

HO – 822  
The Cornelius W. Pickett Property (Hotel)  
8826 Washington Boulevard  
Jessup, vicinity

Located along the Western side of US Route 1, Washington Boulevard in the Savage vicinity, this portion of the Pickett Property is located near the interchange of Route 1 with MD Route 32. The property currently is comprised of a little more than two acres of land, and was originally part of a larger tract known as White's Contrivance in the nineteenth century. The site, as it has been subdivided, contains one building, circa 1908. As part of the larger tract of land along the historic roadway, the larger property offered a variety of services to the traveler: lodging (this building), auto or carriage service (the garage building, HO- 823), as well as possibly a restaurant and or residence for the Pickett family (the restaurant/residence building, HO-848). While the historic use of the subject building seems to have been one of an inn or hotel for travelers, this has not been documented with certainty. The building may be viewed as part of a larger building complex planned by Mr. Pickett based on the architectural similarities with the other buildings, as well as its common ownership history. These characteristics speak to a related service in association with the roadway. The property continues to be used commercially today, serving as an office building for Allstate Insurance Company. The condition of the building is generally fair.

The significance of the Cornelius W. Pickett Property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way businesses were developed and planned along the historic roadway to serve the

needs of travelers and motorists along bustling US 1 in the early twentieth century, the so called "Main Street" of the East Coast.

The large inn or hotel structure is part of a larger parcel that near the end of the first decade of the twentieth century was developed in a unified way to serve a variety of uses. Previously associated with White's Contrivance, three properties were developed simultaneously to serve travelers along the road. The Pickett Property historically included properties identified in Maryland's Inventory of Historic Places as: HO-848 and HO-823. The building identified here embodies characteristics that, while not necessarily unique, lend significance for architectural merit however modest they may be. The portion of the Pickett Property, today known as an Allstate Insurance office, also is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1.



## 7. Description

Inventory No. HO -822

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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

### SUMMARY DESCRIPTION

Located along the Western side of US Route 1, Washington Boulevard in the Savage vicinity, this portion of the Pickett Property is located near the interchange of Route 1 with MD Route 32. The property currently is comprised of a little more than two acres of land, and was originally part of a larger tract known as White's Contrivance in the nineteenth century. The site, as it has been subdivided, contains one building, circa 1908. As part of the larger tract of land along the historic roadway, the larger property offered a variety of services to the traveler: lodging (this building), auto or carriage service (HO-823), as well as possibly a restaurant/residence for the Pickett family (HO- 848). While the historic use of this building seems to have been one of an inn or hotel for travelers, this has not been documented with certainty. The building may be viewed as part of a larger building complex planned by Mr. Pickett based on the architectural similarities with the other buildings, as well as its common ownership history. These characteristics speak to a related service in association with the roadway. The property continues to be used commercially today, serving as an office building for Allstate Insurance Company. The condition of the building is generally fair.

### COMPREHENSIVE DESCRIPTION

This portion of the Cornelius W.Pickett Property site (currently known as the Allstate Insurance Building ) slopes gradually downward, in the westward direction, away from the adjacent roadway. The site contains one large building, constructed of rusticated concrete block (circa 1908). The landscape is paved mostly on three sides of the building to provide parking and accessibility for visitors to the property. The north western most corner of the parcel is mostly wooded with mature trees and shrubs. Access to this corner of the building was not available due to the contemporary wood fencing that borders portions of the property. Access from Washington Boulevard is unlimited. Situated near the intersection of US Route 1 and MD Route 32, the building is a full two story structure, rectangular in plan and protected by a low pitched hip roof (asphalt shingle). There are two small gable dormers on the northern and southern ends of the roof (walls are sided with non-historic vertical metal siding). At the center of the building, where the roof planes converge, there is a raised box-like structure that covers what is now a mechanical equipment area for the large building. There have been additions and changes to the building over the years, but most of the original exterior finishes remain in tact. There is a one-story office addition at along the length of the front (east) façade. The metal roof covering this mid to late twentieth century addition is a faux mansard form at the perimeter with a flat roof beyond. Contemporary wood decking has been added at the rear or west façade of the building, providing porch space as well as emergency egress from the upper story. There is a simple shed roof that offers protection from the weather at this area.

The **East (front) façade** is formally designed and symmetrically composed in five large bays. Each bay has a pair of double-hung windows, evenly spaced. The windows are currently only visible at the second floor level. Where visible, they appear to be 1/1 aluminum frame replacement windows. The aluminum cladding covers what may be original wooden window sills. The first floor level of this façade is covered by the one story frame addition. The addition is also symmetrically arranged with four window forms evenly spaced. There is wood siding (vertically affixed) along all three facades of this addition. At the north end of the front façade there is a peculiar single story entry vestibule that is square in plan and has a low pyramidal roof covered with asphalt shingles.

The **North (side) façade** is also formally designed and symmetrically composed in five large bays. The walls are consistently constructed of a rusticated concrete block. On this side however, each bay is smaller in dimension and has on a single, double-hung window, evenly spaced. The windows are fairly visible at both the first and second floor levels. They are 1/1 aluminum replacement windows. The aluminum cladding covers what may be original wooden windowsills. Some windows are smaller and some are larger, (see photos for the every-other-one pattern). At the center of the second floor level there is a wood panel door (two glazed panels at the top). The doorway is sheltered by a cantilevered awning, fixed under the (overhanging) eaves of the building. This door is accessed by way of a large metal stair.

This façade also offers side views of the one story frame addition that extends along the east façade as well as the rear porch constructions (if access were available to the west corner of the site.) There features are similar to those described above.

## 8. Significance

Inventory No. HO - 822

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** N/A **Architect/Builder** unknown

**Construction dates** circa 1908

Evaluation for:

National Register  Maryland Register  not evaluated

### SUMMARY OF SIGNIFICANCE

The significance of the Cornelius W. Pickett Property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way businesses were developed and planned along the historic roadway to serve the needs of travelers and motorists along bustling US 1 in the early twentieth century, the so called "Main Street" of the East Coast.

The large inn or hotel structure is part of a larger parcel that near the end of the first decade of the twentieth century was developed in a unified way to serve a variety of uses. Previously associated with White's Contrivance, three properties were developed simultaneously to serve travelers along the road. The Pickett Property historically included properties identified in Maryland's Inventory of Historic Places as: HO-848 and HO-823. The building identified here embodies characteristics that, while not necessarily unique, lend significance for architectural merit however modest they may be. The portion of the Pickett Property, today known as an Allstate Insurance office, also is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1.

### NARRATIVE HISTORY

The portion of the Cornelius W. Pickett Property, today known as "Allstate Insurance", is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1 (also known as: Washington Blvd., the Washington Road and following the Baltimore Washington Turnpike.) Historically the route between Baltimore and Washington dates back two centuries. The road that would become the Baltimore Washington Turnpike predated the "Residence Bill" of July 16, 1790, that established the national capital, "The Territory of Columbia."

Originally constructed under the 1704 Act requiring 24 foot cart paths, the first section of the road was constructed in 1741 connecting Baltimore and Elkridge. By 1749 the road continued to Georgetown and the banks of what is now referred to as the Potomac River. According to many period accounts, maintenance was always a concern. During the turnpike movement of the late-eighteenth and early nineteenth centuries, several different turnpike companies tried to construct a successful turnpike. Only one company succeeded in 1820. Their success was short lived, as the State of Maryland condemned the road in 1865.

In 1906 the State responded to the public's request for rebuilding the roadway and State Route 1 was officially born. The military used the road heavily during WWI and in 1918 and 1919 the road was laid in concrete and expanded by twenty feet in width. In 1925, State Route I became part of US 1, the so-called "Main Street" of the East Coast, from Fort Kent, Maine to Key West, Florida.

The development of US 1, as well as many other roadways during the early twentieth century, occurred in response to the culture's acceptance and increased use of the automobile. Few inventions have had as great and as widespread an impact as the automobile. The National Park Service (NPS) reports:

"By 1920, more than 300 cities had roadside camping facilities for motorists and more than one million people used them. Streets and highways were quickly built or modernized and a uniform numbering system for highways was introduced in 1925. In 1930 nearly 27 million cars were registered. The production, sale, repair, and servicing of cars provided work for millions."

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## 9. Major Bibliographical References

Inventory No. HO - 822

Howard County Land Records, Howard County Courthouse, Ellicott City.

State Department of Assessments and Taxation Records, State of Maryland. Baltimore, MD.

P.A.C Spero & Company and Louis Berger & Associates. "Historic Highway Bridges in Maryland: 1631- 1960: Historic Context Report," MD State Highway Administration, MD State Department of Transportation, Baltimore, MD, 1995.

A History of Road Building in Maryland. State Roads Commission of MD, Baltimore, MD, 1958.

G.M. Hopkins, C.E. Atlas of Fifteen Miles Around Baltimore including Howard County, Maryland. Philadelphia: 320 Walnut Street, 1878.

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## 10. Geographical Data

Acreage of surveyed property approximately 2.0 Acres  
Acreage of historical setting Approximately Seventy-six Acres, property known as Whites Contrivance  
Quadrangle name Savage Quadrangle Quadrangle scale: 1: 24,000

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### Verbal boundary description and justification

Map 47, Grid 12, Parcel 502

See legal metes and bounds description in attached Deed: Liber 3437 Folio 67, dating to April 13, 1994.

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## 11. Form Prepared by

name/title	Kate Mahood, Architectural Historian		
organization	Mahood and Associates, LLC	date	April 1, 2004
street & number	510 Pafel Road	telephone	410-266-5608
city or town	Annapolis	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. HO - 822

Name  
**Continuation Sheet**

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The **South (side) façade** is also finished in the same rusticated concrete block material. This façade matches the general configuration of the North side façade. It is also formally designed and symmetrically composed in five large bays. The walls are consistently constructed of a rusticated concrete block. On this side however, each bay is smaller in dimension and has on a single, double-hung window, evenly spaced. The windows are very visible at both the first and second floor levels. They are 1/1 aluminum frame replacement windows. The aluminum cladding covers what may be original wooden windowsills in some cases. Masonry lintels above the windows are evident. Different from the north façade, are the more uniformly sized windows. There are larger windows at the center and the rest appear fairly consistent in size. There are no stairs or additions to the main plane of this side wall.

This façade also offers side views of the one story frame addition that extends along the east façade as well as the rear porch constructions (if access were available to the west corner of the site.) Their features are similar to those described above. There is another entrance to the front additions from this south façade. The top a small brick chimney shows above the roof on this side of the building.

The **West (rear) façade** was not generally available for inspection due to fencing and restrictions. What is visible from the side facades has been described above.

Current conditions at the building are fair to good.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. HO - 822

Name  
**Continuation Sheet**

Number 8 Page 1

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With the Great Depression the tourist industry and related businesses were nearly cut in half between 1929 and 1932. The businesses that were successful during these difficult times were often ones that appealed to the smaller number of tourists on the road and maintained a smaller scale operation. As economic times improved later in the 1930's and onward, roadside advertising became commonplace. Fanciful buildings, grand colorful signs (often humorous in language), and huge, over-sized sculptures of trademark characters and animals offered highly visible attractions for the passing motorist. All aimed to incline the traveler to stop, pass some time, and of course spend some money. These distinctive architectural and landscape features created a roadside or highway culture that, in part, gives context for understanding the history of many commercial and residential properties along Route US 1, including its run through Howard County.

The development of the subject property by Mr. Cornelius W. Pickett after the turn of the twentieth century illustrates an entrepreneurial spirit to capitalize on the development of the roadway. Part of a larger parcel, (acreage unconfirmed) deed research confirms the parcel was owned by Charles C. Josenhaus prior to 1887. The property at this time was known as "White's Contrivance." On January 17, 1908 76 acres of the property were sold to Mr. Cornelius W. Pickett (liber 85, folio 186.) This date seems to correspond architecturally with the three different structures (this hotel building, the restaurant (HO-848), and the service garage building (HO- 823)) that were on the site at that time.

In August of 1927 the owner, Mr. William Stanley with Mr. Joseph Hodge Attorney representing, sold the property due to default on the mortgage to Mr. Harris E. Kirk, Jr. From here the property changed hands several times until it was sold to Mr. Edward Young. The property stayed in the Young family until October of 1951. At this time the 76 acre property began to be subdivided and sold to various owners.

The property, today known as the Allstate Insurance office building was sold to Earl and Ethel Beltz (227/561). By 1978 the property was sold to Jae Ku Lim. Since this time the property, of over two acres, changed ownership in 1983, 1987, and again in 1994 to the current owners.

While the exact way the three (3), to date, inventoried Pickett Properties, identified above, were used and what services were provided to assist travelers along the historic roadway, is not firmly clear. However, the continued use of the property to service travelers along US 1 contributes to the significance of the site. The property speaks to the nature of "mom and pop" businesses that were commonly developed in the first half of the twentieth centuries across the country and especially along such historic roadways. While in fair condition, the modest complex of the three buildings, originally one business venture, are stylistically contributing to the significance of roadside architecture along this historic corridor.



**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No. HO - 822

Name  
**Continuation Sheet**

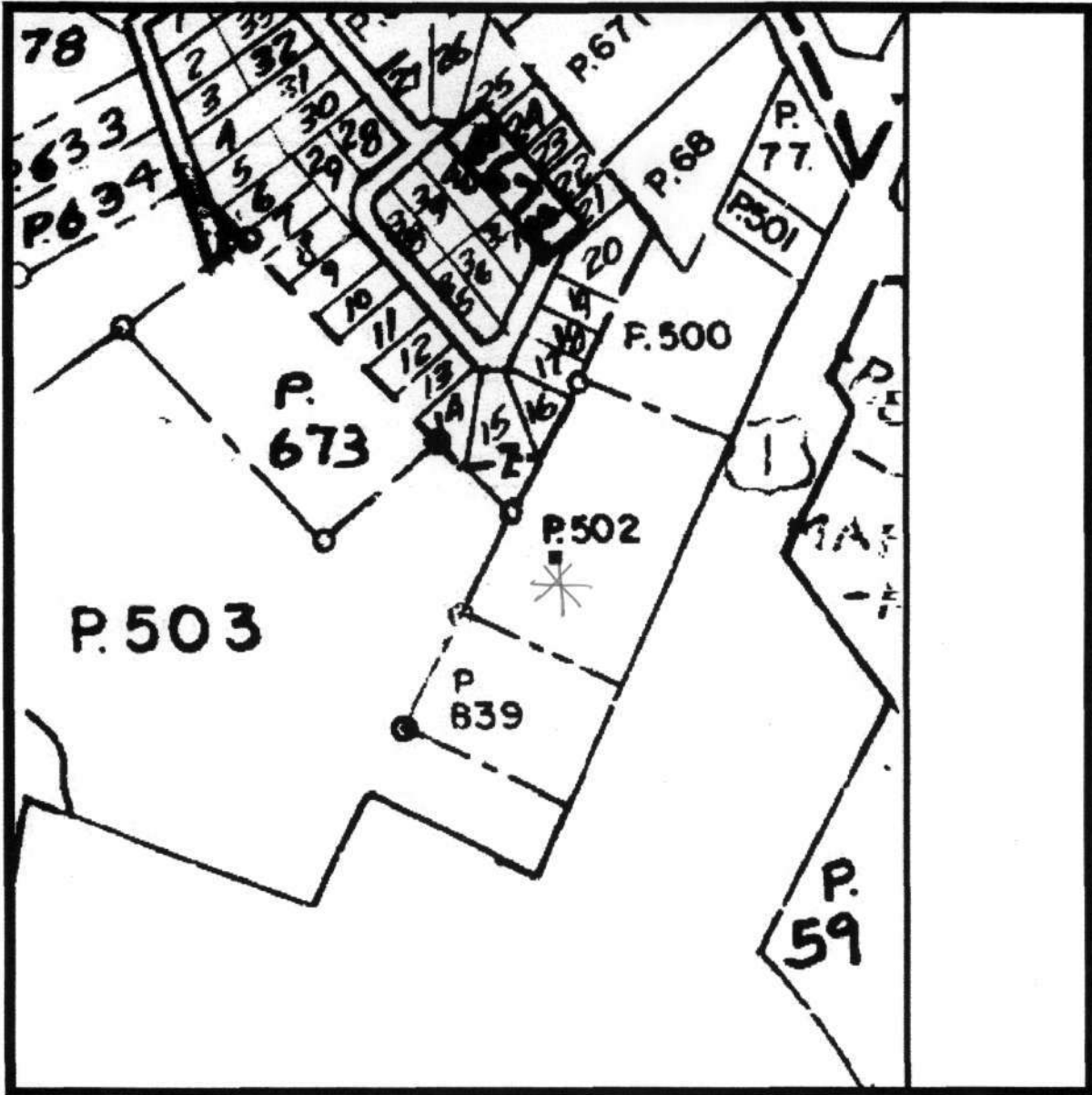
Number 9 Page 1

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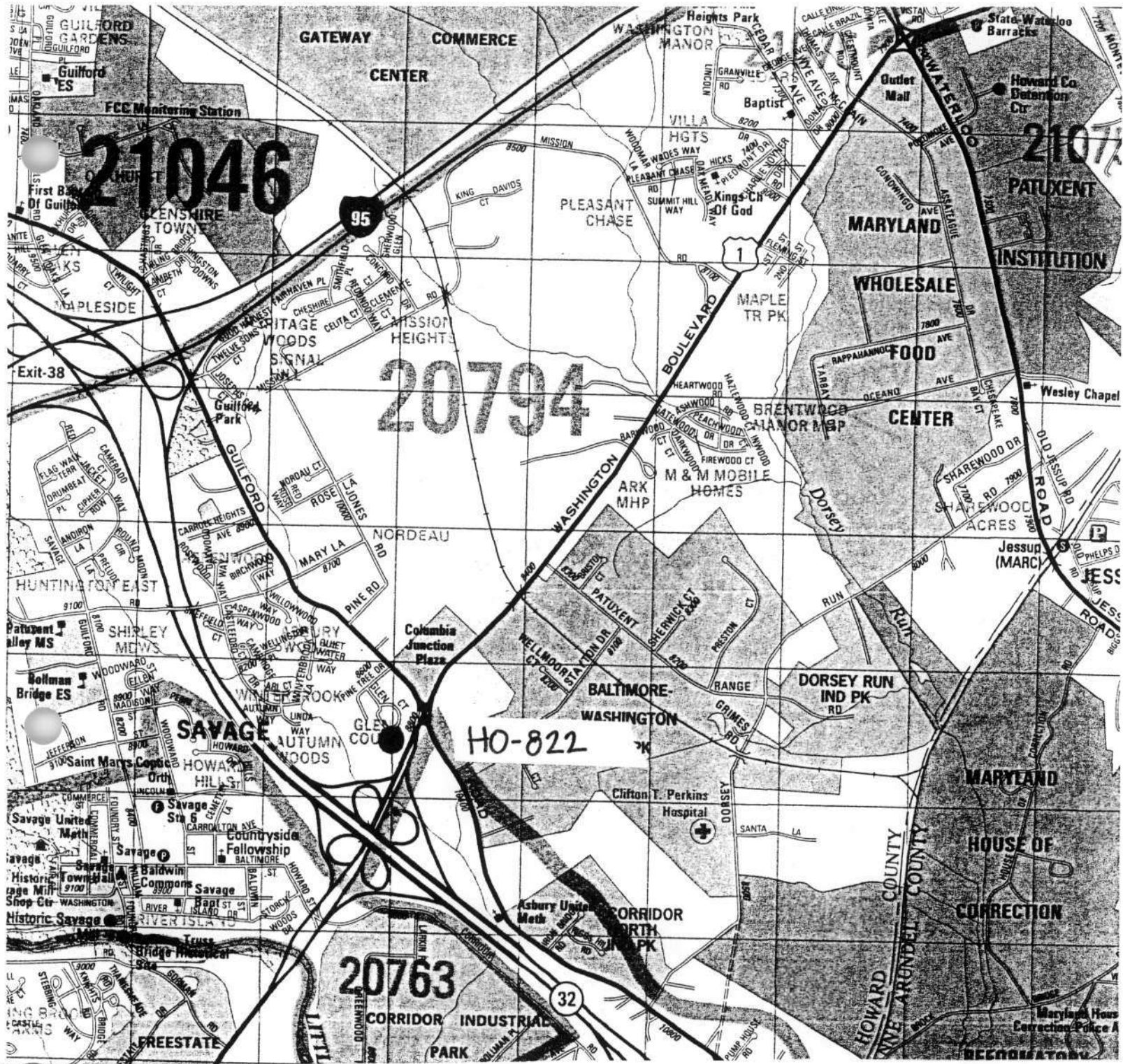
Stein, Charles Francis, Jr. Origin and History of Howard County Maryland. Baltimore: The Howard County Historical Society, 1972.  
Martinette Map of 1860.

	<b>Maryland Department of Assessments and Taxation</b> <b>HOWARD COUNTY</b> <b>Real Property Data Search</b>	<a href="#">Go Back</a> <a href="#">View Map</a> <a href="#">New Search</a>
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District - 06 Account Number - 392660



Property maps provided courtesy of the Maryland Department of Planning ©2001 - 2002.  
 For more information on electronic mapping applications, visit the Maryland Department of Planning web site at  
[www.mdp.state.md.us/webcom/index.html](http://www.mdp.state.md.us/webcom/index.html)



HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT

MARCH 2004

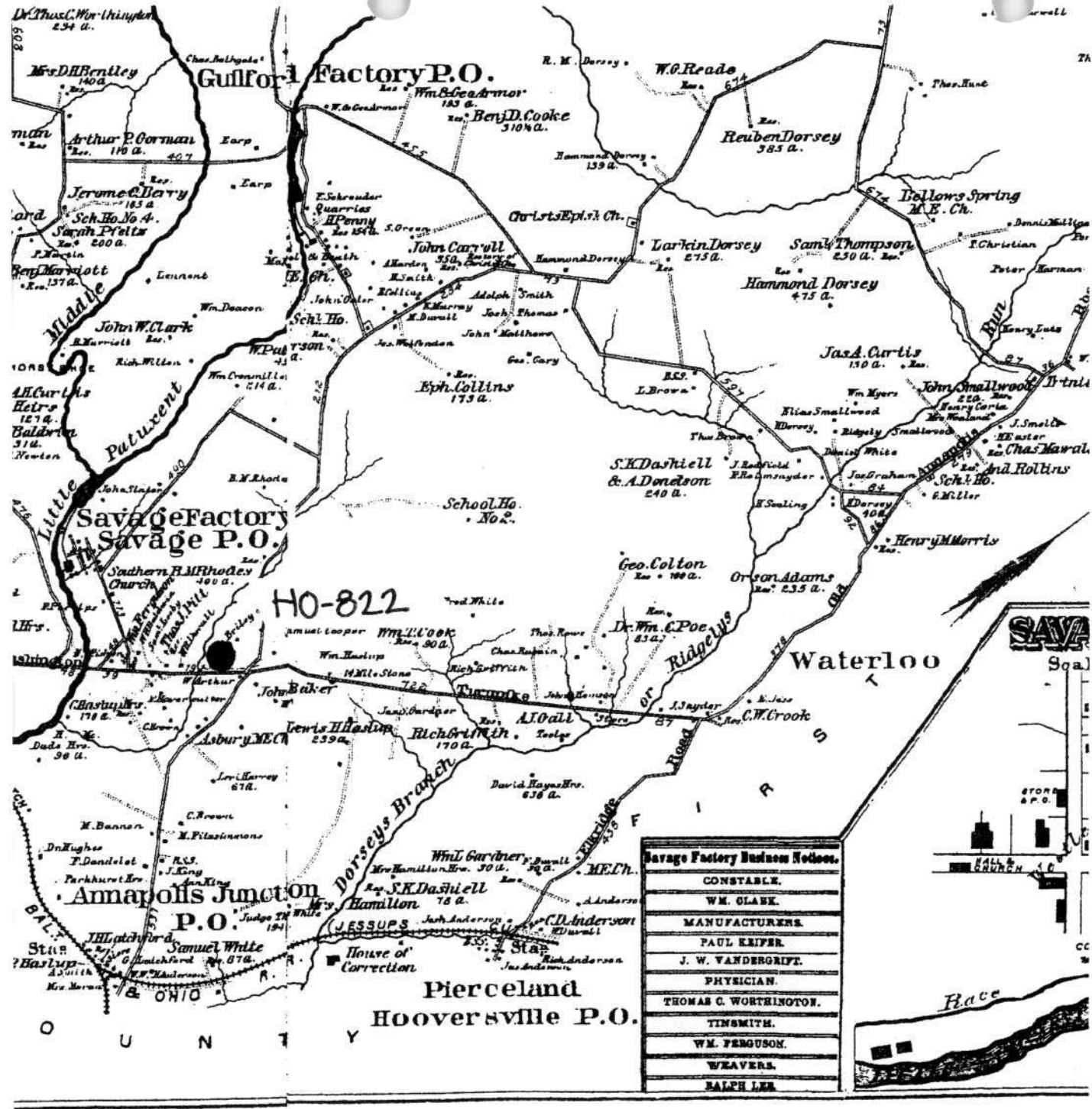
PROPERTY ADDRESS: 8826 WASHINGTON BOULEVARD, SAVAGE, MD

PROPERTY INVENTORY NUMBER: HO - 822

ADC'S HOWARD COUNTY STREET MAP BOOK

SCALE: 1" = 2,000 FT.





HO-822

Savage Factory Business Notions.	
CONSTABLE.	
WM. CLARK.	
MANUFACTURERS.	
PAUL KRIFER.	
J. W. VANDERGRIFT.	
PHYSICIAN.	
THOMAS C. WORTHINGTON.	
TINSMITH.	
WM. FERGUSON.	
WEAVERS.	
RALPH LEE.	

HO-822





HO-822  
PICKETT PROPERTY  
HOWARD COUNTY  
VIEW LOOKING SOUTHWEST

NEGATIVE W/ NEGRO  
KATE MAHOOD  
MARCH 2004

1 OF 3





HO-822

PICKETT PROPERTY

HOWARD COUNTY

VIEW LOOKING NORTH

NEGATIVE W/ MUSHPO

KATE WATSON

MARCH 2004

2 OF 3



HO-822

PICKETT PROPERTY

HOWARD COUNTY

VIEW LOOKING NORTHEAST

NEGATIVE W/ MUSHPO

KATE MAHOOO

MARCH 2004

3 of 3