

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_  
no \_\_\_

Property Name: Skidmore Inventory Number: AA-2594  
Address: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road Historic District: Yes  
City: Annapolis Zip Code: 21409 County: Anne Arundel  
USGS Quadrangle(s): Gibson Island  
Property Owner: Multiple Tax Account ID Number:  
Multiple  
Tax Map Parcel Number(s): Multiple Tax Map Number: 41, 47  
Project: Bay Crossing Study Agency: MDTA  
Agency Prepared By: RK&K, LLP  
Preparer's Name: Francesca Maisano Date Prepared: October 8, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria:  A  B  C  D Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number: Eligible: Listed: No

Site visit by MHT Staff \_\_\_ yes \_\_\_ no Name: Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al. 2024).

**LOCATION/SETTING**

Skidmore is an 87.38-acre district composed of two discontinuous areas on the north and south sides of US 50/301. Skidmore contains seventy-two parcels divided into four sections delineated by US 50/301 and Meredith Creek: Log Inn Road, Skidmore Drive, Carrs Road/Col-Mar Lane, and Colbert Road. The Log Inn Road section is north of US 50/301 while the other three sections are south of US 50/301. Each section is defined in the following descriptions and is based on predominately African American land purchases and platting in the early twentieth century, giving each section a distinct development history.

**MARYLAND HISTORICAL TRUST REVIEW**  
Eligibility recommended \_\_\_ Eligibility not recommended \_\_\_  
Criteria: \_\_\_A \_\_\_B \_\_\_C \_\_\_D Considerations: \_\_\_A \_\_\_B \_\_\_C \_\_\_D \_\_\_E \_\_\_F \_\_\_G  
MHT Comments:  
\_\_\_\_\_  
Reviewer, Office of Preservation Services Date  
\_\_\_\_\_  
Reviewer, National Register Program Date

The Log Inn Road section of the neighborhood is on the north side of US 50/301 and is roughly bounded by commercial parcels facing US 50/301 to the south, vacant wooded parcels to the west, the Corcoran Environmental Study Area of Sandy Point State Park and Log Inn Road to the north, and Log Inn Road, which forms a ninety-degree turn at the north end of the section, to the east. Sandy Point State Park is across Log Inn Road from the parcels on the west side of Log Inn Road. This section includes thirty-seven rural parcels on the west and south sides of Log Inn Road, encompassing 31.98 acres. Twenty-nine parcels contain dwellings dating from circa 1930 to 2017, and the remaining eight parcels are wooded and vacant or contain only outbuildings. All occupied parcels have a gravel or asphalt driveway from Log Inn Road. Some parcels also include metal chain-link or wood fencing as well as outbuildings such as sheds and garages. Most occupied parcels are largely cleared land, with little landscaping except for some mature trees.

The Skidmore Drive section of the neighborhood is on the south side of US 50/301 and is roughly bounded by Skidmore Drive to the northeast and Meredith Creek to the southeast, southwest, and northwest. It includes three parcels on the southeast side of Skidmore Drive, encompassing 7.86 acres. Each parcel contains a dwelling, dating to 1940, 1950, and 1953. The two north-most parcels (1031 and 1033 Skidmore Drive) share a gravel driveway, while 1037 Skidmore Drive has its own gravel driveway to Skidmore Drive. Each parcel is largely wooded with some lawn. Each parcel has outbuildings in addition to the dwelling.

The Carrs Road/Col-mar Lane section of Skidmore is on the south side of US 50/301 and is roughly bounded by Meredith Creek to the west, Skidmore Drive to the north, undeveloped county-owned land and Skidmore Drive to the east, and a residential parcel and undeveloped county-owned land to the south. It includes thirteen rural parcels along Carrs Road, Col-Mar Lane, and Skidmore Drive, encompassing 11.24 acres. Ten of the parcels contain dwellings dating from circa-1940 to 2006, while the other three are vacant wooded land. All occupied parcels have gravel driveways. Some parcels also include metal chain-link or wood fencing as well as outbuildings such as sheds and garages. Most occupied parcels are largely cleared land, with little landscaping except for some mature trees.

The Colbert Road section of Skidmore is on the south side of US 50/301 and is roughly bounded by Colbert Road to the west, Skidmore Drive to the north, Meredith Creek to the east, and residential parcels to the south. It includes 25 rural parcels along Colbert Road, encompassing 34.54 acres. Ten of the parcels contain dwellings dating from circa-1950 to 2018, while the other fifteen are vacant wooded lots. The parcels with dwellings are lawn with trees and outbuildings.

## RESOURCE DESCRIPTIONS

Skidmore is an example of an unplanned residential neighborhood composed of four sections of rural residential parcels platted and developed separately over more than one hundred years.

Log Inn Road's thirty-seven parcels are mostly rectangular in shape and range in size from 0.21 acres to 1.84 acres. Twenty-nine of the thirty-six parcels contain dwellings, while eight are vacant wooded land. The dwellings, all one, two, or two-and-a-half stories, have varying setback, style, and materials and were built from circa 1930 to 2017. The majority of the dwellings are frame, though at least one is concrete-block construction (Campbell 1974). The dwelling styles and forms include vernacular cottages, bungalows, ranches, and split-levels. Vinyl siding and asphalt-shingle, gable roofs are common, as well as enclosed porches and stoops, though some houses are covered fully or partially in stone or brick veneer. Most dwellings face Log Inn Road, though some are in parcels set back behind other parcels and are accessed from Log Inn Road by long gravel driveways. The majority of the dwellings are in good condition. Some of the dwellings, including older ones, have been changed over time. For example, the circa-1930 dwelling at 1464 Log Inn Road has several additions (NETROnline, n.d.).

The Skidmore Drive section of the neighborhood has three irregularly shaped parcels that are 3.53, 1.44, and 2.89 acres in size. Each parcel contains a dwelling, dating to 1953, 1950, and 1940. The 1953 and 1950 dwellings lack a particular architectural style, but are frame, roughly T-shaped, and covered in wood shingle siding, while the 1940 dwelling is concrete block, rectangular, and clad in stucco, with a small wing. All three dwellings have varying but deep setbacks and face Skidmore Drive. Each dwelling has least one gable roof. The dwellings at 1031 and 1033 Skidmore Drive are in good condition and are on well-maintained lawn parcels, while 1037 Skidmore Drive has some deterioration.

The Colbert Road section's parcels are also mostly rectangular in shape and range in size from 0.476 acres to 6.02 acres. Ten of the twenty-five parcels contain dwellings, while the other fifteen are vacant wooded land. Most of the occupied parcels have only one dwelling each, while 1611 Colbert Road has two: 1609 and 1611 Colbert Road. The dwellings are one, one-and-a-half, and two stories with similar setbacks but varying styles and were built from circa-1950 to 2018. The dwellings are

---

frame with asphalt-shingle gable roofs, and asbestos siding is common. The dwelling styles and forms include vernacular cottages, bungalows, and ranches. The dwellings face Colbert Road. The majority of the dwellings are in fair condition with deterioration.

The Col-Mar/Carrs Road section's parcels are mostly rectangular in shape and range in size from 0.25 acres to 1.60 acres. Ten of the twelve parcels contain dwellings, while seven are vacant wooded land. The dwellings are one-and-a-half, two, and two-and-a-half stories and have varying setbacks, styles, and materials, and were built from circa-1940 to 2006. The dwellings on Carrs Road have similar setbacks. The dwelling styles and forms include vernacular cottages, bungalows, and split-levels. Vinyl siding and asphalt-shingle, gable roofs are common, as well as stoops and open and enclosed porches. Most dwellings face the road. The majority of the dwellings are in good condition.

## **HISTORIC CONTEXT**

### *Skidmore Overview*

Skidmore began as an African American neighborhood in the mid-to-late nineteenth century. At least some of the founding members were emancipated enslaved workers from Whitehall Plantation and local histories suggest the community may have started as early as 1799 (Ridout, Sr. 1996). The street names Colbert and Col-Mar come from the surnames Calvert and Calvert-Martin, members of the local intertwined Calvert-Martin families descended from enslaved individuals at Whitehall (Pulley-Pruitt 2015; Munro 2023). The name Skidmore first appeared on maps around 1904; however, the origin of the name is unknown and Skidmore's boundaries were never clearly defined on maps (U.S. Geological Survey 1904; Hutzell 2023). The current boundary encompasses three sections (Log Inn Road, Colbert Road, Col-Mar Lane/Carrs Road) that were purchased, platted, and lived on by African Americans, though part of Log Inn Road was purchased by Labrot & Company, Inc. which owned Holly Beach Farm, a large local farm which employed member of Skidmore, and sold to African Americans. The fourth (Skidmore Drive) was part of the same purchase of some of the land on Log Inn Road by Holly Beach Farm.

Each of the four sections of Skidmore have distinct development history and are described separately in this context. As an overview, large parcels on what is now Log Inn Road and Colbert Road were sold by several separate sellers to members of the Johnson, Cromwell, and Henson families in the 1880s. However, the African American population in the Skidmore community began prior to these sales; by 1887 the African American population in the area was large enough that Timothy and Mary Harris, an African American couple, donated land, including what is today 1028 E. College Parkway, located west of and outside of the district boundaries, to the Board of County School Commission of Anne Arundel County (the Board of Education of Anne Arundel County) for the creation of an African American School (AACCC 1887; Anne Arundel County, Maryland. n.d). This became known as "Skidmore Colored School," which was built by 1904 (AACCC 1936; U.S. Geological Survey 1904). Timothy Harris had been born into slavery at Whitehall Plantation and, after Emancipation, continued to work for the Ridout family as a carriage driver (Pulley-Pruitt 2015).

In the 1910s, the parcels in what is now the Col-Mar Lane/Carrs Road section of Skidmore were sold to members of the Martin, Cromwell, and Colbert families. In 1927, another African American school, the Skidmore Rosenwald School, was constructed on land donated by Alfred Johnson in 1927 at what is today 1007 Skidmore Drive, also west of the survey area south of US 50/301 (AACCC 1927; Anne Arundel County, Maryland n.d). This was one of 23 Rosenwald schools built in Anne Arundel County (Diehlmann et al. 2024, 4-92). By 1936 the "Skidmore Colored School" closed and was sold by the Board into private hands (AACCC 1936). Two White-operated country stores opened in the 1920s and 1930s on the east side of the entrance to Log Inn Road while farther to the west was an African American-owned store at what is today 1016/1024 E College Parkway (Ridout, Sr. 1996; MDAT 2024). In the mid-1940s, the African American store was replaced by the St. Margaret's health center founded by Mrs. Marguerite Labrot, the wife of William H. Labrot (see Log Inn Section below), near Whitehall Road on the north side of the public road (Ridout, Sr. 1996). The "thriving" neighborhood also had a "juke joint," as well as a park with a baseball diamond located east of 1049 Skidmore Drive used by Skidmore's own baseball team (Munro 2023; NETROnline, n.d.). The residents worshipped at the Asbury Broadneck United Methodist Church (AA-2511) west of the survey district on Broadneck Road (Hutzell 2023).

However, the Skidmore community, as well as the larger Broadneck Peninsula African American community, was fragmented over time by the construction of MD 179 as a dualized highway, connecting Ritchie Highway (MD 2) to the new Sandy Point Ferry Terminal (what is now the alignment of US 50/301), and later expansion of US 50/301 with the construction of the Chesapeake Bay Bridges in 1952 and 1973 (Ridout, Sr. 1996, 26; Hutzell 2023; Munro 2023; Hutzell 2024; Maryland State Roads Commission Traffic Division 1948; 1950). The 1944 dualized highway retained a crossing at

Skidmore, but required crossing multiple lanes of highway traffic to do so. When the Bay Bridge was built, construction of the roadway approach on the west side of the bridge was confined to a 1.1 mile section of road, east of Skidmore, which realigned the road away from the ferry terminal (Maryland State Roads Commission 1952, 26). But construction of these highway facilities spurred increased commercial development along the US 50/31 corridor, as well as hastening the pace of development on Broadneck Peninsula. In the 1970s, most likely when the new Bay Bridge span was added, the Oceanic Drive interchange was added and the at-grade crossing at Log Inn Road was closed (NETROnline, n.d.). This development led to the “the demise of the neighborhood Skidmore residents once knew,” with the once “thriving community... withering away” to “a shell of its former self” as “many of those from the area’s legacy Black families have died, lost land or moved away and can’t afford to come back” (Munroe 2023). The construction of US 50 “obliterated the entire corner” of Log Inn Road (Ridout, Sr. 1996, 26). The Skidmore Rosenwald School closed around 1950 and was later torn down (Ridout, Sr. 1996, 26). While commercial buildings were destroyed as part of the highway construction, new housing within the Skidmore community continued to be built through the 1960s, with much of this new construction occurring along Log Inn Road. There are currently 14 houses in Skidmore that were added between 1951 and 1968, after which new houses were not built until the 1980s. By 1970 the baseball diamond at the park was no longer extant (NETROnline, n.d.). In addition to developmental pressure such as the increasing price of land, an additional factor contributing to drop-off of housing construction may have been the passage of the civil rights laws in the 1960s, including the Fair Housing Act of 1968 (Titles VIII through IX of the Civil Rights Act of 1968). The Fair Housing Act provided protection from housing discrimination. Discriminatory real estate practices did not end with the 1968 act, but it marks a shift in settlement patterns and provided more possibilities to African Americans during subsequent decades.

By the end of the twentieth century use of the health center ended (Ridout, Sr. 1996, 26). However, despite the decline, Skidmore continues to have an African American presence in the twenty-first century (Edwards and Burnie 2023).

#### *Log Inn Road Section*

The land encompassing the Log Inn Road section of Skidmore was historically farmland. By 1878 the north-south section of what is today known as Log Inn Road was constructed (Hopkins, Jr. 1878). Log Inn Road gets its name from the Log Inn, a non-extant hotel and restaurant built in the Adirondack log-cabin architecture style that was located at the eastern end of the west-east section of Log Inn Road. The hotel opened in 1913 and closed in the mid-1950s before burning down in 1978 (Evening Capital 1913; The Sun 1913; The Sun 1978). Though the road to the Log Inn was originally a poorly maintained gravel road, by 1928 at least a portion of it was paved in concrete (Evening Capital 1919; The Washington Times 1928).

By the early twentieth century the area was an unplanned, African American neighborhood occupied by members of the inter-related Johnson, Cromwell, and Hayes families (USCB 1880; AACCC 1888; AACCC 1914a; 1914b; 1914c; Johnson, n.d.). The land was originally subdivided by two landowners—the heirs of Ignatius “Nace” Johnson and Labrot & Company.

Ignatius “Nace” Johnson was an African American farmer who, in 1888, acquired 32.5 acres of land on both sides of what became Log Inn Road (AACCC 1888b; USCB 1880; 1900). After his death, Johnson’s heirs platted the land in 1914 and the land went to various Johnson family members (AACCC 1914b; 1914c; 1914a). Over time, some of the land was subdivided further, such as in 1956 for the properties on the south side of the west-east portion of Log Inn Road (AACCC 1956c). The Nace Johnson land includes what are today the properties from 1436 Log Inn Road through 1408 Log Inn Road on the west side of Log Inn Road and 1405, 1381, and 1375 Log Inn Road on the south side. The two oldest extant dwellings on the Nace Johnson land date to circa-1930 (MDAT2023). The Nace Johnson land east of Log Inn Road and south of 1405, 1381, and 1375 Log Inn Road is now part of Sandy Point State Park, having been purchased by Labrot & Company, described in more detail below, in the 1920s and 1930s (AACCC 1925a; 1931c).

The portion of land in the Log Inn Road section of Skidmore not subdivided by Nace Johnson was purchased by Sylvester W. Labrot, a White New Orleans businessman and owner of Labrot & Company, in 1925 (AACCC 1925b). Four parcels of land, today 1440, 1442, 1446, and 1480 Log Inn Road, were sold separately by Labrot & Company in 1930, 1931, and 1933, including to members of the Johnson family (AACCC 1930; 1931b; 1931a; 1933a). Six other parcels of land on Log Inn Road were platted in 1933 and officially recorded in 1941, encompassing what is today 1478 Log Inn Road through 1452 Log Inn Road. Some of the original parcels have since been subdivided further (AACCC 1933b; 1941c). The first parcel sold was in 1933, while the five others were sold later in 1941 to members of the Cromwell family (AACCC 1933b; 1941b). The oldest extant dwelling on this land was built circa-1930, therefore possibly pre-dating the Labrot’s subdivision of the land (MDAT 2024).

Through numerous purchases from 1907 into the 1930s, the Labrot family owned several thousand acres of land on Broadneck Peninsula. The land was used for a horse breeding, horse racing, dairy, and meat cattle farm known as Holly Beach Farm (AA-0074), which employed many African Americans in this area of Anne Arundel County (Hutzell 2024). This included people who lived on or owned land on Log Inn Road. One such person was Charles Porter, who purchased what is today 1440 Log Inn Road in 1930 and built the dwelling around 1940 (AACCC 1930; USCB 1930; 1940a, 19; United States Selective Service System 1942c; MDAT2024). Another Labrot employee was Bernard Cromwell, who purchased lot 2 shown on the 1941 plat from Labrot & Company in 1941, though the current circa-1957 house at 1546 Log Inn Road was built after he sold the land to his son in 1956 (AACCC 1941a; United States Selective Service System 1942b; AACCC 1956a; NETROnline, n.d.). The section of Holly Beach Farm north of US 50/301, which included the lots of Nace Johnson land purchased by Labrot & Company, was sold to the State of Maryland in January 1949 for the creation of Sandy Point State Park. Holly Beach Farm ceased operations south of what is now US 50/301 after Sylvester's son William Labrot's death later that year in May 1949. For more information on Holly Beach Farm and Sandy Point State Park, see the Determination of Eligibility (DOE) form for Holly Beach Farm (AA-0074) and Sandy Point State Park (AA-2305).

Overall, approximately 12 of the 29 extant houses were built on the Nace Johnson and Labrot subdivided lands in the 1930s and 1940s. The residential parcels, as well as the much of the surrounding area, were in farmland, though the forested land west and northwest of the Skidmore was similar to as it was in the 1930s (NETROnline, n.d.; Aero Service Corp. 1938).

Despite the bisection of the Skidmore neighborhood in the late 1940s by the construction of US 50, the construction of dwellings continued in the 1950s and 1960s—11 of the 29 extant properties were built in the two decades immediately following the construction of US 50 (MDAT 2024). One visitor remembers Log Inn Road in the 1950s as “rutted” and in poor condition with holly bushes and reeds lining the edges of the road and dwellings on Log Inn Road being 1940s summer cottages and shacks (Kelly 1996). Construction of houses halted on Log Inn Road in the 1970s (MDAT 2024). The Log Inn Road area was still a predominantly African American area in the 1970s, and the houses on Log Inn Road were considered “lower quality” in a 1979 Environmental Impact Statement for a project improving and widening US 50/301 from Maryland Route 7 to the Chesapeake Bay Bridge, along with houses in other African American areas (U.S. FWA and MCDOT SHA 1979, II-4, II-6). Construction of new dwellings picked up again in the mid-1980s and continued into the twenty-first century. Six of the 29 extant houses have been built since the mid-1980s (MDAT 2024).

#### *Skidmore Drive Section*

The land that is now 1031, 1033, and 1037 Skidmore Drive was part of the same tract of land purchased by the Labrot family in 1925. Based on the approximate age of the dwellings, all the dwellings were constructed during the Labrot ownership. The dwelling at 1037 Skidmore Drive was constructed circa-1940, while 1033 Skidmore Drive was constructed circa-1950 and 1031 Skidmore Drive was constructed circa-1953 (MDAT2024). A 1952 State Highway plat shows the dwelling at 1033 Skidmore Drive as well as a chicken house and a privy near the location of 1037 Skidmore Drive; an unidentified structure is between 1033 Skidmore Drive and the chicken house (Maryland State Archives 1952). Two of the parcels, 1033 and 1031, were sold out from the Labrot family in the late 1950s. The parcel at 1033 Skidmore Drive was sold in 1957 to Rose Givens, a White woman who was listed in the 1950 census as a housekeeper living on the Labrot estate (AACCC 1958; USCB 1950b). The parcel at 1031 Skidmore Drive was sold in 1958 to Myrtle E. Shawen, a White woman who was listed in the 1950 census as a domestic worker living on the Labrot estate (AACCC 1958a; USCB 1950a). Lastly, 1037 Skidmore Drive stayed in the Labrot family until it was sold in 1987 (AACCC 1987).

#### *Colbert Road Section*

A small part of the Colbert Road section became owned by African Americans in 1882 when James M. Ridout sold ten acres of land to Mary Henson, an African American woman (AACCC 1882); this land includes 1657 Colbert Road east to Meredith Creek, Mary, with her husband Essex Jones, sold the land to Alfred Williams in 1906, with the deed to the land in 1911 (AACCC 1906). It is unlikely that Williams farmed the land, as he was a contract worker and later at the Naval Academy (USCB 1920c; 1930). In 1920, Williams and his wife Hattie sold the west-most four acres of land to John Murray, who immediately sold the acres to William Cook (AACCC 1920a; 1920b). The other six acres of land stayed in the Williams family until Alfred's heirs sold it in 1965 (AACCC 1965). After Cook's death, his son and daughter partitioned his four-acre land in 1937 and began selling off the land in one-acre sections (AACCC 1937a; 1993). One of the one-acre currently vacant parcels stayed with William's son until 1985, while another was sold to the County Commissioners of Anne Arundel County due to non-payment of taxes in 1941 (AACCC 1985; 1970). Another one of the acres of the land was conveyed to Sylvester Cook in 1940, William Cook's grandson; the land today is 1653 and 1655 Colbert Road (AACCC . Sylvester Cook worked for the Labrot family, though the extant dwelling at 1655 Colbert Road was built circa-1950, after the closing of Holly Beach

---

Farm (United States Selective Service System 1940; MDAT, 2024). Sylvester split his land into two in 1966, creating the current parcel boundaries (AACCC 1966). The fourth one-acre parcel, today 1657 Colbert Road, was sold to Adley and Maggie Colbert in 1940 (AACCC). Adley Colbert was the grandson of Gilbert Colbert, mentioned below. It was during their ownership that the circa-1950 dwelling at 1657 Colbert Road was built (MDAT, 2024).

The majority of the Colbert Road section of the neighborhood became owned by African Americans in 1888 when James M. Ridout sold 25 acres of land to George Colbert and two of his sons, Gilbert and Thomas. The Colberts were farmers (AACCC 1888; USCB 1880). In 1898 the 25 acres were divided into two 12.5-acre sections. Lot 1, the Thomas E. Colbert Lot, had three tenant houses, stables, and a corn house. This land included what is now 1015-2021 Skidmore Drive and 1603-1623 Colbert Road. Lot 2, the Gilbert Colbert lot, had a dwelling, stables, and four small outhouses. This land included 1633 and 1635 Colbert Road (AACCC 1897). By 1904 the northern half of modern-day Colbert Road, north of Argonne Road, was constructed, and numerous dwellings were built along the road in Skidmore as well as by Meredith Creek (U.S. Geological Survey 1904). Herman Colbert, Thomas's son, acquired the Thomas Colbert lot from Thomas in 1919. The land was platted in 1924 and was gradually sold off to other Colbert family members (AACCC 1924). However, despite the earlier building stock and land subdivision the three oldest extant dwellings in this section of Colbert Road only date to circa-1950 (MDAT 2024). The Gilbert Colbert lot was sold outside of the family to William Blackwell in 1922. Blackwell then sold the Gilbert Colbert land to Asbury Harris, a Colbert family member, in two deeds in 1935 and 1940 (AACCC 1935; 1940a). Asbury Harris was both the grandson of Timothy and Mary Harris, who founded the first Skidmore school, and the nephew of Gilbert Colbert; the 1910 census records Asbury Harris living on the Gilbert Colbert lot with Gilbert Colbert, Gilbert's wife Hester, and a niece of Gilbert (USCB 1910; pljssmith\_1, n.d.b). Asbury was a building attendant at the Naval Academy in Annapolis (USCB 1940b). After Asbury Harris' death, his land was platted in 1952 and sold off by parcels (AACCC 1952). The only extant dwelling in this section dates to 1966 (MDAT 2024).

Aerials from 1938 and 1952 depict the Skidmore section of Colbert Road as significantly less wooded than it was at the time of the current survey, with farm fields as well as dwellings, such as at 1021 Skidmore Drive and 1615 Colbert Road, that are no longer extant (Aero Service Corp. 1938; Penna Aerial Surveys, Inc. 1952). Residential development along Colbert Road continued into the second half of the twentieth century, with two of the other dwellings on the original Thomas Colbert lot dating to the 1960s (MDAT 2024). Like with Log Inn Road, the houses on Colbert Road were considered "lower quality" in the 1979 Environmental Impact Statement. The two remaining houses date to the 1980s and 2009 (MDAT2024). The landscape became progressively more wooded and less agricultural throughout the twentieth century (NETROnline, n.d.).

#### *Col-Mar Lane/Carrs Road Section*

The land encompassing the Col-Mar Lane/Carrs Road section was historically farmland. An 1878 map depicts several dwellings on or near Col-Mar Lane and Carrs Road. One was the residence of Samuel N. Richardson, while the other was occupied by G. Calvert Hopkins, Jr., Griffith Morgan. 1878). Though a dwelling was in the Col-Mar Lane/Carrs Road area, then labeled as Skidmore and Cedar Grove, in 1904, the land was not owned by African Americans (U.S. Geological Survey 1904). Rather, the land in the early twentieth century was owned by George W. and Mary J. Moss. George Moss was a member of the Moss family, which had historically owned Hackett's Point Farm at the southern tip of the Broadneck peninsula. Prior to the Civil War, the farm used enslaved labor, and an enslaved cemetery was reportedly located near the farmhouse. This cemetery is not extant, and Moss family gravestones from the area were moved to an Annapolis cemetery in 1976 due to erosion (Anne Arundel County, Maryland. n.d.). Hackett's Point Farm later become part of Holly Beach Farm (AA-0074). After George's death in 1913, the Moss' trustee and son Robert Moss began selling off the land (The Sun 1913). In August 1913 he sold 4.65 acres of land to George Martin (AACCC 1913a); this land included what is today 1606, 1604, 1610, and 1612 Col-Mar Lane and 1197 Carrs Road. In November 1913 he sold 6.2 acres of land to James Colbert, another son of George Colbert; this included what is today 1602 Col-Mar Lane through 1049 Skidmore Drive (AACCC 1913b; pljssmith\_1. n.d.a). Lastly, in 1919 4.82 acres of land was sold to Frank and Rachel Cromwell (AACCC 1919). In the 1920 census, the Martins, Colberts, and Cromwells were listed as living on farms, with George Colbert and James Colbert listed as farmers and Frank Cromwell as a house carpenter (USCB 1920b; 1920a). By 1933 Frank and Rachel Cromwell had passed away and their land was partitioned among their children (AACCC 1933). In 1935 James Colbert subdivided his land and in 1937 began conveying it to family members (AACCC 1937b). George Martin sectioned off parts of his land in the 1920s, 1940s, and 1960s (AACCC 1956b).

By 1938 Col-Mar Lane and Carrs Road were constructed and a few dwellings dotted the area. The oldest extant dwellings date to circa-1940. Four of the extant dwellings date from 1950 or earlier (MDAT 2024). Located close to Holly Beach Farm, which took up the rest of the peninsula through Hackett's Point, a few residents of the community worked for the Labrots (United States Selective Service System 1940; 1942a; 1945). Aerials from 1938 and 1957 depict the area around Carrs Road

and Col-Mar Lane as significantly less wooded than it was at the time of the current survey, with farm fields as well as dwellings, such as at 1602 Col-Mar Lane, that are no longer extant (Aero Service Corp. 1938; Penna Aerial Surveys, Inc. 1952). However, through the construction of US 50 in the 1940s and later the extension of Skidmore Drive in the 1970s, much of northern part of the land originally sold to James Colbert was acquired by the state through eminent domain (Maryland State Archives 1951; 1952; NETROnline, n.d.). Construction picked up again in the 1980s. Six of the nine extant dwellings date from 1983 to 2006 (MDAT 2024). The landscape became progressively more wooded and less agricultural throughout the twentieth century (NETROnline, n.d.).

#### *African American Neighborhoods of Broadneck Peninsula*

Skidmore was one of a number of African American communities in the Broadneck Peninsula. Other roads where African Americans lived throughout the twentieth century included Yorktown Road and River Road, with other communities on Broadneck Peninsula including Browns Wood, Clay Hill, and Mulberry Hill (Hutzell 2023; Pulley-Pruitt 2015; Ridout, Sr. 1996, 6; Anne Arundel County, Maryland, n.d.; Edwards and Burnie 2023.). Some of these communities, whose histories and boundaries were not officially documented or defined, were founded even before the Civil War by emancipated African American individuals and families. In particular, the Skidmore community was founded by emancipated enslaved workers from the Whitehall plantation. The communities continued to develop with the residents making a living through sharecropping. These geographically separate communities were connected through blood and marriage, including the Rowel, Green, Johnson, Stansbury, Hunt, Harris, Calvert/Colbert, and Martin families (Hutzell 2023; Pulley-Pruitt 2015). In the early-to-mid twentieth century, these communities had community buildings throughout the Broadneck Peninsula, such as the Skidmore Rosenwald School and Browns Woods Rosenwald School, and worshipped together at Asbury Broadneck United Methodist Church (AA-2511) (NETROnline, n.d.; Hutzell 2023; Anne Arundel County, Maryland, n.d.).

Overall, the African American neighborhoods of Broadneck Peninsula were composed primarily of single-family dwellings sitted on large lots along small local roads that branched off of larger roads such as St. Margaret's Road and the public road that lea to Sandy Point. Skidmore and Browns Wood both also had schools in the early twentieth century, as well as parks and a couple of commercial establishments, though based on historic maps and aerial photography the other, smaller neighborhoods did not. In terms of landscape, some of the neighborhoods, such as Skidmore and Yorktown, located in the east end of the Peninsula, were more agricultural, while Browns Wood and Mulberry Hill, waterfront neighborhoods in the west portion of the Peninsula, were more wooded (U.S. Geological Survey 1944; Aero Service Corp. 1938, Penna Aerial Surveys, Inc. 1952, Anne Arundel County, Maryland. n.d.; Ridout 1996).

While these communities on the west side of Broadneck Peninsula once extended as far north as Arnold, mid-twentieth century development divided them. In 1944 the State Roads Commission completed a new alignment of MD 179 (now US 50/301), running from Ritchie Highway to the new Sandy Point Ferry terminal and including the alignment of the existing road from just east of Cape Saint Claire Rd to Skidmore. The new road both physically divided the Skidmore neighborhood and separated the Asbury M.E. (Broad Neck) Church and Cemetery (AA-2511) from its congregation members living to the south and southwest. With the new Chesapeake Bay Bridge came new commercial development along a high-traffic corridor. In addition, increased desire for private water access in the 1960s triggered land speculation, gentrification, development, and the erosion of the African American communities (Hutzell 2023). At the same time, the proximity of Anne Arundel County to Washington, DC, and Baltimore, and as well as the growth of federal facilities such as the United States Naval Academy, led to increased suburbanization in the county in second half of the twentieth century, bolstered by new and improved highways such as US 50/301. The county became increasingly suburban and less agricultural in nature (Diehlmann et al. 2024, 2-13, 2-18, 2-19).

In the twenty-first century the Broadneck Peninsula communities, such as the neighborhoods in Skidmore and the area around it, are more developed with housing and more wooded than they were in the first half of the twentieth century. Some older housing stock remains while others have been demolished and replaced with newer dwellings (NETROnline, n.d.). Many of the community structures, such as the Skidmore Rosenwald School, have disappeared, while some, like the Brown's Woods Rosenwald School and the Brown's Woods Park, are still extant, though the former is heavily modified (Anne Arundel County, Maryland, n.d.; Hutzell 2023).

#### **ELIGIBILITY DETERMINATION**

Skidmore was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D. This evaluation uses the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (2024).

Skidmore is a African American community associated with the settlement of Broadneck Peninsula by African Americans, including emancipated former enslaved individuals, and their descendants beginning in the nineteenth century. These communities, which also included Browns Woods, Clay Hill, and Mulberry Hill, covered a large area on the peninsula and represent a significant development trend in Anne Arundel County. Skidmore represents an important part of African American history: while African Americans lived in this area before and immediately after the Civil War, during the late nineteenth century they began purchasing parcels of land for agricultural use. During the early twentieth century, land was either passed down to family members and subdivided, or new sections of land acquired and subdivided and sold. Throughout the ensuing decades of the twentieth century, infill development and new construction replaced older houses. This trend in Skidmore is common in twentieth century African American communities, as residents stayed within their community and/or racial segregation and discriminatory lending practices made it difficult to purchase property in other areas. The Skidmore community continued to develop through the 1960s; even after outside influences such as highway construction and new development eliminated many of its core institutions. The housing stock that remains today, the earliest of which dates to the 1930s, represents the legacy of Skidmore's earliest residents and illustrates its continued evolution through the mid-twentieth century. Skidmore is one of the few remaining African American communities on the Broadneck Peninsula that represent this history. Therefore, Skidmore is eligible for the NRHP under Criterion A.

Skidmore is associated with individual nineteenth century property owners whose land now comprises Skidmore, such as Ignatius "Nace" Johnson, George Martin, and George, Gilbert, and Thomas Colbert. While significant to the development of Skidmore, resources associated with these individuals are no longer extant and, therefore, Skidmore is not eligible under Criterion B.

Skidmore is not eligible under Criterion C; the buildings within the district are, in general, highly altered examples of common architectural forms and are not good examples of their type, period, or method of construction. The district contains residential forms that were commonly constructed in the United States during this period. Many of the buildings have been altered by additions or new materials since their initial construction.

### **PERIOD OF SIGNIFICANCE**

The period of significance for the property begins in 1930, and extends until 1968. While the first parcels were sold to the founding African American community members in 1880, there are no resources associated with this earliest period of Skidmore's development. Construction on new houses in Skidmore occurred consistently from 1930 through 1968, after which construction dropped off for over a decade because of a variety of factors, including increased suburbanization and development pressure on Broadneck Peninsula.

### **INTEGRITY**

Skidmore retains its integrity of location, setting, design, association and feeling. As a resource significant under Criterion A, integrity of design, materials, and workmanship are less critical to demonstrating historic significance than integrity of location, setting, feeling, and association. Additionally, a greater degree of alteration to Skidmore's integrity is acceptable because of the overall loss of African American communities on Broadneck Peninsula because of mid- to late-twentieth century development and suburbanization on the peninsula.

Skidmore retains its integrity of location as the community remains in its original location.

Skidmore retains its integrity of setting. Skidmore remains rural; while the setting was originally characterized by agricultural fields, by the end of the period of significance these open spaces had mostly been replaced by wooded open spaces. While there has been infill development since the end of the period of significance, Skidmore is still able to convey its overall spatial organization between houses.

Skidmore retains its integrity of design, with the number and layout of streets roughly the same as in the period of significance and with the streets still lacking sidewalks. Though some of the dwellings have been altered, many still retain their overall massing and features such as porches. Some of the post-1968 infill is similar in terms of massing and size, though some are larger than the contributing buildings.

Skidmore does not have integrity of materials. Some of the contributing dwellings retain their original siding. However, most have been replaced with vinyl siding and the post-1968 infill features a variety of materials such as brick and stone veneer.

Skidmore does not retain integrity of workmanship. Dwellings built before 1968 have new additions and replacement windows and siding.

Skidmore retains its integrity of association. It has sufficient physical features, such as dwellings, spatial organization, roads, and street layout to convey its historic character as an African American community.

Skidmore has integrity of feeling, with its rural wooded setting, lack of sidewalks, and mid-twentieth century dwellings.

### **CONTRIBUTING RESOURCES**

Contributing elements include the dwellings at 1464 Log Inn Road, 1430 Log Inn Road, 1405 Log Inn Road, 1420 Log Inn Road, 1470 Log Inn Road, 1460 Log Inn Road, 1450 Log Inn Road, 1448 Log Inn Road, 1446 Log Inn Road, 1440 Log Inn Road, 1434 Log Inn Road, 1432 Log Inn Road, 1478 Log Inn Road, 1468 Log Inn Road, 1414 Log Inn Road, 1456 Log Inn Road, 1381 Log Inn Road, 1381 Log Inn Road, 1442 Log Inn Road, 1476 Log Inn Road, 1458 Log Inn Road, 1454 Log Inn Road, 1436 Log Inn Road, 1474 Log Inn Road 1201 Carrs Road, 1209 Carrs Road, 1601 Col-Mar Lane, 1045 Skidmore Drive, 1603 Colbert Road, 1611 Colbert Road, 1623 Colbert Road, 1633 Colbert Road, 1657 Colbert Road, and 1655 Colbert Road. These dwellings were built in the period of significance. The rural, minimally developed setting within the boundaries also contributes to the district's significance.

Non-contributing elements include all the other dwellings, as they were built after the period of significance, as well as outbuildings. 1033 and 1037 Skidmore Drive are also non-contributing, as they were built by Holly Beach Farm.

### **BOUNDARY DESCRIPTION**

Skidmore encompasses 87.38 acres within a discontinuous boundary comprised of two parts—one on the north side of US 50/301 and one on the south side of US 50/301. The boundary follows current property tax parcels, which are found on Anne Arundel County Tax Maps 41 and 47 (2025). Parcel numbers and tax accounts vary by parcel. The boundary reflects the aforementioned late-nineteenth and early-twentieth century deeds and what remains with built resources within the Skidmore community.

### **REFERENCES**

Aero Service Corp. 1938. "Anne Arundel County Index 1938." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS). <https://jscholarship.library.jhu.edu/items/5c4adcee-b4e9-4efe-ae58-0d27a1f3a9a3>.

Anne Arundel County Circuit Court (AACCC).

- . 1882. "Deed, James M. Ridout to Mary Henson." SH 27, p. 0350. Maryland State Archives.
- . 1888a. "Deed, James M. Ridout to George, Gilbert, and Thomas Colbert." SH 33, p. 0547. Maryland State Archives.
- . 1888b. "Deed, Robert Moss, Trustee to Nace Johnson." SH 33, p. 0654. Maryland State Archives.
- . 1897. "Deed, James M. Monroe, Assignee, to Hester Colbert." GW 8, p. 0182. Maryland State Archives.
- . 1906. "Deed, Mary and Essex Jones to Alfred Williams." GW 85, p. 0375. Maryland State Archives.
- . 1913a. "Deed, Robert Moss, Trustee, to George Martin." GW 101, p. 0112. Maryland State Archives.
- . 1913b. "Deed, Robert Moss, Trustee, to James Colbert." GW 99, p. 0304. Maryland State Archives.
- . 1914a. "Deed, Joseph C. Johnson et al to John W. Johnson," July 21, 1914. GW 106, p. 0240.

Maryland State Archives.

- . 1914b. "Deeds, John W. Johnson to Members of the Johnson Family," 1914. GW 106, p. 0241-245. Maryland State Archives.
- . 1914c. "Plat, Subdivision of Property of Nace Johnson." Plat Book 13, p. 31; Plats B-134. Maryland State Archives.
- . 1920a. "Deed, Alfred and Hattie Williams to John Murray." WNW 32, p. 0076. Maryland State Archives.
- . 1920b. "Deed, John and Annie Murray to William Cook." WNW 32, p. 0078. Maryland State Archives.
- . 1924. "Deed, Herman and Maggie Colbert to Mary Weems." WNW 88, p. 0433. Maryland State Archives.
- . 1927. "Deed, Alfred Johnson to Anne Arundel County Board of Education." FSR 11, p. 0464. Maryland State Archives.
- . 1925a. "Deed, Charles F. Lee and Lottie E. Lee to Labrot & Company." WNW 102, p. 0414. Maryland State Archives.

- 
- . 1925b. “Deed, Martin Machovsky and Anne Machovsky to Labrot & Company Incorporated.” WNW 102, p. 0402. Maryland State Archives.
  - . 1930. “Deed, Labrot & Company, Incorporated to Charles Porter.” FSR 64, p. 0482. Maryland State Archives.
  - . 1931a. “Deed, Labrot & Company, Incorporated to Vernon Smith.” WMB 124, p. 0137. Maryland State Archives.
  - . 1931b. “Deed, Labrot & Company, Incorporated to Walter and Mary Johnson.” FSR 114, p. 0130. Maryland State Archives.
  - . 1933a. “Deed, Labrot & Company, Incorporated to Lizzie Smith.” WMB 123, p. 0571. Maryland State Archives.
  - . 1933b. “Deed, Labrot & Company, Incorporated to William Matthews and Phoebe Matthews.” FSR 108, p. 0376. Maryland State Archives.
  - . 1933c. “Deeds, Nace Johnson Land to Labrot & Company.” FSR 85, p. 0245; FSR 87, p. 0284; FSR 92, p. 0408; Maryland State Archives.
  - . 1933d. “Deed, Thomas F. Cromwell et al. to Inez Z. Moss.” FAM 177, p. 0328. Maryland State Archives.
  - . 1935. “Deed, William Blackwell to Asbury Harris.” FAM 145, p. 0359. Maryland State Archives.
  - . 1936. “Deed, The Board of Education of Anne Arundel County to Willie Blackwell.” FAM 151, p. 0548. Maryland State Archives.
  - . 1937a. “Deed of Partition, Mary E. and Geore E. Smith and William Cook.” FAM 187, p. 0437. Maryland State Archives.
  - . 1937b. “Deeds, James Colbert to Family Members.” FAM 162, p. 0331-341. Maryland State Archives.
  - . 1940a. “Deed, William and Minnie D. Blackwell to Asbury and Minnie A. Harris.” JHH 217, p. 0400. Maryland State Archives.
  - . 1940b. “Deed, William Cook to Sylvester Cook.” JHH 212, p. 0449. Maryland State Archives.
  - . 1940c. “Deed, William E. Cook, Jr. to Adley and Maggie Colbert.” JHH 225, p. 0132. Maryland State Archives.
  - . 1941a. “Deed, Labrot & Company, Incorporated to Bernard Cromwell.” JHH 248, p. 0179. Maryland State Archives.
  - . 1941b. “Deeds, Labrot & Company to Cromwell Family Members.” JHH 248, p. 0179-184; JHH 249, p. 0143. Maryland State Archives.
  - . 1941c. “Plat, Subdivision of Land Property of S.W. Labrot & Co Inc Located at Skidmore Third District AA CO MD.” JHH 248, p. 0180. Maryland State Archives.
  - . 1952. “Deed, Minnie A. Harris to Corrine Ridley and Minnie A. Harris.” JHH 692, p. 0538. Maryland State Archives.
  - . 1956a. “Deed, Bernard C. Cromwell to Clarence S. Cromwell and Evelyn C. Cromwell.” GTC 1072, p. 0381. Maryland State Archives.
  - . 1956b. 1956. “Deeds, George Martin.” GTC 1016, p. 0425; LNP 1664, p. 0088; LNP 1664, p. 0088. Maryland State Archives.
  - . 1956c. “Plat, Subdivision of Caleb Murray Property.” Plat 1454; Plat Book 29, p. 14. Maryland State Archives.
  - . 1958a. “Deed, Marguerite L. Parr et al. to Myrtle E. Shawen.” GTC 1214, p. 0056. Maryland State Archives.
  - . 1958b. “Deed, Marguerite L. Parr et al. to Rose Louise Givens.” GTC 1214, p. 0051. Maryland State Archives.
  - . 1965. “Deed, Charles T. Williams et al. to Philip Katcef and James Katcef.” LNP 1836, p. 0468. Maryland State Archives.
  - . 1966. “Deed, Sylvester and Virginia Cook to William and Vastine Lillie Smith.” MSH 2038, p. 0115. Maryland State Archives.
  - . 1970. “Deed, Anne Arundel County, Maryland to John W. Simmons.” MSH 2354, p. 0587. Maryland State Archives.
  - . 1985. “Deed, Walter N. Chitwood, Controller, to Lamar Company.” EAC 3951, p. 0889. Maryland State Archives.
  - . 1987. “Deed, Marguerite L. Parr Spence and Leonie L. Crossman Simmons to Elizabeth M. Mitchell.” HES 4298, p. 0123. Maryland State Archives.
  - . 1993. “Deed, William Patterson and Gwen Harrington to Doran R. Miller.” MMR 6417, p. 0032. Maryland State Archives.

Anne Arundel County, Maryland. n.d. “African American Voices, Memories and Places: A Four Rivers Heritage Trail.” ArcGIS StoryMaps. Accessed March 7, 2024.

<https://storymaps.arcgis.com/stories/ff48b38160cf4bfc8e16a6c2a67e16c7>.

Campbell, Robert H. 1974. “Legal Notices Trustee’s Sale.” The Capital, December 21, 1974. Newspapers.com.

- 
- Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland. Baltimore, MD: Maryland Transportation Authority, 2024.
- Edwards, Devon, and Glen Burnie. 2023. "Annapolis Needs Permanent Memorial Garden to Honor Women; Seeing Systemic Racism Firsthand; Support for End-of-Life Option Act | READER COMMENTARY." Capital Gazette. March 26, 2023. <https://www.capitalgazette.com/2023/03/26/annapolis-needs-permanent-memorial-garden-to-honor-women-seeing-systemic-racism-firsthand-support-for-end-of-life-option-act-reader-commentary/>.
- Evening Capital. 1913. "Log Inn Company," January 2, 1913. Newspapers.com.  
———. 1919. "Other Business Transacted," August 20, 1919. Newspapers.com.
- Hopkins, Jr., Griffith Morgan. 1878. "Third District." Atlas of Fifteen Miles around Baltimore, Including Anne Arundel County, Maryland. Philadelphia, PA. Geography and Map Division. Library of Congress. <https://www.loc.gov/resource/g3843am.gct00071/?sp=7&r=0.467,0.221,0.63,0.264,0>.
- Hutzell, Rick. 2023. "At a Tiny Annapolis-Area Park, a Group of Men Is Seeking to Preserve Black History." The Baltimore Banner, February 28, 2023. <https://www.thebaltimorebanner.com/opinion/annapolis-park-black-history-browns-woods-YJ4JPYE6RZGGTIQUNP2UF3FE/>.  
———. 2024. "What a Deal. Maryland Acquires Storied Chesapeake Bay Farm for \$1, Creating a New Nature Area." The Baltimore Banner, March 15, 2024. <https://www.thebaltimorebanner.com/opinion/column/holly-beach-farm-chesapeake-bay-QWG6YPZW3VCPDPIQQOBKNDTV2U/>.
- Johnson, La Tonya. n.d. "Katie Hayes-Cromwell." Ancestry. Accessed April 1, 2024. <https://www.ancestry.com/family-tree/person/tree/116559351/person/172016224988/facts>.
- Kelly, Jacques. 1996. "Uncle Frank's Summer Place Had Mosquitoes, a Snake, a Bay View and an Unforeseen Future." The Sun, August 4, 1996. Newspapers.com.
- King, Noel. 2021. "A Brief History Of How Racism Shaped Interstate Highways." NPR. April 7, 2021. <https://www.npr.org/2021/04/07/984784455/a-brief-history-of-how-racism-shaped-interstate-highways>.
- Maryland Department of Assessments and Taxation (MDAT). 2024. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. [https://sdat.dat.maryland.gov/RealProperty/Pages/URL\\_TO\\_THIS\\_PAGE](https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE).
- Maryland State Roads Commission. 1952. "Report of the State Roads Commission of Maryland. Operating Report for the Fiscal Years 1951-1952." Baltimore, Maryland: Maryland State Roads Commission.
- Maryland State Roads Commission Traffic Division. 1948. "Map of Maryland, Showing State Road System and County Road Connections, 1948." Baltimore, Maryland: Maryland State Roads Commission. JScholarship. <https://jscholarship.library.jhu.edu/items/28322db4-5491-4e4f-a5a7-15c73b5408b8>.  
———. 1950. "Map of Maryland, Showing the State Highway System and Main Connectors, 1950." Baltimore, Maryland: Maryland State Roads Commission. JScholarship. <https://jscholarship.library.jhu.edu/bitstreams/414074fe-be6e-4f2e-a54e-f72a826b0ce8/download>.
- Munro, Dana. 2023. "Skidmore's Uncertain Future: Residents of Historically Black Neighborhood Fear Whitehall, Bay Bridge Projects Endanger History." Capital Gazette, August 30, 2023. <https://www.capitalgazette.com/2023/08/30/skidmores-uncertain-future-residents-of-historically-black-neighborhood-fear-whitehall-bay-bridge-projects-endanger-history/>.
- NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. <https://www.historicaerials.com/>.
- Penna Aerial Surveys, Inc. 1952. "Anne Arundel County Index 1952." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS). <https://jscholarship.library.jhu.edu/items/3f96d03f-bbb7-479c-9eed-e9e7270d0a03>.
- pljssmith\_1. n.d.a. "James Henry Colbert." Ancestry.com. <https://www.ancestry.com/family-tree/person/tree/72508109/person/48261436976/facts>.

- 
- . n.d.b “Vachel Asbury Harris.” Ancestry.com. <https://www.ancestry.com/family-tree/person/tree/11912409/person/-372177371/facts>.
- Pulley-Pruitt, Bernadette. 2015. “A Special Visit to Whitehall.” Our History, Our Heritage: The Maryland Historical Trust Blog (blog). June 4, 2015. <https://mdhistoricaltrust.wordpress.com/2015/06/04/a-special-visit-to-whitehall/>.
- Reft, Ryan. 2023. “We Mythologize Highways, but They’ve Damaged Communities of Color,” January 19, 2023. <https://www.washingtonpost.com/made-by-history/2023/01/19/interstate-highways-black-neighborhoods/>.
- Ridout, Sr., Folger McKinsey (Mack). 1996. “Driving Down St. Margaret’s Road.” The Spire, November 1996. St. Margaret’s Church. [https://www.st-margarets.org/uploads/2/8/8/6/28869061/macks\\_memories.pdf](https://www.st-margarets.org/uploads/2/8/8/6/28869061/macks_memories.pdf).
- The Sun (Baltimore, MD). 1913. “G. W. Moss Dies at Annapolis,” January 11, 1913. Newspapers.com.
- . 1913. “The Log Inn,” June 25, 1913. Newspapers.com.
- . 1978. “Fire Destroys Old Log Inn, Turn-of-Century Landmark,” May 20, 1978. Newspapers.com.
- The Washington Times (Washington, DC). 1928. “New Road Boon To Log Inn,” August 31, 1928. Chronicling America.
- United States Census Bureau (USCB). “1880; Census Place: District 3, Anne Arundel, Maryland; Roll: 494; Page: 108c; Enumeration District: 022.” National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/49265595:6742>.
- . 1880. “Tenth Census of the United States, 1880. District 3, Anne Arundel, Maryland; Roll: 494; Page: 107a; Enumeration District: 022.” National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/27082484:6742>.
- . 1900. “1900 United States Federal Census, Election District 3, Anne Arundel, Maryland; Roll: 605; Page: 1; Enumeration District: 0006.” National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/78311985:7602>.
- . 1910. “1910; Census Place: Election District 3, Anne Arundel, Maryland; Roll: T624\_550; Page: 13a; Enumeration District: 0010; FHL Microfilm: 1374563.” National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/10185678:7884?ssrc=pt&tid=72508109&pid=48261437259>.
- . 1920a. “1920; Census Place: Election District 3, Anne Arundel, Maryland; Roll: T625\_653; Page: 1A; Enumeration District: 12.” National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/16360814:6061>.
- . 1920b. “1920; Census Place: Election District 3, Anne Arundel, Maryland; Roll: T625\_653; Page: 1B; Enumeration District: 12.” National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/16360830%3A6061>.
- . 1920c. “1920; Census Place: Election District 3, Anne Arundel, Maryland; Roll: T625\_653; Page: 3B; Enumeration District: 12.” National Archives and Records Administration. <https://www.ancestry.com/search/collections/6061/records/16361047>.
- . 1930. “1930; Census Place: Precinct 2, Anne Arundel, Maryland; Page: 1B; Enumeration District: 0038; FHL Microfilm: 2340579.” National Archives and Records Administration. <https://www.ancestry.com/search/collections/6224/records/114336128>.
- . 1930b. “1930 United States Federal Census, Census Place: Precinct 2, Anne Arundel, Maryland; Page: 3A; Enumeration District: 0038; FHL Microfilm: 2340579.” T626, 2,667 rolls. National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/114116565:6224>.
- . 1940a. “1940 United States Federal Census, Anne Arundel, Maryland; Roll: M-T0627-01501; Page: 12B; Enumeration District: 2-16B.” T627, 4,643 rolls. National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/150323378:2442>.
- . 1940b. “1940; Census Place: Anne Arundel, Maryland; Roll: M-T0627-01501; Page: 12A; Enumeration District: 2-16B.” National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/150323327:2442>.
- . 1950a. “Seventeenth Census of the United States, 1950; Year: 1950; Census Place: Anne Arundel, Maryland; Roll: 1607; Page: 40; Enumeration District: 2-42.” <https://www.ancestry.com/discoveryui-content/view/61451383%3A62308>. National Archives at Washington. <https://www.ancestry.com/discoveryui-content/view/61451383%3A62308>.

- . 1950b. "Washington, D.C.; Seventeenth Census of the United States, 1950; Year: 1950; Census Place: Anne Arundel, Maryland; Roll: 1607; Page: 42; Enumeration District: 2-42." National Archives and Records Administration.
- United States Selective Service System. "Ernest Edward Carr Draft Card." Record Group: Records of the Selective Service System, 147; Box: 81. National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/5933668:2238>.
- . 1940. 1940. "Sylvester William Cook Draft Card." Records of the Selective Service System, 147; Box: 103. National Archives at St. Louis; St. Louis, Missouri.
- . 1942a. "Arthur Lonnell Colbert Draft Card." Record Group: Records of the Selective Service System, 147; Box: 97. National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/5659759:2238>.
- . 1942b. "Bernard Clarence Cromwell Draft Card." Record Group Number: 147; Series Number: M1939. National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/2213781:1002>.
- . 1942c. "Charles Porter Draft Card." Records of the Selective Service System; Record Group Number: 147; Series Number: M1939. National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/3335559:1002>.
- . 1945. "Albert Colbert Draft Card." Record Group: Records of the Selective Service System, 147; Box: 97. National Archives and Records Administration. <https://www.ancestry.com/discoveryui-content/view/5659753:2238>.
- U.S. Department of Transportation Federal Highway Administration (U.S. FHWA, and Maryland Department of Transportation State Highway Administration (MDOT SHA). 1979. "US-50-301, MD-70 to Chesapeake Bay Bridge: Environmental Impact Statement." FHWA-MD-EIS-79-01-(D). Google Books. <https://books.google.com/books?id=5qM1AQAAMAAJ>.
- U.S. Geological Survey. 1904. "North Point, MD 1904 (HTMC, 1904 Ed.)." Topographic Map. <https://ngmdb.usgs.gov/topoview/viewer/>.
- . 1943. "North Point, MD 1943 (HTMC 1943 Ed.)." <https://ngmdb.usgs.gov/topoview/viewer/>.
- . 1944. "Gibson Island, MD 1944 (HTMC, 1944, Ed.)." <https://ngmdb.usgs.gov/topoview/viewer/>.

**Skidmore Historic District (AA-2594)**

Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road

Annapolis, Anne Arundel County

Map ID	Address	SDAT Account	Contributing (C) / Non-Contributing (NC)	Year Constructed	Section	Notes
1	1197 CARRS RD	300013162505	NC	1998	Col-Mar Lane/Carrs Road	
2	1201 CARRS RD	300012798900	C	1940	Col-Mar Lane/Carrs Road	
3	1205 CARRS RD	300031423915	NC	2003	Col-Mar Lane/Carrs Road	
4	1209 CARRS RD	300013154400	C	1940	Col-Mar Lane/Carrs Road	
5	1603 COLBERT RD	300029182000	C	1950	Colbert Road	
6	1611 COLBERT RD	300022930600	C	1950	Colbert Road	Two circa-1950 dwellings-one at 1609 and the other at 1611
7	1615 COLBERT RD	300006171200	NC	2009	Colbert Road	
8	1623 COLBERT RD	300013732000	C	1962	Colbert Road	
9	1633 COLBERT RD	300012213500	C	1966	Colbert Road	
10	1637 COLBERT RD	300006175400	NC	1990	Colbert Road	
11	1641 COLBERT RD	300013732600	NC	2018	Colbert Road	
12	1655 COLBERT RD	300028575340	C	1950	Colbert Road	
13	1657 COLBERT RD	300009937154	C	1950	Colbert Road	
14	1601 COL-MAR LN	300090048329	C	1945	Col-Mar Lane/Carrs Road	
15	1606 COL-MAR LN	300015644609	NC	1983	Col-Mar Lane/Carrs Road	
16	1610 COL-MAR LN	300015644608	NC	1983	Col-Mar Lane/Carrs Road	
17	1612 COL-MAR LN	300015647800	NC	2006	Col-Mar Lane/Carrs Road	
18	1375 LOG INN RD	300003641510	NC	2001	Log Inn Road	
19	1381 LOG INN RD	300026135900	C	1957	Log Inn Road	
20	1405 LOG INN RD	300015065500	C	1930	Log Inn Road	
21	1408 LOG INN RD	300022927950	NC	2017	Log Inn Road	Either replaced existing dwelling or is heavily altered pre-2017 dwelling
22	1410 LOG INN RD	300006917400	NC	1995	Log Inn Road	

**Skidmore Historic District (AA-2594)**

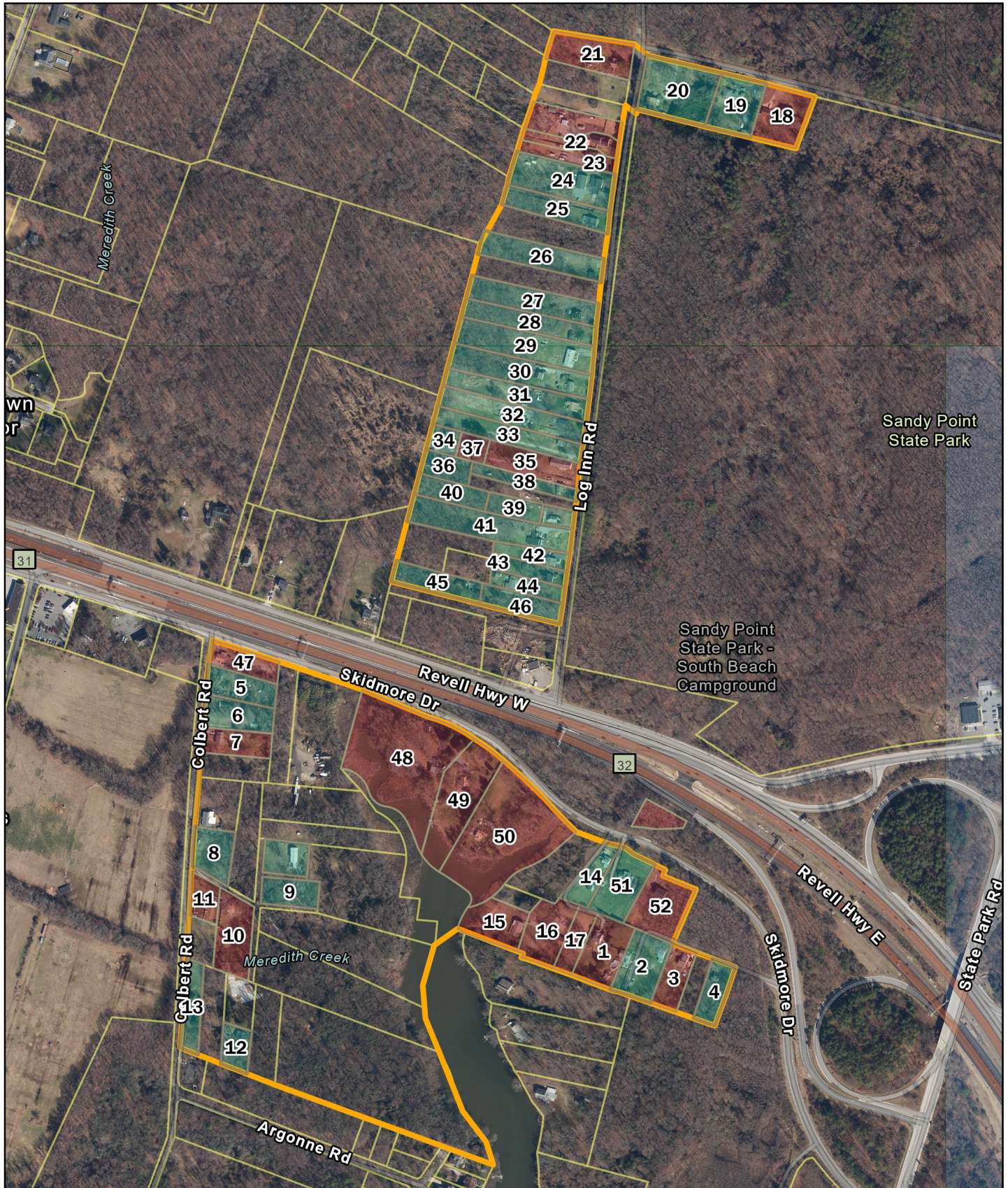
Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road  
Annapolis, Anne Arundel County

Map ID	Address	SDAT Account	Contributing (C) / Non-Contributing (NC)	Year Constructed	Section	Notes
23	1412 LOG INN RD	300015437140	NC	1995	Log Inn Road	
24	1414 LOG INN RD	300014708400	C	1955	Log Inn Road	
25	1420 LOG INN RD	300031476575	C	1936	Log Inn Road	
26	1430 LOG INN RD	300015748700	C	1930	Log Inn Road	
27	1432 LOG INN RD	300008404230	C	1940	Log Inn Road	
28	1434 LOG INN RD	300033337000	C	1940	Log Inn Road	
29	1436 LOG INN RD	300015748600	C	1963	Log Inn Road	
30	1440 LOG INN RD	300023489200	C	1940	Log Inn Road	
31	1442 LOG INN RD	300006916100	C	1960	Log Inn Road	
32	1446 LOG INN RD	300006916120	C	1940	Log Inn Road	
33	1448 LOG INN RD	300015486290	C	1940	Log Inn Road	
34	1450 LOG INN RD	300006097100	C	1940	Log Inn Road	
35	1452 LOG INN RD	300019581000	NC	2006	Log Inn Road	
36	1454 LOG INN RD	300029184300	C	1962	Log Inn Road	
37	1454B LOG INN RD	300019601000	NC	1985	Log Inn Road	
38	1456 LOG INN RD	300006916602	C	1957	Log Inn Road	
39	1458 LOG INN RD	300027274300	C	1962	Log Inn Road	
40	1460 LOG INN RD	300006909000	C	1940	Log Inn Road	
41	1464 LOG INN RD	300014850300	C	1930	Log Inn Road	
42	1468 LOG INN RD	300006161400	C	1951	Log Inn Road	
43	1470 LOG INN RD	300033342600	C	1940	Log Inn Road	
44	1474 LOG INN RD	300007207925	C	1968	Log Inn Road	
45	1476 LOG INN RD	300006158700	C	1962	Log Inn Road	
46	1478 LOG INN RD	300002035600	C	1951	Log Inn Road	
47	1015 SKIDMORE DR	300032604800	NC	1988	Colbert Road	
48	1031 SKIDMORE DR	300027680100	NC	1953	Skidmore Drive	Constructed by and associated with Holly Beach Farm
49	1033 SKIDMORE DR	300021022410	NC	1950	Skidmore Drive	Constructed by and associated with Holly Beach Farm
50	1037 SKIDMORE DR	300090053103	NC	1940	Skidmore Drive	Constructed by and associated with Holly Beach Farm
51	1045 SKIDMORE DR	300016384500	C	1950	Col-Mar Lane/Carrs Road	
52	1049 SKIDMORE DR	300006165600	NC	2002	Col-Mar Lane/Carrs Road	

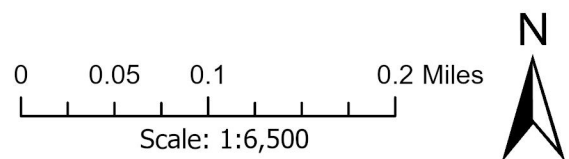
# Skidmore Historic District

Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road  
City: Annapolis

AA-2594  
Anne Arundel County



- Parcel Boundaries
- Skidmore Historic District
- Contributing
- Non-Contributing



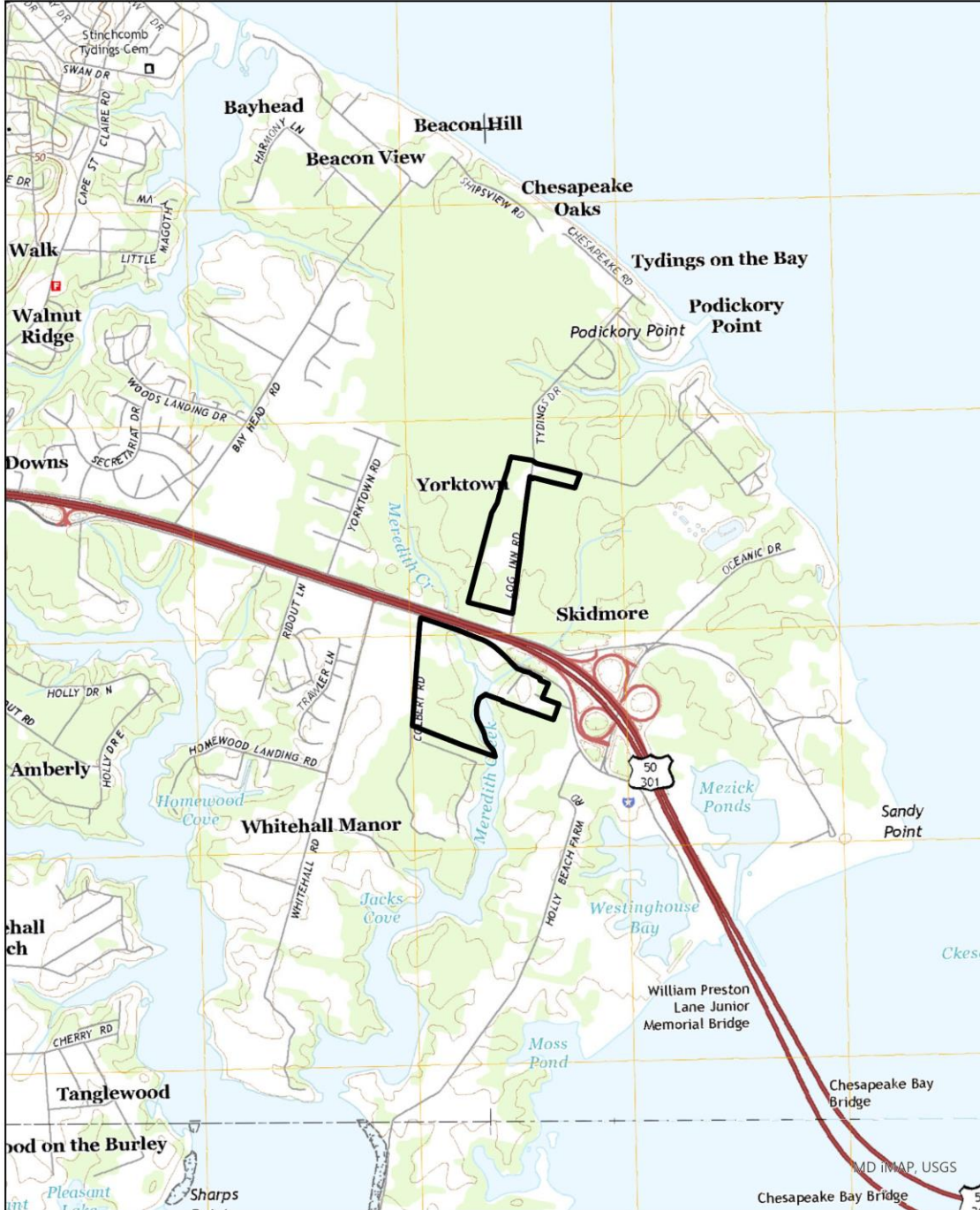
**Skidmore**

Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road

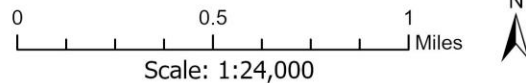
AA-2594

City: Annapolis

Anne Arundel County



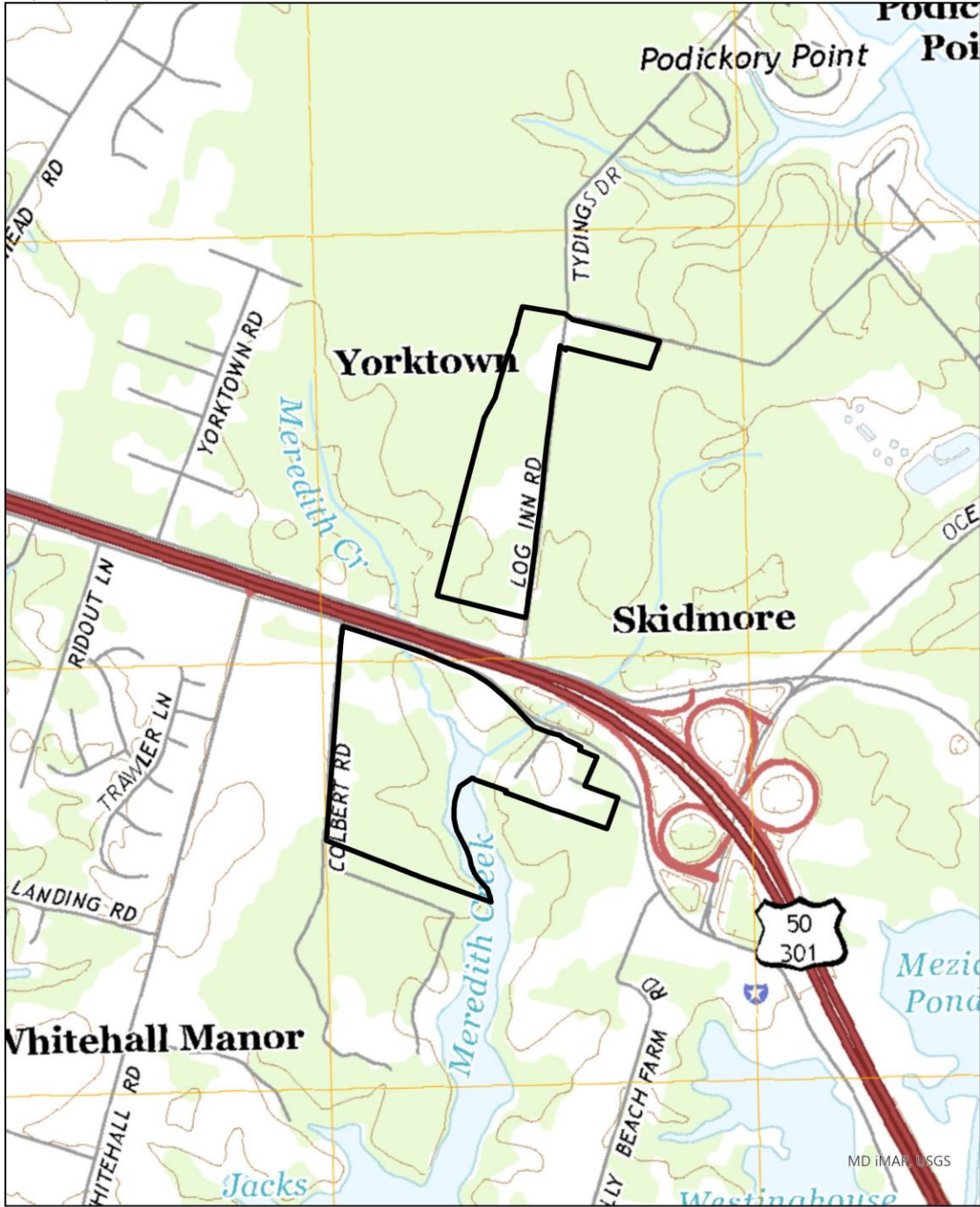
USGS 7.5' Quadrangle - Gibson Island



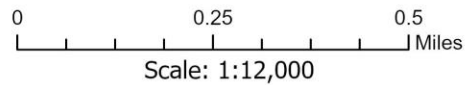
**Skidmore**

Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road  
City: Annapolis

AA-2594  
Anne Arundel County



USGS 7.5' Quadrangle - Gibson Island



**Skidmore**

Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road  
City: Annapolis

AA-2594  
Anne Arundel County



Parcel Boundaries

0 500 1,000 US Feet  
Scale: 1:6,530



**PHOTOGRAPHS**

---



Photo 1 of 14: Log Inn Road, overview, looking northwest



Photo 2 of 14: Log Inn Road, overview, looking north

**PHOTOGRAPHS**

---



Photo 3 of 14: Log Inn Road, example of circa-1930 dwelling at 1430 Log Inn Road, looking southwest



Photo 4 of 14: Log Inn Road, example of circa-1940 dwellings at 1446 and 1448 Log Inn Road, looking west

**PHOTOGRAPHS**

---



Photo 5 of 14: Log Inn Road, examples of two 1960s dwellings and a circa-1940 dwelling, center, looking southwest



Photo 6 of 14: Log Inn Road, examples of two 1990s dwellings that either replaced or incorporated pre-1957 dwellings, looking west

**PHOTOGRAPHS**

---



Photo 7 of 14: Skidmore Drive, example of circa-1940 dwelling at 1037 Skidmore Drive with a later shed, looking southwest



Photo 8 of 14: Skidmore Drive, example of circa-1950 dwelling at 1033 Skidmore Drive, looking northwest

PHOTOGRAPHS

---



Photo 9 of 14: Colbert Road, circa-1950 dwelling at 1609 Colbert Road on the 1611 Colbert Road parcel, looking east



Photo 10 of 14: Colbert Road, circa-1966 dwelling at 1633 Colbert Road, looking east

**PHOTOGRAPHS**

---



Photo 11 of 14: Col-Mar Lane/Carrs Road, example of circa-1940 dwelling at 1201 Carrs Road with a 2005 dwelling at 1205 Carrs Road on the left, looking southeast



Photo 12 of 14: Col-Mar Lane/Carrs Road, example of circa-1945 and circa-1950 dwellings, looking southeast at the intersection of Skidmore Drive and Col-Mar Lane at 1601 Col-Mar Lane and 1045 Skidmore Drive

**PHOTOGRAPHS**

---



Photo 13 of 14: Col-Mar Lane/Carrs Road, example of outbuildings at 1601 Col-Mar Lane and 1045 Skidmore Drive, looking north



Photo 14 of 14: Col-Mar Lane/Carrs Road, example of circa-1983 dwelling at 1606 Col-Mar Lane, looking west

NR-ELIGIBILITY REVIEW FORM

AA-2594

Skidmore

**PHOTO LOG**

---

Number of Photos: **14**

Name of Photographer: **Nicole Diehlman, Becky Yousaf**

Date of Photographs: **2023-12-12; 2023-12-08; 2**

Location of Original Digital File: **MHT**

File Format: **AA-2594\_2023-12-12; 2023-12-08; 2\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

AA-2594\_2023-12-01\_01.tif

Photo 1 of 14: Log Inn Road, overview, looking northwest

AA-2594\_2024-07-11\_02.tif

Photo 2 of 14: Log Inn Road, overview, looking north

AA-2594\_2024-07-11\_03.tif

Photo 3 of 14: Log Inn Road, example of circa-1930 dwelling at 1430 Log Inn Road, looking southwest

AA-2594\_2024-07-11\_04.tif

Photo 4 of 14: Log Inn Road, example of circa-1940 dwellings at 1446 and 1448 Log Inn Road, looking west

AA-2594\_2024-07-11\_05.tif

Photo 5 of 14: Log Inn Road, examples of two 1960s dwellings and a circa-1940 dwelling, center, looking southwest

AA-2594\_2024-07-11\_06.tif

Photo 6 of 14: Log Inn Road, examples of two 1990s dwellings that either replaced or incorporated pre-1957 dwellings, looking west

AA-2594\_2023-12-12\_07.tif

Photo 7 of 14: Skidmore Drive, example of circa-1940 dwelling at 1037 Skidmore Drive with a later shed, looking southwest

AA-2594\_2024-07-11\_08.tif

Photo 8 of 14: Skidmore Drive, example of circa-1950 dwelling at 1033 Skidmore Drive, looking northwest

AA-2594\_2023-12-08\_09.tif

Photo 9 of 14: Colbert Road, circa-1950 dwelling at 1609 Colbert Road on the 1611 Colbert Road parcel, looking east

AA-2594\_2023-12-12\_10.tif

Photo 10 of 14: Colbert Road, circa-1966 dwelling at 1633 Colbert Road, looking east

AA-2594\_2023-12-08\_11.tif

Photo 11 of 14: Col-Mar Lane/Carrs Road, example of circa-1940 dwelling at 1201 Carrs Road with a 2005 dwelling at 1205 Carrs Road on the left, looking southeast

AA-2594\_2023-12-08\_12.tif

Photo 12 of 14: Col-Mar Lane/Carrs Road, example of circa-1945 and circa-1950 dwellings, looking southeast at the intersection of Skidmore Drive and Col-Mar Lane at 1601 Col-Mar Lane and 1045 Skidmore Drive

AA-2594\_2023-12-08\_13.tif

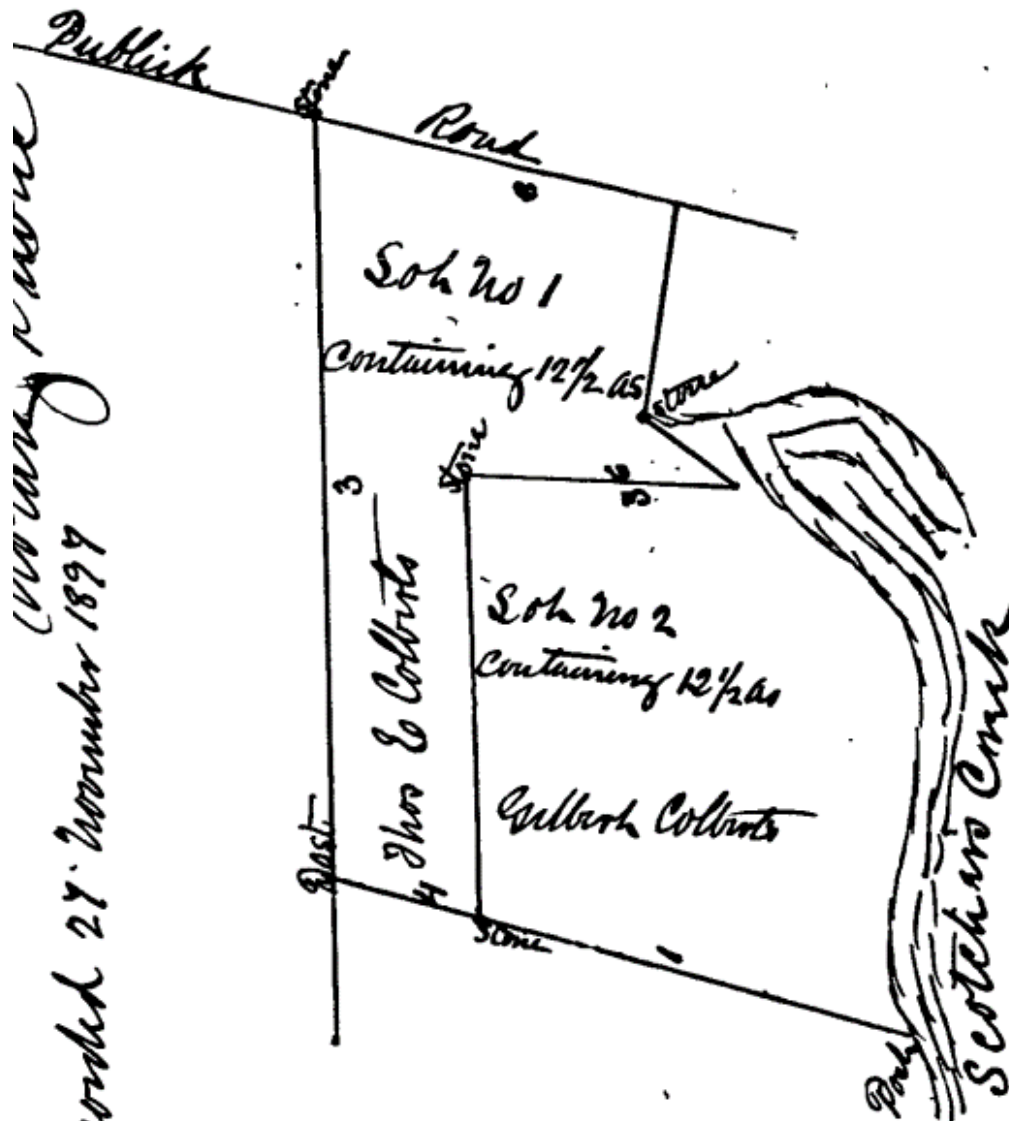
Photo 13 of 14: Col-Mar Lane/Carrs Road, example of outbuildings at 1601 Col-Mar Lane and 1045 Skidmore Drive, looking north

AA-2594\_2023-12-08\_14.tif

Photo 14 of 14: Col-Mar Lane/Carrs Road, example of circa-1983 dwelling at 1606 Col-Mar Lane, looking west

Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Recorded 27 November 1899

No 1 - Thomas Colbert with 3 small  
houses & stable, corn house etc

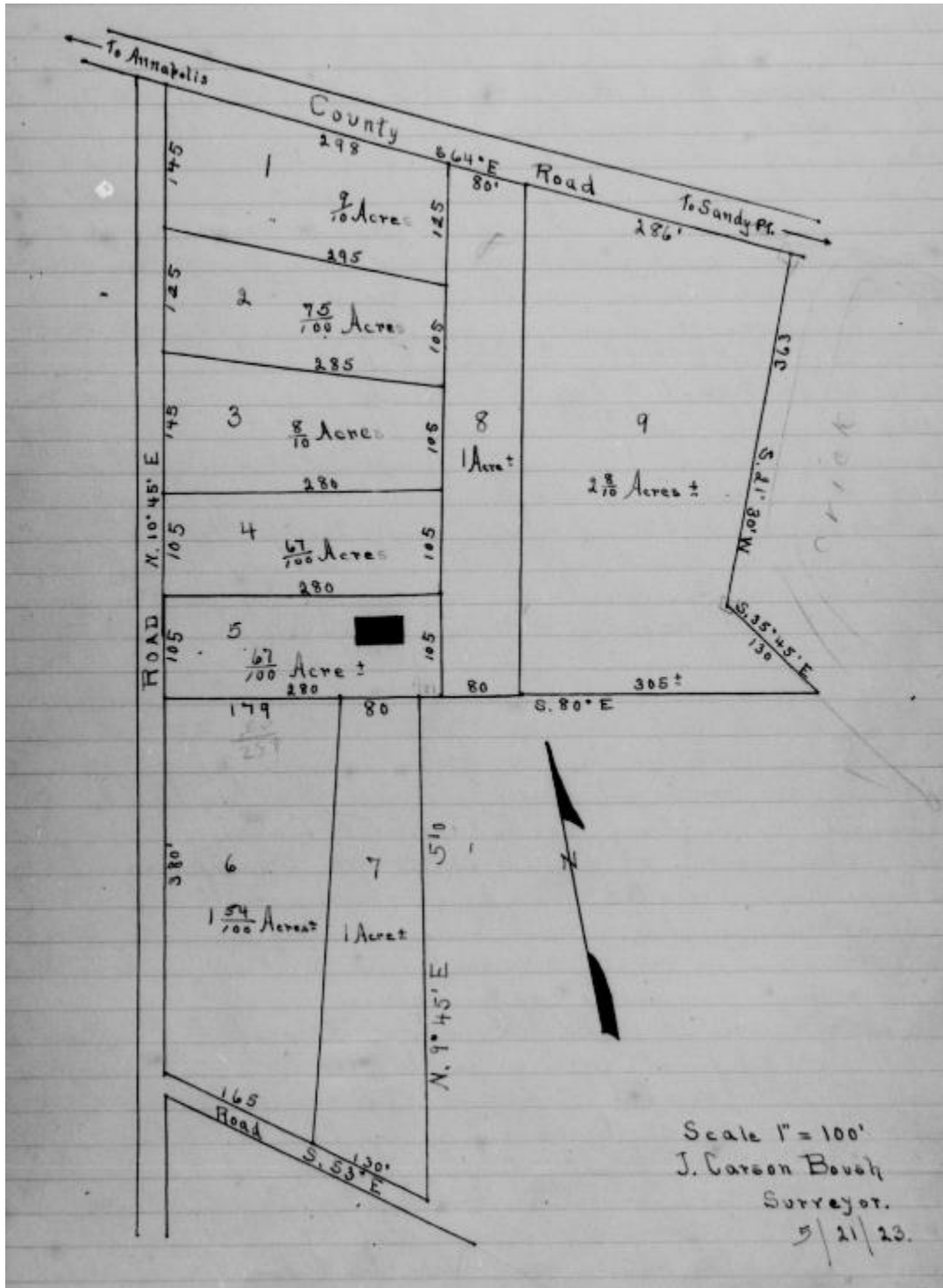
No 2 - Gilbert Colbert with dwelling  
stable & 4 small outhouses

Historic Image 1: Lots of Thomas Colbert and Gilbert Colbert, 1898, now on Colbert Road  
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1897-1898.  
GW 8, p. 0182. MSA CE 59-76



Skidmore Historic District

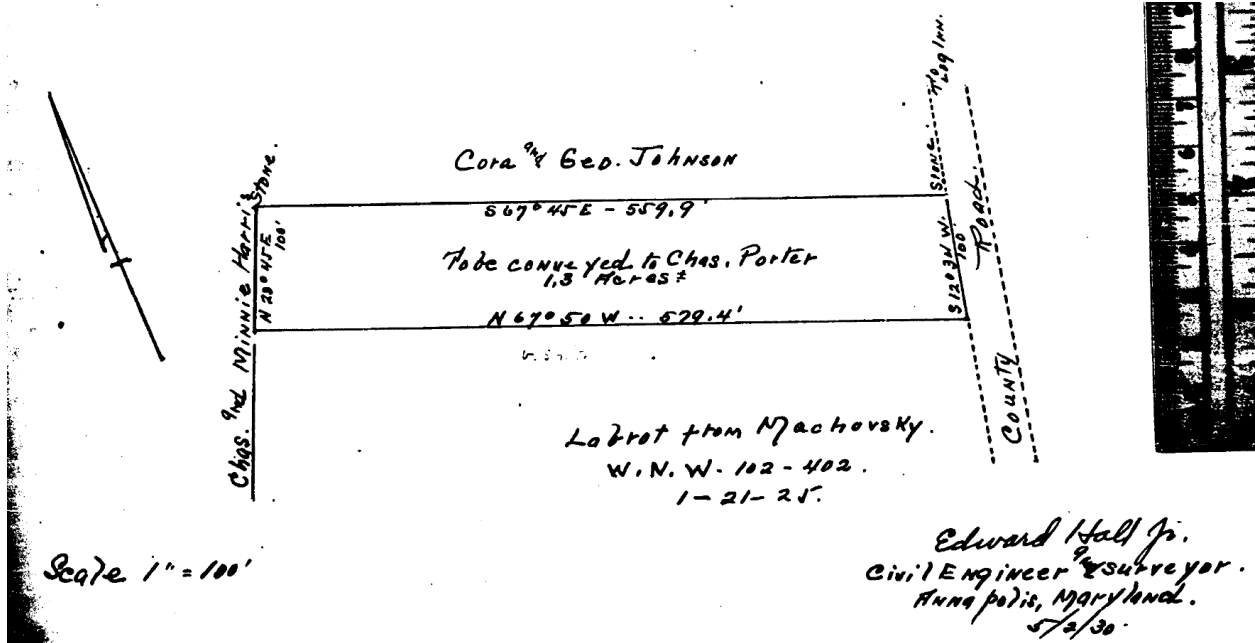
Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 3: Land of Herman and Maggie Colbert, 1923, now on Colbert Road  
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1924-1924.  
WNW, p. 0435. MSA CE 59-299

Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland

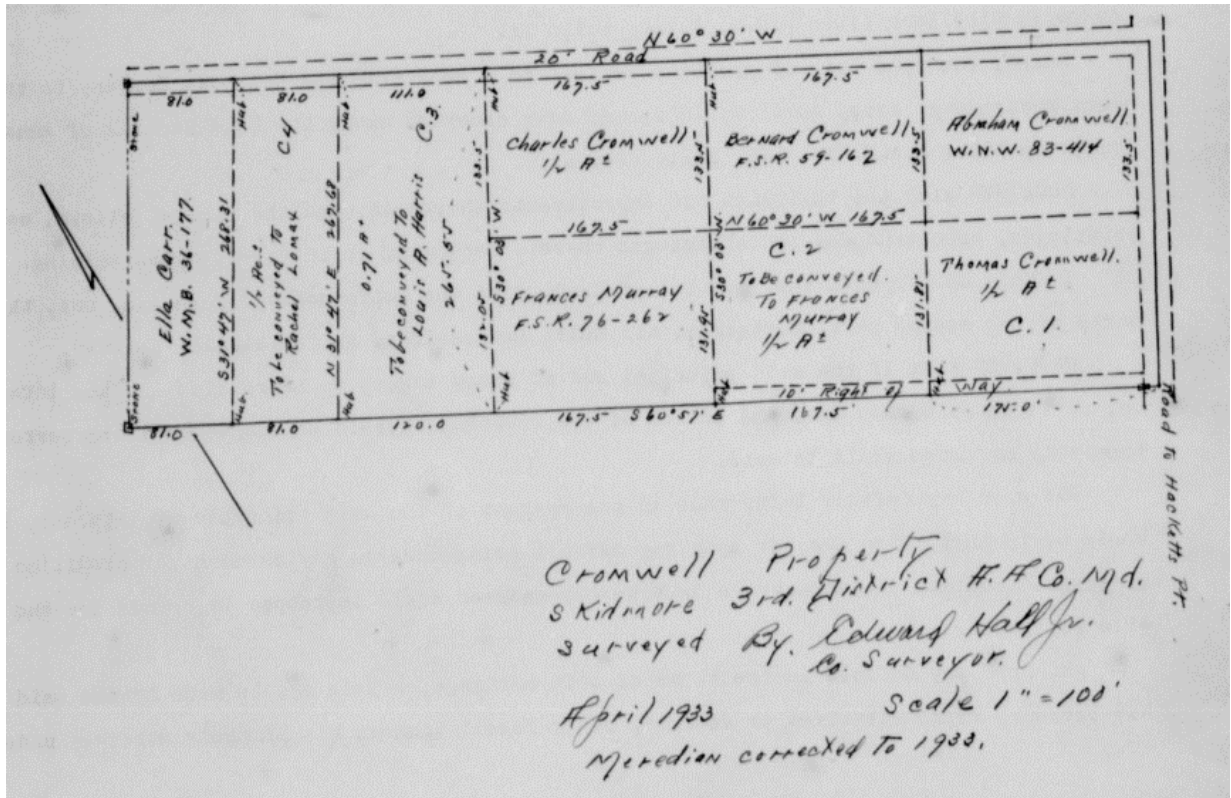


Historic Photo 4: Plat of Land from Labrot & Company, Incorporated to Charles Porter, 1930, now on Log Inn Road

Image Source: Anne Arundel County Circuit Court. 1930. "Plat, Porter from Labrot and Company." Land Records FSR 64, p. 483. Maryland Historical Trust.

Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 5: Cromwell Property, 1933, now on Carrs Road

Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1938-1938.

FAM 177, p. 0329. MSA CE 59-521

AA-2594

**Skidmore Historic District**

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 6: Detail of Log Inn Road from 1938 Anne Arundel County Index  
Photo Source: Aero Service Corp. 1938. "Anne Arundel County Index 1938." Washington, DC: U.S.  
Agriculture Stabilization and Conservation Service (ASCS).

<https://jscholarship.library.jhu.edu/items/5c4adcee-b4e9-4efe-ae58-0d27a1f3a9a3>.

AA-2594

**Skidmore Historic District**

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 7: Detail of Anne Arundel County Index 1938, showing Colbert Road, Skidmore Drive, Carrs Road, and Col-Mar Lane

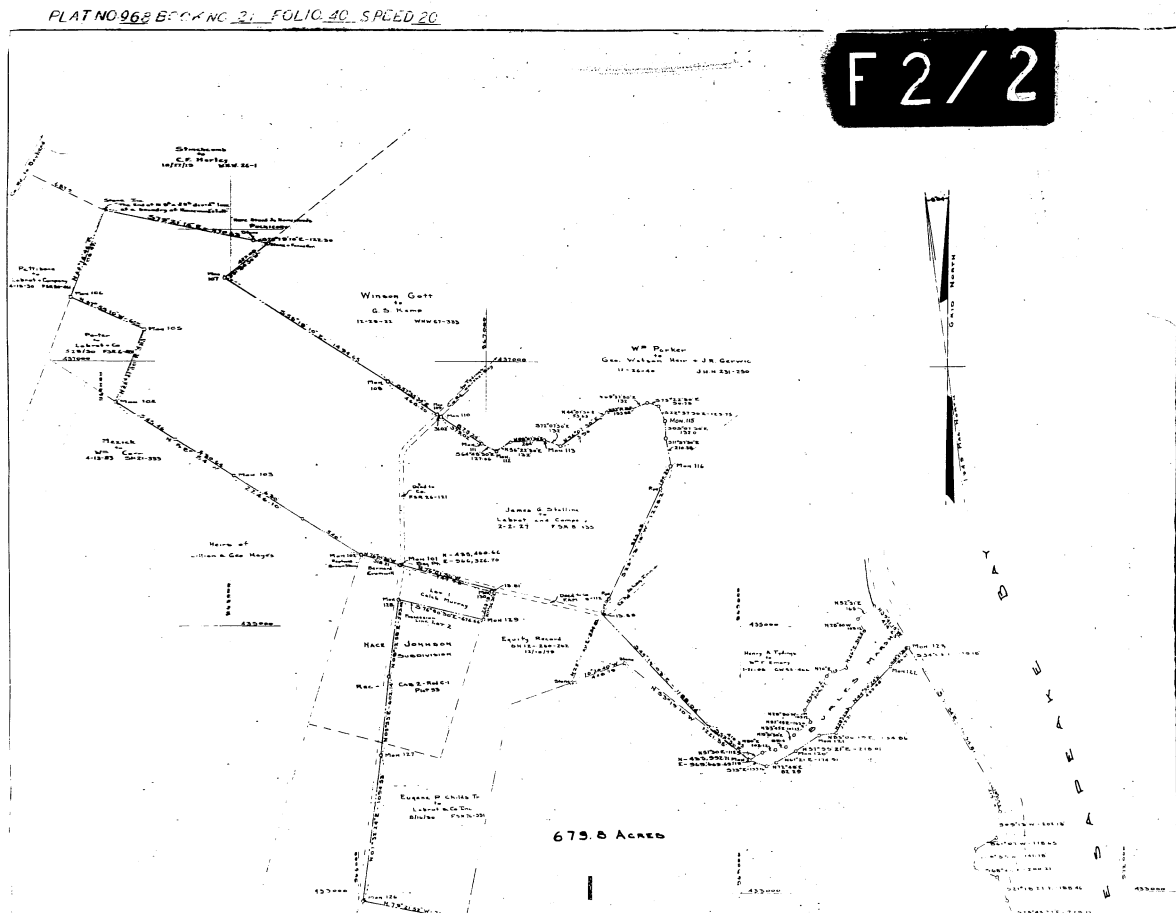
Photo Source: Aero Service Corp. 1938. "Anne Arundel County Index 1938." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS).

<https://jscholarship.library.jhu.edu/items/5c4adcee-b4e9-4efe-ae58-0d27a1f3a9a3>.



Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



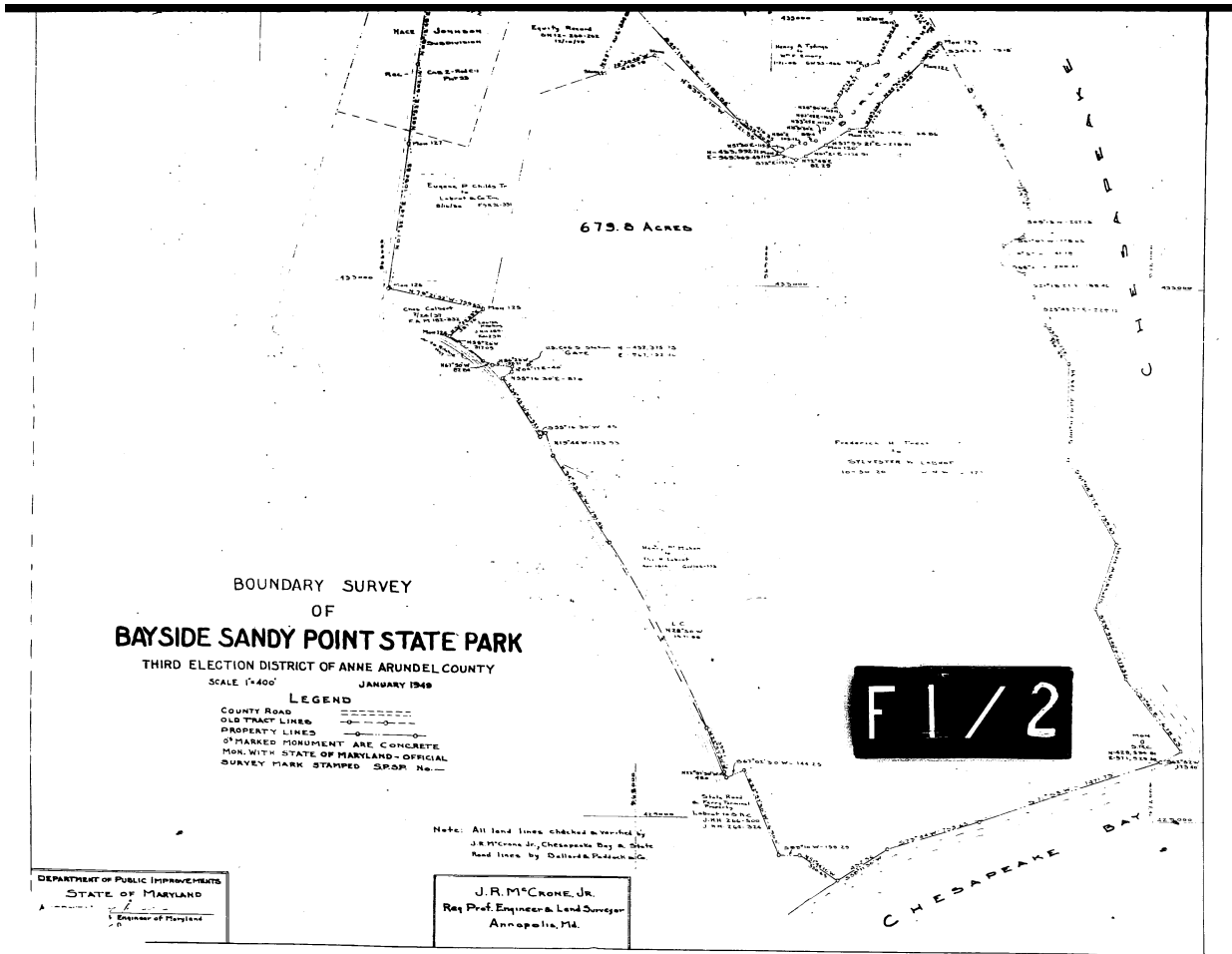
Historic Image 9: Boundary Survey of Bayside Sandy Point State Park, January 1949. J. R. McCrone, Jr.

F2/2.

Photo Source: Maryland State Archives. Original Recording 6, Cabinet Number 3, Rod Number F-7. Plat 968; Plat Book 21, p. 40 MSA C2081-982.

Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



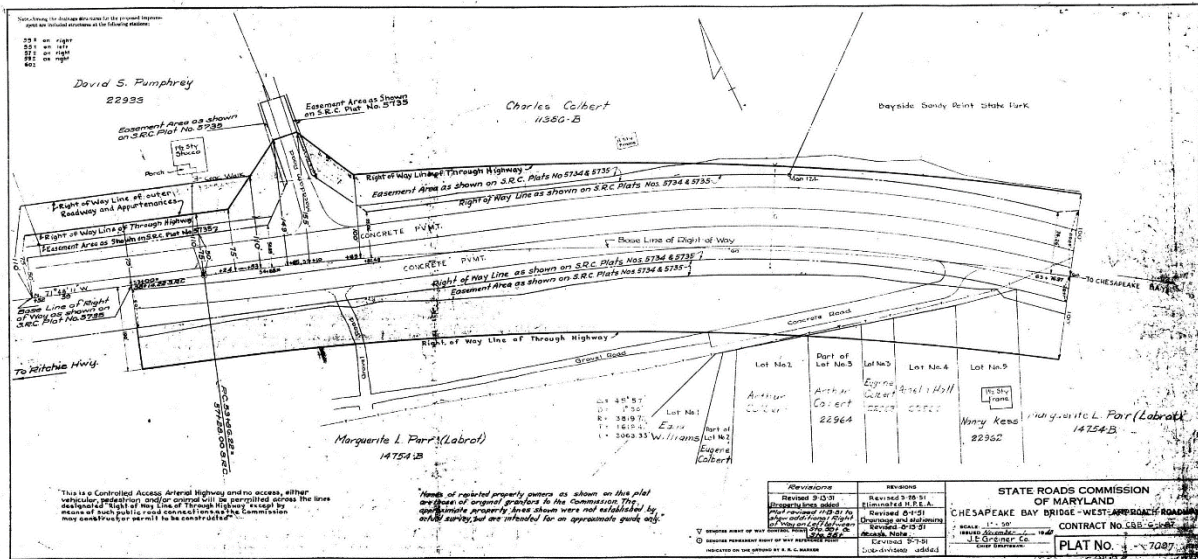
Historic Image 10: Boundary Survey of Bayside Sandy Point State Park, January 1949. J. R. McCrone, Jr.

F1/2.

Photo Source: Maryland State Archives. Original Recording 6, Cabinet Number 3, Rod Number F-7. Plat 968; Plat Book 21, p. 40 MSA C2081-982

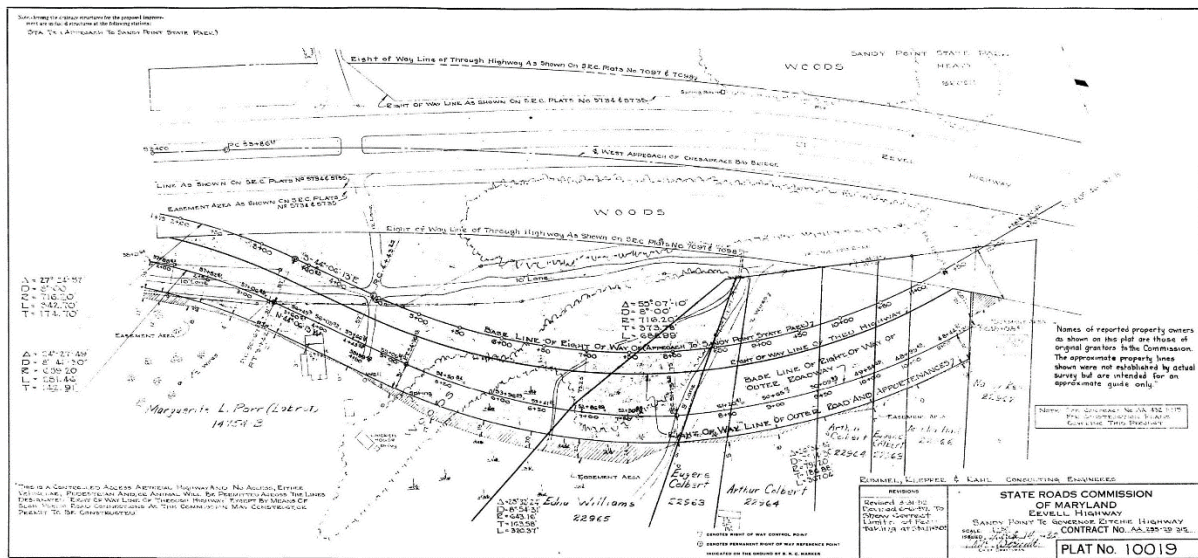
Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 11: Plat, State Roads Commission, 1948, revised in 1951

Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Right of Way Plats). Chesapeake Bay Bridge, West Approach – Roadway, Right of Way 7097-7101. MSA C2142-400

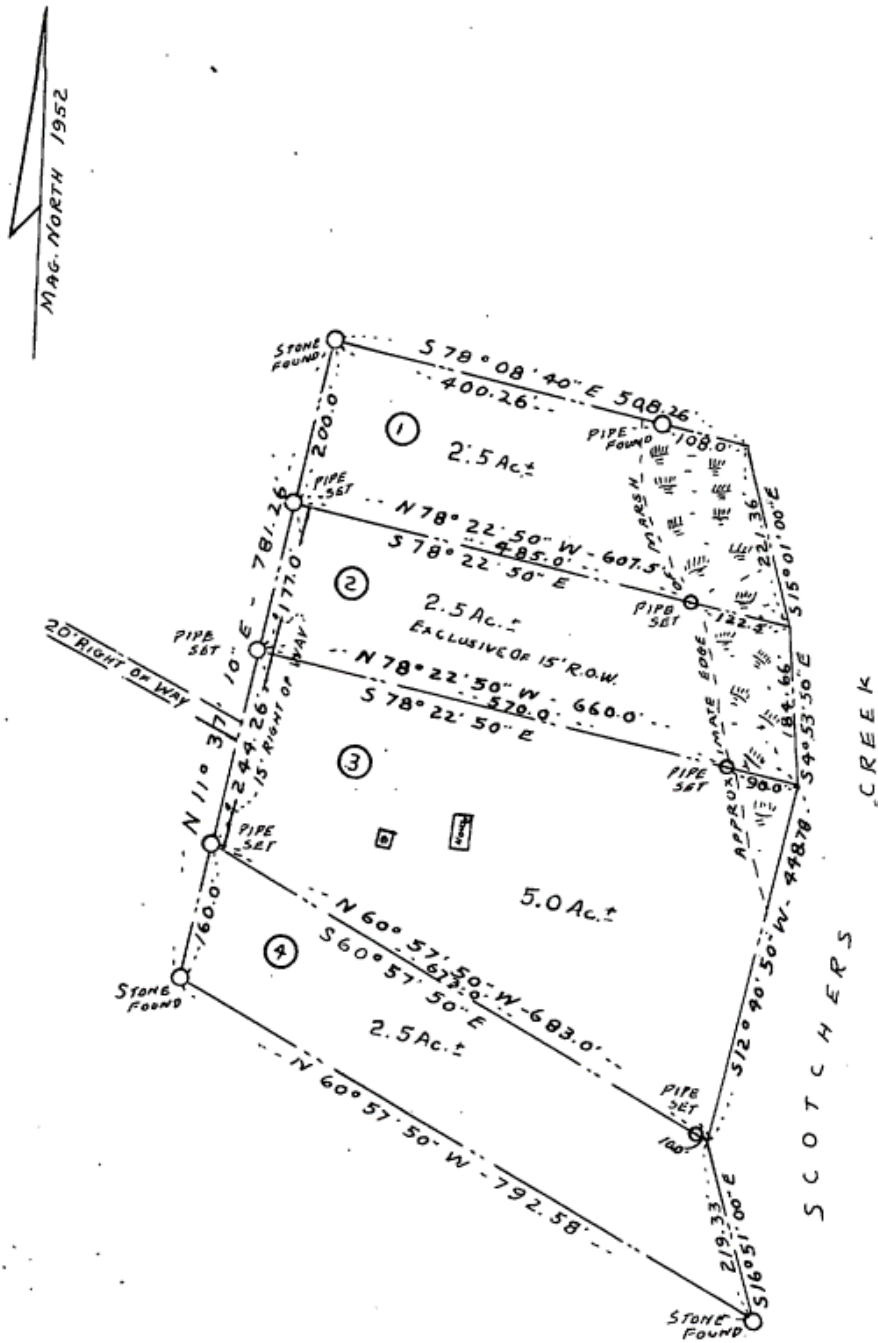


Historic Image 12: Plat, State Roads Commission, 1952

Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Right of Way Plats). 1952/06/06. Revell Highway, Sandy Point to Governor Ritchie Highway. Right of Way 10019. MSA C2142-456

Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 13: Survey for A. (Asbury) Harris 1952, now on Colbert Road  
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1952-1952  
JHH 692, p. 0540. MSA CE 59-1036

AA-2594

**Skidmore Historic District**

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 14: Detail of Log Inn Road from Anne Arundel County Index 1952

Photo Source: Penna Aerial Surveys, Inc. 1952. "Anne Arundel County Index 1952." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS).

<https://jscholarship.library.jhu.edu/items/3f96d03f-bbb7-479c-9eed-e9e7270d0a03>.

**AA-2594**

**Skidmore Historic District**

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



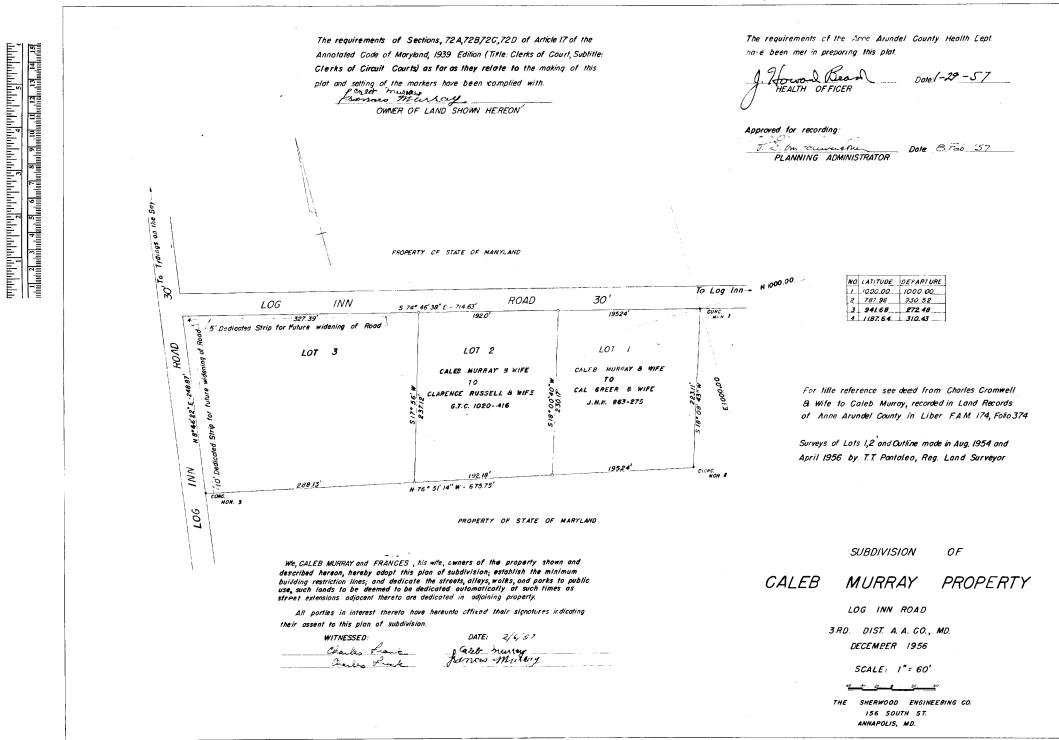
Historic Image 15: Detail of Anne Arundel County Index 1952, showing Colbert Road, Skidmore Drive, Carrs Road, and Col-Mar Lane

Photo Source: Penna Aerial Surveys, Inc. 1952. "Anne Arundel County Index 1952." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS).

<https://jscholarship.library.jhu.edu/items/3f96d03f-bbb7-479c-9eed-e9e7270d0a03>

Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 16: Plat of Subdivision of Caleb Murray Property, 1956, on Log Inn Road  
Photo Source: Anne Arundel County Circuit Court. 1956. "Plat, Subdivision of Caleb Murray Property."  
Plat 1454; Plat Book 29, p. 14. Maryland State Archives.

Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



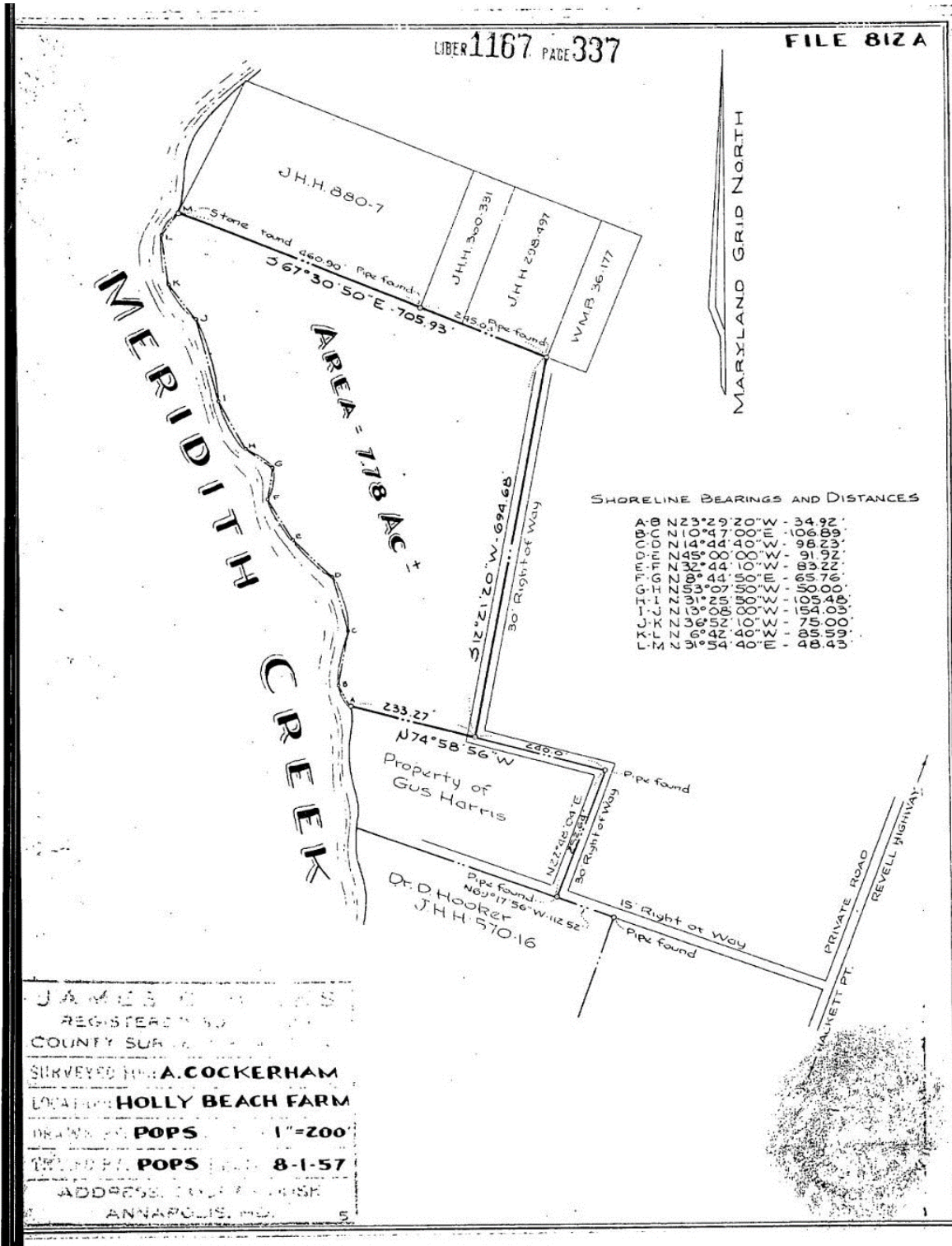
Historic Image 17: Aerial imagery of Log Inn Road, 1957  
Photo Source: NETROnline, n.d. <https://www.historicaerials.com/viewer>.

**Skidmore Historic District**

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



Historic Image 18: Aerial imagery of Colbert Road, Skidmore Drive, Carrs Road, and Col-Mar Lane, 1957  
Photo Source: NETROnline, n.d. <https://www.historicaerials.com/viewer>.

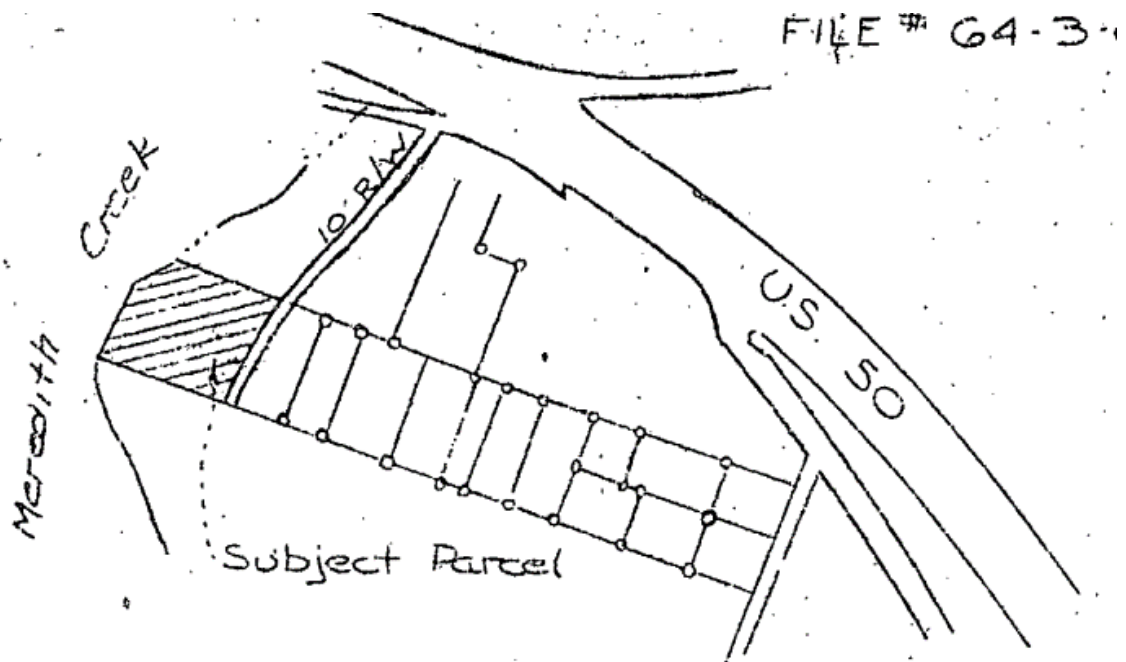


Historic Image 19: Plat showing Skidmore parcels (north row) and Holly Beach Farm parcels, 1957  
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1957-1957  
GTC 1167, p. 0337. MSA CE 59-1511

AA-2594

**Skidmore Historic District**

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland



VICINITY SKETCH

TAX MAP 47 - PARCEL G

SCALE: 1" = 600'

Historic Image 20: Vicinity Sketch of what is today 1604 and 1606 Col-Mar Lane, 1965  
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1965-1965  
LNP 1839, p. 0193. MSA CE 59-2183

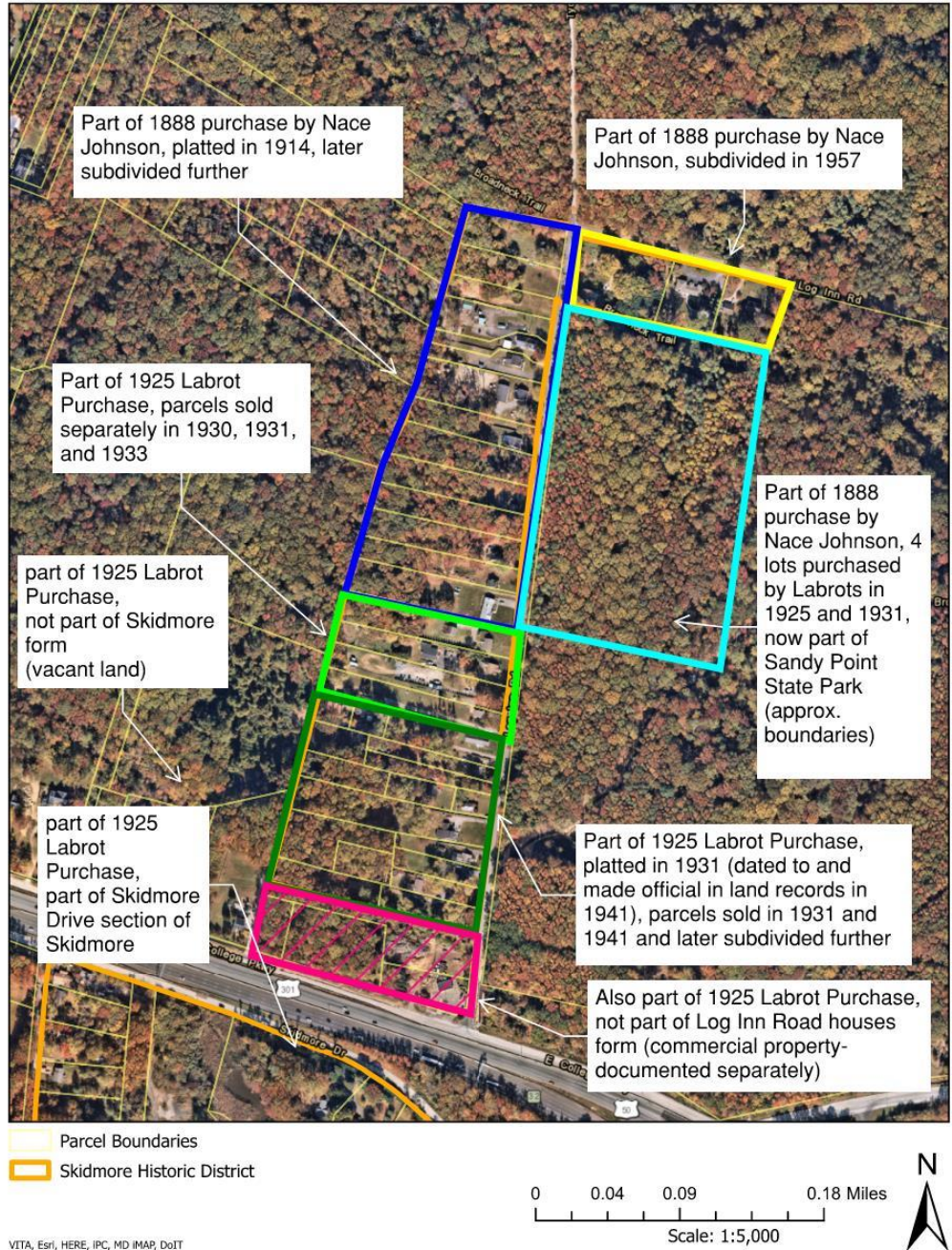
Skidmore Historic District

Log Inn Road, Skidmore Drive, Colbert Road, Carrs Road, Col-Mar Lane  
Annapolis, Anne Arundel County, Maryland

Skidmore Historic District

Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road  
City: Annapolis

AA-2594  
Anne Arundel County



Historic Image 21: Boundaries of Log Inn Road plats on modern aerial  
Photo Source: Drawn by author from plats from Maryland State Archives.