



The Maryland-National Capital Park and Planning Commission

**PRINCE GEORGE'S COUNTY**  
**Planning Department**

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

March 11, 2025

## **MEMORANDUM**

**TO:** Historic Preservation Commission

**VIA:** Thomas Gross, Supervisor, Historic Preservation Section **TWG**

**FROM:** Jennifer Stabler, Archeology Planner IV, Historic Preservation Section **JAS**

**SUBJECT: Staff Recommendation on Eagle Harbor National Register Nomination**

### **STAFF RECOMMENDATION**

Staff recommend that the Historic Preservation Commission forward a recommendation of approval to the County Executive for the nomination of Eagle Harbor Historic District to the National Register of Historic Places, based on National Register Criteria A and C. The areas of significance include Recreation, Community Planning and Development, Ethnic Heritage and Social History, and Architecture.

### **PROCEDURAL BACKGROUND**

The Prince George's County Historic Preservation Commission (HPC), as a Certified Local Government (CLG), plays a role in the National Register of Historic Places nomination and amendment process by providing recommendations for or against National Register listing of properties within its jurisdiction. The HPC's recommendation should be based on whether the nominated site meets the National Register Criteria for Evaluation (Attachment 2).

The Historic Preservation Commission's recommendation will be forwarded to the County Executive for their concurrence or nonconcurrence. The nomination was reviewed and acted on favorably by the Governor's Consulting Committee on the National Register (GCC) on February 25, 2025. Therefore, should either the HPC or County Executive recommend nomination, the nomination will be forwarded to the National Park Service for listing in the National Register of Historic Places.

The National Register of Historic Places nomination was prepared for the Town of Eagle Harbor by Robinson & Associates, Inc., in September 2024. This memorandum is largely excerpted from the full nomination, which is attached.

### **DESCRIPTION OF NOMINATED DISTRICT**

The Eagle Harbor Historic District encompasses the developed land within the Town of Eagle Harbor as it was subdivided in 1925 and includes Trueman Point, which was annexed by the town in 2013 and is an important historical site associated with the community's early development. The historic district covers approximately 61 acres and contains 97 buildings, 23 structures, and three sites. Fifty-seven of the buildings, two structures, and two sites contribute to the National Register significance of Eagle Harbor. The large number of noncontributing buildings (40) and structures (21), relative to contributing ones, results from the piers, garages, sheds, and other outbuildings constructed after the period of significance.

All of the contributing houses in Eagle Harbor are one- or one-and-a-half stories tall. Their small size and the ubiquitous presence of porches reflect Eagle Harbor's origins as a summer getaway marketed to African Americans living in the nearby cities of Washington, D.C., and Baltimore. In 1929, Eagle Harbor became only the second African American town to be incorporated in Prince George's County and the third in the state of Maryland. It is in the southeast corner of Prince George's County, along the western shore of the Patuxent River.

Of the fifty-three houses within the historic district, more than two-thirds were built between 1925 and 1945. A popular Eagle Harbor house type from this period was the bungalow, adapted to local construction techniques and materials. The vernacular house form consisting of a one-story linear plan with a side gable roof was also common. Modest in size and with few decorative elements, the residences from this period often featured porches (frequently on both the front and rear) to capture breezes coming off the river. Post-World War II construction (1946–1974) in Eagle Harbor reflected earlier architectural trends but also introduced houses with larger footprints, some of which could be characterized as Minimal Ranch houses. While most houses are of frame construction, there are a few concrete block residences within the district. Roof forms are predominantly gabled or hipped, and exterior surfaces include wood, aluminum, and vinyl siding, as well as a small number of residences with brick veneer. Housing stock dating from the last fifty years is typically more substantial in size and construction and reflects the types of residential forms and styles that characterize typical suburban developments.

Within the boundaries of the nominated historic district is one Prince George's County Historic Site, Trueman Point Landing (87B-028).

## **SIGNIFICANCE OF NOMINATED DISTRICT**

The period of significance for the Eagle Harbor Historic District covers the years 1925 to 1974. The period starts with the purchase of the property on which the resort was built by Walter L. Bean, the subdivision of that property by Edward H. Coulson, the marketing campaign in Washington and Baltimore newspapers, and the first lots sold, all of which took place in 1925. Eagle Harbor continued to develop throughout the period, and the modest dwellings constructed throughout this half-century represent the typology of buildings common to resort communities, with few significant intrusions. Larger houses that do not conform to this typology were not built until the late 1970s. The period of significance also bears witness to Eagle Harbor's place as a vacation location for African Americans in the Chesapeake Bay region. Eagle Harbor maintained its identity as a predominantly African American community throughout the period. The period of significance thereby captures Eagle Harbor's architectural continuity as well as its ongoing heritage as an African American resort.

## **NATIONAL REGISTER CRITERIA CONSIDERATIONS**

The Eagle Harbor Historic District meets National Register Criteria A and C and is significant under the themes of Recreation, Community Planning and Development, Ethnic Heritage and Social History, and Architecture. The district has a period of significance of 1925, when the town was platted, to 1974, by which time the majority of dwellings were constructed within the district. Below is a description of how each of the cited criteria apply to the nominated district.

**National Register Criterion A:** Association with events that have made a significant contribution to the broad patterns of our history.

*Recreation:* The Eagle Harbor Historic District is significant at the state and local level in the area of recreation as an example of a small resort dedicated to providing outdoor recreation and relaxation for

African Americans in nearby cities. From Eagle Harbor's beginnings, the healthful aspects of its location along the Patuxent River and its saltwater bathing were emphasized in advertisements in Washington and Baltimore newspapers, along with activities such as boating, fishing, and crabbing.

*Community Planning and Development:* The Eagle Harbor Historic District is significant at the state and local levels under National Register Criterion A in the area of community planning and development as an excellent example of planning for a small resort intended for use by city dwellers in Washington, D.C., Baltimore, and other localities within the Chesapeake Bay region.

*Ethnic Heritage and Social History:* The Eagle Harbor Historic District is significant at the state and local levels in the areas of ethnic heritage and social history as an example of a resort community dedicated to the needs of African American residents of the Chesapeake Bay region during an era of the legalized segregation of public space. Eagle Harbor properties were handed down from generation to generation in several families, manifesting the cohesiveness of black family groups during the segregation era.

**National Register Criterion C:** Embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

*Architecture:* The Eagle Harbor Historic District satisfies National Register Criterion C at the local level in the area of architecture as a distinguishable entity whose components lack individual distinction. Houses built during the period of significance in Eagle Harbor represent a coherent collection of small, one- and one-and-a-half-story residences of the type commonly found in modest resort colonies of the late nineteenth and early twentieth centuries. The houses are frequently oriented toward the Patuxent River and feature porches with views of the water. The houses have changed over time, most frequently through the use of modern cladding material such as vinyl siding and the enclosure of the originally screened porches. Few have received significant additions, however, and the size, scale, and form of the original construction remain evident.

Attachments:

- (1) Eagle Harbor National Register Nomination
- (2) NR-Criteria for Evaluation
- (3) Effects of Listing Maryland Properties

c: Eagle Harbor National Register Nomination File (87B-38)

*Municipalities:*

The Honorable Noah E. Waters, Ph.D., Mayor  
Town of Eagle Harbor  
23308 Hawkins Drive  
Eagle Harbor, MD 20608-0028

*Others:*

Lakisha Hull, AICP, LEED AP BD+C., Planning Director  
Katina Shoulars, Chief, Countywide Planning Division  
Sydney J. Harrison, District 9, Prince George's County Council

**United States Department of the Interior**  
 National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Eagle Harbor Historic District

Other names/site number: PG 87B-38

Name of related multiple property listing:

African American Historic Resources of Prince George's County, Maryland (NR # 64500915)

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: Roughly bounded by the Patuxent River, Oak Trail, the southern portion of Hawkins Drive, Lincoln Park and Lincoln and Walnut Drives, Trueman Point Road/Eagle Harbor Road, and the northwest boundary with Cedar Haven

City or town: Eagle Harbor State: Maryland County: Prince George's

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this \_\_\_ nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national      \_\_\_ statewide      \_\_\_ local

Applicable National Register Criteria:

\_\_\_ A      \_\_\_ B      \_\_\_ C      \_\_\_ D

<p>_____  <b>Signature of certifying official/Title:</b></p>	<p>_____  <b>Date</b></p>
<p>_____  <b>State or Federal agency/bureau or Tribal Government</b></p>	

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____	_____
<b>Signature of commenting official:</b>	<b>Date</b>
_____	_____
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

#### 4. National Park Service Certification

I hereby certify that this property is:

- \_\_\_ entered in the National Register
- \_\_\_ determined eligible for the National Register
- \_\_\_ determined not eligible for the National Register
- \_\_\_ removed from the National Register
- \_\_\_ other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District

Eagle Harbor Historic District

Prince George's County,  
 MD  
 County and State

Name of Property \_\_\_\_\_

Site

Structure

Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>57</u>	<u>40</u>	buildings
<u>2</u>	<u>1</u>	sites
<u>2</u>	<u>21</u>	structures
<u>0</u>	<u>0</u>	objects
<u>61</u>	<u>62</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/secondary structure
- RECREATION AND CULTURE/outdoor recreation
- GOVERNMENT/government office
- LANDSCAPE/natural feature

**Current Functions**

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/secondary structure
- RECREATION AND CULTURE/outdoor recreation
- GOVERNMENT/government office
- LANDSCAPE/natural feature
- LANDSCAPE/parking

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS: Bungalow/  
Craftsman, No Style

MODERN MOVEMENT: Ranch, Contemporary, Minimal Traditional

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: foundations: concrete, concrete block, brick;  
walls: wood, vinyl, aluminum, brick, concrete block; roofs: asphalt, metal; other: brick,  
wood, glass, vinyl

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

### Summary Paragraph

The Eagle Harbor Historic District encompasses the developed land within the Town of Eagle Harbor as it was platted in 1925 and includes Trueman Point, which was incorporated into the town in 2013 and is an important historical site associated with the community's early development. The historic district covers approximately 61 acres and contains 97 buildings, 23 structures, and 3 sites. Fifty-seven of the buildings, 2 structures, and 2 sites contribute to the National Register significance of Eagle Harbor. (See Resource Table at the end of Section 7.) The large number of noncontributing buildings (40) and structures (21), relative to contributing ones, results from the piers, garages, sheds, and other outbuildings constructed after the period of significance.<sup>1</sup> All of the contributing houses in Eagle Harbor are one- or one-and-a-half stories tall. Their small size and the ubiquitous presence of porches reflect Eagle Harbor's origins as a summer getaway marketed to African Americans living in the nearby cities of Washington, D.C., and Baltimore. In 1929, Eagle Harbor became only the second African American town to be

<sup>1</sup> Prefabricated vinyl storage buildings were not included in the resource count due to their small size and obvious noncontributing nature. The small scale of these buildings also means that they have no effect on the National Register integrity of the historic district.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

---

Name of Property

incorporated in Prince George's County and the third in the state Maryland.<sup>2</sup> It is located in the southeast corner of Prince George's County, along the western shore of the Patuxent River.

Of the fifty-three houses within the historic district, more than two-thirds were built between 1925 and 1945. A popular Eagle Harbor house type from this period was the bungalow, adapted to local construction techniques and materials. The vernacular house form consisting of a one-story, linear plan with a side gable roof was also common. Modest in size and with few decorative elements, the residences from this period more often than not featured porches (frequently on both the front and rear) to capture breezes coming off the river. Today, with the availability of air conditioning, many of these porches have been enclosed to expand living space, although the original massing and roof construction remains intact. Post-World War II construction (1946-1974) in Eagle Harbor reflected earlier architectural trends but also introduced houses with larger footprints, some of which could be characterized as Minimal Ranch houses. While the vast majority of houses are of frame construction, there are a few concrete block residences within the district. Roof forms are predominantly gabled or hipped, and exterior surfaces include wood, aluminum, and vinyl siding, as well as a small number of residences with brick veneer. Most houses rest on continuous masonry foundations, but many began with brick or concrete block piers that were later filled in. Housing stock dating from the last fifty years is typically more substantial in size and construction and reflects the types of residential forms and styles that characterize typical suburban developments.

The original 1925 plat of Eagle Harbor by surveyor Edward H. Coulson divided roughly eighty-four acres into thirty-nine residential blocks and one park and laid out a street system that followed a loose grid shaped by the contours of the land. Some of Coulson's streets seem never to have been cut through, or else serviced undeveloped parts of town and were later abandoned. Today, these areas are wooded and generally lie outside the historic district boundaries. There have been some slight changes to street names, mostly to streets established after the initial period of development. The existing, single-lane streets are paved with asphalt and lit by modern streetlights. A small number of speed humps have been added recently. As would be expected in a rural area, the streets are without sidewalks or hardscape gutters. The 123 resources in the historic district are mostly located along or east of Hawkins Drive. Only seven houses are located in the heights above Hawkins Drive. The river side of Patuxent Avenue has the highest concentration of houses, with seventeen in its five blocks. Piers – all post-dating the period of significance – jut into the river from several of the Patuxent Avenue properties. Individual properties throughout the town usually consist of multiple lots, providing ample outdoor areas for the owners. Chain link fences are the most common means of enclosing the well-kept lawns. Unbuilt land is also included within the district. These lots are turf-covered with occasional trees and kept in good condition. Beyond Walnut and Lincoln drives – the southwest boundary of the historic district – Eagle Harbor remains, or has returned to, a forested condition.

---

<sup>2</sup> North Brentwood, just across the border with Washington, D.C., in Prince George's County, was incorporated in 1924. Highland Beach, in Anne Arundel County, was incorporated in 1922.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

The town includes a public park on Trueman Point that consists of picnic grounds, a wood pier, and marshland. Erosion and rising sea levels have reduced the width of the town's beach in recent decades, leading to the construction of retaining walls and rip-rap barriers to protect the houses along the river. The remains of the town's artesian well are located at the end of Elm Trail, immediately adjacent to the Patuxent River. The well provided drinking water for residents and vacationers after its introduction in the 1920s and functioned into the twenty-first century. The Eagle Harbor Historic District retains integrity and continues to convey its historic significance. The integrity of location, setting, feeling, and association are particularly strong. The historic district's small-town setting along the Patuxent River within the rural southeast corner of Prince George's County remains unchanged. The association of Eagle Harbor with its history as a resort founded for middle-class African Americans has not been affected by development in or around the town that would dilute its historic characteristics. The important aspects of design in the Eagle Harbor Historic District – the massing, form, and small scale of vernacular construction – also remain evident in its one- and one-and-a-half story houses. What has changed most in the historic district are materials and workmanship, with original visible building materials often altered, encapsulated, or replaced. These changes, however, do not prevent the building stock from being distinguishable as a group of summer residences from the middle decades of the twentieth century.

---

## **Narrative Description**

### Introduction

The Eagle Harbor Historic District comprises the current residential area of a subdivision established in the spring of 1925 by Walter L. Bean, a white real estate developer in Washington, D.C., and his wife Ida E. Bean. Located on former farmland along the western shore of the Patuxent River in southeast Prince George's County, Eagle Harbor was created as a summer resort for middle- and upper-middle-class African Americans and advertised in Washington, D.C., and Baltimore newspapers. The resort was conceived and developed during a period of American history when segregation laws in many states required separate facilities of all kinds for Black and white citizens.

Bean sold 130 Eagle Harbor properties at the resort in its first two years of existence and more than 300 in its first seven. The Great Depression and the end of steamboat travel in the Chesapeake Bay region stemmed the tide of purchasers by the mid-1930s. Due to a steep increase in property taxes imposed by Prince George's County on Eagle Harbor, early lot owners sought to take a stronger hand in the governance of the community by seeking its incorporation as a town through the Maryland General Assembly. Led by John T. Stewart, an African American funeral director in Washington, D.C., and aided by state legislator Lansdale G. Sasser, the group succeeded in 1929 when it received its charter from the assembly. Always intended as a summer colony, Eagle Harbor's full-time population has remained small. Numbered in the single digits at times during its history, the population of full-time residents

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

stood at sixty-seven in the 2020 United States Census. That number grows to two or three hundred in the summertime.

### Setting

Eagle Harbor is located on a small cove along the western shore of the Patuxent River, including land south of Trueman Point. The town limits include more than a half mile of shoreline, sections of which form narrow slivers of sandy beach. Several homeowners have built piers from the shoreline of their properties. The Patuxent River is approximately two-thirds of a mile wide at Eagle Harbor. The eastern shore across from the town is rural in character, with houses and farm buildings spaced widely in a landscape of fields and trees. Immediately adjacent to Eagle Harbor on the north is Cedar Haven (PG 87B-39), a residential community founded in 1926, also as summer resort for African Americans. Just to the south is the Chalk Point Generating Station, a power plant opened in 1964. The smokestacks of the facility are visible from Eagle Harbor's shoreline. With the exception of Cedar Haven, the community nearest Eagle Harbor is Aquasco, Maryland (population 913), reached by Eagle Harbor Road and Aquasco Road (Maryland Route 381). Farming has been the primary economic activity in the area since the founding of Prince George's County in 1696, and for the most part the countryside retains its rural attributes.

The Patuxent River borders the Eagle Harbor Historic District on the east, Trueman Point Road and Cedar Haven on the north. Trueman Point Road and the lower end of Hawkins Drive form the western boundary. The southern boundary consists of Oak Trail, the upper end of Lincoln Drive, Lincoln Park, and Walnut Trail.<sup>3</sup> The areas of Eagle Harbor outside the historic district boundaries – north of Trueman Point Road and the southwest corner beyond Hawkins Drive and Lincoln Drive-Walnut Trail – are generally undeveloped and wooded.

As the primary developed area of Eagle Harbor, the historic district encompasses a mostly level shelf of land between Patuxent Boulevard along the river and Hawkins Drive, along with more steeply sloped land to the west. The western part of the district rises nearly 80 feet over 300 yards to its highest elevation near the intersection of Elm Trail and Trueman Point Road. The heights are drained by Coleman Creek, which is formed by tributary streams on the west and south that converge in Lincoln Park on the south side of Lincoln Drive. The seasonal stream runs through the park and crosses beneath Hawkins Drive and Patuxent Boulevard before emptying into the river. In 2017, the Town of Eagle Harbor embarked on a phased project to address erosion and flooding issues by upgrading Coleman Creek's drainage and storm water storage capacity. As of the spring of 2024, the grant-funded project had replaced two undersized culverts with larger ones on Hawkins Drive and Patuxent Boulevard and created three larger storage areas (all noncontributing structures) along the creek.<sup>4</sup> Other efforts to protect riverside properties from coastal erosion include retaining walls and stone barriers.

<sup>3</sup> The names of some of Eagle Harbor's streets vary with the source of information. The National Register nomination will generally rely on the 1925 plat, existing street signs, and Maryland Real Property records.

<sup>4</sup> GreenVest, "Eagle Harbor Stream Restoration and Community Resiliency Project," n.d., Town of Eagle Harbor website, <https://townofeagleharborincmd.org/>, accessed July 14, 2024.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

**Trueman Point (contributing site)** is a roughly nine-acre land mass that extends into the Patuxent River at the eastern terminus of Trueman Point Road. The point has been an important landmark since the colonial period, when it served as the location of a wharf for the shipment of tobacco to England. The wharf also likely functioned as a distribution point for enslaved Africans brought into the area beginning in eighteenth century. In the nineteenth century, it was the site of a steamboat wharf that facilitated the transportation of farm products, finished goods, and people along the Patuxent River. The presence of a wharf on the point and its potential for bringing visitors to the area in the twentieth century likely contributed to the decision to build the resort nearby, and early advertisements for Eagle Harbor promoted this fact. The town established a park on Trueman Point after purchasing the property in 2014. The park includes a gated entrance and the continuation of Trueman Point Road to the former location of a wharf. Picnic tables and two memorials to Anthony Littlejohn, the first harbor master of Eagle Harbor, stand in a grassy area north of the road, and a graveled drive leads to a pier (noncontributing structure) on the river. None of these features contribute to the point's significance; the character-defining feature of Trueman Point is the land mass itself. West of the pier, extending back to Eagle Harbor's boundary with Cedar Haven, is an area of marshland, a common feature of the Patuxent River coastline.

Located along the river at the east end of the Elm Trail right of way is the town's **artesian well (contributing structure)** and a memorial (noncontributing site) celebrating the well and the town's founders for their foresight in incorporating Eagle Harbor. The visible part of the well consists of low, beige brick walls around a pipe and spigot rising from the well's underground structure. The memorial consists of a concrete walk following the line of Elm Trail from Patuxent Boulevard, a wood, hipped roof gazebo with two benches flanking the walkway, and concrete stairs down to the well. The memorial was dedicated in 2016.

**Eagle Harbor's street system (contributing structure)** was partially laid out when the resort was founded in 1925, and additional streets were cut through, following the original plan, as development expanded. The street system continues to organize the landscape within the historic district boundaries. Trueman Point Road brings residents and visitors to the public park on Trueman Point and to the two primary north-south streets, Hawkins Drive and Patuxent Boulevard. Four shorter streets (Wilson Drive and Chestnut, Sycamore, and Weaver trails) complete the north-south corridors. Cross streets creating the grid include Juniper, Maple, Walnut, Elm, Hawthorne, Ash, and Oak trails and the lower end of Lincoln Drive.<sup>5</sup> **Lincoln Park (contributing site)** also functions as an organizing feature of the town's original plan. Located south of Walnut Trail and the upper section of Lincoln Drive, the undeveloped park area consists of the bed of Coleman Creek and its steeply sloping sides. Today it separates the developed part of the town (the historic district) from the wooded, undeveloped area.

Eagle Harbor's asphalt-paved, single-lane streets are lit by modern streetlights, and telephone poles and street signs are common street-side features. Due to the steepness of the slope between

<sup>5</sup> All the streets, as well as the Elm Trail steps, are associated historic features.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Hawkins and Wilson drives, concrete steps continue the line of Elm Trail between those two streets, and these steps are a contributing element of the street system. A small number of speed humps have been added recently, and a paved parking area has been established across the street from the Community Center at 23320 Patuxent Boulevard. As would be expected in a rural area, the streets are without sidewalks or hardscape gutters.

Lots in the original plan for Eagle Harbor typically measured twenty-five by one hundred feet. The small size resulted in modest lot prices for would-be buyers. Most of the deeds sold in the town's early years conveyed multiple lots to the new owners, and additional lots were often purchased at a later date. With the exception of the east side of Patuxent Boulevard, the density of buildings to landscape today is low. The one- and one-and-a-half-story residences between the boulevard and Hawkins Drive, especially, often have spacious lawns and planted areas and room for driveways, sheds, boat storage, and other small features. Chain link and picket fences enclose many of the yards. Tall, old oak, poplar, magnolia, and other trees dot the yards and open spaces. West of Hawkins Drive, in the steeply sloped section area of the historic district, the houses are built against the hillside, and a greater density of trees shade the streets. Both Walnut Trail and the south end of Chestnut Trail follow their courses through a wooded landscape. While no clear evidence of the outdoor privies that served the needs of early residents remains, well curbs and septic tanks are visible on many lots.

### Early Houses, 1925 through World War II

Walter and Ida Bean sold sixteen Eagle Harbor lots in 1925, the first year of its existence, and 114 the following year.<sup>6</sup> Some of the early residents are known to have stayed in tents on their visits to the resort before more substantial accommodations were finished.<sup>7</sup> Judging from the existing houses in the Eagle Harbor Historic District, residents constructed modest, vernacular dwellings in the first twenty years of Eagle Harbor's history, or followed current building trends, with bungalows a popular choice. The most characteristic features of the houses were their small size and full-width porches.<sup>8</sup> Such elements would have been common to resort colony residences throughout the Chesapeake Bay region during this time period. The houses were predominantly of wood frame construction, originally supported by brick or concrete block piers. They initially did not include heating or indoor plumbing. Examples of these early houses are described in the following text.

<sup>6</sup> "Bean, Walter L. and Ida E.," Prince George's County Circuit Court, Grantor Index, 1884-1992, Maryland Land Records website, [https://mdlandrec.net/main/dsp\\_inventories.cfm?CID=PG&sch=4&srtp=I](https://mdlandrec.net/main/dsp_inventories.cfm?CID=PG&sch=4&srtp=I).

<sup>7</sup> "Personals," *Washington Tribune*, July 13, 1928, 3, Library of Congress, *Chronicling America* website, <https://chroniclingamerica.loc.gov/lccn/sn87062236/>; Paula Jarrett Nasta, et al., "Changing Landscapes: Farmsteads & Resort Towns," Historic Preservation Studio Workshop, Fall 2019, School of Architecture, Planning, and Preservation, University of Maryland, College Park, 25.

<sup>8</sup> Maryland Real Property records utilize two general dates for residences that, based on physical features, appear to have been constructed before World War II – 1900 and 1940. Since U.S. Geological Survey maps show no buildings in the developed area of Eagle Harbor prior to the resort's establishment, this National Register nomination assumes that houses identified as being built circa 1900 or circa 1940 were all built between 1925 and 1945, unless other evidence suggests a later date.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

*23516 Patuxent Boulevard (contributing building)*

Waterfront properties along Patuxent Boulevard were among the first to be purchased in Eagle Harbor and among the first to be built on. An example is **23516 Patuxent Boulevard (contributing building)**, built circa 1925-38 near the boulevard's intersection with Lincoln Drive. The house appears in both the 1938 U.S. Geological Service (USGS) topographic map of the area and a 1938 aerial photograph.<sup>9</sup> It was built by either William H. Thompson, who acquired three lots in this location (block 24, lots 1, 2, and 3) through a deed dated July 5, 1925 – barely six weeks after the resort had opened – or by William B. Smoot, who purchased the property from Thompson and his wife Georgia in 1936. In 1930, Thompson was a letter carrier with the U.S. Post Office and lived with Georgia in a house they owned on 10<sup>th</sup> Street NE in Washington, D.C. The Thompsons may be considered the more likely builders of the house, as their assets were greater than those of Smoot, whom the U.S. Census lists as a farm laborer in Prince George's County in 1935. By 1940, Smoot lived with his wife Bessie on Hollywood Street in northeast Washington.<sup>10</sup>

The house the two couples enjoyed in their turns was a one-story, single-pile, wood-frame building with a hipped roof, and the Patuxent River shoreline along its backyard. It is likely to have had at least one porch during this early period, perhaps on the rear elevation, but both of the two existing shed-roofed porch extensions are now enclosed. The residence is currently sheathed in vinyl siding (likely covering earlier wood siding) with an asphalt shingle roof. Windows are one-over-one vinyl sash. The property includes a concrete walk to the enclosed front porch on the west, a carport (noncontributing structure) on the south, and a shed (noncontributing building) in the southeast corner of the property. The residence has its own pier (noncontributing structure) jutting into the river, a feature that didn't exist in 1938.

*18601 Trueman Point Road (contributing building)*

The one-story, hipped roof house at **18601 Trueman Point Road (contributing building)** was also built before 1938, according to the aerial photograph of that year, which also shows a pier. The property consisted of four lots (1, 2, 3, and 4) in block 21 of the 1925 Eagle Harbor plat, at the intersection of Trueman Point Road and Patuxent Boulevard. As it was in 1938, the house is close to and aligned with Trueman Point Road, its front façade at an angle to the boulevard. The nearly square house rests on concrete block piers, has wood siding covering the main block, and an asphalt shingle roof. A shed roof extension on the south, probably a porch at one time, is now enclosed with vinyl siding. A screened entrance vestibule is located south of this extension. The 1938 aerial photo shows what appears to be a covered structure midway along the pier's length.

<sup>9</sup> U.S. Geological Service, "Maryland, Prince Frederick Quadrangle," 1938, USGS TopoView, <https://ngmdb.usgs.gov/topoview/viewer/#15/38.5675/-76.6877>; Maryland-National Capital Parks and Planning Commission, Prince George's Park Department, PG Atlas, 1938 aerial photo, [pgatlas.com](http://pgatlas.com). USGS maps and Prince George's County aerial photographs referred to in the nomination can be found at these two sites.

<sup>10</sup> U.S. Census, William H. Thompson, Georgia K. Thompson, and William B. Smoot, Ancestry.com, Library Edition, <https://www.ancestrylibrary.com/search/categories/usfedcen/>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

The current pier (noncontributing structure) includes an enclosed, gambrel roof building (noncontributing building) with a shed roof screen porch at the shoreline. The pier building has vinyl siding and one-over-one vinyl windows.

*23302 Patuxent Boulevard*

Two houses down stands **23302 Patuxent Boulevard (contributing building)**, a one-and-a-half-story frame house built circa 1926-45 on a large riverfront lot. The house is located on a property acquired from Walter and Ida Bean by John W. and Ethel L. Fields in February 1926. The Fields, from Steelton, Pennsylvania, were the owner-operators of the Fields (or Fields') Hotel, which was located along Trueman Point Road and served both Eagle Harbor and Cedar Haven. The couple owned the property until 1939, when they sold it to Washington, D.C., residents Thomas and Cecelia Watkins and their daughter Ella (Watkins) Hardesty. Two years later, Ella Hardesty acquired two adjacent lots to the south, doubling the size of the property. Given this ownership history, it is possible that the house was built by the Fields, circa 1926-39, or by the Watkins family after they acquired the property. The 1938 aerial photograph is inconclusive in determining if there was a house on the property at that date.

The house at 23302 Patuxent Boulevard features a side gable roof with broken slopes, a bungalow type popular in Eagle Harbor in its early years. The roof engages a sunroom at the west end of the house facing the boulevard and an enclosed porch on the east overlooking the river. The roof is clad with asphalt shingles and features deep, overhanging eaves and large, shed dormers on each slope, both with three six-over-six, double-hung sash windows. The exterior walls are clad with modern siding (vinyl or aluminum). The west façade features four one-over-one, double-hung sash windows shaded by a metal awning. These windows form part of the sunroom at the southwest corner of the house. The door to the sunroom is located on the south façade. It is also sheltered by a metal awning that extends across two additional south-facing sunroom windows. At the east end of the south façade is a door to the east porch, which is enclosed with a continuous band of one-over-one windows. Between the two doors on the south façade are two one-over-one windows, and there is a second-floor window under the eave. The north façade features three one-over-one windows at the first-floor level, a second-floor window under the eave, and, at the far east end, the windows of the porch.

The house stands at the north end of a large parcel comprised of four contiguous lots. West and south of the house is a fenced yard planted with flowering shrubs, grasses, and trees, including several large pines. The eastern edge of the property slopes down to a small beach which can be accessed by wood stairs located near the southeast corner of the house. Southeast of the house, along the water, is a one-story outbuilding (contributing building), which may function as a boathouse and appears to date to circa 1965-77 based on aerial photographs. It is a frame structure with a side gable roof and multiple window openings. The outbuilding provides access to a wood pier (noncontributing structure).

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

*23400 Patuxent Boulevard*

The bungalow at **23400 Patuxent Boulevard (contributing building)**, built circa 1926-37, shares a similar form and roofline with its contemporary at 23302 Patuxent Boulevard. It was built on property purchased by Reverend Charles H. Veney and Virgie Veney, his wife, on May 12, 1926.<sup>11</sup> Charles Veney was a Baptist minister, and the couple's primary residence was in Arlington, Virginia.<sup>12</sup> After Reverend Veney's death in 1937, Virgie Veney remarried, to Clifton Coleman, and the couple retained the property until the spring of 1944.<sup>13</sup>

The house is one-and-a-half stories tall and three bays wide with a broken side gable roof that extends over an engaged full-width front porch. Over the front porch is a large, gabled dormer. The house is of frame construction on a cinderblock foundation. The exterior walls are clad with vinyl siding; the original siding was likely wood. The roof is sheathed with asphalt shingles and has deep, boxed eaves. The front porch, which was likely originally open or screened, today features jalousie windows and a door with jalousie windows in its upper panel. At the back of the house is a one-story wing with a shed roof and large window openings that offer expansive views of the river. The windows in the rear wing are jalousies, while the openings in the front gable and side elevations hold either one-over-one, double hung sash windows (material undetermined) or six-over-six, wood sash windows. The house stands near the western edge of the lot, which is planted with grass and bound along Patuxent Boulevard by a chain link fence. In the northwest and southwest corners of the yard are large deciduous trees. The east end of the property slopes down to a beach along the riverfront. There are remnants of a wood pier in the shore adjacent to the property.

*23308 Hawkins Drive (contributing building)*

Not all the early houses in Eagle Harbor were built close to the water. Through a deed dated September 18, 1925, Caroline Jones acquired lots 34 and 35 in block 9 of Eagle Harbor, at what is now **23308 Hawkins Drive (contributing building)**. She added lot 36 to her holdings in 1936. A small, nearly square house appears on the property in the 1938 aerial of Eagle Harbor, meaning that Jones had certainly built it by that date and probably several years earlier. In 1920, Caroline Jones and her husband Joseph, a cook, lived in a rented house on Duncan Street in Washington, D.C., with two of Joseph's brothers. Caroline and Joseph had a daughter in the same year that they bought the Eagle Harbor property. Both Caroline and Joseph's names were on the deed when they conveyed 23308 Hawkins Drive to Marie and William Nowlin in 1943,

<sup>11</sup> The Veney's were early investors in Eagle Harbor. In addition to the property at the corner of Patuxent Boulevard and Juniper Trail on which they built their summer house, they also purchased land in block 7. See Deed, liber 254, folio 44, Prince George's County Circuit Court, Land Records, Maryland State Archives, <https://mdlandrec.net>. All deeds referred to in the nomination come from this source.

<sup>12</sup> "Deaths," *Evening Star*, April 1, 1937.

<sup>13</sup> Deed, liber 765, folio 245.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

but the Joneses appear to have retired to Eagle Harbor, their primary residence being on Trueman Point Road in the 1950 census.<sup>14</sup>

The house they built was one-story tall with a hipped roof and, most likely, wood siding. The 1938 aerial photograph shows a stoop at the front door. By 1965, a full-width porch had replaced the stoop. The porch probably had a shed roof, like the current building. The existing porch has been enclosed with vinyl siding and vinyl windows, and the main body of the house is also sheathed in vinyl. Windows are one-over-one and six-over-six vinyl sash. A concrete block foundation supports the house, and asphalt shingles cover the roof. A combination of entrance stoop and accessible ramp, constructed of wood, leads to the building's front door. The lot is bordered by a chain link fence and includes a gravel drive south of the house and a garage (noncontributing building) with vertical siding on the north. A flagpole is located a few feet northwest of the building. In 2019, the Town of Eagle Harbor acquired the property, which by that time also included lots 32 and 33.<sup>15</sup>

#### *18408 Juniper Trail (contributing building)*

The house at **18408 Juniper Trail (contributing building)** stands on a parcel purchased in June 1926 by Mary Jane Pogue, who, according to census records, was a 72-year-old public school teacher living in Washington, D.C. She died only one year after acquiring the parcel, and her estate, valued at about \$25,000, was left to her daughter Anna M. Patterson and her son Peter C. Pogue, a musician.<sup>16</sup> The property remained in the Pogue family until 1979.<sup>17</sup>

The construction date of the house is unknown, but this modest vernacular dwelling type – one-story, front gable with a front porch – was a common choice for summer cottages in Eagle Harbor and elsewhere during the second quarter of the twentieth century. Other examples in the district include the house at **23300 Patuxent Boulevard (contributing building)**, which has its porch on the water side of the residence rather than on the street side, and the house at **23315 Patuxent Boulevard (contributing building)**. The house at 18408 Juniper Trail has been altered over time, likely to convert it into a year-round residence. The front porch has been enclosed, and there are no openings in its south wall, although the original concrete steps remain in place. Also, a one-story wing with a shed roof has been added to the east façade. This wing has a south-facing door that replaces the original front door on the porch. The house is a frame building clad with vinyl siding that rests on a cinderblock foundation. The roof is sheathed with asphalt shingles. Windows are one-over-one, double-hung sash (possibly wood). The front door is a modern paneled unit. Concrete steps with iron railings provide access to the front door. At

<sup>14</sup> Deeds, liber 254, folio 216; liber 445, folio 258; liber 713, folio 331; U.S. Census, 1920, 1930, 1940, 1950, Caroline Jones and Joseph J. Jones, Ancestry.com, Library Edition, <https://www.ancestrylibrary.com/search/categories/usfedcen/>. All deed references in the nomination derive from Maryland State Archives source cited in this footnote unless otherwise noted.

<sup>15</sup> Deed, liber 42305, folio 533.

<sup>16</sup> “\$750,000 is Estate Left by Henry White,” *Washington Post*, July 30, 1927.

<sup>17</sup> Deeds, liber 254, folio 87; Deed, liber 5073, folio 309.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

the back of the house, on the north façade, is a partial-width raised deck. Modern double doors open from the east wing to the deck.

When Mary Jane Pogue purchased the property in 1926, it consisted of three contiguous lots along Juniper Trail. At some point, two additional lots to the north were acquired, providing space for a large rear yard. Today, this yard is bound by a wood picket fence and shaded by a large deciduous tree. There is a small, prefabricated storage shed in the northwest corner of the lot. Site features also include a gravel driveway that extends roughly halfway into the parcel immediately north of the house and a small, paved patio around the steps to the front door.

#### *18404 Maple Trail (contributing building)*

The house at **18404 Maple Trail (contributing building)** was constructed between 1938 and 1953, judging by U.S. Geological Service surveys from those years.<sup>18</sup> It stands on lots 15 and 16 of block 17, which were conveyed by Walter and Ida Bean to Mrs. Effie S. Bostic on July 7, 1925. Bostic, a divorced government clerk living on Fitch Street in Washington in 1940 with four boarders, defaulted on her county taxes, however, and lost the property to Andrew C. Harrison, Jr., who bought it at a tax sale in 1951. Harrison eventually added lots 17 and 18, north of the house lot, to his holdings in block 17, creating a one hundred by one hundred-foot parcel.<sup>19</sup> The timing of the transfer means that either Bostic or Harrison could have built the house.

The cottage represents a vernacular form utilized often in Eagle Harbor consisting of a one-story, single-pile plan with a side gable roof and a full-width front porch. It is a frame house on a continuous concrete foundation. Exterior materials include vinyl siding and asphalt shingle roofing. The hipped roof, full-width porch on the front (south) has been enclosed with jalousie windows above a vinyl-covered lower wall. A concrete walk from Maple Trail leads to three steps and an off-center door in the porch. On the north elevation, a one-room deep addition with vinyl siding and a shed roof has been attached. The large open space west of the house is turf covered, and a one-story, concrete block shed (noncontributing building) stands behind the house.

#### *23500 Wilson Drive (contributing building)*

Several houses were also built in the early period on the slopes above the flood plain. Four residences appear on the 1938 aerial in a one-block stretch of Wilson Drive, approximately seventy feet above the river. One of these is the one-story bungalow at **23500 Wilson Drive (contributing building)**, built circa 1925-38. As originally constructed, the house featured a clipped gable roof and a hipped roof front porch. There may also have been a shed roof porch on the north. Probably only two rooms deep, the house was supported by masonry piers and likely sheathed in wood siding. Prior to 1993, vinyl siding replaced the original siding, and heating was

<sup>18</sup> U.S. Geological Service, "Maryland, Prince Frederick Quadrangle," 1938 and 1956 (surveyed 1953).

<sup>19</sup> Deeds, liber 254, folio 322; liber 1344, folio 292; liber 5823, folio 782; U.S. Census, 1940, Effie S. Bostic, Ancestry.com, Library Edition, <https://www.ancestrylibrary.com/search/categories/usfedcen/>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

added, according to a photograph published in the Maryland-National Capital Park and Planning Commission's *African American Historic and Cultural Resources in Prince George's County, Maryland*.<sup>20</sup> Since that time, the side porch has been enclosed, and a gable roof, one-story addition (taller than the original house) was built against the east elevation. The addition has a door with a wood stoop on its north elevation and one-over-one vinyl windows. Both the original construction and the addition are covered by asphalt shingle roofs. The well curb on the property, in the unfenced yard on the north, consists of a concrete base with a black-painted metal hand pump.

*Community Center, 23320 Patuxent Boulevard (contributing building)*

The residents of Eagle Harbor constructed a town hall not long after the town was incorporated in 1929. Now known as the **Community Center (contributing building)** at 23320 Patuxent Boulevard, it was built on a riverside parcel purchased by the commissioners of Eagle Harbor from Walter Bean in 1935.<sup>21</sup> The building is believed to originally date to 1935, but was updated in the 1980s when water and septic services were added, and renovated again in 2007.<sup>22</sup> Most recently, in 2019, the town received a county grant for new exterior siding, kitchen updates, new flooring in the kitchen and entryway to the hall, plumbing repairs, and new ceiling tiles in the main hallway.<sup>23</sup>

It is a one-story, frame building with a rectangular plan under a low-sloped, front gable roof. There are two skylights and three ventilators in the north slope of the roof. The exterior walls are clad in German-lap vinyl siding, and the roofing material is asphalt shingles. The front façade, which faces west toward the street, features a partial-width, projecting gable, also with vinyl siding and asphalt shingles. It holds double glass doors and flanking six-over-six, double-hung, vinyl sash windows. These openings are sheltered by an at-grade porch with a flat roof supported by square wood posts. The porch extends the full width of the projecting gable and replaced an earlier metal awning that only extended over the front door. The south half of the porch floor is laid with pavers, while the north half is partially concrete and partially unpaved to allow for a small planting bed. The south façade has two six-over-six, vinyl sash windows. The east façade, which faces the river, is divided into three bays. In the southernmost bay is a large, multilight picture window. In the center is a glass door, and there is a modern paneled door in the northernmost bay. The north façade is divided into two bays with a one-over-one, vinyl sash window in the eastern bay and a solid door in the western. The interior is divided into a community room, kitchen, hallway, and restrooms.

<sup>20</sup> National Capital Park and Planning Commission, *African American Historic and Cultural Resources in Prince George's County, Maryland*, Upper Marlboro, Maryland: National Capital Park and Planning Commission, February 2012, 199.

<sup>21</sup> The parcel comprised lots 24 through 27 in block 21. See Deed, liber 497, folio 172,

<sup>22</sup> George D. Denny, Jr., *Proud Past: Promising Future* (Brentwood, MD: G. D. Denny, Jr., 1997), 155; "A Brief History of the Town of Eagle Harbor," available at <https://townofeagleharborincmd.org/history.php>.

<sup>23</sup> "Eagle Harbor Sustainable Community Application," May 2023, available at [https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/Eagle\\_Harbor\\_app.pdf](https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/Eagle_Harbor_app.pdf).

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

The landscape surrounding the Town Hall features a broad lawn shaded by a few deciduous trees. The lawn slopes down to a narrow beach at the river's edge. In the northwest corner of the parcel, a small section of the lawn is paved with asphalt. There is a metal post-and-rail fence along Patuxent Boulevard, and the northern and southern edges of the property are defined by a chain link fence. Circulation features include a concrete entrance path that connects the road with the front porch. The path wraps around the northwest corner of the building to reach the door on the north side of the building. Flowering shrubs are planted along the front fence and along the front porch. There is a flagpole in the panel of lawn north of the entrance path. A few feet northeast of the building is an open pavilion (noncontributing building) constructed of wood with a gable roof, square posts, a wood floor, and a vinyl railing, and north of the pavilion are two picnic tables. Immediately east of the town hall is a raised wood deck (built in 2007) with a vinyl railing. It abuts only a portion of the south end of the east façade so that the two doors in the east wall open to ground level. A few feet southeast of the building is a frame storage shed (noncontributing building) with German-lap siding and asphalt shingle roofing. It has a side gable roof and double doors on the north.

#### Post-War Construction, 1946-1974

The pace of construction in Eagle Harbor quickened in the first decade after World War II. Twenty new residences were built, according to a hand count of buildings shown on a 1956 edition of a 1953 U.S. Geological Survey map. By the end of the period, the total number of buildings in Eagle Harbor numbered more than sixty and included a general store.<sup>24</sup> New streets, following the 1925 plat, were cut through to accommodate the new construction. Descriptions of several of the houses constructed during this period can be found below.

#### *23509 Patuxent Boulevard (contributing building)*

One of the earliest residences of the period was likely the one-story, hipped roof house at **23509 Patuxent Boulevard (contributing building)**, on the inland side of the street at its intersection with Hawthorne Trail. Maryland Real Property records date this house to circa 1900, but evidence suggests it may have been a post-war project dating to around 1946-53.<sup>25</sup> The house does not appear in the 1938 aerial photograph of Eagle Harbor, and at the time of the acquisition of the property by Arthur L. Hatcher and his daughter Constance M. Hatcher in 1946, it had been held by the commissioners of Prince George's County for fifteen years for lack of tax payments by the original owners. The Hatchers acquired four lots in 1946 –lots 1 and 2 and 29 and 30 in block 14.<sup>26</sup>

The wood frame house probably built by the Hatchers on lots 1 and 2 did not differ greatly from those constructed on the water side of the boulevard prior to the war and bears a resemblance to

<sup>24</sup> U.S. Geological Service, "Maryland, Benedict Quadrangle," 1956 (surveyed 1953) and 1977.

<sup>25</sup> Maryland Real Property Database, Prince George's County, 23509 Patuxent Boulevard, <https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx>.

<sup>26</sup> Deed, liber 869, folio 288.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

the house at 18601 Trueman Point Road. The main block is nearly square and capped by a hipped roof. A shed roof screen porch wraps a portion of both the east and north sides. A shed roof extension to the residence has been added to the west elevation. The roof also shelters the extension's entrance. The house has a continuous concrete foundation, is clad in vinyl siding, and is covered with an asphalt shingle roof. Windows are one-over-one, vinyl sash with metal awnings. Behind the house, on lots 29 and 30, stands a hipped roof, concrete block building (noncontributing building) that first appears in the 1977 aerial photograph of Eagle Harbor and may have been built as a garage. The north elevation of the building appears to have been open in the center at one time. The opening is now filled with a pair of wood and glass doors at the center flanked by plywood panels. The roof is covered with tar paper.

*23402 Wilson Drive (contributing building)*

The house at **23402 Wilson Drive (contributing building)** was constructed in the early 1950s on a steeply sloped site near the intersection of Wilson Drive and Juniper Trail.<sup>27</sup> It is a one-story, cinderblock house with a low-sloped, cross gable roof. The roof has boxed, overhanging eaves and is clad with asphalt shingles. Since the house is built into a slope, the rear half of the basement level is set high above grade on cinderblock piers. Based on its current form and materials, it seems that the house originally had a front porch that occupied the southern half of the front façade. The porch is now enclosed with vertical wood boards and has a window and a door opening facing the street, creating a three-bay front façade. The front door, which is glazed and paneled, is located in the center bay. To the south are paired four-over-four, double-hung sash, vinyl windows, and to the north is a sliding-sash window with louvered shutters. At the back of the house is a full-width enclosed porch that is supported on steel posts. The lower wall of the porch is clad with vinyl or aluminum siding, the upper wall is formed by a continuous band of windows, and there is vertical wood siding along the sides of the porch below the eaves. The north façade has three one-over-one sash windows (material undetermined) in the main block and one sliding-sash window located in the rear porch. The south façade has two sliding-sash windows (material undetermined) in the main block, a sliding-sash window in the back porch, and two divided light windows that form part of the front porch. Site features include a concrete and asphalt path that connects Wilson Drive with a wood deck that extends along the front façade of the house. The front yard is shaded by two mature trees and is decorated with potted plants, a bird bath, and other ornaments.

*23415 Patuxent Boulevard (contributing building)*

The house at **23415 Patuxent Boulevard (contributing building)** was built by 1965, according to the aerial photograph of that year.<sup>28</sup> It demonstrates how a common vernacular form – linear plan under a side gable roof with a full-width front porch – was applied in the post-war years to houses with a larger footprint. In this case, the roof shelters a double pile of rooms rather than a

<sup>27</sup> The construction date is based on deed records and historic maps.

<sup>28</sup> Maryland-National Capital Parks and Planning Commission, Prince George's Park Department, PG Atlas, 1965 aerial photo, p<sup>g</sup>atlas.com

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

side-by-side arrangement seen, for example, at 18404 Maple Trail. Other examples include **18400 Elm Trail (contributing building)**, built in 1953, and 23314 Sycamore Trail (see text below).

The house at 23415 Patuxent Boulevard has a concrete block foundation that supports a wood frame structure currently sheathed in vinyl siding. Windows are one-over-one vinyl sash, and centrally located doors access the house from both the east and west elevations. The front door is likely an original, paneled wood door with four lights below the top rail. The rear door is modern with a fan-shaped light in its upper panel. Asphalt shingles cover the roof, which has a gabled chimney on the ridge line. A concrete block garage (noncontributing building) with a metal door stands a few yards northwest of the house. The front porch is shaded by two large trees.

### *18401 Elm Trail*

The one-story house at **18401 Elm Trail (contributing building)** was likely built around 1952-56 by John and Maude Young of Washington, D.C.<sup>29</sup> It shares the one-story, side gable form employed for many houses in Eagle Harbor except with a partial rather than a full-width front porch. Its materials are also typical of many cottages in the community – frame construction with vinyl siding and asphalt-shingle roofing. The front façade, which faces north toward Elm Trail, is divided into three bays. To either side of the front door are one-over-one, double-hung sash, vinyl windows. This window type is repeated on the side and rear elevations. The front porch is screened and has a shed roof and a concrete floor. Scrollwork brackets on the frame of the porch and wood architraves over many of the windows are subtle embellishments that lend charm to this otherwise simply constructed house. The east façade, facing the river, features a modern glazed door that opens to a raised wood deck. The house, which occupies a double lot at the corner of Elm Trail and Hawkins Drive, is surrounded by lawn, and the property is defined by a wire and post fence. At the northeast corner of the parcel is an earthen parking area with an asphalt apron. Nearby along the eastern property line stands a mature deciduous tree.

### *23314 Sycamore Trail (contributing building)*

One of the later homes constructed in the lowland area during the period is the one-story, side gable residence at **23314 Sycamore Trail (contributing building)**. It does not appear on the 1965 aerial photograph of Eagle Harbor but does appear in 1977. The main block of the house is supported by a continuous concrete block foundation. The single window on the north elevation retains a six-over-six, double-hung, wood window with decorative shutters. (The east and south elevations were not visible from the right of way.) The residence employs vinyl siding and has an asphalt shingle roof. The enclosed, shed roof front porch originally stood on concrete block piers. The gaps between the piers have since been filled with concrete blocks. Vinyl siding also clads the lower walls and supports of the porch. The upper parts of the porch walls feature one-over-one aluminum windows. An aluminum screen door opens into the porch from a concrete stoop with three steps and metal railings. Metal awnings shade the porch as well as an entrance

<sup>29</sup> Deed, liber 1531, folio 186.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

on the south elevation. The house was built by either Harry Wood and Marguerite L. Piper, who acquired lots 27 and 28 in block 18 of Eagle Harbor (along with two other properties) from John R. and Emma L. Fletcher in 1954, or by Charles R. Clemmons, Sr., and his wife Gladys I. Clemons, who bought the property in 1971.<sup>30</sup>

*18311 Trueman Point Road (contributing building)*

**18311 Trueman Point Road (contributing building)** was built in the late 1940s as a general store known as the Wonder Inn.<sup>31</sup> It was operated by John Ames, who acquired the property in 1941 and later served as a town commissioner and as mayor. The store served residents of Eagle Harbor and Cedar Haven until 1971, when Ames closed the shop and sold the property. Today, the building is unoccupied, and most windows are boarded over. It is a two-story, three-bay, cinderblock building with a low-pitched, front gable roof. The roof has deep, closed eaves, and the roofing material is asphalt shingle. The exterior walls are rendered in stucco except under the gables of the end walls where they are faced with clapboard. The front façade faces north toward Trueman Point Road. It features a full-width porch with a shed roof supported on round metal posts. The floor of the porch is concrete and is set at grade. In the center bay under the porch is a large window (now boarded over). There is a modern paneled door west of the window and a wood paneled door to the east. At the second-floor level are three window openings, two are boarded and one holds a four-pane, steel-sash window with a brick sill. The windows of the side and rear elevations that are not boarded over also have steel sash and brick sills. There is an exterior cinderblock chimney on the west façade and a brick exterior chimney on the south façade. A rear entrance on the south façade consists of a wood paneled door sheltered by a gabled entry porch.

The building is located on a triangular-shaped lot at the intersection of Trueman Point Road and Hawkins Drive. The landscape features mature trees and a lawn that is patchy in areas and overgrown with weeds. In the south end of the lot is a small shed (noncontributing building) constructed of cinderblock clad with vertical wood planks. It has a shed roof (material undetermined) and is covered with invasive vegetation.

*18412 Juniper Trail*

Based on its ownership history, the house at **18412 Juniper Trail (contributing building)** was likely built circa 1957-61. It is a good example of the type of Minimal Ranch house (or Transitional Ranch) built in Eagle Harbor during the postwar period. These houses generally lacked many of the elaborations that came to characterize the form, such as a recessed entry, a broad, low chimney, corner window, or integrated carport, but features such as picture windows and roof overhangs associate them with the type. Other examples in Eagle Harbor include **18407 Juniper Trail (contributing building)**, built in 1959, and **23311 Weaver Trail (contributing building)** from circa 1953-65.

<sup>30</sup> Deeds, liber 1747, folio 252; liber 3944, folio 157.

<sup>31</sup> The name of the store is sometimes given as Wander Inn or Wanderer Inn.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

The house at 23415 Patuxent Boulevard is one story with a rectangular plan under a low sloped, side gable roof. The house is frame construction clad with vinyl siding and rests on a continuous concrete block foundation. The corrugated metal roof has deep overhanging eaves. The front façade, which faces west, is divided into four bays and features a tripartite picture window. The operable windows are generally one-over-one, vinyl sash with decorative shutters. The house stands near the western edge of the lot and is surrounded by foundation plantings. South of the house is a large vegetable garden, and north of the house is a gravel parking area bound by a post-and-rail fence. Northeast of the house is a prefabricated shed with a gambrel roof.

### *23410 Patuxent Boulevard*

The house at **23410 Patuxent Boulevard (contributing building)** is a Contemporary-style, split-level residence built in 1974. Contemporary-style houses proliferated across the United States from about 1945 to 1965. The style eschewed traditional ornamentation, made liberal use of glass and decking, and typically featured recessed entries, overhanging gable roofs with open eaves, and window walls.<sup>32</sup> 23410 Patuxent Boulevard is a brick veneer house with an asphalt shingle roof. It has an asymmetrical massing composed of a double-height block with a front gable roof on the south and a single-story block with a side gable roof on the north. The front entrance is recessed under the overhang of the side gable roof. It holds a double door. To the north of the entrance are two casement windows. To the south are two windows each composed of a double casement with a plate-glass window above that reaches to the underside of the roof overhang. At the south end of the front façade is an integrated carport formed by an extension of the front gable roof. The roof of the carport is supported on brick piers and openwork metal posts. It also shelters a storage room and a breezeway that provides access to the back yard. There are no windows on the side elevations. The rear elevation was not visible from the public right-of-way. The house occupies a generous riverside parcel (lots 9, 10, and 11 in block 22) with sweeping views of the water. The front yard features two maple trees, a crepe myrtle tree, and foundation plantings. A concrete and asphalt driveway extends from Patuxent Boulevard to the carport, and there is a footpath from the driveway to the front entry. The back yard is fenced with a wood picket fence. A wood pier (noncontributing structure) extends from the property into the Patuxent River.

The house is located on land purchased by John T. Stewart on November 24, 1925. Stewart was the owner the Stewart Funeral Home in Washington, D.C., founded in 1900. He was well known in the greater Washington area for his professionalism, community service, and devotion to his church and family. His interest in public service extended to Eagle Harbor, where he was elected the town's first mayor.<sup>33</sup> After purchasing land in the community, Stewart and his family spent summers at Eagle Harbor in a cottage on Patuxent Avenue. One source says that the cottage was

<sup>32</sup> Virginia Savage McAlester, *A Field Guide to American Houses* (New York NY: Alfred A. Knopf, 2013), 630-32.

<sup>33</sup> Deed, liber 254, folio 15; Stewart Funeral Home, "Our History," available at <https://www.stewartfuneralhome.com/our-story/our-history>; "Eagle Harbor Elects Town Commissioners," *Evening Star*, August 13, 1929.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

an old farmhouse that Stewart renovated, although a historic map of the area dated 1921 does not show a building in the vicinity of the property that would have preexisted the founding of Eagle Harbor.<sup>34</sup> While John Stewart's original cottage no longer stands, the property and current house remain in the Stewart family today.<sup>35</sup>

#### Construction since 1974

Eagle Harbor has lost some of its early houses, and at least eight houses have been built in the last fifty years. A bungalow with a low-pitched roof, exposed rafter tails, and flat-sawn wood balusters along the porch – characteristic of the Craftsman style of the 1930s – stood at 23414 Patuxent Boulevard until at least 1993.<sup>36</sup> It was replaced in 1999 by a one-and-a-half-story house with a larger footprint. Several of the more recent houses are substantially larger than those constructed during the period of significance and reflect suburban residential styles. Examples of houses constructed since 1974 are described below.

#### *18403 Ash Trail (noncontributing building)*

The two-story, split-level house at 18403 Ash Trail (noncontributing building) was constructed in 1979, according to Maryland Real Property records, on a parcel composed of thirteen lots in block 26.<sup>37</sup> Set in the middle of the block-long parcel, the house faces Patuxent Boulevard, but the concrete walk to the front door extends from Ash Trail. A concrete drive also opens off the trail. The foundations and first-floor walls appear to be constructed of stuccoed concrete block. The upper floor is covered with vinyl siding, the roof with asphalt shingles. Three window bays light each floor of the house's east façade, with the front door at the top of a concrete stoop of eight steps. The door separates, on the north, a three-part window on the first floor and a bay window on the second floor from a pair of casement windows on each floor on the south. All the windows are of vinyl construction. The north façade of the house, facing Ash Trail, consists of a pair of sliding vinyl doors and a one-over-one vinyl window on the first floor on either side of a massive brick chimney. The second-floor wall is without windows. Four one-over-one vinyl windows pierce each floor of the west elevation. The south elevation was not visible from the right of way.

Grass and a variety of ground covers grow in the large yard, with a small number of specimen trees providing shade and color. A front gable garage (noncontributing building) with vertical siding stands southwest of the house. The property also includes five lots across Ash Trail in block 27 (lots 9-13). A one-bay, front gable building (noncontributing building) with an open-fronted extension to the east stands on these lots close to Ash Trail and a smaller, hipped roof,

<sup>34</sup> "A Brief History of Eagle Harbor," available at <https://townofeagleharborincmd.org/history.php>; USGS Topographic Map of Prince Frederick, MD (1921), USGS Historic Topographic Map Explorer, available at <https://www.arcgis.com/home/item.html?id=15118046711648a783844109bfdd2203>.

<sup>35</sup> "Eagle Harbor Notes," *Washington Tribune*, August 3, 1928.

<sup>36</sup> *African American Historic and Cultural Resources in Prince George's County, Maryland*, 199.

<sup>37</sup> Maryland Real Property Database, Prince George's County, 18403 Ash Trail: Deeds, liber 40246, folio 236, November 10, 2017; liber 40997, folio 298, May 15, 2018.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

concrete block building (noncontributing building). A concrete drive accesses the open-fronted extension from Ash Trail. A third storage building (noncontributing building) – wood framed and gambrel roofed – stands behind the two along Ash Trail. Building materials, recreational equipment, appliances, boats, and other equipment are stored on this property.

*23506 Wilson Drive (noncontributing building)*

The 1938 aerial photograph of Eagle Harbor and the U.S. Geological Survey of that year each show a house on the current location of 23506 Wilson Drive. The 1965 aerial and the 1977 USGS map show houses both in the current location of 23506 Wilson Drive (noncontributing building) and down the hill along Hawkins Drive, which is now a grass-covered slope.<sup>38</sup> Those buildings were removed at least by 1998, when the current residence (two stories on the west, two and a half on the east, facing the river) was constructed on a parcel of twelve lots in block 13.<sup>39</sup> The house has a continuous masonry foundation, stained wood siding that emulates log construction, and a complex asphalt shingle roof with both gable and shed elements. Windows, which are rather sparsely spread across the broad façades, are one-over-one vinyl sash. The entrance to the house from Wilson Drive is located on the north elevation, accessed by a short flight of wood steps and wood deck. On the east, a two-story, full-width, wood porch serves both the brick veneer first floor and the log-faced second floor. There is a gabled dormer at the south end of the roof on the east.

An asphalt-paved driveway accesses the property from Wilson Drive, leading around a circle of stones to a small parking area and a front gable garage (noncontributing building) on the south. The garage is covered with stained wood siding and has an asphalt shingle roof. A screened, hipped roof gazebo (noncontributing structure) and a gambrel roofed storage building (noncontributing building) constructed of vertical, stained wood boards are located between the garage and the south end of the house. A small, pyramid roofed structure resembling a well house is also located in the west yard. On the east, the turfed slope to Hawkins Street is entirely free of trees or structures, providing a clear view toward the river.

### **Statement of Integrity**

The National Register requires that historic resources possess sufficient integrity to convey their historic association to their period of significance. Integrity relates to the degree to which the characteristics that define a resource's significance are present. The seven aspects of historic integrity, as established by the National Register, include location, setting, design, materials, workmanship, feeling, and association. While a resource may not possess all seven aspects of integrity, it must retain those aspects that convey its historic significance. The African American

<sup>38</sup> PG Atlas, 1938 and 1965 aerial photos; U.S. Geological Service, "Prince Frederick Quadrangle," 1938, and "Benedict Quadrangle," 1965. It is not clear whether the 1977 aerial photo shows either of the two houses.

<sup>39</sup> Maryland Real Property Database, Prince George's County, 23506 Wilson Drive, <https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx>; Deed, liber 47383, folio 579, liber 10743, folio 707 and liber 10746, folio 17, April 3, 1996.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Historic Resources of Prince George's County, Maryland, National Register Multiple Property Documentation Form (NR #6450015, 2003) indicates that feeling and association are two of the most important aspects of integrity in evaluating resources considered for listing under National Register Criterion A (history), along with location and design. Materials and workmanship have greater weight when considering African American resources under Criterion C (architecture). Due to the vernacular construction of many such resources, however, especially in historic districts, the architectural aspects important for the evaluation of buildings in many African American historic districts include form, massing, and the ability of the resource to convey its historic use, rather than stylistic details. The multiple property documentation form also points out that the utilization of frame construction, inexpensive original materials, and continued use make changes to African American historic resources likely, especially on the exterior. Continuity of massing, form, and use therefore gain greater importance in the evaluation of the integrity of such resources.<sup>40</sup>

Under this guidance, the Eagle Harbor Historic District retains integrity and continues to convey its historic significance. The integrity of location, setting, feeling, and association are particularly strong. The historic district remains bordered by the same features shown on the 1925 plat of the town – the Patuxent River, Truman Point Road, and the town's southern edge, identified with the course of Oak Trail. The setting and feeling of Eagle Harbor – a small town with residences spaced out on a level stretch of land along the river and on the heights near Trueman Point Road, with a mostly rural landscape beyond its borders – remain intact. The association of Eagle Harbor with its history as a resort founded for middle-class African Americans has not been affected by development in or around the town that would dilute its historic characteristics. The important aspects of design in the Eagle Harbor Historic District – the massing, form, and small scale of vernacular construction – also remains evident in its one- and one-and-a-half story houses. A small number of two-story houses have been added to the building stock and a couple of older houses have been enlarged, but these larger houses are located in the peripheral areas of the district, enabling the majority of the town to retain the important aspects of its traditional architecture. What has changed most in the historic district are materials and workmanship. While the original frame construction of Eagle Harbor's houses remains, visible materials such as wood siding, wood window frames, mesh screens in porches, and brick or concrete pier foundations have often been altered or replaced by new materials, such as vinyl siding and windows and continuous concrete foundations. The changes, however, do not prevent the building stock from conveying its historic significance.

## Resource Table

The National Register recognizes four types of resources that may or may not contribute to a historic district: buildings, sites, structures, and objects. Contributing resources add to the historic associations or historic architectural qualities for which a property is significant. Noncontributing resources were not present during the period of significance, do not relate to the

<sup>40</sup> Betty Bird & Associates, National Register Multiple Property Documentation Form: African-American Historic Resources of Prince George's County, Maryland, NR #6450015, March 14, 2005, 2003), F49-50.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

documented significance of the property, or, due to alterations or other changes, no longer possess historic integrity. Three of the four categories of resources are represented in the Eagle Harbor Historic District. The following table identifies both contributing and noncontributing resources in the district. Within the table, the buildings, sites, and structures are organized alphabetically by street name and then numerically by house number, with the exception of resources without street numbers. Two other sets of resources – the street system and resources along Coleman Creek – are addressed separately at the end of the table.

RESOURCE TABLE				
Address	Date	Resource Type	NR Resource Category	Contributing/ Noncontributing Status
18403 Ash Trail	1979	House	Building	NC
	after 1974	Garage	Building	NC
	after 1974	Shed	Building	NC
	after 1974	Shed	Building	NC
	after 1974	Shed	Building	NC
23405 Chestnut Trail	1953-1965	House	Building	C
	after 1974	Shed	Building	NC
18301 Elm Trail	1967	House	Building	C
	after 1974	Shed	Building	NC
18400 Elm Trail	1953	House	Building	C
	ca. 1953-65	Garage	Building	C
18401 Elm Trail	ca. 1952-56	House	Building	C
23308 Hawkins Drive	1925-1938	House	Building	C
	after 1974	Garage	Building	NC
23401 Hawkins Drive	1997	House	Building	NC
	1997	Garage	Building	NC
23512 Hawkins Drive	1925-1938	House	Building	NC
	after 1974	Shed	Building	NC
23608 Hawkins Drive	1925-1938	House	Building	C
Hawkins Drive at Lincoln Drive	1965-1977	Municipal/maintenance	Building	C
18407 Juniper Trail	1959	House	Building	C
	after 1974	Carport	Structure	NC
	after 1974	Shed	Building	NC
	after 1974	Shed	Building	NC
18408 Juniper Trail	1925-1945	House	Building	C
18412 Juniper Trail	ca. 1957-61	House	Building	C
18404 Lincoln Drive	1953-1965	House	Building	C
	1953-1965	Shed/privy?	Building	C
18405 Lincoln Drive	1970	House	Building	C
18409 Lincoln Drive	1953-1965	House	Building	C
Lincoln Drive	1925	Lincoln Park	Site	C
18404 Maple Trail	1938-1953	House	Building	C
	after 1974	Shed	Building	NC
18409 Maple Trail	ca. 1940	House	Building	C
23300 Patuxent Boulevard	1938-1953	House	Building	C

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

23302 Patuxent Boulevard	1926-1945	House	Building	C
	ca. 1965	Outbuilding	Building	C
	after 1974	Pier	Structure	NC
23306 Patuxent Boulevard	1972	House	Building	C
23308 Patuxent Boulevard	1953-1974	House	Building	C
23308 Patuxent Boulevard	1948	Outbuilding	Building	C
23309 Patuxent Boulevard	2000	House	Building	NC
23315 Patuxent Boulevard	1950	House	Building	C
23320 Patuxent Boulevard	ca. 1935	Community Center	Building	C
	after 1974	Pavilion	Building	NC
	after 1974	Shed	Building	NC
23400 Patuxent Boulevard	1926-1937	House	Building	C
23401 Patuxent Boulevard	1925-1938	House	Building	C
	1925-1938	Shed	Building	C
23404 Patuxent Boulevard	1925-1945	House	Building	C
	1925-1945	Shed	Building	C
23409 Patuxent Boulevard	1946-56	House	Building	C
	ca. 1946-1974	Shed	Building	C
23410 Patuxent Boulevard	1974	House	Building	C
	after 1974	Pier	Structure	NC
23414 Patuxent Boulevard	1999	House	Building	NC
	after 1974	Pier	Structure	NC
	after 1974	unknown	Structure	NC
23415 Patuxent Boulevard	1946-1965	House	Building	C
	after 1974	Garage	Building	NC
23500 Patuxent Boulevard	1925-1938	House	Building	C
	after 1974	Pier	Structure	NC
23508 Patuxent Boulevard	1953-1965	House	Building	C
	after 1974	Pier	Structure	NC
23509 Patuxent Boulevard	1946-1953	House	Building	C
	after 1974	Garage	Building	NC
23510 Patuxent Boulevard	1998	House	Building	NC

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

	after 1974	Gazebo	Structure	NC
	after 1974	Pier	Structure	NC
23516 Patuxent Boulevard	1925-1938	House	Building	C
	after 1974	Carport	Structure	NC
	after 1974	Shed	Building	NC
	after 1974	Pier	Structure	NC
23600 Patuxent Boulevard	after 1974	Shed	Building	NC
23604 Patuxent Boulevard	after 1974	Garage	Building	NC
23620 Patuxent Boulevard	1950	House	Building	C
Patuxent Boulevard (bl 24 lots 4-5)	after 1974	House	Building	NC
	after 1974	Pier	Structure	NC
Patuxent Boulevard and Elm Trail	ca.1925	Artesian Well	Structure	C
Patuxent Boulevard and Elm Trail	2016	Artesian Well Memorial	Site	NC
23304 Sycamore Trail	1973	House	Building	C
	after 1974	Garage	Building	NC
23305 Sycamore Trail	1925-1945	House	Building	C
	1925-1945	Shed	Building	C
23314 Sycamore Trail	1965-1977	House	Building	C
23315 Sycamore Trail	1938-1953	House	Building	C
	ca. 1965	Garage	Building	C
23319 Sycamore Trail	1925-1938	House	Building	C
	after 1974	Shed	Building	NC
18500 Thomas Trail	ca. 1940	House	Building	C
18502 Thomas Trail	1964	House	Building	C
18311 Trueman Point Road	late 1940s	Commercial building	Building	C
	late 1940s	Shed	Building	NC
18411 Trueman Point Road	1945-1965	House	Building	NC
	1945-1965	Garage	Building	C
	after 1974	Carport	Structure	NC
18501 Trueman Point Road	1945-1974	House	Building	NC
18511 Trueman Point Road	1945-1953	House	Building	NC
18515 Trueman Point Road	after 1974	House	Building	NC
18601 Trueman Point Road	1925-1938	House	Building	C
	after 1974	Shelter	Building	NC
	after 1974	Pier	Structure	NC

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Trueman Point Road and Patuxent Boulevard	1925	Trueman Point	Site	C
	after 1974	Pier	Structure	NC
23310 Weaver Trail	2004	House	Building	NC
23311 Weaver Trail	1953-1965	House	Building	C
	after 1974	Garage	Building	NC
23402 Wilson Drive	early 1950s	House	Building	C
23404 Wilson Drive	1953-1965	House	Building	NC
23407 Wilson Drive	1925-1938	House	Building	C
	ca. 1925-1974	Shed	Building	C
	ca. 1925-1974	Shed	Building	C
23500 Wilson Drive	1925-1938	House	Building	C
23506 Wilson Drive	1998	House	Building	NC
	ca. 1998	Garage	Building	NC
	ca. 1998	Gazebo	Structure	NC
	ca. 1998	Shed	Building	NC
<b>OTHER STRUCTURES</b>				
Coleman Creek	2024	Culvert	Structure	NC
Coleman Creek	2024	Culvert	Structure	NC
Coleman Creek	2024	Stormwater reservoir	Structure	NC
Coleman Creek	2024	Stormwater reservoir	Structure	NC
Coleman Creek	2024	Stormwater reservoir	Structure	NC
Street System	1925	Street grid	Structure	C
<b>TOTALS</b>	<b>C</b>	<b>NC</b>		
Buildings	57	40		
Sites	2	1		
Structures	2	21		
	61	62		

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

\_\_\_\_\_  
Name of Property

**Areas of Significance**

- Community Planning and Development
- Ethnic Heritage/Black
- Social History
- Architecture
- Recreation
- \_\_\_\_\_
- \_\_\_\_\_

**Period of Significance**

1925-1974  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1929  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Edward H. Coulson, engineer  
\_\_\_\_\_  
\_\_\_\_\_

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

### Statement of Significance Summary Paragraph

The Eagle Harbor Historic District is being nominated to the National Register of Historic Places under the *African American Resources of Prince George's County Multiple Property Documentation Form* (MPDF, NR #6450095), accepted by the Register on March 14, 2005. The relevant historic context for Eagle Harbor's significance is "Suburban Settlement in Prince George's County: The African American Experience, ca. 1896-1964."<sup>41</sup> The historic district exemplifies two of the property types associated with African American resources in the county identified by the MPDF (sites of recreation and entertainment and settlements) and satisfies registration requirements established by the MPDF for potential National Register eligibility. In the case of recreational sites, the Eagle Harbor Historic District has both "[d]ocumented African American use for entertainment and/or recreation extending over a period of years prior to 1964" and "[d]ocumented association with outdoor sports or other outdoor leisure or recreational activities for a period of years prior to 1964." As an African American Settlement, the Eagle Harbor Historic District satisfies the requirements for listing as a "[c]ommunity or incorporated municipality settled by African Americans and occupied by African Americans for at least 20 years." While the resort may not qualify for listing as a "[c]ommunity developed and platted by African Americans for at least 20 years," since the primary developer and surveyor were white, it is also true that prominent African Americans in Washington, including a bank president, a newspaper publisher, and local businessmen were instrumental in Eagle Harbor's success from its founding. Further, Eagle Harbor possesses all three of the physical attributes identified in the MPDF as required for eligibility: survival of at least one municipal or institutional building, survival of at least 30 percent of houses from the period of significance, and survival of the original pattern of streets and lot sizes.<sup>42</sup>

The ways in which the district satisfies the National Register criteria and its areas of significance are discussed below.

#### National Register Criterion A

*Recreation:* The Eagle Harbor Historic District is significant at the state and local level in the area of recreation as an example of a small resort dedicated to providing outdoor recreation and relaxation for African Americans in nearby cities. Beginning in the late nineteenth century and continuing into the early twentieth century, American cities, including Washington and Baltimore, became more densely populated. At the same time, labor became increasingly regulated and bound to strict schedules as a result of industrialization and the rise of office work. Together with a rise in prosperity for American workers of all races and ethnic groups, strict working regimens and urbanization resulted in an increased desire for places to which workers could escape for rest and relaxation. Resort communities of all kinds became a settlement type that attempted to answer this desire. Eagle Harbor was conceived as just such a community for city-dwelling African Americans. From Eagle Harbor's beginnings, the healthful aspects of its

<sup>41</sup> Betty Bird & Associates, E18 ff.

<sup>42</sup> *Ibid.*, F57-F60.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

location along the Patuxent River and its saltwater bathing were emphasized in advertisements in Washington and Baltimore newspapers, along with activities such as boating, fishing, and crabbing. During the period of significance, property owners spent weekends or longer periods of the summer enjoying these offerings, and church, school, social clubs, and work groups planned outings to Eagle Harbor. The quiet, easy pace, and outdoor activities remain the primary attractions of the town.

*Community Planning and Development:* The Eagle Harbor Historic District is significant at the state and local levels under National Register Criterion A in the area of community planning and development as an excellent example of planning for a small resort intended for use by city dwellers in Washington, D.C., Baltimore, and other localities within the Chesapeake Bay region. As the demand for leisure accommodations increased through the late nineteenth century and the first decades of the twentieth century, developers targeted unproductive farmland along the Chesapeake Bay and its tributaries as potential locations for resorts, amusement parks, marinas, and beaches. Eagle Harbor is an example of black and white Americans collaborating to create a community that sought to fulfill the recreational needs of African Americans in the Washington, D.C., and Baltimore areas. White Washington real estate developer Walter L. Bean handled the land purchases and deed registration and teamed with Scottish immigrant Edward H. Coulson to design the plan, which incorporated an existing steamboat wharf and nearby county road to bring vacationers to the site. The loose grid of streets took advantage of the Patuxent River and the rising elevation of the land to create scenic views from many of the building lots. The pair was backed by important members of the African American community in Washington, including newspaper publisher J. Finley Wilson, whose newspaper, the *Washington Eagle*, gave the resort its name, and John R. Hawkins, president of the Prudential Bank, which handled the financing for purchase of the lots. Prince George's County state senator Lansdale G. Sasscer and Washington resort developer Edward S. Hine, both white men, lent their expertise to the development. An African American, Mishael Jones, acted as marketing director and sales manager for Eagle Harbor in its first year, contributing to its early success. The collaboration of these individuals in all aspects of the resort's planning led to a successful rollout of Eagle Harbor, as well as the resiliency to handle the challenges of the period, including attempts by local white leaders to restrict Eagle Harbor's popularity through property tax increases.

*Ethnic Heritage and Social History:* The Eagle Harbor Historic District is significant at the state and local levels in the areas of ethnic heritage and social history as an example of a resort community dedicated to the needs of African American residents of the Chesapeake Bay region during an era of the legalized segregation of public space. After the U.S. Supreme Court ruled in *Plessy v. Ferguson* (1896) that separate public facilities for black and white citizens were legal, African Americans were forced to develop, adapt, or find their own spaces for housing, recreation, entertainment, and leisure, as well as establishing their own social institutions and organizations. In some cases, black citizens were able to collaborate with sympathetic or profit-seeking white citizens to help create these spaces. Eagle Harbor was such a collaboration, and throughout the Jim Crow era provided a peaceful, safe, relaxing location for African Americans of the region to escape from both the pressures of their working lives and the day-to-day

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

oppression imposed by a segregated society. Further, Eagle Harbor embodies many of the social aspects of African American life during the period of significance. It was the location of annual outings by church groups, Sunday schools, fraternal organizations, and the black employees of Washington, D.C., businesses. Baptisms in the Patuxent River by African American pastors took place for more than half a century at Trueman's Point. In addition, Eagle Harbor properties were handed down from generation to generation in several families, manifesting the cohesiveness of black family groups during the segregation era.

### National Register Criterion C

*Architecture:* The Eagle Harbor Historic District satisfies National Register Criterion C at the local level in the area of architecture as a distinguishable entity whose components lack individual distinction. Houses built during the period of significance in Eagle Harbor represent a coherent collection of small, one- and one-and-a-half-story residences of the type commonly found in modest resort colonies of the late nineteenth and early twentieth centuries. The group includes several examples of side gable, one-and-a-half-story bungalows popular in the 1920s and 1930s, as well as small, nearly square, one-story cottages with hipped roofs, Minimal Traditional, and Minimal Ranch (or Transitional Ranch) houses. The houses are frequently oriented toward the Patuxent River and feature porches with views of the water. The houses have changed over time, most frequently through the use of modern cladding material such as vinyl siding and the enclosure of the originally screened porches. Few have received significant additions, however, and the size, scale, and form of the original construction remain evident. The multiple property documentation form for African American Historic Resources in Prince George's County points out that, due to the long-term use of African American dwellings, the relatively inexpensive materials with which they were made, and the lack of ornamental detail they incorporated, upgrades and the use of replacement materials are common. The MPDF's conclusion is that massing, form, and use have greater weight in determining the ability of a building to convey its historic significance than stylistic details or original materials.<sup>43</sup>

### Period of Significance

The period of significance for the Eagle Harbor Historic District covers the years from 1925 until 1974. The period starts with the purchase of the property on which the resort was built by Walter L. Bean, the platting of that property by Edward H. Coulson, the marketing campaign in Washington and Baltimore newspapers, and the first lots sold, all of which took place in 1925. Eagle Harbor continued to develop throughout the period, and the modest dwellings constructed throughout this half-century represent the typology of buildings common to resort communities, with few significant intrusions. Larger houses that do not conform to this typology did not get built until the late 1970s. The period of significance also bears witness to Eagle Harbor's place as a getaway location for African Americans in the Chesapeake Bay region. The multiple property documentation form for African American Historic Resources in Prince George's County ends its period of significance in 1964, coinciding with the Civil Rights Act of that year,

<sup>43</sup> Ibid., F49-F50.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

which ultimately led to the decline of such African American enclaves. The MPDF, however, was written in 2005, and subsequent research has shown that black resorts often continued to operate into the 1970s. Eagle Harbor maintained its identity as a predominantly African American community throughout the period. The period of significance thereby captures Eagle Harbor's architectural continuity as well as its ongoing heritage as an African American resort.

---

## Narrative Statement of Significance

### Resource History and Historic Context

#### African Americans in Prince George's County, 1696-1916

##### *Labor Generating Wealth in the Colonial, Early National, and Antebellum Periods*

African Americans have been integral to the history of the area that became Prince George's County even before the county was established. When the area was settled by English colonists around 1660 – with the southern reaches, where Eagle Harbor is located, settled first – European indentured servants and enslaved Africans arrived with them. The Africans were few in number at this time, but the Maryland General Assembly soon passed laws that established their legal status as property rather than citizens. In 1663, the assembly approved a law that enslaved Africans brought to the colony and their offspring for life. In 1671, another law prevented Christian baptism of Africans from altering their status, as some courts had ruled was legal. The political leaders of the colony were among the earliest purchasers of enslaved labor; these laws helped protect their investment. When large-scale importation of Africans into Maryland began in the 1690s, nearly eliminating the use of indentured labor, the legal status of enslaved people as property had already been enshrined in the colony's law.<sup>44</sup>

The primary reason for the change from indentured to enslaved labor was the cultivation of tobacco, which became the Maryland colony's most important cash crop by the end of the seventeenth century. The work was labor intensive and required many hands to become and remain profitable. The work of the enslaved laborers of African descent thereby enabled plantation owners to accumulate wealth. Prince George's County was formed from parts of Calvert and Charles counties in 1696, just as the reliance on enslaved labor for tobacco cultivation took hold. When the area that became the county was first settled, there were approximately one hundred enslaved people in today's Southern Maryland (Calvert, Charles, Prince George's, and St. Mary's counties). In 1710, there were thirty-five hundred. The county also had the type of sandy soils that were best suited to growing tobacco, and their location influenced which areas of the county were settled first.<sup>45</sup> The best of these lands were located

---

<sup>44</sup> Betty Bird & Associates, E1; Suzanne Ellery Chappelle and Jean B. Russo, *Maryland, A History*, 2<sup>nd</sup> edition (Baltimore: Johns Hopkins University Press, 2018), 19-20.

<sup>45</sup> Maryland National Capital Park and Planning Commission, *Antebellum Plantations in Prince George's County, Maryland*, (Upper Marlboro, Maryland: Maryland National Capital Park and Planning Commission, June 2009), 33-34, 41.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

“primarily toward the southeastern stretches of the county, along the Patuxent River.”<sup>46</sup> The location of Eagle Harbor would be included in that description. As a result of tobacco farming and the market for it in Europe, a gentry class emerged in the eighteenth century in the plantations along the Patuxent River. The importance of enslaved labor to the maintenance and continuation of this class resulted in the transformation of the “society with slaves” that had existed in the seventeenth century into a “slave society” in the years before the American Revolution.<sup>47</sup>

The cultivation of tobacco remained a significant part of the county’s economy through the American Revolution and right up until the Civil War. Approximately 11,000 enslaved people lived in Prince George’s County when the first United States Census was taken, in 1790, and that number remained mostly unchanged sixty years later. There had been a decline in the by now African American population of the county after the War of 1812, during which some enslaved people managed to leave their plantations and join the British army in exchange for their freedom. Seven thousand British troops landed at Benedict, barely two miles directly south of the site of Eagle Harbor, in August 1814, and marched overland toward Bladensburg and Washington. The march offered an opportunity for enslaved people to escape and a means of leaving the area under protection.<sup>48</sup>

After the war, escapes from enslavement increased. Other factors, such as the sale and transportation of enslaved workers to southern cotton plantations, and the decreased need for enslaved labor in some of Maryland’s agricultural sectors, reduced the overall number of enslaved people in the state by 1850, and there were more free African Americans in Maryland than in any other state. Such was not the case in Prince George’s County, where the enslaved population stood at 11,510 in 1850 – more than any other county in the state. As in Calvert and Charles counties, two other tobacco-producing areas, African Americans outnumbered European Americans in Prince George’s County in 1850, 12,648 to 8,901. The significance of these numbers to county and state economic activity can be seen in tobacco production. Prince George’s County produced 37.3 percent of Maryland’s tobacco in 1840 and the most in the state in 1860. The county also included 1,158 free blacks in its population, and the Aquasco Election District, which included the current Eagle Harbor area, had one of the largest concentrations of free African Americans in the state. These free men and women, many of whom purchased their freedom, were frequently tenant farmers or hired themselves out to local farmers, thereby continuing to contribute to the county’s agricultural productivity.<sup>49</sup>

---

<sup>46</sup> Ibid., 34.

<sup>47</sup> Ibid., 51.

<sup>48</sup> Alan Virta, *Prince George’s County, A Pictorial History* (Virginia Beach, Virginia: Donning Company, 1998), 87.

<sup>49</sup> Chapelle and Russo, 96-98; Betty Bird & Associates, E1-E6; *African American Historic and Cultural Resources in Prince George’s County, Maryland*, 10.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

---

Name of Property

*From Emancipation to Jim Crow*

Maryland did not secede from the Union during the Civil War, although there was much sympathy for the Confederate cause in the state, especially in the areas where slaveholding was entrenched, such as Prince George's County. The state also adopted a new constitution in 1864 that abolished slavery. The ban went into effect on January 1, 1865, almost four months before the Civil War ended and nearly a year before the Thirteenth Amendment to the U.S. Constitution stopped the practice across the country.<sup>50</sup> Since it had not seceded, Maryland was not governed by the Reconstruction laws passed by Congress in 1867 and 1868. These laws, which restricted office-holding and voting by former Confederates and supporters of secession, set the stage for a rise in the participation of African Americans in politics at the local, state, and federal levels in the south. No such laws were passed in Maryland, although they were considered by the legislature. In addition, the 1864 constitution did not grant black Marylanders the right to vote, and African American children were excluded from the tax-supported educational system that the constitution established.<sup>51</sup> Further, a pre-Civil War law that allowed courts to apprentice free black children to white masters, even over the objections of their parents, was allowed to remain on the books.<sup>52</sup> Former slaveholders in Prince George's County became deeply involved in the apprenticeship system, relying on sheriffs and magistrates to help force young African Americans into unpaid and low-paying work.<sup>53</sup>

The proportion of African Americans in the state population declined to 45 percent in the 1870 census. Many former slaves moved to cities like Washington, D.C., and Baltimore in search of better opportunities. As a result, tobacco production in Prince George's County fell from 13 million pounds in 1860 to 4 million in 1870; wheat production declined from 313,000 bushels to 78,000. Approximately 70 percent of the former enslaved people stayed in the county, however, and by 1880, the black population had rebounded almost to pre-war levels. Many of the formerly enslaved remained in the areas where they had lived before the Civil War and continued the work they had done then, even working the same fields. This was especially true of tobacco plantations, where they worked as tenant farmers or sharecroppers. Tobacco production rose, as did the production of fresh fruits and vegetables on so-called truck farms. The rise in agricultural production was in part influenced by the immigration of farmers from other parts of the country attracted by the low cost of farmland. The growth of Washington during and after the Civil War led to Prince George's County, along with Montgomery County, providing much of the food for

---

<sup>50</sup> Chapelle and Russo, 162; "13<sup>th</sup> Amendment to the U.S. Constitution: Primary Documents in American History," Library of Congress, <https://guides.loc.gov/13th-amendment/digital-collections>, accessed July 29, 2024.

<sup>51</sup> The Fifteenth Amendment to the Constitution, ratified in 1870, guaranteed the right to vote to all adult male citizens in the country.

<sup>52</sup> *African American Historic and Cultural Resources in Prince George's County, Maryland*, 12; Eric Foner, *Reconstruction*, updated edition (New York: Harper Perennial, 2014), 39-41.

<sup>53</sup> Cheryl Janifer LaRoche and Patsy M. Fletcher, *Historic Resource Study: Reconstruction and the Early Civil Rights Movement in the National Capital Area*, National Park Service, National Capital Area, Resource Stewardship and Science, Division of Cultural Resources, Washington, D.C., 40.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

the city, including wheat, corn, potatoes, fruits, and vegetables, while still growing a significant portion of the state's tobacco.<sup>54</sup>

In the years immediately after the war, the 9,000 newly freed African Americans in Prince George's County faced hostility from their former enslavers, who had come to rely on a black labor force whose lives they controlled. African Americans' freedom also amounted to lost wealth for the former slaveholders. The Bureau of Refugees, Freedmen, and Abandoned Lands – a federal government agency usually called the Freedmen's Bureau – helped emancipated African Americans adjust to the new conditions for a brief period of time after the Civil War. Established initially to help African Americans satisfy immediate needs, such as finding food, shelter, medical care, jobs, and family members displaced by the war, the bureau's work expanded to include the establishment of schools, including the Woodville School in Aquasco, about three miles northwest of Eagle Harbor. Education was seen as an important building block for African American advancement in the new era and was the focus of philanthropy by both government and private organizations since the state school system provided no assistance. The Freedmen's Bureau also required local participation to accomplish its work; communities needed to petition and show commitment to the establishment of schools by raising money for them. Local organizations were formed for this purpose, and African American communities in Prince George's County successfully petitioned for ten Freedmen's Bureau schools between 1866 and 1868. Community groups also organized to construct churches, and the communities themselves coalesced around the school and church buildings. After the demise of the Freedmen's Bureau in 1872 and the end of other benefits of Reconstruction in 1877, African Americans in Prince George's County formed mutual benefit societies to address specific needs among the local population. These included building churches, lodges, and society halls and founding cemeteries as a final resting place for community members.<sup>55</sup>

The need for such gathering places stemmed in part from the growing climate of hostility to African American freedoms and the possibilities of black and white citizens sharing the same social, business, and educational spaces. While opportunities for education, professional advancement, and better living conditions, as well as the availability of a range of social activities and interactions, had always been limited for African Americans, black citizens could aspire to some measure of equality as long as federal protection in the form of the Reconstruction laws were in place. Once those protections were gone, reactionary white political leaders, supported by their constituents, sought to chip away at the gains made by African Americans through a variety of governmental actions, state laws, and court cases. Maryland Governor Oden Bowie (1826-1894), for instance, ordered "separate but equal" educational facilities for black and white students in 1872. Travel restrictions for African Americans were in place as early as 1885 as a result of a case brought in U.S. District Court, and the opinion was confirmed in 1889. Some states passed amended civil rights laws to retain protections for black citizens, but Maryland was not one of those states. In the case of *Plessy v. Ferguson*, decided in 1896, the

<sup>54</sup> Betty Bird & Associates, E2; *African American Historic and Cultural Resources in Prince George's County, Maryland*, 11; Virta, 136-137; Chapelle and Russo, 194-195.

<sup>55</sup> Betty Bird & Associates, E10-14.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Supreme court determined that requiring separate but equal facilities of all kinds – educational, social, financial, recreational, residential – for black and white citizens was legal throughout the country. Although such facilities were hardly ever equal, the “Jim Crow” laws passed as a result of *Plessy* established legal segregation across the United States for nearly seventy years.<sup>56</sup>

The response of African Americans in Prince George's County echoed the community spirit exhibited as Maryland and the nation wended their way toward *Plessy* – they organized and made use of available options and financing to create spaces of their own, suited to their own needs and abilities. The founding of African American suburbs in the parts of Prince George's County bordering Washington, D.C., exemplifies this approach. Like other cities in the United States during the industrialization of the late nineteenth century, Washington's population had grown after the Civil War, to the point that the unhealthy aspects of urban living were much on the minds of residents. With the development of rail and trolley lines, the ability of urban dwellers to live in a less dense, more healthful environment removed from potential harms of the city, while maintaining their existing jobs there, increased. Since segregation was the law of the land, black residents and entrepreneurs realized the need for suburbs along transportation corridors, like those being developed for white citizens, but designed for African Americans. By this time, many black residents of Washington and nearby Prince George's and Montgomery counties – with jobs in the federal government and as teachers and other professionals – had the wherewithal to take advantage of these opportunities.<sup>57</sup>

Nine African American communities were established in Prince George's County along the trolley and rail lines outside of Washington in the late nineteenth and early twentieth centuries. Suburbs were sometimes developed from farms purchased from their owners by white real estate developers and subdivided for African Americans. The developers were said to be sympathetic to the situation of African Americans and their difficult housing situation, but they also recognized a market that could be profitable. North Brentwood, established in 1896, and Fairmount Heights, in 1900, fit this model. There were also county examples of suburban communities developed by African American investors and entrepreneurs, such as Lincoln, eight miles east of Washington, which was developed by Thomas Junius Calloway, an attorney and businessman in the District.<sup>58</sup>

The African American suburbs shared certain characteristics that represent the adaptation of the suburban model to the particular circumstances of black life. These included small, affordable lots on which small houses could be built, but that could also be combined with other lots in case a larger house was desired. Black suburbs also developed in somewhat piecemeal fashion, as a result of limited access to capital. Since African Americans did not have access to large amounts of capital, the construction of a large number of houses on a speculative basis, as would likely be done in a predominantly white suburb, was not possible in black suburbs. Lots were sold, with the construction of houses by the owners to follow, rather than lot and house being purchased at the same time. African American suburban communities developed over time, rather than

<sup>56</sup> LaRoche and Fletcher, 64-65.

<sup>57</sup> Betty Bird & Associates, E18-19.

<sup>58</sup> *Ibid.*, E20.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

seeming to spring up all at once. The residents of these suburbs, however, shared the same motivations as other suburban homeowners – the desire to escape the noise, danger, and pollution of cities for more space, fresh air, and neighbors of similar incomes and values.<sup>59</sup>

### The Patuxent River and Transportation in Prince George's County

#### *Tobacco Transport and the Establishment of Trueman's Point*

The Patuxent River, along with the Potomac River on the other side of the county, provided the primary means of transportation in Prince George's County for hundreds of years. Native Americans used canoes to travel along the river well before English captain John Smith first sailed on the Patuxent in 1608. Five well-established native villages stood along the river both north and south of the location of Eagle Harbor when Smith arrived.<sup>60</sup> During the colonial period, trading vessels along the Patuxent and throughout the Chesapeake Bay region facilitated the export of products destined for markets in England and the importation of manufactured goods. Also moved along the river were enslaved people. To accommodate the trading vessels, the larger plantations often built their own wharfs that included warehouses for the storage of tobacco before shipping. Smaller planters might have their own small piers, but they and planters without their own facilities often sold their hogsheads of tobacco to those with wharfs.<sup>61</sup>

In the early eighteenth century, the Maryland General Assembly established six official inspection warehouses at wharfs in towns along the rivers (four along the Patuxent, two along the Potomac) in order to ensure consistency in the quality of the colony's exported tobacco. Mill Town, about five miles north of Eagle Harbor, was established in 1706-1707 to serve the lower end of Prince George's County. By 1747, when the assembly passed the *Act for Amending the Staple of Tobacco*, Mill Town was no longer identified as a location for an inspection station, but several additional locations were specified. One of these was "Truman's Point," now part of Eagle Harbor. Local residents, however, objected to the inspection station being placed there and lobbied the legislature to locate it at Hannah Brown's Landing on land owned by Alexander Magruder, about a mile upriver from Mill Town. Ultimately, the inspection warehouse was placed in a new town, Nottingham, five miles north of Mill Town.<sup>62</sup> The development of official tobacco inspection facilities did not end shipping at other locations along the Patuxent, however.

---

<sup>59</sup> Ibid. 20-21.

<sup>60</sup> Helen C. Rountree, Wayne E. Clark, and Kent Mountford, *John Smith's Chesapeake Voyages, 1607-1609* (Charlottesville: University of Virginia Press, 2007), 239-242; "Eagle Harbor, Prince George's County" (typescript), Prince George's County Historical Society, 1993, 2.

<sup>61</sup> *Antebellum Plantations in Prince George's County, Maryland*, 34; David C. Holly, *Tidewater by Steamboat, a Saga of the Chesapeake* (Baltimore: The Johns Hopkins University Press, 2000), 27; "Eagle Harbor, Prince George's County" (typescript), Prince George's County Historical Society, 1993, 2.

<sup>62</sup> Louise Joyner Hinton, *Prince George's Heritage, Sidelines on the Early History of Prince George's County, Maryland, from 1696 to 1800*, ([Baltimore?]: Maryland Historical Society, 1972), 133; George D. Denny, Jr., *Proud Past, Promising Future: Cities and Towns in Prince George's County, Maryland* (Brentwood, Maryland: Dilden Company, 1997), 39-40. The name of the Trueman or Truman family varies throughout the historical record. The National Register nomination will generally use "Trueman's Point," to be consistent with usage in existing

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Trueman's Point continued to act as a shipping point for agricultural products from the area, as well as the transportation of goods, livestock, and people – likely including enslaved African Americans – after being established in the eighteenth century. Several hundred such landings were located in the Chesapeake Bay region.<sup>63</sup>

The first reference to Trueman's Point found in research for the National Register nomination dates to 1743, when Samuel Perrie of Charles County granted 107 acres of land “known by the name of Truman's Point” to Alexander Jolly of London.<sup>64</sup> Interestingly, Jolly is described as a “mariner.” That occupation and his London residence may suggest that the purchase related to the point's use in shipping. The Trueman's Point land was part of a larger tract Perrie had acquired on July 23, 1720, consisting of parcels of 180 and 250 acres. The 180-acre parcel had been part of “Wood's Joy,” a 500-acre patent granted to Edward Wood on May 25, 1663. Trueman's Point and the land that became Eagle Harbor were part of the Wood's Joy patent, as can be seen in a survey drawing of the property contained in a land record for “Perrie's Twice Bought,” resurveyed for John Perrie in 1769.<sup>65</sup> (Historical Figure 1)

The grantors in the 1720 transaction with Samuel Perrie were Edward Trueman (1685-1729) and his wife Elizabeth Trueman (abt. 1694-1766). Edward Trueman acquired the land from his stepfather, Thomas Taney (1671-1712), in 1697, when Trueman was 12 years old. Trueman's Point therefore probably got its name during Edward and Elizabeth's ownership in the early eighteenth century. Since Edward's father, Henry, died in 1697, it is not clear who managed the property until Edward reached his majority. Perhaps Taney did, since the property Edward received had been his. Edward's mother Jane Smith Trueman Taney (1662-after 1733), who was 35 years old at the time her son acquired the Wood's Joy property, may also have been involved. In 1729, she bequeathed to her son her livestock, tobacco, corn, wheat, rings, money, and household “stuff,” suggesting she had participated in the management of the Taney property after her husband's death or perhaps other property she owned. Both of Edward Trueman's parents were born in England and arrived in Maryland before 1680. The couple raised four children in southern Maryland. Edward was born in what was then Calvert County in an area now part of Prince George's County. Elizabeth (née Hutchison) Trueman was born in Charles County. Given the time period, it seems likely that enslaved laborers worked the Trueman fields. However, only two are mentioned in documents reviewed for the nomination. Both were individuals – “Fancy” and “Boss” – bequeathed to Elizabeth's sons by a previous marriage.<sup>66</sup>

---

Maryland Historical Trust and National Register documentation. “Truman's Point” will be used only in quotations or records from historical sources.

<sup>63</sup> Holly, 27, 32 fn. 9.

<sup>64</sup> Deeds, liber BB 1, folio 86, January 27, 1743.

<sup>65</sup> “Edward Truman (1685-1729),” Early Colonial Settlers of Southern Maryland and Virginia's Northern Neck Counties website, <https://www.colonial-settlers-md-va.us/getperson.php?personID=I15640&tree=Tree1>, accessed July 29, 2024; Prince George's County, Certificate of Plot of Perrie's Twice Bought, February 9, 1769, Prince George's County Circuit Court.

<sup>66</sup> “Edward Truman, 1685-1729,” and “Elizabeth Hutchison, 1662-after 1733,” Early Colonial Settlers of Southern Maryland and Virginia's Northern Neck Counties website.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

In 1769, at the time of John Perrie's resurvey of the Perrie's Twice Bought property, the tract consisted of 187 ½ acres of "very broken hilly land," "most all cut down," and "much worn by Gully's." Improvements on the property included two tobacco warehouses (forty by twenty-four feet and thirty-two by twenty-two feet), a small hen house, and 1,200 panels of fencing. The warehouses are both described as old and "not worth repairing." The remaining land was used for orchards – 138 apple trees, twelve cherry trees, and five pear trees grew there at the time of the survey.<sup>67</sup>

### *Steam-Powered Travel and the Weems Steamboat Company*

The resurvey document does not mention a wharf on Trueman's Point in 1769, although the presence of tobacco warehouses attests to its function as a shipping point. During the nineteenth century, however, Trueman's Point became an important stop on a developing network of steamship lines that traversed the Chesapeake Bay and its tributaries. Steam-powered boat engines were developed in the early nineteenth century, and a few steamships operated on the Potomac River between Alexandria and Washington and elsewhere along the upper Potomac by the 1820s. At about that same time, ship captains attempted to compete with sailing vessels in the Chesapeake Bay and its tributaries for the transportation of products, livestock, and people. One such captain, George Weems, began making trips down the Chesapeake Bay from Baltimore and then up the Patuxent River by 1822. Weems also tried steamboat shipping and pleasure cruises on the Potomac and Rappahannock rivers in the 1820s.<sup>68</sup>

Steam-powered ships did not begin to achieve acceptance as a reliable transportation alternative until the 1830s. Although George Weems had founded his steamship line in 1817, it did not become profitable until 1835, and he used his profits from that year to pay debts on repairs to his boats. Within three years, he earned enough to almost completely buy out shareholders in the Weems Steamboat Company, allowing him to turn it into a family business. Weems trained his four sons himself, and all four became involved in the business. The profitability of the company relied on the Patuxent River route, which by the 1840s included entertainment and food for passengers in addition to freight transport. Four boats traveled the Patuxent route during this period.<sup>69</sup> The importance of the line to the company became clear in 1850 when it purchased five wharves along the Patuxent River, including Trueman's Point. Two of George Weems' sons, Mason and Theodore, who by then were running the company, acquired the wharves from W.C. Hopkins on December 18 of that year. In addition to the wharves, the transaction conveyed the buildings, improvements, appurtenances, alleys, advantages, and waters on these properties.<sup>70</sup> The extent of the property associated with the wharves is not defined by the deed conveying them to Mason and Theodore Weems.

<sup>67</sup> Prince George's County, the Certificate of Plot of Perrie's Twice Bought. Quotations in this paragraph are from the certificate.

<sup>68</sup> Holly, 31-35.

<sup>69</sup> Ibid., 42-53.

<sup>70</sup> Maryland Historical Trust Inventory Form for State Historic Sites Survey: Trueman Point, survey no. PG 87B-28, prepared by Michael F. Dwyer, Maryland National Capital Park and Planning Commission, June 3, 1974, 2; Deed, liber 21, folio 29, January 4, 1892.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

---

Name of Property

Enslaved African Americans worked the Weems line of steamboats as deckhands, roustabouts, stokers, oilers, dining room waiters, and chambermaids. They therefore likely had some contact with Trueman's Point at least through the Civil War. These workers were assets of the steamboat company, and when the line passed from George Weems to Mason and Theodore, so did the enslaved workers, along with steamboats, wharves, warehouses, and other property. The enslaved crew members were housed within the hull of the boats, along with free African American passengers, while white crew and passengers occupied accommodations above the hull. During the Civil War, the United States seized the Weems boats or used them as "compulsory charters," utilizing the Weems crews. This presumably meant that enslaved crew members transported Union soldiers along the Patuxent River during a war that ultimately ended slavery. David C. Holly, in his history of steam-powered travel in the Chesapeake region, has written that in campaigns on the James River in 1864 and 1865, during which two boats seized from Weems transported supplies for the siege of Petersburg and Union hospitals on the James River, the boats may have been manned by manumitted former slaves or by enslaved crew being paid by the Union.<sup>71</sup>

Documentation reviewed for this nomination did not reveal whether African Americans continued to work for the Weems Steamboat Company – and therefore continued to have contact with Trueman's Point – after the war. As stated previously, the African American population of Prince George's County declined in the years immediately after the war. The area's economy was slow to recover, and tobacco production fell, with the result that the Weems' freight business declined. The company then added charter excursions and transportation of cash to and from banks to its freight operations. The Patuxent route, now plied by three boats, turned a profit as a result of these added services.<sup>72</sup>

Mason and Theodore Weems both died in the 1870s, and the business was passed down to Mason's two daughters, Georgeanna and Matilda. Georgeanna and her husband, Henry Williams, an attorney and state senator, became the decision-makers for the business. He incorporated the business as the Weems Steamboat Company of Baltimore City in 1891 under Maryland law. Gross revenues grew in the 1890s and the first years of the twentieth century, when the steamboat business in the Chesapeake was at its peak, but profits did not. The lack of profits, along with a combination of other factors, led to the Weems Steamboat Company being sold out of the family after almost a century in business. Among the factors influencing the decision was a devastating 1904 fire in the Baltimore manufacturing and financial districts and ultimately in the harbor, which decimated the Weems freight transportation business. Another 1904 fire on a steamboat in New York promised to increase regulation and the cost of running a shipping company. Finally, the Pennsylvania Railroad sought to incorporate steamboat lines into its business, using them to complete the routes of its rail lines. Georgeanna, Henry, and Mathilda sold the Weems line to a syndicate controlled by the Pennsylvania Railroad in 1904.<sup>73</sup>

---

<sup>71</sup> Holly, 49-53, 67-76.

<sup>72</sup> Ibid., 83-85.

<sup>73</sup> Ibid., 89-91, 105-123, 137-158.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

The Weems boats were run after 1904 by the Maryland, Delaware, and Virginia Railroad Company for the Pennsylvania Railroad. When the company stopped turning a profit after 1911, the Pennsylvania Railroad implemented a plan whereby the Maryland, Delaware, and Virginia Railroad declared bankruptcy, and a new company was created, the Baltimore and Virginia Steamboat Company, which purchased its predecessor's assets as part of bankruptcy proceedings. The Baltimore and Virginia continued to run steamboat lines along the Western Shore of the Chesapeake Bay and its tributaries. A photograph shows Trueman's Point wharf at about this time. (Historical Figure 2) When the Baltimore and Virginia Steamboat Company assumed control of the steamboat lines in 1924, it cut services on the Patuxent to two trips per week. It eliminated all passenger service on the river in 1925 except for excursions. As a result of the Great Depression, Patuxent passenger service ended on the former Weems lines above Solomon's Island at the river's mouth. The Baltimore and Virginia declared bankruptcy in January 1932 and ceased operations on March 1. The decline of the former Weems lines on the Patuxent followed a trend in the Chesapeake region steamboat industry. From its peak of sixty steamboats plying the bay and its tributaries at the beginning of World War I, only twenty were still in operation by 1935, and ten after World War II.<sup>74</sup>

### African Americans and Waterside Resorts in the Chesapeake Bay Region

#### *The Evolution and Challenges to African American-Owned Resorts*

George Weems had planned a resort on the Chesapeake Bay, called Fair Haven, as early as 1839, and it was up and running by the middle of the next decade as a getaway for residents of Baltimore. The resort business in the region did not take off, however, until after the Civil War. By the late nineteenth century, prosperity had increased throughout the country along with the expanding economy fostered by accelerating industrialization. Many Americans gained leisure time generated by the regular hours of industrial work and earned the wherewithal to pursue various recreational pursuits. Improved infrastructure, including roads, railroads, and steamships also gave city dwellers the opportunity to escape to the countryside on weekends and for longer stays. In Maryland, the Chesapeake Bay and its tributaries offered a variety of activities, from boating and swimming to fishing and crabbing to hiking and picnics. Some landowners and businessmen in the region adapted the assets they possessed to this increased recreational appetite. Farmers sold property they owned along the water, broken up into lots, for city dwellers who wished to build a vacation home. Other shorefront property owners built cottages to rent in the summer or on the weekends or turned their own homes into boarding houses. As the recreational industry matured, larger developments were undertaken, including resorts with hotels and amusements and summer colonies for holidaymakers who wished to remain along the water for longer than a few days. These endeavors were often capitalized by groups of investors. Prosperity increased as the 1920s progressed, giving rise to larger, more elaborate resorts to attract city dwellers than they had previously, as well as summer colonies that encompassed

---

<sup>74</sup> Ibid., 182-190.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

hundreds of lots.<sup>75</sup> Andrew Kahrl has written that “a speculative fever descended onto America’s shores in the 1920s, and a culture of coastal capitalism took shape and spread.”<sup>76</sup>

Many African Americans whose own financial circumstances had improved as the nineteenth century drew to a close sought to participate in the growing waterside recreational opportunities. It was not unusual for resort developers to target African Americans with advertisements for the same entertainments, excursions, and resort experiences that they promised white citizens. Riverboat excursions become popular by the turn of the century for both the black elite of Washington, D.C., and African Americans of lesser means. Typically, steamboat companies segregated facilities when black and white passengers traveled aboard the same boats or, more frequently, employed separate boats for their black and white patrons.<sup>77</sup> African Americans headed to holidays on the Patuxent faced this same segregation. Before the Civil War, a Weems steamboat called *Planter* steamed down the Chesapeake Bay from Baltimore and up the Patuxent, delivering and picking up freight and holidaymakers along the way. The steamboat was equipped with “berths and benches for Negro passengers and crew” below decks; the staterooms, saloon, and other facilities on the main and promenade decks were off limits to African Americans. As steamboats remained on the line for several decades, this use of *Planter* may have continued after the war. Later in the century, Henry Williams employed one of the Weems steamboats for excursions exclusively for groups of African Americans.<sup>78</sup>

African American fraternal, business, and church groups had begun to rent steamboats for excursions on a regular basis by the 1880s. Steamboat companies also developed their own resorts as a destination to attract customers. At first, many of the boats were not segregated. As with the rest of the country, however, the pressure to separate the races increased as the nineteenth century progressed. An African American social club, known as the Excelsiors, traveled by steamboat to River View, in Virginia, in 1887 for an outing. The following year they were not allowed the same privileges. Black-only excursion boats like the one Henry Williams added to the Weems Steamboat Company line became the late-century alternative. White captain L.T. Woolen dedicated his steamboat to African American use in 1888 and developed a resort to bring them to Collingwood Beach, south of Alexandria, Virginia. The entrepreneurs providing excursions trips for African Americans sometimes put profits ahead of the safety and comfort of their patrons. Overselling tickets often occurred, and black organizations that had requested that alcohol and gambling be banned might find passengers indulging in these pastimes on the excursions they booked.<sup>79</sup>

<sup>75</sup> Mandy Melton, “Anne Arundel County’s Historic Beach Resorts (Late 19<sup>th</sup>-Early 20<sup>th</sup> Century),” prepared for the *Learn S’Mores History Project*, Anne Arundel County Trust for Preservation, June 2017, 7-11.

<sup>76</sup> Andrew W. Kahrl, *This Land Was Ours* (Cambridge, Massachusetts: Harvard University Press, 2012), 9.

<sup>77</sup> Andrew W. Kahrl, “The Slightest Semblance of Unruliness”: Steamboat Excursions, Pleasure Resorts, and the Emergence of Segregation Culture on the Potomac River,” *Journal of American History* 94:34 (March 2008), 1113-1116.

<sup>78</sup> Holly, 53-54, 97.

<sup>79</sup> Karhl, *This Land Was Ours*, 22-27.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Segregation and second-class facilities on boats and at resorts run by whites, along with poor treatment and limited options for places to go and ways to get there led to the entry of black entrepreneurs into the late nineteenth-century recreational industry. John W. Patterson, a former messenger for the Internal Revenue Service and a preacher, incorporated the People's Transportation Company in 1894, selling shares to investors through black churches. The company purchased a steamboat, the *Lady of the Lake*, and began service between Washington and Norfolk along the Potomac River the same year. Some of the shareholders of the People's Transportation Company formed the National Steamboat Company in 1895 and purchased the *George Leary* – which held 1,500 passengers – for the Washington to Norfolk run. Along the way they stopped at two resorts. Both companies folded after only a few years in business. Patterson faced opposition from white-owned companies trying to maintain their business with African American excursionists. These companies bribed black churches to continue to travel on their boats and threatened black dock workers. At one point, Patterson's company did not own its own boat, contracting to use the *Jane Moseley* after the *Lady of the Lake* burned. When the boat owners refused to allow the People's Transportation Company to use the *Jane Moseley* for a Decoration Day excursion after tickets had already been sold, Patterson sued but settled out of court and later folded the company. The National Steamboat Company suffered a similar fate. The engine of the *George Leary* failed in the late 1890s, and the company could not afford the needed repairs and ultimately had to close. Such incidents point to a chronic problem with black-owned recreational businesses – a lack of capital and sufficient insurance that prevented them from overcoming mishaps and misfortune as better financed companies could have. As a result of the demise of the People's Transportation Company and the National Steamboat Company, white-owned boats maintained control of the black excursion business.<sup>80</sup>

### *African American Summer Colonies*

Black businessmen seemed to fare better in the ownership and operation of resorts for African American patrons. In Prince George's County, the black-owned and -operated Notley Hall Amusement Park opened in 1890 and continued in operation until 1924, offering a carousel, music, movies, a penny arcade, a pool hall, a dance pavilion, and a luncheonette. Other black-owned leisure destinations for day trippers in the Chesapeake Bay region included Carr's Beach and Sparrow's Beach near Annapolis. Frederick Carr (1847-1928) retired after fifty years of work as a waiter and a cook at the U.S. Naval Academy in Annapolis to farm sixty-six acres of land he acquired on the Severn River in 1902. He added an additional 115 acres to the property in 1905. The family began by farming the land but started to take in boarders and hosted church outings by 1909. By 1916, notices appeared in African American newspapers conveying to other traveling families information on the overnight facilities offered by the Carr family. The recreational opportunities increased, and after Frederick Carr's death in 1928 and the division of the property among his heirs, two beach resorts opened, Carr's Beach and Sparrow's Beach, by different members of the family. Cottages and cabins were offered early in the beaches' history,

---

<sup>80</sup> Ibid., 28-38.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

but they became better known for their musical offerings, comedians, and other entertainers. Both continued operating into the 1960s.<sup>81</sup>

In addition to amusement parks and other recreation-oriented resorts that sought to entertain visitors with music, rides, food, and games, businessmen in the Chesapeake Bay region established residential resorts, or summer “colonies” designed for longer stays and quieter activities. Sometimes, of course, both types of experience could be mixed in the same resort, especially later in the period when larger investments allowed companies to offer a wide range of opportunities. The residential communities, however, tended to be smaller, located in more remote locations, and aimed at upper middle-class and wealthier patrons – “the better sort,” as many newspaper advertisements termed the market.<sup>82</sup>

Among the earliest such communities founded and operated by African Americans, Highland Beach stands out. Called a “retreat community” and an “elite black summer enclave,” it was founded about 1893 as a cluster of cottages and grew into a sizable seasonal community by the 1920s. Highland Beach was incorporated as a town by the Maryland General Assembly in 1922.<sup>83</sup> Highland Beach was founded by Charles Douglass, Civil War veteran, Treasury Department clerk, and son of abolitionist Frederick Douglass. During Reconstruction, many elite black families had been able to vacation in northern resorts such as Saratoga, New York, and Cape May, New Jersey, as well as Harpers Ferry, West Virginia. That changed after the failure of Reconstruction. When Charles Douglass and his family, members of the upper class of African Americans in Washington, D.C., attempted to enter the summer resort of Bay Ridge, south of Annapolis, in 1890, they were rejected and ultimately stayed in a boarding house run by the Brashears, an African American family. Douglass purchased forty acres of the Brashears’ property, located on the Chesapeake Bay southeast of Annapolis, and founded the community of Highland Beach, the first seaside resort owned by an African American.<sup>84</sup>

Like the African American suburbs around Washington, Highland Beach grew slowly, developed lot by lot by owners, rather than block by block by speculators. Initially, Highland Beach consisted of 104 lots, each fifty by 150 feet. In the beginning, lot owners slept in tents while building their cottages and planting fruit trees and gardens. By 1920, Highland Beach consisted of 129 lots, but only thirty-four had been sold. Yearly sales were in the single digits – nineteen total between 1920 and 1923. Increased automobile ownership in the 1920s helped sales, and other similar communities began to appear. Venice Beach was developed on Brashears land in 1922.<sup>85</sup> Kahrl notes that such growth “signaled the emergence of a niche market in African American planned vacation communities” that capitalized “on the formation of a black business and professional class in urban centers and the growing popularity – and feasibility – of

<sup>81</sup> *African American Historic and Cultural Resources in Prince George's County, Maryland*, 14-15; Kahrl, *This Land Was Ours*, 43, 180-200.

<sup>82</sup> Melton, 6-9.

<sup>83</sup> *African American Historic and Cultural Resources in Prince George's County, Maryland*, 15; Kahrl, *This Land Was Ours*, 86.

<sup>84</sup> Kahrl, *This Land Was Ours*, 88-89.

<sup>85</sup> *Ibid.*, 89-92.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

leisure travel and vacationing.”<sup>86</sup> In these spaces that they created for themselves, African Americans found respite from the rigors of work in the sea air and rolling surf, but also escaped the oppression of the larger society among people like themselves.<sup>87</sup>

### *Desegregation and the Decline of African American Waterside Recreational Spaces*

The Civil Rights Act of 1964, which ended the practice of “separate but equal” facilities for the races established by *Plessy v. Ferguson* in 1896, was one of the highlights of the Civil Rights movement, along with *Brown v. Board of Education* in 1954 and other court cases and federal legislation. Subsequent court cases led to the desegregation of a wide variety of public spaces, including recreational ones. The legal victories, however, had the odd consequence of hurting traditionally African American spaces of entertainment, recreation, and leisure. In the competition for customers, black-owned amusement parks, concert halls, beaches, hotels, and resorts needed to improve their facilities, but lacked the financial backing to do so. African American patrons tended to head for better facilities when they were available and affordable, but white patrons did not seek out black-owned establishments because they were less expensive. With many more vacations open to all Americans, black businesses lost much of their target audience and were financially ill-equipped to adapt their businesses to the new climate.<sup>88</sup>

As a result, many African American resort facilities closed, the property becoming the target of developers who transformed them into developments unaffordable to many African Americans – golf courses, gated communities, and marinas. The “recreational lot and second home development industry” numbered 10,000 companies in 1973; one in twelve American families owned such a property in 1976. Carr’s Beach was subdivided for residential development beginning in 1973; Sparrow’s Beach became the site of a sewage treatment plant. Efforts had been made to provide entertainment attractive to both black and white audiences, but those efforts failed. Summer colonies also faced pressure, becoming occupied year around, in many cases by retirees. Land values increased in such locations, making it more profitable to eliminate the small summer cottages in favor of larger, multistory houses for wealthier buyers. Many of the historically black summer communities were attractive to developers because, as lightly developed properties, acquisition was relatively low in cost, as compared to more developed communities.<sup>89</sup>

---

<sup>86</sup> Ibid., 92.

<sup>87</sup> Andrew W. Karhl, Malcolm Cammeron, and Brian Katen, *African American Outdoor Recreation Theme Study: Historic Context and National Historic Landmark Survey*, National Park Service, U.S. Department of the Interior, National Historic Landmarks Program, 2022, 6-7.

<sup>88</sup> Karhl, *This Land Was Ours*, 219-220.

<sup>89</sup> Kahrl, *This Land Was Ours*, 222-224, 231-237; Kahrl, Cammeron, and Baten, 135-140.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Eagle Harbor: The Evolution of an African American Resort and Municipality

*The Founding*

The creation of Eagle Harbor was not the act of a single individual, and sources reviewed for the National Register nomination suggest a number of possible combinations of contributing parties. Andrew Karhl, who has probably conducted the greatest amount of research on black resort communities, identifies African American funeral director John T. Stewart of Washington, D.C., and white real estate developer and later U.S. Congressman Lansdale G. Sasscer, as well as unnamed investors, as the primary individuals responsible for purchasing the land and developing the site. White resort developer E.S. Hine provided expertise.<sup>90</sup> A more commonly told story attributes the creation of Eagle Harbor to Walter L. Bean, another white real estate developer from Washington who purchased farmland in the area and subdivided it for the resort.<sup>91</sup> A newspaper story published on the weekend that the resort opened in 1925 credits J. Finley Wilson, a newspaper editor and publisher and longtime leader of a prominent African American fraternal order, from whose newspaper – the *Washington Eagle* – the resort took its name, as the “sponsor” of Eagle Harbor.<sup>92</sup> Still another story names two brothers living in the area, both with African American wives, as the creators of the resort.<sup>93</sup> The actual story of Eagle Harbor’s founding includes many of the individuals mentioned above, as well as a small number of others. The basic facts and interpretation of them follow in the ensuing paragraphs.

In the spring of 1925, Walter L. Bean acquired three tracts of land totaling 127 acres in two transactions encompassing the current site of Eagle Harbor. The first transaction, with Thomas M. Keech, Sr., and his wife Rachel A. Keech, took place on April 25, 1925, and included twelve acres south of Trueman Point Road and 10 acres north of the road along the water; the ten-acre parcel was Trueman’s Point itself, although the location of the wharf was still owned by the Baltimore and Virginia Railroad. The price was \$3,350.<sup>94</sup> Thomas and Rachel Keech were white farmers living in the Aquasco district with their two daughters. The elder Keech’s son, Thomas,

<sup>90</sup> Kahrl, *This Land Was Ours*, 93.

<sup>91</sup> See, for instance, “87B-039\_Eagle Harbor Community Description,” Maryland-National Capital Planning Commission, Prince George’s County Planning Department website, <https://www.mncppcapps.org/planning/historiccommunitiesurvey/>; “Eagle Harbor, Prince George’s County” (typescript), Prince George’s County Historical Society, 1993, 4; Susan G. Pearl, *African-American Heritage Survey, 1996*, Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department, 1996; Patsy Mose Fletcher, *Historically African American Leisure Destinations around Washington, D.C.* (Charleston, South Carolina: History Press, 2015), 154. Fletcher does not identify Bean as the businessman, but the other details she provides tally with other accounts attributing the resort to Bean.

<sup>92</sup> “New Resort is Popular Place,” *Washington Tribune*, May 30, 1925, 5, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>93</sup> “Eagle Harbor, Prince George’s County” (typescript), 9. This oral history was conveyed to William Diggs, who compiled historical documentation on African Americans in Southern Maryland and was a founder of the African American Heritage Society of Charles County. According to the typescript history of Eagle Harbor held by the Prince George’s County Historical Society, Diggs had not found documentation related to the story.

<sup>94</sup> Deed, 235/493.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Jr., was also a farmer in the Aquasco district.<sup>95</sup> Based on the description in the deed, the Keech property appears to have been the easternmost part of Wood's Joy, as shown in the 1769 resurvey for John Perrie. (Historical Figure 1) The second transaction, encompassing ninety-three acres of land belonging to Samuel and Maria Ann Stamp, took place on May 1.<sup>96</sup> The Stamps are described in census records as mulatto, and their household included three sons that worked on the farm, a black housekeeper, and a white laborer.<sup>97</sup> The deed for the Stamp property identifies it as "Lot no. 2 of 'Woods Prospect' or 'Trueman's Point.'" Two more land records, enrolled in the Prince George's County deed books on June 12, 1925, clarify the nineteenth-century history of the land's ownership. Much of it had been in the Keech family since 1840. Thomas Keech, Sr., had assembled the parcels of land he sold to Bean from family members.<sup>98</sup>

The first of the June 12 documents states that Bean "is about to subdivide" the land in question. Bean did just that before the month of May was over, hiring engineer Edward H. Coulson to survey and plat a subdivision to be called "Eagle Harbor" in May 1925. (Historical Figure 3) The plat was filed with Prince George's County on June 29.<sup>99</sup> Coulson, originally from Scotland, immigrated to the United States in 1892 and became a naturalized citizen. In the 1930 U.S. Census, he is listed as a draftsman for the federal government living in Washington, D.C.<sup>100</sup> His connection with Walter Bean for the Eagle Harbor survey is unknown.

Three of the land records associated with Walter Bean's 1925 acquisitions bear a handwritten note stating, "Remit to L.G. Sasscer, Local," along with a date. At the time, Lansdale G. Sasscer (1893-1964) was an attorney and senator in the Maryland General Assembly representing Prince George's County. He lived in the county his entire life, except for thirteen months' service as an artillery officer during World War I. Elected to the U.S. House of Representatives as a Democrat in 1939, he served until January 3, 1953. Kahrl describes him as a real estate developer, although none of the obituaries or brief biographies reviewed for the nomination mention this aspect of his career. It might not seem unlikely, however, for an attorney whose family history in the county stretched back to the colonial period to have been involved in real estate at least from time to time.<sup>101</sup> With his law office in the county seat of Upper Marlboro, he would also have been in a position to handle the legal aspects of the land transfers associated with the project; hence, the notation on Bean's deeds. These documents show Sasscer to have been involved, at least as an attorney, at the inception of Eagle Harbor. He later became important to the community for

<sup>95</sup> U.S. Census, 1920, Thomas M. Keech, Sr., Thomas M. Keech, Jr., Ancestry.com, Library Edition, <https://www.ancestrylibrary.com/search/categories/usfedcen/>.

<sup>96</sup> Deed, 236-375.

<sup>97</sup> U.S. Census, 1920, Samuel S. Stamp, Ancestry.com, Library Edition, <https://www.ancestrylibrary.com/search/categories/usfedcen/>.

<sup>98</sup> Deeds, 242-148-149.

<sup>99</sup> Prince George's County Circuit Court, Plat Book SDH, 22.

<sup>100</sup> U.S. Census, 1930, Edward H. Coulson, Ancestry.com, Library Edition, <https://www.ancestrylibrary.com/search/categories/usfedcen/>.

<sup>101</sup> Kahrl, Andrew W. *This Land Was Ours*, 93; "Lansdale Sasscer Sr., Political Leader, Dies," *Evening Star* (Washington, D.C.), November 6, 1943, NewsBank: Evening Star Historical Archive. <https://infoweb-newsbank.com.dclibrary.idm.oclc.org/>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

introducing legislation that ultimately resulted in the town receiving municipality status from the General Assembly.

The name of J. Finley Wilson (1881-1952) is not found on any of the legal documents reviewed for the nomination, but his association with Eagle Harbor is clear from the historical record. He grew up in Nashville, Tennessee, and as a young man worked all over the United States, including Kansas City, Missouri, Denver, Colorado, and New York City, as well as in the Klondike in Canada. He began his newspaper career in the early twentieth century and established newspapers in Baltimore (*Baltimore Times*) and Harrisburg, Pennsylvania (*Advocate-Verdict*), before founding the *Washington Sun* in 1913, which became the *Washington Eagle*. In 1922, Finley was elected Grand Exalted Ruler of the Improved Benevolent and Protective Order of Elks of the World (I.B.P.O.E.W.), an African American fraternal order founded in 1897. He continued to lead the order for the remainder of his life.<sup>102</sup>

An advertisement appearing in the *Washington Evening Star* on May 23, 1925, states that Eagle Harbor was being “promoted and offered by the *Washington Eagle*.” An article in the *Washington Tribune* a week later identifies Wilson as a sponsor of the project. On June 13, 1925, an advertisement appeared in the *Tribune* describing Eagle Harbor as “an unusual offering by the *Washington Eagle* to the people who know and appreciate the value of vacation in modern life.” Further, some early advertisements state that inquiries on the summer resort could be made at the “*Washington Eagle Summer Colony Department*” in the Bond Building at 14<sup>th</sup> Street and New York Avenue NW in Washington. Eagle Harbor’s sales office was located on U Street NW in the Shaw neighborhood, a residential, business, and entertainment district for Washington’s middle- and upper middle-class black population.<sup>103</sup> The precise financial relationship between Walter Bean, Wilson, and the *Washington Eagle* newspaper is not known. Neither Wilson nor the *Eagle* appear on any of the land records reviewed for the nomination, but Wilson may have invested in the project with Bean handling many of the details. Given Wilson’s obvious involvement in Eagle Harbor, it seems significant that one of the primary north-south streets in the resort, as identified on the May 1925 plat, is Wilson Drive. The newspaper references to Wilson and the *Washington Eagle* in May and June of 1925 and the drive named for him on the May 1925 plat indicate his early involvement in the summer colony’s creation.

Only four streets shown on the 1925 plat are not named for trees: Wilson Drive, Lincoln Drive, Patuxent Boulevard, and Hawkins Drive. The likely genesis of Wilson Drive has already been accounted for. The relevance of “Lincoln” to a resort planned for African Americans is clear, as is the use of “Patuxent” for a boulevard paralleling that river. “Hawkins” may at first seem something of a mystery, but upon closer inspection may reveal another individual important to

<sup>102</sup> “J. Finley Wilson in a Nutshell,” *Baltimore Afro-American*, March 1, 1952, 10, Proquest Historical Newspapers: The Baltimore Afro-American.

<sup>103</sup> Advertisement, *Evening Star*, May 23, 1925, 21, NewsBank: Evening Star Historical Archive, <https://infoweb-newsbank-com.dclibrary.idm.oclc.org/>; “New Resort is Popular Place,” *Washington Tribune*, May 30, 1925, 5; Advertisement, *Washington Tribune*, June 13, 1925, 6; Advertisement, *Washington Tribune*, July 2, 1926, 2, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

the establishment of Eagle Harbor. Newspaper articles and advertisements state that payments on properties purchased at Eagle Harbor would be paid at the Prudential Bank at 715 Florida Avenue NW in Washington. In addition, deeds would be held at the bank until payment was completed, at which time they would be delivered to the owners.<sup>104</sup> Dr. John R. Hawkins was president of the Prudential Bank, which had been founded in 1923. A correspondent of W.E.B. Du Bois, Hawkins also held posts in the National Negro Bankers Association and was one of the hosts when the association convened its annual meeting in Washington in 1929. Arrangements had clearly been made with Hawkins and the Prudential Bank before the Eagle Harbor project was launched. While no documentation reviewed for the nomination specifically links Hawkins with Eagle Harbor, as they do with Wilson, the participation of the bank he presided over in the venture, along with the street-name precedent set by Wilson, suggest that Hawkins may have played a similarly important role in Eagle Harbor's founding.<sup>105</sup>

Kahrl reports that the unnamed investors in Eagle Harbor "relied heavily on the services and expertise of E.S. Hine, a white Washington real estate developer who specialized in the growing market for summer colonies." His footnoted source for this statement, a brief obituary of Edward Stratton Hine, does not include Eagle Harbor among the six individual summer resorts cited as Hine projects.<sup>106</sup> Hine did, however, have two documented connections to Eagle Harbor that lend some credence to Kahrl's surmise. First, Hine called to order the first meeting of Eagle Harbor property owners on July 14, 1925, at the Phyllis Wheatley Y.W.C.A. in Washington. The meeting was organized to form an association "for the management of the new colony," and officers and a governing board were elected. Hine seems to have been involved with the homeowners association in order to, as Kahrl wrote, lend his expertise to the enterprise, since he did not own property there and was not elected as an officer or a board member. Subsequent accounts of the association's meetings reviewed in research do not mention his name. A second connection between Hine and Eagle Harbor is the name of an individual who in 1926 purchased a cottage in Epping Forest, one of Hine's summer colonies: Walter L. Bean.<sup>107</sup>

Except as a property owner, the connection of John T. Stewart to the founding of Eagle Harbor has not been established. Kahrl provides no documentation for the stated collaboration between Stewart and Sasscer or for his statement that Stewart hired Mishael Jones to head advertising and sales of the property. Land records do include one transaction in 1925 in which Sasscer received

<sup>104</sup> Advertisement, *Washington Tribune*, May 23, 1925, 6, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>; "New Resort is Popular Place," *Washington Tribune*.

<sup>105</sup> "National Negro Bankers Association to Convene in Washington, D.C.," *New York Age*, August 3, 1929, 3, <https://www.newspapers.com/article/the-new-york-age-newyorkage-aug-3-1929/21607254/>; J.R. Hawkins, President, Prudential Bank, to W.E.B. Du Bois, May 18, 1926, W.E.B. Du Bois Papers (MS 312), Special Collections and University Archives, University of Massachusetts Amherst Libraries, <http://credo.library.umass.edu/full/view/mums312-b174-i133>.

<sup>106</sup> Kahrl, *This Land Was Ours*, 93; "Last Rites Held for E.S. Hine, 64, Real Estate Man," *Washington Post*, December 13, 1939, 11, ProQuest Historical Newspapers: The Washington Post.

<sup>107</sup> "Eagle Harbor Buyers Organize," *Washington Tribune*, July 18, 1925, 7, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>; "Scenery Is Big Feature of Epping Forest Area," *Washington Post*, May 22, 1927, R3, ProQuest Historical Newspapers: The Washington Post.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

a deed of trust from Stewart, Daniel Freeman, and David W. Utz for four lots in block 16 of Eagle Harbor, but the trio paid off the debt in the allotted time and the property was released to them in 1928.<sup>108</sup> In a brief history of Eagle Harbor on the town's website, prepared by Dorothy J. Russ in 1975, Stewart is said to have provided financial support for the project until revenue from lot sales could begin to flow, but the account is undocumented.<sup>109</sup> Stewart was the founder of a successful Washington, D.C., funeral home and purchased lots in at least three locations in Eagle Harbor. The Stewart family's summer cottage occupied a prime location – on the south side of Patuxent Boulevard facing the river. They purchased the property on November 24, 1925, for \$1,000. Stewart and his wife Carrie mortgaged the lots back to Bean in December and paid off the debt by the end of October 1928. The Stewart family still runs the funeral home and owns the Eagle Harbor property, although the original house no longer stands.<sup>110</sup>

Prince George's County land records indicate that Bean bore the primary responsibility for the purchase and resale of the property that became Eagle Harbor. He acquired the land from the Keeches and the Stamps, and he and his wife Ida were the grantors on deeds conveying lots to interested buyers. An unattributed history of Eagle Harbor, in typescript, suggests that at least by its second season, Bean had formed "Walter Bean, Incorporated" for his resort business. In none of the deeds in which Bean is named that were reviewed for this nomination, however – stretching from 1925 to 1939 – is "Walter Bean, Incorporated" listed as the grantor.<sup>111</sup> Walter and Ida, and occasionally only Walter, invariably conveyed the property to the grantee. One deed includes a notation that remittance for the property should go to Bean, with the address listed as the Bond Building in Washington, the same building in which the *Washington Eagle* had offices. In the first three years of Eagle Harbor's history, Walter and Ida Bean conveyed 187 deeds to purchasers that were enrolled in the Prince George's County land records.<sup>112</sup> Since lot owners nearly always acquired multiple lots, the Beans may have conveyed half of Eagle Harbor's one thousand lots to their owners in that period.

Some of the credit for the early success of Eagle Harbor must go to Mishael Jones, who headed marketing and sales for the resort from an office on U Street NW.<sup>113</sup> Kahrl describes him as "a silver-tongued, energetic African American real estate salesman."<sup>114</sup> Newspaper advertisements list him as Eagle Harbor's sales manager. A 1927 *Washington Tribune* article identifies him as president of the Mercantile Advertising Company. Eagle Harbor, then, would have been one of

<sup>108</sup> Deeds, 239/394 and 316/126.

<sup>109</sup> Dorothy J. Russ, "A Brief History of the Town of Eagle Harbor," May 1975, Town of Eagle Harbor website, <https://townofeagleharborincmd.org/history.php>.

<sup>110</sup> Deeds, 254/15, 248/358; "John T. Stewart III obituary (1936-2013), *Washington Post*, <https://www.legacy.com/us/obituaries/washingtonpost/name/john-stewart-iii>.

<sup>111</sup> "Eagle Harbor, Prince George's County" (typescript), 4. Apparently, a form letter sent out by Bean to inviting potential buyers to a promotional ride on the Patuxent River included this information. The letter was part of material related to Eagle Harbor collected by William Diggs.

<sup>112</sup> Prince George's County Circuit Court, Grantor Index to Land Records, 1923-1939, 119, [https://mdlandrec.net/main/dsp\\_search.cfm?cid=PG&sch=4](https://mdlandrec.net/main/dsp_search.cfm?cid=PG&sch=4); Deed, 254/2.

<sup>113</sup> Newspaper advertisements for Eagle Harbor list an office at 1224 U Street NW in 1925 and at 907 U Street NW the following year.

<sup>114</sup> Kahrl, *This Land Was Ours*, 93.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

the advertising company's accounts, but he also seems to have managed lot sales as well as promotions. One of the advertisements Jones placed, in August 1925, stated that 700 lots had been sold since Eagle Harbor had opened. While certainly exaggerated, given the actual number of deeds enrolled in the land books in 1925 (sixteen), it may come close to suggesting the interest expressed in Eagle Harbor properties. Many of the deeds issued by Walter and Ida Bean in 1925 were not enrolled until the following year or later, and, with multiple lots often sold, one might multiply the 187 enrolled deeds of the first three years two- or three-fold to reach an accurate number. Intentions expressed by purchasers before financing could be arranged might also be included in the advertisement's total. Jones parlayed his success at Eagle Harbor into a similar position at Cedar Haven when it opened in 1926.<sup>115</sup>

### *Beginnings to World War II, 1925-1945*

The establishment of Eagle Harbor, then, was the work of at least two and possibly three well-placed members of Washington's African American elite (Wilson, Hawkins, and Stewart), a well-established white Prince George's County attorney and politician (Sasscer), two white Washington real estate developers (Bean and Hine), and an energetic black advertising executive (Jones). The resort went from property purchase to open for business in just about a month. The deed between the Keeches and Bean was signed on April 25, 1925; the Stamps and the Beans signed their deed a week later. The first advertisement for Eagle Harbor found in research was dated May 23, and Eagle Harbor was "Open for Inspection" the following day. Two advertisements were found in May 23 newspapers – one in the *Washington Tribune*, which targeted an African American market, and one in the *Evening Star*, which was aimed at a general audience – but both touted the same advantages of the property. The *Tribune* ad, the larger of the two, called Eagle Harbor "A High Class Summer Colony on Salt Water for the Better People," marketing to professionals and middle class workers such as government employees and teachers. In the *Star*, the description was similar but less effusive: "A Superb Colony on Salt Water." Eagle Harbor offered 4,000 feet of sandy beaches fifty to one hundred feet wide, according to the *Tribune* ad, which highlights activities such as boating, bathing, fishing, hunting, "tenting," and sports. Five hundred lots of 2,500 square feet were available for \$25 (\$5 down and forty weekly payments of 50 cents each). Waterfront lots of the same size cost \$100 with the same payment schedule.<sup>116</sup> Similar advertisements could be found in Washington and Baltimore newspapers throughout the summer.

Most of the early advertisements in Washington newspapers emphasize travel to Eagle Harbor by automobile. They give driving directions from Washington and highlight the short distance and the high quality of the roads between the city and the town. Buses would leave twice on

<sup>115</sup> "Dorothy Davis, Popular Young Woman, Dead," *Washington Tribune*, April 22, 1927, 6; Advertisement, *Washington Tribune*, August 8, 1925, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>. Assisting Jones in his work at Eagle Harbor was Dorothy Davis, an African American stenographer and typist with the Mercantile Advertising Company who was promoted to executive secretary for both the Eagle Harbor and Cedar Haven promotional campaigns. Davis died after a short illness in April 1927 at the age of 23.

<sup>116</sup> Advertisement, *Washington Tribune*, May 23, 1925, 6; Advertisement, *Evening Star*, May 23, 1925, 21.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Sunday from the Eagle Harbor office on U Street for a \$1 round-trip fare, and scout cars were offered to lead prospective buyers in their own cars to the resort. The May 23 *Evening Star* ad is headed "Motor Out Sunday and Inspect Eagle Harbor." The trip from the capital to the resort down the Potomac River and back up the Patuxent would have been much longer than one by automobile and longer than a boat trip from Baltimore. There may have been, however, another reason for the preference for "motoring." Travel by steamboat or railroad, with their segregated accommodations and poor facilities for African Americans, repeated the oppression black Americans experienced in their day-to-day lives. Driving with family in private cars or on buses with fellow holidaymakers began the period of rest and relaxation a little earlier and made it last a little longer.<sup>117</sup> During Eagle Harbor's second season in business, newspaper advertisements sometimes included images of a steamboat at the Trueman's Point wharf, perhaps in an appeal to potential customers in Baltimore.<sup>118</sup> (Historical Figure 4)

The early deeds reviewed in research for the nomination started coming in around the first of July and were enrolled in the land records about a month later. The first deed recorded in land books documented the transfer of lots 14, 15, and 16 in block 12 of Eagle Harbor, at the south end of Wilson Drive, from Walter and Ida Bean to Pauline Miller of Washington, D.C. It is dated July 1, 1925. The Pauline Miller in question is likely the mixed race cook who worked alongside her husband Martin, a butler, for Gen. Anson Mills and his family in a brownstone house on Dupont Circle in Washington. Mills, a United States Army veteran who fought in the Civil War, made his fortune with the invention of a cartridge belt used by the American military. The Millers were in their early 40s when Pauline purchased the Eagle Harbor property.<sup>119</sup> No house is currently located on these lots.

A number of restrictions are included in Eagle Harbor's early deeds. Construction on the properties was limited to a dwelling costing at least \$800 and "a suitable garage." Some leases put the minimum dwelling value at \$1,000. Houses could be no closer to the street than fifteen feet, and garages had to be placed at least seventy-five feet from the street except in certain locations. The deeds prohibited non-residential construction or use of properties and specifically excluded asylums, cemeteries, factories, commercial businesses, barns, stables, and henneries on town lots. No fence signs, billboards, or advertising could be placed on the property without approval by the Beans. Houses were required to have a covered cesspool or privy lined with concrete or other watertight material. The deeds also required that no excavations could be made, trees cut, or sand removed except for what was necessitated by construction of the dwelling and garage.

<sup>117</sup> Kahr, Cammeron, and Katen, 71-72.

<sup>118</sup> See for example Advertisement, *Washington Tribune*, May 28, 1926, 2.

<sup>119</sup> Deed, 254/1; U.S. Census, 1920, Pauline Miller, Ancestry.com, Library Edition, <https://www.ancestrylibrary.com/search/categories/usfedcen/>; John Deferrari, "General Anson Mills and His Office Building on Pennsylvania Avenue," Streets of Washington website, <http://www.streetsofashington.com/2018/07/general-anson-mills-and-his-office.html>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

The May 23, 1925, advertisement for Eagle Harbor in the *Washington Tribune* includes a photograph of a one-story house. (Historical Figure 5) The house – likely of frame construction and including an internal chimney at the north end – overlooks the river, and the cleared lot includes what appears to be an outbuilding north of the house and what may be a well to the west. The house may have stood on the property when Walter Bean purchased it; Dorothy Russ reported that John T. Stewart “purchased and renovated the original farmhouse.” A 1910 U.S. Geological Service topographical map, reprinted in 1921, however, shows no buildings on the land that became Eagle Harbor, with the exception of two buildings flanking the road to the wharf.<sup>120</sup>

An advertisement in the *Tribune* in 1926 includes a photograph of three houses, with a caption stating, “These are the Type of Bungalows we will Build for You.”<sup>121</sup> (Historical Figure 6) It is not absolutely certain that the photograph depicts houses actually constructed at Eagle Harbor, but Dorothy Russ reported that Eagle Harbor built two model houses on the waterfront. Russ writes that two sisters, Ethel and Sophie Fields, bought the model homes.<sup>122</sup> The existing house at **23302 Patuxent Boulevard (contributing building)**, which resembles the house in the center of the advertisement photograph, once belonged to Ethel Fields and her husband John, who resided in Steelton, Pennsylvania. (See entry in Section 7.) The deed for this property dates to February 1926. Bungalows of this type were very popular in the 1920s and 1930s, and examples can be found elsewhere in Eagle Harbor, as well as in many other locations across the country. If Russ is correct that model houses were constructed in Eagle Harbor between the 1925 and 1926 seasons and that Ethel Fields bought one of those houses, and if the photographs in the May 1926 advertisement captured houses actually built at the resort, then the house at 23302 Patuxent Boulevard may date to the earliest days of Eagle Harbor’s existence.<sup>123</sup>

All four of the houses shown in these two advertisements are one- or one-and-a-half stories tall, of frame construction, and have gable or hipped roofs. Two have porches, and both of these appear to have been built on masonry piers. These characteristics would be typical for the houses built in Eagle Harbor before World War II and set a standard for houses of later periods. Examples include the one-story, hipped roof residence at **18601 Trueman Point Road (contributing building)** and the one-and-a-half-story bungalow at **23400 Patuxent Boulevard Drive (contributing building)**. The bungalow form is found most frequently in extant Eagle Harbor houses from the period, but one-story, nearly square, hipped roof residences were also

<sup>120</sup> Advertisement, *Washington Tribune*, May 23, 1925, 6; Russ, “A Brief History of the Town of Eagle Harbor”; U.S. Geological Service, “Maryland, Prince Frederick Quadrangle,” 1910 (1921 edition), USGS TopoView, <https://ngmdb.usgs.gov/topoview/>.

<sup>121</sup> Advertisement, *Washington Tribune*, May 28, 1926, 2, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>122</sup> Russ, “A Brief History of the Town of Eagle Harbor.”

<sup>123</sup> There are certain obvious differences between 23302 Patuxent Boulevard and the bungalow shown in the advertisement. The existing house does not have a chimney, for instance, and its dormer is not the same. While both of those features might represent later changes, the roofline of 23302 appears steeper than the house in the ad. A more similar roofline can be seen at 23400 Patuxent Boulevard (contributing building), but that house does not have the connection to the Fields family.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

popular. While Patuxent Boulevard received the most attention from early buyers, these small, vernacular cottage residences could be found further inland, such as the one at **23308 Hawkins Drive (contributing building)**. (See entries in Section 7.)

In 1926, advertisements for and newspaper articles on Eagle Harbor focused on new construction in the town and promotions that included free food and entertainment. Near the opening of the season, an advertisement reported that a seventy-nine room, \$50,000 hotel was under construction that would “DOUBLE VALUES AT EAGLE HARBOR WITHIN THE NEXT THIRTY DAYS.” (Emphasis in the advertisement.) The ad also boasted of the planned activities for Decoration Day weekend on May 30-31 – “an old fashioned barbecue and country dinner” and dance at the club house, a boat ride on the Patuxent River, and a treasure hunt for \$100 in gold. The advertisement also offered deals on lots “superbly located on the high ground with magnificent views of the water.”<sup>124</sup> This may suggest that many of the choice lots on the lower, level ground of the resort had already been snapped up. On July 4-5, Eagle Harbor offered free cake and ice cream, along with a dollar-a-plate chicken dinner. The July 2 advertisement that included these promotions also offered “a few choice lots” at fifteen dollars, with only four dollars down, as compared to the 1925 rate of twenty-five dollars with five dollars down. The reason for the deals and promotions may have been the opening of Cedar Haven in 1926. Immediately northwest of and adjoining Eagle Harbor, and marketed by Mishael Jones, the new resort was drawing attention. An article on Cedar Haven published in the June 18 edition of the *Washington Tribune* called the project “an even larger, finer and more attractive summer colony” than Eagle Harbor. The established resort fought back in its July 2 advertisement with a number of comparative adjectival phrases. While not naming Cedar Haven, the ad said that Eagle Harbor had a “finer beach,” a “superior view,” “finer roads,” “superior transportation,” and could supply a “clearer title.”<sup>125</sup>

Over the next few years, the town boasted of its new recreational facilities, and advertisements made visitors aware of restaurants, hotels, lunch rooms, and other amenities at the resort. As many as four hotels may have operated in the Eagle Harbor area by 1928. Two, known as Norman’s and Mose’s hotels, stood within town boundaries. The Cedar Haven Hotel was located outside town between the two resorts. It was run by John and Ethel Fields. Built on a hill along Trueman Point Road, it boasted a sixty-foot-long screened porch with views of the Patuxent River.<sup>126</sup> A fourth hotel that operated in 1928 was one built by the Southeast Industrial Association. The hotel was open for business by July and is likely the large building shown on Trueman’s Point in the 1938 aerial photograph of Eagle Harbor. (Historical Figure 7). This hotel, for which no description has been found, may have been the \$50,000 hotel promised in 1926 advertisements. On May 17, 1928, Walter and Ida Bean transferred the ten-acre Trueman’s Point

<sup>124</sup> Advertisement, *Washington Tribune*, May 21, 1926, 2, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>125</sup> Advertisement, *Washington Tribune*, July 2, 1926, 2; “New Summer Colony Cedar Haven to Open,” *Washington Tribune*, June 18, 1926, 4, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>126</sup> “Eagle Harbor News,” *Washington Tribune*, August 10, 1928, 6; “Many Local Folk at Cedar Haven Hotel,” *Washington Tribune*, September 7, 1928, 4, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

property acquired from Thomas and Rachel Keech to the Southeast Industrial Association.<sup>127</sup> Since the \$50,000 hotel was an Eagle Harbor project, rather than a private one, it would probably have been located on land not platted for residential development, and Trueman's Point was never subdivided for that purpose. And since less than two months passed from the Southeast Industrial Association's acquisition of Trueman's Point until the hotel opened, it may be that the \$50,000 hotel announced in 1926 was never completed, and the Beans transferred the property to the Southeast Industrial Association in order to finish the project. Yet another hotel, again at an unknown location, was nearly complete in the spring of 1934. It was built by two brothers, Reginald A. and Wendell P. Morrison, who were contractors in Washington, D.C. The hotel was owned by W.D. Nixon, a teacher at Dunbar High School. The brothers also built houses in Highland Beach and at least one in Eagle Harbor in 1928.<sup>128</sup>

With the hotel as its amusement hub, Trueman's Point likely became the center of amusements in Eagle Harbor over the next few years. Two advertisements in the *Washington Tribune*, on May 24 and September 8, 1934, describe the resort as "Washington's Coney Island." The ads boast of new management, new hotel, new dance floor, new sandy beach, new amusements, and a new wharf. Beer, wine, seafood, music, and dancing were available, and an unspecified prize was being offered at what was called the Eagle Harbor Hotel. Eddie Burrier is identified as the manager.<sup>129</sup>

The "new sandy beach" referred to in one of the advertisements actually resulted from actions by the town's residents, rather than a private company, and reflects the organization of community members that was an important force in many African American public and private enterprises in the segregation era. The Eagle Harbor Citizens Association, begun in 1925 with the help of Edward S. Hine, sought and received from the War Department a permit to make improvements to the beach in the summer of 1928. They then sought bids for "dredging and sanding the beach." The dredging may have been to remove mud that resulted from silting of the river; new sand would be brought in to replace the lost sand. It is not clear whether the work was accomplished in 1928 because the town again received a permit for "sanding of the beach" in 1932, although it is possible that adding sand to the beach may have been needed again after the passage of four years.<sup>130</sup>

In 1932, however, the body that applied for the permit was not the voluntary citizens association but the elected board of commissioners of the incorporated Town of Eagle Harbor. Incorporation

<sup>127</sup> "Eagle Harbor Notes," *Washington Tribune*, July 6, 1928, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>; Deed, 315/268.

<sup>128</sup> "Wilkinson Honored," *Washington Tribune*, Capital Weekly, July 1, 1932, 9, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>; "Brothers Get Contracting Job for New School in Maryland," *Baltimore Afro American*, April 14, 1934, 23, ProQuest Historical Newspapers: Baltimore Afro-American.

<sup>129</sup> Advertisement, *Washington Tribune*, May 24, 1934, 19; Advertisement, *Washington Tribune*, September 8, 1934, 6, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>130</sup> "Eagle Harbor Notes," *Washington Tribune*, July 6, 1928; "Eagle Harbor Beach to Be Dredged," *Washington Tribune*, July 13, 1928, 1; "The Eagle Harbor Citizens' Association," *Washington Tribune*, Capital Weekly, January 15, 1932, 10, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

represented another prolonged act of cooperation by the resort's property owners and advisors, this time to overcome efforts by Prince George's County officials to restrain its growth. The issue that galvanized the community was the reassessment of property values that took place early in 1928. Eagle Harbor property owners had gone to court to contest the increases, which amounted to more than the cost of the lots. They contended that the increase by Prince George's County Tax Assessor James H. Shreve was "imposed for the purpose of discouraging buyers and if possible driving owners out of the county," according to an article in the *Baltimore Afro-American*. Edward S. Hine stated that taxes on lots that cost from twenty-five to one hundred dollars had risen to \$300 with the new assessment. As a comparison, taxes assessed for Carmody Hills, a white subdivision just two miles from Eagle Harbor, were only fifteen dollars for lots costing \$200 to \$300.<sup>131</sup> Andrew Kahrl has noted that such tactics were frequently used against successful African American resorts or real estate developments in an attempt to limit the influx of additional black residents or patrons to a specific area.<sup>132</sup>

Eagle Harbor citizens appeared before the State Tax Commission on January 22, 1929, seeking relief from the situation. The commission's decision is not clear from sources reviewed for the nomination, but in March, State Senator Lansdale Sasscer introduced legislation "To incorporate the town of Eagle Harbor."<sup>133</sup> Incorporation was a means to ensure long-term viability of resorts; by achieving municipality status, resorts could use tax-free municipal bonds to construct public utilities and impose taxes. Residents also gained greater control over planning and zoning. The act was approved on April 11, 1929, and a referendum to confirm the desire of the town's property owners to incorporate was held on July 21. Incorporation was approved in the referendum, and the election of five town commissioners took place in August, with their two-year terms to begin in September. Eagle Harbor's first board of commissioners consisted of W. Braxton Wall, John T. Stewart, Benjamin F. Branson, Lucile R. Shackelford, and J.W. Hardwick. Stewart was elected president, with Wall taking the vice presidency.<sup>134</sup>

The incorporation of Eagle Harbor took place on the eve of the Great Depression and may have helped the town survive the challenges of the 1930s. After a five-year average of fifty-three deeds enrolled per year from 1925 to 1929 (with 114 in 1926 alone), sales declined precipitously – half the average in 1930, half the 1930 number the following year, and in single digits for the rest of the decade.<sup>135</sup> Although advertisements for the new hotel, amusements, and management continued into the 1934 season, signs of economic strain could also be detected. Classified advertisements in the *Washington Times and Washington Tribune* to rent Eagle Harbor cottages began appearing in 1934, perhaps suggesting a need for additional income. In 1936, a property

<sup>131</sup> "Protest Tax Raise in Prince Georges," *Baltimore Afro-American*, February 11, 1928, 3, ProQuest Historical Newspaper: The Baltimore Afro-American.

<sup>132</sup> Kahrl, *This Land Was Ours*, 95.

<sup>133</sup> "Tax Hearings to End," *Evening Star*, January 23, 1929, 7, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>; "Routine Proceedings of the Legislature," *Baltimore Sun*, March 9, 1929, ProQuest Historical Newspaper: The Baltimore Sun.

<sup>134</sup> Kahrl, *This Land Was Ours*, 96; "Eagle Harbor Elects Town Commissioners," *Evening Star*, August 13, 1929, 10, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>135</sup> "Bean, Walter L. and Ida E.," Prince George's County Circuit Court, Grantor Index, 1884-1992/

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

owner advertised for sale fourteen lots “close to the water” in Eagle Harbor. The purchase price asked – \$450 – was termed a “sacrifice.” If they were waterfront lots, costing from \$100-\$150 per lot originally, that designation would have been accurate.<sup>136</sup> A few property owners also lost their Eagle Harbor property in the 1930s because they had not paid their property taxes, including Walter Bean. In 1931, Laura P. Fonville and Bean each lost two lots in block 14 of Eagle Harbor for not paying their taxes. The properties were offered at a tax sale in 1933 after the legal process had been followed, resulting in their acquisition by the Prince George's County Board of Commissioners. The latest loss of property due to failure to pay taxes found in research was 1941.<sup>137</sup>

During the Jim Crow era and beyond, some white authorities took advantage of the property tax system to take land from black owners. Under the tax laws, all delinquent owners could have a lien placed on their property for lack of tax payments. If the owners did not satisfy the obligation within a specified period of time, those properties could be confiscated by the county government for sale at auction either to speculators or to others looking to expand their holdings. The delinquent owners were required to be notified of the payment due, deadlines for satisfying the debt, and date of auctions, but the notifications might be so placed that African Americans were unlikely to see them – in newspapers primarily aimed at a white market, for instance, at a courthouse they were unlikely to visit, or by not mailing the notifications. Delinquent white owners might also be given a reprieve based on a promise to pay, whereas that option was not usually available to black owners. Andrew Kahrl has shown that the practice was implemented throughout the south in the early years of the twentieth century, mainly as a means for white owners to acquire additional farmland.<sup>138</sup> Research for the National Register nomination did not discover any documented instances of the practice being used in Eagle Harbor, although research was not exhaustive. Given the public fight Eagle Harbor's citizens and backers put up when inequitable tax assessments were imposed by the county in 1932, which led to the town's incorporation, it might be expected that a similar outcry would have been heard if property tax confiscations had been employed with any regularity. It is also true that, in the situation mentioned in the previous paragraph, both a black and a white owner lost property for not paying their property taxes. If such tax confiscations were visited primarily upon black owners in Eagle Harbor, additional research would be required to determine their extent.

Sixty-one property owners voted in the 1929 elections that established Eagle Harbor's first board of commissioners. A 1938 U.S. Geological Survey map indicates that the town had thirty-two buildings, mostly residences, but with a small number of hotels and two inns, according to one

<sup>136</sup> “Summer Cottage at Eagle Harbor, Md.,” *Washington Times*, July 25, 1934, 10, and *Washington Tribune*, August 4, 1934; “Colored – Fourteen Lots,” *Evening Star*, March 12, 1936, C10, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>137</sup> Deed, liber 869, folio 288, April 24, 1946; National Capital Park and Planning Commission. *African American Historic and Cultural Resources in Prince George's County, Maryland*. 199.

<sup>138</sup> Andrew Kahrl, *The Black Tax* (Chicago: University of Chicago Press, 2024), 57-60, 74-75.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

newspaper account.<sup>139</sup> The buildings were dispersed across the town landscape, with most along the Patuxent River, as can be seen in the 1938 aerial photograph. (Historical Figure 7) As with Highland Beach and other African American resorts, growth tended to be slow, lot by lot, as a result of low levels of capital being injected into the project. The Great Depression clearly did not help matters. The incorporation of Eagle Harbor, however, had undoubtedly helped, as the commissioners were able to accomplish maintenance and improvements to the town that might not have been possible for a citizens association reliant on dues and fundraising to accomplish such goals. In addition to improving the beach in 1932, the commissioners were able to procure road improvements from the federal Civil Works Administration (CWA) in 1934 before that program ended, and then successfully lobbied the state to finish the work that the CWA had begun. The Eagle Harbor Board of Commissioners also lobbied the General Assembly to amend the town's charter to allow it to create a parks committee. The commissioners then secured the title to the Lincoln Park property, which was still in private hands. Many of these accomplishments took place under the leadership of John T. Stewart and W. Braxton Wall when they were president and vice president of the board, respectively.<sup>140</sup>

#### *Post-War Growth through Desegregation, 1946-1974*

The end of World War II marked the beginning of a period of growth for Prince George's County and Eagle Harbor that continued for decades. The county more than doubled its population between 1940 and 1950 (from 89,940 to 194,182 people) and grew by more than eighty-four percent in each of the next two decades. While the raw numbers are lower for Eagle Harbor, the percentage increases are impressive. Only two full-time residents called Eagle Harbor home in 1940. Ten years later there were seven; ten years after that there were fifteen. Population growth flattened through the 1960s and then spiked to forty-five in 1980.<sup>141</sup>

The pace of construction in Eagle Harbor quickened in the first decade after World War II as well. Twenty new buildings were constructed, according to a hand count of buildings shown on a 1956 edition of a 1953 U.S. Geological Survey map. By the end of the period, the total number of buildings in Eagle Harbor topped sixty.<sup>142</sup> Most of these were residences, including Arthur L.

<sup>139</sup> U.S. Geological Service, "Maryland, Prince Frederick Quadrangle," 1938; "Eagle Harbor Is Popular," *Washington Times*, July 13, 1929; "Eagle Harbor Elects Town Commissioners," *Evening Star*, August 13, 1929, 10, *Evening Star*, December 2, 1942, A10, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>140</sup> "Bill to Modernize Police Is Offered," *Washington Post*, March 25, 1931, 20, ProQuest Historical Newspapers: The Washington Post; "The Eagle Harbor Citizens' Association," *Washington Tribune*, Capital Weekly, January 15, 1932, 10; "Road Repairs to Be Pushed," *Washington Times*, April 24, 1934, 11; "Maryland to Widen Roads Built by CWA," *Washington Times*, July 4, 1934, 4, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>141</sup> U.S. Department of Commerce, Bureau of the Census, *Census of Population: 1950*, volume I: Number of Inhabitants (Washington, D.C.: U.S. Government Printing Office, 1952), 20-10; Richard M. Cohen, "Population Shifts in Prince George's County," *Washington Post*, January 13, 1971, C1, ProQuest Historical Newspapers: The Washington Post; Decennial Census of Population and Housing by Decades: 1980, U.S. Census Bureau website, <https://www.census.gov/programs-surveys/decennial-census/decade.1980.html#list-tab-693908974>.

<sup>142</sup> U.S. Geological Service, "Maryland, Benedict Quadrangle," 1956 (surveyed 1953) and 1974 (reprinted in 1977).

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Hatcher's house at **23309 Patuxent Boulevard (contributing building)**. Hatcher had acquired the lots on which the house and its large garage were built (lots 1 and 2 and 29 and 30 of block 14) in 1946 from Prince George's County fifteen years after they had been taken for delinquent tax payments. The gap in private purchase of the property reflects the effects of the Great Depression on second home buying in Eagle Harbor. The house Hatcher built was a one-story, nearly square cottage with a hipped roof and a screen porch, continuing the tradition of such houses in Eagle Harbor into the post-war period. Hatcher and his wife Nellie were known for the annual summer party they gave well into the 1960s.<sup>143</sup>

The increase in construction led to the extension of the Eagle Harbor street system following the 1925 plat. (Historical Figure 8, compare with Historical Figures 3 and 7) Wilson Drive, on the west, was formalized and extended to the north to meet Juniper Trail, which had also been extended. Hawthorne and Maple trails were cut through between Patuxent Boulevard and Hawkins Drive dividing two large blocks into four smaller ones, and Weaver Trail and Thomas Path were cut through, connecting Trueman Point Road, Patuxent Boulevard, and Juniper Trail. Some streets on the 1925 plat, however, appear never to have been cut through, or were abandoned, due to lack of development.<sup>144</sup>

One of the few commercial buildings built after World War II stands at **18311 Trueman Point Road (contributing building)**. Built in the late 1940s as a general store known as the Wonder Inn, it was operated by John Ames, who acquired the property in 1941. A two-story, three-bay, cinderblock building with a low-pitched, front gable roof, the store served residents of Eagle Harbor and Cedar Haven until 1971, when Ames closed the shop and sold the property.<sup>145</sup> Ames was involved in a controversy in Eagle Harbor that periodically enveloped the town both before and after the war – the sale of alcohol within town boundaries. In 1950, Ames applied for a license to sell beer and light wine at a beer garden he proposed for the Wonder Inn. Eagle Harbor citizens, led by Rev. C.T. Murray, president of the town's Board of Commissioners, went before the Prince George's County Board of License Commissioners to oppose approval of the application, and the license board turned Ames down. In 1953, Ames ran for the town Board of Commissioners and won. He later served as mayor.<sup>146</sup>

Although still a resort town during this period, as can be seen in the difference between the year-round populations appearing in census records and the estimates of 200-300 inhabitants during the summers, efforts to promote day-tripper visitation to Eagle Harbor slowed in the post-war years. Ethel Fields still provided accommodations for visitors in her establishment, called the

<sup>143</sup> Deed, liber 869, folio 288, April 24, 1946; "This and That," *Baltimore Afro-American*, September 10, 1966, 5, ProQuest Historical Newspapers: The Baltimore Afro-American.

<sup>144</sup> Weave Trail appears on the 1925 plat as Weaver Path but follows the same course.

<sup>145</sup> The name of the store is sometimes given as Wander Inn or Wanderer Inn.

<sup>146</sup> "Inn Proprietor Warned," *Evening Star*, August 25, 1950, A2; "Eagle Harbor Beach Beer License Denied as Citizens Protest," *Evening Star*, September 22, 1950, B1, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>; "Thomas Delaney heads Eagle Harbor," *Baltimore Afro-American*, August 22, 1953, 8, ProQuest Historical Newspapers: The Baltimore Afro-American.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Lavonne Inn in 1946, but the hotels seem to have disappeared.<sup>147</sup> On the 1965 aerial photo, both the hotel on Trueman's Point and the Fields' hotel on Trueman's Point Road appear to have been demolished. (Historical Figure 8) An attempt was made to sell the Trueman's Point property in 1963, when a classified advertisement appeared in the *Evening Star* offering a "Delightful summer development for discriminating clientele," boasting "1,500 feet on Patuxent River, large clubhouse, stables, and beautiful beach." At the time, Trueman's Point belonged to Kenneth W. Sumner, who acquired it in 1953.<sup>148</sup> Reports of new or upgraded amusements in Eagle Harbor are, however, absent from the records reviewed for this nomination.

The 1963 sale of Trueman's Point was offered by Sigler and Company, apparently on behalf of Sumner since the company never owned the property. This offering illustrates a developing trend of professional real estate brokers and individual speculators entering the business of buying and selling property for redevelopment as Prince George's County's population grew. Eagle Harbor felt the influence of the trend as well. In 1955, at the Prince George's County courthouse, a thousand properties were auctioned off after their owners had failed to make tax payments. Bidding between professional bargain hunters and amateurs continued into the night. A single lot in Eagle Harbor, lost due to the failure to pay a six-dollar tax bill, was auctioned for \$1,100.<sup>149</sup> Other examples abound in the 1950s and early 1960s. M.O. Jarvis, perhaps a registered architect, maintained a weekend office at Eagle Harbor selling "Beautiful Building Sites on the Patuxent" in both Eagle Harbor and Cedar Haven. He also offered to build houses for the buyers. One advertiser held, or controlled, lots at Glenarden, Bowie, Oakcrest, Lincoln, Cedar Haven, and Eagle Harbor. In 1961, O.H. Osterman & Company advertised for sale forty Eagle Harbor lots. Anticipating a market that would come to define the town's fulltime population, one offerer noted that the beach lots on sale at Eagle Harbor were "Suitable for bldg. retirement homes."<sup>150</sup> The homes built during this growth period remained small, as witnessed by Arthur Hatcher's cottage from around 1946. The new houses of the period also manifested current design trends appropriate to requirements of small resort houses. An example is the Minimal Ranch (or Transitional Ranch) house **23311 Weaver Trail (contributing building)**, built circa 1953-65. The street itself was developed during the period. Two other houses built around this time also display Minimal Ranch house features. These houses generally lack many of the elaborations that came to characterize the Ranch house, such as a recessed entry, a broad, low chimney, corner window, or integrated carport, but retain features such as one-story construction, low-pitched side gable roofs, picture windows, and roof overhangs also associated with the type.

<sup>147</sup> Dorothy Lyman, "Greet the People," *Baltimore Afro-American*, September 7, 1946, 13, ProQuest Historical Newspapers: The Baltimore Afro-American.

<sup>148</sup> Classified advertisement, *Evening Star*, June 9, 1963, H21, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>; Deed, 5285/14.

<sup>149</sup> "Bargain Hunters Bid Up Prices at Prince Georges Tax Sale," *Evening Star*, March 8, 1955, A27, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

<sup>150</sup> Classified advertisement, *Washington Post*, May 8, 1955, D11, ProQuest Historical Newspapers: The Washington Post; Classified advertisement, *Evening Star*, October 7, 1956, B20, ; Classified advertisement, *Evening Star*, July 16, 1961, D19; Classified advertisement, *Evening Star*, April 8, 1956, B22, Library of Congress, Chronicling America website, <https://chroniclingamerica.loc.gov/>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

As mentioned, the population of Eagle Harbor remained level between 1960 and 1970, and only five buildings stand today that were built between 1964 and 1974. Two factors may have influenced the lack of growth during this period, one local and one national in scope. The local factor was the construction of an electrical power generating plant by the Potomac Electric and Power Company (Pepco) at Chalk Point, a mile south of Eagle Harbor on the Patuxent River. Two main concerns arose with regard to the power plant: the potential air pollution caused by smoke billowing from its smokestacks, which could be seen from the Eagle Harbor beach, and Pepco's extension of a peninsula at the town's south border into the river, which, townspeople contended, trapped silt along the beach, lowering the depth of the river and making it unswimmable. The peninsula was extended in order to create a canal from the Patuxent that cooled and carried the plant's wastewater back into the river. Pepco denied that the canal caused the problem, stating that deforestation and the resulting erosion caused by real estate development was the primary culprit. When the Maryland Department of Water Resources looked into the matter in 1971, after an article in the *Washington Post* airing the concerns of Eagle Harbor residents appeared, it concluded that the townspeople were correct in their observations that the peninsula extension was trapping silt at the Eagle Harbor beach. The department recommended dredging to be paid for by Pepco, which was undertaken, but silting has remained a problem.<sup>151</sup>

The national factor that may have influenced Eagle Harbor's lack of growth in the 1960s was the ironic effect of the desegregation of public places resulting from the Civil Rights Act of 1964 and subsequent court cases. With places of public entertainment and recreation now open to all races, African Americans gradually began to enjoy a wider range of options for places where they could spend their leisure time. They exhibited a willingness to patronize formerly all-white establishments when facilities were better, and many black-owned and -operated businesses had to improve their own facilities to compete in the new marketplace. White patrons, however, tended not to take advantage of savings that might be available at the formerly all-black businesses. As a result, many resorts popular with African Americans through the 1950s and 1960s suffered. Carr's Beach and Sparrow's Beach, near Annapolis, both made efforts to improve their facilities and broaden their offerings to attract mixed audiences, but both went out of business by the early 1970s. Carr's Beach was subdivided and developed as residential property, while Sparrow's Beach was condemned and became the site of a sewage treatment plant.<sup>152</sup>

Desegregation and integration affected summer colonies, such as Highland Beach, in a different way. With many options open to them, fewer young people chose to buy their summer getaways there than they had during the Jim Crow era. By the 1970s, the summer population of Highland beach had decreased in size, and those that did continue to visit were older. Eagle Harbor shared this condition as the years passed. The increased number of retirees that moved to coastal areas

<sup>151</sup> Ivan G. Goldman, "Tiny Town on Patuxent River Fears Silt Threatens Future," *Washington Post*, July 26, 1971, C1; "Pepco Peninsula Blamed for Silting," *Washington Post*, October 3, 1971, C1, ProQuest Historical Newspapers: The Washington Post.

<sup>152</sup> Kahrl, *This Land Was Ours*, 219-237.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

beginning in the 1970s also placed development pressures on summer colonies composed of small, traditional cottages. Development increased land values, making it hard for the older residents of places like Highland Beach to pay their higher taxes. Many residents sold their summer homes, which were then demolished for multi-story houses on small lots and ranks of condominiums.<sup>153</sup> Another factor that affected places like Eagle Harbor grew from the very attributes that residents loved. Historically black summer communities tended to be rustic, underdeveloped, and wooded. The low land costs of such places added to their attractiveness for well-financed developers.<sup>154</sup>

### *Challenges after Desegregation, 1975-Present*

The effects of post-integration development pressures did not pass Eagle Harbor by. They were just delayed by a decade. In 1980, a *Washington Post* article described Eagle Harbor as mostly unchanged. There, one found small, comfortable homes, wells and septic tanks for water and sewage, vegetable gardens, narrow streets without sidewalks – characteristics that would be recognizable to generations of Eagle Harbor full-time and summer residents.<sup>155</sup> By 1984, however, longtime residents had started to become alarmed by the growth that had occurred and changes in ownership that increased the threat of growth and change. Once again, the purchase of multiple lots at tax sales by developers was an issue, as it had been in 1955. A *Washington Post* story in 1984 noted that affluent younger African Americans who had inherited Eagle Harbor properties were less interested in visiting the town than their parents had been, opting instead for places like the waterfront in southwest Washington and resorts in the Caribbean. These absent owners often neglected to make their tax payments and allowed their properties to be sold at auction, where the price rose too high for the Town of Eagle Harbor to successfully compete with better financed buyers. In May 1984, two lots in Eagle Harbor auctioned at the county courthouse were sold for \$3,000 each, although their value was listed as \$340. The town, however, had begun a program to help residents catch up on their back taxes, and in that May auction, twenty-five of the thirty properties on offer were redeemed by their owners.<sup>156</sup>

The threat of development raised concerns that the town might lose its identity as an African American resort enclave. White buyers were thought to have purchased half of the lots sold in Eagle Harbor in the previous twenty years, according to the 1984 *Post* story. The community's residents were particularly proud of being part of a ritual emancipation of the land, as African American owners of property formerly worked by enslaved laborers of African descent, and did not wish to see that heritage lost.<sup>157</sup> That pride and sense of heritage still hold. The fears, although not unfounded, have not thus far been realized. The small number of residents in Eagle Harbor means that the move of a family or two into or out of the community can have outsized

<sup>153</sup> Kahrl, *This Land Was Ours*, 228-230; Goldman, "Tiny Town on Patuxent River Fears Silt Threatens Future."

<sup>154</sup> Kahrl, Cammeron, and Katen, 140.

<sup>155</sup> Michael Eastman, "Eagle Harbor: A Riverside Refuge," *Washington Post*, Jun 26, 1980, MD1, ProQuest Historical Newspapers: The Washington Post.

<sup>156</sup> Courtland Milloy, "Black Maryland Town Strives to Keep Identity," *Washington Post*, August 6, 1984, B1, B8, ProQuest Historical Newspapers: The Washington Post.

<sup>157</sup> Ibid.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

effects on the percentage of blacks, whites, or other racial or ethnic groups living there. In general, however, the loss of Eagle Harbor's identity as a historically African American resort community has not taken place, if the percentage of African Americans in the population is the measurement of that loss. In 2000, of the fifty-five fulltime residents, 65 percent were black, 31 percent white, 2 percent Native American, and 2 percent mixed race. In 2010, with sixty-three residents, the population was 92 percent African American and 8 percent white. The 2020 numbers showed that the sixty-seven residents were 52 percent black, 28 percent white, and 12 percent mixed race, but by 2024, the sixty-three residents were 79 percent African American and 21 percent white.<sup>158</sup>

The relative continuity of the African American presence in Eagle Harbor may at least partly be the result of there having been no major attempt to impose a large development on the town or nearby that might have increased development pressures beyond the residents' ability to withstand them. What has changed in Eagle Harbor, though, in the last fifty years is the consolidation of large parcels of land on which larger houses have been built, in some cases with older, smaller houses removed. One such house was built as early as 1979 at 18403 Ash Trail (noncontributing building) on a parcel composed of thirteen lots in block 26.<sup>159</sup> The two-story, split-level house faces Patuxent Boulevard and the river. A concrete drive opens off Ash Trail to the house. The foundations and first-floor walls appear to be constructed of stuccoed concrete block. The upper floor is covered with vinyl siding, the roof with asphalt shingles.

An example of a more recent large house replacing earlier ones is the two-and-a-half-story building at 23506 Wilson Drive (noncontributing building) on the slopes above the flood plain. The 1965 aerial and the 1977 USGS map show houses both in the location of the current house and down the hill along Hawkins Drive, which is now a grass-covered slope.<sup>160</sup> Those buildings were removed at least by 1998, when the current residence was constructed on a parcel of twelve lots in block 13.<sup>161</sup> The house has a continuous masonry foundation, stained wood siding that emulates log construction, and a complex asphalt shingle roof with both gable and shed elements. On the east, a two-story, full-width, wood porch provides river views from both the brick veneer first floor and the log-faced second floor.

Concern over preserving the town's heritage has brought about concerted efforts by both Eagle Harbor and Prince George's County to investigate, recognize, and celebrate that heritage. Surveys conducted by the county and the Maryland-National Capital Park and Planning

<sup>158</sup> U.S. Census 2000, 2010, and 2020; World Population Review: Eagle Harbor, 2024, World Population Review website, <https://worldpopulationreview.com/us-cities/eagle-harbor-md-population>. The 2024 numbers are based on U.S. Census estimates released in May 2024.

<sup>159</sup> Maryland Real Property Database, Prince George's County, 18403 Ash Trail: Deeds, liber 40246, folio 236, November 10, 2017; liber 40997, folio 298, May 15, 2018.

<sup>160</sup> PG Atlas, 1938 and 1965 aerial photos; U.S. Geological Service, "Prince Frederick Quadrangle," 1938, and "Benedict Quadrangle," 1965. It is not clear whether the 1977 aerial photo shows either of the two houses.

<sup>161</sup> Maryland Real Property Database, Prince George's County, 23506 Wilson Drive, <https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx>; Deed, liber 47383, folio 579, liber 10743, folio 707 and liber 10746, folio 17, April 3, 1996.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Commission in the 1970s and 1980s first recognized Eagle Harbor's potential significance. Subsequent studies of significant African American historic and cultural resources were undertaken in 1996 and 2012. Eagle Harbor was cited as an example of African American suburban settlement in the National Register Multiple Property Documentation Form addressing African American Historic Resources in Prince George's County that was accepted by the National Register in 2005. Additional survey and research by the county yielded a strengthened community description for Eagle Harbor that can be found on the county Department of Planning website. In 2019, a historic preservation studio class at the University of Maryland worked with M-NCPPC to create a heritage trail that linked Eagle Harbor, Cedar Haven, and Aquasco. All these efforts added to the information available on Eagle Harbor and maintained an awareness of its historic significance as an African American town founded during the Jim Crow era.

The town itself has been active in driving historical initiatives by erecting memorials within its limits and by protecting existing resources. The town's **artesian well (contributing structure)** provided drinking water for residents and vacationers after its introduction in the 1920s and functioned into the twenty-first century. The remains of the well, located at the end of Elm Trail, immediately adjacent to the Patuxent River, were stabilized and its historic significance noted in 2016. Near the well is a gazebo and plaque that commemorate the well along with the foresight of the town's founders to incorporate the town in 1929.<sup>162</sup> Eagle Harbor took a significant step toward returning to its historical boundaries when it repurchased the Trueman's Point property in 2013. The point had been included in the lands Walter L. Bean purchased from Thomas M. and Rachel A. Keech in 1925 but was sold in 1928 for development by the Southeast Industrial Association. Trueman's Point had belonged to Leon L. and Vivian A. Harper from 1986 to 1998 when it was lost to the Sandy Spring National Bank due to lack of payment on a debt. It passed through the hands of two trustees before Eagle Harbor purchased it.<sup>163</sup> Leon Harper was a bishop in the Church of God, and one use he made of the property was to conduct baptisms in the Patuxent River. According to a newspaper report, the practice had been going on annually for more than fifty years in 1994.<sup>164</sup> Other reports indicate that baptisms at Trueman's Point took place as early as the 1930s.<sup>165</sup>

While Eagle Harbor looks to its past, it has also taken numerous steps to ensure its future viability. As with any municipality, it has addressed maintenance and improvements to infrastructure, including roads, streetlights, and the seawall along the river. A major renovation to the town hall at **23320 Patuxent Boulevard (contributing building)** was undertaken in the 1980s, and a second renovation took place in 2007.<sup>166</sup> Eagle Harbor prepared a Strategic Plan in

<sup>162</sup> Paula Jarrett Nasta, et al., "Changing Landscapes: Farmsteads & Resort Towns," Historic Preservation Studio Workshop, School of Architecture, Planning, and Preservation, University of Maryland, College Park. Fall 2019, 27.

<sup>163</sup> Deeds, 6478/370, 12538/370, 34004/274, 35298/154.

<sup>164</sup> "Religion Notes: Outdoor baptism," *Washington Post*, August 11, 1994, 2B, B1-2, ProQuest Historical Newspapers: The Washington Post.

<sup>165</sup> "Personal," *Baltimore Afro-American*, August 25, 1934, 23, ProQuest Historical Newspapers: Baltimore Afro-American.

<sup>166</sup> Russ; Denny, 155; D'Veira Cohn, "Pepco Shifts Focus to P.G. as Site for New Generators," *Washington Post*, March 27, 1990, MDB4, B1-2, ProQuest Historical Newspapers: The Washington Post.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

---

Name of Property

2017 and was the beneficiary of Eagle Harbor 2025, Planning for a Sustainable Future, prepared by the National Oceanic and Atmospheric Administration. Eagle Harbor 2025 provided strategies by which the town can build a resilient community capable of meeting environmental challenges such as flooding and erosion in order to achieve its economic development goals and preserve its historical significance for future generations.<sup>167</sup> One result of these two studies has been the restoration of the Coleman Creek stream bed. As of the spring of 2024, the grant-funded project had replaced two undersized culverts with larger ones on Hawkins Drive and Patuxent Boulevard and created three larger storage areas (all noncontributing structures) along the creek.<sup>168</sup>

---

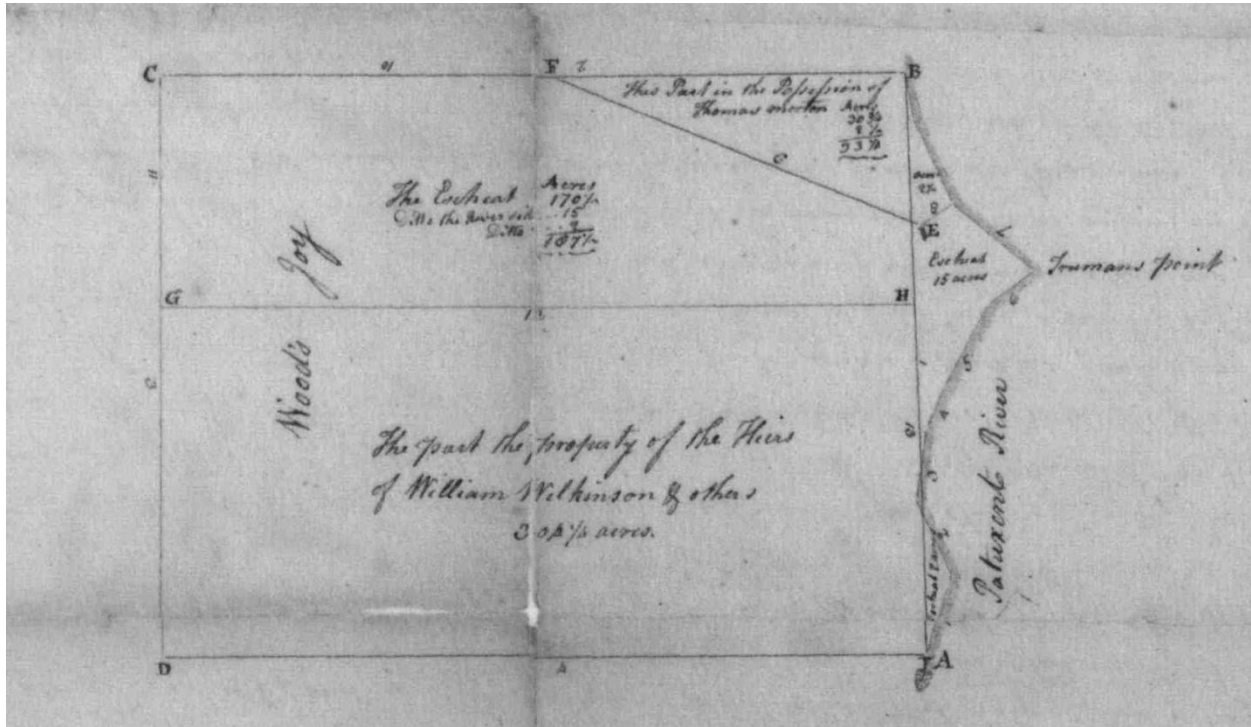
<sup>167</sup> National Oceanic and Atmospheric Administration, Eagle Harbor 2025: Planning for a Sustainable Future, prepared for the town of Eagle Harbor, n.d., 2.

<sup>168</sup> GreenVest, "Eagle Harbor Stream Restoration and Community Resiliency Project," n.d., Town of Eagle Harbor website, <https://townofeagleharborincmd.org/>, accessed July 14, 2024.

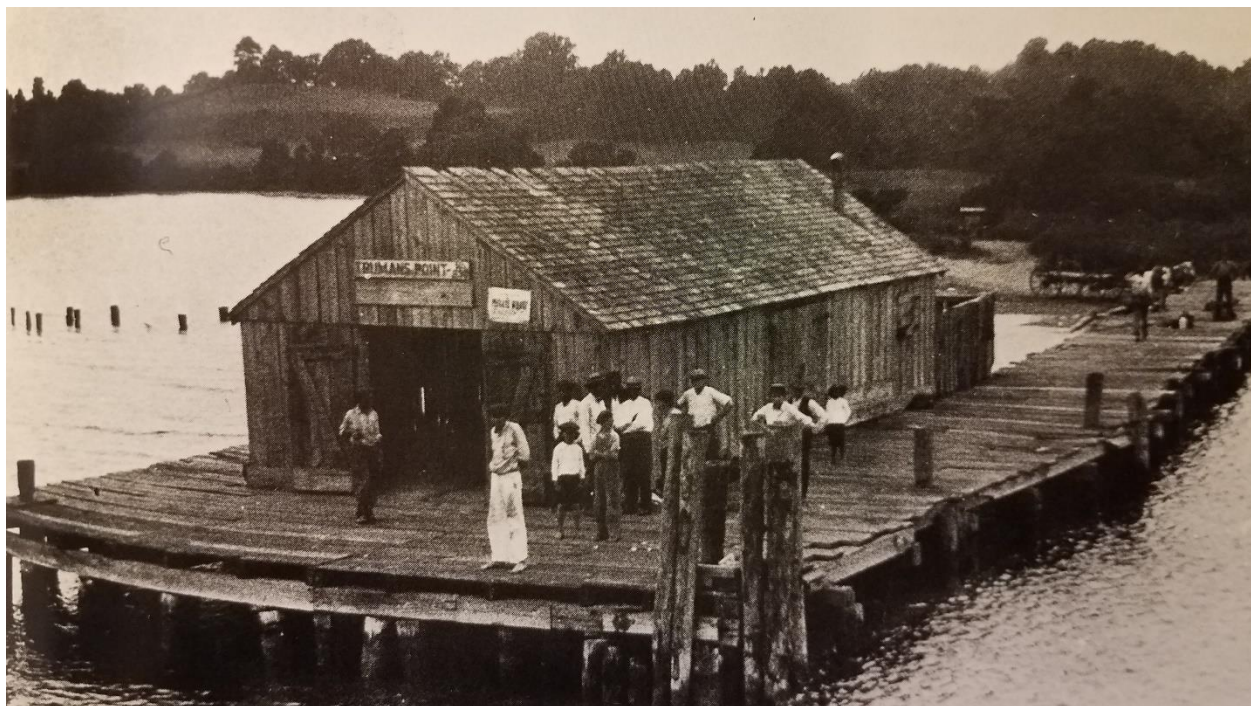
Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Historical Figure 1. 1769 survey drawing showing “Truman’s Point” and land that became Eagle Harbor. (Prince George’s County Land Records, liber PP, folio 44)

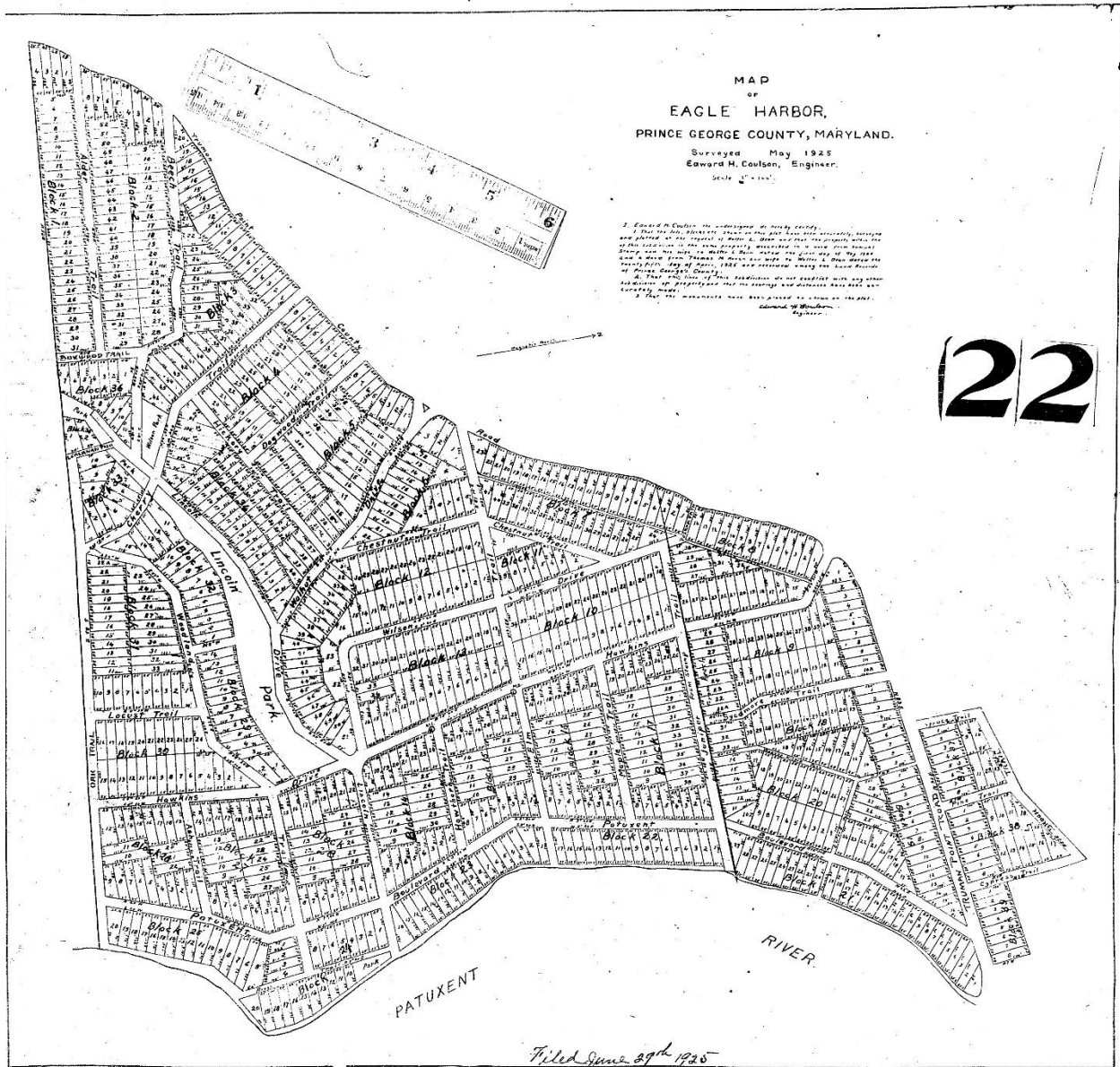


Historical Figure 2. An early 1920s photograph of Truman’s Point wharf. (Virta, *Prince George’s County: A Pictorial History*, 181)

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

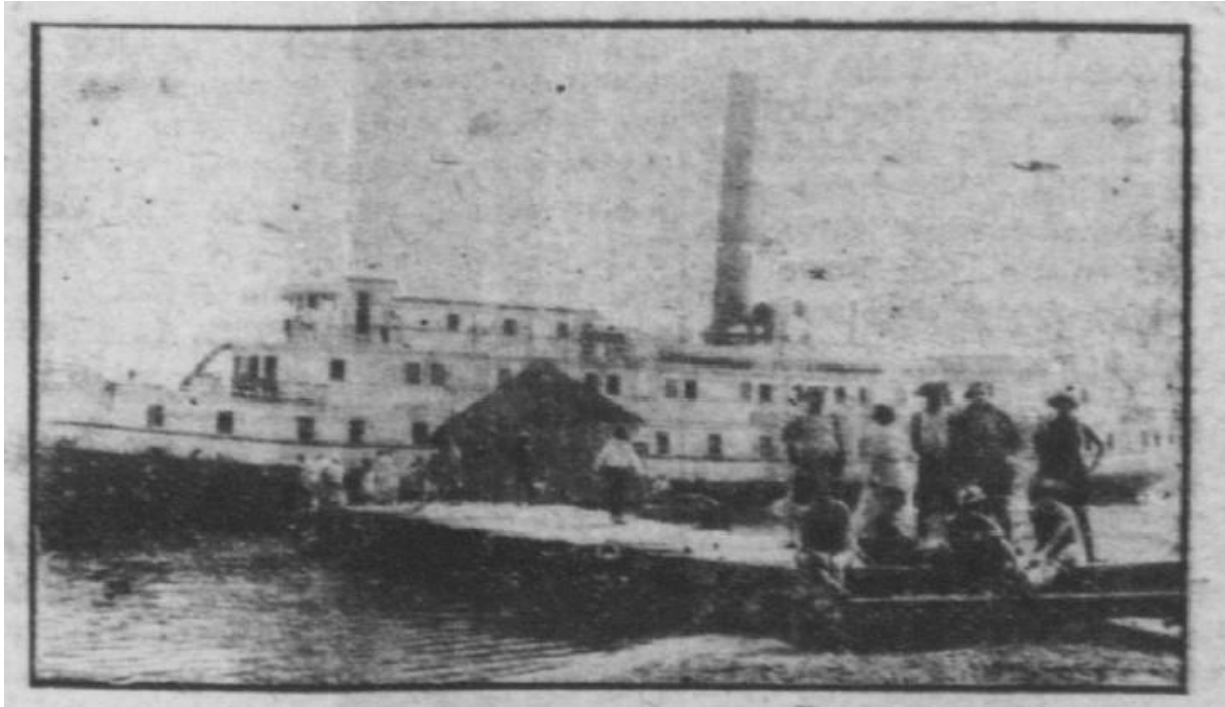


Historical Figure 3. Plat of Eagle Harbor by Edward H. Coulson, May 1925. (Prince George's County Circuit Court, Plat Book)

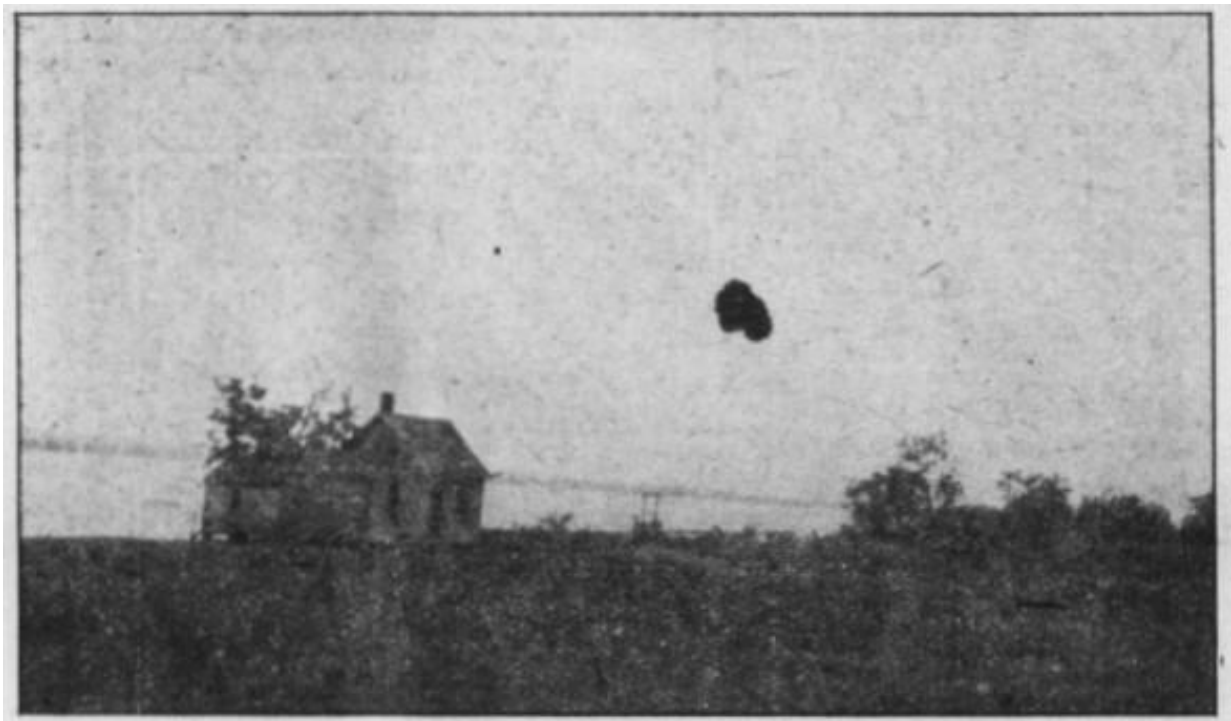
Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Historical Figure 4. Unnamed steamboat at the Trueman's Point wharf in a 1926 newspaper advertisement. (*Washington Tribune*, May 28, 1926)



Historical Figure 5. Photograph of a house at Eagle Harbor in a 1925 newspaper advertisement. (*Washington Tribune*, May 23, 1925)

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Historical Figure 6. Advertisement image of the kind of houses that Eagle Harbor might build for its residents.  
(*Washington Tribune*, May 28, 1926)



Historical Figure 7. Location of the hotel built by the Southeastern Industrial Association, as shown on a 1938 aerial photograph. (PG Atlas)

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Historical Figure 8. 1965 aerial photograph showing expanded street system of Eagle Harbor. (PG Atlas)

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

---

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

### Books and Journals

Armstead, Myra B. Young. "Revisiting Hotels and Other Lodgings: American Tourist Spaces through the Lens of Black Pleasure-Travelers, 1880-1950." *Journal of Decorative and Propaganda Art* 25 (2005), 136-159. JSTOR, <https://www.jstor.org/stable/40007722>.

Berkley, Henry J. "The Proprietary Manors and Hundreds of St. Mary's, Old Charles, Calvert, New Charles, and Prince George's Counties." *Maryland Historical Magazine* 29:3 (1934), 237-244.

Chapelle, Suzanne Ellery, and Jean B. Russo. *Maryland, A History*. 2<sup>nd</sup> edition. Baltimore: Johns Hopkins University Press, 2018.

Denny, George D. *Historic Prince George's County: A Confluence of Cultures*. San Antonio, Texas: Historical Publishing Network, 2011.

---*Proud Past, Promising Future: Cities and Towns in Prince George's County, Maryland*. Brentwood, Maryland: Dilden Company, 1997.

"Eagle Harbor, Prince George's County." Prince George's County Historical Society, 1993.

Fletcher, Patsy Mose. *Historically African American Leisure Destinations around Washington, D.C.* Charleston, South Carolina: History Press, 2015.

Haslam, Maggie. "Trail Through History: Students Create Heritage Tour Linking African American Past in Southern Prince George's County." *Maryland Today*, February 27, 2020. <https://today.umd.edu/trail-through-history-053d05b9-2b78-4e84-bb74-377651a01992>.

Hienton, Louise Joyner. *Prince George's Heritage, Sidelights on the Early History of Prince George's County, Maryland, from 1696 to 1800*. [Baltimore?]: Maryland Historical Society, 1972.

Holly, David C. *Tidewater by Steamboat, a Saga of the Chesapeake*. Baltimore: The Johns Hopkins University Press, 2000.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Jones, William Henry. *Recreation and Amusement among Negroes in Washington, D.C.* Westport, Connecticut: Negro Universities Press, 1970. Reprint of 1927 edition. Hathi Trust, [https://babel.hathitrust.org/cgi/pt?id=uc1.\\$b41433&seq=1](https://babel.hathitrust.org/cgi/pt?id=uc1.$b41433&seq=1).

Kahrl, Andrew W. *The Black Tax*. Chicago: University of Chicago Press, 2024.

--*This Land Was Ours*. Cambridge, Massachusetts: Harvard University Press, 2012.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York NY: Alfred A. Knopf, 2013.

*The Negro Motorist Green Book*, 1937-1957, 1963-64, 1966-67. New York: Victor H. Green. New York Public Library, NYPL Digital Collections, <https://digitalcollections.nypl.org/collections/the-green-book>.

*The Negro Motorist Green Book*, 1958. New York: Victor H. Green. Library of Congress, <https://www.loc.gov/item/2016298176/>.

Rountree, Helen C., Wayne E. Clark, and Kent Mountford. *John Smith's Chesapeake Voyages, 1607-1609*. Charlottesville: University of Virginia Press, 2007.

Shaum, Jack. "The Steamboats of Chesapeake Bay." *Bugeye Times* 41:4 (Winter 2016-17), 1-5.

Thornton, Alvin, and Karen Williams Gooden. *Like a Phoenix I'll Rise: An Illustrated History of African Americans in Prince George's County, Maryland, 1696-1996*. Virginia Beach, Virginia: Donning Company, 1997.

Van Horn, R. Lee. *Out of the Past: Prince Georgians and Their Land*. Riverdale, Maryland: Prince George's County Historical Society, 1976.

Virta, Alan. *Prince George's County, A Pictorial History*. Virginia Beach, Virginia: Donning Company, 1998.

### Government Documents

Betty Bird & Associates. National Register of Historic Places Multiple Property Documentation Form: African-American Historic Resources of Prince George's County, Maryland, registration #64500915. March 14, 2005.

"Eagle Harbor Sustainable Community Application," May 2023. Available at [https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/Eagle\\_Harbor\\_app.pdf](https://dhcd.maryland.gov/Communities/Approved%20Sustainable%20Communities/Eagle_Harbor_app.pdf).

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

Kahrl, Andrew W., Malcolm Cammeron, and Brian Katen. *African American Outdoor Recreation Theme Study: Historic Context and National Historic Landmark Survey*. National Park Service, U.S. Department of the Interior, National Historic Landmarks Program.

Maryland National Capital Park and Planning Commission. *Antebellum Plantations in Prince George's County, Maryland*. Upper Marlboro, Maryland: Maryland National Capital Park and Planning Commission, June 2009.

Nasta, Paula Jarrett, et al. "Changing Landscapes: Farmsteads & Resort Towns." Historic Preservation Studio Workshop, School of Architecture, Planning, and Preservation, University of Maryland, College Park. Fall 2019.

National Capital Park and Planning Commission. *African American Historic and Cultural Resources in Prince George's County, Maryland*. Upper Marlboro, Maryland: National Capital Park and Planning Commission, February 2012.

### Websites

Library of Congress. Chronicling America website, <https://chroniclingamerica.loc.gov/>.

---*Evening Star*.

---*Washington Tribune*.

Prince George's County Circuit Court, Land Records. Maryland State Archives. Maryland Land Records website, <https://mdlandrec.net/>.

Maryland-National Capital Parks and Planning Commission. Prince George's Park Department. PG Atlas website, [pgatlas.com](http://pgatlas.com).

Maryland Real Property Database, Prince George's County. Maryland Real Property Database website, <https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx>.

National Capital Planning Commission, Prince George's County Planning Department website, <https://www.mncppcapps.org/planning/historiccommunitiesurvey/>.

Stewart Funeral Home. "Our History." Available at <https://www.stewartfuneralhome.com/our-story/our-history>.

U.S. Census. Ancestry.com, Library Edition, <https://www.ancestrylibrary.com/>.

U.S. Geological Service. Benedict and Prince Frederick Quadrangles. USGS TopoView website, <https://ngmdb.usgs.gov/topoview/>.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** PG 87B-38

**10. Geographical Data**

**Acreeage of Property** 55

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 38.5728489 N Longitude: -76.6840091° W
2. Latitude: 38.5709958° N Longitude: -76.6816649° W
3. Latitude: 38.5690300° N Longitude: -76.6844410° W
4. Latitude: 38.5670215° N Longitude: -76.6848649° W
5. Latitude: 38.5652249° N Longitude: -76.6833509° W

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

6. Latitude: 38.5638690° N Longitude: -76.6840717° W
7. Latitude: 38.5638919° N Longitude: -76.6858241° W
8. Latitude: 38.5653404° N Longitude: -76.6858639° W
9. Latitude: 38.5645326° N Longitude: -76.6884502° W
10. Latitude: 38.5646604° N Longitude: -76.6888416° W
11. Latitude: 38.5653627° N Longitude: -76.6874088° W
12. Latitude: 38.5664539° N Longitude: -76.6892489° W
13. Latitude: 38.5694544° N Longitude: -76.6874141° W
14. Latitude: 38.5701503° N Longitude: -76.6836520° W
15. Latitude: 38.5723620° N Longitude: -76.6847261° W

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The Eagle Harbor Historic District encompasses approximately sixty-one acres of land. The Patuxent River borders the district on the east, Trueman Point Road and Cedar Haven on the north and northwest. Trueman Point Road and the lower end of Hawkins Drive form the western boundary. The southern boundary consists of Oak Trail, the upper end of Lincoln Drive, Lincoln Park, and Walnut Trail. (See National Register Boundary map, below.) The areas of Eagle Harbor outside the historic district boundaries – north of Trueman Point Road and the southwest

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

corner beyond Hawkins Drive and Lincoln Drive-Walnut Trail – are generally undeveloped and wooded.

**Boundary Justification** (Explain why the boundaries were selected.)

The Eagle Harbor Historic District boundaries encompass the developed areas of the Town of Eagle Harbor, as illustrated in its 1925 plat. The areas within the town boundaries outside of the historic district were never developed and contain no countable resources.

---

**11. Form Prepared By**

name/title: Tim Kerr and Daria Gasparini  
organization: Robinson & Associates, Inc.  
street & number: 4005 Wisconsin Avenue NW, P.O. Box 9454  
city or town: Washington state: DC zip code: 20016  
e-mail admin@robinson-inc.com  
telephone: (202) 494-3293  
date: September 27, 2024

---

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

**Photographs**

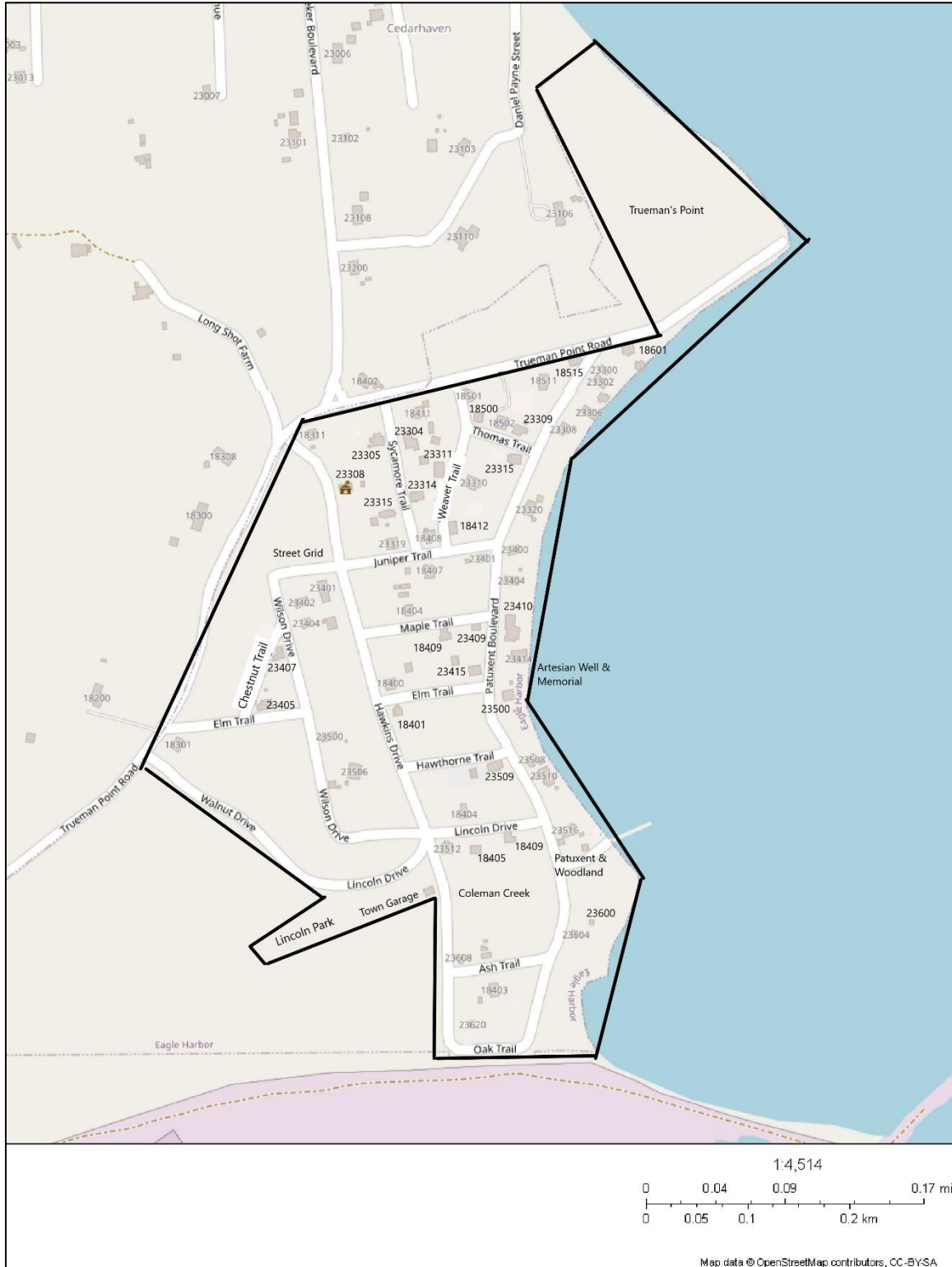
Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

**Eagle Harbor Historic District (PG: 87B-038) – National Register Boundary Map**

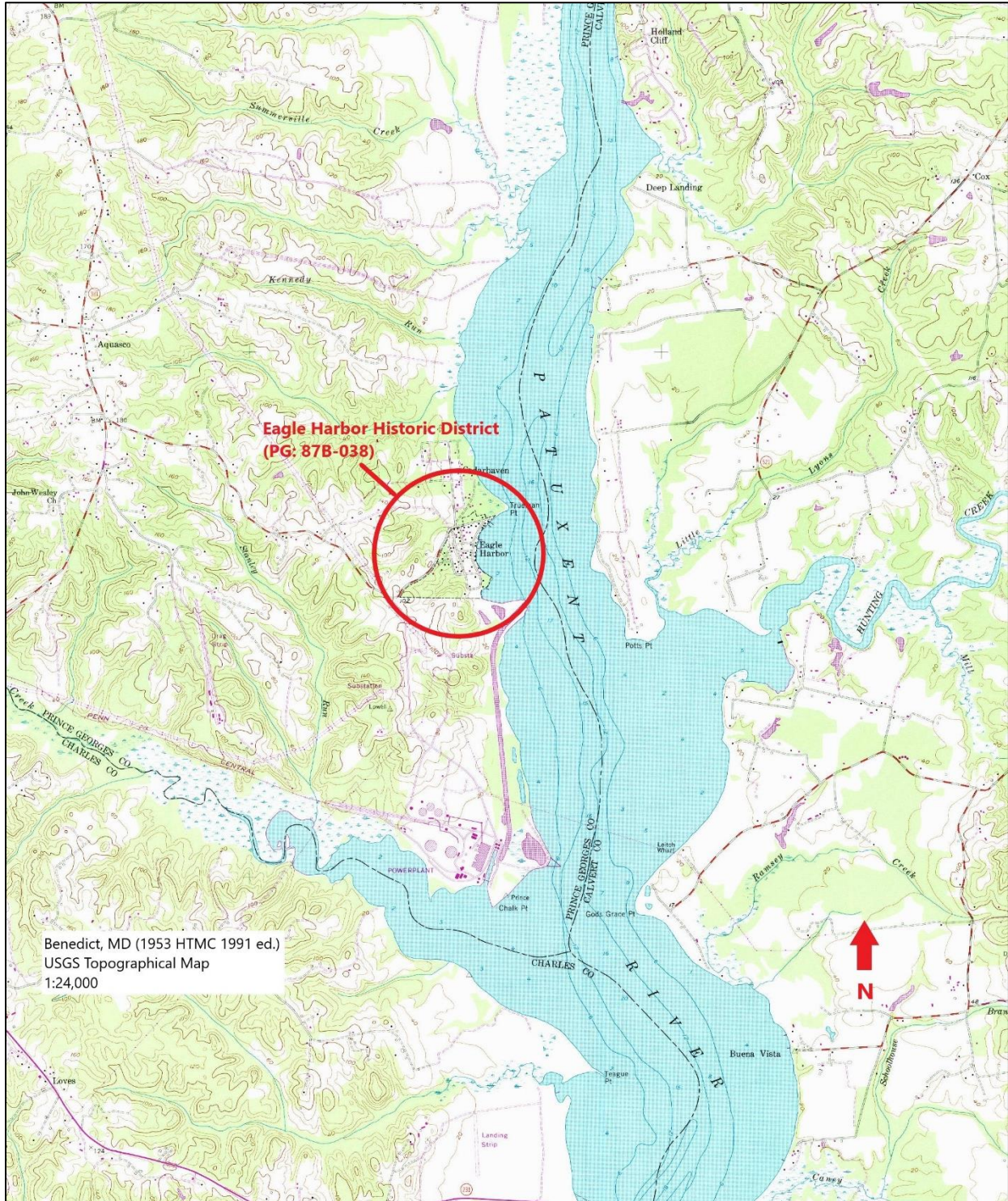


Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

**Eagle Harbor Historic District (PG: 87B-038) – Locational Map 1**

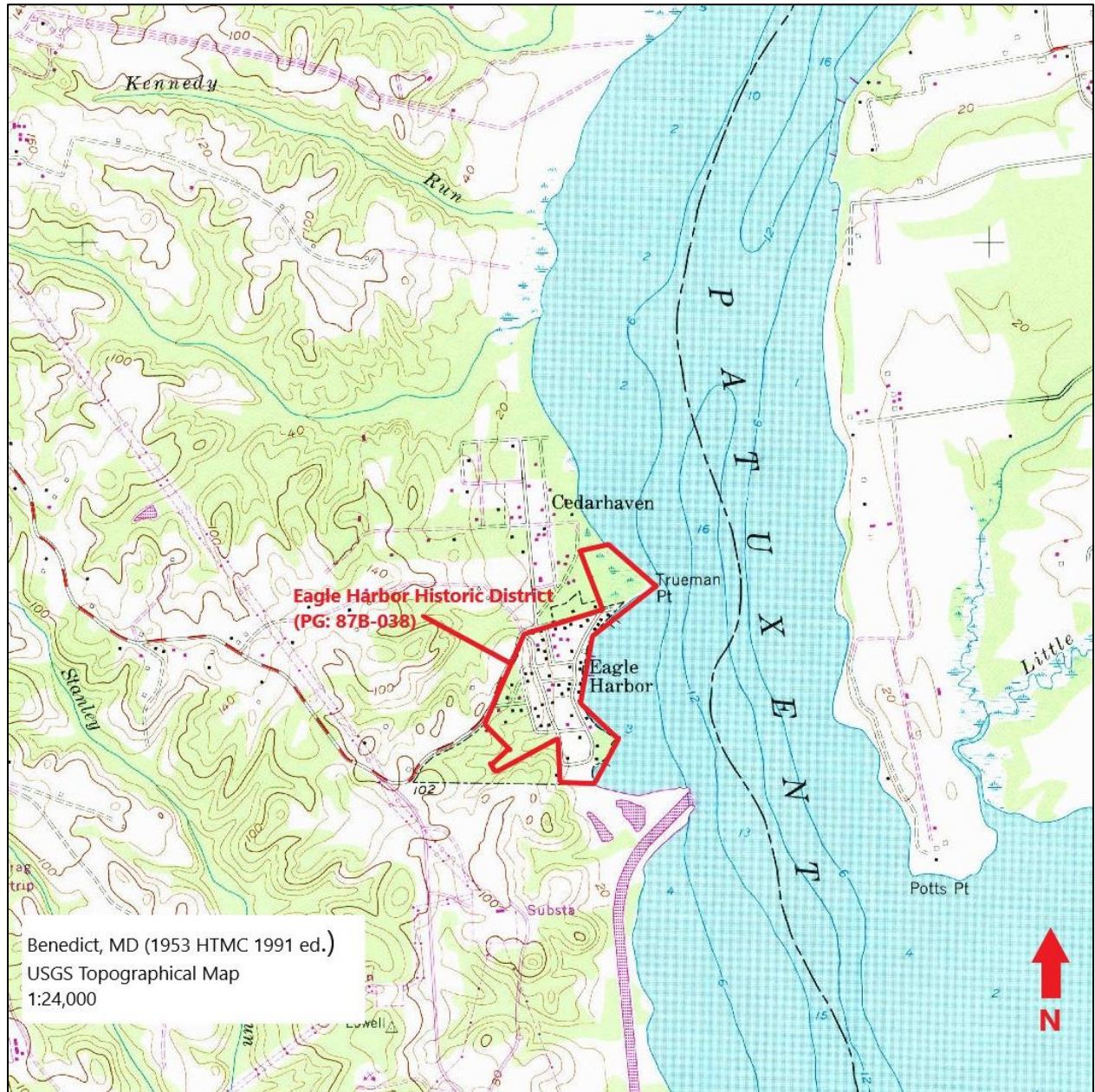


Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

**Eagle Harbor Historic District (PG: 87B-038) – Locational Map 2**

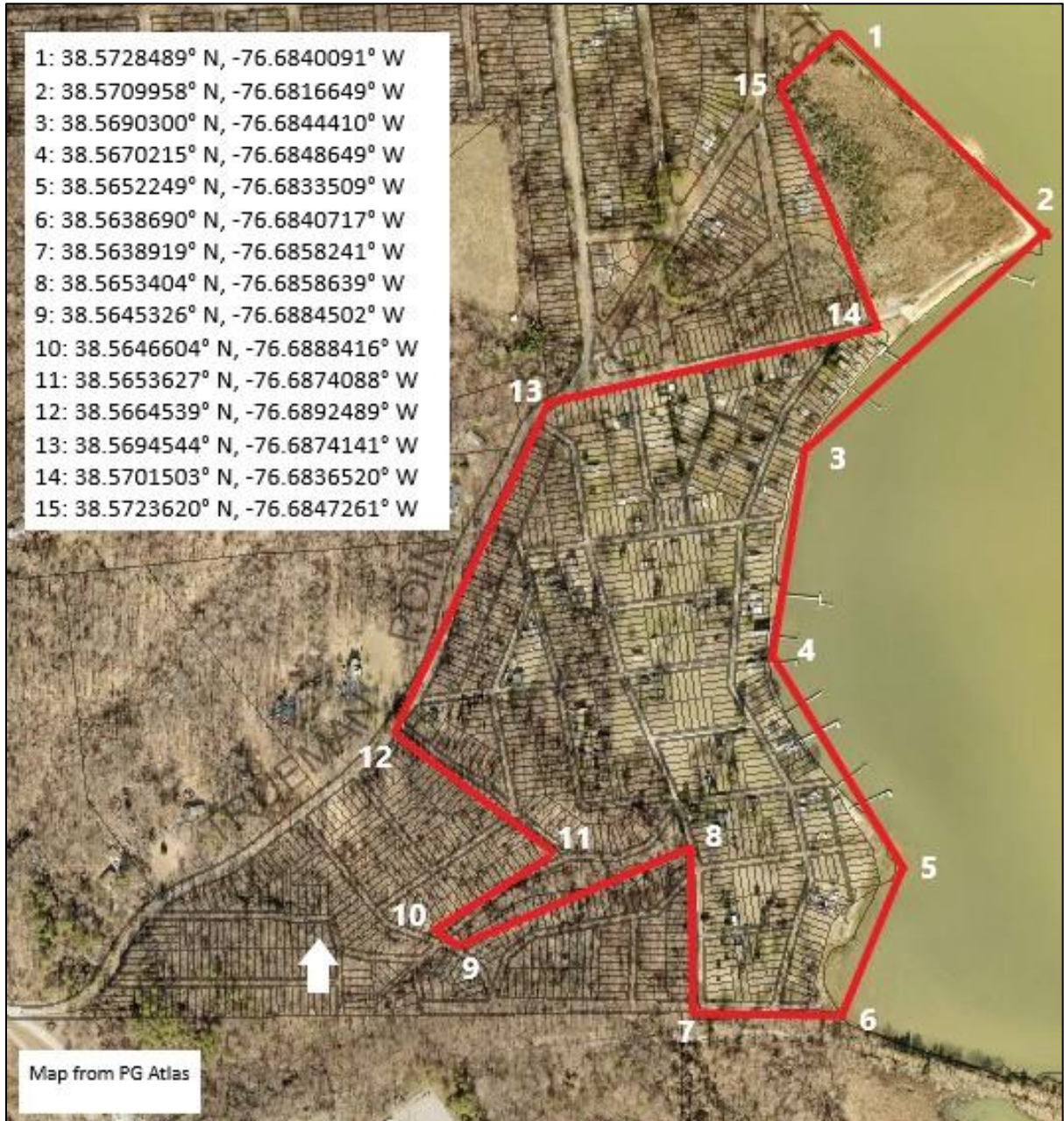


Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

**Eagle Harbor Historic District (PG: 87B-038) – Latitude-Longitude Coordinates**

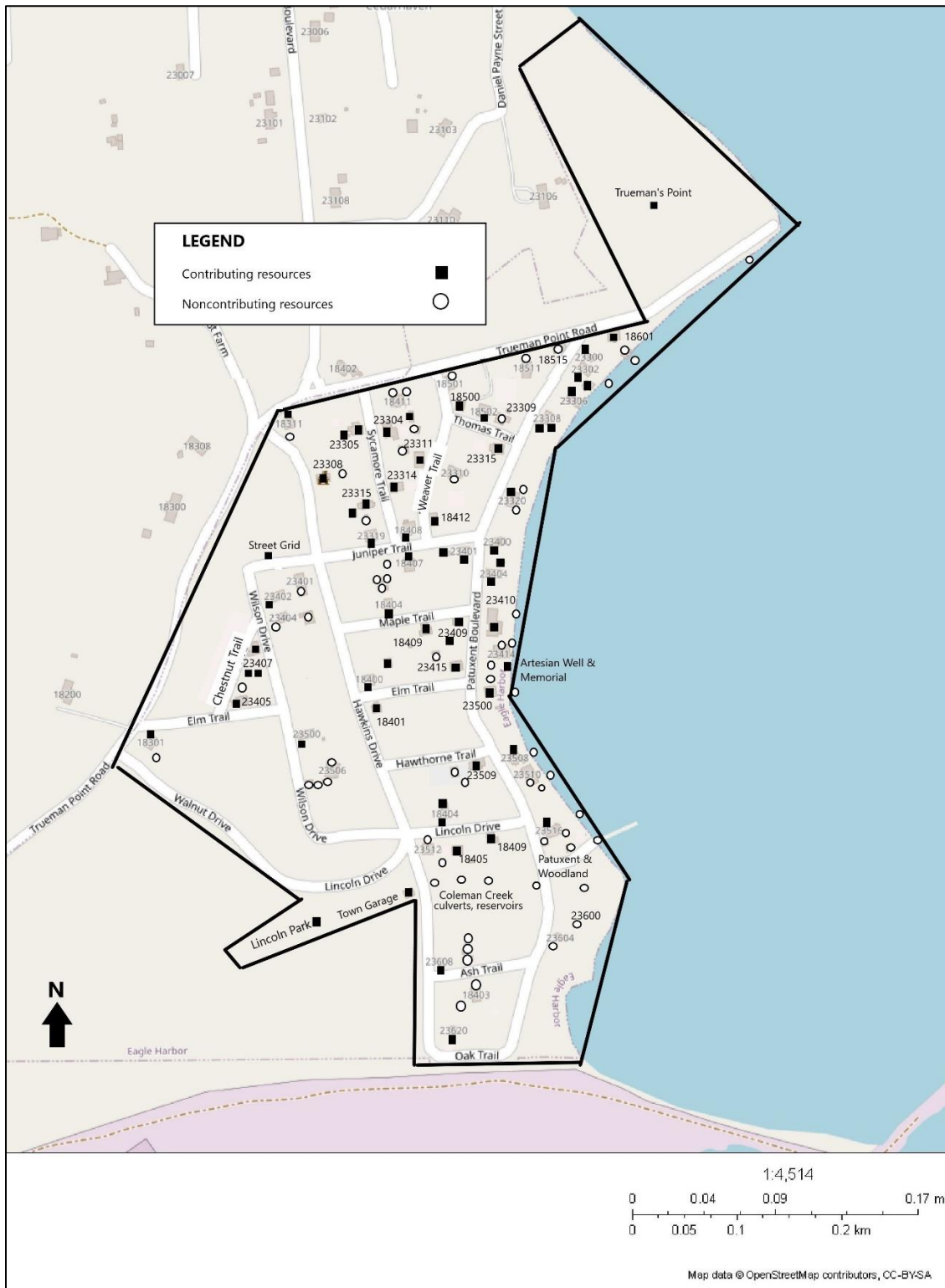


Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

**Eagle Harbor Historic District (PG: 87B-038) – Sketch Map**

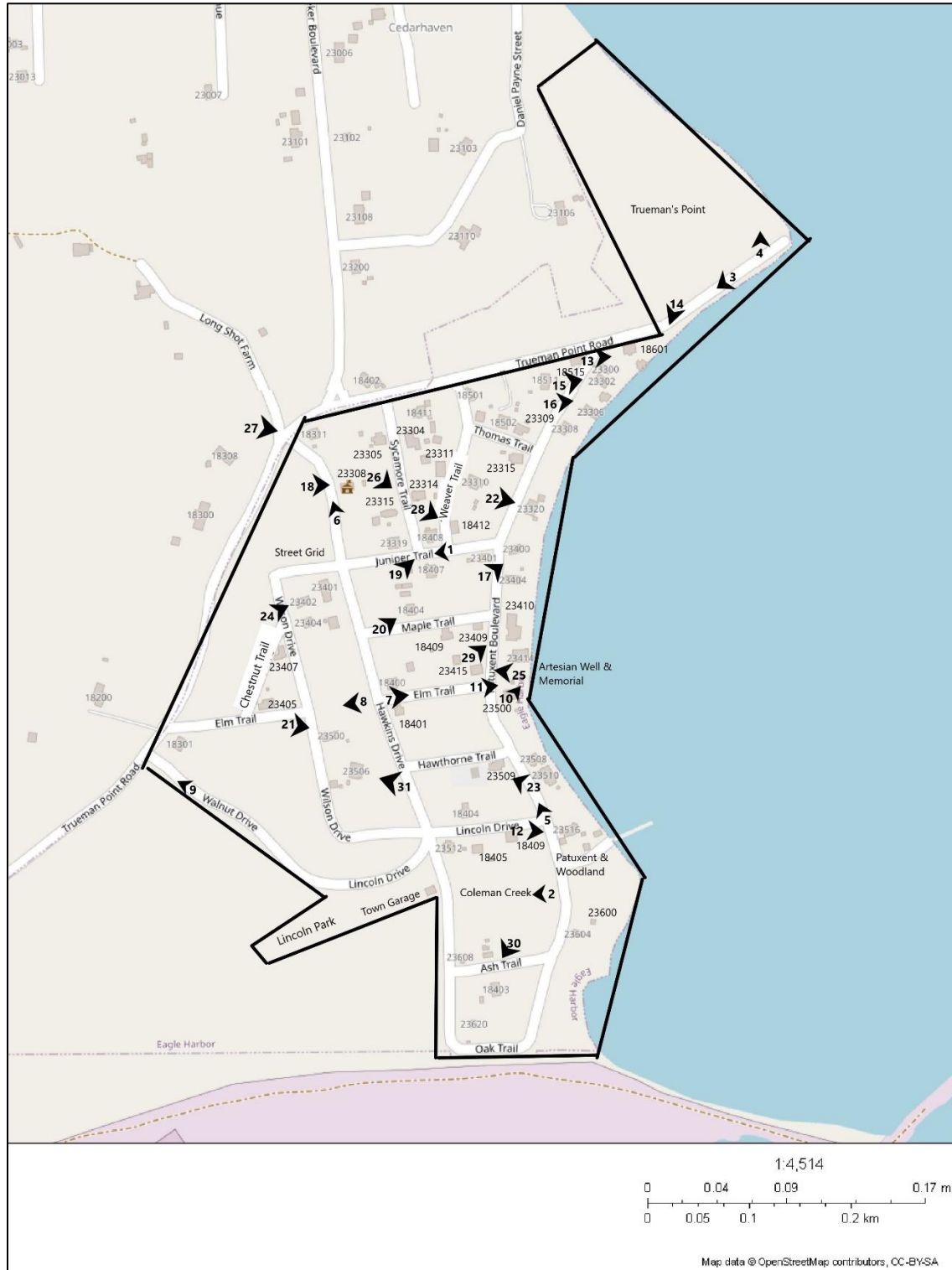


Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

**Eagle Harbor Historic District (PG: 87B-038) – Photo Location Map**



Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 1 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0001.tif

View looking west along Juniper Trail from Patuxent Boulevard



Photo 2 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0002.tif

View looking west along Coleman Creek from Patuxent Boulevard

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 3 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0003.tif

View looking west along Trueman Point Road toward gated entrance



Photo 4 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0004.tif

View of Trueman Point pier, looking northeast

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 5 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0005.tif

View of Patuxent Boulevard, looking north from intersection with Lincoln Drive



Photo 6 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0006.tif

View of Hawkins Drive, looking north near 23308 Hawkins Drive

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 7 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0007.tif  
View of Elm Trail, looking east from intersection with Hawkins Drive

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property

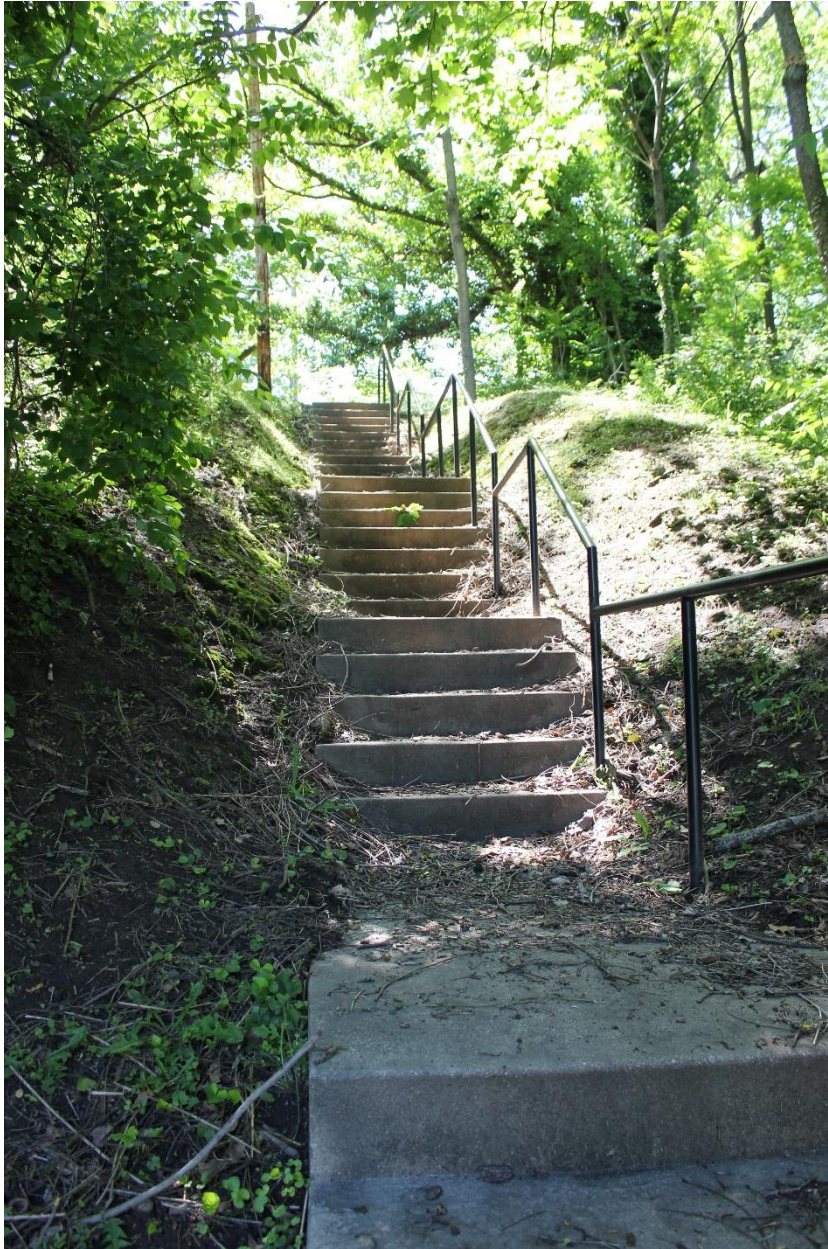


Photo 8 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0008.tif

View of steps following the Elm Trail right of way, looking west

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 9 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0009.tif

View of Walnut Drive, looking west from intersection with Chestnut Trail



Photo 10 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0010.tif

View of the artesian well, looking northeast

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 11 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0011.tif

View of the gazebo and memorial, looking east along the Elm Trail right of way from Patuxent Boulevard



Photo 12 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0012.tif

View of 23516 Patuxent Boulevard, looking southeast

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 13 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0013.tif  
View of 18601 Trueman Point Road, looking east



Photo 14 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0014.tif  
View of pier shelter at 18601 Trueman Point Road, looking southeast

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 15 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0015.tif  
View of 23302 Patuxent Boulevard, looking northeast



Photo 16 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0016.tif  
View of outbuildings along the water at 23302 Patuxent Boulevard, looking southeast

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 17 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0017.tif  
View of 23400 Patuxent Boulevard, looking northeast



Photo 18 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0018.tif  
View of 23308 Hawkins Drive, looking east

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 19 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0019.tif  
View of 18408 Juniper Trail, looking northeast



Photo 20 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0020.tif  
View of 18404 Maple Trail, looking northeast

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 21 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0021.tif  
View of 23500 Wilson Drive, looking southeast



Photo 22 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0022.tif  
View of 23320 Patuxent Boulevard, looking east

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 23 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0023.tif  
View of 23509 Patuxent Boulevard, looking northwest



Photo 24 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0024.tif  
View of 23402 Wilson Drive, looking northeast

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 25 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0025.tif  
View of 23415 Patuxent Boulevard, looking northwest



Photo 26 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0026.tif  
View of 23314 Sycamore Trail, looking east

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 27 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0027.tif  
View of 18311 Trueman Point Road, looking southeast



Photo 28 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0028.tif  
View of 18412 Juniper Trail, looking southeast

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 29 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0029.tif  
View of 23410 Patuxent Boulevard, looking northeast



Photo 30 of 31  
MD\_PrinceGeorgesCounty\_EagleHarborHD\_0030.tif  
View of 18403 Ash Trail, looking southwest

Eagle Harbor Historic District

Prince George's County,  
MD  
County and State

Name of Property



Photo 31 of 31

MD\_PrinceGeorgesCounty\_EagleHarborHD\_0031.tif

View of 23506 Wilson Drive, looking west

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

**NATIONAL REGISTER OF HISTORIC PLACES**  
**Criteria for Evaluation**

The National Register's standards for evaluating the significance of properties were developed to recognize the accomplishments of all peoples who have made a contribution to our country's history and heritage. The criteria are designed to guide State and local governments, Federal agencies, and others in evaluating potential entries in the National Register.

**Criteria for Evaluation**

The quality of significance in American history, architecture, archeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- a. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. that are associated with the lives of persons significant in our past; or
- c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. that have yielded, or may be likely to yield, information important in prehistory or history

**Criteria Considerations:**

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- d. a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- g. a property achieving significance within past 50 years if it is of exceptional importance.

**NATIONAL REGISTER OF HISTORIC PLACES**  
**Effects of Listing Maryland Properties**

The National Register of Historic Places is a list of properties acknowledged by the Federal Government as worthy of recognition and preservation for their significance in American history and culture. National Register properties include districts, sites, buildings, structures, and objects of significance to their local community, state, or the nation. The National Register program is part of a national policy to recognize and protect the country's historic and cultural heritage. The National Register is maintained by the Secretary of the Interior and administered by the National Park Service. In Maryland, the National Register program is administered by the Maryland Historical Trust, the State Historic Preservation Office.

**Benefits of listing in the National Register:**

1. The prestige of formal recognition that a property is of significance in American history, architecture, archeology, engineering and/or culture. Nomination involves a multiple-step review process that includes professional evaluations of the significance of the property.
2. Consideration in the planning for federally or state assisted projects. Procedures require careful consideration of properties which will be affected by projects involving federal and state funds, licenses, permits, or tax benefits.
3. Eligibility for federal income tax benefits that include: 1) a 20% investment tax, credit for a certified rehabilitation of historic commercial, industrial, and rental residential buildings and 2) a charitable donation deduction for the conveyance of a perpetual easement to a qualified preservation organization.
4. Eligibility for a Maryland income tax benefit for approved rehabilitation.
5. Eligibility to apply for grants and low interest loans for historic preservation projects.
6. Consideration of historic values in the decision to issue a surface coal mining permit where coal is located, in accord with the Surface Mining Control and Reclamation Act of 1977.

**Listing in the National Register:**

- does NOT mean that the Federal Government or the State of Maryland wants to acquire the property, place restrictions on the property, or dictate the colors or materials used on individual buildings. Local ordinances or laws establishing restrictive zoning, special design review committees, or review of exterior alterations, are NOT a part of the National Register program.
- does NOT require the owner to preserve or maintain the property or seek approval of the Federal Government or the State of Maryland to alter the property. Unless the owner applies for and accepts special federal or state tax, licensing, or funding benefits, the owner can do anything with his property he wishes so long as it is permitted by state and local law.
- does NOT guarantee preservation of the property. The owner is not required to preserve the property, nor is the property protected from the effects of development projects, unless federal or state funding, licensing or tax benefits are involved.
- does NOT stop federally or state funded or licensed projects when these are desired by the owner and shown to be in the public interest. Procedures do require careful consideration of federally or state funded or licensed projects which call for alteration or demolition of National Register properties before the license is issued or funds released.
- does NOT impose tax penalties on owners who demolish listed properties.