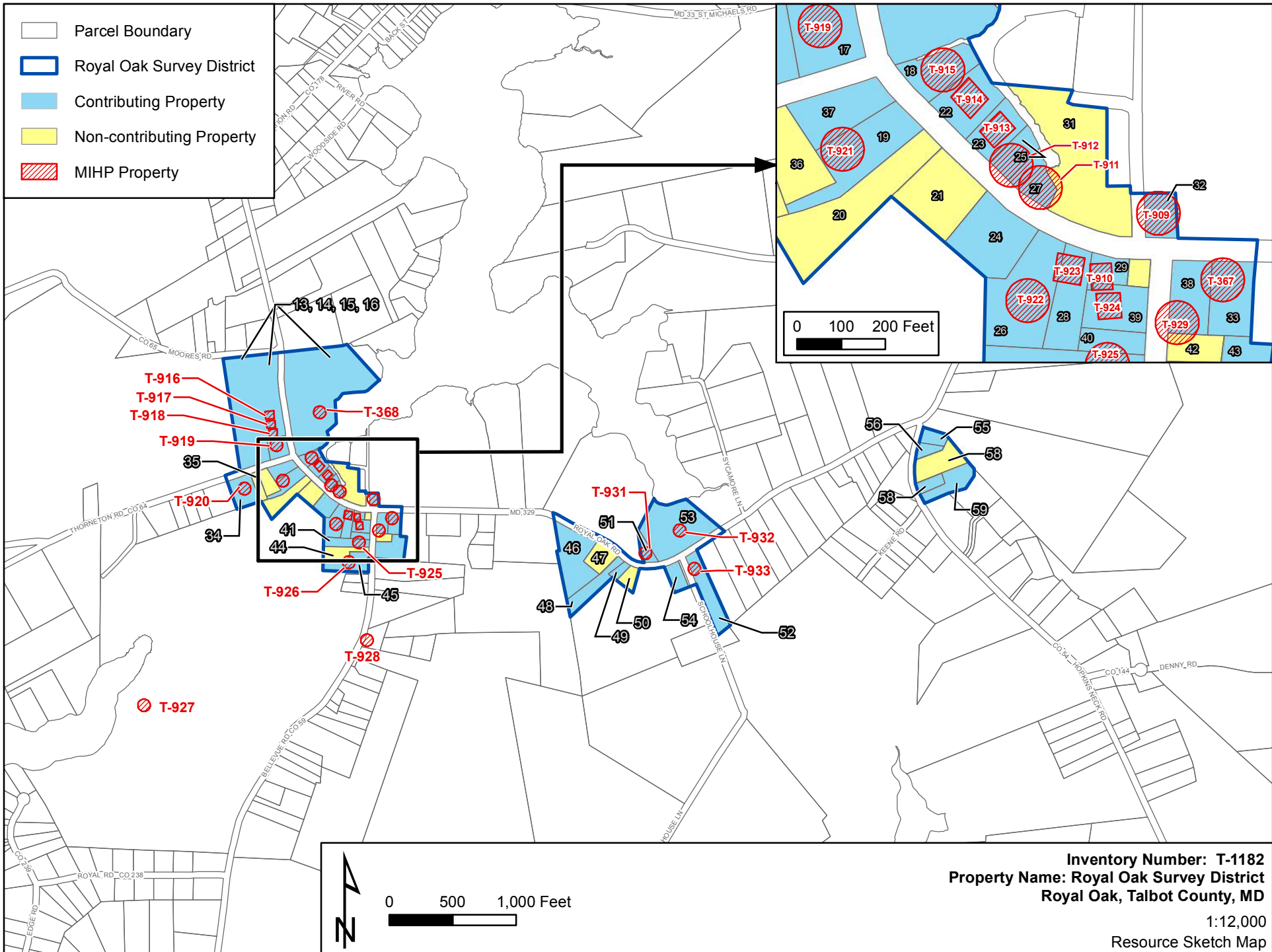Resource Sketch Map

Legend:
- Parcel Boundary
- Royal Oak Survey District
- Contributing Property
- Non-contributing Property
- MIHP Property

Inventory Number: T-1182
Property Name: Royal Oak Survey District
Royal Oak, Talbot County, MD

1:12,000

Inset scale: 0 — 100 — 200 Feet

Main map scale: 0 — 500 — 1,000 Feet

Photograph Log

T-1182
Royal Oak Survey District
Talbot County, MD
Lorin Farris, Architectural Historian/Photographer
1/7/2017
MD SHPO

Examples of Major Building Types and Styles

1) 1_T-1182_2016_10_18_0171, Vernacular I-House, 25896 Royal Oak Road, 1885, Looking North
2) 2_T-1182_2016_10_18_0245, Colonial Revival , 6956 Schoolhouse Lane, c. 1890, Looking Southwest
3) 3_T-1182_2016_10_18_0187, Vernacular I-House with Victorian alterations, 6996 Bellevue Road, c. 1850, Looking Southwest
4) 4_T-1182_2016_10_18_0179, Vernacular I-House with Victorian alterations, 25913 Royal Oak Road, c. 1880, Looking Southwest
5) 5_T-1182_2016_10_18_0160, Vernacular with Colonial Revival and Craftsman influences, 7041 Thorneton Road, c. 1877, Looking East
6) 6_T-1182_2016_10_18_0280, Craftsman, 7049 Hopkins Neck Road, c. 1920, Looking Northeast
7) 7_T-1182_2016_10_18_0189, Minimal Traditional, 6992 Bellevue Road, 1930, Looking Southwest
8) 8_T-1182_2016_10_18_0163, Minimal Traditional, 7051 Thorneton Road, 1940, Looking Southeast
9) 9_T-1182_2016_10_18_0248, modified Schoolhouse, 26197 Royal Oak Road, 1899, Looking South
10) 10_T-1182_2016_10_18_0183, Commercial, 25938 Royal Oak Road, c. 1876, Looking Southeast
11) 11_T-1182_2016_10_18_0186, Commercial with late Victorian and Craftsman details, 25942 Royal Oak Road, 1920, Looking Northeast
12) 12_T-1182_2016_10_18_0193, Church, 6968 Bellevue Road, c. 1920, Looking Southwest

Other Properties
SECTION A
Royal Oak Road

13) 13_T-1182_2016_10_18_0139, Neoclassical, 25876 Royal Oak Road, c. 1800, Looking North

14) 14_T-1182_2016_10_18_0145, Vernacular house, 25876 Royal Oak Road, c. 1800s, Looking Northeast

15) 15_T-1182_2016_10_18_0143, Vernacular house, 25876 Royal Oak Road, est. 1877, Looking Northeast

16) 16_T-1182_2016_10_18_0149, Vernacular school, 25876 Royal Oak Road, 1869, Looking North

17) 17_T-1182_2016_10_18_0142, Queen Anne, 25881 Royal Oak Road, 1883, Looking South

18) 18_T-1182_2016_10_18_0166, Vernacular I-House, 25886 Royal Oak Road, c. 1882, Looking Southeast

19) 19_T-1182_2016_10_18_0167, modified Vernacular I-House with Victorian additions, 25889 Royal Oak Road, est. 1850, Looking South

20) No image available, Non-Contributing, 25893 Royal Oak Road, 1979

21) No image available, Non-Contributing, Post Office, Royal Oak Road, 1978

22) 22_T-1182_2016_10_18_0171, Vernacular I-House, 25896 Royal Oak Road, 1885, Looking North

23) 23_T-1182_2016_10_18_0172, Queen Anne, 25900 Royal Oak Road, 1883, Looking North

24) 24_T-1182_2016_10_18_0178, Craftsman, 25909 Royal Oak Road, 1920, Looking South

25) 25_T-1182_2016_10_18_0174, Vernacular, 25896 Royal Oak Road, 1877, Looking North

26) 26_T-1182_2016_10_18_0179, Vernacular I-House with Victorian alterations, 25913 Royal Oak Road, c. 1880, Looking South

27) 27_T-1182_2016_10_18_0177, Vernacular, 25920 Royal Oak Road, c. 1900, Looking North

28) 28_T-1182_2016_10_18_0181, Vernacular, 25923 Royal Oak Road, c. 1890, Looking South

29) 29_T-1182_2016_10_18_0183, Commercial, 25938 Royal Oak Road, c. 1876, Looking Southeast

30) 30_T-1182_2016_10_18_0183, Non-Contributing, lot adjacent to 25938 Royal Oak Road

31) 31_T-1182_2016_10_18_0185, Non-Contributing, 25939 Royal Oak Road, c. 1900, Looking North

32) 32_T-1182_2016_10_18_0186, Commercial with late Victorian and Craftsman details, 25942 Royal Oak Road, 1920, Looking Northeast

33) 33_T-1182_2016_10_18_0225, Church, Royal Oak Road, 1911, Looking South

Thorneton Road

34) 34_T-1182_2016_10_18_0160, Vernacular with Colonial Revival and Craftsman details, 25896 Royal Oak Road, 1885, Looking North

35) 35_T-1182_2016_10_18_0161, Non-Contributing, lot, 7047 Thorneton Road, Looking Southwest

36) 36_T-1182_2016_10_18_0162, Non-Contributing, Minimal Traditional, 7049 Thorneton Road, 1998, Looking South

37) 37_T-1182_2016_10_18_0163, Minimal Traditional, 7051 Thorneton Road, 1940, Looking East

<u>Bellevue Road</u>

38) 38_T-1182_2016_10_18_0196, Vernacular, Parsonage Lot, Bellevue Road, 1903, Looking East

39) 39_T-1182_2016_10_18_0187, Vernacular I-House with late-Victorian detailing, 6996 Bellevue Road, c. 1850, Looking Southwest

40) 40_T-1182_2016_10_18_0189, Minimal Traditional, 6992 Bellevue Road, 1930, Looking Southwest

41) 41_T-1182_2016_10_18_0191, Vernacular, 6986 Bellevue Road, c. 1890, Looking Southwest

42) 42_T-1182_2016_10_18_0197, Non-Contributing, Bellevue Road, lot, Looking Southeast

43) 43_T-1182_2016_10_18_0224, Vernacular, 6979 Bellevue Road, 1923, Looking Northeast

44) 44_T-1182_2016_10_18_0194, Non-Contributing, 6978 Bellevue Road, 2004, Looking West

45) 45_T-1182_2016_10_18_0193, Church, 6968 Bellevue Road, c. 1920, Looking Southwest

SECTION B

<u>Royal Oak Road</u>

46) 46_T-1182_2016_10_18_0235, Colonial Revival, 26109 Royal Oak Road, c. 1880, Looking South

47) 47_T-1182_2016_10_18_0237, Non-Contributing, 26123 Royal Oak Road, c. 1900, Looking North

48) 48_T-1182_2016_10_18_0239, Colonial Revival, 26137 Royal Oak Road, c. 1890, Looking East

49) 49_T-1182_2016_10_18_0243, Colonial Revival, 26147 Royal Oak Road, c. 1890, Looking Southeast

50) 50_T-1182_2016_10_18_0244, Non-Contributing, 26153 Royal Oak Road, 1999, Looking South

51) 51_T-1182_2016_10_18_0253, Colonial Revival, 26162 Royal Oak Road, c. 1880, Looking North

52) 52_T-1182_2016_10_18_0248, Modified Schoolhouse, 26197 Royal Oak Road, 1899, Looking South

53) 53_T-1182_2016_10_18_0251, Colonial Revival with late-Victorian detailing, 26210 Royal Oak Road, c. 1880, Looking Northwest

<u>Schoolhouse Lane</u>

54) 54_T-1182_2016_10_18_0245, Colonial Revival, 6956 Schoolhouse Lane, c. 1890, Looking Southwest

SECTION C

<u>Hopkins Neck Road</u>

55) 55_T-1182_2016_10_18_0275, Church, 7065 Hopkins Neck Road, c. 1900, Looking East

56) 56_T-1182_2016_10_18_0280, Craftsman, 7049 Hopkins Neck Road, c. 1920, Looking Northeast

57) No image, Non-Contributing, 7029 Hopkins Neck Road , Agricultural Site

58) 58_T-1182_2016_10_18_0282, Primus School site (approximate location), 7011 Hopkins Neck Road, 1867-c.2005, Looking East

Non-Contributing, 7011 Hopkins Neck Road (dwelling), 2007

59) 59_T-1182_2016_10_18_0283, Cemetery, Hopkins Neck Road, Looking East