

# Calvert County Bayside Landings and Wharves

## *Parkers Creek Heritage Trail Research Report*

Robert J. Hurry  
October 27, 2025

### Table of Contents

Part 1: Introduction.....	1
Part 2: Early Calvert County Bayside Landings.....	2
Part 3: Commercial Wharf Construction, Repair, and Maintenance .....	3
Part 4: Bayside Wharf Configurations.....	4
Part 5: Marine Contractors .....	5
<i>Henry Vogler</i> .....	5
<i>Nathaniel Clow</i> .....	6
<i>Lemuel J. Tucker</i> .....	7
<i>Charles L. Marsh</i> .....	7
<i>George D. Turner</i> .....	7
<i>Toomey Brothers</i> .....	8
<i>Benjamin M. Woodburn</i> .....	8
<i>John E. Thomas</i> .....	8
<i>Turner and Woodburn</i> .....	9
<i>George D. Turner &amp; Co.</i> .....	9
<i>Miller Contracting Company</i> .....	10
<i>J. Henry Marsh</i> .....	10
<i>George D. Turner</i> .....	10
Endnotes .....	11

### Part 1: Introduction

This research report was prepared for the Parkers Creek Heritage Trail project, an activity of the American Chestnut Land Trust. The project documents the history of the area around Parkers Creek and Governors Run, two streams that flow into the Chesapeake Bay in central Calvert County, Maryland.\*

During the colonial and early federal periods, the navigable waters of the Chesapeake Bay and its tributaries linked the region's rural farmlands with more developed communities as well as domestic and overseas markets. Landings were areas along the shoreline that afforded people convenient locations from which to ship and receive materials via waterborne transportation.

---

\* This report provides additional information about topics introduced in "Governors Run: Farm to Market, Schooners, Steamboats, & More," <https://www.pcheritagetrail.org/governors-run>. The home page for the Parkers Creek Heritage Trail project is <https://www.pcheritagetrail.org/>.

Sailing ships transported people and commodities such as tobacco, timber, livestock, and farm produce and delivered goods and merchandise that could be exchanged at the landings.

Shallow bayfront landings relied on smaller vessels to link them to ships lying offshore. Over time, a few of these landings were improved by building commercial wharf structures that increased access by allowing deeper draft vessels to dock.<sup>1</sup>

Early bayside areas selected as landings were chosen because they offered certain benefits conducive to the operation of shallow draft boats used to exchange people, produce, or merchandise with offshore ships. Some landings were established for use by a particular plantation. Land transportation routes serving inland residents might terminate or converge at these landing sites to facilitate commerce with waterborne traffic.<sup>2</sup> Along the bayside shore of Calvert County, such land routes often followed natural geographic features such as ravines that provided gentler slopes to access the landings.

To ship Southern Maryland's cash crop of tobacco, it was packed into large wooden barrels called hogsheads that protected the leaves during shipment. Trails called rolling roads were used to transport the tobacco-filled hogsheads to the landings. At the landings, workers loaded the tobacco and other farm produce onto small boats, scows, or lighters that conveyed them to the ships anchored in deeper water.<sup>3</sup>

Sailing ships were joined by steam-powered vessels in the tidewater region during the 19<sup>th</sup> century. Not subject to the uncertain nature of wind power, steamboats proved to be more reliable and could maintain predictable service schedules. The Weems Steamboat Company was the first to operate its steamers between Baltimore and the Chesapeake Bay's Western Shore. Founded in 1819, its steamboats plied the waters between Baltimore and the wharves and landings along the bay and the Patuxent River. It later extended its service to points along the Potomac River and Rappahannock River.<sup>4</sup>

## **Part 2: Early Calvert County Bayside Landings**

Historic maps and charts identify several landings along Calvert County's Chesapeake Bay shoreline before the advent of commercial wharves. The 1824 *Map of Part of Patuxent River, Maryland* extends to just north of "Allnutt's Landing." It shows several other private bayside landings and, moving south from Allnutt's, it lists "Fraser's Landing," "Dorcas Bowen's Lndg.," "Landing Place" at Johnson, and "Wilson's Landing."<sup>5</sup>

The 1836 geological map by J.T. Ducatel names a few bayfront plantations that presumably had landing places, such as "Robertson," "Beckett," and "Mrs. Robert's," that were situated north of Parkers Creek.<sup>6</sup> Abert and Kearney's 1857 *Map of the Patuxent and St. Mary's Rivers* was compiled from surveys done in 1824 and, like the 1824 publication, extends to just north of Allnutt's Landing. It shows the same landings as depicted in the 1824 map.<sup>7</sup>

Simon J. Martenet's 1865 *Atlas of Maryland* identifies four landings and one steamboat wharf along the bay shore of Calvert County. "Robertson's Ldg." in the Third District was due east of Lower Marlboro. In the Second District were "Steambt. Landg Whf" at Plum Point, east of

Huntingtown, and “Allnutt’s Landg.” east of Prince Frederick. In the First District were “Johnson’s Landg.” southeast of Port Republic, and “Wilson’s Land.” southeast of St. Leonard.<sup>8</sup>

Prior to the Civil War, southern Maryland bayfront wharves served by the Weems Line along its Patuxent River Route included Fair Haven in Anne Arundel County and Plum Point in Calvert County.<sup>9</sup> After the war, other wharves were constructed along the shallow bay shoreline. Wharf companies were incorporated to construct, maintain, and manage these commercial ventures. Wharves were built at Governors Run in 1871 and at Dare’s Landing in 1889. These wharf sites were selected because local planters had previously established and used these areas as landings. Governors Run was at or near the former Fraser’s (or Frazier’s) Landing and Dare’s Wharf was built at or near the site of the former Allnutts Landing.

Another Calvert County bayside wharf existed near Cove Point that was served by Weems steamboats as early as 1875.<sup>10</sup> A storm tore away its bridge in 1878,<sup>11</sup> but it was rebuilt. In 1892, while owned by Frederick Helb, the wharf was damaged by fire.<sup>12</sup> Cove Point was not always listed on the steamboat schedules, but it was advertised as a stop on the Patuxent River Line of the Maryland, Delaware & Virginia Railway Company as late as 1918.<sup>13</sup>

In addition to commercial wharves, private landings along the Chesapeake Bay continued to be used and informal, temporary landings or shipping places are referenced in land records. In 1909, for instance, when the George D. Turner Lumber Co. contracted with William H. Commodore to harvest his timber to be sawn into railroad ties, the company was granted “the right to use any shore or landing upon the said places or farms for the purpose of shipping or storing any timber belonging to said company.”<sup>14</sup> Turner made similar arrangements with other waterfront property owners in the vicinity of Parkers Creek.<sup>15</sup> These agreements enabled Turner to store and ship his harvested timber resources by water.

Just south of the mouth of Parkers Creek was “House Landing.” It was referred to as being at the “mouth of a ravine” and formed the southern boundary of the property mentioned in a 1918 deed for 50 acres of land purchased by William H. Harrison from Joseph W. Weems.<sup>16</sup> In 1922, when Harrison and others sold a portion of this land to Jesse Richardson and Ezekiel Corkron, the deed specified that the conveyance was “subject to the right of the said William H. Harrison his heirs and assigns to use the shore on the said property for the purpose of landing and shipping farm produce and supplies and to have access to and from said shore across said property.”<sup>17</sup> A 1926 plat shows a “Landing” south of Parker’s Creek that may be House Landing.<sup>18</sup>

### **Part 3: Commercial Wharf Construction, Repair, and Maintenance**

Along the rural Chesapeake Bay shoreline of Calvert County, the water depth is relatively shallow and there are no natural harbors to provide a sheltered area to land a deep draft boat. Construction techniques and location selection were important considerations in developing a wharf site since any marine structure would be subject to the forces of nature. Traditional landing sites were favored for development because they had proven adequate in the past and were often served by a road or trail that connected them to inland areas.

Construction, installation, repair, and maintenance of marine facilities required specialized knowledge, skills, and equipment. Marine contractors needed to source pilings and sawn lumber and arrange a means of having the timber transported and delivered to the building site. To

install support pilings, a manual or steam powered pile driver mounted on a scow was needed. If a steam powered pile driver was used, a source of fuel and fresh water for its engine and experience in operating and maintaining the machinery were necessary.

A common marine construction method for improving a shipping point with a pier or wharf structure in the tidewater region involved driving parallel lines of wood pilings vertically into the bottom perpendicular to the shoreline and joining the piles with timber stringers and bracing. Wood plank decking was fastened to the stringers to provide a surface suitable for safe movement of passengers and freight. Safety railings were added along the sides of the pier to prevent passengers and workers from accidentally stepping overboard. Narrow gauge metal rail tracks were often laid on the decking of the pier to enable the use of a railcar for transporting heavy freight. This portion of the pier was referred to as a trestle or bridge as it connected the shore to the docking facility.

The business end of the wharf where the vessel docked was more heavily constructed than the bridge or trestle that connected it to the shoreline. This docking structure, called the pier head, was often built parallel to the shoreline to form, along with the bridge, an “L” or “T” shape in plan. Stout pilings extended through the deck of the pier head that were used for securing the ship’s hawser lines during docking. Additional groups of heavy pilings called dolphins were sometimes driven at the outer corners of the dock to provide a stable berthing location for the vessel while loading or unloading freight and passengers. Sacrificial pilings called fenders were added to protect the pier head and docked vessel from the effects of chafing during rough weather conditions. A warehouse for storing freight and a pen for livestock might be built on the pier head to help expedite the process of loading or unloading shipments.<sup>19</sup>

Shoreside, the wharf structure often included a decked platform area to facilitate the landing of passengers and freight. Structures, such as stock pens, freight warehouses, or passenger waiting rooms, might be built on the wharf platform or the adjacent shore.

Due to limited contemporary newspaper reporting or other documentation, the configuration of the early bayside wharves is unclear. An early reference from the *Calvert Journal* was reprinted in May 1871 in the *Baltimore Sun*. It stated that the Governor’s Run Wharf Company had “made a contract for the erection of a pier and wharf on the bay, near Port Republic, to be constructed at once.”<sup>20</sup> It may be inferred from the reference to “a pier and wharf” that it followed the pattern of other bayside wharves with a bridge or trestle connecting its shoreside platform with its pier head. In the case of Dare’s Wharf, the original 1889 structure included a shoreside platform and offshore dock, but no connecting bridge or trestle. A large scow was used to ferry freight and passengers across the open water between the pier head and landing platform.<sup>21</sup> The gap was finally bridged with a connecting trestle in 1898.<sup>22</sup>

#### **Part 4: Bayside Wharf Configurations**

Wharf structures built along Calvert County’s shallow Chesapeake Bay shoreline in the 19<sup>th</sup> century needed to be relatively long to reach the deeper water necessary for steamboats and other watercraft to dock. Descriptions of their lengths range from approximately 1,500-feet to 1,900-feet and all were rebuilt and reconfigured over time.<sup>23</sup>

During the 19<sup>th</sup> century, the lengths of the wharves were dictated by the depth of water necessary to accommodate the boats of the Weems Steamboat Company. For instance, boats built in the 1860s, like the *Wenonah* and *Matilda* had a draft of 10-feet and 10.2-feet, respectively. Later Weems steamers were larger and deeper. The *Mason L. Weems*, launched in 1881, had a draft of 12.3 feet, but its narrow hull caused the boat to sink lower in the water when fully loaded. Built in 1883, the *Westmoreland* drew 12.5 feet.<sup>24</sup> Marine contractors building on Calvert's Chesapeake shore needed to develop wharf structures over 1,500 feet in length to reach the proper depth for docking such vessels.

The first steamboat wharf built along the bay shore of Calvert County was at Plum Point. A wharf was under construction there by 1855.<sup>25</sup> Its length is unknown and it may have replaced an earlier structure at the landing. It was listed as a regularly scheduled stop on the Weems Patuxent River Route by April 1856.<sup>26</sup> In 1868, it was reported that the Plum Point Wharf Company planned to build a new wharf there.<sup>27</sup> When Plum Point Wharf was rebuilt in 1893, the new structure was reported to be 1,700-feet long.<sup>28</sup> The Maryland Inventory of Historic Places for the Plum Point site (18-CT-287) states the wharf structure was 1,800 feet in length.

Governors Run Wharf was built in 1871 and, like Plum Point, was rebuilt and replaced as it deteriorated or was damaged by the forces of nature. In 1886 it was described as “a trifle” shorter than the 1,600-foot estimation of the planned Dare's Wharf.<sup>29</sup> A 1916 road plat indicates a 1,500-foot length.<sup>30</sup> In plan, a 1909 chart shows the wharf had an “L” shape with the pier head extending to the north of the bridge.<sup>31</sup>

Dare's Wharf was the longest in Calvert County prior to the construction of the new Chesapeake Beach wharf around 1900.<sup>32</sup> When planned, it was estimated that Dare's Wharf structure would be 1,600-feet in length.<sup>33</sup> Lacking funds to complete a more conventional wharf, an offshore dock and shoreside platform were built in 1889.<sup>34</sup> When the trestle or bridge connecting the platform to the pier head was finally completed in 1898, it was described as 1,800-feet.<sup>35</sup> A 1915 survey record lists a length of 1,900-feet<sup>36</sup>

## **Part 5: Marine Contractors**

The identity of the builder of the original Governors Run Wharf is not known. There were several marine contractors active in the tidewater region during the time period and some are mentioned in newspapers. Throughout the period, some editions of local newspapers are missing or mutilated, so the record is incomplete.

Nathaniel Clow of Annapolis and Henry Vogler of Baltimore each completed wharf projects along the bayside shore of Calvert County during the 1870s. They were also engaged in marine construction projects elsewhere in Maryland. The following discussion of builders is arranged in roughly chronological order. It includes some marine contractors who were active in the local region but may not have a documented association with the wharves at Governors Run or Dare's.

### ***Henry Vogler***

Henry Vogler was a Baltimore marine contractor who was active building wharves in Maryland in the 1870s. In 1873, he invented an innovative pile driver that used gunpowder as its motive force that he employed on several projects in Baltimore.<sup>37</sup> Vogler was injured in 1875 by an

accidental explosion of one of his powder cartridges while working on a pile driving project at Jones Falls<sup>38</sup> and it is unknown if he continued using the device.

After a severe September 1876 storm swept away two-thirds of Plum Point Wharf,<sup>39</sup> Vogler was awarded the contract to make repairs. He had his steam pile driver on site by mid-October and his crew completed the work by early December.<sup>40</sup>

When an October 1878 hurricane caused extensive damage in the bay region, including washing away about half of the bridge at Governors Run Wharf,<sup>41</sup> Henry Vogler was hired to repair the structure. His crew began work driving pilings in May 1879,<sup>42</sup> but repairs were delayed by an accident. A storm drove the boat attached to his steam pile driver against the wharf, damaging it and causing the boat to sink. A supply of coal used to fuel the pile driver engine was also washed overboard.<sup>43</sup> His pile driving crew was still at the site in early July.<sup>44</sup> The 1860 and 1870 U.S. Federal Censuses list Vogler's occupation as Carpenter. The 1880 census lists the occupation of the 50-year-old Vogler as a Wharf Builder. He died in 1882.<sup>45</sup>

### ***Nathaniel Clow***

Nathaniel Clow was a marine contractor who was active in the counties of Calvert and Anne Arundel from the early 1870s to the mid-1890s.<sup>46</sup> Clow is listed in the 1880 U.S. Federal Census as a "Bridge and Wharf Builder" living in Annapolis. Newspaper accounts confirm that he built and repaired a number of wharves and bridges in the region.

*The Annapolis Republican* printed an item in 1874 that credits Nathaniel Clow with receiving the contract for building the wharf at Governors Run.<sup>47</sup> Since the Weems Steamboat Company began listing Governors Run as a scheduled stop on its Patuxent River Route as early as September 1871,<sup>48</sup> it is likely that Clow's 1874 work was to rebuild or replace the damaged structure.

Clow was working in Calvert again in September 1882 when he completed unspecified repairs at Governors Run Wharf.<sup>49</sup> In 1884, Clow built the Hills Landing Bridge across the Patuxent River to connect Anne Arundel County and Prince Georges County.<sup>50</sup> In 1886 the *Calvert Gazette* reported that Clow had repaired Mackall's Wharf on St. Leonard Creek and "has done considerable work for the Weems Line Steamers upon their wharf property along the Patuxent and Chesapeake Bay."<sup>51</sup>

Clow completed the repairs to Governors Run Wharf after it was damaged by ice in 1886.<sup>52</sup> After fire destroyed Drum Point Wharf on the Patuxent in 1887, Clow was contracted by the de Barril brothers to reconstruct it. When the project was completed that December, the steamer *Theodore Weems* resumed its regular stops for passengers and freight at Drum Point.<sup>53</sup>

When company directors decided to replace the old Governors Run Wharf with a new one in 1888, Nathaniel Clow was hired to do the work. Clow was reported to employ an innovative approach at Governors Run by using sawn eight-inch square pilings driven to the depth of three feet on the part of the wharf near the shore. The sections of pilings exposed to wave action were coated with tar and covered with zinc sheeting to help protect and preserve them.<sup>54</sup>

In 1889, Clow was contracted to build Dare's Wharf.<sup>55</sup> By September, his crew had nearly completed the offshore wharf structure and a shoreside platform where the ferry boat would land freight and passengers.<sup>56</sup> Unlike other commercial wharves in the region, the one at Dare's began as an offshore docking structure with no bridge or trestle connecting the pier head to the shore.

Clow was hired to rebuild Plum Point Wharf in 1893.<sup>57</sup> The *Baltimore Sun* stated the new Plum Point Wharf would be 1,700 feet long and cost \$18,000.<sup>58</sup> After he completed the wharf, he repaired damage to Governors Run wharf caused by an October storm.<sup>59</sup> He built a new wharf on the Patuxent River for the Weems Company at Bristol in 1895.<sup>60</sup> Marine contractor Nathaniel Clow died in 1897.<sup>61</sup>

### ***Lemuel J. Tucker***

Lemuel J. Tucker of Solomons was contracted to build a timber "bulwark" or bulkhead to protect the east side of Solomons Island in 1893. He completed the 1,323-foot project in July.<sup>62</sup>

### ***Charles L. Marsh***

In 1895, Charles L. Marsh of Mill Creek was awarded the contract for building the wooden bridge connecting Solomons Island to the mainland.<sup>63</sup> His brother, boatbuilder **James T. Marsh**, drove the pilings that supported the bridge.<sup>64</sup> The 500-foot wooden span was completed in October.<sup>65</sup> James Marsh repaired Drum Point Wharf on the Patuxent in 1897<sup>66</sup> and completed additional repairs there in 1898.<sup>67</sup>

### ***George D. Turner***

Prince Frederick resident and carpenter George D. Turner was one of five contractors to bid on building a bridge along a public road in the Second District of Calvert County in 1895, but it was awarded to a lower bidder.<sup>68</sup> In 1898, Turner received the contract for the long bridge or trestle at Dare's Wharf to connect it to the shore. He began construction that May<sup>69</sup> and completed the 1,800-foot-long project in October. He also was awarded a contract that year to make repairs at Governors Run Wharf.<sup>70</sup> In 1899, Turner repaired Leitches Wharf and built a new wharf at Lower Marlboro on the Patuxent.<sup>71</sup>

The 1900 U.S. Federal Census shows Turner was single and listed his occupation as carpenter. He resided in his parents' household in Prince Frederick. His father, Thomas B. Turner, operated the Hotel Calvert. In 1901, Turner repaired the wharf at Solomons<sup>72</sup> and Trent Hall Wharf,<sup>73</sup> rebuilt Governors Run Wharf,<sup>74</sup> and repaired damage to Spencer's Wharf.<sup>75</sup> In May 1903, Turner had his pile driver and vessel hauled for repairs at the James Marsh shipyard on Mill Creek.<sup>76</sup>

After Dare's Wharf sustained damage from drifting ice in January 1904, George D. Turner installed 15 new pilings to support its bridge.<sup>77</sup> Later that year, he was contracted to build an extended dock for the George T. Dawson Marine Railway at Solomons to accommodate a 1,000-ton barge that was under construction.<sup>78</sup>

In addition to being a carpenter and marine contractor, Turner was an investor in the Dare Wharf Company and served as one of its directors from 1904 through 1906.<sup>79</sup>

In March 1906, Turner entered an agreement to purchase the timber rights to cut chestnut and oak suitable for railroad ties growing on the land of Julius Parran.<sup>80</sup> During this period, he operated the George D. Turner Lumber Company. In 1907, Turner leased more land and purchased rights to cut and ship timber from several property owners along the Chesapeake Bay and Parkers Creek. His lumber company also leased strips of land along the bay and creek to store and ship harvested lumber. His lumber deeds granted him rights to set up saw mills on the properties and establish roads to haul the lumber.<sup>81</sup> Presumably, some of the harvested timber was used in his marine construction and repair business.

George Turner suffered a setback when his scow with its pile driver and steam engine were lost while enroute from Solomons Island to Fair Haven in November 1907. It was in tow by a tug operated by Capt. Vivian Phillips of Baltimore and sank in the channel at a depth of over 11 fathoms. Valued at \$1,000, it could not be recovered.<sup>82</sup>

### ***Toomey Brothers***

The Toomey Brothers, a marine contracting firm from Connecticut, began working on lighthouse construction projects in the Chesapeake in 1901. According to a contemporary source, their schooner, *Lewis Jane*, was a floating workshop equipped with a blacksmith shop, carpentry shop, and a steam pile driver.<sup>83</sup> After completing Hooper's Island Lighthouse,<sup>84</sup> the firm was selected to build the caisson lighthouse at Point No Point. They purchased the icehouse lot near the Solomons steamboat wharf to build the caisson.<sup>85</sup> While there, they were contracted by Robert de Barril to build a new wharf at Drum Point<sup>86</sup> after the 1887 wharf had collapsed in a storm during the winter of 1899.<sup>87</sup> The Toomey Brothers also built an offshore pier at Point No Point as a dock and work platform to construct the caisson lighthouse. It measured 120 feet long by 60 feet wide.<sup>88</sup> The dock was swept away by a storm in April 1903, resulting in substantial property losses to the contractor. After replacing the dock, "their pier with boiler, engine and other apparatus were swept away by the ice" in early 1904.<sup>89</sup> and had to be replaced again. The Toomey Brothers returned to Connecticut when the Point No Point project was completed.<sup>90</sup>

### ***Benjamin M. Woodburn***

A local builder who engaged in marine construction was Benjamin M. Woodburn of Solomons. In May 1903, he drove piles and built a wharf for the Roberts and Johnson tomato cannery on William Hellen's property on Mill Creek.<sup>91</sup> In 1906 he repaired, enlarged, and strengthened the Solomons steamboat wharf to accommodate "the enormous crowds as they flock to meet the nightly steamers."<sup>92</sup> Later that year, he oversaw the work of building the new bridge connecting Solomons Island with the mainland.<sup>93</sup> In 1907, Woodburn built a new 25 horsepower steam pile driver.<sup>94</sup> Later that year, he used his new rig to drive piles for the wharf at Webster and Northam's fish factory on Back Creek at Rousby.<sup>95</sup>

### ***John E. Thomas***

The steam pile driver of John "Jack" Thomas was working at Dare's Wharf in April 1907.<sup>96</sup> The primary stockholder in the wharf company, the Maryland, Delaware & Virginia Railway Company, detailed the repairs in its 1907 annual report, but it did not state when the damage occurred. The 1907 report documents that Dare's Wharf was completely rebuilt after being damaged by ice. According to the report, the contractor installed 301 pine piles measuring 14 to



24 feet in length, four 20-foot oak piles, 1,705 feet of two-inch chestnut decking and 2,000 feet of two-inch white oak decking. The warehouse and waiting room were also repaired.<sup>97</sup>

### ***Turner and Woodburn***

Turner rebounded from the 1907 loss of his pile driving rig (described above) and on November 1, 1908, joined forces with marine contractor Benjamin Woodburn. They agreed to form a partnership called Turner and Woodburn “for the purpose of carrying on the business of building and repairing wharves, and all other building and repair work, requiring the use of steam pile-drivers or hand pile-drivers.” Turner contributed to the partnership his steam pile driver, “equipment and fixtures used for the building and repairing of wharves,” \$200 in cash, and a portion of oysters harvested from his leased ground in the Patuxent River. He also agreed to contract to have a new hand pile driver constructed that was similar to the old one he already used. Woodburn contributed his large scow with its steam pile driver and machinery to the partnership.<sup>98</sup>

The activities of Turner and Woodburn during their partnership are not well documented. An account shows Woodburn was paid \$87.48 for driving piles to repair the wharf at Solomons for the heirs of J.S. Farren in July 1910.<sup>99</sup> The 1910 U.S. Federal Census lists Woodburn as residing at Solomons and his occupation was a sailor who owned his own boat.

The 1910 U.S. Federal Census shows Turner, wife Virginia, and three children were residing in his parent’s household at Prince Frederick. Turner’s occupation was listed as a sawyer at a lumber mill. Later that year, Turner’s mill property near Dare’s Wharf, including his steam powered lumber mill and grist mill, burned and was a total loss.<sup>100</sup> The mill was rebuilt and burned again the following year, but some of the machinery was saved.<sup>101</sup>

On March 6, 1911, the partnership of Turner and Woodburn was dissolved by mutual consent. Turner purchased for \$500.00 the joint property of the partnership including a large scow, steam pile driver, machinery, and equipment.<sup>102</sup>

### ***George D. Turner & Co.***

On April 29, 1911, Turner purchased for \$530.00 one-half interest in a scow, steam pile driver, equipment and fixtures from John E. Thomas. Turner and Thomas formed a partnership to use the property “in building and repairing of wharves and general pile driving work.”<sup>103</sup> The 1910 U.S. Federal Census lists Thomas as a house carpenter living on Buena Vista Road. Operating under the name George D. Turner & Co. to “conduct a pile driving and bridge work business,” the marine contracting activities of the partnership are not well documented in local newspapers. In June 1911, Turner repaired damage to Dare’s Wharf caused by a loaded freight car collapsing a 50-foot section of the pier.<sup>104</sup> In January 1913, when the steamer *Calvert* lost its propeller after colliding with a drifting log near Leitches Wharf Turner used the lifting force of his steam pile driver to recover the 8,000-pound prop.<sup>105</sup> The partnership was dissolved by mutual agreement on August 19, 1916. Turner paid Thomas \$200.00. By the terms, Thomas agreed to put a new bottom on the small scow formerly used by the partnership with Turner supplying the lumber and nails.<sup>106</sup>

### ***Miller Contracting Company***

The Maryland Steamboat Company hired the Miller Contracting Company of Dundalk, Maryland, to build its new wharf at Solomons Island in 1912. It selected a site just north of the Maryland, Delaware & Virginia Railway Company wharf.<sup>107</sup>

### ***J. Henry Marsh***

The Stobaugh Contracting Company of New York was awarded the contract to build the Solomons seawall in 1914.<sup>108</sup> Shipbuilder J. Henry Marsh received the contract to drive the piles for the project.<sup>109</sup>

### ***George D. Turner***

Turner and other marine contractors conducted repair and construction projects that were not reported in the newspapers. Over time bayside wharves continued to deteriorate and be plagued by damage caused by storms and drift ice that led to occasional suspensions of steamer service.

When drifting ice carried away nearly 150 feet of Dare's Wharf in February 1917,<sup>110</sup> it was not repaired by Turner until the following July.<sup>111</sup> Similarly, Governors Run Wharf was damaged by fire in June 1919 and steamboat service was suspended until repairs were made in December,<sup>112</sup> but the contractor who conducted the repair work is not mentioned in the newspaper accounts.

A February 1920 gale forced drifting ice to the western shore damaging the bayside wharves again. Dare's Wharf was submerged and its decking was swept away and warehouse wrecked. Governors Run, which had been rebuilt recently, fared better until the second day of the storm caused a 300 to 400-foot section to give way. Plum Point was also damaged.<sup>113</sup> The storm rendered Fair Haven, Dare's, and Plum Point out of commission while Governors Run was open to only light freight. As the *Calvert Journal* summed up: "It will take a considerable time to put all the damaged wharves in shape."<sup>114</sup> In November 1920, repairs were underway at Fair Haven but Plum Point and Dare's Wharf were still out of commission.<sup>115</sup> The marine contractors involved in making repairs are not named.

By 1920, the U.S. Federal Census lists George Turner as a farmer and contractor. When temporary repairs were needed to make Governors Run Wharf safe for the 1925 summer season, Turner was hired to conduct the work and paid \$64.61.<sup>116</sup> His son, Dr. Thomas Turner recalled traveling to contracting jobs with his father. According to Turner,

During my boyhood my father's several enterprises, in addition to farming, included the operation of a sawmill and the building of steam - boat wharves, which on the Chesapeake frequently had to extend hundreds of yards from shore to reach deep water.<sup>117</sup>

## Endnotes

- 
- <sup>1</sup> Alonzo Quinn, *Design and Construction of Ports and Marine Structures*, McGraw-Hill Book Co., NY: 1961: 226
- <sup>2</sup> Donald G. Shomette and Ralph E. Eshelman, *The Patuxent River Submerged Cultural Resource Survey, Drum Point to Queen Anne' Bridge*, two volumes, Calvert Marine Museum: 1981: 62-63
- <sup>3</sup> Calvert Marine Museum, "Maritime Patuxent: A River and Its People," revised exhibit script, 2008
- <sup>4</sup> David C. Holly, *Tidewater by Steamboat*, Johns Hopkins University Press, 1991: 33-40
- <sup>5</sup> U.S. Engineer Dept., Maj. J.J. Abert, et. al., *Map of Part of Patuxent River, Maryland*, 1824
- <sup>6</sup> *Annual Report of the Geologist of Maryland*, "MAP A" Julius T. Ducatel. Annapolis, MD: State of Maryland, 1836
- <sup>7</sup> U.S. Engineer Dept., Maj. J.J. Abert and Maj. J. Kearney, *Map of the Patuxent & St. Mary's Rivers*; survey 1824, published 1857
- <sup>8</sup> Calvert County. Simon J. Martenet, Martenet's Atlas of Maryland, 1865, Huntingfield Collection MSA SC 1339-1-75
- <sup>9</sup> David Holly, 1991: 32, 44-46
- <sup>10</sup> "For Sale – A Bargain – Farm," *Baltimore Sun*, 05/01/1875: 3
- <sup>11</sup> "From the Patuxent River," *Baltimore Sun*, 10/25/1878: 4
- <sup>12</sup> "Cove Point Wharf Burned," *Calvert Gazette*, 03/12/1892: 3
- <sup>13</sup> "Maryland, Virginia and Delaware Railway Co. Patuxent River Line Winter Schedule In Effect Jan. 1<sup>st</sup>, 1918," *Calvert Journal*, 01/05/1918: 3
- <sup>14</sup> Calvert County Circuit Court, liber GWD 9, folios 0525-0526
- <sup>15</sup> Calvert County Circuit Court, liber GWD 7, folio 0134; liber GWD 7, folio 0135; liber GWD 7, folio 0140; liber GWD 7, folio 0141
- <sup>16</sup> Calvert County Circuit Court, liber AAH 2, folio 0301
- <sup>17</sup> Calvert County Circuit Court, liber AAH 8, folio 0111
- <sup>18</sup> Calvert County Circuit Court, liber AAH-13 folio 0592
- <sup>19</sup> Robert J. Hurry, "Historic Insertions into the Marine Environment," unpublished manuscript produced for the Maryland State Archeologist Office: June 1986: 2-5
- <sup>20</sup> "Maryland Affairs," *Baltimore Sun*, 05/24/1871: 1
- <sup>21</sup> "A New Wharf," *Calvert Gazette*, 09/28/1889: 3
- <sup>22</sup> "To Build Dare's Wharf" *Calvert Journal*, 03/19/1898: 3
- <sup>23</sup> The later Chesapeake Beach "Long Pier" is reported to have extended 1,200 yards in length, according to a 1908 map cited in MIHP CT-1207
- <sup>24</sup> Holly, 1991: 98, 216-228
- <sup>25</sup> "Classified Ad," *Baltimore Sun*, 05/07/1855: 3
- <sup>26</sup> "Classified," *Baltimore Sun*, 04/29/1856: 2; "Resumption of Travel," *Baltimore Sun*, 03/03/1857: 4
- <sup>27</sup> "Affairs in Calvert County," *Baltimore Sun*, 10/28/1868: 3
- <sup>28</sup> "Merryland Tract, Calvert County," *Baltimore Sun*, 07/15/1893: 2
- <sup>29</sup> "Dare Wharf Company," *Calvert Gazette*, 04/24/1886: 3
- <sup>30</sup> MdHR T-1211, Box 8, 1916 Survey Record
- <sup>31</sup> *Chart No. 17, Natural Oyster Bars Calvert County*, surveyed 1908, published by Coast and Geodetic Survey, September 1909
- <sup>32</sup> "Chesapeake Beach: Progress..." *Baltimore Sun*, 04/01/1899: 8.
- <sup>33</sup> "Dare Wharf Company," *Calvert Gazette*, 04/24/1886: 3
- <sup>34</sup> "A New Wharf," *Calvert Gazette*, 09/28/1889: 3
- <sup>35</sup> "Wharf Completed," *Calvert Gazette*, 10/08/1898: 3
- <sup>36</sup> MdHR T-1211, Box 7, 1915 Survey Record
- <sup>37</sup> "The Gunpowder Piledriver," *Baltimore Sun*, 08/26/1873: 1; "New and Useful Invention – The Cartridge Pile Driver," *Baltimore Sun*, 12/30/1873: 4; "Driving Piles by Gunpowder," *Baltimore Sun*, 04/07/1875: 4; "Powder Pile-Driver," *Aurora Farmer and Mechanic*, 02/05/1874: 3
- <sup>38</sup> "Accident from an Explosion," *Baltimore Sun*, 06/08/1875: 1
- <sup>39</sup> "Severe Storm," *Calvert Journal*, 09/28/1876: 3
- <sup>40</sup> "Plum Point Wharf," *Calvert Journal*, 10/21/1876: 3; "Plum Point Wharf," *Calvert Journal*, 12/09/1876: 3

- 
- <sup>41</sup> "Dreadful Marine Disasters," *Baltimore Sun*, 10/25/1878: 4
- <sup>42</sup> "Local Affairs," *Calvert Journal*, 05/10/1879: 3; 05/17/1879: 3
- <sup>43</sup> "Damaged by Storm," *Calvert Journal*, 05/21/1879: 3
- <sup>44</sup> "Unknown Body," *Baltimore Sun*, 07/11/1879: 4
- <sup>45</sup> "The Funeral," *Baltimore Sun*, 05/10/1882: 4
- <sup>46</sup> "Letter From Annapolis," *Baltimore Sun*, 12/19/1872: 4; "Proceedings of County Commissioners," *Maryland Republican*, 01/18/1873: 3
- <sup>47</sup> "Creditable," *Maryland Republican*, 08/15/1874: 3
- <sup>48</sup> "Weems' Transportation Line Fall Arrangement," *St. Mary's Beacon*, 09/14/1871: 3
- <sup>49</sup> "Repairs," *Calvert Journal*, 09/16/1882: 3
- <sup>50</sup> "Hills Landing Bridge," *The Evening Capital*, 05/20/1884: 3
- <sup>51</sup> "Wharf Improvements," *Calvert Gazette*, 05/08/1886: 3
- <sup>52</sup> "Governor's Run Wharf," *Calvert Gazette*, 05/01/1886: 3
- <sup>53</sup> "Activity at Drum Point," *The Evening Capital*, 12/16/1887: 3
- <sup>54</sup> "Governor's Run Wharf," *Calvert Gazette*, 07/28/1888: 3
- <sup>55</sup> "A New Landing on The Bay," *Calvert Gazette*, 03/16/1889: 3
- <sup>56</sup> "A New Wharf," *Calvert Gazette*, 09/28/1889: 3
- <sup>57</sup> "New Wharf," *Calvert Gazette*, 04/01/1893: 3
- <sup>58</sup> "Merryland Tract, Calvert County," *Baltimore Sun*, 07/15/1893: 2
- <sup>59</sup> "Local Brevities," *Calvert Gazette*, 11/25/1893: 3
- <sup>60</sup> "Capital Jottings," *The Evening Capital*, 09/21/1895: 1; "Local Brevities," *Calvert Gazette*, 09/14/1895: 3
- <sup>61</sup> "The State Capital Special Dispatch," *Baltimore Sun*, 07/07/1897: 7
- <sup>62</sup> "Lower Calvert Items," *Calvert Gazette*, 07/15/1893: 3
- <sup>63</sup> "Solomon's to Have a Bridge," *Calvert Gazette* 07/27/1895: 3
- <sup>64</sup> "Lower Calvert Items," *Calvert Journal*, 08/10/1895: 3
- <sup>65</sup> "Bridge at Solomons," *Calvert Gazette*, 09/14/1895: 3
- <sup>66</sup> "Items From Solomons," *Calvert Gazette*, 09/25/1897: 3
- <sup>67</sup> "Items From Solomons," *Calvert Gazette*, 01/15/1898: 3
- <sup>68</sup> "Road Commissioners in Session," *Calvert Journal*, 07/13/1895: 3
- <sup>69</sup> "Local Brevities," *Calvert Gazette*, 05/21/1898: 1
- <sup>70</sup> "Wharf Completed," *Calvert Gazette*, 10/08/1898: 3
- <sup>71</sup> "Local Briefs," *Calvert Journal*, 06/24/1899: 3
- <sup>72</sup> "Items From Solomons," *Calvert Gazette*, 05/04/1901: 3
- <sup>73</sup> "Items From Solomons," *Calvert Gazette*, 05/11/1901: 3; "Solomon's Items," *Calvert Journal*, 05/11/1901: 3
- <sup>74</sup> "Local Brevities," *Calvert Gazette*, 06/29/1901: 3
- <sup>75</sup> "Solomon's Items," *Calvert Journal*, 10/19/1901: 3
- <sup>76</sup> "Items From Solomons," *Calvert Gazette*, 05/23/1903: 3
- <sup>77</sup> "Local Brevities," *Calvert Gazette*, 01/30/1904: 1
- <sup>78</sup> "News of the Shipping," *Baltimore Sun*, 11/28/1904: 9
- <sup>79</sup> "Stockholders Meetings," *Calvert Journal*, 01/09/1904: 3; "Stockholders' Meetings," *Calvert Journal*, 01/07/1905: 3; "Stockholders Meetings," *Calvert Journal*, 01/06/1906: 3
- <sup>80</sup> Calvert County Circuit Court, liber GWD 6, folio 0200
- <sup>81</sup> Calvert County Circuit Court, Agreement liber GWD 7, folio 0134; Calvert County Circuit Court, Agreement liber GWD 7, folio 0135; Calvert County Circuit Court, Agreement liber GWD 9, folio 0545; Calvert County Circuit Court, Lease liber GWD7, folio 0140; Calvert County Circuit Court, Lease liber GWD7, folio 0141; Calvert County Circuit Court, Lease liber GWD 7 folio 0241; Calvert County Circuit Court, Agreement liber GWD 9, folio 0525-0526
- <sup>82</sup> "Loss Of Pile Driver," *Calvert Journal*, 11/30/1907: 3; "Port Paragraphs," *Baltimore Sun*, 12/02/1907: 12
- <sup>83</sup> "Solomon's Items," *Calvert Journal*, 05/11/1901: 3
- <sup>84</sup> "Solomon's Items," *Calvert Journal*, 02/22/1902: 3
- <sup>85</sup> "Solomon's Items," *Calvert Journal*, 05/03/1902: 3
- <sup>86</sup> "Solomon's Items," *Calvert Journal*, 05/31/1902: 3

- 
- <sup>87</sup> “Drum Point Wharf,” *Calvert Gazette*, 05/05/1900: 3
- <sup>88</sup> “To Build Lighthouse,” *Calvert Gazette*, 08/09/1902: 3
- <sup>89</sup> “Items From Solomons,” *Calvert Gazette*, 02/20/1904: 3
- <sup>90</sup> Richard J. Dodds, “A Tale of Two Lighthouses,” *Bugeye Times*, Spring, 1996: 8-10
- <sup>91</sup> “Items from Solomons,” *Calvert Gazette*, 05/09/1903, 05/16/1903: 3
- <sup>92</sup> “Solomon’s Items,” *Calvert Journal*, 08/11/1906: 3
- <sup>93</sup> “Solomon’s Items,” *Calvert Journal*, 10/06/1906: 3
- <sup>94</sup> “Items From Solomons,” *Calvert Gazette*, 03/16/1907: 3
- <sup>95</sup> “Items From Solomons,” *Calvert Gazette*, 03/30/1907: 3
- <sup>96</sup> “Non Et as to Corpse,” *Calvert Gazette*, 04/06/1907: 3
- <sup>97</sup> *Maryland, Delaware & Virginia Railway Co. Annual Report*, 1907: 65
- <sup>98</sup> Calvert County Circuit Court, liber GWD 9, folios 0069-0071
- <sup>99</sup> M.M. Davis In account with the heirs of J.S. Farren, Statement for year ending De. 31<sup>st</sup>, 1911, Solomons, Feb. 15, 1911
- <sup>100</sup> “Valuable Mill Property Burned,” *Calvert Journal*, 02/26/1910: 3
- <sup>101</sup> “Fire Destroys Saw Mill,” *Calvert Journal*, 07/08/1911: 3
- <sup>102</sup> Calvert County Circuit Court, Agreement liber GWD 11 folio 0333
- <sup>103</sup> Calvert County Circuit Court, liber GWD 11, folio 0391
- <sup>104</sup> “Local Brevities,” *Calvert Gazette*, 06/24/1911: 1
- <sup>105</sup> “Local Brevities,” *Calvert Gazette*, 02/08/1913: 1
- <sup>106</sup> Calvert County Circuit Court, liber GWD 16, folio 0573
- <sup>107</sup> “Maryland State Happenings,” *The Citizen*, Frederick, MD, 06/07/1912: 4
- <sup>108</sup> “Local Brevities,” *Calvert Gazette*, 05/16/1914: 1
- <sup>109</sup> “Items From Solomons,” *Calvert Gazette*, 06/06/1914: 1
- <sup>110</sup> “Local Brevities,” *Calvert Gazette* 02/24/1917: 1
- <sup>111</sup> “Local Brevities,” *Calvert Gazette*, 07/07/1917: 1
- <sup>112</sup> “Wharf Destroyed by Fire,” *Calvert Gazette*, 06/21/1919: 1; “Local Brevities,” *Calvert Gazette*, 12/06/1919: 1
- <sup>113</sup> “Bay Wharves Damaged By Storm,” *Calvert Gazette*, 02/07/1920: 1
- <sup>114</sup> “Many Wharves Damaged,” *Calvert Journal*, 02/14/1920: 1
- <sup>115</sup> “Local Brevities,” *Calvert Gazette*, 11/13/1920: 1
- <sup>116</sup> Calvert County Circuit Court, Equity Case Number 759
- <sup>117</sup> Thomas B. Turner, *Part of Medicine, Part of Me*, Waverly Press, Inc, Baltimore, 1981: 7