

Historic Rural Roads



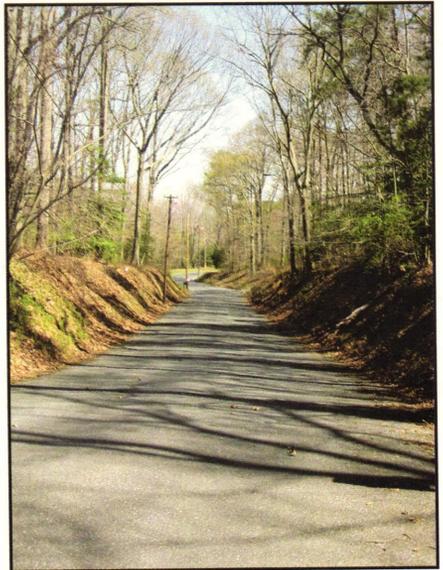
Jutland Road

St. Mary's County

History of St. Mary's County Roads

Since the first Europeans arrived in St. Mary's County in 1634 until the early 20th century, the county's numerous waterways were the primary means of transporting goods and people. Road networks existed for local travel within the county. A few roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore after the 1870s, and to other economic centers outside the county, but for extended journeys, transportation by water was far easier. From the 18th through the early 20th centuries, the roads in St. Mary's County gradually improved and the number of roads increased. However, not until automobile use became widespread did the county's roads overtake its waterways as the primary transportation network. Presented here are seven rural roads that are part of the history of land transportation in St. Mary's County.

Trent Hall Road As a 17th-century route leading inland from Major Thomas Truman's Trent Neck plantation, Trent Hall Road reflects early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the 17th century through the early 20th century, Trent Hall Road was significant as a route that local farmers used to reach the wharf and later the steamboat landing at Trent Hall Point. Throughout this period, wharves played an integral role in the commercial and maritime development of the county. In the 17th and 18th centuries, the boat landing at Trent Hall Point served as an important local shipping point. After the mid 19th century, it served as the main access road to the steamboat landing at Trent Hall Point. Finally, Trent Hall Road illustrates 19th-century road-building trends in the county. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Trent Hall Road, were improved to accommodate the increase in commercial traffic and travelers.





Sunnyside Road is significant as the remnant of a longer, 18th-century route that connected the important trade centers of Chaptico and Leonardtown. Prior to 1800, the road was bypassed by what became Route 234. After that, Sunnyside Road became a local road that served the farmers living along it. It reflects the 18th- and 19th-century transportation trend towards the development of inland road networks in St. Mary's County. A few examples of 19th- and 20th-century farm complexes along the road illustrate agricultural and architectural trends in the county. The land along Sunnyside Road and adjacent areas was settled by Amish emigrants in the late 1930s, reflecting an important social development within the county.

Cedar Lane Road is significant as an 18th- and early 19th-century route to the county government at Leonardtown. Historic maps suggest that in the 18th and early 19th centuries, it



was the primary road connecting Sotterley plantation and wharf and other points along the Patuxent River and Three Notch Road with the county seat at Leonardtown.

During the first half of the 20th century, the state of Maryland funded and directed numerous road construction and improvement projects, but these generally bypassed Cedar Lane Road. As a result, from the mid 19th century through the 20th century, Cedar Lane Road was a rural secondary road primarily used by local farmers to reach wharves, retail and trade establishments, political centers, and social and cultural gatherings.

It passes through an intact agricultural setting where open cultivated fields are interrupted by occasional stands of trees. A number of late 19th- and early 20th century farmsteads exist along its length.

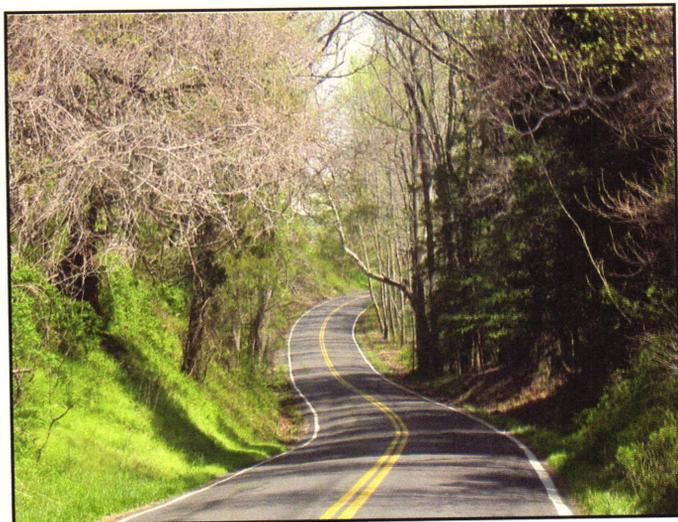


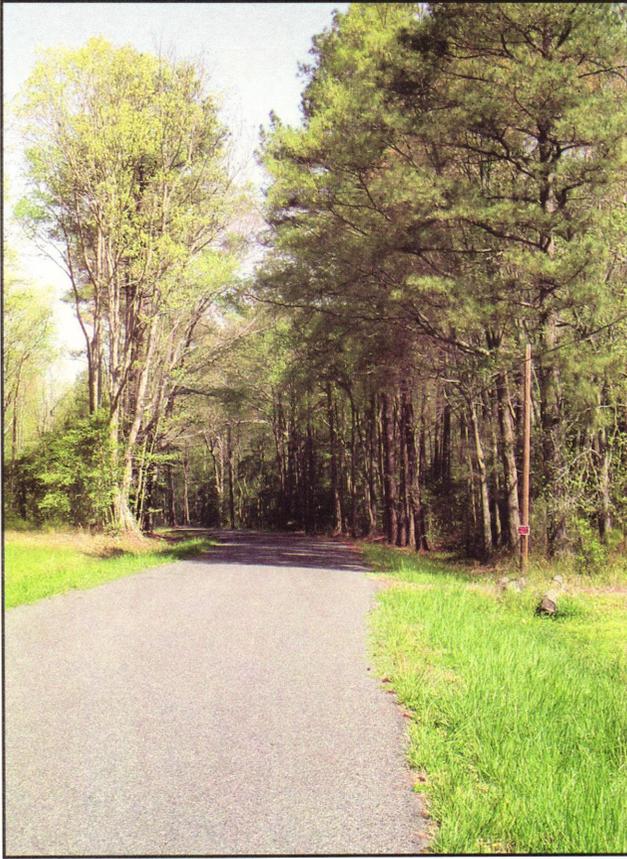
Bushwood Road consists of a 16-to-20 foot wide paved route with one lane in each direction. Bushwood Road passes through a historic setting that includes the late 19th century crossroads community of Bushwood. Bushwood includes the historic sites Ellis Grist Mill, Ellis Tenant House, and the Bushwood Post Office. The 19th century farm, Blair's Purchase, is located just south of the hamlet of Bushwood. In addition to the main house, Blair's Purchase contains the remaining half of a log dwelling that was used as slave quarters. Other significant archaeological resources visible from the

road near its terminus include a small grouping of 20th century wharf-related buildings and the early 18th century house, Ocean Hall. Bushwood Road illustrates the importance of wharves and wharf roads to commerce and transportation in St. Mary's County from the 17th century through the early 20th Century.

Mattapany Road

In the 17th century, Mattapany Road was one of several roads leading into St. Mary's City, the colonial capital from 1634 to 1695 and the site of ongoing archeological research. The southwestern portion of the road was part of the formal plan for the capital, which was never fully realized. In addition to being an important political route, Mattapany Road was significant as an economic and cultural route in the 17th century, since it connected the grist mill and the Catholic church at St. Mary's City. In the 18th and 19th centuries, after the colonial capital was moved to Annapolis, Mattapany Road became a local, inland transportation route that primarily served the farmers who lived along it. In the early 20th century, it remained a secondary road but grew in importance when a commercial and transportation center was established at Broome's Wharf, a steamboat landing in St. Mary's City. The road is also significant in the early 20th century for its association with a Slavic immigrant community and the Catholic church they built, as well as for its association with the resurgence of the community at St. Mary's City.



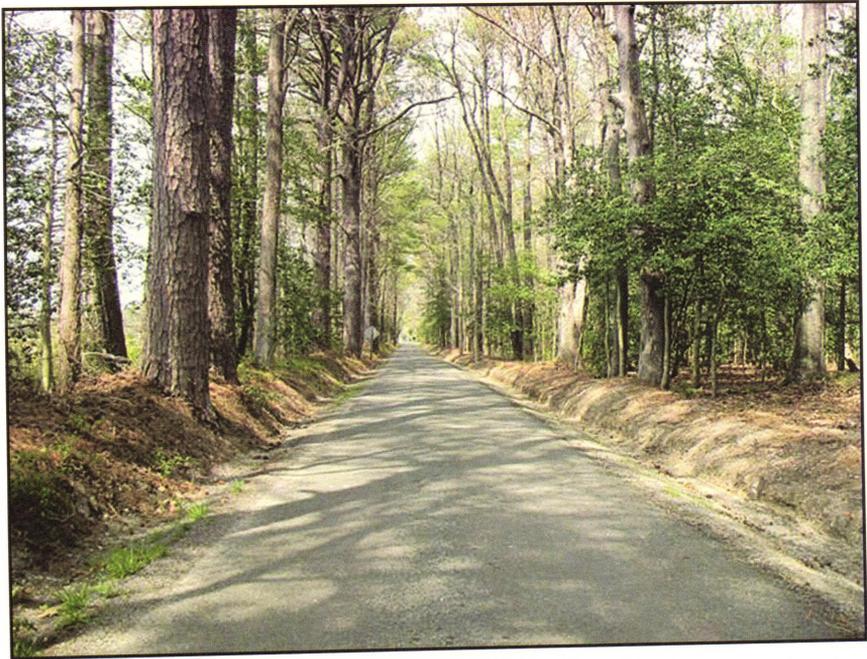


Beachville Road likely originated as a 17th-century path leading to tenant farms on Jesuit lands on St. Inigoes Neck. In 1637, the Jesuits purchased more than 2000 acres of land between Smith Creek and the St. Mary's River; the surveyed portion of Beachville Road lies almost entirely within this tract. The southern portion of Beachville Road runs through land that is still owned by the Roman Catholic Church and leased to farmers.

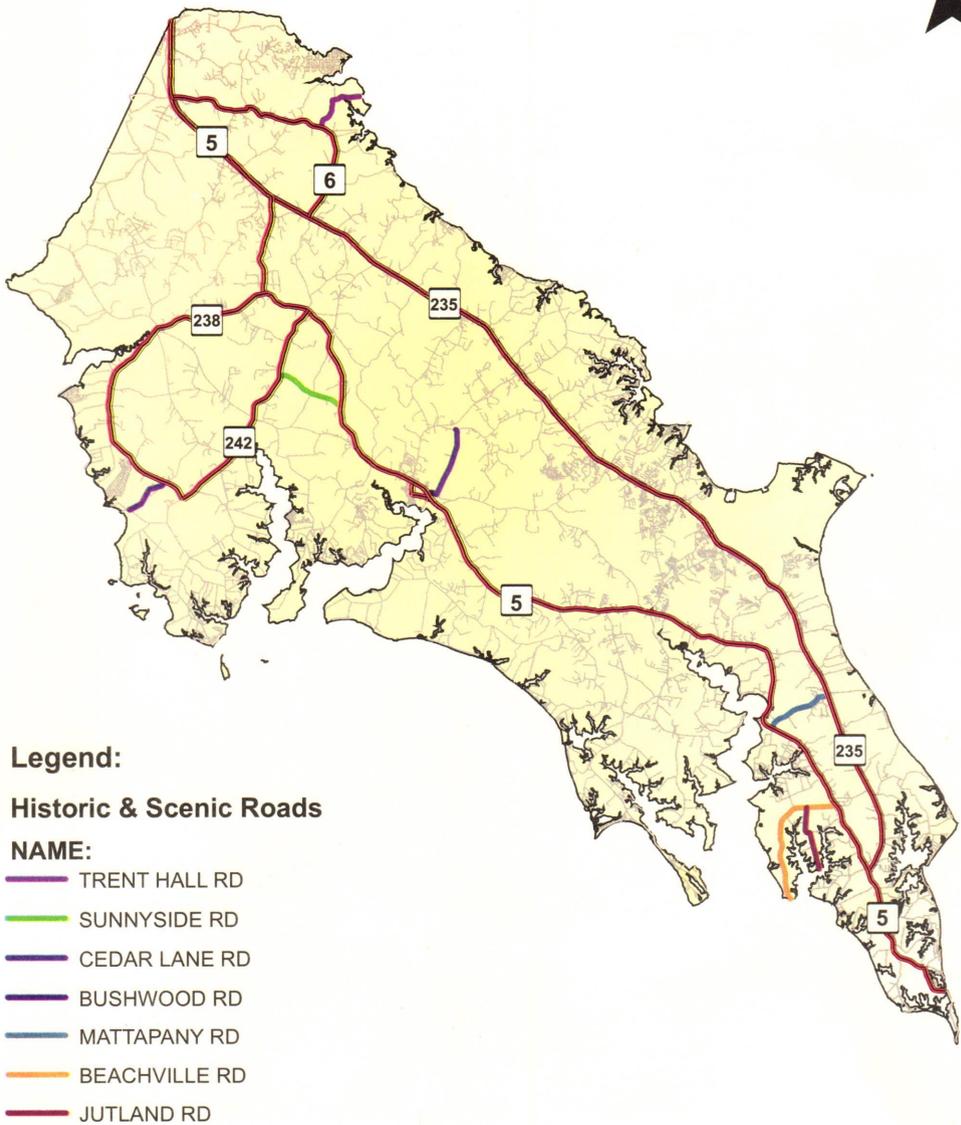
This portion of the road retains significant elements of the historical agricultural landscape, including the placement of farms near the waterways and a collection of tobacco barns and other farm buildings that date from the 18th through the 20th centuries. The northern portion of the road retains elements of its agricultural history, but it also has significance for its association with the African-American community of Beachville (or Gum Landing), which was founded in the 1890s.

Jutland Road

The northern portion of Jutland Road (between Beachville Road and Jutland Farm Road) illustrates the role of private farm roads in the overland transportation networks in St. Mary's County from the 18th through the 20th centuries. It is also significant for its association with agriculture on Jutland Neck. It originated in the late 18th or early 19th century as part of a private



road that led to Jutland Farm on Smith Creek. Initially, the road served primarily as a travel route for the residents; in the late 19th century, it was likely used for transporting crops, raw materials, and other commodities to and from wharves, mills, and nearby towns. Throughout the 19th century, the road remained private and unimproved. In 1893, Bevins Morris purchased Jutland Farm and soon embarked on a series of improvements to the property that included reconfiguring portions of the existing road; however, much of the earlier road remained intact.



The St. Mary's County Historic Preservation Commission, along with the Historic Preservation Planner, have added additional historic roads to its Inventory of Historic Sites and Places. In addition to the roads featured herein, enjoy visiting Bushwood Wharf Road (20th Century); Whites Neck Road (19th Century); Millstone Landing Road (17th Century); All Faith Church Road (17th Century); Villa Road (17th to 20th Century); Flat Iron Road (17th to 20th Century); Maypole Road (18th to 20th Century); Manor Road (17th to 20th Century); Lockes Hill Road (17th to 20th Century); Friendship School Road (18th to 20th Century); Pin Cushion Road (17th Century); and St. Jeromes Neck Road (17th Century).

For additional information about our Historic Roads projects, please call Grace Mary Brady at 301-475-4200 x 1549.