

PH067-2521

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

JUL 1 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

**

Ellicott City; Ellicott's Mills

AND/OR COMMON

Ellicott City Historic District

2 LOCATION

STREET & NUMBER

Rt. 144

CITY, TOWN

Ellicott City

STATE

Maryland

VICINITY OF

CODE
024

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT
SixthCOUNTY
HowardCODE
027

3 CLASSIFICATION

CATEGORY

- ☒ DISTRICT
☐ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

- ☐ PUBLIC
☐ PRIVATE
☒ BOTH

PUBLIC ACQUISITION

- ☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

- ☒ OCCUPIED
☐ UNOCCUPIED
☒ WORK IN PROGRESS
ACCESSIBLE
☐ YES: RESTRICTED
☒ YES: UNRESTRICTED
☐ NO

PRESENT USE

- ☐ AGRICULTURE
☒ COMMERCIAL
☐ EDUCATIONAL
☐ ENTERTAINMENT
☒ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☒ PRIVATE RESIDENCE
☒ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☐ OTHER

4 OWNER OF PROPERTY

NAME

Multiple public and private owners

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Howard County Courthouse

STREET & NUMBER

Court Avenue

CITY, TOWN

Ellicott City

STATE

Maryland 21043

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

DEPOSITORY FOR
SURVEY RECORDS

FEDERAL STATE COUNTY LOCAL

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

EXCELLENT
☒ GOOD
FAIR

DETERIORATED
RUINS
UNEXPOSED

CHECK ONE

☒ UNALTERED
ALTERED

CHECK ONE

☒ ORIGINAL SITE
MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

When the Ellicott brothers purchased the site for their mill along the Patapsco River in 1772, they had to literally hack their way through the wilderness. The first building constructed by the Ellicotts was a log hut to house men and supplies. Within a few years they had built their mill, a store, and houses for themselves and their workers in the vicinity of the river which supplied the mill's power.

Gradually as the town grew toward the East along Main Street, it was limited not by the river banks, but by the great outcroppings of native granite which abound in the area. Ellicott City's hilly terrain, the granite, and the river limited the city's expansion as it does today. Streets rise steeply from the riverfront, winding around great mounds of granite to finally attain the more open residential sites above the town. In 1868 Ellicott City suffered its first major flood and in addition to many of the buildings along the Patapsco, many of the mills between Sykesville and Ellicott City were destroyed. After this tragedy, commerce began to shift to Baltimore City.

Just as the terrain determined where buildings were built, the culture of the early settlers determined how they were built. The Ellicotts and many of the workers they brought with them to settle the land were Quakers from Bucks County, Pennsylvania. They were plain people in taste as well as religion.

Using local materials, wood, cut granite, and rubble stone, they built structures which reflected their humble origins. Later, in the mid-nineteenth century, one finds a few attempts at aggrandizement in the Greek Revival buildings (Courthouse, P.F.I., Mt. Ida), but even these are restrained and unadorned. A few examples of Victorian architecture can be found along Main Street and a few of the early mill buildings have been Victorianized.

In a map recently completed for the Howard County Planning Department (one enclosed with this report) the periods were divided between 1700-1800; 1800-1850; 1850-1900; 1900-1950; and 1950 to the present day. The enormous historical significance of the area became readily apparent. Ellicott City has approximately seven buildings in the 1700-1800 period; 110 buildings in the 1800-1850 period; 80 buildings in the 1850-1900 period; 60 buildings in the 1900-1950 period, and twelve buildings in the 1950-present period. The almost 200 buildings constructed before 1900 are for the most part viable working buildings still serving a useful function in the community. The earliest buildings in the area are probably the log buildings located on Merryman Street and New Cut Road. They are constructed of hand hewn notched logs chinked with rubble stone and mortar and of a construction common to the area.

(SEE CONTINUATION SHEET NO. 1.)

SIGNIFICANCE

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> HISTORIC <input type="checkbox"/> 1400-1499 <input type="checkbox"/> 1500-1599 <input type="checkbox"/> 1600-1699 <input type="checkbox"/> 1700-1799 <input checked="" type="checkbox"/> 1800-1899 <input checked="" type="checkbox"/> 1900	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC <input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC <input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> ARCHITECTURE <input type="checkbox"/> ART <input checked="" type="checkbox"/> COMMERCE <input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> COMMUNITY PLANNING <input type="checkbox"/> CONSERVATION <input type="checkbox"/> ECONOMICS <input type="checkbox"/> EDUCATION <input type="checkbox"/> ENGINEERING <input type="checkbox"/> EXPLORATION/SETTLEMENT <input type="checkbox"/> INDUSTRY <input type="checkbox"/> INVENTION	<input type="checkbox"/> LANDSCAPE ARCHITECTURE <input type="checkbox"/> LAW <input type="checkbox"/> LITERATURE <input type="checkbox"/> MILITARY <input type="checkbox"/> MUSIC <input type="checkbox"/> PHILOSOPHY <input type="checkbox"/> POLITICAL/GOVERNMENT	<input type="checkbox"/> RELIGION <input type="checkbox"/> SCIENCE <input type="checkbox"/> SCULPTURE <input type="checkbox"/> SOCIAL/HUMANITARIAN <input type="checkbox"/> THEATER <input type="checkbox"/> TRANSPORTATION <input checked="" type="checkbox"/> OTHER (SPECIFY) Urban planning and government
--	---	--	---	--

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Ellicott City is an extremely well preserved nineteenth century mill town whose sturdy architecture has remained intact and unaltered. The town thrived as a residence for workers from the textile factories (now extinct) along the Patapsco River, an important depot on the metropolitan branch of the Baltimore and Ohio Railroad, a stopping point along the Old National Road (which passed through the town on Main Street), and as the county seat of Howard County. The industrial and transportation associations declined in importance with the advent of the twentieth century. However, the physical environment remained unchanged. By mid century, residents of Ellicott City had begun to appreciate their heritage. In 1974, the local preservation efforts culminated when the Howard County Council zoned Ellicott City a historic district. In the same year, Historic Ellicott City, Inc. (founded in 1961) began the restoration of the Ellicott City Railroad Station, a National Historic Landmark.

The dramatic topography of the town which drops steeply to the Patapsco sets Ellicott City apart from its environment. The sloping streets and the predominance of granite make it reminiscent of an English industrial town.

Ellicott City was never a grand town as was late eighteenth century Annapolis. The majority of its architecture consists of solidly built structures which lack the details and forms required for easy classification into architectural styles such as Federal or Greek Revival. Ellicott City's architectural fabric derives from a broad vernacular interpretation of national styles.

In 1772, three Quaker brothers, Joseph, John and Andrew Ellicott, bought 700 acres of land along the Patapsco River at the present site of Ellicott City. The Ellicott brothers possessed an unusual talent for success in any field. The Bucks County, Pennsylvania, family profited from the decline of the tobacco trade, and the increase in wheat production. They established grist mills powered by the Patapsco and arranged transshipment and export of wheat through the construction of roads and bridges, as well as a wharf in Baltimore Harbor. The Ellicotts were credited with the invention of the wagon brake and for the introduction of plaster of paris as a fertilizer. As builders, they financed schools, a Quaker meeting, stores and a series of granite houses in Baltimore County. As industrialists, they operated an iron works and rolling mill.

Andrew Ellicott, with the aid of the talented free black, Benjamin Banneker, finished L'Enfant's plan for Washington. He published almanacs, laid out the town of Erie, Pennsylvania, made a topo-

(SEE CONTINUATION SHEET NO. 8)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Family History Fox, Ellicott, Evans & others. 1645-1882, Evans, Buffalo Press, 1892.
Hopkins, G. M. Atlas of Baltimore & Howard County, 1878.
Tyson, Martha E., Settlement of Ellicott's Mills, Baltimore, 1871.
The Founders of Anne Arundel & Howard County, Warfield, 1905, Regional Pub. 1967
Ellicott City, Maryland Mill Town USA, Celia Holland, Adams Press, 1870.
Schofield Map of Ellicott City, 1857.
E. C. Bicentennial Journal, Vol. 1, No. 1, Section 8 Howard Co. Land Records

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 325 ACRES, approximately

UTM REFERENCES

UTM REFERENCE	UTM REFERENCE
A 1 3 344660/4349050	B 1 3 345520/4348320
C 1 3 345380/4347460	D 1 3 344730/4347190
E 18 343720/4347930	

(SEE CONTINUATION SHEET NO. 9)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

465-0778

Jean D. Hannon, Vice President HEC

(cs.)

ORGANIZATION

Historic Ellicott City, Inc.

January, 1975

STREET & NUMBER

2416 McKenzie Road

CITY OR TOWN

Ellicott City

Maryland 21043

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS

NATIONAL ☒

STATE ☐

LOCAL ☐

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

John A. Pearce

DATE

3/4/76

TITLE State Historic Preservation Officer

FDR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

ATTEST:

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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CONTINUATION SHEET ELLICOTT'S MILLS ITEM NUMBER 7 PAGE 1

DESCRIPTION, ITEM NUMBER 7 CONTINUED

The granite buildings throughout the town were built mostly in the 1800-1840's and constructed of smooth cut yellow-tinted granite set with a beaded mortar joint. The buildings range from simple two story buildings to larger, more complex structures such as the Railroad Hotel building at the lower end of Main Street and the I.O.O.F. Building on Main Street--both four and five stories high. The small stone buildings were mainly residences or small shops, while the larger buildings usually had some public function. The ornamentation of the buildings was plain and unadorned. Some Gothic Revival buildings do exist in Ellicott City, but though restrained in design they are in such contrast to the plain granite buildings as to seem ornate. Mount Ida, the Court House and the Patapsco Institute Ruins were all constructed in the second quarter of the nineteenth century.

Buildings not constructed entirely of granite are generally of Dutch or German siding construction set on granite foundations. Often a building will be seen with a granite first story and then a second story of German siding. Second story wooden porches were quite common, especially along Main Street. Many buildings exist today with a second story door opening onto Main Street. Early photographs depict a series of second story porches along the lower end of Main Street which enabled one to walk the length of many buildings without ever having to set foot in the street with its mud and animal waste created by the horses and farm animals. It was possible to leave the B&O train at Ellicott City, enter onto the Patapsco Hotel porch and proceed along its boardwalk to the Opera House further up Main Street without one's foot ever touching the ground.

Most of the buildings of the second half of the nineteenth century were built either at the upper end of Main Street or further up on the hill above the Patapsco Institute. Here, too, a number of early twentieth century structures were erected by families who had been raised in the lower town and then moved to the "Heights" when they began families of their own. A few interesting Victorian structures can be found in these upper regions.

Construction since 1930 has been limited and consists of a movie house (c. 1930) at the junction of Columbia Pike and Main Street, an office building next to the courthouse (c. 1960), and county built renewal apartments (c. 1965) off of Ellicott's Mills Drive. There is a flurry of building activity now as new apartments and new County office buildings rise on Court House Drive near the entrance to the Historic District, but the heart of the town still remains much as it did one hundred years ago.

(See Continuation Sheet No. 2)

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CONTINUATION SHEET Ellicott's Mills ITEM NUMBER 7 PAGE 2

DESCRIPTION CONTINUED

From its founding in 1772 to 1868, Ellicott City has been a thriving commercial hub centered around the Ellicotts' mills. Farmers came from miles around to have their wheat ground into flour and to collect supplies for the coming weeks. The town abounded in feed and grain stores, blacksmiths and grocery stores. When it became the countyseat, additional commerce was created by the lawyers and their clients. During the days when the B&O Railroad ran its passenger service from Mt. Claire Station, Baltimore, to Ellicott City, the area also became a summer recreation area for many Baltimoreans. At one time, both passenger trains and street cars ran to Ellicott City.

In the twentieth century, as the automobile rose in importance, Ellicott City's commercial prosperity dropped. A new highway bypassing the town and new shopping centers caused most of the small businesses to close. In 1900 there were thirteen grocery stores--today there are three. In 1900 there were four bakeries--today there is one. Between 1955 and 1965 many empty shops were rented as apartments and the business area suffered a decline.

In 1960, Historic Ellicott Mills, Inc., was formed in an effort to preserve the town. A community painting program was instigated and an antique shop opened by the group in an effort to encourage rehabilitation of the business area in this direction. By 1970, there were approximately a dozen antique shops and a good restaurant. During this same period, several other businesses left Ellicott City.

In June 1972, Ellicott City was ravished by Hurricane Agnes. The Bicentennial celebration for the town had been scheduled for September of the same year and, through a massive community effort, the celebration was held on schedule. New antique and specialty shops were opened as well as a second restaurant. The Bicentennial Committee joined forces with Historic Ellicott Mills, Inc., to form Historic Ellicott City, Inc., and it has become a strong and forceful group in the restoration of the town. The B&O Railroad station (1st terminus in the nation) is jointly being restored with the County due to their efforts, and the cataloging of historic buildings has been started.

Successful efforts on the part of interested area residents to have the County pass historic district legislation and form a historic district commission have enhanced the work of Historic Ellicott City, Inc. The agency has formed a cooperative working partnership which assures the town of a successful renewal effort. There are at present few, if any, shops available and much interior and exterior rejuvenation has taken place as new and enthusiastic shopkeepers have started a variety of small businesses in the area.

(SEE CONTINUATION SHEET NO. 3)

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CONTINUATION SHEET Ellicott's Mills ITEM NUMBER 7 PAGE 3

DESCRIPTION CONTINUED

The interest of the Howard County Planning Department in doing a master plan of the Ellicott City area further assures rejuvenation of the town.

The following essays describe the more prominent buildings in the district:

*Derivation from White House
from 1800 built to Jeanette*

Mount Ida was built in 1823 by William Ellicott, son of Jonathan and Sarah Ellicott and grandson of Andrew (one of the founders of Ellicott City). He resided in the home until his death in 1836⁷⁸. The property was then purchased in October, 1930 by Mr. and Mrs. Louis T. Clark who lived there until 1959. The house was then sold to business interests who planned to demolish it (the small carriage house was torn down) and build a complex of modern office buildings on the site. The building was allowed to stand for some years unoccupied and vandalized until purchased by the Miller Land Company and restored as an office building for the Howard County News. Mount Ida is designed in the strong Greek Revival Manner. Robert Cary Long, Jr., was the architect who designed the building and, besides his work on the Patapsco Institute building, he is well known for his work in Baltimore. Its elevations are a reflection of its archaic Aegean origins, symmetrical, practically devoid of ornament, not unlike a megaron.

During the remodeling of the structure by the Miller Land Company, an additional portico was created at the rear entrance to the building in order to give access to offices in the basement. The small carriage house demolished in 1965 was an exact replica of the original building though only about 20 feet square. No drawings are known to exist of that building although photos exist. Interior photos of the ornate plaster ceilings in Mount Ida and early hardware exist also. The ceiling ornamentation remains--the hardware and marble mantels fell victim to the vandals who also destroyed the original stairway. The front walk of Mt. Ida was originally lined by large English boxwood which were removed when the property was sold. Early pictures show the boxwood and many large trees surrounding the house.

"Angelo Cottage", or "Angelo Castle" as it is more commonly known, is a locally unique Gothic Revival building which retains much of its original appearance. Built in 1831 by a Frenchman, Samuel Vaughn, it is said to be a copy in miniature of Castle Angelo in France. By 1833, the property had passed to Andrew McLaughlin, who held a lottery that year in which Angelo,

(See Continuation Sheet No. 4)

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CONTINUATION SHEET Ellicott's Mills ITEM NUMBER 7 PAGE 4

DESCRIPTION CONTINUED

along with some properties on Main Street and a number of casks of Madeira wine, was awarded as one of the prizes.

The building sits on a sloping lot filled with trees and shrubs. There is a sheer drop from the back porch to the railroad tracks some fifty feet below.*

Originally built following a cruciform floor plan, the house is ornamented with crenellated parapets, turrets, octagonal guide chimneys and beautifully proportioned Gothic windows. The exterior was originally constructed of native granite and yellow stucco. These materials have since been ^{covered} ~~lowered~~ with a variety of sidings, including brown wooden shingles and aluminum siding.

The Howard County Historical Society has adopted a mid-19th century Gothic Revival church for its headquarters. The cruciform building with an attached tower adapts remarkably well to the small, square, hilly site next to the Court House. The structure shows the influence of the early Gothic Revival as interpreted by the ecclesiologists.

The Patapsco Female Institute, a finishing school for well-bred young ladies, designed by Baltimore architect Robert Cary Long, Jr., and built by Charles Timanus, was officially opened on January 1, 1837. The structure exists today as a ruin and consists of cut and dressed rare yellow tinted granite quarried locally. Four columns under the great portico still remain.

The original Greek Revival structure was changed only slightly from Long's original plans when a chapel wing was added, after the design of N. G. Starkwether, in 1856 and dormers over the portico were added to accommodate the students' dormitory area. The roof was of tin and two large cisterns on top of it held water for the school's needs.

When originally built, the entire 57 room structure cost little more than \$12,000. Added in 1856, the chapel cost \$4,600. Charles Timanus has been given credit for the building since Mr. Long left the job, disgusted over a dispute with the building committee. This committee wished to place a cupola on top of the building, a design feature which Mr. Long found incompatible with his Greek Revival design.

*Old lithographs show pictures of a huge rock formation known as Tarpeian Rock with Angelo perched on the Craig's summit. The rock was cut away in the 19th century to make way for the railroad tracks, but the solid granite foundation is still visible.

(SEE CONTINUATION SHEET NO. 5)

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CONTINUATION SHEET Ellicott's Mills ITEM NUMBER 7 PAGE 5

DESCRIPTION CONTINUED

The Institute was the second school of its type for young ladies established in the country. It was originally supported by private contributions as well as state grants and was at first required to "educate eight poor girls, free of charge" for which it was to be paid eight hundred dollars per year out of the treasury of the State of Maryland. This idea was suggested by George Ellicott and was conceivably the forerunner of today's state scholarship program.

Among its famous alumnae was the daughter of Jefferson Davis, Winnie Davis, and the mother of the Duchess of Windsor. Thomas Jefferson's great granddaughter, Miss Sally Randolph, was headmistress of the school. Governor Thomas Watkins Ligon, 33rd Governor of Maryland, served as its president after his retirement from public service in 1857.

Following the Civil War, the Institute's reputation gradually diminished and it closed its doors as a school in 1891. In that year, it was purchased by a Mr. James E. Tyson and turned into a summer hotel. In 1905, Miss Lilly Tyson bought the Institute and renamed it "Berg Alnwick" after Alnwick Castle, the ancestral home of the Tyson family in England.

In 1917, it was fitted out as a 50 bed hospital for use by returning wounded World War I veterans. The institute in the 1930's was known as the "Hill Top Theatre" and was the scene of a number of summer theatre productions directed by the well known local artist and actor Don Swann.

The last owner of the Institute to actually live in it was the late Mrs. Manola Brennan who bought it in the early 1940's and willed it upon her death to her daughter. The daughter in turn sold it in 1958 to Dr. James Whisman.

Dr. James Whisman's efforts to continue to use the building as a nursing home were thwarted by the County Building Inspector's insistence that it was a fire trap and that all wooden parts had to be removed. Dr. Whisman then sold the contents of the building (paneled walls, flooring, mantels, shutters, etc.) to a wrecking contractor and the building was gutted and reduced to its present condition.

When Dr. Whisman died in 1965, he deeded it to his alma mater, the University of Cincinnati, from whom the County Commissioners purchased it in 1966. Some local effort was made in 1968 by the Friends of the Patapsco Institute, Inc. to restore the building but the project was abandoned due to a lack of interest by the public. Since then, the County has tried several times to demolish the building--at one time there were attempts to build the People's Court Building on the site, but the idea did not succeed and the Friends have thwarted all

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CONTINUATION SHEET Ellicott's Mills ITEM NUMBER 7 PAGE 6

DESCRIPTION CONTINUED

attempts at demolition.

The Friends Meeting House, also known as Quaker Hill Meeting House, is a c.1795 stone structure built from local granite donated by the Ellicotts. They also donated the land upon which the building was built. The structure is a modest building which has over the years been altered by the changing of doors and windows and by an addition being placed upon the building. It is a one story building measuring approximately 15 x 40 feet and approximately 12 feet in height with a shingled gable roof. Rectangular in shape and six bays wide, it originally had two doors on the north side. Paneled shutters were closed over the windows when the building was not in use to keep out the weather. Later, two wooden sheds were added. In the 1950's a garage and porch combination were added to the south side and in the early 1970's a library room was added to the north side.

Across the road from the Meeting House a private burial ground which is still in use and owned by Ellicott descendants was laid out.

Founders Andrew and John Ellicott both rest here. Grave stones from "Fountainville", site of Ellicott's Upper Mills, founded by Joseph were removed from that site in 1974 and placed in the Graveyard so that now all three of the Founders rest together.

The Howard County Courthouse, a Classic Revival structure, built of locally quarried granite and crowned with a tall gilded cupola, is an excellent example of the architectural restraint observed in other area structures. The original section of the Court House was designed and built in 1840-43 by Charles Timanus, the designer of the Patapsco Female Institute. Because of the difficulty of transporting materials to the hill site it took more than two years to finish the building.

An addition was added to the rear building in the 1950's, constructed of cut limestone.

The B&O Railroad Station at Ellicott City (National Historic Landmark) is a stone structure built of local granite which was given to the Railroad by the Ellicotts from one of their local quarries. The land upon which the building is located was also donated by George, Samuel, Andrew and John Ellicott.

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DESCRIPTION CONTINUED

The structure is a two story building which parallels the Old Main Line of the B&O Railroad Company. This station was the terminus of the first 12 miles of commercial railroad track in the United States. Approximately 25 feet wide and 90 feet in length, the upper level of the station is at track level while the lower level is at street level on Maryland Avenue. It is believed that the stone station itself was engineered and designed to be part of the Oliver Viaduct which overpasses Frederick Road (the Old National Pike). The cornerstone for the Viaduct was laid on July 4, 1829 and it abuts the station. The exterior of the wall of the stone station ties into a stone retaining wall which parallels the Main Line track in a southerly direction toward Baltimore.

Built in 1829-30, it was designed for use as a car house, produce house and superintendent's office. The car house was at the southern end of the building which was equipped with large doors to accommodate the entrance into the building by locomotives and cars. Track notches still exist on the floor joists in this end of the building indicating that the trains were pulled into the upper level and that the floor was open which permitted the underside of of the cars to be serviced from the lower level. In this section of the car house, two large copper funnels still exist. One of these funnels aligns with the stack on vertical boiler engines such as the Tom Thumb, York and Atlantic and the other funnel, which was obviously installed at a later date, aligns with the stack on horizontal boiler engines such as the Lafayette.

This is the only station known to still be in existence which was designed to accommodate the servicing of engines in this manner. This use was shortly to become impractical because of the rapid growth of the size of steam engines and in the early 1840's the doors were closed and the building was no longer used for the servicing of these engines.

Another interesting feature of the building is the fact that the center of the building was used for the receiving and storage. This area was a large open area two stories in height. Produce was brought into the buildings at the lower level on Maryland Avenue and was raised by use of some type of lift to the track level of the building.

In addition to the stone structure, a smaller brick structure was built in 1885 as a freight warehouse. This was necessitated by the rapid expansion of passenger use on the Old Main Line and is indicative of the splendid brick work of this period.

(SEE CONTINUATION SHEET NO. 8)

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DESCRIPTION CONTINUED

Located between the stone station house and the brick freight building are the remains of a turntable. The turntable is also built of native granite and is 50' in diameter. Built in the early 1840's, when the trains were no longer pulled into the station house, the turntable accommodated the turning of engines for their return trip from Ellicott Mills to Baltimore. The original floor area apparently was of cinder fill and was later paved with cobblestones.

ITEM # 8 - SIGNIFICANCE SECTION - ELLICOTT'S MILLS

Graphical study of the Niagara River, served in the American Revolution and fought at the United States Military Academy.

Joseph Ellicott and his son made the first four-faced clock in the United States.

In 1789, John Ellicott, Jr., demonstrated a steam propelled boat. The Ellicott family, working with other prominent businessmen, including Charles Carroll of Carrollton, was responsible for the construction of what is now the Old National Pike, which begins in Baltimore and extends west to Cumberland. (See Old National Pike Milestones, National Register. One of the stones exists on Main Street in Ellicott City.) Founded in 1805 as the Baltimore-Fredericktown Turnpike Company under President Johnathan Ellicott, the road provided convenient transportation for Carroll's wheat (grown at Doughregan Manor) to the Ellicott's mills on the Patapsco and wharves at Baltimore harbor.

The completion of the Baltimore and Ohio Railroad to Ellicott City on May 22, 1830, further facilitated transportation of goods and secured the continued prosperity of the town. The location of the station on the west bank of the Patapsco River provided an impetus for the growth of the town on its present location. The Ellicotts provided for the division of their property into town lots in 1840 (Howard County Deeds, Liber 2, folio 99-119) along the Old National Pike, which became Main Street. Andrew Ellicott's experience in the planning of Louisville, Buffalo, and Erie, most probably influenced the configuration of the town. *line at 10 ft*

Originally named Ellicott's Mills, the prospering settlement was chosen as the seat of the newly created Howard County in 1851. In 1857 the name was changed when Ellicott City became incorporated. (In 1935 the city dropped the corporate status.)

(SEE CONTINUATION SHEET NO. 9)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	APR 1 1976
DATE ENTERED	JUL 1976

CONTINUATION SHEET Ellicott's Mills ITEM NUMBER 8 PAGE 9

SIGNIFICANCE CONTINUED

During the 19th century, Ellicott City gained popularity as a summer retreat from Baltimore. H. L. Menken represents the most noted summer resident. During his childhood, he lived on Church Road. In Happy Days Menken relates his experience in Ellicott City, including the first time he smelled printers ink at the Howard County Times.

Political figures associated with the town include Henry Clay, who gave a speech at the Patapsco Hotel and Robert E. Lee who was a frequent visitor to Lynwood, home in the city.

VERBAL BOUNDARY DESCRIPTION - ITEM NUMBER 10

The Ellicott City National Register Historic District exceeds the Ellicott City Historic District (which follows closely the old corporate limits of the town) because of the many historic structures outside the Historic District which are still considered to be in "Ellicott City" and of great importance. The area on the enclosed map showing architectural periods should be considered-to wit:

The area bounded on the east by the Patapsco River; on the north by the northern property line of "Linwood"; on the west by Rogers Avenue; and on the south by the southern line of the Tuten property on Columbia Pike and the South line of the Lilburn property on College Avenue as shown on the Howard County tax map enclosed.

HO-87
BETHESDA
Ellicott City
Private

1682,1830

Bethesda's original old gabled roof (running north-south), mid-section, three bays wide, one room deep and two stories high, is believed to have been constructed in 1682. It is supposed to have been used as a summer home for Major Edward Dorsey who in 1695 patented it, along with 448 acres, as "Long Reach." It was acquired by Caleb Dorsey of Belmont who in 1771 willed it to his daughter, Mary Dorsey Pue, wife of Dr. Michael Pue. The property passed through this family of doctors and acquired the name of Bethesda for healing. In 1830 the ashlar granite block north section, three bays wide and one room deep with wide hall in the south bay extending east and west, with east and west entrances was probably constructed. Wide brick chimneys are set into the north and south walls of this larger in scale north wing. A twentieth century gambrel roof south wing in no way diminishes the integrity of this lovely home which commands a fine view on the rise of a hill south of Route 29. It is surrounded by a dower cottage, carriage house and original smoke house.

MARYLAND HISTORICAL TRUST WORKSHEET

HO-71
DIST2

NOMINATION FORM

for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME					
COMMON: <i>Ellicott City Railroad Station (B & O)</i>					
<i>Freight Building & Turntable</i>					
AND/OR HISTORIC: <i>same</i>					
2. LOCATION					
STREET AND NUMBER: <i>Maryland Ave & Main St.</i>					
CITY OR TOWN: <i>Ellicott City</i>					
STATE: <i>Maryland</i>		21043		COUNTY: <i>Howard</i>	
3. CLASSIFICATION					
CATEGORY (Check One)		OWNERSHIP		STATUS	
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object		<input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Both		<input type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	
		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress	
				ACCESSIBLE TO THE PUBLIC Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No	
PRESENT USE (Check One or More as Appropriate)					
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment		<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum		<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	
				<input type="checkbox"/> Transportation <input type="checkbox"/> Comments <input checked="" type="checkbox"/> Other (Specify) <i>Being restored for museums & educational use</i>	
4. OWNER OF PROPERTY					
OWNER'S NAME: <i>Howard County, Maryland (under lease & purchase agreement with B & O RR)</i>					
STREET AND NUMBER: <i>County Office Building</i>					
CITY OR TOWN: <i>Ellicott City 21043</i>		STATE: <i>Maryland</i>			
5. LOCATION OF LEGAL DESCRIPTION					
COURTHOUSE, REGISTRAR OF DEEDS, ETC:					
STREET AND NUMBER:					
CITY OR TOWN:		STATE:			
Title Reference of Current Deed (Book & Pg. #):					
6. REPRESENTATION IN EXISTING SURVEYS					
TITLE OF SURVEY:					
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local					
DEPOSITORY FOR SURVEY RECORDS:					
STREET AND NUMBER:					
CITY OR TOWN:		STATE:			

7. Description

The B & O Railroad Station at Ellicott City, formerly Ellicott's Mills, is a stone structure built of local granite which was given to the Railroad by the Ellicotts from one of their local quarries.

The land upon which the building is located was also donated by the Ellicotts, George, Samuel, Andrew and John.

The structure was a two story building which parallels the Old Main Line of the B & O Railroad Company. Having a width of approximately 25 feet and a length of approximately 90 feet, the upper level of the station is at track level while the lower level is at street level on Maryland Avenue.

Built in 1829-30, it was designed for use as a car house, produce house and superintendent's office. The car house was at the southern end of the building which was equipped with large doors to accomodate the entrance into the building by locomotives and cars. There still exists, track notches on the floor joist in this end of the building indicating that the trains were pulled into the upper level and that the floor was open which permitted the underneath to be worked on from the lower level. In addition this section of the car house there still exists two large funnels in the overhead area of the upper level. One of these funnels aligns with the stack on the vertical boiler engines such as the Tom Thumb, York and Atlantic and the other funnel which was obviously installed at a later date aligns with the stack on the horizontal boiler engines such as the Lafayette.

7. Description (Continued)

This is the only station known to still be in existence which was designed to accomodate the servicing of engines in this manner. Its use as such was shortly to become impractical because of the rapid growth of the size of steam engines and it appears that early in the 1840's the doors were closed off and the building was no longer used in this manner.

Another interesting feature of the building was the fact that the center of the building which was used for the reception of produce was in fact a large open area two ^{stories} stones in height. Produce was brought into the building at the lower level on Maryland Avenue and was raised by use of some type of lift to the track level of the building.

The building remains basically the same as originally constructed with the exception of the opening and closing of some doors and windows.

The funnels, track notches, original opening in the ceiling area for the lift to operate in the produce room and many other unusual features unique to this building still exist. A detailed architectural description is found in the attached "Heritage"-Vol.1, No.5.

In addition to the stone structure, a smaller brick structure was built in 1885 as a freight warehouse. This was necessitated by the rapid expansion of passenger use on the Old Main Line and is indicative of the splendid brick work of the time. It continues to exist as built in that era and is being preserved for that reason.

Located between the stone station house and the brick freight building is the remains of a turntable. The turntable is built also of native granite and is 50' in diameter. Built in the early 1840's, when the trains

Description (cont'd)

able accomodating the ^{ing of} turn engines for their return trip from Ellicott Mills to Baltimore. This site has been the project of an archeological dig and there have been uncovered a number of the original timbers, supports, etc. The original floor area apparently was of cinder fill and was later improved with cobblestones. When the turntable area was filled in, in later years, much of it was permitted to remain. As it is being uncovered, it will be used as part of the proposed museum.

This entire complex will house a museum-information center in Ellicott City. The large stone station which is presently on the National Register would not be complete without the addition of the brick freight building and the turntable, all of which are being restored under the ownership of Howard County and the sponsorship of Historic Ellicott City, Inc.

8. Significance

Ellicott's Mills was the terminus of the first 13 miles of commercial railroading to be constructed in this Country.

It is believed that the stone station itself was engineered and designed to be part of the Oliver Viaduct which overpasses Frederick Road (the Old National Pike). The cornerstone for the Viaduct was laid on July 4, 1829 and it abuts the station. The exterior of the wall of the stone station ties into a stone retaining wall which parallels the Main Line track in a southerly direction toward Baltimore.

The Railroad had planned to use Ellicott's Mills as a Depot and a portion of the first track laid was laid in Ellicott's Mills having been completed as early as 1828. The station was planned for use as the office of the Superintendent of Construction and it was from this office that a great deal of the construction for the first 13 miles was supervised and after completion this office was used for many years as the Superintendent's Office as the Railroad pressed westward.

Public response to the railroad was tremendously successful and the trip from Baltimore to Ellicott's Mills became a must. Although the railroad had not anticipated passenger service, it suddenly found this to be an instant success and business flourished. During this period the Ellicott's Mills Railroad Station was the scene for arrival and departure of Presidents, political aspirants, foreign dignitaries and just plain people interested in the thrill of a ride on the iron horse.