THE OCEAN HIGHWAY

Compiled by the Federal Writers' Project of the Works Progress Administration

To follow the course of the Ocean Highway along the shore of the Atlantic from New Jersey to Florida is like taking a living course in American history, so much of the past is still visible in the out-of-the-way hamlets, towns, bays, and islands through which the ancient route passes. This shore road, sometimes impassable even now in the spring because of high water, is the one by which the first white settlers ploughed their difficult way by muddy foot, horse, or boat in colonial days. It connects some of the oldest settlements in North America. When the economic spine of the south swung inland, these old towns were left to decay or to maintain with dignity the integrity and traditions of an earlier time.

Language and customs in some sections, like the Eastern Shore of Delaware, Maryland, and Virginia, are still in many ways what they were in 1700 . . . How many of these words do you recognize: "stook"; "pipjinny"; "mung-ya"; "sporry"? (See page 38.)

Over the Ocean Highway you will journey through romantic legend-haunted regions like the Dismal Swamp (Va. and N. C.); past such historic spots as Tangier Island, still guarding its ancient independence as it did in the War of 1812. You will pass the Georgia scene of Julia Peterkin's novels *Black Skin* and *Scarlet Sister Mary;* and the house which was the setting for George Alfred Townsend's story of antebellum days in Maryland, *The Entailed Hat.*

{Continued on back flap}

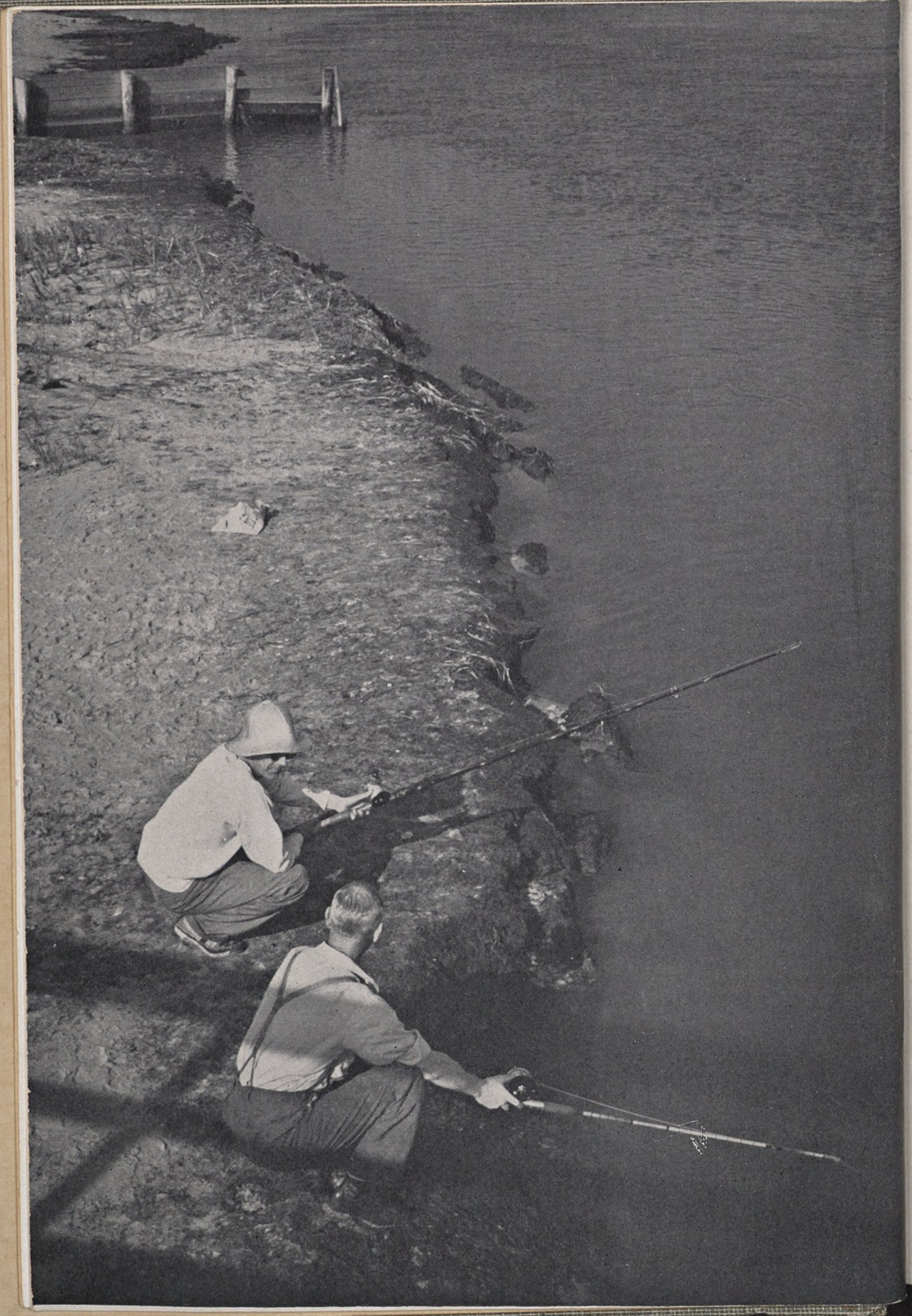
{Continued from front flap}

From the road across Butler's Island you can see the house where Fanny Kemble, the English actress, kept her unhappy diary as the wife of Pierce Butler.

On Maryland's Eastern Shore you will pass fine old mansions standing on grants that bear names like Want Weather, Penny Come Quick, Hard Bargain, Aha the Cow Pasture, and Bachelor's Delight.

Among the most interesting sections of the book are the extensive group of side-trips and the description of the North Carolina Coast written in 1584 by Captain Arthur Barlow, by whom it was "taken in possession . . . to her Majesties use."

It is easier in these coastal regions to get the traditional dishes of the country than in the more up-to-date sections to the west. A mouth-watering feature of this book is the list of "Characteristic Coastal Dishes" included as the result of what must have been the pleasantest task of research that went into the making of "The Ocean Highway."



AMERICAN GUIDE SERIES

THE *Ocean Highway*

NEW BRUNSWICK, NEW JERSEY TO JACKSONVILLE, FLORIDA

Compiled and written by the Federal Writers' Project of the Works Progress Administration

WITH 32 PHOTOGRAPHS

SPONSORED BY CHARLES L. TERRY, JR., *Secretary of State of Delaware*

and published by

MODERN AGE BOOKS, INC. NEW YORK

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FOREWORD

THE OCEAN HIGHWAY is a publication of the Federal Writers' Project of the Works Progress Administration. Under this project, organized to give useful work to unemployed writers, an ambitious and pioneering task has been undertaken — a written description of the most important sections of the United States. The Federal Writers' publications are of many types. This volume is part of the American Guide Series of regional, State and local guidebooks, and third in a series of interstate route guides. The entire series of guides, when completed, will highlight the history, resources and points of interest in an area of more than three million square miles.

Although collated, rechecked and edited in the central office in Washington, the materials for the book were collected in the States and the book was written by the State workers on the Federal Writers' Project. To insure its accuracy authorities have checked statements of fact, and to give it all possible scope many public-spirited persons have given their services freely. They share with us the hope that those who use this volume will through it gain a better knowledge and greater understanding of America and American life.

The Federal Writers' Project, directed by Henry G. Alsberg, is in the Division of Women and Professional Projects under Ellen S. Woodward, WPA Assistant Administrator.

Harry L. Hopkins

Administrator

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NOTES ON USE OF BOOK

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Travelers are advised to read in advance the descriptions of sections they expect to travel and to mark the points of interest they particularly wish to view.

Great effort has been expended to make this book as accurate as possible, but it is realized that no volume covering such a wide range of material, some of it inadequately documented, can be free of mistakes; if those who find errors will report them to the Federal Writers' Project in Washington, corrections will gladly be made in future editions.

NOTE: *In the late Spring some sections of this road south of Norfolk may be temporarily closed because of high water. Travelers should make inquiry along the route.*

KATHARINE A. KELLOCK
Tour Editor, American Guide Series

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INTRODUCTION

THE 1000-MILE OCEAN HIGHWAY, branching south from US 1 in the industrial area of New Jersey and providing the shortest route between the New York City region and Florida, crosses swamps and tidal estuaries and inlets; it traverses flat country never far above sea-level. Thanks to the Gulf Stream most of it is ice-free when roads further inland are coated with a dangerous glaze.

Except for the 88-mile section in New Jersey the route runs through the Old South; the Eastern Shore, the narrow peninsula it traverses between the Atlantic Ocean and Chesapeake Bay, was never a cotton-growing area and was occupied by Union troops early in the Civil War, but it was southern in customs, traditions, and sympathies.

The Ocean Highway country, in spite of modern agricultural and industrial developments, lives much in the past. It cherishes the speech and habits of its ancestors, and speaks of long-ago happenings as though they had occurred last year. Everybody knows the kin of his great-aunt's second husband's grandmother, servants work all their lives in one family, sharing their folks' prosperity and hard times, and The War is still the Civil War.

In many places the modern road follows the Colonial route connecting the first settlements made on this part of the Atlantic Coast; in North Carolina a side route runs to Roanoke Island, where in 1585 Ralegh planted the first English colony on American soil; on the Eastern Shore the route runs close to a settlement made by Jamestown colonists, sent into supposed exile to make salt but remaining to enjoy the abundance of the land. The Ocean Highway goes through New Castle, the capital of the Province of Delaware, through New Bern, for a time the capital of the Province of North Carolina, through Charleston, the capital of the Province of South Carolina, and through Savannah, capital of the Colony of Georgia.

The early inhabitants of these regions brought old cultural traditions with them and the fecundity of the country soon enabled the new Americans to build churches and homes of architectural elegance and grace that would have merited respectful attention in western Europe. Travelers who linger here have many opportunities to wonder at the imagination and craftsmanship displayed in the early structures on these shores.

In some sections the countryside is monotonous in its flatness, but along side routes south of the Delaware there is an astonishing lushness of vegetation, increasing toward the South, that provides delightful variety.

Fanny Kemble, the English actress who spent a winter on the islands off the Georgia Coast, after her marriage to Pierce Butler, wrote in her journal:

". . . Every shade of green, every variety of form, every degree of varnish, and all in full leaf and beauty in the very depth of winter. The stunted dark-colored oak; the magnolia bay . . ., which grows to a very great size; the wild myrtle a beautiful and profuse shrub, rising to a height of six, eight, and ten feet, and branching on all sides in luxuriant tufted fullness; most beautiful of all, that pride of the South, the magnolia grandiflora, whose lustrous dark green perfect foliage would alone render it an object of admiration, without the queenly blossom whose color, size, and perfume are unrivaled in the whole vegetable kingdom. . . . Under all these the spiked palmetto forms an impenetrable covert, and from glittering graceful branch to branch hang garlands of evergreen creepers, on which the mocking-birds are swinging and singing even now; while I, bethinking me of the pinching cold that is at this hour tyrannizing over your region, look round on this strange scene — on these green woods, this unfettered river, and sunny sky — and feel very much like one in another planet from yourself."

And again: "Here I saw growing in the open air the most beautiful gardinias I have ever beheld. . . . We saw quantities of wild plum-trees all silvery with blossoms . . . and a beautiful shrub covered with delicate pink bloom like flowering peach trees. . . .

"But then the sky . . . the unspeakable glories of these southern heavens, the saffron brightness of morning, the blue intense brilliancy of noon, the golden splendor and the rosy softness of sunset. Italy and Claude Lorraine may go hang themselves together!"

It is not surprising that such a country should hold formal gardens that connoisseurs rank among the most beautiful in the world. The earliest European inhabitants were fascinated by the botanical wonders of a country that later attracted such distinguished naturalists as Bartram, and they lavished as much time and money on their gardens as they did on their houses, vying with one another in a race to acquire and acclimate large numbers of exotic plants. Brookgreen,

Magnolia Gardens, Runnymede, and Middleton are merely notable survivors of the many former landscaped estates.

A list of those who had plantations and estates in the area along the highway south of Norfolk would include almost every name of importance in the early history of the Carolinas and of Georgia.

Even though the old King's Highway, which the route closely follows, was notoriously difficult south of Chesapeake Bay, it was the shortest route between the Colonial centers of government, culture, and trade, and at one time or another its mud was spattered over practically every southern colonizer, soldier, and statesman, and over every peddler, missionary, and distinguished foreigner visiting the South. The diaries and letters of these early travelers make lively reading, though arousing wonder and envy at the energy of the people of the past.

The journal of George Fox, the founder of the Religious Society of Friends who visited America in 1672, gives almost as much space to comments on the hardships of travel as it does to rejoicings over the success of the meetings he held.

"Having visited the north part of Carolina and made a little entrance for Truth upon the people there, we began to return towards Virginia. . . . We lay one night at the house of the secretary, to get to which gave us much trouble; for the water being shallow, we could not bring our boat to shore; but the secretary's wife, seeing our straight, came herself in a canoe (her husband being from home) and brought us to land.

"Next morning our boat was sunk; but we got her up, mended her, and went away in her that day about twenty-four miles, the water being rough, and the winds high; but the great power of God was seen in carrying us safe in that rotten boat. . . .

"Next day we had a tedious journey through bogs and swamps, and were exceedingly wet and dirty but dried ourselves at night by a fire. . . ." At this point he describes a woman's amazement when her large dogs make no attempt to bite him. ". . . for both in Virginia and Carolina (living alone in the woods) they generally kept great dogs to guard their houses. . . ."

Francis Asbury, who established Methodism in America and who covered an almost incredible number of miles in his ceaseless journeys, made many complaints on the difficulty of the road. On Aug. 9, 1780, when he was in North Carolina, he wrote:

"I have had little time or place for prayer till I came here. The roads are so bad that I have my carriage to refit almost every week.

"Aug. 10. I rode for the State of Virginia; we were lost, stopped at Dickinson's and took dinner; there rode on to Sylvester Adam's, several creeks to cross and bad roads to travel. Edward Bailey led my horse down a steep hill, and the carriage overset; the horse struggled but kept his feet; one shaft broke which we strapped up and rode on near thirty miles."

In 1787 while near the present town of South Mills in North Carolina, he recorded: "I am now surrounded by hideous swamps near the head of the Pasquotank River."

In March of 1796 he noted:

"Rode twenty-five miles to Chester's. Here I learned Edisto was impassable. If we had not hastened along as we did, we should not have passed it in proper time and I should have been prevented from visiting Georgia this year also. There are so many water-courses and so few ferries that going through this country in any certain time is like a lottery."

But the streams that were impediments on the King's Highway were themselves travel routes. Nearly all the most desirable plantations bordered some navigable river and many plantation families traveled to the cities in their own barges and ships, making the journeys frequently because the Colonial ports were gay places, with balls, concerts, theatrical performances, and parties. They were surprisingly cosmopolitan, European newspapers, pamphlets and gossip reaching them quickly. A Charleston visitor from abroad was sometimes startled by hearing discussion of a Sir Roger de Coverley paper he had not yet read, the latest copy of the *Spectator* having arrived on a swifter boat than the one on which he had sailed. When popular merchants were expecting cargoes from abroad, men and women alike flocked in from the country to buy the latest Paris and London fripperies, and to parade them as soon as bought. If frocks had nine rows of ruffles in London at Christmas time, the women of the coastal plantations were wearing nine rows in February.

Many changes have taken place in the Ocean Highway country since those gay days of the past. Old plantations on the Eastern Shore, some owned by corporations, are operated as fruit and truck farms. Further south some of the old estates, occasionally in the hands of the families that formerly owned them, still produce cotton, but many

more are weed-grown or covered with scrub pine, gaunt chimneys rising above piles of brick to indicate the sites of the former mansions. Nonetheless, the country does not give an impression of decadence and ruin, because the Old South is entering a new cycle in its long history.

An outline of that history is a necessary adjunct to a description of the towns and points of interest along the route; but much of the story of the Ocean Highway country is necessarily the story of the whole South. The cultural and economic patterns set on the Atlantic coast dominated the country later settled behind it.

The English and Scottish immigrants who first made homes along the Atlantic seaboard, from Maine to Florida, were nearly alike in their aspirations and ideals; all had left the lands in which they were born, and had faced the dreadful discomforts of three-month sea voyages and the dangers of pioneering among savages, in the hope of bettering their conditions of life; all wanted security — social, economic, religious. The differences of opinion later developing between those who settled along the northern shores and those who settled further south were largely the result of climate and topography.

The Virginia colonists, first to arrive, went through a disillusioning period before they realized that the only gold America had for them must come from the cultivation of the land; fortunately the country in which they had settled was ideal for the culture of tobacco, a world demand for which had been created in an astonishingly short time, after the Spanish introduced the use of the plant into the Old World. Settlers to the south of Virginia also turned to the cultivation of crops for European markets — rice, indigo, and cotton.

The Massachusetts settlers, after almost starving to death on the barren coast, found that they could make livings by sending to England the Maine furs acquired from the Indians and the fish taken from the coastal waters. They practiced agriculture but their farms were chiefly of the subsistence variety. Fishing led them to boat and ship building, eventually turning them to the carrying trade.

All the early settlers had serious trouble in finding laborers. In a land with millions of unclaimed acres it was exceedingly difficult to persuade men to till the soil for others; poor immigrants were, however, willing to bind or hire themselves out to shippers and tradesmen to acquire skills that would later make them independent. Such as were willing to do agricultural chores shunned the South because of

the heat that was so deadly to those reared in the cool British Isles.

The first slave trader in the lands of English settlement, a Dutchman, appeared in 1619. The hard-pressed planters of Jamestown bought his goods with reluctance. Before long other slavers arrived in ports all along the Atlantic coast and disposed of their cargoes without much difficulty. The northerners, however, soon found their investments in human chattels unsatisfactory. Because of the rigorous climate in the North, Africans there proved to be highly perishable property; they lacked, moreover, the slight skills demanded by tradesmen and craftsmen. The southern farmers had less difficulty in acclimating the Negro and could use workers lacking skills and trained intelligence. So the slave traders eventually found poor markets in the North, good ones in the South.

Nonetheless, the southern settlers did not accept slavery gladly. They had both moral and practical objections to the importation of the Africans. They early recognized the disadvantages of slave labor, its productive inefficiency, and the responsibilities it entailed. Within a few decades they were acutely aware of the problems inherent in settlement by mixed races.

Long before the Revolution some of the colonies, southern as well as northern, attempted to stop further importations of slaves, but all legislative bans were immediately annulled by the British Crown, which was heavily involved in the lucrative slave trade; good Queen Anne, scattering communion cups and religious vestments among the Anglican congregations of America, was the leading stockholder in the English company holding a monopoly on the African trade.

The northerners, finding slaves unprofitable for themselves, early turned to supplying them to others. The Massachusetts ship *Desire* brought in Negroes in 1637. By 1680 the trade was in full swing; molasses bought in the West Indies was turned into rum by New Englanders who shipped it to Africa; there they traded it for Africans, who were carried to the West Indies for "seasoning" before shipment to the southern colonies. The ships that had carried the slaves from Africa were loaded with more molasses for processing in New England.

It was the planter Thomas Jefferson, a slave owner, who, when drafting the Declaration of Independence, wrote:

". . . he (George III) has waged cruel war against human nature itself, violating it's most sacred rights of life & liberty in the persons

of a distant people who never offended him, captivating & carrying them into slavery in another hemisphere, or to incur miserable death in their transportation thither. This piratical warfare, the opprobrium of *infidel* powers, is the warfare of the *Christian* king of Great Britain: determined to open a market where MEN should be bought & sold, he has prostituted his negative for suppressing every legislative attempt to prohibit or to restrain this execrable commerce. . . ."

That this paragraph did not appear in the final draft of the Declaration was owing to the censorship exerted by northern as well as southern delegates. John Adams, sitting on the drafting committee, was mindful of the interests of New England shippers and well aware that many of the finest homes on the New England coast had been built with the profits of the trade in human beings.

Jefferson was far from being alone in his dislike of slavery. Washington, writing to Lafayette, said:

". . . your late purchase of an estate in the colony of Cayenne, with a view of emancipating the slaves on it, is a generous and noble proof of your humanity. Would to God a like spirit would difuse itself generally into the minds of the people of this country. But I despair of seeing it. Some petitions were presented to the Assembly at its last session, for the abolition of slavery, but they could scarcely obtain a reading. To set them afloat at once would, I really believe, be productive of much mischief, but by degrees it certainly might and assuredly ought to be effected; and that too by legislative authority. . . ."

Washington was praising a humanitarian plan but he was fully convinced of the practical disadvantages of slavery and more than once spoke of his own dilemma; his slaves were breeding too fast for his needs and he could not face separating families by sale.

As the slaves began to multiply in numbers there was less need to import them from abroad and the market price dropped — to the dismay of the traders; while in drafting the Constitution the Founding Fathers had incorporated a clause prohibiting any ban for 20 years on slave importations, the act was accomplished in 1807 without great opposition from the North or the South.

Had the question come up but a short time later it is possible that importation would not have been banned so easily. The North, pushing industrial development, was installing power looms in the new

textile mills and the cotton gin was coming into use, making cotton goods cheaper and greatly increasing the demand. Within a few years after the importation of slaves was prohibited the South was experiencing an enormous boom. Planters borrowed frantically to buy plantations and slaves and used their profits to obtain yet more plantations and more slaves. They ignored all possibilities of industrial development and crop diversification, becoming entirely dependent on the price of cotton. When the price of this commodity dropped alarmingly, as it did at intervals, the planters had to resort to northern money-lenders to pay the annual bills and to enable them to plant the next crop.

This dependency on northern cash, which helped to increase the antagonism between the two sections of the country, was in large part the result of the credit-economy that had prevailed in the plantation area from earliest times. The southerner had money in his pockets at only one period of the year — after his crop was sold; Parson Weems, the indefatigable book-seller, wrote to his publisher in 1804:

". . . And as also in the long run of things, my life may be worth a Jew's eye to you, I wd, by all means, advise that I be directed, like a Bird of passage, to spend the Winter in the South, and the Summer & Autumn in the North. In the seasons last mention'd the Gentry of this Country are scatter'd abroad like sheep without a shepherd, wandering in quest of Health and healthy situations. And besides were you to light upon them at that time you wd find them as lean as so many rabbits in the Dog days, without a dollar to lay down even for the 'The life of Washington.' But in Winter they are all in their towns thick as Bees, and merry as Crickets, with every man his pocket full of dollars from the sale of his cotton bags & rice barrels. . . ."

Because the planter had cash only once a year he had to pay high prices for everything, storekeepers and other retailers having to make him bear the cost of deferred payments for goods. It was easy to blame the high prices on the North, the money-lender, particularly because the new industrialists of that section were constantly pressing for higher tariffs to protect their markets. A purely agricultural area producing crops chiefly for a foreign market, the South demanded free trade, protesting against having to pay nearly double price for manufactures, in part for the benefit of northern producers. Her

protests were especially bitter because of the poor quality of many American products, particularly textiles.

Meanwhile, the soil of the area through which the Ocean Highway runs was becoming exhausted; Fanny Kemble in 1834 commented on the shabbiness and dilapidation of many of the formerly prosperous homes. Describing a visit to the daughter of an ex-governor, she wrote: ". . . as for the residence of this princess it was like all the planters' residences that I have seen and, such as a well-to-do English farmer would certainly not inhabit. Occasional marks of former elegance or splendor survive, sometimes in the size of the rooms, sometimes in a little carved woodwork about the mantlepieces or wainscotings of these mansions; but all things have a Castle Rackrent air of neglect, . . . with which the dirty barefooted negro servants are in excellent keeping."

The antagonism between the North and the South — between sections primarily industrial and primarily agricultural — increased steadily in strength and bitterness because of their opposing economic interests. Some northern politicians were not averse to fanning the growing anti-slavery sentiment of the humanitarians and the northern farmers' fear of competition from slave labor in order to aid their own political battles for dominance in Congress, but the northern industrialists actively opposed these tactics, foreseeing the dangers in a social upheaval and appreciating the advantages to themselves of having cotton produced with slave labor. As the North approached the point where her population and wealth doubled that of the South, southern leaders realized that their long dominance in Congress would soon be lost; the people, particularly in the far South, saw this as a dreadful threat to their somewhat precarious prosperity. Talk of secession from the Union increased — an act that some northerners had advocated for their own States at times when national affairs were going in directions that did not suit their interests.

When in 1860 the new party, openly committed to high protective tariffs, won the national election, the southern fear became intense. South Carolina immediately called a popular convention and voted to leave the Union, calling on other States to follow her. Northern leaders, eager to heal the break, hastily put through Congress an amendment to the Constitution denying the Federal Government the power to abolish or interfere with slavery, and three States had already ratified the amendment when a series of unfortunate incidents,

minor in themselves, brought on the armed conflict. When the Emancipation Proclamation was issued on January 1, 1863, it came largely as a military measure to prevent Great Britain, which had abolished slavery, from recognizing and aiding the Confederacy — the producer of the raw material for her cotton mills.

The results of the war were staggering for the South; 250,000 men, many of the most active and intelligent in the area, had been killed, and even a greater number had been permanently crippled or invalided. The people had given all possible public and private wealth to the support of their armies; the emancipation of the slaves without compensation to the owners — early offers of compensation in return for peace had been refused — resulted in the wiping out of four billion dollars' worth of southern property; plantations, homes and public buildings had been destroyed. The humiliation of a people who had long dominated the national scene, the loss of their economic security, the fear engendered by the wreckage of their whole economic system, and the despair over the terrific task ahead, had shattering results. While the war generation made some progress in re-establishing order, it was half a century before the States that had entered the Confederacy began to recover their vitality.

These fallow years were not lost; by the beginning of the 20th century, the exhausted fields had begun to recover some of their fertility, pine forests were springing up, planters were beginning to study methods of soil conservation and crop diversification, and the new generation was seriously studying the economic and social problems before it. Industrial development had begun, changing the former southern attitude on tariff protection for domestic industry and bringing a realization of the needs of balancing the Nation's industrial and agricultural interests.

The World War, increasing the demand for cotton and stimulating industrial development, gave at least a temporary return of some of the old prosperity and opened the eyes of many southerners to the new agricultural and industrial possibilities of their land. The war also stimulated the production of naval stores, particularly in the Ocean Highway country. A Georgia chemist, Dr. Charles Herty, passionately convinced of the possibility of using the pines of the large southern forests for paper-making, has devoted his energies over a long period to the project. His faith has been justified and the Ocean Highway country is already beginning to benefit from his

work. Within the last two years an enormous amount of money has been spent in building lumber and paper mills along the coast; most of the paper mills will produce kraft — brown wrapping paper — but one, at least, will produce white paper of many grades, including that for newspapers. The signs of the prosperity created by the new mills are already visible in wide areas around them.

CHARACTERISTIC COASTAL DISHES

The Ocean Highway country is famous as the land of good food; nature has supplied a wide variety of fine ingredients and the inhabitants know well how to use them. Recipes are handed down from generation to generation, along with the family plate and portraits. Mention of special dishes provides a useful conversational wedge everywhere along the route and has been known to create firm friendships. Only a word of praise for a good meal is needed in a hotel to bring service that money can not buy.

Of all the pleasures offered by the coastal country, food stands at the head of the list.

NEW JERSEY

Clam Fritters: the juice of a dozen clams, an equal quantity of milk, salt, four slightly beaten eggs for each pint of liquid, and enough flour so that the batter drops from a spoon. To this is added chopped raw clams, and the mixture is stirred thoroughly, dropped a tablespoonful at a time in a hot pan, and fried until it becomes a golden brown.

Clam Pie: one pint of clams, two medium-sized potatoes, and two medium-sized onions, are ground, salted, and boiled in clam juice for ten minutes, then placed in a pudding dish (in the middle of which a small cup has been inverted), covered with pastry, and baked for half an hour in a hot oven.

Smoked Strawberry Bass: bass boiled for ten or fifteen minutes in a saucepan with an inch or less of water, and served with toast using the water in which the fish was steamed as a sauce.

Parsnip Stew: parsnips, potatoes, and pieces of browned salt pork stewed until tender in enough water to cover the mixture.

New Jersey Clam Chowder: chopped clams, onions, carrots, potatoes, seasoned with thyme and a small amount of salt pork.

Snapper Soup: ground snapper, boiled slowly in salt water; crab meat, green peppers, thyme, parsley, small cubes of Jersey red-skin potatoes, garlic, salt, and red pepper.

Snapper Stew: snapper cut in small cubes and cooked slowly; hard-boiled egg yolk, butter, cream, salt, nutmeg, and paprika are added. Served on toast.

Lowlands of south Jersey abound with snapping turtles, popularly known as snappers. It is a difficult job to get at the meat. The snapper is tickled on the nose with a stout stick. When he grabs it, the stick is pulled until he has fully unfolded his long neck. Then his head is chopped off behind the ears, after which he relaxes. A sharp knife is then inserted between the interstices in the side bridges that tie the lower and upper shells.

DELAWARE

Crab Sandwich: soft-shelled crab used as a sandwich filling. This is served at roadstands.

Potato Roll: very light dinner or luncheon roll made with a maximum quantity of boiled potato.

Delaware Biscuit: a cousin to the Maryland beaten biscuit, made with milk and shortening consisting partly of butter.

Terrapin: served with sherry in soup plates is considered a company dish.

Hog-Jowl-and-Turnip Greens: young turnip tops cooked with salt pork, is a popular dish in the spring.

Peninsula Succotash (south of Dover): fresh corn, lima beans and tomatoes, cooked with a piece of fat salt pork.

Brandywine Punch: three parts of sauterne, one part of brandy, mixed with sparkling water; also Brandywine liqueur made of Burgundy and apricot brandy in the same proportions.

Peach Cordial (company dessert or five o'clock treat): a quarter of a peck of large Delaware tree-ripened white peaches crushed with the juice of a lemon and several tablespoons of granulated sugar in the bottom of a punch bowl; to this is added a cup of old port wine, enough cracked ice to half fill the bowl, half a pint of chilled orange juice, and half a pint of chilled water. After being thoroughly stirred, this is served in wide-mouthed tumblers or in deep dessert dishes with dessert spoons.

Winter Supper Dish: alternate layers of boned boiled chicken (or ham), boiled Spanish chestnuts (or boiled sweet potatoes — especially with ham), raw oysters, chopped celery hearts, parsley, and filling as for roast turkey; seasoned and moistened with chicken or ham liquor, baked in a slow oven; this is served from the baking dish to plates containing endive with French dressing.

MARYLAND

Maryland Biscuit: stiff biscuit dough beaten with a hatchet for 30 minutes — baked in small hard biscuits, pricked with a fork.

Maryland Fried Chicken: young chicken cut in pieces, dipped in light batter, floured, fried in deep fat; served with cream gravy and waffles or corn fritters and bacon.

Tipsy Parson: loaf of sponge cake stuck full of blanched almonds, saturated with sherry; served with boiled custard, topped with whipped cream.

Egg-Nog: yolks and whites of eggs beaten separately, with sugar, brandy, milk and plenty of rich cream; served during the holidays, especially on New Year's Day.

Soft Crabs: cleaned by removing sand bag, "dead man", and eyes — dipped in batter and cracker crumbs — fried in deep fat.

Creamed Hominy: soaked overnight — simmered for six hours — creamed with butter, salt, and milk.

Planked Shad: boned, baked on hickory or other hardwood plank, served on plank with trimmings of lemon and potato chips.

Sally Lunn: unsweetened cake dough, raised with yeast, baked brown in deep dish.

Braised Muskrat: boiled until tender — cut small and baked with thick brown crust — known as "marsh rabbit."

VIRGINIA

The Ocean Highway in Virginia passes through a land that abounds with birds and fish of exceptional quality. Housewives of the Eastern Shore cater to Epicurean tastes. It can hardly be said that they cook seafood — rather, they work magic upon all that the water yields.

Chincoteague Oysters make wands and witchery quite unnecessary. Their color is different from that of ordinary oysters — not gray but pure silver. The oysters are puffy fat, large, tender, and so delicious with the tang of the sea that the use of seasoning is considered a sacrilege. But if visitors prefer them cooked, they will be served oysters fried, scalloped, broiled, or baked.

Clam Fritters: chopped clams, seasoned, mixed with a stiff batter — and fried.

Chowder is rich with clams and has just enough celery, potatoes, and cream to give spice and stew-like consistency to the concoction.

Soft-Shell Crabs (April–Oct.): after the "dead man" has been pulled away from the squirming little creature, the crab, still kicking, is lightly rolled in corn meal and dropped into just enough hot fat to cause a brown crust to form quickly. When soft-shell crabs are not available, clever cooks on the Shore have a way of preparing hard shells after a manner all their own. The legs and claws are cut away; the top shell is taken off; the bony structure is mashed so that the meat is easily extracted; and then the body of the crab is fried in hot butter.

Bird Pot-Pie: layers of birds and layers of short pastry, more layers of birds and more layers of pastry are its only ingredients.

Diamond Back Terrapin: boiled alive in salt water; the black meat is then picked out, covered with a wine sauce, and served.

Mint Julep (served in a silver goblet covered with thick frost; it is not desecrated with cherries, chunks of pineapple, or slices of orange): two jiggers of very old whiskey — into which a teaspoonful of sugar has been melted — are poured into a silver goblet prepared by moistening the rim, dipping it in a quarter of an inch of powdered sugar, and filling the goblet with ice crushed in a clean towel and never washed after crushing; two or three sprigs of mint, whose lower leaves have been bruised, are thrust into the ice and the goblet is placed in the refrigerator for at least ten minutes before serving.

NORTH CAROLINA

Beaten Biscuits: made from white flour, lard, salt, and sweet milk, beaten for half an hour preferably on a marble slab; baked in a hot oven and served cold.

Sally Lunn: soft, muffin-like white flour batter baked in a deep cake ring and served piping hot from the oven, with melted butter.

Johnny Bread: pastry of white flour, lard, and sweet milk, spread an inch thick in a biscuit pan and baked in a quick oven, split and buttered while hot, and cut into squares when served. Because this keeps fresh for days, it was originally called "journey bread." It is especially popular for oyster roasts.

Corn Pone: corn meal, water, with or without salt, shaped by hand and grooved by fingerprints, baked in a spider on top of the stove or in the oven.

Oyster Roasts: oysters roasted in the shell a bushel at a time on a grill over a hot brushwood fire, or, covered with jute sacks and steamed in an oven. They are served with drawn butter sauce, johnny bread or corn bread, and cole slaw. Many houses in eastern North Carolina, close to coast or river, have grills or ovens either outdoors or in the basement and a specially made table with a center groove for disposing of the shells.

Barbecued Meat: pig, lamb, or chicken roasted in or outdoors and basted with a highly seasoned sauce of butter, lemon juice, tomato catsup, ginger, vinegar, mustard, salt, and red and black pepper. Sweet potatoes and apples are often roasted with a barbecued pig.

Broiled Ham: from country-cured, peanut-fed hogs, smoked over green hickory chips, and broiled in a skillet either on top of the stove or in the oven.

Fresh Shad Roe: broiled in butter.

Devilled Crabs: hard-shelled crabs scalloped with butter, lemon juice, hard-cooked egg, bread crumbs, highly seasoned, and served in a baking dish or stuffed in shells.

Salt Roe Herring or Hickory Smoked Herring: broiled, and seldom served without hominy grits.

Sweet Potato Custard: boiled mashed sweet potato mixed with milk and egg and flavored with nutmeg; baked in a crust-lined pie pan with no top crust; served with or without whipped cream.

Syllabub: heavy cream slightly sweetened and Scuppernong wine beaten together with an egg-beater (or syllabub churn) until stiff.

Sally White Cake: pound cake batter, sherry wine, citron, coconut, blanched almonds, rose water, and mace, sometimes moistened with peach brandy.

Fruit Shortcake: made with a short unsweetened biscuit dough.

SOUTH CAROLINA

Selena la Bruce's Rice Bread: cold hominy or rice cooked with rice-flour, eggs, and yeast.

Baked Shad: fish stuffed with dressing made from potatoes, eggs, celery, and onion, then baked slowly.

Terrapin Soup: fresh-water terrapin boiled with bacon, cloves, allspice, and other seasonings; to this, just before serving, one glass of wine, containing a grated nutmeg, is added.

Hop-in-John: cow peas, rice, and bacon boiled together.

Carolina Pilau: broiled chicken cooked with rice which has been browned in bacon drippings.

Venison Pie: venison and brown gravy seasoned with wine, mace, nutmeg, and hard-boiled eggs; cooked in a deep dish lined and covered with pastry made of butter and flour.

Oyster Stew with Mace: oysters cooked in cream seasoned with mace.

GEORGIA

Souse Meat: hog's head, ears, and feet stewed, mashed, seasoned, pressed, and sliced when cold.

Turnip Greens: fresh and tender turnip tops, boiled with salt pork or smoked bacon.

Leather Breeches: dried green snap beans, soaked overnight, and boiled with salt bacon.

Brunswick Stew: chopped beef, pork, tomatoes, corn, onion, peppers, and high seasonings.

Fried Pies: pastry filled with dried or fresh fruit and fried in hot fat.

Alligator Pear Salad: stuffed with crab meat.

Sherry Consomme: served with beaten biscuits.

Deep Pot Chicken: swimming in yellow gravy and served with wild rice.

Boiled Chitterlings: served hot with barbecue dressing, or cold with vinegar and red pepper sauce.

"Good hot fried chittlin's, crisp and brown,
Ripe hard cider to wash it down;
Cold slaw, cold pickle, sweet tater pie,
And hot corn pone to slap your eye."

FLORIDA

Fried Shrimp: shrimp cleaned in the usual way, except that the tails are left on, are seasoned with salt and pepper, dipped in a batter made of beaten egg, rolled in cracker meal, and fried quickly in fat. The shrimp are eaten by holding the tail between the thumb and finger and dipping them in catsup, chilli sauce, or relish.

Roasted Oysters: oysters covered with wet sacks (to prevent charring and make them open more easily) are roasted over an open furnace, or charcoal pot covered by a strip of tin or a wire grill. After roasting, the shells are removed and the oysters dipped in melted butter.

Mullet Baked in Clay: cleaned mullet wrapped in leaves, rolled in soft clay, and baked in the glowing coals of a charcoal pot. When the clay has been baked hard, it is broken with a hammer and opened carefully. The mullet skin adheres to the leaves, and the flesh is removed intact.

Smoked Mullet: mullet that has been cleaned, salted, and seasoned overnight is washed, hung up to dry, and then smoked over hickory wood for ten or twelve hours.

MAIN ROUTE

NEW BRUNSWICK, NEW JERSEY TO JACKSONVILLE, FLORIDA

Ferries across the Delaware River,
the Chesapeake Bay and the Elizabeth River

US 130, US 40, US 13, and US 17

992.3 miles

NEW JERSEY

New Brunswick — Hightstown — Camden — Delaware River Ferry at Pennsville, **88 m.** US 130.

Pennsylvania R.R. roughly parallels route.
All types of accommodations throughout.
Two- and four-lane concrete or macadam roadbed. Heavy freight traffic at night.

Section 1. New Brunswick to Delaware River, ***88 m.*** *US 130*

US 130 avoids the congestion of traffic around Trenton and Philadelphia, and passes through more varied and attractive country than does the heavily traveled US 1, from which it branches. Small communities in the northern section retain much of the flavor of the days when the Dutch and the English made the first settlements in the area. Farms and woodlands line the highway throughout but in the flatter country between Camden and Pennsville, corn shocks and trees alike are scarcer, and broad creeks and marshes are numerous. Between Bordentown and Pennsville, US 130 follows the course of the Delaware River, which is about two miles away (R), and the tall chimneys of factories along the riverbanks are seen at intervals. Beyond the river rise the towers and skyscrapers of Philadelphia.

US 130 branches S. from US 1 at a traffic circle, **0 m.,** on the southern edge of New Brunswick, **38 m.** W. of New York City. Several hundred feet R. stands the red and white steel tower of an airway beacon.

DEANS, **5.3 m.** (85 alt., 200 pop.), in the center of farming country, still has, on one of its four corners, pasture land, with an old-fashioned red barn not far beyond.

DAYTON, **7.5 m.** (117 alt., 390 pop.), was named for Jonathan Dayton who served in the Revolutionary Army and was later a brigadier general in the United States Army; he was a delegate to the Federal Constitutional Convention and served the State in both houses of Congress. Dayton, Ohio, was named for him. The little village is an important shipping point for potato growers. A blacksmith shop and, in season, crowded corncribs and haystacks accent the peaceful rusticity of the neighborhood.

Many old houses are still standing along the road in this region. One, built in 1710, is some distance from the highway at **10 m.** (R).

It is recognizable more by the roadside sign advertising its age than by characteristics of Colonial architecture.

Windmills, having water tanks midway in their towers, as is customary in South Jersey, move their fans languidly in the gentle, fairly constant winds. The extensive FORSGATE FARMS (L), plainly marked by a large sign, has good herds and fine buildings; it is one of the leading producers of Grade A milk in New Jersey.

At **11.1 m.** is the junction with a concrete road.

Right on this road to CRANBURY, **1.4 m.** (110 alt., 1,278 pop.), one of the centers of a potato-growing district; it retains much of the charm of early America. The streets are lined with old frame houses, some of them converted into stores, others the homes of retired farmers. The village post office is almost concealed within the bulky MASONIC HALL (L).

Cranbury was settled in 1682 and here, fifty years later, David Brainerd, the young follower of George Whitefield, often preached to the Indians under one of the spreading village elms. After his death from tuberculosis in 1747 at the age of 29, Brainerd's diary was an inspiration to many other "witnesses to the spirit."

On the north edge of the town (R) is the L. P. CURTIN HOUSE, recognized by its white frame walls and the iron grillwork on the porch. Aaron Burr slept here in 1804 while fleeing from New York to Philadelphia after wounding Alexander Hamilton in the fatal duel. In summer the blossoms of the giant lotus on BRAINERD LAKE (L) form one of the area's most beautiful sights. Near the lake is CRANBURY INN, which in 1780 began to supply meat and drink to travelers on what was then the old York Road. Two of these wayfarers were Washington and Hamilton. The well-proportioned FIRST PRESBYTERIAN CHURCH (R), built in 1734, is painted an immaculate white; it has two fluted columns on the façade and a graceful lantern. In the well-kept cemetery behind the church, names and dates from 1758 are legible on the gravestones.

The highway cutting through fields and across the eastern end of Brainerd Lake (R) by-passes Cranbury (R).

At **13.7 m.**, at a traffic circle, is the junction (R) with Cranbury's main street (*see side tour above*), and a concrete road (L).

Left on this road is HIGHTSTOWN, **1.5 m.** (100 alt., 3,012 pop.), a busy market place, for the surrounding farm country; it also has some manufacturing plants. The entrance to the town from the N. is attractive, with grand old willow trees grouped on the shore of PEDDIE LAKE (L), and an ornate stone firehouse (R). Houses erected before 1800 are scattered about the village among buildings of later construction. Elaborate iron grillwork ornaments the porches of some of the old homes. The SARAH B. SMITH HOUSE, 137 Stockton St., just behind the railroad station, was built in 1770 and in 1819 became the community's first post office. A modern touch is given Hightstown by the concrete street markers, designed in the shape of the Washington Monument.

Founded in 1721, the town was named for John Hight, an early landowner. In 1854 it became a station on the Camden and Amboy, the first railroad built in New Jersey.

The PEDDIE SCHOOL, established in 1864, is a private preparatory institution for boys. Its eighteen buildings serve the needs of approximately 260 students; the fine campus of 148 acres includes a private golf course.

Left from N. Main St. on Extra Rd. to JERSEY HOMESTEADS, **6.5 m.**, a project started by the Interior Department. Two hundred houses, built of cinder-concrete blocks, with flat, overhanging roofs are in horseshoe shaped groups. This combined agricultural and industrial community, covering 1,260 acres in rolling, partly-wooded country, was planned to remove about 200 families whose heads are union needle-trades workers from the crowded districts of Philadelphia and New York. The community is organized on a cooperative basis. Each family contributes $500 to a general fund for financing the equipment and operation of a women's clothing factory. A 414-acre farm is part of the cooperative experiment. Net profits will be divided equally among all residents — factory workers, farm workers, and clerks of the cooperative stores. The residents will make payments on their houses over a period of 40 years, with interest at three percent on the unpaid balances. One purpose of the project is to show that an industry, hitherto heavily concentrated in the slum and sweatshop areas of large cities, can be decentralized with its workers improving their own living conditions by cooperative methods.

South of the traffic circle, the highway by-passes Hightstown (L).

At **17 m.** is the junction with a concrete road leading into Hightstown (*see side tour above*).

WINDSOR, **18.9 m.** (100 alt., 250 pop.), was named by the English who settled here about 1714. A row of old-fashioned frame houses (L) lines the main street, but more conspicuous than these is the weathered brick GENERAL STORE which for more than a hundred years has been the trading place of the large surrounding farm district. Behind the iron posts and worn wooden steps of the porch is an interior typical of hundreds of stores of a century ago. One display cabinet is filled with all kinds and colors of threads; another is stocked with spices. Both the cabinets and the wooden counters are even older than the pot-bellied stove in the center of the store.

Vineyards and nurseries, thriving on the rich loam of the region, and prosperous farms showing modern improvements and equipment, make this an unusually attractive area. Occasionally a snake fence encloses one of the fields. The village being within commuting distance of Trenton, many residents daily drive or ride on busses to work in the factories there.

ROBBINSVILLE, **22.4 m.**, a hamlet off the highway (R), was at one time known as Hungry Hill because wayfarers found it hard to obtain food there. English Quakers settled the land in 1750, and the

community took its name from George Robbins, an early resident.

The business district of YARDVILLE, **25.4 m.** (60 alt., 920 pop.), is a few hundred yards from the highway (R). A rubber mill and a floor-covering factory are the principal industrial establishments. The village, formerly called Sand Hill, was the point where passengers on the pioneer Camden and Amboy R.R. left the train to be shuttled by stagecoach to Trenton; in 1850 the name was changed to honor the first postmaster. Many inhabitants are employed in Trenton.

On the southern edge of Yardville US 130 crosses CROSSWICKS CREEK, remembered for a Revolutionary skirmish that took place 2 miles upstream at Crosswicks village, when the British Army was marching from Philadelphia to Monmouth in June 1778. Bog-iron was mined in this area in Colonial times, and sailing vessels used the creek regularly in collecting and discharging cargoes.

At **28.3 m.** is the junction with a marked, paved road.

Right on this road to the CLARA BARTON SCHOOL, **0.2 m.**, a diminutive red-brick building resembling a doll's house, which stands in a triangular plot at the road fork. The key to the house may be borrowed from a nearby resident, but all of the plain interior can be seen through the windows. The school, built in 1839, was used from 1852 to 1854 by Miss Barton, later founder of what is now the American National Red Cross, as an experiment in free public-school education. Her resignation in 1854 was a protest against the townspeople's action in naming a male principal to supervise her work.

BORDENTOWN, **0.5 m.** (65 alt., 4,400 pop.) (*see N. J. GUIDE*).

Railroad Station. Pennsylvania R.R., Camden Branch, by Delaware River.

Accommodations. Two small hotels.

Points of Interest. Bordentown Military Institute, Bonaparte Park, John Bull Locomotive Monument.

The NEW JERSEY MANUAL TRAINING SCHOOL, **29.3 m.** (R), is a State institution giving agricultural and industrial training to about three hundred Negro boys and girls. There is a small tuition fee. Part of the responsibility of the large teaching staff is to find employment for graduates of the school.

The Delaware River is visible (R) at **29.8 m.** The land here is a low-lying plateau, slightly undulating, with ravines and shallow valleys cut by creeks on their way to the river.

At **32.7 m.** is the junction with a concrete road.

Right on this road is ROEBLING, **1 m.**, a company town established by John A. Roebling, founder of the large steel-cable factory that supplied cables for

the Brooklyn, the Niagara Falls, and other big suspension bridges. Workers of Hungarian and other central European nationalities have long been employed here. Viewed from US 130, the outlying fringe of company houses of the town seems in keeping with the worst slum traditions. Closer examination disproves this, however, for some of the dwellings are of modern construction, all are of substantial brick, and the streets have been carefully planted with trees. Old-fashioned, solid-row construction has made windows impossible except at front and back, and there is an atmosphere of somber monotony about the town that is in no wise lessened by the inherent ugliness of the mill buildings and the waste land around them.

South of the junction with the road to Roebling the highway is almost a straight line, avoiding the curves of the Delaware River, 2 to 3 miles R.

At **36.9 m.**, where US 130 turns (L) to by-pass the city of Burlington, is the junction with the concrete road.

Right (straight ahead) on this road is BURLINGTON, **1 m.** (10 alt., 10,844 pop.) (*see N. J. GUIDE*).

Railroad Station. Pennsylvania R.R., Broad St. in center of town.

Accommodations. Several small hotels and inns; tourist homes.

Points of Interest. Birthplace of James Fenimore Cooper, Old Quaker Burial Ground, St. Mary's Church (1702) and St. Mary's Cemetery, the Witches' Tree, Thomas Revel (William Penn) House, Green Bank.

At **41.1 m.** is the junction (R) with the road detouring through Burlington. South of this point US 130 traverses the peach orchard section of Burlington County, where the spring blossoms attract thousands of visitors each year.

At **43.2 m.** is Rancocas Creek, largest tributary of the Delaware River in this region. US 130 crosses the creek on a drawbridge that is a reminder of the busy traffic in lumber and charcoal that once passed along the stream. William Franklin, son of Benjamin Franklin and last Royal Governor of New Jersey, had an estate on the banks of the creek. Appointed in 1763 as a compliment to his father, he did not share his parent's democratic viewpoint and remained ardently loyal to the Crown. At the outbreak of the Revolution, his arrest and imprisonment were ordered by the New Jersey Legislature because of his autocratic handling of State affairs. In 1778 he was freed through an exchange of prisoners; later he went to England and was reconciled with his father, but never returned to America.

BRIDGEBORO, **43.5 m.** (20 alt., 500 pop.), lies (L) on the south bank of Rancocas Creek, with a cluster of stores and frame houses.

CINNAMINSON, **47.2 m.** (80 alt., 100 pop.), once had its provocative name on postmarks, but mail is now handled through the post office at nearby Riverton. To nurserymen and entomologists Cinnaminson is known as the primary port of entry of the Japanese beetle. In 1916 the first of these brightly colored beetles appeared in the community, unrecognized as the parent of future billions of pests. The insect was probably imported as a grub, concealed in soil packed around the roots of Japanese iris. Only a year later the U. S. Department of Agriculture established the Japanese Beetle Laboratory, and ever since then Federal and State experts have waged continuous war on the destructive insect by quarantine rules, poison sprays, and the importation of parasitic enemies. Although the area of heavy infestation has a radius of scarcely 100 miles from Cinnaminson, stowaway beetles have traveled by automobile and train as far north as Maine and as far west as Missouri, settling new colonies there and at scores of way stations. Motorists should beware of hitchhiking beetles, especially during July and August when they are most numerous.

At the junction with a macadam road (L) is the FRIENDS' MEETING HOUSE, a charming little red brick building erected in 1859. It stands on a shaded knoll, back from the road.

At **48.6 m.** is the junction with State 41.

Right on this highway is the TACONY-PALMYRA BRIDGE (*toll, 35¢ for car and passengers*), **2.5 m.**, a steel arch span over the Delaware River; its western end is in the city of Philadelphia.

South of this junction the highway passes through the Camden suburbs. Though the section is not very attractive, Camden's back yard is better than the average outlying district of a manufacturing center.

At **51.6 m.** is the junction with Cove Rd., a concrete-paved highway.

Right on this road to ARLINGTON CEMETERY, **0.6 m.**, which holds the GRAVE OF PETER J. MCGUIRE, known as the "Father of Labor Day." The grave, marked by a 6-foot polished granite tombstone, is 225 yards N. of the cemetery entrance. On Labor Day of each year it is visited by scores of workingmen and leaders of organized labor. During the 1870's McGuire carried on a one-man campaign for the 8-hour day and a national holiday for the workingman. In 1875 he made his home in Camden and later he organized several unions. With Samuel Gompers, he helped form the American Federation of Labor in 1881. Because of his success in settling strikes he gained considerable reputation as an arbitrator. In 1894 Congress finally declared Labor Day a national holiday and in succeeding years the Nation moved nearer to McGuire's goal of "8 hours for work, 8 hours for play and 8 hours for rest, and $1 an hour for skilled labor." McGuire died in 1906.

At **54.1 m.**, at a traffic circle, is the junction with State 40.

Right on this road to the business district of CAMDEN, **2 m.** (20 alt., 118,700 pop.) (*see N. J. GUIDE*).

Railroad Station. Pennsylvania R.R. and Pennsylvania Reading Seashore Line, Delaware River and Federal St.

Rapid Transit line to Philadelphia, stations at City Hall Plaza and at Broadway and Carman Sts.

Delaware River Suspension Bridge. Toll: 25¢.

Ferries to Philadelphia. Constant service to Chestnut, Market and South Sts. 25¢.

Points of Interest. Walt Whitman House Museum, Joseph Cooper House Museum, Pomona Hall, shipyards, RCA-Victor and Campbell's Soup factories, PWA Westfield Acres Project, and others.

Left of the traffic circle is CAMDEN AIRPORT, mail and passenger terminal for both Camden and Philadelphia. It is a station on all principal air lines of the East for service to Newark and New England, to Washington and the southern States, and to Chicago and the Pacific coast.

South of the airport, US 130 by-passes the business centers of suburban communities and twists through a succession of traffic circles and bridges, taxing the motorist's ability to keep a steady eye on the route number signs. It finally branches (R) at **59.4 m.** from the broad lanes of concrete to become a two-lane highway — not very straight and in some places not very smooth. There are frequent views of the Philadelphia skyline (R) along this section of the road. The countryside loses its suburban appearance and once more offers views of fields that in autumn are stubbled, brown, and spotted with piles of bright pumpkins and yellow corn.

A strange collection of concrete end-walls, sole remains of one-story buildings that formerly covered several acres, is standing on the pasture land (R), at **60 m.** This was the SITE OF THE WOODBURY BAG-LOADING PLANT, where gunpowder was packed for shipment overseas during the World War. Directly across the channel of the Delaware River are the tall cranes of the PHILADELPHIA NAVY YARD. When motors are being tested there, the wind carries their roaring to the Jersey shore.

At **62.2 m.** is the junction with a concrete road.

Right on this road is RED BANK BATTLEFIELD NATIONAL PARK, **2 m.** Here, on the high bank at the edge of Delaware River, stood Fort Mercer,

hastily built in the fall of 1777 to prevent the British fleet from joining the land forces that occupied Philadelphia. Before the earthworks had been completed by 400 Rhode Island volunteers, a surprise attack was made from the rear by 2,000 Hessian troops. The Americans held their fire until the Hessian battalions swept up to the base of the ramparts; they then unleashed a hail of musketballs and grapeshot at close range. With 400 dead and wounded, the Hessians fell back, reformed their lines and charged again. They were again repulsed and their commander, Count Donop, was captured and mortally wounded. As the "rented" soldier lay dying he said, "I die a victim of my ambition and the avarice of my sovereign." Meanwhile, American guns mounted on barges were hurling shots into the British fleet. Although the battle at Fort Mercer lasted barely half an hour, the naval engagement was continued the next day, October 23. Two British vessels, the 64-gun *Augusta* and the 18-gun *Merlin*, took fire and blew up. Fort Mifflin on the Pennsylvania side held out against the British fleet until November 11 but it was finally pounded to pieces. Washington, unable to spare enough men for its defense, later abandoned Fort Mercer. Some of the old trenches are still clearly defined; around a STATE MONUMENT are three cannon, long buried but finally discovered with a radio detector.

The only building nearby is the old stone and brick WHITALL HOUSE (*adm. 25¢*), maintained by the Daughters of the American Revolution in honor of a Quaker dame whose nonchalance during the battle set an all-time record even for the calm folk of Gloucester County. Ann Whitall was busy with her spinning in an upstairs chamber when the battle began. Balls whistled past the gables; finally, one shot blasted its way through the wall and hurtled across the room into the opposite wall. The old lady picked up her spinning wheel and went to the cellar, continuing her work until the battle ended and wounded men were brought to her house. While she bound up the wounds of Hessian soldiers, she scolded them for coming to America to butcher the colonists. The house is excellently preserved and Mrs. Whitall's spinning wheel is in one of the two rooms containing Colonial furnishings. Near the Whitall house is a PICNIC GROVE with the usual facilities,

The highway passes through level valley lands, utilized to a large extent for asparagus growing. Rows of cedar trees mark farm lanes and boundaries. Several tidal creeks are crossed.

PAULSBORO, **66.2 m.** (15 alt., 7,121 pop.), lies W. of Mantua Creek. A large oil refinery, a fertilizer works, a paint factory, and some smaller plants made it a manufacturing community of some importance. The highway follows Broad St., along which are the stores and other business houses. Paulsboro has operated a MUNICIPAL GAS PLANT since 1909, apparently to the satisfaction of its voters since they have rejected a proposal to sell it. The plant is one of a scant dozen publicly-owned utilities in the State. In 1935 its receipts were $40,209, which was more than enough to cover all expenses, including operating costs and $13,205 paid for interest and the retirement of bonds.

The town dates back to 1681, when John Fenwick and Edward Byllynge brought 250 colonists to the section. Philip Paul, for whom the settlement was named, arrived in 1685. His family Bible is kept at BOROUGH HALL (L). In LINCOLN PARK (R) on the waterfront are the ruins of an old cellar; shortly after the Revolution the house that stood here was occupied by a gang of counterfeiters, producing bonds and money worth even less than the Continentals then in circulation. When officers raided the house, the ringleader stood at the top of the stairs and, hoping to gain time while his wife burned the counterfeits in an adjoining room, threatened to shoot the first man to come up. The Federal men saw through the ruse; there was no shooting.

GIBBSTOWN, **69.4 m.** (10 alt., 208 pop.), is mostly a double row of frame houses. Here live many of the workmen employed in one of the largest of the du Pont high-explosive plants.

Du Pont pay envelopes carry most of the income of those who live in the entire section between Paulsboro and Pennsville. Although Wilmington is the capital of this huge industrial dynasty, operations have been extended across the Delaware River until they affect the life of every town and hamlet in the river section. Many Pennsylvanians come by boat to work in the New Jersey factories making war materials, explosives, paints, dyes, and other du Pont products.

BRIDGEPORT, **73.5 m.** (20 alt., 850 pop.), has cornfields extending almost to the back doors of a line of comfortable old houses (R) on the main thoroughfare. The community is sufficiently large, however, to support an automobile sales agency and other business houses.

At **73.8 m.** is the junction with a macadam road, US 322.

Right on this road to the CHESTER (PA.) FERRY, **1.5 m.** (*24-hour service May 30 to Oct. 1; 50¢ for car and driver, 5¢ for each passenger.*)

Making few curves, the highway runs through a rather dreary section of lowlands. Farms and farmhouses are not numerous. The late afternoon sun glints more brightly on the shining aluminum paint of oil storage tanks across the river at Chester than on the still waters of the tidal marshes.

South of Oldman's Creek, US 130 passes the DELAWARE ORDNANCE DEPOT of the United States Army (R), a typical Army reservation in neatness and landscaping. Established during the World War,

the depot is still used for storing shells of both large and small caliber. One ordnance company, numbering about 50 men, is stationed here, and there are many civilian employees.

PENNSGROVE, **81.2 m.** (12 alt., 5,895 pop.), is the southernmost town of consequence along the New Jersey shore of the Delaware. The community has a motion picture house, a bustling shopping district, and a large residential section. By common industrial interests Pennsgrove is closely linked with Wilmington, Del., across the river. (*Ferry service all year, leaving Pennsgrove 6 a.m. to midnight; car and driver 75¢, passengers 10¢ each. Messages received for patrons.*)

CARNEY'S POINT, **82.6 m.** (10 alt., 3,050 pop.), is a southern extension of Pennsgrove. The handsome REGIONAL HIGH SCHOOL is by the highway (L). A large group of uniformly painted green and white frame houses (R) gives a key to the village's means of livelihood. These are du Pont-owned dwellings, built as emergency shelters during the World War and since then improved for rental to employees. A du Pont POWDER PLANT is situated nearby.

DEEPWATER, **85.1 m.** (10 alt., 537 pop.), has two important industries, a du Pont DYE WORKS and a POWER PLANT of the Atlantic City Electric Co.

PENNSVILLE, **87.8 m.** (12 alt., 412 pop.), was once known as a center for sturgeon and shad fishermen, but pollution of the Delaware by waste from upstream factories has driven the fish away. Today the little village is chiefly a ferry terminal and another residential section inhabited by du Pont workers. An amusement park, RIVERVIEW BEACH, has a roller coaster and a swimming pool. The region around Pennsville was settled by Swedes shortly after 1636.

Right from the center of Pennsville to the PENNSVILLE FERRY, **87.9 m.,** which runs to New Castle, Del. (*24-hour service; car and driver 75¢, passengers 10¢; messages received and delivered for patrons.*)

As the ferry moves from its Jersey landing, the low shore line of Delaware is seen ahead, scarcely broken by the roofs and spires of old New Castle. Wilmington, up the river (R), is indicated by a smudge of smoke from its many factories.

DELAWARE

Delaware River at New Castle — Hare's Corner — Dover — Maryland Line. **93 m.** US 40, US 13.

Pennsylvania R.R. closely parallels route between New Castle and Md. Line. Excellent paved roadbed; 45-mile speed limit. State Highway Police Stations at State Road, Dover, and Bridgeville render first aid and other assistance. Numerous filling stations, at many of which certified drinking water is available. Hotels in most towns of more than 2,000 pop.; tourist homes in towns; few tourist camps.

Section 2. New Castle to Hare's Corner, **2.5 m.** *US 40*

The ferry slip on the Delaware shore is at the foot of Chestnut St. in New Castle.

NEW CASTLE, **0 m.** (10 alt., 4,131 pop.) (*see DEL. GUIDE, also NEW CASTLE ON THE DELAWARE*).

Railroad Station. Pennsylvania R.R., South St. near 8th.

New Castle-Pennsville Ferry. Foot of Chestnut St.; 24-hour service; basic summer schedule, service every 20 min.; car and driver 75¢, passengers 10¢ each.

Annual "Day in Old New Castle." Usually 3rd Saturday in May. Fee of $2 covers admission to all old houses and buildings.

New Castle was founded by the Dutch under Peter Stuyvesant in 1651 as Fort Casimir, became Fort Trinity under the Swedes in 1654, and New Amstel under the Dutch in 1656. The name New Castle was given after the overthrow of the Dutch by the English in 1664.

The fine old COURTHOUSE on the Green was the seat of the Colonial assembly in the period between 1704 and 1776 when the Three Lower Counties, as the region was called, were a semi-autonomous part of the Province of Pennsylvania. In 1776–1777 New Castle was the capital of the new State of Delaware. The county courts sat here for two centuries prior to their removal to Wilmington in 1881.

Though the outskirts are bordered by industrial plants, including steel and iron mills, and a rayon and an aircraft factory; the plants might be miles away for all the effect they have on the old section about the Green. In the heart of New Castle, beginning at the river bank, stand a score of Colonial and post-Revolutionary public buildings, churches, and private houses, in their original form or only slightly changed; together with the later buildings scattered among them they provide a museum collection illustrating architectural development in the region. The most important structures belong to

the era when New Castle was a busy port and a governmental and judicial center — when horses and coaches bore George Washington, Thomas Jefferson, and other distinguished persons to the town, to board the sailing packets for Philadelphia.

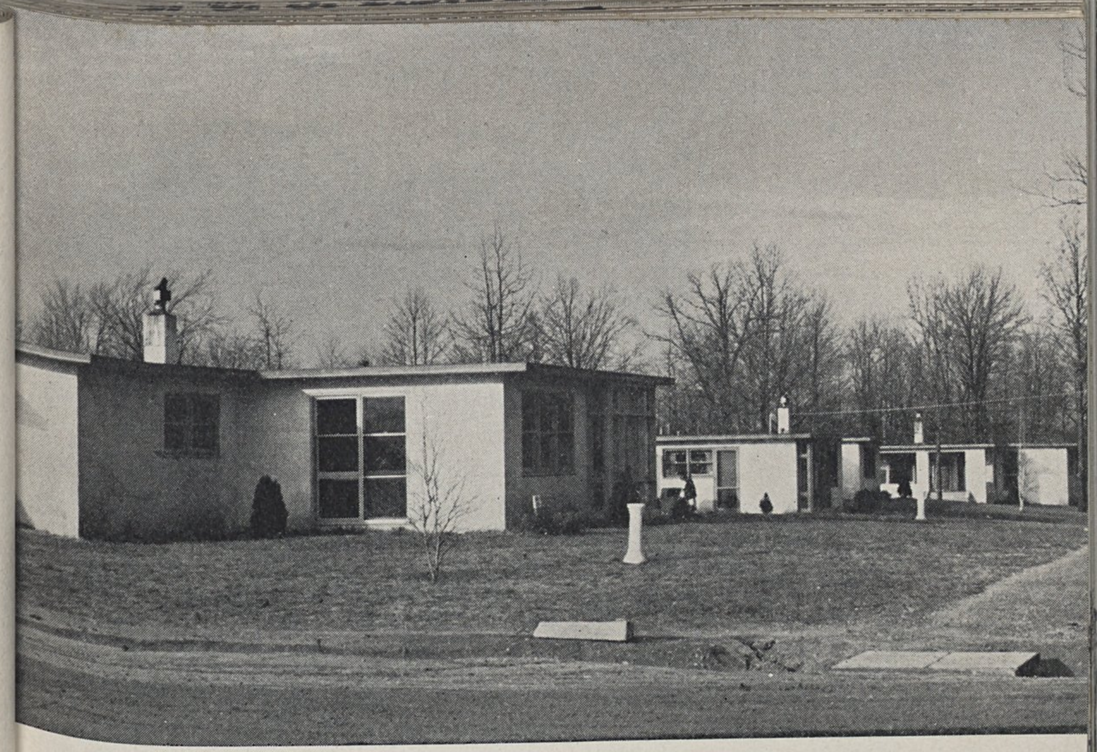
For a century and a half the little city was an important point on the main route connecting the seaboard colonies. As early as 1671 a cartroad ran from here across the neck of the Chesapeake and Delaware Peninsula; later a well-traveled road to the head of Chesapeake Bay became the New Castle and Frenchtown Turnpike. In 1833 one of the first steam locomotives used in the country began pulling trains over the New Castle and Frenchtown R.R. to meet vessels running from Maryland and Virginia ports. By 1845, however, the Chesapeake and Delaware Canal and the new railroad around the head of the bay were carrying most of the passengers and freight, and the day of New Castle as an important trade center was passing.

Among the noteworthy buildings are IMMANUEL CHURCH, on the Green; AMSTEL HOUSE, a museum, 4th and Delaware Sts.; the OLD DUTCH HOUSE, 3rd St. between Delaware and Harmony Sts.; and the READ HOUSE on the Strand, near Harmony. (*See NEW CASTLE ON THE DELAWARE.*)

At **1.1 m.**, at the junction with State 41, is (L) BELLANCA FIELD (*open to visitors 8-5 by permission*), adjoining the factory of the Bellanca Aircraft Corporation, makers of cabin monoplanes and other types of planes, and contractors to the United States and foreign governments. Bellanca airplanes have made nine non-stop flights across the Atlantic Ocean, one non-stop flight across the Pacific, and two round-the-world flights.

NEW CASTLE COMMON, **1.2 m.** (R), is a tract of 1,068 acres divided into farms from which the revenue, for more than two and one half centuries, has gone to the town of New Castle.

From earliest days of settlement the Dutch and the Swedes set aside certain areas for the public to use for pasturage, for the production of public revenue and so on. When the English took over the Delaware Colony in 1664 community ownership of the tracts was confirmed. William Penn, becoming the Proprietary in 1682, reconfirmed the reservation, but there were so many complaints of abuses that in 1701 he ordered that the land "hitherto reputed and called New Castle Common" be established in one convenient tract of 1,000 acres. Still the abuses and encroachments kept on, and in 1764



AT THE JERSEY HOMESTEADS NEAR HIGHTSTOWN, NEW JERSEY

OLD DRAWYERS PRESBYTERIAN CHURCH, DELAWARE

a charter was secured from Thomas and Richard Penn, sons of William, setting up a board of trustees with power to protect the property.

But this charter did not empower the trustees to lease the land to farmers who would till it on shares. To this end in 1791 two Penns, both named John, heirs of the Proprietary, signed away all claim to the land to permit the incorporation of the Trustees of the Common under the laws of the State of Delaware; in the deed they provided against the selling of the land or the diversion of any of its income. The next year (1792) the charter from the State established the system under which the Common farms have since been leased. Gross income averages $7,500 annually. After deducting the cost of repairs, and insurance and the county taxes, New Castle obtains enough income for town expenses to benefit its taxpayers materially. In 1885 the Trustees of the Common procured an act of the legislature abrogating that part of the Penns' deed forbidding the sale of any Common land; however, except for some small parts sold for rights-of-way and other public or semipublic uses, none has been sold and the Common has remained to protect the west side of New Castle from unsightly developments.

At the junction with US 13 is HARE'S CORNER, **2.5 m.**, once a stagestop and a cattle market to which large herds were driven by farm boys and farmers. The Green Tree Inn, razed in 1931 to make way for the dual road (US 13), stood at the NE. corner. Here travelers alighted for refreshment while their horses were watered or changed.

Section 3. Hare's Corner to Maryland Line, **90.5 m.** *US 13*

South of this junction, US 13 — the Du Pont Blvd. between Hare's Corner and Dover — spans nearly the whole length of the little State of Delaware, passing through two distinct regions, the gently rolling farmland of middle Delaware and the flat, sandy, pine-wooded southern end of the State. The Delaware section of the route traverses about one-half the length of the so-called Delmarva Peninsula, the water-bound region east of Chesapeake Bay that comprises the State of Delaware and the Eastern Shore of Maryland and Virginia. Most of the peninsula rises only a few feet above sea level.

Bordered by few notable buildings, battlefields, or natural wonders, the route's attractions lie in the succession of comfortable farmsteads, peach and apple orchards, and vistas of quiet charm. It presents marked variations in the physical aspect of the land and in the life of the people. Within a distance of 25 miles there are in some places wide differences in terrain, forestation, crops, farming customs, architectural style and building materials, political color, tempo of life, and even in accent and expressions of speech. A farmer who lives in the southern part of the State and drives a truckload of vegetables to Wilmington every Saturday, may say "okie-doke" and then speak of "housen" for houses, or of a chicken that has been dead too long as "dainty." North and South, the 20th and 18th centuries, the rocky Piedmont and the broad salt marshes, meet along the road. Though the upper tenth of the State has a modern northern tone, the lower nine-tenths is akin in many ways to the old South. Delaware was a border slave State, and the proportion of Negroes (13.7 per cent) is higher than that in Kentucky. The bald cypress and the turkey-buzzard, both found in Delaware, are native to the South.

HARE'S CORNER, **0 m.**, is at the junction with US 40.

Roses planted and tended by the State Highway Department bloom throughout the summer along the many bridges and causeways of US 13 in Delaware.

BUENA VISTA (*open annual* "*Day in Old New Castle*"), **2.7 m.** (R), is a plain brick house erected in 1846 by John M. Clayton, who served as Chief Justice of Delaware, United States Senator, and Secretary of State under President Zachary Taylor. The house, to which a large wing has been recently added, stands at the end of a long avenue of trees. Clayton named the place in honor of Taylor's victory at Buena Vista, Mexico, in 1847, in the Mexican War — which Clayton had vigorously opposed in the Senate. Paintings at Buena Vista include a *Portrait of Queen Elizabeth*, painted about 1580 by Nicholas Hilliard, and a number of portraits by Gilbert Stuart. The present owner (1937) of Buena Vista is Clayton Douglass Buck, a great-nephew of John M. Clayton and the only Governor of Delaware to succeed himself (1929–1937). Governor Buck was largely instrumental in developing the excellent system of roads covering the State. The Claytons, a family important in State history for generations, came to Delaware with William Penn in 1682.

At **4.9 m.** the road crosses RED LION CREEK, named for a nearby tavern. The creek is the boundary between New Castle Hundred and Red Lion Hundred. In Delaware the term "hundred" has been used for a political division of a county since the late 17th century; Delaware is the only State still using the term though it was formerly used in parts of Maryland and Virginia. A hundred is a tax and representation district in New Castle County. In Kent and Sussex Counties, some representation districts cross the hundred boundaries. The English hundreds established in Anglo-Saxon times by King Alfred were geographical and governmental units containing ten families, ten estates, or 100 fighting men. Each hundred had its feudal courts. By Penn's time the hundred meant little more than it does now in Delaware, though he at first planned to divide his territory into tracts of 10,000 acres to be settled with one family on each 1,000 acres.

Red Lion Hundred, a wheat-growing and dairying section of declining fertility, extending east to the wide marshes of the Delaware River, is the smallest in the State — 22 square miles. In 1850 its farms and orchards were the most productive and profitable in the State. In the 1830's the once-famous Delaware peach-growing had its beginning here, spreading through the peninsula until about 1870, when the blight called the "yellows" destroyed the orchards. Around 1845 one landowner, Maj. Philip Reybold, with 80,000 bearing peach trees on his estate, had such large crops that he shipped them to Philadelphia and Baltimore on his own steamers. Such high productivity was no accident; it resulted from a pioneer adoption of scientific methods in the use of exhausted and apparently worthless land.

By 1800 successive crops of grain and tobacco, raised by slave labor, had completely worn out the soil; old tobacco barns along the roads were falling down. Then in 1823–29 the digging of the Chesapeake and Delaware Canal revealed beds of marl, a substance containing decayed seashells of an early geologic period. A canal contractor spread some of the material on his land and found that its carbonate of lime produced amazing results in his crops. In the following years thousands of cartloads of marl were dug by Negroes and spread on the farms until the appearance of commercial lime ended the herculean job of moving eight tons of the stuff to get one ton of lime.

Meanwhile, some of the more prosperous farmers were sending sons to college to learn, among other things, methods of crop rotation and fertilization. The topsoil was restored to still greater fertility. As a result of prosperity many substantial brick houses, surrounded by numerous tenant houses for Negroes, were built along this and other roads in the hundred. Social life became, on a small scale, that of a landed aristocracy and included dancing, fox hunting, and much drinking in spite of the prevailing Presbyterianism of the Scottish-Irish gentry. Slaveholding persisted, but many slaves were held as such only until attaining the age of 25 or 30, when they were given their freedom. They were able to earn $15 or $20 a month and the landowners grew rich on the crops they tended. When the Civil War came prices went sky high, and profits were huge.

After the war there were no more slaves, and laborers were demanding higher wages for their work. Prices of farm products fell. The Negroes began migrating to the cities of the North, and white labor was "scarce and common at that." As the tobacco barns had been falling down by 1800, so the frame tenant houses around the big brick houses were falling down by 1900. The mansions themselves contained tenants.

The rains are again carrying the thin topsoil into the gullies on many farms in Red Lion Hundred and a second cycle in their agricultural history is nearing completion.

At **6.3 m.** (L) is a rectangular grove of trees, the SITE OF BROOKFIELD, built in 1860 and later burned; it was the home of Capt. Charles Corbit (1838–1887). Corbit's wild charge at Westminster, Md., on June 29, 1863, with only 70 men against a large force of Confederates, helped defer the arrival of Gen. J. E. B. Stuart's cavalry at the Battle of Gettysburg until the afternoon of July 2. General Lee placed part of the blame for the loss of the battle on this delay.

WRANGLE HILL, **6.9 m.**, a crossroads with an old brick house on a slight elevation, is still so called because of a feud between two early families who lived here.

At **7.6 m.** is DAMASCUS (R) a plain brick house built about 1790; it was the home of Jesse Higgins, gristmiller and enemy of the legal profession. Believing that "an honest man cannot be a lawyer," he wrote a pamphlet called *Samson Against the Philistines* in which he held that arbitration could be cheaply and effectively substituted for

lawsuits. (This is the thesis of the recently-formed American Arbitration Association.) When the booklet was published in 1804, Delaware lawyers bought up the edition. Higgins did not, however, need to re-issue the pamphlet, for William Duane, editor of the Washington *Aurora*, published it with wide resultant publicity.

South of Damascus the road crosses Dragon Run, which flows eastward through the large Dragon Swamp to the Delaware River; this swamp harbors snapping turtles of great size.

ST. GEORGES, **8.8 m.** (265 pop.), incorporated 1825, was laid out before 1730 at what was then the head of navigation on St. Georges Creek. A tavern stood here in 1735 and a King's Highway was officially laid out through the village in 1762; travelers stopping overnight often complained of the noise made by the wild ducks in the marshes along the creek.

The brick SUTTON HOUSE (*private*), corner of the Delaware City road and US 13 (L), built about 1800, was the home of Dr. James M. Sutton, who, seeing the results of spreading marl on barren land, imported the first commercial lime to the region and built a kiln on the southern side of the canal. The house, with a typical low kitchen wing at right angles, and a brick-floored kitchen shed, is still owned and occupied by the Sutton family.

The CHESAPEAKE AND DELAWARE CANAL is crossed in the village on a towering steel lift bridge visible within a five-mile radius. This sea-level canal is an important link in the Intracoastal Waterway, cutting 14 miles across the isthmus of the Delmarva Peninsula from the Delaware River on the E. to Back Creek, an arm of Chesapeake Bay, on the W. Owned and operated by the Federal Government, it is toll-free. Eventually all but the largest ships will be able to use this waterway, which shortens the route between Philadelphia and Baltimore from 420 miles — around Cape Charles — to 104. Goods valued at $50,000,000 passed through the canal in 1935, in spite of the shallow 12-foot channel, many curves, frequent slides in the Deep Cut, and the swift currents caused by the tidal variance between the two bays. Yacht traffic has become very heavy since the removal of the locks, especially in fall and spring, when travel is at its height to and from Florida through the intracoastal route.

The history of the canal goes back to early Colonial times. The creation of this waterway was predicted as early as 1661 by Augustine

Herman, proprietor of Bohemia Manor, in a letter to Vice Director Beekman:

"For the Minquaskil and the aforesaid Bohemia River run there within a league from each other, from where we shall in time have communication with each other by water, which may serve as encouragement to the inhabitants of New-Netherland."

In 1679–80 Dankers and Sluyter, Dutch Labadist missionaries touring the colonies, suggested the value of a waterway across this narrow isthmus. Thereafter from time to time numerous plans were made and various courses suggested. In 1786 a group of men including James Madison, Benjamin Franklin, and Benjamin Rush met in Wilmington to consider canal plans, but little was done until 1799, when Maryland chartered the Chesapeake and Delaware Canal Co., with capital stock of $500,000, and appointed a board of commissioners to work with Delaware and Pennsylvania authorities. Work was started in 1804 but ceased because of financial troubles. Promotion became active in 1823, and that year digging commenced in earnest.

From the time the C. and D. Canal was completed (1829) until the Government bought it in 1919, and turned it into a sea-level channel (1927), three locks maintained two different water levels above tidewater. One set of locks, built of stone, was at St. Georges, whence the lower level went E. four miles to Delaware City, and the upper, eight miles W. to Chesapeake City, Md., two towns that developed with the canal. Delaware City hoped to rival Philadelphia as a port, but its grandiose dreams did not consider the possibilities of railroads, and what they might do to inland water traffic.

For some distance E. of St. Georges the canal route followed the bed of St. Georges Creek which has broad marshes beside it; accordingly it was necessary to build a high bank along the north side of the channel — to hold in the water and to serve as a towpath on which mules could plod, dragging barges and sailing vessels through the water. In the excavation of the canal many Irishmen as well as Negroes were employed, all working with picks and shovels and similar hand equipment. Many of them died of malaria, and of communicable diseases that spread from them to the nearby countryside.

In 1829 the new canal, which had cost $2,200,000, was formally opened with a great celebration. At first its prosperity seemed assured. Revenues in 1831 were as high as $2,600 a week. Many parts of the East got their first cheap coal by barges that came down the Susquehanna River and canals to Chesapeake Bay and thence through the C. and D. Canal to Delaware City, where steam tugs would take them in tow to Philadelphia and other ports. Log rafts of great length passed through constantly; at a lock it was necessary to divide such a raft into small sections, which were passed through one at a time.

The old canal had a life of its own. Barge captains saluted each other with musical blasts from horns, while their wives hanging out the wash on clothes-lines rigged abaft the deck house called greetings to passing friends; barge householding included the keeping of chickens and even pigs. Showboats from the Chesapeake Bay circuit sometimes tied up at canal towns, and many floating emporiums traveled leisurely from place to place selling tinware, dress goods, steel traps, and other odds and ends.

Competition from the railroads started almost as soon as the canal was opened, and when in 1832 the New Castle and Frenchtown R.R. substituted steam engines for horses on the passenger haul across the neck of the Peninsula, a line of passenger barges undertook the same job through the canal. The little railroad was soon ruined by competition from the Philadelphia, Wilmington and Baltimore R.R. Passenger boat, and later overnight steamer, service between Philadelphia and Baltimore was maintained until the 1920's.

FIDDLER'S BRIDGE, **10.1 m.,** now a double structure of solid concrete spanning Scott's Run, was once a narrow plank affair with swamp trees meeting densely overhead, making a dark and gloomy place. According to tradition, a demented Negro fiddler, who used to sit on the bridge rail and play doleful tunes, one night fell off and was drowned. For generations it has been believed that if a person stands on the bridge precisely at midnight and drops a coin into the water, slow, wistful notes of a violin will come from the shadows. Occasional pranks, with a real fiddler hidden in the swamp, have kept the tradition alive.

LISTON RANGE, **10.8 m.,** is a tall black lighthouse (L). Standing four miles from the Delaware River, it is a range light by which pilots lay their courses.

MACDONOUGH, **13.2 m.** (20 pop.), formerly The Trap, is the birthplace of Commodore Thomas Macdonough (1783–1825),

called the Hero of Lake Champlain because of his victory during the Battle of Plattsburg, Sept. 11, 1814.

The MACDONOUGH HOUSE (*private*), where he was born is a plain two-and-one-half story structure (R), part brick and part frame, painted white and in good condition; the porch does not belong to the early years. Nearby is a family graveyard enclosed by a brick wall.

Thomas Macdonough entered the Navy as a midshipman at the age of 17, serving under Stephen Decatur on the Mediterranean and being promoted for bravery and ability. In Liverpool in 1810, while in the merchant service, he was seized by a British gang in one of the impressment outrages that helped to bring on the War of 1812. That night he escaped under fire to his own ship, vowing to make England remember her treatment of an American sailor. He reentered the Navy in 1812 and was given command of a small fleet on Lake Champlain. His opportunity for revenge came when, aboard his flagship, the *Saratoga*, he managed by clever planning to defeat the British, who outnumbered him in ships and men. This victory following Perry's on Lake Erie in 1812, stopped the enemy invasion from Canada. Congress presented him with a gold medal and the thanks of the country, and promoted him to the rank of captain, then the highest rank in the Navy. In 1815 the General Assembly of Delaware provided that a portrait of him be painted by Thomas Sully; it hangs in the Governor's office in the Legislative Hall at Dover (*see below*).

At **14.6 m.** the dual roadways spread apart to swing in a wide curve across the marshes and channel of DRAWYERS CREEK, which is typical of the twisting tidal creeks that flow into the Delaware River and Bay. At points on such streams where fastlands came down to navigable water there were formerly many landings for the loading and unloading of farm products and supplies, but they have disappeared owing to the development of railroads and paved roads, and the progressive filling up of the streams with silt washed from fields where forests once stood. The marshes have also been drying up, and it is now only on storm tides that the boats of the fall railbird hunters can be punted through the thickening sedge. Until recent years this marsh and the Appoquinimink marsh (*see below*) were famous among these sportsmen.

The name Drawyers probably came from the "drayers" hauling produce to the creek in the late 17th century.

OLD DRAWYERS PRESBYTERIAN CHURCH (R), **14.9 m.** (*grounds and cemetery always open; church usually closed except for Sun. services at 3 E.S.T. in June, July, and Aug.*), on a rise overlooking the creek valley, is one of the finest in Delaware.

This brick structure, built in 1773 on the site of a wooden church (1711) called Appoquinimy, is noted for its simple and dignified Georgian beauty. The architects and builders were Robert May and Co. of London, who built several notable houses in nearby Odessa as well as in Philadelphia and elsewhere. The building has beautiful lines and proportions; the fenestration and the simple lines of the cornice exhibit the architects' fine sense of scale and the delicate paneling of the doors and shutters, the skill of the craftsmen. The bricks, now covered with ivy, were burned on the farm of Robert Meldrum, an early member of the congregation. Altered only slightly inside, the building is kept in repair by the Friends of Old Drawyers, a society composed largely of descendants of Colonial members.

It is entered through a pedimented doorway with engaged fluted columns. The interior is painted white, as are the pew stalls, whose tops are mahogany-stained; each pew has a number cut in the wood. Above the pulpit is a golden dove and an ornamental canopy. Pews and pulpit were remodeled in 1833. There are no choir stalls but immediately in front of the pulpit is a box in which sat the precentor with his tuning fork to give the pitch for hymns sung without instrumental accompaniment. The slave gallery runs around three sides of the room. There is no chimney; when stoves were used the stovepipes passed through the ceiling and loft to the roof.

Weekly services were discontinued in 1861, but have recently been revived during the summer beginning with the first Sunday in June (Clover Sunday), the important annual occasion at the church. Then the rolling farmland and soft green marsh is at its best and the clover fields are in full bloom. Also in bloom then is nearly a mile of pink rambler-roses stretching along the whitewashed highway fences from the church northward along the dual highway. Between the morning and afternoon services many visitors spread picnic dinners on the lawn under the ancient cedars.

The Presbyterian influence, emanating from both the first and the present church, was felt for miles around. Congregations in St. Georges, Middletown, Port Penn, and Odessa are all offshoots of Old Drawyers.

When in 1777 the British were advancing toward Washington's

camp near Stanton, Dr. Thomas Read, first pastor of the new church, drew maps that enabled the Americans to evacuate the section and avoid fighting until the Battle of Brandywine.

ODESSA, **16.2 m.** (52 alt., 385 pop.), important enough in the past to have several of the finest old brick houses in the State, now has almost no activity except a cannery, a bank, and the office of a small fire insurance company. Travel no longer uses broad Main St., the former King's Highway — where grass now grows between rows of mutilated trees — but cuts straight across farmland.

From 1721 a toll bridge over the Appoquinimink Creek was operated here by a son of Capt. Edmund Cantwell, to whom in 1664 the English had granted the confiscated lands of Alexander d'Hinoyossa, director of the Dutch settlement of New Amstel (New Castle). For 134 years the place, steadily rising in importance, was called Cantwell's Bridge. From all the country around, even from Maryland — over Augustine Hermann's "Old Man's Road" — came more and more wheat, corn, tobacco, and other produce to be shipped on vessels down the creek to Delaware Bay and thence to distant ports. Tanneries produced large quantities of leather and made their owners rich. Fine houses were built from fortunes that shrewd Quakers managed to preserve throughout revolution and bad times.

By 1825 Cantwell's Bridge was a bustling market center. Large granaries along the wharves were constantly being filled, immediately to be emptied into vessels whose masts bristled along the waterfront. From 1820 to 1840 the shipments of grain amounted to 400,000 bushels annually. Agricultural fairs drew crowds from three States. Teamsters roistered at the hotel while balls and soirées were held in paneled drawing rooms, and young gentlemen raced their carriages and sleighs up and down the street. The value of town lots boomed, and the south side of Main St. showed more and more comfortable houses — as contrasted with the vacant north side, the property of a Scot named Osborne who had unaccountably left town and disappeared. In 1817 the State hungrily seized this land and sold it off to hungrier buyers.

In 1855 came the collapse of the grain trade. The line of the Delaware R.R. was moving down the State, and it was proposed to carry it through Cantwell's Bridge. Fearing for the shipping in the creek, the merchants and vessel owners told the railroad company to keep out. The line was built through Middletown, three miles west-

ward, and in spite of the efforts of the local leaders, shipping was ruined. Even the hurried changing of the town's name to Odessa, after the Russian grain port on the Black Sea, could not bring back the sloops and schooners to the wharves at the foot of the hill. About the same time the supply of good oak tanbark ran out and the Corbit tanneries shut down. The town was not yet dead, however, for the Civil War temporarily boomed all the little agricultural centers. Today Main St., broad and grass-grown with the fine old houses at the lower end, is usually deserted.

The DAVID WILSON HOUSE (*open Tues. and Sat., 9–12, 1:30–4:30*), S. side of Main St. near 2nd, is a two-story dwelling built about 1769 by Robert May and Co. of London. It contains the Mary Corbit Warner Museum and the Corbit Library; the house and museum were incorporated in 1923.

The engaged columns of the classic doorway are characteristic of May-built houses. The Corbit Library of 9,000 volumes fills the beautiful drawing room and overflows into a rear room added in 1936. Established in 1856 at the Odessa Public School by Dr. James F. Corbit, the library has been endowed by members of the family; as a public library it receives support from the State as well. It was moved to this house in 1924.

The structure is finely paneled throughout. From the hall a handsome stairway rises to the second floor where the two front rooms contain many family heirlooms and objects collected in foreign countries. Among these are several old chairs of odd design and decoration and a sugar-and-tea box of mahogany, shaped like a coffin and dating from 1800 or earlier.

CASTLE WILLIAM (*private*), corner Main and 2nd Sts. has since 1773 been the "great house" of Cantwell's Bridge and Odessa, and is a fine example of Georgian architecture. When it was built by Robert May and Co. for William Corbit, grandson of a Quaker settler, it commanded a clear view down the hill to the Appoquinimink and beyond.

Though the original two-and-a-half story structure with low two-story wings remains, the lines of the mass have been marred by the addition of a Victorian bay window on the north end, and enclosed back porch and some frame excrescences on the roof of the south wing. The house is large and solid, and the decoration inside and out illustrates the best English and American craftsmanship of

the day. For 150 years a succession of Corbits, Quakers all, lived here and amassed fortunes and married into the first families of the countryside. The kitchens and quarters were always full of Negroes who were as proud of the family's position as was the family itself.

The entrance is elaborate, with engaged columns, pediment, and delicate fanlight. The cornices and dormer windows carry extensive detail work and carving, and on the façade above the first floor windows is a belt-course of stone. The roof is hipped and has a captain's walk with a balustrade reminiscent of the Chinese Chippendale in design.

The well-preserved interior is spacious, the rooms well-proportioned. The doorways have dog-eared corners and broken pediments. The reception room on the second floor, marred by the bay window added on one end, has a ceiling 10¾ feet high and walls paneled from floor to ceiling. Fluted pilasters rise on both sides of the mantel to a beautifully carved cornice.

The FRIENDS MEETING HOUSE, S. side of Main St., well back from the street, next to a field, is a plain brick structure about 20 feet square, with a pitched roof and pent eaves across the gable end. The windows have white shutters in which the boards run diagonally.

The little meeting house was built in 1783 when the Duck Creek Meeting (*see SMYRNA, below*) came to this place as a more convenient place of worship. In 1828 there was a division in the sect, the followers of Elias Hicks separating themselves from the conservative members, who became known as Orthodox Friends. The insurgent Hicksites gained control of this meeting, whereupon the conservative members quit it in disgust. The meeting never prospered again and attendance was small; for years one lone old Hicksite, John Alston, would walk stiffly up the street every First Day, enter the meeting house, sit for a time in silent meditation, come out, and walk stiffly down the street again. After his death about 1880 the doors were permanently closed.

In Delaware the Hicksites early caught the abolition fever of the Pennsylvania Quakers, and the meeting house here was a station of the Underground Railroad. Braving the rage of the slaveholding countryside and even the disfavor of some of the Orthodox Friends, they hid runaway slaves from Delaware, Maryland, and Virginia in the loft of the little building, bringing them food until it seemed safe to send them on their way north.

Left from the traffic light in Odessa, down Main St. and across the causeway, to FAIRVIEW, **1 m.** (L), also known as the Elias Moore house, built in 1773 by Robert May and Co. The Georgian style is similar to that of the other brick houses built by that firm in the vicinity.

The DUNCAN BEARD HOUSE, **1.7 m.** (R), a small ramshackle frame building, was built soon after 1767 by Duncan Beard, a Scottish clockmaker, who before his death in 1797 made some of the finest grandfather clocks produced in America. He also made metal articles, including gun locks for the convention that met in New Castle on Aug. 27, 1776, to adopt a constitution for the new State of Delaware.

Fifteen of Beard's grandfather clocks are known to be in existence, graceful in proportion, most of them still good timekeepers, and each bearing Beard's name at the top, with the additional word "Appoquinimink," an early name for Odessa. The brass faces are unusually elaborate. Beard was a member of the first Masonic organization in Delaware, which was established at Cantwell's Bridge in 1765, and a member of Drawyers Church (*see above*).

For nearly 3 miles S. of Odessa the boulevard swings away from old King's Highway, which went through the village and curved to the eastward. Various other bends in the old road between Odessa and Dover were eliminated when the paved highway was built in accordance with Coleman du Pont's maxim: "A straight road is the shortest distance between two places."

At **16.4 m.** is a marker, recalling the treaty of peace made near the creek in 1661 between Philip Calvert, Lord Baltimore, the Governor of Maryland, and a local chief named Pinna. About that time started the long struggle between Pennsylvania and Maryland for possession of the lands along the Delaware. After the coming of William Penn in 1682 the controversies grew more bitter. An English court of arbitration decided in Penn's favor, taking into consideration the Dutch settlement at Cape Henlopen in 1631, which invalidated Lord Baltimore's claim to the territory; Calvert's charter had given him rights to lands "hitherto uncultivated." It was not until 1765 that the western Maryland-Delaware Line was surveyed by Charles Mason and Jeremiah Dixon.

At **16.7 m.** the road crosses APPOQUINIMINK CREEK near its headwaters. Though Delaware Bay is only four miles east as the crow flies, the creek meanders about eight miles before reaching it. The Appoquinimink (Ind., *place whence the village is seen*) marshes here are noted places for black duck and railbird shooting.

BLACKBIRD, **22 m.** (45 pop.), a hamlet that was a stagecoach stop on the King's Highway, grew up around a mill at the head

of Blackbird Creek. The name is believed to have been originally Blackbeard, for Edward Teach, a notorious pirate of the early 18th century, who, according to tradition, used the lower creek as a harbor and its banks as a cache for booty. There is no record of any having been found, despite much digging.

At **27.2 m.** the road crosses DUCK CREEK, the boundary between New Castle and Kent Counties, which is a tidal stream flowing crookedly seven miles east to Delaware Bay. Prior to 1820 its waters entered the bay by wandering 13 miles to the south and flowing into Little Duck Creek.

SMYRNA, **27.8 m.** (1,958 pop.), formerly Duck Creek Cross Roads, was named in 1806 for a leading seaport of Asiatic Turkey. Except for its name, the town is thoroughly American, from the clutter of filling stations and truckmen's lunchrooms bordering US 13 — which by-passes the center of the town — to the charming old center lying W. of the boulevard.

Here as at Odessa the King's Highway, later the State Road, was the thoroughfare along which the village grew up. Smyrna, like Odessa, suffered from the collapse of shipping in the 1850's, but held its place as an agricultural center; the population increased to 2,455 in 1890. The decline was gradual from then until 1920, after which there was a slight increase.

When Smyrna reached its peak of shipping activity it was the most important port between Wilmington and Lewes. From the wharves at Smyrna Landing, a mile down Duck Creek, vessels set off for northern ports with grain, lumber, tanbark, and other produce of a region extending westward into Maryland. Tanneries, shipyards, limekilns, and fruit-drying plants flourished, and merchants prospered on the returns from their peach orchards as well as from their trade. Like Odessa, Smyrna feared the railroad and forbade its coming through the town, with like result.

The brick ENOCH SPRUANCE HOUSE (*private*), S. side of Commerce St. between US 13 and Main St., is still owned and occupied by the descendants of the original owners. The west section, built before 1791, held what was for a time the only State bank between Wilmington and Dover; on Thursdays, when the directors met, customers would come from distant points to do business. The two-story extension with dormers, and the two porches were added later. The caps and keystone of the first floor windows are of wood, after the

Delaware custom of the time. The house contains much of the original woodwork and hardware and many family heirlooms. Among other treasured articles are candle molds, a flax carder, a long-handled waffle iron, and a number of samplers.

The former bank-room is now the parlor — many down-State houses still have parlors. Hung on hand-made hinges, the door to this room is very heavy and has a huge lock. In the sitting room — still called that in Delaware — is a Duncan Beard grandfather clock (*see ODESSA above*) with an attachment for discovering the hour in the dark; when a string inside is pulled, the clock repeats the last hour struck. The Franklin stove in the hall was skeptically bought in Philadelphia by Pressley and Enoch Spruance, merchants of Smyrna, who doubted that those black stones called coal would really burn in it, as guaranteed.

The ABRAHAM PIERCE HOUSE, opposite the Spruance house, is a small brick structure of unknown age, though its brickwork and gambrel roof place the date of its construction around the middle of the 18th century. To the right of the doorway and porch is a large window with 15 lights in each sash.

The LOCKWOOD HOUSE, W. side of Main St., S. of Commerce, is a long two-story brick building said to have been used as a barracks for militia during the War of 1812.

The CUMMINS HOUSE (*private*), E. side of Main St., N. of Mt. Vernon St., is a massive but plain brick house that is suggestive of the size of the fortunes made here in the grain and mercantile business of the early 19th century. It was built by John Cummins (1777–1833), who at 21 became a partner in the leading store, soon bought out the owner, and also went into the grain trade. Within 20 years he had become the leading grain merchant in Delaware and had made Smyrna second only to Wilmington as a grain port. From Delaware, and a large part of the Eastern Shore of Maryland, came many wagonloads of grain to be carried in his vessels to Wilmington, Philadelphia, New York, and Boston; returning, his schooners brought manufactured goods and supplies, which were placed in his warehouses, whence his wagons set out for towns and crossroads stores of two States.

A few feet from the south end of the house is a small square brick building covered with gray flaking paint; this was the office of the merchant, and is a survivor of days when nearly every prosperous

merchant, lawyer, and doctor in the State had his sanctum in a separate little building near his home, where many pipe-smoking or tobacco-chewing afternoons were spent with congenial callers.

The yellow-painted PRESLEY SPRUANCE HOUSE, on Main St. just N. of the Cummins house, is another substantial brick dwelling; it was erected about the same time as the Cummins house.

The JOHN BASSETT MOORE HIGH SCHOOL, S. side of South St. between US 13 and Delaware St., completed 1936, is typical of the modern consolidated schools in Delaware; it was named in honor of a native of Smyrna, John Bassett Moore (1860–), member of the Hague Tribunal and first American judge on the Permanent Court of International Justice. In the study hall are four murals painted in 1936 by members of the Federal Art Project of the Works Progress Administration for Delaware.

Right from Commerce St. on Main St., an asphalt road, to the hamlet of DUCK CREEK, **1 m.,** formerly Salisbury, which was the first settlement on upper Duck Creek. The group of small frame and brick houses, mostly in a picturesque state of dilapidation, is all that remains of the village laid out before 1718. Except for a few gravestones nothing remains to mark the sites of the Quaker meeting house and of the Church of England chapel established here by the early planters.

LAKE COMO, **28.2 m.,** (R) is a mill pond named, no one knows why, for the beautiful lake in the Italian Alps. Boats can be hired for bass and pike fishing.

The STATE WELFARE HOME (R), **28.5 m.** (*visiting hours, 1–4, Sun. and Wed.*), a prominent group of brick buildings in Colonial style, was opened in 1933 to take the place of the almshouses in the three counties of Delaware.

Planned to permit the addition of more buildings as need arises, the plant cost $590,000 as developed up to 1937. Late in 1936 there were 372 "guests" averaging 61 years of age, though the home was equipped to care for only 263. Thirty-eight percent were Negroes, for whom certain floors are reserved; maintenance per capita averages $1 a day. The Welfare Home, supported by the three counties, is administered by the State Old Age Welfare Commission, set up by the legislature in 1931. The Commission also administers the Old Age Pension Fund authorized at the same time.

In 1929 Alfred I. du Pont, powder maker and financier, after seeing a pension bill defeated in the legislature, set up a fund from

CASTLE WILLIAM (1773), ODESSA, DELAWARE

BELMONT HALL, NEAR SMYRNA, DELAWARE

which pensions were paid to 1,100 persons more than 63 years old who had no means of livelihood. He studied European pension systems and in 1931 presented to the legislature the bill that was passed to provide for pensions and the welfare home. In 1937 the Delaware system was approved under the Federal Social Security Act, and an equal Federal appropriation now doubles the funds and the number of persons benefitted. Instead of about 1,500 who previously received the pension, the total is now about 3,000. Monthly pensions paid to persons with homes to live in average $10 each.

At an early time the paupers of Delaware were forced to wear red flannel letters on their right arms; "PN," "PK" or "PS" denoting paupers of New Castle, Kent or Sussex Counties. They were bound out to persons who would take them. After the Revolution the county almshouses were established.

The interiors of the main structure, the Medical Center, and of other buildings, are so decorated as to suggest an institution as little as possible. Walls are in warm colors, bright curtains hang at the windows; fireplaces and furniture give an air of pleasant comfort. In the MEDICAL CENTER are the administrative offices, hospital facilities, living quarters for some white and Negro guests, and rooms for special purposes. To the rear of this building is the GUEST PAVILION, housing 140 white men and containing a living room where church services and motion picture shows are held. In summer the shows are held outdoors. Other buildings hold various maintenance units. The grounds stretching along Lake Como comprise 56 acres. Massena and du Pont of Wilmington were the architects.

An activity of the management is the administration of "outside relief" with funds from the State and the counties. No cash is dispensed but orders are issued for such necessities as food, fuel, and rent, on the recommendation of local public or private agencies. Obstetrical facilities at the home serve destitute women.

BELMONT HALL (*private*), **28.6 m.** (L), set well back from the road on a large lawn densely shaded by trees, stands on a large grant of land that was known as Pearman's Choice. In summer the heavy foliage almost hides from view the broad front of the brick house and its handsome doorway surmounted by a pediment whose cornice extends across the façade. The roof, not pitched to the front and rear as usual but sloping to the narrow ends, is topped by a flat deck or captain's walk, with a white balustrade. In a Victorian

day the brick walls and frame trim were painted brown, and a front porch and bay window were added. After a fire in 1920 damaged the upper part of the structure, the home was restored to an appearance approximating that of its early years. The house contains many family heirlooms. The woodwork, most of it old, shows fine craftsmanship and much of the hardware bears the stamp of British manufacturers.

The two parallel wings are said to have been built about 1684. The main section with gabled front was built in 1773 by Thomas Collins, high sheriff of Kent County in 1767 and President of Delaware State 1786–1789, who, when the Revolution broke out, organized and fitted out at his own expense a brigade of militia that gave him almost as much trouble as the Tories he wished to subdue. A battalion of these rustics sent in 1777 to support Washington at Morristown, N. J., no sooner arrived there, after having spent four weeks on the way, than they asked to be allowed to go home. General Washington wrote a bitter letter to Colonel Collins, who was able to make them remain for active service. Collins fortified his grounds with a stockade and kept a sentry on the roof. In the drawing-room fireplace, bullets were molded by women of the neighborhood.

The farm has attained note in recent years for the culture of very early asparagus of high quality.

The large front section of WOODLAWN, **28.9 m.** (L), with a handsome portico having fluted columns, was added about 1859 to the Colonial brick house that became the rear of the mansion. The house is in poor condition.

GARRISON'S LAKE, **32.5 m.** (R), contains bass and pike. In the fishing season boats are usually available at farms bordering the shore. Though most Delaware mill ponds present a clear expanse of water, some, like this one, contain many snags just below the surface, making hazardous the use of canoes or other light boats.

At **33.6 m.** is the junction with State 42.

Right on this road is CHESWOLD, **0.5 m.** (211 pop.), a village that has grown up since the building of the railroad in 1856; until 1888 it was called Moorton for a landowner, James S. Moore. A distillery for making apple and pear brandy is in this center of a fruit-growing section. Apple orchards cover thousands of acres and pear and peach orchards are also extensive.

A group of people locally called Moors has lived in the vicinity of Cheswold since Colonial days. Of unknown origin, they have skins varying from nearly white to dark yellow. Most of them are farmers, owning land. Generally quiet and industrious, they live by themselves, associating little with the whites and considering themselves superior to the Negroes. The public school attended by their children is classed as a Negro school but black children go elsewhere. The clan has its own church.

The STATE COLLEGE FOR COLORED STUDENTS, **37 m.** (R), a group of large brick buildings at the end of a long paved lane, was opened in 1892 after passage of the Morrill Act, which provided land-grant endowments for colleges throughout the country. By allotment on the basis of population, the Negro college receives one-fifth of the annual appropriation for the State, and the University of Delaware, at Newark, the rest. Funds are appropriated by the State for maintenance. The State erected the college buildings, aided by gifts of Pierre S. du Pont through the Delaware School Auxiliary.

The college is divided into two departments: a college, the only one for Negroes in the State, and a high school. Degrees conferred by the college include B.A. and B.S. in the School of Arts and Science, and B.S. degrees in education, home economics, agriculture and the industrial arts. In 1936–1937 the enrollment (coeducational) was 244, with 85 in the college and 159 in the high school.

The buildings stand on a 200-acre tract, 160 acres of which are used in the teaching of agriculture, 20 acres are woodland, and 15 acres are used for the campus. There is a large dairy farm with a herd of cattle and modern equipment. SOLDIERS' FIELD, for athletics, covers five acres.

Buildings include LOOCKERMAN HALL, the brick homestead built by Nicholas Loockerman about 1740, which has been remodeled and enlarged as a women's dormitory; the LIBRARY, containing 4,000 volumes; the TRADES BUILDING, containing class rooms and laboratories; DELAWARE HALL, the academic and administration building, auditorium and gymnasium, erected in 1928 at a cost of $125,000; the PRACTICE SCHOOL of the Department of Teacher Training; and CONRAD HALL, containing the Home Economics Department with a model apartment as a laboratory.

SILVER LAKE, **38.2 m.**, is a State sanctuary for waterfowl and other wildlife.

DOVER, **39 m.** (20 alt., 4,800 pop.) (*see DEL. GUIDE*).

Railroad Station. Pennsylvania R.R., W. end of Loockerman St.

Accommodations. Hotels, tourist homes.

Annual Dover Day, usually a Saturday in May; fee, $1, covers tour of historic structures.

US 13 passes through Dover on Governor's Ave., on which there is little of interest. State St., paralleling US 13 to the E., goes through the heart of the town.

Dover is the capital of Delaware, the seat of Kent County, the trading center of a fertile farming region, and the second largest town in the State. Pleasant tree-shaded streets are bordered by many comfortable Victorian dwellings and a few scattered ones of Colonial age and charm. Architectural eyesores are fewer than in most Peninsula towns of similar size. The evident prosperity of Dover results from the presence of the State Government, the legal activity of a county seat, the rural trade that jams Loockerman St. on Saturday nights, and the large chicken-and-plum-pudding packing plant, which began to operate in the 1850's.

Projected by William Penn as a county seat in 1683, Dover was laid out in 1717; in 1722 a brick courthouse was erected on the east side of the Green. The town became the State capital in 1777, when the Three Lower Counties, formerly a part of Pennsylvania, became independent of the parent colony and assumed statehood.

As in other State capitals, but more notably here because of the town's small size, there is always a buzzing of political gossip and strategy in every law office and on every street corner. In election year the hum of this beehive rises in a high-pitched crescendo heightened by the traditional warfare between Wilmington leaders and "the down-state crowd" — the Kent and Sussex inhabitants being by nature antagonistic toward almost anything coming from the city. When the legislature meets in biennial session this warfare is intensified, with party lines often breaking down, and the session prolonged by weeks of debate and maneuvering. All this is enjoyed more or less by the lawmakers and the constituency, though there are occasional protests.

One of the most important activities of Dover is the granting of corporation charters and the collection of fees and franchise taxes. The corporation laws of Delaware include the following provisions: "The stockholders and directors may, however, hold their meetings and have an office or offices outside of this State. . . . As to corporations incorporated on or after April 1, 1929, shares of capital stock without par value . . . may be issued by the corporation from time to time for such considerations as may be fixed . . . by the Board of Directors thereof, unless in the Certificate of Incorporation the

power to fix such consideration shall be reserved to the stockholders . . . ; . . . and a majority of them (Directors) shall constitute a quorum . . . unless the by-laws shall provide that a different number shall constitute a quorum, which in no case shall be less than one third of the total number . . . nor less than two directors."

About one fifth of all the active United States corporations listed in *Moody's Manual* were chartered in Dover. In 1936 the revenue from corporation taxes and fees amounted to $369,000, supplemented by the sum of $2,715,000 in franchise taxes. The latter go entirely to maintain the public schools of the State; that year it supplied more than 70 percent of the total school fund. From time to time attempts are made to raise the corporation revenue and make national industry pay the whole cost of Delaware's schools; but these attempts are usually vigorously resisted by Delaware industry.

The GREEN is the heart of the old town. Flanked by public buildings and by solid, self-assured private houses of various styles and periods, this small elm-shaded area has an atmosphere compounded of many elements — old brickwork in mellow texture, legends of ghosts; memories of governors, judges, legislators, court-day crowds, soldiers assembling for the wars, mass meetings, torchlight processions, delegates of the Confederacy coming to plead for Delaware's support as a slave State, the disarming of a group of hot-blooded young Secessionists; wistaria in bloom; fish peddlers from bay villages; Negro butlers, janitors and washerwomen gossiping in the shade; farmers from St. Jones Neck speaking a dialect as different in idiom and intonation from Wilmington speech as can possibly be heard in the same language — all part of the Green, past and present.

The OLD STATE HOUSE, E. side of the Green, built in 1792 on the site of the early courthouse, remodeled to suit Victorian taste in 1874, restored in 1910 and enlarged by a south wing in 1921, was the seat of the legislature until 1933 when the new Legislative Hall was completed. Until 1873 it was also the County Building.

The restoration of 1910 gave the old building what was presumably its original aspect of post-Colonial beauty, which in 1802 led the author of a guidebook to remark: "On the east side of the parade in Dover is an elegant State House built of brick. It gives an air of grandeur to the town." This two-and-a-half story section has a classic doorway under a Palladian window, and a gambrel roof with a three-part octagonal cupola. The south wing, which may be torn

down in the near future, is in the Greek Revival style, with tall columns in front.

In this old building, Delaware in 1787 ratified the Federal Constitution, becoming the first State to enter the Union, and here took place many other dramatic episodes in the history of the State.

The building is now used mainly for the offices of the Motor Vehicle Dept. On the first floor are portraits of many Governors of Delaware, Chief Justices and U. S. Senators. In the basement is the office of the Public Archives Commission, with a display of documents important in the State's history, including those of the original patent from King Charles II to his brother James, Duke of York, in 1682, and of subsequent grants from York to William Penn. On the second floor are three murals of historic scenes painted by Stanley M. Arthurs, a pupil of Howard Pyle.

The brick KENT COUNTY COURTHOUSE, S. side of the Green, was built in 1874 and remodeled in Colonial style in 1918.

The RIDGELY HOUSE (*open on Dover Day*), N. side of the Green, built 1728 of brick laid in Flemish bond and since altered and restored, was erected by Thomas Parke. Since 1764 it has been owned by the Ridgely family, long prominent in the State. The house contains many heirlooms, much fine woodwork, and has a very fine garden.

The LEGISLATIVE HALL, E. of the Green on a new plaza, a large structure of Colonial design, was completed in 1933 to hold the two houses of the legislature, the Governor's offices, and the office of the Secretary of State.

WOODBURN (*open on Dover Day*), King's Highway and Pennsylvania Ave., a notable example of late 18th century architecture, is surrounded by old trees, one of them a tulip poplar 16 feet in girth. Woodwork and paneling throughout the house are very fine. The great hall is 41 feet long. The house has a ghost, a little man in wig and knee-breeches, said to have appeared at various times.

In the yard of the COUNTY JAIL, Water and New Sts., stands one of the three whipping posts in Delaware. Each county has one. Whippings take place at unannounced times, usually on Saturday mornings, and are public by law. The yard is separated from the street only by a wire fence.

CAMDEN, **42.4 m.** (464 pop.), formerly Mifflin's Cross Roads, a Quaker settlement founded in 1783 when Daniel Mifflin laid out

building lots on a tract called Piccadilly, is a quiet little village in a fruit-growing countryside. It has a number of old, plain, dignified brick houses.

Before the coming of the railroad, the town attained some commercial importance through the use of the wharves at nearby Forest Landing and Lebanon, on St. James Creek. Regular boat service was maintained with Philadelphia and New York and quantities of cordwood, staves, grain, and Spanish-oak bark were shipped by local merchants to the cities. The railroad, coming through nearby Wyoming, brought prosperity to Camden by expanding the market for the farm products of the region.

The COOPER HOUSE, a gray-painted brick dwelling (L), near the northern entrance to Camden, dates from 1782. It contains hand-carved paneling of pine, including one completely-paneled wall, and semi-circular cupboards, placed on both sides of the fireplaces; the doors have hand-wrought hinges and large locks.

This house was a station on the Underground Railroad, a hiding place for Negroes going north; they were sheltered in a small, bunk-lined room above the kitchen. This room was reached by means of a ladder and entered through a small opening in a ceiling; a round window near the peak of the roof provided light and air. Later owners sealed the opening and bricked in the window. There is a story that a tunnel led to the adjoining house, which dated from about the same period.

Almost opposite the Cooper House is the DANIEL MIFFLIN HOUSE (R), with tan-painted brick and yellow trim, which was built about 1796. Warner Mifflin, a brother of Daniel, was one of the first men in America to free his slaves unconditionally. There is a fanlight over the front door, and the interior contains much hand-carved paneling. The old white-oak joists of the house have the bark still on them and are clamped with wooden pins.

On Commerce St. (L) is the FRIENDS' MEETING HOUSE (*meeting every First Day, 10:30 a.m.*), a plain little two-story, gambrel-roofed brick structure with two dormers on each side. A marker near the peak in front bears the date 1805. The Camden Meeting is the only one in lower Delaware, and one of five in the State.

Only the front wall of the building is laid in Flemish-bond. The fine recessed double doors are framed by an architrave that extends beyond the wall, an unusual feature in Delaware buildings of the

time in which it was erected. Just under the peak is a little fanlight. The dormer windows belong to the original structure, as part of the interior finish. On the second floor are old desks and equipment left there in 1882 when the room was abandoned by the school long maintained by the Friends.

Some of the grave markers in the adjoining cemetery are taller than the usual very low stones of Quaker burial grounds. Upkeep of both meeting house and cemetery is guaranteed by a trust fund.

At **45.9 m.** is the junction with a paved road.

Right on this road is WOODSIDE, **0.7 m.** (140 pop.), which became a fruit and grain shipping center coincident with the building of the railroad.

At **48.1 m.** is the junction with a paved road.

1. Right on this road is VIOLA, **0.7 m.** (104 pop.), laid out in 1856 when the railroad opened a station. It is situated on a grant known as Golden Thicket, taken up by William Shores in 1681.

2. Left on this road is CANTERBURY, **0.2 m.** (30 pop.), once an important horse-changing station on the stage line down the Peninsula. The place was presumably named for Canterbury in England.

At **50.6 m.** (L) is a marker indicating the farm formerly known as BURBERRY'S BERRY where lived Capt. Jonathan Caldwell, of Col. John Haslet's regiment in the Revolution. Caldwell's men carried with them gamecocks from a celebrated "blue hen" strain developed in the county and noted for fighting ability. The Delaware soldiers were known far and wide as the "Blue Hen's Chickens."

At **56.5 m.** is the junction with State 14.

Right on this road is HARRINGTON, **0.5 m.** (1,812 pop.), a sprawling town that started as a railroad junction for the Delaware, Maryland and Virginia branch of the Delaware R.R. Railroad traffic has decreased in recent years, but the town has nevertheless managed to survive as a rural trading center. In the town are two of the numerous shirt factories that since 1930 moved from New York to lower-Peninsula towns to take advantage of the section's low wages and freedom from hour-regulation and labor agitation. Harrington is the center of 14 school districts and has a city manager.

At **57.4 m.** (R) is the entrance to the KENT AND SUSSEX FAIRGROUNDS (*fair last week in July and early days of Aug.*). At the fair are the usual produce and livestock exhibits and sideshows, and displays by manufacturers of farm implements and machinery. The half-mile track is known throughout the East and nearby South for its harness racing. Thursday of fair week is Governor's Day, when the Governor

and his staff and hundreds of big and little politicians watch the races and hobnob with each other. Automobile racing is the customary feature of the last day of the fair, always a Saturday.

The THARP HOUSE, **60.2 m.** (R), built about 1830 by William Tharp, later (1847–1851) Governor of Delaware, is part brick and part frame, ivied and mellow beneath old trees. Here in one house in southern Kent County is seen the blending of the brick construction of middle Delaware with the wooden construction typical of Sussex County to the south.

At **60.3 m.** is the junction with a paved road.

Right on this road is FARMINGTON, **0.3 m.** (117 pop.), first called Flatiron when in 1855 the railroad built a station at a crossroads. Three years later a post office was established here. In the 1880's the hamlet had a population of 300 and prosperous canning and fruit-evaporating plants.

In this flat and unprepossessing region, near no large town or navigable water, there flourished for 10 years (1868–1878) a school called Farmington Academy that turned out many boys who later had high reputations.

At **62.8 m.** a stone marker (R) indicates the boundary between Kent and Sussex Counties, a division of some significance.

This is the transitional region between the gently rolling land and hardwood groves of middle Delaware and the flat, sandy terrain stretching southward to Cape Charles. South of this point the woods are predominantly of loblolly pine. Freshwater swamps contain not so much swamp maple as black and sweet gum, white cedar and bald cypress; mistletoe in gray-green bunches attaches itself to the tops of the gums. Holly grows everywhere beneath the tall pines, sometimes reaching a height of 50 feet.

Groundhogs — called woodchucks in the northern States — which are plentiful in the upper part of Delaware, do not exist south of this point; skunks, however, have lately been extending their range southward a few miles every year. Turkey-buzzards are very numerous; when the sun comes out after a heavy rain, they are often seen drying themselves, perched on fence posts with wings outstretched and motionless.

Gray foxes are almost as numerous as red ones, and annoy fox hounds by diving like rabbits into brush piles instead of running in the open. All Sussex was formerly a gunners' paradise, but a traditional disregard of game laws and the increase of predators have greatly reduced the numbers of bobwhite — here called both

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"pa'tridges" and "quail," but usually just "birds" — and of rabbits, squirrels, and woodcock. Coon hunting and fox hunting by night are twin sports to which Sussex countians are passionately devoted.

Nearly all the white inhabitants of Sussex are of old English stock. Names such as Burton, Warrington or Ellingsworth are met everywhere. Whether residents of towns or not, all have the agricultural viewpoint. Except when near illicit whiskey stills in swamps, they are friendly and excessively hospitable to strangers. In one meal farm hospitality may proffer fried chicken, fried pork, white potatoes, sweet potatoes, cole slaw, a thick damp cornpone, milk, coffee, preserves, pickles, turnip greens, pie, cake, and toothpicks. If there are several men in the family the women wait on them before sitting down themselves.

Surviving such a meal, the stranger sits back and tries to understand the conversation, which in rhythm, intonation and phrasing is apt to be so different from any he has ever heard as to be incomprehensible. Words, some of them relics of Anglo-Saxon days, are run together. When, after dinner, the man of the house takes his shoes off, lights his pipe and turns to give his sons directions on the evening's work, he is apt to say, "Mung-ya go to the pound and fodder them mules"; "mung-ya" means somebody. In southwestern Sussex, it may also mean two or more persons, as in "Mung-ya comin' to church tonight?", meaning "Are you and your family coming to church?" (In eastern Sussex it would be "you folks.") The expression "you all" is heard more often in the conversation of persons living in towns than among the farming people.

A shock of fodder is a "stook," a pimple a "pipjinny." Narrow is pronounced "norry", and sparrow "sporry." Yet the same speaker, who may have gone to school only three winters in his life, may say, "Hit was so dark I couldn't quite discern you."

In his own house on his own land there is no one more at ease in the presence of a stranger than the Sussex countian. Behind his composure, as behind his independence of mind, his stubbornness and his love of fun and laughter, is his evident feeling of equality with any white man under the sun. He may politely defer to someone he thinks knows more about something than he does, and above all he respects a smart lawyer; but he feels easy and comfortable in knowing more about farming than the lawyer does.

The architecture of old houses in Sussex County is very different

from that found in middle and upper Delaware. The sandy soil did not provide much material for brickmaking, and most of the surviving Colonial houses are frame, generally of small or medium size, the main section having two-and-a-half stories; there is usually a wing, in this part of the county placed on the rear but in eastern Sussex placed on the end. Small houses, such as Negro cabins, often have two front doors, one to the kitchen and the other to the "sittin' room." Most of the new houses both in town and country are without distinction, having been copied from pictures discovered in the ubiquitous lumberyard catalogs.

Contrasting with New Castle County's wheat-growing and dairying, Sussex agriculture produces truck — a term having nothing to do with the motortruck that now carries most of the farm produce to northern markets over this and connecting highways. In Delaware, garden truck has always meant the vegetables and small fruits that were grown in the truck patch. Long noted for its sweet potatoes, the county also produces great quantities of tomatoes, asparagus, strawberries, cucumbers, cantaloups, and watermelons; broccoli is being grown increasingly. Orchards cover thousands of acres. Another commercial activity of the region is egg production and the raising of broiler chickens. From early spring, when asparagus is harvested, to the frosty fall, when "Delaware sweets" are dug up, the loaded trucks rumble north to Baltimore, Philadelphia, New York, and even to Boston. The progress of the spring up the Peninsula is accurately charted by the passage first of Virginia trucks, then trucks from the lower Eastern Shore of Maryland, then the Delaware trucks. Sussex County's climate is tempered by the near-by ocean and Chesapeake Bay.

BRIDGEVILLE, **69.3 m.** (987 pop.), is an important canning and shipping center, booming along without pause from April asparagus to November pumpkins. Large apple and peach orchards nearby bear fruit sold at premium prices in the cities. The town is one of the largest cantaloup-shipping points of the Peninsula; strawberries are exported in huge quantities.

Right on Market St., across the railroad tracks, is the AUCTION YARD (R), an open field where all summer auctions of produce are held; bidders walk about between the loaded trucks, wagons, and old sedans, making offers to the owners.

In the METHODIST CHURCHYARD, N. end of Williams St., is the

GRAVE OF WILLIAM CANNON (1809–1865), Governor of Delaware (1863–1865). Governor Cannon served in a period when feeling ran high, especially in lower Delaware, between the Union and Confederate sympathizers. He was threatened with impeachment because of his sending troops to the polls allegedly to intimidate voters during the election of 1862.

At **70.4 m.** is the junction with a side road.

Left on this road to a large APPLE ORCHARD, **3.6 m.**, a mile and a half long and a quarter mile wide; it contains 60,000 trees (*in bloom in late April or early May*). At the height of the picking season (*late Aug. and early Sept.*), there are scores of black and white pickers on the plantation — men, women and children — some of whom live in barracks on the property. Apples are of several varieties and subjected to inspection for size and quality. A day's picking may run to 3,500 bushels. A normal year's crop is about 200,000 bushels, valued at $100,000 in recent years.

HEARN'S POND, **74 m.**, contains bass and pike. Boats are available in the fishing season.

LAWRENCE (R), **74.4 m.**, a large white two-story house with a pedimented portico having square columns, and with small wings on the sides, was built about 1840 by Charles Wright. It has extensive grounds.

At **76.7 m.** is the northern junction with State 20.

Right on this road is RELIANCE, **5.5 m.**, a hamlet on the Maryland-Delaware Line. A few feet W. of the line, in Maryland, is what was formerly PATTY CANNON'S TAVERN, in the early 19th century the headquarters of Patty Cannon, kidnaper of free Negroes. Until her death in 1829 in jail while awaiting trial for murder of a slave dealer and two Negro children, Patty Cannon and her ruffian son-in-law, Joe Johnson, made a business of seizing free Negroes and holding them in her attic dungeon for sale to dealers. The captives were taken down the nearby Nanticoke River to Chesapeake Bay and thence usually to Gulf ports, whence they were sold to planters in the new cotton country of the Southwest. Patty prided herself on her strength, and it is said she would wrestle any man who cared to challenge her, and throw him. Though in 1793 kidnaping was made a crime punishable by whipping and the cropping of the ears, Patty operated without fear because the free Negro had no friends and juries balked at imposing the penalties. Another protection to her was the ease with which she could evade arrest by stepping across the State Line or the line between two Maryland counties that met there. Both States were her hunting grounds. The name of the boundary hamlet at the time was Johnson's Cross Roads, later changed to Reliance for respectability's sake.

SEAFORD, **76.8 m.** (25 alt., 2,469 pop.), is at the head of navigation on the deep Nanticoke River, 40 miles from its mouth

in lower Chesapeake Bay. It is a busy town of varied industries including the manufacture of baskets and other containers for fruits and vegetables; fertilizers are produced and fruit and vegetables canned on a large scale.

As one of the two Delaware towns on navigable Chesapeake Bay estuaries, Seaford is similar to the many towns on the Eastern Shore of Maryland that have largely depended upon shipping and on the seafood of the bay for food and income. Though now a declining activity, the shucking and packing of oysters is still carried on here from September to May. In the 1870's dozens of little rake-masted schooners of 500 bushels capacity made weekly trips down to the oyster beds of the lower Chesapeake. These vessels have all disappeared from the river, and oysters are now hauled overland by truck from wharves on Delaware Bay. Seaford also shipped large quantities of shad in the days when thousands of these fine food fish swam up the river to spawn in fresh water. Although in recent years the decreased numbers of shad in the bay have met an increased barricade of pound nets at the mouth of the river, small numbers of shad and rockfish make their way up to this point and are taken below the town.

Boatbuilding was another industry of early Seaford, as it was at one time or another in every town on a navigable stream of the Peninsula; today there is one small yard building pleasure boats. Until long after the coming of the railroad there was regular steamer service for passengers and freight between Seaford and Baltimore. Though Baltimore is only 80 miles NW. of Seaford as the crow flies, the voyage of 40 miles down the river and 100 miles up the bay took from 16 to 19 hours. From 1825 to 1855 a line of vessels between Norfolk, Va., and Seaford (120 m.) connected with stages to Dona Landing near Dover (42 m.); whence another line of boats ran to Philadelphia (80 m.). This water-and-land route between North and South was no longer used after the railroad was built.

Laid out in 1799 as Hooper's Landing, the town was soon called Seaford, presumably after Seaford in Sussex Co., England, whence came many of the early settlers.

Seaford preserves the memory of Patty Cannon more than do other towns that came within that outlaw's domain. It is said that when she was finally captured she was brought here and arraigned before a magistrate who committed her to Georgetown jail. The town crier,

calling the hours, bellowed "Three o'clock and Pat Cannon's taken!"

Another memorable event in Seaford's history occurred the day after the election of 1831, when a rumor spread that the Negroes were rising to massacre the whites. Terrorized women gathered up children and possessions and whipped up their teams on roads leading north while their husbands armed themselves for the battle. Not until many hours had passed did the scare subside. The slaves of Delaware and Maryland, unarmed, unorganized, and peaceful, had never thought of such a wild project.

The Civil War caused a sharp division between the Union sympathizers and the ruling class, the slaveholders. The Union people were more numerous, however, and it was dangerous to express adherence to the South. When a minister one Sunday refused to offer prayers for the United States, he was evicted from his pulpit by force.

With other Sussex communities, Seaford clings to some of the old customs. Rug-weaving and quilting parties are frequent during the winter months. Older men still make their own ax, hoe and shovel handles. Most small boats and skiffs are made by local craftsmen, some of whom are old shipwrights. For a month before Christmas many of the poorer families of the town keep pace with their country relatives in the making of holly wreaths for sale to northern markets; in the evenings the whole family gathers round the kitchen stove and chats as holly twigs and berries are wired to hand-made wooden hoops. The making of holly wreaths is a big business throughout the county, as it is in the Maryland and Virginia counties to the south.

The brick HOOPER HOUSE, behind a dwelling at Arch and High Sts., was built by one of the Hoopers who laid out the village in 1799. The remaining part of the structure is used as a garage and for storage purposes.

At **77.2 m.** is the southern junction with State 20.

Left on this road is CONCORD, **3 m.** (150 pop.), a hamlet in a state of picturesque decay by a mill pond at the headwaters of the Nanticoke River. During the late 18th and early 19th centuries, when there were several bog-iron furnaces nearby, the place saw high prosperity.

For years the smelting of bog ore was widespread in Sussex County and in Worcester County, Md. Hundreds of thousands of dollars were invested in the business. Pine Grove, Lightfoot's and Douglass' furnaces, near here were prosperous producers until the use of richer ores elsewhere brought ruin to the local industry.

DELMARVA CAMP, **81.1 m.** (L), is the scene of the largest white camp meeting held in Delaware. (*First two weeks in Aug.; hotel and "tent" accommodations.*)

Delmarva Camp is an example of the modernization, externally, of the old-time camp meetings popular on the Peninsula since the time of Asbury and other fervent dissenters of the 18th century. Formerly the meetings were held in a pine and hardwood grove, illuminated at night by pine knots on six foot stands; today they are held in a tabernacle — a shed holding rows of benches and a rostrum — and the grounds are lighted by electric lights. The earlier "tent" — small frame cabins with open fronts — have mostly been replaced by newer and more comfortable ones, about 60 in all. Services, held every evening, are amplified and broadcast to remote corners of the grounds. There are no services during the day.

Religious fervor during the evening services is likely to burst out in "Amen, brother," "Praise the Lord!" and other shouts no less heartfelt than in past times, though criticism is voiced concerning the way the young folks go off and drink beer while the preaching is going on. After service there is promenading and visiting until one by one the lights in the tents go out and the camp slumbers.

Before the day of the automobile, farm families would come to stay the full two weeks. It was their annual opportunity to enjoy religion and sociability, to relax, and to make love. Nowadays everybody comes in a car, and many come only in the evening for the services, which are attended by larger numbers than in the past.

The entrance is beneath the arch displaying the name of the camp. A fee is charged for "protected" parking — to prevent young people from using dark back seats for love making. Each "tent" has a front room without a front wall, another room behind it, and a kitchen shed in the rear. Above are dressing and sleeping rooms. Many families still cook their meals in their tents, but both in the tents and at the hotel the cooks have had vast experience in preparing corn and beans, fried cymlin's (squash), chicken potpie and other dishes native to the Peninsula, which are topped off with huckleberry pie, cantaloups, watermelons, or peaches and cream.

LAUREL, **83.3 m.** (2,277 pop.), laid out in 1802 on the banks of Broad Creek, was named for the laurel bushes growing thick along the stream. Thousands of crates of cucumbers and cantaloups are shipped annually from here by truck and rail, as well as by water, the

town being at the head of navigation. Canning and the manufacture of fertilizer, and of boxes, crates and baskets, made largely from gum wood, are the chief activities.

The town is built on a tract known as Bachelor's Delight, part of 3,000 acres set aside in 1711 by the assembly at Annapolis — this part of Delaware was then claimed by Maryland — for the use of the Nanticoke Indians living on the lower Eastern Shore. Within 50 years, however, nearly all had left the reservation and gone up the bay into western Pennsylvania; afterwards from time to time members of the tribe would return in war canoes to dig up their dead, and then leave as silently as they had come.

The AUCTION BLOCK (*9–4 daily*), 8th St. near Central Ave., starts its sales season about May 15 with strawberries and continues operations into the fall.

The block itself is a large frame structure with two driveways into which farmers guide their produce-laden vehicles. In the long lines are trucks of all sizes, carts, buggies, wagons, many motor cars filled to the roofs, sometimes a privately-owned school bus, and even what was once a hearse. Drivers range from bright young white farmers to bent old Negroes.

Little time is wasted in the selling process, especially if the line is a mile or so long. A truck or wagon halts under the shed just long enough for the bidders to lift a lid and nod to the auctioneer who is crying the sale. When a deal is made the seller is given a voucher negotiable at Laurel banks. In 1936 shipments of cucumbers alone sold through the block exceeded 90,000 bushels. The sales of cantaloup in one day amounted to $7,000.

The COLLINS HOUSE, at the northern end of town on Delaware Ave., with a white columned portico and gallery, was the home of Nathaniel Mitchell, Governor of Delaware 1805–1808. The house was built after his retirement. The erection of other houses has marred the vista to the creek at the foot of the slope.

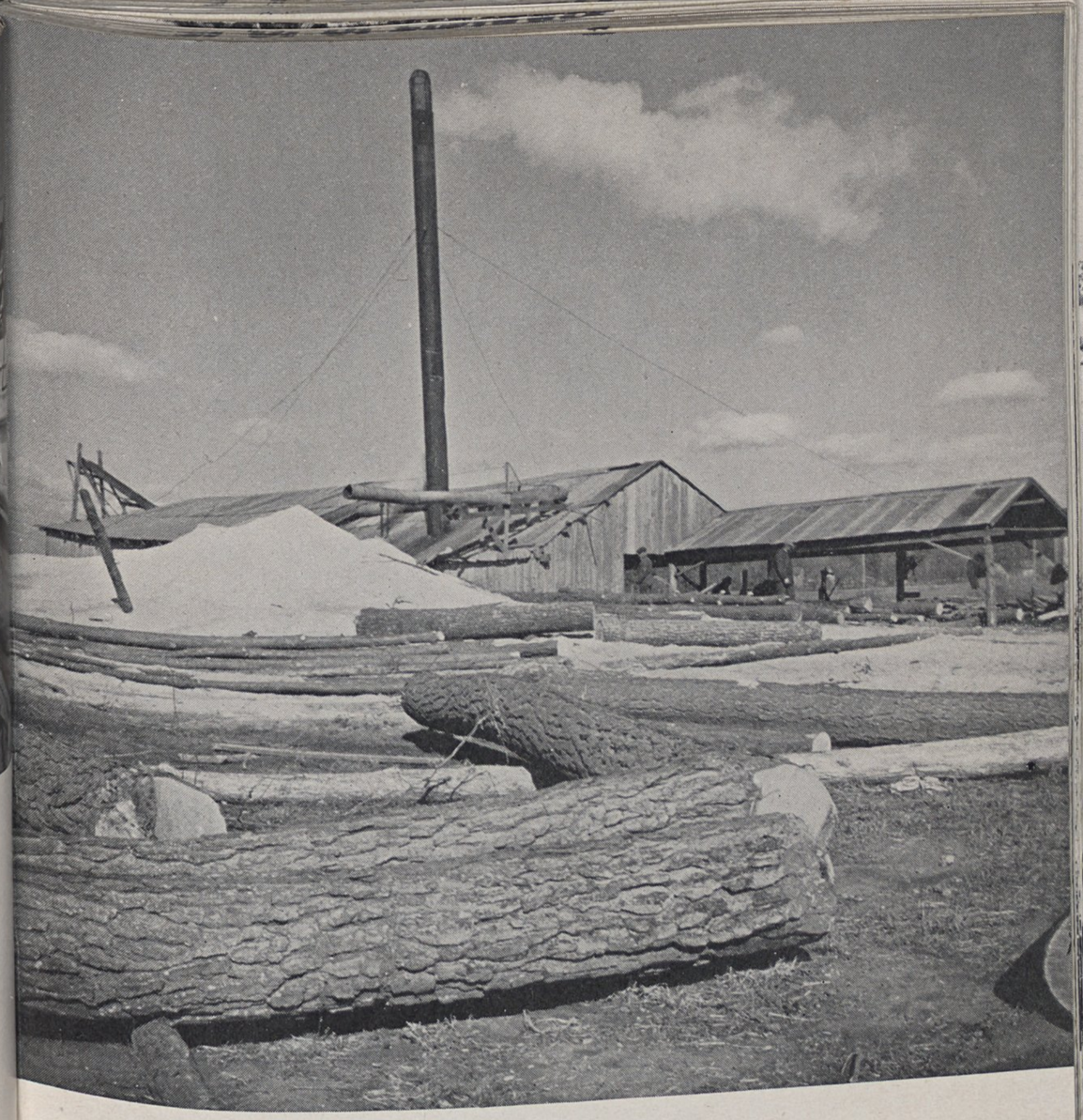
RECORDS POND (*boats available*), also in the northern end of town, contains bass and pike. Lover's Lane, part of the pond, is a nearly straight stretch of water two miles long, where young couples like to drift among the waterlilies between the wooded shores.

At the traffic light is the junction with State 24.

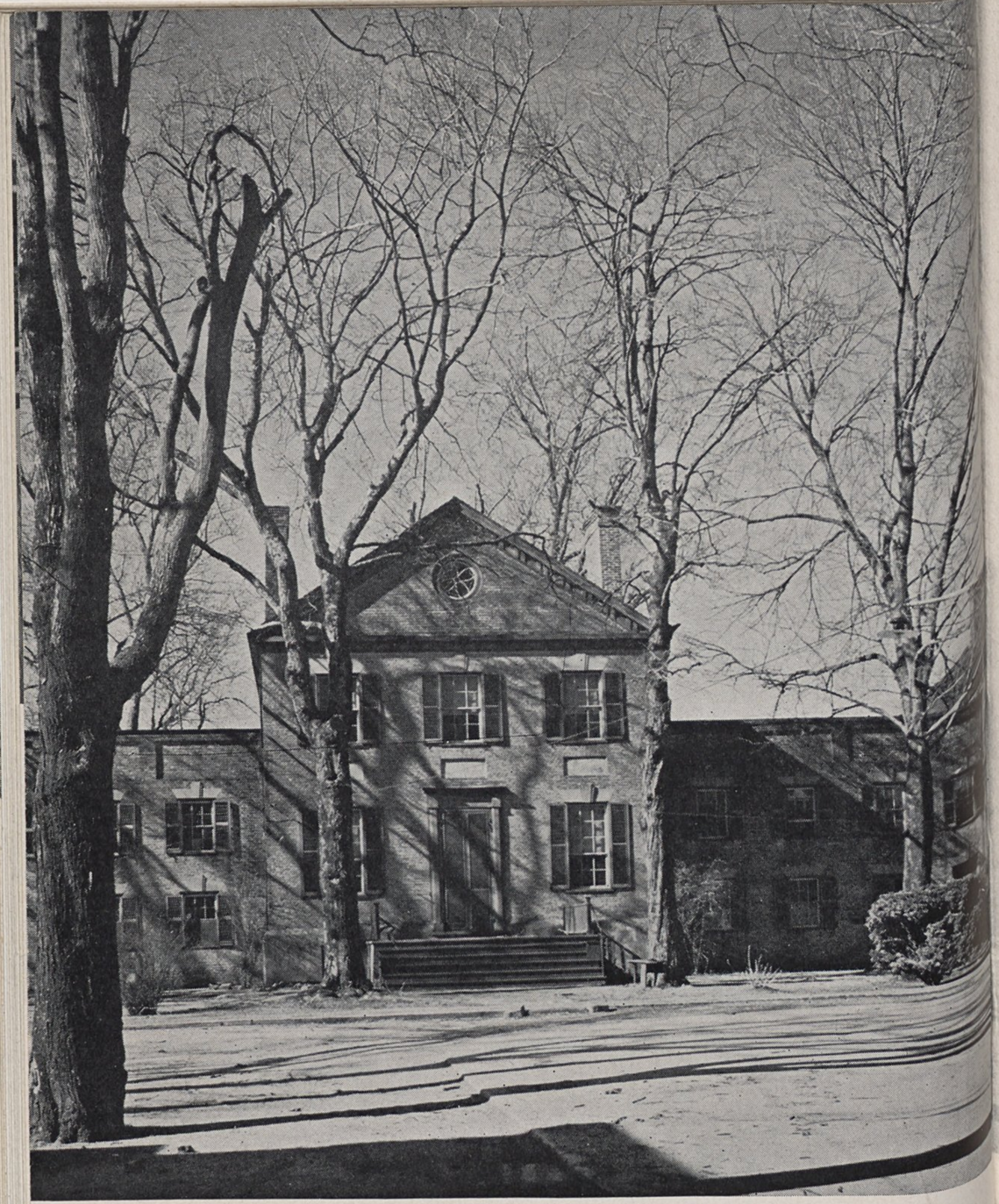
Left from Laurel on this street to the junction with a dirt road, **2.1 m.**; L. here to OLD CHRIST EPISCOPAL CHURCH, BROAD CREEK HUNDRED, **2.6 m.** (R),

THE STATE HOUSE, DOVER, DELAWARE

NEAR DOVER, DELAWARE



SAWMILL NEAR SALISBURY, MARYLAND



TEACKLE MANSION, PRINCESS ANN, MARYLAND

on the pine-wooded shore of CHIPMAN'S POND. (*Open twice yearly: all-day meeting on a Sun. in May with sermon at 2:30, and a rogation service on the 3rd Sunday in Sept., 2:30.*)

Christ Church was erected in 1771 upon ground that until 1765 had been claimed by Maryland. For some years after the settlement of the boundary the church was, however, a chapel of ease in Stepney Parish of Somerset County, Md. The plain building has never been altered and, except for the window sashes, has never been painted. Because of the lasting qualities of the fine-grained, resinous heartpine of which it was constructed, inside and out, it remains today in almost perfect condition, a notable example of Colonial church architecture. The roof has been renewed from time to time, and the two front doors replace those of earlier times.

Inside, the light from the many-paned, arched windows falls upon the rich brown patina of the ancient woodwork, box pews, and paneling, beneath an arched ceiling. There is no formal altar, merely a plain table within a railing and a wooden cross above. High on one side of the room is the pulpit with a canopy above it. A slave gallery extends above the entrance.

The church possesses two pewter alms basins and a pewter paten bearing the name of the maker, Gleason; it also has two old silver chalices with ebony bases. A Bible said to have been presented by George III's queen in 1777 has disappeared. Parish records of 1792 list a membership of 476 adults, white and black, including 109 communicants. The rise of Methodism in the 19th century made such inroads on the congregation that regular services ceased in 1850. The church is in the care of the rector of St. Philip's Church, Laurel.

DELMAR, **90.5 m.** (2,018 pop.; 838 in Del.), on the Maryland Line has two mayors, two town councils and two school systems. State St., the principal business thoroughfare, follows the Delaware-Maryland boundary. Formerly almost wholly dependent upon the railroad shops for its existence, Delmar has become a trading center and shipping point of some importance.

When the Delaware R.R. reached here in 1859, the spot was a wilderness of pine forest. Later the road was carried down to Cape Charles by the New York, Philadelphia and Norfolk R.R., and a village grew up around the junction. In 1918 the whole line between Wilmington and Cape Charles was taken over by the Pennsylvania R.R. which called it the Delmarva Division.

The Delaware-Maryland boundary here was surveyed in 1750–1751 by John Watson and William Parsons for Pennsylvania and by John Emory and Thomas Jones for Maryland, who ran it from the Atlantic Ocean 35 miles westward to the center of the Peninsula. In 1764 Charles Mason and Jeremiah Dixon started from this western point and ran the other Delaware-Maryland boundary northward 100 miles to Pennsylvania, and thence westward across the moun-

tains toward the Ohio River. This boundary between Pennsylvania and Maryland symbolically divided the free from the slave States just before the Civil War. Delaware was a slave State.

Left on State St., which becomes the LINE ROAD, to the junction with an improved road, **0.8 m.**; L. here to the BARN OF E. GUY HASTINGS, **1 m.**, in the loft of which old-time square dances are often held on Friday nights during the fall and winter months. (*Visitors welcome either as dancers or spectators; many offer contributions for music.*) The place is in no sense a roadhouse, and nothing is sold. Mr. and Mrs. Hastings hold the dances as community affairs because of their interest in keeping up the old customs, and often call the figures themselves.

MARYLAND

Delaware Line — Salisbury — Pocomoke City — Virginia Line, **40.8 m.** US 13.

Delmarva Division of Pennsylvania R.R. roughly parallels route.
Greyhound and Great Eastern busses follow the route.
Paved roadbed. Hotels in larger towns, tourist homes and camps along route.

Section 4. Delaware Line to Virginia Line, **40.8 m.** *US 13*

In Maryland US 13 crosses an area where the flora and fauna belong to both the North and the South. Like the rest of the Eastern Shore, this region is low, level, and very fertile; farms are for the most part small but intensively cultivated. Strawberries, cantaloups, sweet potatoes, small fruits, and other vegetables and berries are the chief products. Each December the woodlands yield quantities of holly and laurel for shipment to the large cities. Loblolly pines and cedar also grow in abundance.

Many early Marylanders, belonging to the strain that sprinkled the map of the United States with such place names as Tombstone, Santa Claus, and Bowlegs, gave names to their grants that were more descriptive than orthodox. Among these names, some of which belong to the Eastern Shore, were Want Weather, Penny Come Quick, Hard Bargain, Aha the Cow Pasture, and Bachelor's Delight. On these grants are still standing a number of fine old houses, most of whose owners admit visitors interested in history or architecture provided they call at convenient hours.

US 13 crosses the Maryland Line in DELMAR, **0 m.**, at State St.

LEONARD'S MILL (R), **2.5 m.**, operated by water power for more than a hundred years, is still grinding grain for flour as well as feed for livestock.

At **5.5 m.** is a junction with a macadamized road.

Left on this road is SALISBURY AIRPORT, **0.3 m.**, where licensed mechanics, pilots, and planes are avilable at all times. This well-drained flying field has adequate runways.

SALISBURY, **7 m.** (10,997 pop.) (*see MD. GUIDE*).

Although Salisbury, seat of Wicomico County, was founded in 1732, it has very few old buildings because fires in 1860 and 1886 destroyed almost every building in town. Its streets, however, have never been straightened and widened; they still wander crookedly

about in the four sections of town created by the two branches of the Wicomico River, giving the place an old-fashioned air that belies its importance as one of the leading ports and market towns of the Eastern Shore. It ranks second in the list of Maryland ports; each year the river bears cargoes worth approximately a total of $10,000,000 to and from this point. While always a center of some importance its major growth has come since 1900, the population more than doubling in forty years. Though many of the homes are comparatively new they have an old-fashioned air of comfort, created in part by broad lawns and carefully tended gardens.

On October 10th, 1707, a large tract of land in this county was granted to Thomas Pemberton of lower Delaware, and to William Whittington of Maryland. Pemberton later acquired another tract to the north of it that was called Pemberton's Good Will (*see below*). Col. Isaac Handy, son of Samuel Handy who had arrived from England about 1664, acquired land in the Pemberton grant and built a wharf at the forks, where a little settlement known as Handy's Landing grew up. This was included in the tract laid out by the Assembly as the town of Salisbury in 1732.

The newly created town was named for a city in Wiltshire, England, a county from which many of the settlers came. Because of the isolation of this part of the Eastern Shore from main traffic lanes, English customs persisted here long after they had disappeared from other places settled by the English. It is only a few decades since the annual street fair at Whitsuntide was abandoned and since the town crier ceased to walk the streets.

At the beginning of the Revolutionary War the allegiance of Salisburians was divided. After the local militia had joined the Continental Army, Tory activity became so pronounced that an appeal for troops was made to the State Assembly to keep them in control, and then to the Continental Congress. In response to the latter petition, Gen. William Smallwood arrived on February 19, 1777, with a company and broke up the groups of active Royalists, imprisoning some and enlisting others in the service of the Colonies.

Union troops were stationed here for most of the Civil War period, and from this place detachments were sent into Delaware and Virginia to disarm and disband embryonic secessionist organizations. These troops were also used to guard the telegraph line down the peninsula, which for some time was the only means of communication between Washington and Union forces in Virginia; messages had to be relayed by boat across the mouth of Chesapeake Bay. It is said that this line carried to Washington the first news of Lee's surrender. In a cemetery on Commerce St. are graves of 53 unidentified soldiers who were victims of the so-called "black measles" epidemic that swept the camp.

POPLAR HILL, 119 Elizabeth St., having survived two fires, is the oldest structure today on Pemberton's Good Will tract. The two-and-a-half story frame building, erected in 1795 for Maj. Levin Handy, a relative of Col. Isaac Handy, contains much fine hand-carved woodwork. There is a Palladian window over the entrance portico.

The WICOMICO PRESBYTERIAN CHURCH, 100 block, Broad St., has the records of its first congregation, which dated from 1753; about 1830 its congregation merged with that of the Rock-A-Walkin organized by Francis Makemie in 1684 at Upper Ferry (*see below*).

JOHN B. PARSONS HOME FOR THE AGED, NW. corner of Bush and High Sts., was founded by the late Philadelphia traction magnate, a native of this county, in tribute to his mother. He also created a $600,000 endowment fund.

The WICOMICO STATE GAME FARM (R), on Lake St. at the edge of town, propagates quail and pheasants for restocking Maryland woodlands. The MUNICIPAL PARK, E. Main St., is a 63-acre tract of reclaimed and developed swampland, serving both as a recreational center and as a low-level reservoir for the city's water supply. On Camden Ave. (US 13) at the southern end of the town is (L) the STATE TEACHERS COLLEGE, opened in 1925 and completed in 1933 as one of the four teacher-training institutions.

At **9.4 m.** the highway crosses TONYTANK CREEK in TONYTANK, which bears the name of one of the original land grants in this region. (*The road here has three successive right-angle turns and should be followed with caution.*) Many years ago when this mile-long tributary of the Wicomico was navigable, the village site was the thriving headquarters of a large trade carried on with the West Indies and elsewhere. The commercial value of the creek passed with the deepening of the river to Salisbury.

A dam was built in the little stream to provide power for the old GRIST MILL that is still standing and, until recently, was used to grind flour for man and feed for livestock.

Palatial TONYTANK MANOR (R), with its huge Doric portico, was erected in the early part of the 19th century; it has an attractive setting and beautiful gardens.

At **10.3 m.** is a junction with a concrete road.

1. Left on this road is FRUITLAND, **0.8 m.** (600 est. pop.), formerly a crossroads settlement called Forktown. After it began to grow with the arrival of the railroad in 1867, its present name was selected by majority vote, and following a recommendation by the postmaster; the minority had wanted to call it Phoenix. The village has a vegetable cannery, two shirt factories, and a large lumber mill.

2. Right on this paved road is SHAD POINT, **1.3 m.** (125 pop.), on the south bank of the Wicomico; here shad fishing was an important activity for many years. CHERRY HILL, a handsome residence built before 1757, belonged to the Somers and Gunby families for more than a century. Though the structure has been much remodeled and enlarged, it contains the broad fireplaces, the winding staircase, the handhewn interior trim and the heart-pine flooring of the old house. The grounds are now landscaped and include a private golf course.

At **10.9 m.** are tourists' cabins (R) at the junction with a paved road that is a 6-mile alternate to US 13.

Right on this alternate at a junction with a macadamized road is ALLEN, **3.8 m.** (110 pop.), a hamlet where farmers sell their products to shippers at a cooperative auction block.

Right from Allen on the macadamized road **2.6 m.** to an entrance lane (L) leading to the PAUL JONES HOUSE, visible from the road. The small brick structure, erected on the bank of the Wicomico Creek in 1733, has a gambrel roof, dormer windows, and excellent interior paneling and carved woodwork. The interlocking diamond pattern on the north wall is noteworthy. James Jones, a native of Monmouthshire, Wales, patented his plantation as Jones' Hole. He had first settled in Northampton, Virginia, where, being a Quaker, he was placed in sheriff's custody for "moveing in ye court in an irrevent manner with his hatt on his head" and refusing to pay church levies. The year after he settled here he was appointed one of the commissioners and a justice of the newly established Somerset County. In 1672, when George Fox was making a tour of the Eastern Shore, the great Quaker organizer held at least one meeting at the Jones' home — a meeting Fox described in his journal as a "large and glorious" gathering.

On the macadamized road at **3.5 m.** is the junction with a dirt road (L) leading **1 m.** to READING FERRY across Wicomico Creek. The flat-bottomed raft-like boat, with room for two automobiles, is similar to two others on nearby Wicomico River. At **3.6 m.** the macadamized road ends; straight ahead on the dirt road at **4.3 m.** from Allen is the entrance to CHASE HOUSE. The Reverend Thomas Chase was residing here in 1741 when his son, Samuel, later a signer of the Declaration of Independence and noted jurist, was born. Upon this fact was based the assertion, later refuted, that the signer was born here (*see below*). An elongated frame structure with dormer windows, the house contains much of the original paneling and woodwork.

On the southern edge of Allen, at **4.2 m.**, the alternate route to US 13 crosses Passerdyke Creek. Near the bridge (R) are the remains of bridge abutments constructed in 1835 for what was to have been one of Maryland's first railroads. On June 3, 1835, the Maryland Assembly enacted the so-called Eight-Million-Dollar Bill providing funds for the construction of six connecting railroads, including the Eastern Shore Railroad from Elkton to the site of Crisfield. Rejoicing over passage of the bill found expression in public meetings, the ringing of church bells, salutes with cannon and fireworks, and a generous display of flags. Much of the right-of-way for this road was graded and bridge abutments were constructed before it was realized that the program was too ambitious for the State's resources. During the financial panic of 1837 the projects were abandoned, never to be revived.

At **5.2 m.** is the entrance (R) to BRENTWOOD, visible from the highway. The brick part of this imposing structure was built in 1738. The hand-carved mantels, built-in corner cupboards, paneling, hand wrought nails, and the H-hinges have been preserved. The original builders of the house constructed a cave for some unknown purpose, it is entered from the house by a stairway, has a 15-foot ceiling and is 10 feet in width. In 1806 the estate was known as Adam's Adventure, and later as End of Strife.

At **7.1 m.** is the junction with US 13.

At **14 m.** on US 13 is EDEN, a hamlet near which was conducted the Eden School, which until 1796 gave instruction to sons of prominent families in Maryland and Virginia.

At **16.7 m.** is LORETTO, a busy farm-produce shipping point until the development of motortruck transportation. Here is the junction (R) with the short alternate route (*see above*).

At **19.7 m.** is the junction with a paved road.

Right on this road at **3.5 m.** is WAGGAMAN CUT FARM (R), now the county poor farm, with a structure whose glazed brick walls date from the 17th century. The interior woodwork — stairs, doors, windows, and floors — were all hand hewn from native oak. The house at one time contained much paneling, but nearly all has been removed. Three Waggaman brothers fled from England during the Cromwell Protectorate, two of them becoming citizens of Jamestown, and the third the owner of this property. The brothers held annual family reunions here, talking over old times and comparing notes on agriculture and political news while their daughters, on vacations from school in England, displayed the latest in English and Continental styles.

Diagonally across the highway from the Waggaman house is HACKLAND (*open*), now a tenanted farm. This tract was granted to Levin Denwood in 1670. His residence here on Monie Creek was designated by the court as a Quaker meeting house and to it were attracted many leaders of the Religious Society of Friends, including its founder, George Fox in 1672, Thomas Chalkley in 1698, and Thomas Story three years later. Denwood was one of a committee of ten Quakers appointed in 1682 to select a site for the Third Haven Friends' Meeting House in Talbot County, a structure still standing in Easton. In 1711 he donated an acre

of land, about a mile north of Hackland, as a site for one of the first Friends' meeting houses in this region. The only present-day reminder of Denwood's tenancy is a small brick outbuilding said to have been erected before his death in 1725.

At **5.4 m.** the paved road ends at a junction with a shell road; R. on this and L. at **7.1 m.** on the Reading Ferry (dirt) Rd. to the entrance lane, at **7.3 m.**, to the probable SITE OF THE BIRTHPLACE OF SAMUEL CHASE (1741–1811), a signer of the Declaration of Independence and later a Justice (1796–1811) of the United States Supreme Court. The house, now destroyed, was on the south bank of the Wicomico River near the mouth of Dashiell's Creek and belonged to Chase's maternal grandfather. The question of where Chase was born was a matter of dispute for many decades but recent research seems to establish the assertion that his mother was staying in her father's home at the time of her confinement. Two years later Samuel's father became rector of St. Paul's P. E. Church in Baltimore; young Samuel read law in Annapolis before establishing an office for himself in Baltimore. He died in Baltimore on June 19, 1811.

PRINCESS ANNE, **20.5 m.** (975 pop.), the seat of Somerset County, is the market town for a rich agricultural area and has a few industrial plants nearly all of which serve farming needs; these include a large gristmill, a lumber mill, a box and basket factory, and two vegetable canneries. When the town was laid out in 1733, the surveyor received 400 pounds of tobacco for his labors. Some structures erected soon after the town's establishment stand along the wide, tree-shaded streets, side by side with those of more recent construction.

Along US 13 at the northern end of town is (R) the MANOKIN PRESBYTERIAN CHURCH, erected in 1765 by one of the six congregations in this region organized prior to 1708 by Francis Makemie. The ancient walls are now ivy-covered and shadowed by spreading trees.

Near the center of town, on the main street (US 13), is (R) the WASHINGTON HOTEL, a three-story frame structure that has served travelers for nearly two centuries. The inn has dormers and outside double chimneys; though it was modernized in 1906 its early appearance has been fairly well retained. Like other hostelries of Eastern Shore county seats, this old place was a social center and frequently slaves and other property changed hands over its gaming tables.

TEACKLE MANSION, at the western end of Prince William St., is an austere brick structure. The two-and-a-half story central part, narrow and standing on a high foundation, is approached by a broad stoop; unusually long two-story pavilions having much lower

floor levels and a parapet connect it with gabled wings. The gable pediment of the central section is notable for its unusually steep pitch; the generous proportions of this pediment somewhat minimize the scale of the structure as a whole. The house provided the setting for George Alfred Townsend's novel, *The Entailed Hat*, a story of antebellum days.

EAST GLEN, at the eastern end of Prince William St., erected in Colonial times, has carved mantels and woodwork exhibiting fine craftsmanship.

At the corner of US 13 and Washington Ave. is a BOXWOOD GARDEN laid out in 1844 and providing a charming example of small-scale landscaping of the period.

Opposite the garden, on Washington Ave., is CRISFIELD HOUSE, so large that it has been divided into two dwellings. This was the home of John W. Crisfield (1806–1897), a lawyer long influential in Eastern Shore affairs. He served in Congress as a Whig (1847–1849) and (1861–1863) as a Union Republican; he was a member of the peace conference hastily called in 1861 to attempt to stave off the Civil War. A leading spirit in the building of the Eastern Shore R.R., he became its president.

Part of the walls and gallery of ST. ANDREW'S P. E. CHURCH, built in 1770 on the corner of Washington Ave. and Church St., formed part of the chapel built the same year as a chapel of ease of Somerset Parish organized in 1692. The communion silver acquired in 1719 is still used.

At **22.5 m.** is (R) the CHASE HOUSE so called because it is one of the three places claimed to be the birthplace of Samuel Chase. When it was erected in 1713 it was a small frame structure with brick ends; it has been extensively enlarged and remodeled. A likeness of the early house is engraved on the silver service of the battleship *Maryland*.

KING'S CREEK, **23.3 m.** (15 pop.), is at the junction of a branch railroad.

Just S. of the hamlet, at **23.5 m.**, is the junction with a dirt road laid out in 1708 by order of the County Court, but now a private road.

Right on this road 100 yards is (R) a short, evergreen-lined lane leading to BEVERLY FARM; the house burned in November 1937. Its construction was begun in 1786 but ten years were required for its completion; all the materials for it were

laboriously prepared on the estate, bricks were made, oyster shells were burned for lime, and the timbers were felled and hewn by hand. It was a two-and-a-half story hip-roof structure with dormers, and the pedimented entrance was set in a two-story bay window in the center of the façade.

This house entered into one of the many schemes to rescue Napoleon Bonaparte from St. Helena Island. In 1803, while waiting an opportunity to return to the scene of Bonaparte triumphs, Jerome Bonaparte, brother of Napoleon, had married Elizabeth Patterson of Baltimore; when he was able to return to Europe two years later he had the marriage annulled to further his dynastic ambitions. In spite of this act he retained the admiring friendship of many Americans, among them Nehemiah King, master of Beverly Farm. When Napoleon was finally confined to St. Helena various American admirers of the family, including the mayor of New Orleans, hatched a plot to rescue him. Funds were collected for the building of a fast sloop, plans of the island and its fortifications were studied, and the details of the attempt were carefully rehearsed. The plan was to hide Napoleon in a secret room at remote Beverly until the chase for him should subside and it should be safe to carry him to New Orleans. Before the sloop could set sail word came of Napoleon's death.

At **24.1 m.** is the junction with a graveled road.

Right on this road at **2.5 m.** is the SITE OF WASHINGTON ACADEMY (R), a boarding school founded in 1767 and attended by the sons of well-to-do planters. A report of the trustees in 1784 showed an enrollment of 80 students and a curriculum that included oratory, moral and natural philosophy, mathematics, geography, history, Latin, and Greek.

An early resident tutor of the academy was Luther Martin, who was the first Attorney General of Maryland, serving from 1778 to 1805. A member of the Federal Constitutional Convention of 1787, he opposed the Constitution as written and refused to sign it. His alliance with Federalists brought him into frequent clashes with Thomas Jefferson, who in 1807 referred to him as the "Federal bulldog." Martin's ability was best demonstrated by his part in the successful defense of U. S. Supreme Court Justice Samuel Chase during the impeachment trial before the U. S. Senate in 1804–1805, and in the trial of Aaron Burr in 1807 for treason. Improvident throughout his brilliant career, Martin in later years became penniless. He served again as Attorney General of Maryland from 1818 to 1822, when he resigned. In that year the Maryland Legislature passed a resolution requiring every lawyer in the State to pay an annual license of five dollars to be handed over to trustees appointed "for the appropriation of the proceeds raised by virtue of this resolution to the use of Luther Martin." He was born in New Brunswick, N. J., on February 9, 1748, and died at Burr's home in New York on July 10, 1826.

The house of CLIFTON, **4 m.**, on one of the few slight elevations in the county, commands an excellent view of Manokin River, and its lawn slopes down to the water's edge. The house is of moderate size and was built by Randolph Revell in 1700. The estate of 1,500 acres was granted by Lord Baltimore in 1665. On Revell's tract was laid out, in 1668, the county seat and port of entry, to be known as Somerset Town. At low tide foundation stones of the first courthouse can be seen at the edge of the river.

Both Maryland and Virginia made extensive grants to the settlers who began to arrive in this section of the Eastern Shore in 1658. Each claimed the territory; the point at issue, involving an area of some 1,500 square miles, was whether Watkins Point (one of the extremities of the Maryland Province defined in Lord Baltimore's charter) was at the mouth of the Pocomoke River or of the Wicomico River. To enforce Virginia's claim, Col. Edmund Scarburgh, Surveyor General and Treasurer of Virginia, accompanied by 40 horsemen, left Accomac County on a mission to exact from the settlers an oath of allegiance to Virginia. Arriving in Somerset County October 11, 1663, he met with passive resistance from leaders of the settlements, on whose doors he "placed the broad arrow of confiscation" and returned to Virginia to report to the Assembly. After long conferences between representatives of Maryland and Virginia, Lord Baltimore's claim was accepted, and the boundary was fixed approximately as it exists today. Scarburgh's report, replete with sarcasm, throws some light upon the early inhabitants of the area.

At **27.4 m.** (R) is the GREEN HILL PICNIC AREA, a shaded woodland with rustic tables. Here also stands a forest fire-lookout tower.

COSTEN STATION, **31 m.** (L), is an active shipping point for loblolly pine timbers used as mine props.

At **31.5 m.** is the junction with a shell road.

Left on this road to a junction with a dirt road; R. on the first cross-road to IVY HILL, **4 m.**, the second house R. This two-and-a-half story, L-shaped, brick structure with dormers was built in 1720 by Thomas Hayward. Much of the paneling of its twelve rooms has been removed. The house, its patterned brick walls partly covered with old ivy, is set among trees, some of which antedate the building. Thomas Hayward was a member of a committee sent to England to buy materials for Coventry Parish Church; for 70 consecutive years (1723–1793) he and his son, Thomas, Jr., held the office of Somerset County clerk.

At **33 m.** is the junction with the dirt road marked Rehobeth.

Right on this road, which bears constantly L., to the lane at **4.3 m.** leading to the SITE OF COL. WILLIAM STEVENS' HOME. Stevens was one of the most prominent men in Maryland Eastern Shore history, serving as the first representative from Somerset County in the Provincial Assembly, later as a member of the Governor's council, and then as Deputy Colonial Governor. Although he was a member of the Church of England his home was used freely as a gathering place by members of various religious sects, including the Quakers; in 1680 he forwarded to the Presbytery of Leggan, Ireland, a request for a minister; in response the Reverend Francis Makemie arrived here in 1683, residing for a time in the

Stevens home. From here he made trips up and down the Eastern Shore and established six congregations, among them the Rehoboth Church, regarded as the mother-church of American Presbyterianism. Stevens' house disappeared long ago but a cellar excavation marks the site; near it is the walled family burial lot, containing Stevens' grave.

REHOBOTH PRESBYTERIAN CHURCH, **5.8 m.**, is in REHOBETH VILLAGE on the Pocomoke River. The word Rehoboth (Heb., *there is room*), was applied by Colonel Stevens to his plantation of 1,000 acres, surveyed in 1665. The name of the village has been corrupted to Rehobeth by the Post Office Department.

The present edifice, erected in 1706, is the oldest Presbyterian Church still in religious use in the United States and as such is being restored and protected by the General Assembly of the Presbyterian Church in the United States. It is a simple, rectangular, brick structure without a steeple or belfry but has a gallery. Left of the graveyard surrounding three sides of the church is a small building of somewhat similar design erected in recent years as a recreational center.

Diagonally across the village road from the church are the RUINS OF COVENTRY PARISH P. E. CHURCH, erected in 1786 and closed in 1900, though services are still held there periodically. The outline of the first structure in this spot, built in 1695 and smaller than its successor, is indicated by stones alongside the later building. In the churchyard are graves of many of the earliest settlers in the country.

At **34.4 m.** is the junction with the marked, concrete-paved Dividing Creek Rd.

Left on this road to a junction, at **5 m.**, with a dirt lane; R. a short distance on this to CELLAR HOUSE, a two-and-a-half story house built shortly before 1700 on the north shore of Pocomoke River. It was so named because an underground passage runs from its cellar to the river. There are no mantels above the fireplaces, some of which are built in the corners of the large wainscoted rooms. Another striking feature is the off-plumb spacing of the windows; one, smaller than the others, is placed in the south gable end at the very peak of the roof, affording a view down the river from the highest part of the house. It is said to have been a station on the Underground Railroad by which slaves were smuggled from southern to northern States. The original tract contained 2,300 acres, but now has only 700.

On Dividing Creek Rd. at **5.4 m.** (L) is the BETSY TOWNSEND HOUSE, approached by a short lane. This is another oddly designed Colonial home, believed to date from the earliest settlement of this region. The story-and-a-half brick structure was formerly surrounded by large boxwood gardens. In two of the high-ceiled rooms are ovate corner fireplaces. In one room an inside hall was built. On the opposite side of the same room is a secret chamber the same width as the hall, and built flush with the fireplace, so that its existence would not be suspected. Until 1818 the place was owned by the Cottingham family, whose progenitor was one of the first settlers.

At **7.2 m.** a short lane (R) leads to CHUCKATUCK, an old frame structure visible from the road. This stands on a thousand-acre tract patented in 1665 by Robert Pitt. The building is badly in need of repair; the paneling was sold to Samuel D. Riddle for his Long Island home. Everything that went into the construction of the house was made by hand — nails, laths, weatherboarding, hinges, and interior wood finishing. Huge wooden pegs were fashioned to hold the heavier timbers. William Bacon, of Baconthorpe, Suffolk, England, and his half-brother, Anthony Bacon, of Cyfartha County, Wales, acquired Chuckatuck in the middle of the 18th century. For many years thereafter the place was noted for its hospitality. A granddaughter of Anthony married Griffith Jones, who constructed the old iron-smelting furnace now in ruins a few miles north.

South of Dividing Creek Rd. US 13 passes between extensive fields devoted chiefly to the raising of Irish potatoes; the first crop is harvested in summer, the second in early fall.

The highway crosses the Pocomoke (Ind., *black water*) River.

POCOMOKE CITY, **35 m.** (2,609 pop.), usually called merely Pocomoke, is the largest town in Worcester County; it has been an agricultural shipping point since the beginning, first being called Meeting House Landing, then, about 1700, Warehouse Landing. It became New Town in 1780 and so remained until 1878. In spite of its age it has almost no old structures, fires in 1888, 1892, and 1922 having destroyed them. Streets, except Main St. which US 13 follows, are narrow but trim, and the houses have the comfortable air that goes with the steady prosperity of a market town.

Right from Pocomoke City on Second St., which at **2 m.** becomes a dirt road that leads to BEVERLY, **2.5 m.**, by the Pocomoke River. Previous to 1937 this property had been in the possession of the Dennis family since 1669 but construction of the present somewhat elaborate house began in 1774. It has beautifully carved paneling and mantels and, on the river front, a stoop with unusual wrought-iron handrails and arch.

At **40.3 m.** (R) is the PITTS CREEK PRESBYTERIAN CHURCH, standing in the small woodland clearing since the first quarter of the 19th century. It is a simple frame structure with a slave gallery; it succeeded two others on the site. When the congregation was organized is unknown but there was a church here in 1735; it is believed that the group was one of the six founded between 1683 and 1707 by Francis Makemie, Makemie himself having referred to a "Pocomoke congregation." Madame Anne Holden, a daughter of the Scottish divine, was a member and gave two communion cups and one hundred pounds sterling to the society. As the area near the landing on the Pocomoke became more thickly settled a branch congregation was organized in what is now Pocomoke City and attendance here gradually dwindled. The church was saved from abandonment by

the interest of the daughter-congregation; the two are now served by the same pastor and board of trustees.

US 13 crosses the Virginia Line at **40.8 m.** A few feet L. of this point on a side road is a MARRIAGE TREE. In early days many youths of the lower end of the peninsula crossed the State Line to be married in Maryland, thus avoiding the more rigid age requirements of their own State. Obliging clergymen would perform the ceremony under one of the large trees near the border.

In the woods 10 feet from this tree is a MARYLAND-VIRGINIA BOUNDARY MARKER, grooved in the center to define the line to the fraction of an inch.

VIRGINIA

Maryland Line — Cape Charles — Norfolk — North Carolina Line, **82.2 m.** US 13, US 17.

Pennsylvania R.R. parallels route between Maryland Line and Cape Charles. Inter-State and local bus lines use route; two ferries operate between Cape Charles and Norfolk.

Concrete and macadam surfaced roadbed.

Accommodations of various kinds available at short intervals.

Admission to old homes: Owners of few, if any, homes in this area have established formal conditions of admission for strangers; the ancient standards of hospitality are still operative and any visitor is welcomed. Those desiring to visit the old places should be careful not to abuse this courtesy; calls should be made at reasonable hours, preferably in mid-afternoon, and should not be prolonged. Grounds should not be used for picnicking and should not be invaded without the permission of the owners.

Section 5. Maryland Line to Norfolk, ***60.6 m.*** *US 13*

Between the Maryland Line and Cape Charles US 13 traverses the Eastern Shore of Virginia, the southern end of the narrow peninsula lying between the Atlantic Ocean and Chesapeake Bay.

The terrain is level but abundantly wooded and broken with streams and inlets creating scenes of quiet charm. A chain of islands, including Chincoteague, Assateague, Wallops, Metomkin, Cedar, Parramore, Hog, Cobb, Ship Shoal, Mockhorn, Smith and Fishermans, forms a protective barrier against the violence of the ocean. The bays and inlets behind these islands provide safe anchorage for small vessels, a factor that early drew settlers to the area. These sheltered waters hold the fish that are one of the principal sources of Eastern Shore income today.

The Eastern Shore is a highly cultivated region used chiefly for truck farming. The principal industries are closely related to the agriculture; among them are the manufacture of fruit and vegetable containers and of fertilizers, the canning of fruits and vegetables, and the production of lumber.

The lower peninsula was called Accawmacke (*other-side-place*) by the Indians and in the early years of settlement the Crown addressed messages: "To our faithful subjects of ye Colonie of Virginia and ye Kingdom of Accawmacke." The area was settled in 1614 — thus becoming the third territory permanently occupied by Europeans in what is now the United States — when a small group was

sent from Jamestown to obtain salt by boiling sea water. The Eastern Shore of Virginia was made into Northampton County in 1634, but the old name was revived — as Accomac — for the northern county in 1662 when the first county was subdivided. Throughout the 17th century inhabitants of the Eastern Shore were strongly in favor of having it established as an independent colony and the General Assembly often recognized the strength of the movement by adding a phrase to acts emphasizing that laws passed applied to the Eastern Shore as well as to the mainland.

Several types of houses peculiar to the region are seen along the route.

In the early period of settlement the homes were story-and-a-half frame structures with dormers and with brick ends in which the chimneys were incorporated. A little later many of the more prosperous planters and traders built large brick houses of a very formal type, though others adhered to the earlier one with the addition of another story and porches. Much later the "big house, little house, colonnade and kitchen" style of structure was evolved, growing with the prosperity and size of the family. Usually the first unit was what was later called the "little house"; the next unit was usually larger and became the "big house"; the final unit, if it had not been built at the same time as the first, was a kitchen, which was connected with the "big house" by a passageway known as the colonnade. In general, such houses are found on the farms back from the water. A building common in the fishing communities is the two-story, gable-roofed structure, forming a T. In the center of the cross bar is a dormer; the main entrance is below it, and there are commonly two lesser entrances, one in the angle of the T, the other in the gable end of the stem.

The Maryland-Virginia Line, **0 m.**, though the subject of several disputes and near-conflicts with arms, was not as well marked a few years ago as it is today. About 1908 a candidate for Virginia's House of Delegates, while canvassing voters, treated the customers in a small Maryland eating house five miles above the boundary before he learned he was out of the State.

At **1.6 m.** is NEW CHURCH (50 pop.), named for a Colonial church that once stood here.

Left from New Church on Co. 709 is HORNTOWN, **3.9 m.**, a small village established in Colonial times and so named because its fish peddlers blew horns

TYPICAL EARLY EASTERN SHORE HOME

MOUNT CUSTIS, VIRGINIA EASTERN SHORE

to advertise their wares. Although it is one of the old communities of the Eastern Shore, it has only two old houses. In the center of the village is one of these, SHEPHERDS' INN (*open*), a former coaching tavern that was built prior to 1731. The wide boards of the floor, the H- and L-hinges, the cedar woodwork, and the original shingles under the eaves of the modern porch attest the age of the building. Colonial Horntown was a trading place for the people of Chincoteague Island (*see below*), before the island was connected with the mainland by bridge and roads. Then the journey from the island to Horntown was such that even shoes were purchased by a proxy and fitted by means of sticks cut to the measure of the purchaser's feet. According to a local story, a Chincoteague islander once asked to see a pair of shoes for himself, then cancelled his order because he had forgotten his "measuring sticks."

WELBOURNE, built by Drummond Welbourne in 1811, is now in ruins. The house has no roof, the rotted woodwork fills the inside of the shell of brick walls. The arched brick arcade on the northeast corner of the building and the graceful slope of the roof, as indicated by the walls' outline, give hint of the former beauty of the home.

Left from the village on Co. 679; at **5 m.** is a junction with a dirt road; R. here **0.7 m.** to CORBIN HALL, or Chincoteague Farm, with a Georgian mansion built by Samuel Welbourne in 1725 of locally burned brick and remodeled about 1787 by George Corbin. The sandy loam of the farm slopes down in front of the house to Chincoteague Bay, on the other side of which, about 4 miles away, are the white-painted houses of Chincoteague Island, forming a dotted line along the shore.

North of the house are the graves of the Corbin family. Those of Col. Coventon Corbin and Barbary, his wife, are marked with upright slabs; the death date of the former is 1778 and of the latter, 1756. Corbin, the first owner of the estate, raised a troop of cavalry for the Revolution.

The house is remarkably well preserved, with fine white painted interior paneling still intact. The hall is L-shaped, with the stairway in the toe of the L. The archway at the angle of the L is flanked with fluted columns. Each of the rooms opening from the hall is paneled on the side containing the fireplace. In the basement of the house is a slave prison; there is a complete brick drainage system constructed with the house. The structure was renovated in 1895, a slate roof and west vestibule being added. This is one of the formal homes built by planters whose fortunes outgrew the primitive story-and-a-half cottage.

At **2.8 m.** are (R) the tracks of the Pennsylvania Railroad, which runs almost without a curve for 65 miles between this point and the one where a slight curve carries the line into the town of Cape Charles. In 1887 the railroad was built down the peninsula as the New York, Philadelphia & Norfolk Railroad, meeting ferries from Norfolk across the bay. The initials of the railroad, NYP&N, gave rise to the local name of "Nip and N." In the years before the establishment of the railroad, mail was carried from town to town by stage, usually a horse-drawn cart.

At **4 m.** is CHINCOTEAGUE CROSSROADS.

Left from the Chincoteague Crossroads on State 175, which crosses marshes and inlets on a series of bridges and causeways to CHINCOTEAGUE ISLAND, **9.8 m.** (2,130 pop.). The inhabitants here gain livelihoods by fishing commercially and by catering to tourists — chiefly sportsmen who come to fish (*guides and equipment available*). Until the bridges and causeways were built in recent years, some of the islanders had never visited a mainland town.

The commercial wharves are near the highway along the Chincoteague Bay side of the island; the frame houses set on brick pillars are scattered along the shore and the road running down the island. The local importance of fishing is evident in the fences made of discarded fishnets, in the boats being built or repaired in the house yards, and in the figures of speech used by everyone. The weekday dress of the men consists of blue overalls and pea-jackets, with hipboots when needed — an outfit that identifies the man who lives on the water as much as does his mahogany-colored skin. Fishing goes on the year round, clams, crabs and oysters being the most important catches. Chincoteague oysters are notable for their size and flavor.

Various devices are used in this area for commercial fishing; of first importance is the pound-net, or weir — locally called "ware". This is placed for the season in water 25 to 40 feet deep. Large power boats go to the nets daily to empty them, sometimes collecting several hundred bushels from a net at one time; the catch is usually placed in small boats that are towed. (*Visitors can travel with the men to the grounds by arrangement.*) Gill nets were formerly used widely for commercial fishing; because these could be operated by one man in his own boat, each man was in business for himself. The fish running against the nets push their heads through and become entangled behind the gills. Gill-net fishing is less used today because the introduction of the large pound-net, the depletion of the fish in the shallow waters, and the competition from places farther south have made their use unprofitable.

Haul-net fishing — in which many hundred yards of seine are dragged in an arc, encircling fish on the inshore feeding grounds — is also practiced here, though seldom by the natives, who realize that the feeding places are destroyed when the aquatic grasses are scraped away by the nets.

The laws of Virginia prohibit fishing with a purse net pulled behind a power boat. Though punishable by a fine of several hundred dollars and a jail sentence, this illegal trawling nevertheless persists. Because the nets are pulled at night by boats without lights, it is difficult to discover the offenders, though occasionally a trawler is caught and the owner convicted. Public opinion regards this practice very much as it regarded bootlegging during prohibition years.

Seed or small oysters are brought here from natural beds and put down on bottoms rented from the State. These seed oysters, separated and uncrowded in favorable waters, grow to market size in a year; in two years they are of prime size.

The hazards of having nets torn by early spring ice and storms, boats damaged in easterly blows, and of oysters being covered with silt and débris carried by storm-driven waters, are unimportant to sportsmen but to the fishermen they are disasters. The freshly caught sea food is sold at the commercial fish wharves to buyers for northern markets, the prices being fixed by the wholesale markets, generally in Philadelphia.

Sport fishing for channel bass in the surf along the seacoast of the Eastern Shore is increasingly popular.

There are wild ponies on this island and the neighboring Assateague; these animals, which are stunted horses rather than ponies, have hips like those of cows but are taller and more graceful than Shetlands. Annual Penning Day (*usually July 30th*) is an important local event drawing a large number of visitors, who enjoy watching the corralling, the branding of foals, and the sales; many of the visitors buy colts, which are the size of large dogs, and carry them off in the rear of their automobiles. Commercial amusement devices are set up for the day and the island has a carnival air.

The origin of these animals is obscure but all stories agree that they are the descendants of strays or of horses abandoned in Colonial times; the peculiarities they have developed are probably the result of their diet of marsh grass. A more romantic story of their origin is that they were left here by Spanish pirates who maintained headquarters for a time along the inlets. The most plausible explanation of the presence of the animals is that the early planters, to avoid the expense of fencing pastures, turned their horses loose to graze. A law passed in 1670 announced that: "Whereas the act for fences doth not sufficiently provide remedy for damages done by unrully horses breaking into corne fields," it was enacted "that the owner shall be, and hereby is required and enjoyned to take some effectual courses for restrayning them from trespassing their neighbors, from the 20th of July till the last of October in every yeare, it being much fitter rich men who have the benefit of such horses should provide for their restraint than the poore enjoyned to the impossibility of every (very) high fences; and if any horse or horses shall at any tyme breake into any corne field, the ffence being ffowre foote and halfe high, then the owner of such horse or horses, upon proof of the damage, shall pay for the first tresspasse single damages and for every trespasse after double damages to the party greived."

The stunting of domestic horses by the fare of marsh grass seems to have been noted early, for a law designed to improve the breed was passed in 1686.

The first known sale of a horse from the mainland to anyone on the Eastern Shore was made on January 30, 1643, when George Ludlow of the mainland conveyed a horse to Col. Argall Yeardley. In 1649 there were only about 300 horses in the entire Colony of Virginia.

On October 25, 1662, Chincoteague Island was granted to Capt. William Whittington by Wachawampe, Emperor of the Gingo Teagues (Chincoteagues); subsequently it was granted to Daniel Jennifer, on May 27, 1677, and to Thomas Clayton on April 26, 1684. Each of these Indian grants was declared faulty in title. Finally, on April 29, 1692, the island was patented by William Kendall and John Robins — during the reign of William and Mary. Wachawampe's will, dated January 26, 1656, leaving his kingdom to his daughters, is on file in Eastville. About 1700 some Quakers made an unsuccessful attempt to set up a colony on the island.

ASSATEAGUE ISLAND, separated by a narrow inlet from Chincoteague, is a long thin strip of uninhabited land bordering on the ocean; it has one of the finest sand beaches on the coast of the peninsula. Plans are being made to bridge the inlet and develop the island as a summer resort. Wild ponies roam this island just as they do Chincoteague (*See above*).

TEMPERANCEVILLE, **7.6 m.** (140 pop.), is a small town that was settled by the Quakers. Most of them, however, moved to Maryland or Pennsylvania about 1657 to avoid the stringent laws passed against them.

They were accused of defying the laws, of uttering blasphemy, and, among other things, of calling God "a foolish old man." The preamble of an Act of the Virginia General Assembly of 1660 describes the Quakers as "an unreasonable and turbulent sort of people, . . . who contrary to the law do dayly gather . . . unlawfull Assemblies and congregations of people, teaching and publishing lies, miracles, false visions, prophecies and doctrines, which have influence upon the communities of men both eccleseasticall and civil, endeavouring . . . thereby to destroy religion, laws, communities, and all bonds of civil societie, leaving it arbitrarie to everie vaine and vitious person whether men shall be safe, laws eatablished, offenders punished, and Governours rule." The law enacted then provided that "no master or commander of any shipp or other vessell do bring into this collonie any person or persons called Quakers under the penalty of one hundred pounds sterling, . . . that noe person shall entertain any of the Quakers, . . . nor permit in or near his house any Assemblies of Quakers in like penalty of one hundred pounds sterling, that commissioners and officers are hereby required . . . as they will answer the contrary at their perill, to take notice of this act to see it fully effected and executed."

On September 12, 1663, the sheriff of Lower Norfolk County reported to the House of Burgess that John Porter, a member of the House from that county, "was loving to the Quakers and stood well affected towards them, and had been at their meetings, and was so far an anabaptist as to be against the baptising of children." Porter, when questioned regarding the charges, "confessed himself to . . . be well affected to the Quakers, but conceived his being at their meetings could not be proved." The "oaths of allegiance and supremacy" were then tendered him, and, when he refused to take them he was expelled from the House.

The town is modern in appearance; the adjoining railroad station, MAKEMIE PARK, was named for Francis Makemie. (*See below and SECTION 4.*) It is said that Temperanceville was named for a Mr. Temperance, who owned a plantation nearby; despite its name, it had during prohibition more than the usual number of bootleggers.

Right from Temperanceville on State 288, which becomes Co. 695, to a junction with a little-used lane marked by a sign, **5.5 m.**; R. here 100 yards to the MAKEMIE MONUMENT, a pedestal surmounted with a stone figure of Francis Makemie. The monument, enclosed by an iron fence, was unveiled by the American Historical Society of Philadelphia on May 14, 1908.

The monument stands in a reserved area of about an acre that includes the Makemie family graveyard marked by a brick pyramid.

Makemie, born near Ramelton, Ireland, came to this country in 1683, going first to William Stevens' home in Rehobeth, Md. (*see SECTION 4*), and later moving to Onancock, Virginia, where he married Naomi Anderson, the daughter of a wealthy merchant, and acquired much property. He made a fortune in his own right in the West India trade. Arrested for preaching without a license and taken to Williamsburg, he pleaded his cause in such a manner that later he was granted a license to preach, and his home was officially recognized as a place of worship. Makemie died in 1708. The inscription on the monument credits him with founding organized Presbyterianism in 1706.

West of the Makemie Monument, Co. 695 is on a causeway crossing large marshes and small inlets. At **10.8 m.** are windmills scattered over the grassy marshland to pump fresh water for the beef cattle pastured here.

At **12 m.** the road passes from the causeway onto the firm land of low-lying SAXIS ISLAND with a settlement of about 100 houses near the little wharves on the bay front. Saxis Island, in Chesapeake Bay, is like the other fishing communities of the Eastern Shore. The people are employed in the sea-food industry.

At **11.1 m.** on US 13 is MAPPSVILLE (105 pop.).

Left from Mappsville on Co. 689 to a three-way fork, **1.3 m.**; extreme L. here on Co. 679 to a junction with Co. 689 at **1.6 m.**; R. on Co. 689 to the entrance (L) of WHARTON PLACE **2.7 m.**, which has a square brick house with a hip roof surmounted by a widow's walk without a railing.

One of the Colonial owners of the estate was John Wharton, who acquired it from Daniel Wharton in exchange for 150 acres of land and 4,000 pounds of tobacco. John Wharton, according to tradition, was one of those who evaded the payment of high import taxes on goods from Holland and other foreign countries by smuggling. It is believed that he had tunnels connecting the house with the river and stable, and depressions in the lawn, such as might have been created by the collapse of tunnels, seem to give backing to the story. The house walls, at the points where the depressions near them, have also sunk slightly, creating fissures. The downstairs rooms of the house are all wooden paneled except the drawing-room, which was possibly silk-hung in the past. The marble mantels are carved with Biblical and patriotic subjects, including the *Landing of the Pilgrims* and the *Sacrifice of Isaac*.

Smuggling was common throughout the Colonies, and the man who was able to do it successfully did not suffer in his neighbors' esteem. On the whole the Eastern Shore temper was much more conservative than that of the mainland, and the stories of piracy and smuggling provide the few lawless notes in its history.

South of Mappsville are large well-cultivated farms on which

sweet and Irish potatoes, strawberries, tomatoes, corn, peas, lima beans, string beans, and turnips are grown. In former years many farmers raised only potatoes as their money crop. But the decline in potato prices that accompanied the depression has subsequently stimulated the cultivation of other crops. During the marketing season of 1936, farmers in this area picketed the highways in an effort to enforce organized selling of crops to maintain prices.

Tenant houses, in groups of two to five, are along the highway and the edges of the fields. Whole families of tenants work during harvest time, the women and children "graveling" potatoes or picking fruit or beans, while the men load and carry the produce from the fields, using two-wheeled carts, locally called "tumble carts." Balanced by a wooden saddle attached to the shafts, the carts are easily unloaded; the high wheels are well adapted to use on uneven ground.

The pine woods bordering the highway have a park-like trimness because, in order to add organic matter to the sandy soil, the farmers of the area spread pine needles at the bottoms of the trenches before planting potatoes; these needles are raked from the ground in the groves.

PASTORIA, **18.3 m.** (50 pop.), is a small scattered collection of houses. MOUNT WHARTON (R), an old frame structure with a brick gable, is opposite a gasoline station. It was owned by John Wharton, the reputed smuggler. The house is a good example of the story-and-a-half type popular throughout Virginia in early times. The smallness of the dormer windows and the steep pitch of the roof, not duplicated in modern construction, make it easy to identify these older houses; the peculiar features are the result of a not too subtle effort to avoid a tax levied on houses of two stories, and to avoid or reduce the tax on window areas.

Col. John Donelson, the father of Rachel, who became Mrs. Andrew Jackson, lived in this neighborhood before 1766. Although Rachel was born in Pittsylvania County, Virginia and her parents moved to Tennessee when she was about twelve years old, she was familiar with Accomac County through the stories told by her mother.

Right from Pastoria on State 176 is PARKSLEY, **2.2 m.** (800 pop.), a modern railroad shipping point for Eastern Shore produce. Four factories here can fruits and vegetables raised in the section. The modern homes are evidence of the prosperity of the district. The first residents of the town, which was settled when the railroad was laid here, were people from other States.

At **20.8 m.** is a junction with Co. 662.

Left on this road to MOUNT CUSTIS, **3.6 m.** The first house on the site was built by John Michael, who came from Holland about 1640. His daughter married John Custis III, for whom the present house is named. From time to time additions have been made, the last in comparatively recent years, when the place became a club.

The building is of unusual design — there are actually three separate frame houses; two of them have two-and-a-half stories; the third is a story-and-a-half cottage with dormers. These are placed one behind the other and connected by two-story wings. The story-and-a-half unit was probably built early in the 18th century. Furniture, silver, glass, and portraits from this home were left to the University of Virginia by Mrs. Evelyn Bayley Tiffany. Legend has it that the ghost of a harmless little old lady lingers about the home, terrifying servants and making the hair stand up on dogs' backs.

At **21.4 m.** is a junction with Co. 652.

Left on this road to a private lane at **2.5 m.**; R. here **0.5 m.** to BOWMAN'S FOLLY, one of the more elaborate homes on the Eastern Shore. The two-and-a-half story frame structure with brick gable ends has a wing and attached servants' quarters. The corbelled cornice is unusually fine in scale and detail; the motif is repeated on a more delicate scale on the cornice of the one-story gabled porch. The columns and balustrade of this deep porch, which is on a high brick foundation arched at the sides, are crude replacements. The Palladian windows and the dormers also show fine craftsmanship.

The clumps of towering pines that formerly shaded this entrance lane were for many years landmarks used by ships along the coast; they were the single remaining stand of first-growth timber in the region and were cut down only when their owner was in serious financial difficulties. As fate would have it, the very year of their sale oysters harvested from beds on this estate soared in price and yielded the proprietor a small fortune that came just too late to save his trees.

The present house, the second on the site, was built for the Revolutionary general, John Cropper, whose ancestor, also named John Cropper, had married Edmund Bowman's daughter. The general's grave is on the estate. Edmund Bowman considered his migration to Virginia a folly when his only son died here of "slow fever" in 1660 while he was building the first house on this site; and, therefore, he gave to the house the name still borne by its successor.

General Cropper, while at home on leave, was surprised on February 12, 1779, by a raiding party from the British-Bermudian sloop *Thistle Tender*, which had come up Folly Creek, a deep inlet of the sea that reaches the foot of the lawn. The raiders surrounded Bowman's Folly, broke into the general's bedroom, smashed the furniture, and treated his wife roughly. Cropper, in his underclothes, surprised two drunken guards, escaped, and went for aid. With a companion and only three rifles, he returned. Near the house his comrade deserted. Cropper held his ground, fired his weapons in quick succession, and shouted, "Come on, my braves." The British fled, thinking he had brought many defenders. Cropper found his wife and daughter locked in an outhouse and the main house planted

with gunpowder. While he saved his family and home, the invaders stole his plate, jewelry, and 30 slaves.

An excerpt from General Cropper's will throws light upon his character: "I, John Cropper of Accomack County, being impressed with the belief that all men are by nature free and independent and that the holding of man in a state of slavery is unjust and oppressive, have manumitted, set free and discharged all the people of colour in my possession whom I have heretofore held in bondage whereof I have hereunto set my hand and affixed my name this 31st day of December, 1794."

Portraits of General Cropper and his wife, painted by Charles Willson Peale, are in the National Gallery in Washington, D. C.

ACCOMAC, **21.6 m.** (41 alt., 700 pop.), is the seat of Accomac County. Until the Colony was reorganized in 1634 (*see above*), representatives in the General Assembly were elected from such political units as the "necks of land", "the other side of the water", "Archer's Hope", "Hogg Island", and "Martin's Hundreds" (*see SECTION 3*). Although in 1655 the General Assembly divided the Eastern Shore into two counties, these were not formally named or the boundary officially defined till 1662. Then a commission composed of Col. Edmund Scarburgh and Colonel Waters fixed the present dividing line along Occahannoc Creek.

Scarburgh, who had been speaker of the House of Burgesses and was one of the notables of his day in Virginia, was a bold, aggressive and unscrupulous man, feared alike by Indians and white men. Charged with piracy and debt, he had fled from the Eastern Shore sometime before 1653; in that year he had been disabled from holding office by the Governor and council and there had been a warrant issued for his arrest. In 1654 he had returned, and in March 1655 had been pardoned by the General Assembly. He played an important part in Virginia history till his death during a smallpox epidemic in 1671.

That the line drawn in 1662 was not satisfactory to all the inhabitants of the Eastern Shore is made evident by the following protest:

"Whereas our country som yeares since was, contrary to our expectation, divided into two counties to our great detriment and Loss, notwithstanding ye great advantage of Coll. Scarborough (whom) you made and procured to ye county of Accomack agnt (with) Leutnt Coll. Waters, his ffellow Burgess; ye premises dewly considered, desire (as we humbly conceive) but Reasonable, that our County may be answerably Inlarges (enlarged) as theirs."

This was one of 17 "grievances" set forth in a paper, signed by

eight persons, and sent to the General Assembly in 1676. Among the others were:

"That ye act concerning paying for killing of Wolves, Bears, Wilde Cats & Crows, or ye Like, may be Repealed, since no man but will, for his own good & security, Indeavour to ye utmost to destroy all possably he can.

"That any housekeepers may have a coppy at any time of ye clerk of ye Lists of Tithables, and by ye s'd clerk attested, paying Reasonably for same.

"That no person may be sett Tax ffree but by a full board, and not by any magistrate's particular favor to ye great oppression of other poore persons.

"That no Drink may be sold within a mile of ye Courthouse at any of ye court sitting days, Considering ye Detaction of time and ye Rudeness of people where Drink is sold at courts, neglecting theire business, spending and wasting theire Estates, abusing themselves and Authority, Quarrelling, and fighting with all Imagenary Ill-conveniences, and evill concequences thereby accruing.

"That no ordinary, or petty Tipling house, may be allowed in our county; a means to keep young freeman and others from Running into Maryland.

"That ye Indians of ye Eastern Shore in Virginia may be obliged to kill a certaine Number of wolves yearly, having a dayly opportunity by Ranging ye woods; for such Satisfaction as may be though fitt without ye profit of particular men.

"That no Sheriff may officiate two yeares together.

"That courts may be kept more duly according to Act of Assembly, without often Ressuringment at pleasure, without apparent just cause of ye great charge & detriment of ye People, as allso sitting at ye apoynted hours; ye contrary forcing people, Especially in Winter, to Return home, to committ their business unto others Loss and Dissatisfaction, or else expose themselves to trouble and be Bourthensome to their Neighbour's house, which possable may be prevented by early sitting.

"That we may have Liberty to appeale, in any Dubious case, though depending upon a far smaller value than Three Thousand pounds of Tobacco, which would not heretofore be permitted."

The court of the newly separated county was held first at Occahannock House, Scarburgh's home, and subsequently at Cole's

Tavern in Pungoteague, at Wise's Plantation, and at Onancock. In 1786 the present site was selected as being nearest the center of population. At first the settlement was known as Drummondtown, being property of the Drummond family.

The COURTHOUSE, in the center of town facing a small open square, is a modern structure built about 1900; around it is a rambling line of picturesque old frame law offices.

The CLERK'S OFFICE, adjoining the courthouse, was built in 1887, and has an addition constructed in 1935 as an unemployment relief project.

The JAIL, across the street to the N., was built in 1909, replacing the old jail erected in 1787. The first jail, or bridewell, had a high wall around it and in the corner of its yard was the DEBTOR'S PRISON; this little structure, still standing and entirely covered with Virginia creeper, is now used as a library.

In 1778 Elijah Baker, early Baptist evangelist, was imprisoned in this county for preaching without a license. Not satisfied with having him arrested, a body of men kidnaped and set him aboard a vessel bound for Europe, instructing and probably bribing the captain to set him down at some place "from which he could not return to the Eastern Shore." Such was Baker's eloquence that he persuaded his keepers aboard the ship to set him ashore again, and he continued his evangelical work. A memorial to him is in the yard of the BAPTIST CHURCH.

Southwest of the courthouse square stands ALLEN HOUSE, a Colonial brick-end home.

At the end of the street, facing the courthouse, is the DRUMMOND HOUSE, a massive brick structure with the usual connected service-wing. The house was built about 1750 by George Drummond, who deeded it at once to his son.

A block S. on the same street is the EPISCOPAL RECTORY, another Colonial home, almost a duplicate of the Drummond House, but built a few years later.

At the dead end of this street is a junction with Co. 609; L. two blocks is the entrance lane, running through a grove of trees imported from South America, to ROSELAND, a rambling, early 19th-century structure in three sections, with separate staircases, but linked by low connecting pavilions.

At the junction of Co. 609 and US 13, facing the State highway,

stands (L) RURAL HILL, a clapboarded mansion of the 18th century.

Right from the courthouse, on the Greenbush Rd., to GREENBUSH, **2 m.** At **3 m.** is a fork; L. here to DRUMMOND'S MILL, **3.5 m.**, built in the 17th century by Richard Drummond.

By the mill is the junction with a dirt road.

1. Left here **1 m.** to HILL FARM, the country home of Richard Drummond; the house was built about 1685.

2. Right at the mill fork **2 m.** to CLAYTON PLACE, an early Colonial home. JUSTICEVILLE, **2.5 m.**, is on one of the numerous farms owned by Col. Edmund Scarburgh.

TASLEY, **24.3 m.** (250 pop.), is the railroad station for both Accomac and Onancock.

Right from Tasley on State 178 is ONANCOCK (Ind., *the foggy place*), **1.4 m.** (1,240 pop.), one of the largest storage points on the Virginia Eastern Shore for oil and gasoline, which are brought in by boat and distributed in tank trucks.

Onancock was an Indian village when, in 1621, John Pory was a guest of Ekeeks, King of the Onancocks. At the feast the visitors were introduced to oysters and "batata" or potatoes. After burning his mouth on hot potatoes, Master Pory said, "I would not give a farthing for a shipload." In 1680, in accordance with the Act of Cohabitation passed in that year, the people of the county were requested to buy this site for a "port of entry" through which all taxable commodities should pass. Onancock became the county seat in the year it was created, though court did not meet there until 1683 or 1684. It remained the county seat until 1786. During the Revolution it was the headquarters of General Cropper's troops. The Onancock home of Francis Makemie (*see above*) was licensed by law about 1699 as a place of worship, one of the earliest recognized homes of Presbyterianism in America.

The KERR (pronounced *car*) PLACE (R) is a dignified two-story brick mansion built in 1779 by John Shepard of Scotland. The central section, which is gabled, extends forward. The pedimented, fanlighted entrance is attractive. The walls of the drawing room were originally papered with life-size pictures of one of the Caesars. From the ceiling still hangs a chandelier, a duplicate of that in the Governor's Palace at Williamsburg.

In the town square is a small granite OBELISK TO CAPT. JOHN BAGWELL, noted Indian fighter.

On a side street facing the square stands (R) SCOTT HALL, moved a few years ago from its original site, half a block W. According to a tradition that has little support, in the chimney of this house Sir William Berkeley, Royal Governor of Virginia, hid the treasures he had taken with him when he fled from Jamestown after his second defeat during Bacon's Rebellion. Scott Hall, like other Colonial homes, is said to be haunted; some ghostly power under certain conditions causes three doors of a room in the house to open at once.

At Scott Hall is a monument commemorating Captain Whaley and the Battle of the Barges, which took place November 30, 1782; in this battle Whaley lost his life.

During the Revolution the Eastern Shore suffered much from the raids of British privateers, who were in reality pirates taking advantage of the war to plunder. Col. John Cropper, commander on the Eastern Shore, assembled the "Virginia naval forces" in Chesapeake Bay to attack these marauders; the engagement was called the Battle of the Barges because of the crude craft used by the Virginians.

Opposite the town, on the other side of the Onancock River, is COKESBURY, the early 19th-century home of the Poulsons. In the yard is a cork tree brought from Spain in 1848.

TANGIER ISLAND (1,225 pop.) is in Chesapeake Bay, **12 m.** from the Mainland. (*Reached by private boats from Onancock, by limited ferry service from Crisfield, Md.*) The inhabitants of this island have in the past had little communication with the mainland and there is a 17th-century flavor to their speech and customs. The two-and-a-half story frame houses stand behind neat picket-fences on up-paved streets 10 feet wide; formerly the front yards were the family graveyards but a public cemetery is now used. Transportation needs are met by pushcarts, wheel-barrows and bicycles.

Many of the youngsters of Tangier paddle about in rowboats and operate primitive sailboats with as much ease as children of the mainland display in riding skooters.

When he explored Chesapeake Bay, in 1608, Capt. John Smith found Tangier Island inhabited by Indians of the Pocomoke tribe. He named it and nearby Watt Island for Dr. Walter Russell, the physician who accompanied him on the exploration. On Smith's map of 1612 both are clearly marked "Russels Iles." Griffith's map (1794) shows them as the Tangier Islands. In 1670 during the reign of Charles II, Tangier was granted to Ambrose White. In 1686 John Crockett, his eight sons, and their families settled on the island; one-third of the island's present population bears this name. Many other families are named Park or Lewis.

The islanders are principally Methodists; the churches hold several services each Sunday, few members missing any of them. Crime is rare. Tangier legal proceedings are brought to court on the mainland. Some years ago a portable jail was brought to the island to be used when weather would not permit the transportation of a prisoner by boat, but the islanders considered the jail an insult and threw it into the bay.

A doctor is retained through subscriptions paid annually by each family. During unusually cold weather in the winters of 1934–35 and 1935–36 the bay froze and transportation to the mainland was suspended; medical supplies were soon exhausted. During these periods Army airplanes from Langley Field near Hampton, Virginia, dropped supplies to the Tangier people.

During the War of 1812 the British used Tangier as a base for operation in the bay. The inhabitants were placed under martial law, though allowed the freedom of the island. Once, the night before an attack was to be made, the island men scuttled their own boats to prevent their being used by the British. From this base Washington was burned, Alexandria was captured, and Baltimore and Fort McHenry were bombarded. The failure of the British attack on Baltimore, the islanders believed, was brought about by the prayers of their Methodist minister, the Reverend Joshua Thomas. The British admiral, Cockburn, it is said, asked

the minister to bless the men about to depart for battle. Mr. Thomas, complying with the request, comforted the British soldiers by declaring that God had directed him to say that they would meet with defeat in shelling Baltimore, for they were enlisted in an unjust and unrighteous cause. He added that until the conclusion of the battle he would not cease to pray for their defeat.

George Alfred Townsend in his book, *The Entailed Hat*, says that on Tangier Island, the British trained regiments of Negroes who were, with few exceptions, Maryland runaways; because of their proximity to Quaker settlements, Maryland slaves were in a constant state of unrest.

ONLEY, **25.6** (476 pop.), is the headquarters of the Eastern Shore Produce Exchange, one of the oldest cooperative marketing agencies in the State. The town takes its name from the former home of Henry A. Wise, the only Governor of Virginia to come from the Eastern Shore.

KELLER, **31.3 m.** (300 pop.), is a railroad shipping point.

1. Left from Keller on State 180 to a lane at **1 m.**, leading into the KELLER FAIRGROUNDS, where the Keller Agricultural Show has been held annually for more than 55 years. The annual Potato Blossom Festival (*near end of May*), held here to publicize the principal crop of the area, centers about the crowning of a young girl as queen of the white blossoms.

Along State 180 are scattered a number of the typical story-and-a-half houses with dormers. At a turn of the road, **1.9 m.**, is (L) a small one that is believed to be the oldest in the area; it is in poor condition.

WACHAPRAGUE, **5 m.** (675 pop.), is on the site of the Indian town of the Machipungoes, where *rawrenoke* (roanoke) or an inferior wampum used as money by the Indians was made from oyster shells. According to Capt. John Smith, these Indians lived like kings. The modern town, where fishing is carried on commercially, is also a well known base for sport fishing. The comparatively large hotel here also provides accommodations on CEDAR ISLAND, several miles away by boat. Fishing is done both in the inlet and in the ocean surf.

2. Right from Keller on State 180 is PUNGOTEAGUE, **3 m.** (150 pop.), the seat of Accomac County for 15 years after the county's formation in 1662–63. The court met at the tavern of John Cole, which was torn down in the last decade. In 1665 the first theatrical performance in America was presented in this town; the play was *Ye Bare and Ye Cubb*. Self-appointed censors had the players brought before the court, which was sitting in the tavern, and they were told to repeat their performance. The company was acquitted of the charge of immorality and the complainants were fined. Court days in Virginia, until very recent years, were social occasions with people arriving from all over the country. Farmers traded horses and livestock, and there were all manner of things for sale, including books and the wares of the inevitable patent medicine men.

Cole, in order to keep the court-day trade, offered to furnish bricks and wood-work for a new courthouse, but the county seat was moved to Onancock. Berkeley used the tavern as headquarters when he attempted to raise troops to suppress

Bacon's Rebellion. The home of Henry Reade nearby was a hospital for Berkeley's defeated forces.

On May 30, 1814, the British admiral, Cockburn, landed on Pungoteague Creek with 500 marines and fought the Eastern Shore militia under Major Finney. Cockburn, fearing capture, retired to Tangier Island.

Right from Pungoteague **0.3 m.** on State 178 to ST. GEORGE'S CHURCH (*open 10 to 5*), a simple rectangular brick building that is the remnant of an elaborate structure erected in the 18th century. It had three wings rounded on the inside, suggesting the local name "Ace of Clubs Church." During the Civil War it was used by Union forces as a stable. The two transepts were so badly damaged that when the church was restored they were taken down and the bricks used to restore the part that remains.

Although the church records have been destroyed, the church preserves an early Bible and prayer book and possesses and uses on special occasions the communion service presented to Accomac Parish by Queen Anne of England.

The Reverend Thomas Teackle, sometimes facetiously referred to as "King Scarburgh's Archbishop", was the first rector of Accomac Parish and served all the churches within the parish from 1652 to 1694. Scarburgh accused his Anglican friend of trying to poison him and steal his wife; but the evidence was insufficient to be heard in court.

PAINTER, **33.8 m.** (200 pop.), is a modern railroad shipping town and supply center for truck farmers.

Left from Painter on State 182 is QUINBY, **4.6 m.** (199 pop.). Right from Quinby **0.5 m.**, passing the post office, to WARWICK, the home of Arthur Upshur who named it for his wife's native shire in England. The original brick unit, now incorporated in a story-and-a-half house, was built in 1672 as the seat of 2,000 acres of land granted to Lt. William Kendall by "Pyony, King of the Machipungoes", for "four good coats." Kendall's wife, Rachel, was bitten by a fox near the well and developed hydrophobia. She is supposed, according to one story, to have been smothered between two feather beds to save her from the agonizing death of rabies, for which there was then no prophylactic. In all probability, as one version of the story admits, she was not purposely smothered. It was a custom in early times to place violent patients between two feather beds to hold them without injury. The blood from her wound, according to a superstition, reappears annually on the well stone, now used as a doorstep. The house is at present (1936) the home of Mrs. Martensen, daughter of Anna Held, the French actress.

At **36.8 m.** is a junction with State 181.

Right on State 181 to the junction with State 178, **0.7 m.**; R. on State 178 to an intersection with Co. 613, **2.7 m.**; L. on Co. 613 to a junction with Co. 611, **5.3 m.**; L. on Co. 611 to HEDRA COTTAGE, **6.1 m.**, a double house on the north bank of Occahannock Creek. This was the seat, successively, of three Col. Edmund Scarburghs — father, son, and grandson. Hedra Cottage may have been the "Occahannock House" from which the second Col. Edmund Scarburgh fled about 1653 when charges of piracy and debt had been lodged against him.

EXMORE, **38.1 m.** (37 alt., 700 pop.), is an important shipping point on the peninsula.

Left from Exmore on State 183 is WILLIS WHARF (467 pop.), **1.5 m.** (*boats to Hog Island*), one of the largest sea-food packing and shipping points on the Eastern Shore. Cargoes of iced sea food are sent by water from here to Philadelphia, New York, and Boston, while other shipments are made by rail from Exmore. Fertilizer is manufactured here from fish unsuited for market. Oyster shells from the shucking plants are used in making lime, and are also ground for road surfacing and agricultural uses. Willis Wharf is typical of the fishing communities on the peninsula but has had greater commercial development. Just off the main street, in the center of the village, is (R) the white-painted story-and-a-half farmhouse of the Willis homestead, upon whose acres the village was built.

Southeast of Willis Wharf **8 m.**, across Hog Island Bay, is HOG ISLAND, a narrow strip of land, the east side of which has a 9-mile beach on the Atlantic Ocean. The island has a fishing community of about 300 people. Isolated, except for boat connections with Willis Wharf, the island people, like those on Chincoteague, Saxis, and Tangier Islands, have retained many of the customs of their forefathers. Hog Island is one of the few places in Virginia and the country where gasoline is sold legally without a State tax. Because the beaches are used as roads, nature has eliminated the expense of road building, for which the tax is collected elsewhere.

NASSAWADOX, **42.4 m.** (1,000 pop.), is believed to have been settled by Quakers in 1657. William Robinson, a Quaker, entered the Colony about 1656 and was promptly arrested on the complaint of the Anglican churchmen. He was eventually released and was able to aid fellow Quakers to escape the vengeance of the Established Church, pretending to help them leave the Colony. Actually he landed the dissenters on Nassawadox Creek, west of the present Nassawadox, where Levin Denwood provided them with a log-cabin meeting house. Quakers were ruthlessly prosecuted until 1699 when the Virginia Assembly passed an act of toleration in keeping with the British Act of 1688–9. About that time George Brickhouse willed the Friends an acre of land around the meeting house, and Mrs. Judith Patrick bequeathed them 30 shillings for repairing the building. The Quakers were never very cordially treated; most of those who attempted to settle there later moved to Maryland or Pennsylvania.

Left from Nassawadox on Co. 608 is BROWNSVILLE, **1.4 m.**, a stately brick home built on the site of an Indian village. The present structure, built in 1806, is the third on the site. The second house, moved to make way for the new one, is used by tenants. The land was granted in 1635 to John Brown, a friend of William Penn, for the establishment of a Quaker meeting house, an undertaking in which he does not seem to have been successful. Though Quakers, the family was well

received and eventually intermarried with established families, notably the Upshurs.

At **45.6 m.** is the small settlement of BIRDSNEST.

Right from Birdsnest on Co. 620 to Co. 618, **0.7 m.**; R. to Co. 619, **1.6 m.**; L. on Co. 619 to HUNGAR'S CHURCH (R), **3 m.**, in the fork at the junction with Co. 622. The ivy-covered bricks of the walls of this rectangular structure, which was built in 1751 to replace an earlier frame church, are laid in Flemish bond and have weathered to soft pink and dull blue. The lines of the building are so simple that the effect would be severe had the architect been less skillful. Twin entrances and a long central window, placed above and between the doors, are similar in form and detail, creating a striking motif; the arched doorways with raised panel doors and traceried semi-circular transoms are sharply accented by white key and impost blocks. There are four long, small-paned windows along each side with louvred shutters divided into upper and lower leaves. The roof, with its wide overhang at the gable ends and notched barge boards, is, no doubt, a replacement.

After the Revolution, which caused many of the clergy of the Church of England to leave the country and resulted in the disestablishment of the Church, public indifference and hostility were such that this church, like many others, suffered heavily from depredations. The organ, it is said, was dismantled, the pipes being melted down for the manufacture of weights for fishing nets. When the building was restored in 1850, the wall at one end, which had been demolished, was re-erected some distance behind the former one, shortening the church. The vestments presented to the parish by Queen Anne are preserved in the clerk's office at Eastville.

The two parishes of Northampton County were combined on April 21, 1691, because this county, "one of the smallest in the colony, doth consist of a small number of tithables, and is divided into two parishes, by reason whereof the inhabitants . . . are soe burdened that they are not able to maintain a minister in each . . ." Reverend William Cotton, a relative of Cotton Mather of New England, was the second rector of Hungar's parish.

At **4.3 m.** on Co. 619 is a triangular junction; R. here **0.7 m.** on a marked road to CHATHAM (R), built by Maj. Scarborough Pitts about 1820. The brick mansion is of simple Georgian design, with a small colonnaded porch.

On Co. 619 is GLEBE, **5.7 m.** (R), a steep-roofed, story-and-a-half brick cottage with oddly irregular gable windows, built in 1745 on property given to Hungar's Parish through the will of Stephen Charlton, a vestry-man of Hungar's Parish, who had been a Massachusetts Puritan. He helped to protect the peninsula against the Indian uprising of 1644, which resulted in a ghastly massacre on the mainland. When Charlton died, he left one-third of his large farm to his widow, one-third to his daughter Bridget, and one-third to his daughter Elizabeth, with the provision that if the daughters died without issue the estate should go to Hungar's Parish. Elizabeth Charlton, at the age of 12 married a man named Getterings, and died soon afterward. The widower attempted to break the will, claiming the estate for himself, but without success, the interests of the parish being defended by Edmund Scarburgh. The older daughter, Bridget, married

ENTRANCE OF BOWMAN'S FOLLY, VIRGINIA

A TANGIER ISLAND SCOOTER
A TANGIER ISLAND SCOOTER

HUNGAR'S CHURCH, VIRGINIA
HUNGAR'S CHURCH, VIRGINIA

A TANGIER ISLAND SCOOTER

HUNGAR'S CHURCH, VIRGINIA

VAUCLOSE, VIRGINIA

Captain Foxcroft and lived to an old age. When she died without heirs the entire estate went to the parish and remained church property till 1840.

In 1745 the vestry asked the General Assembly for permission to sell 87 acres of land in order to invest the money from the sale in slaves to work the 1,600-acre Charlton plantation. The General Assembly granted the authority and also enacted: "That the vestry of the said parish of Hungars, for the time being, shall be, and are hereby impowered and required, to build, upon the said sixteen hundred acres of land, such glebe house, and other necessary houses and conveniences, upon the same, for the use of the minister or incumbent of the said parish, as are and ought by law to be built and made upon glebe lands, any law, custom, or usage, to the contrary, notwithstanding."

VAUCLUSE, **3.3 m.**, is a long white clapboarded structure with brick gabled ends, a long ell, and two pedimented entrance porches; it was built about 1784 by Littleton Upshur, son of Arthur Upshur IV of Warwick, and father of Abel P. Upshur. On the lawn are unusually large pecan trees. Vaucluse was for many years the home of Abel Parker Upshur, judge of the General Court of Virginia, Secretary of the Navy from 1841 to 1843, and U. S. Secretary of State in 1843–4, having been appointed to complete Daniel Webster's unexpired term. Upshur and two others were killed when a gun exploded aboard the *Princeton* while they and others were inspecting the vessels with President Tyler. Tyler narrowly escaped death.

At **51.3 m.** is a junction with Co. 630.

Left on this road is KENDALL GROVE, **1.5 m.**, home of the Kendalls; it was built in 1796 on the site of an earlier house built by Col. William Kendall, who participated in Bacon's Rebellion, but was punished only with a fine.

Disgusted with Berkeley's slaughter of the participants in the rebellion, the King had sent three commissioners to Virginia with a proclamation authorizing pardoning of all rebels who would take the oath of obedience and give security for their good behavior. Colonel Kendall appeared before the court held at Berkeley's home, Green Spring, March 3, 1677, and took the prescribed oath. According to the records he himself suggested the fine. "Itt being evident that Coll. Wm. Kandall hath uttered divers scandalous and mutinous words tending to the dishonor of the right honourable the governor; but that said Coll. Kendall submitting himselfe, and offering fifty pounds sterling as a fine for his soe great crime; and the right honourable governour desiring the court to pass the same into order, they have therefore thought fit and doe order that he pay the said somme upon demand to the right honourable the governour, which he willingly submits to, and hath accordingly performed the same."

The curving collonade, 60 feet long, which links the main body of the huge white frame house to the service wing, is notable. Also of interest is the cornice, the carving of which required a year's work. The stars on it are symbolic of the new Republic.

At **51.8 m.** is a junction with Co. 630.

Right on this road **2.8 m.** to HUNGAR'S WHARF at the mouth of MATTAWOMAN CREEK. This creek provided a harbor for the ships of John Kendall, a

trader with the West Indies. On one of these ships, Stephen Girard, who was to become the Philadelphia financier and philanthropist, came to this country as a cabin boy. Kendall's home, called Wilsonia, was in the neighborhood; the house has been destroyed. Tradition has it that Girard worked on the Kendall boats for a number of years. When his boat was at this end of the trip, Girard played cards with his employer so successfully that his winnings became the basis of his fortune. Kendall lost all his holdings, including his home. Girard did not dispossess his former employer but sold the property. The new owner instituted proceedings to force the Kendalls to leave. Two of Kendall's daughters confronted the sheriff with a goose gun every time he came to serve the papers. Possession of the home was finally gained while the family was visiting a neighbor's home. Girard was born in France on May 24, 1750, and died in Philadelphia on December 26, 1831. He founded Girard College; by his direction "no ecclesiastic, missionary, or minister of any sect whatever" is allowed to "hold or exercise any station or duty" in the college, or is permitted on the premises as a visitor.

EASTVILLE, **52.8 m.** (37 alt., 387 pop.), a prosperous village that is the trade center for many farmers, is the seat of Northampton County. CHRIST CHURCH (R) was built about 1826 to replace the Magathy Bay Church. The communion service was given to the congregation in 1741 by John Custis IV.

Adjoining the church grounds S. is COVINGTON (or Coventon), a home occupied by Federal troops during the Civil War. The soldiers' names, carved on the bedroom doors, are still legible.

In the center of the village on a square is the delightful little NORTHAMPTON COUNTY COURTHOUSE, erected in 1799 and containing continuous court records from 1632 to the present, the longest series in the country. The small brick story-and-a-half structure with steep-pitched roof, stands on a high brick foundation; the slightly recessed, arched entrance, framed with brickwork, occupies a third of the façade, quite dwarfing the three windows that flank and top it. The eight-paneled door is surmounted by a fanlight and flanked by slender columns and sidelights. The first county courthouse was built in 1664 at Town's Field; the seat was transferred to this town in 1680. When the present courthouse — the fifth — was built, the FOURTH COURTHOUSE (R), erected in 1731, was leased to a Mr. Nottingham for $1 a year, the lease to run as long as the new roof, which he put on, should last. Mr. Nottingham soaked his shingles in linseed oil, causing the lease to run well into the present century, to the benefit of his heirs.

In 1632 the citizens of Accawmacke, as well as those of the other "remote parts" who had previously been inconvenienced by the irregularity of the commissioner's courts, were allowed to have county courts monthly to try civil cases not involving more than one hundred pounds of tobacco and criminal cases not involving jeopardy of life and limb. They were no longer to send all court records to Jamestown but were to make, retain, and preserve their own records. The power of the court was invested in a command and commissioners, who were also "to doe and execute whatever a Justice of the Peace . . . may doe." Later the jurisdiction of the local courts was expanded to include cases involving larger amounts and in 1661 the number of commissioners was set at eight. Records of an examination by a jury of inquest in 1656 reveal a verdict based on the "ordeal of touch", a medieval test in which the accused was made to touch the body of the murdered person. The dead man's wounds were supposed to bleed afresh if touched by his murderer. William Custis, suspected of murdering Paul Rynners, was cleared when the jury announced: "We have viewed the body of Paul Rynnuse . . . and have caused Wm. Custis to touch the face and stroke the body of the said Paul Rynnuse which he willingly did. But no sign did appear unto us of question in the law."

TAYLOR TAVERN, now called Eastville Inn, (R) S. of the courthouse, has been a public house since pre-Revolutionary times. It has been remodeled and enlarged.

Left from the courthouse square in Eastville on State 185 to INGLESIDE, **0.5 m.** (R), a brick house painted cream-yellow with frame wings of the same color, the birthplace of Francis Hopkinson Smith, author, artist, and engineer. The wallpaper of the lower hall, showing Egyptian scenes, was hung when the house was built about 1810.

At **0.8 m.** State 185 becomes Co. 631; on Co. 631 is POCAHONTAS FARM, **1.2 m.**, site of the main village of the Gingaskin Indians, one of the largest tribes on the Eastern Shore. Survivors of the tribe were found in the neighborhood as late as 1860.

The house now standing on the farm is said to have been built in 1816 by one John Segar. During the Civil War Federal General Lockwood, having established his headquarters here, shipped the library of some 20,000 volumes to Old Point Comfort for safekeeping. At the close of the war General Butler made an inventory of the books and returned the collection to its owner. Not a volume, it is said, was lost or injured.

At **2.5 m.** on Co. 631 is LINDEN, a plain story-and-a-half brick house that is probably 250 years old.

CESSFORD (R), at the southern edge of Eastville, is an imposing brick mansion, two and a half stories high, with a service wing. It

was built in 1815 by Dr. John Kerr and named for the seat of the Scottish clan of Kerr. During the Civil War it was occupied by General Lockwood, in charge of the army of occupation. An order, now hanging on a wall of the house, and signed by Abraham Lincoln, instructs the soldiers to leave the house in the condition in which they found it.

At **53.2 m.** is a junction with Co. 634.

Right on this road **1.5 m.** to a private dirt road leading (L) to OLD CASTLE, built reputedly by John Stratton, who gave aid to Berkeley during Bacon's Rebellion, and turned over to the Governor one of his vessels, which was later wrecked.

Directly opposite is ELKINGTON, built about 1800 by a member of the Savage family. It is named for Ann Elkington, first wife of Capt. John Savage, Burgess for Northampton 1666–67. The home has fine early furnishings. The old wallpaper, depicting a stag hunt, has been retouched with water colors. The house is a curiosity because of its many additions and penthouses on various levels.

WHITE CLIFF, **2.5 m.** on Co. 634, was built shortly after the Revolution by the Wilkins family. The white frame house, with its massive central unit and rambling wings, is remarkably well preserved; large windows, unusual at the time of construction, hand-carved mantels, and woodwork are notable features.

On a promontory W. of this point stood the home of Thomas Savage, one of the first white settlers on the Eastern Shore. In 1608, when only thirteen, Savage came to Virginia with the Christopher Newport expedition. The same year he was given to Powhatan by Captain Newport in exchange for Namotacke, an Indian youth.

Powhatan became so fond of young Savage — whom he called "Newport" — that Powhatan's brother, Opechancanough, became jealous; so Powhatan sent Savage to live with Debedeavon, the chief of the Eastern Shore Indians. In 1633 "King" Debedeavon said that he "had given that neck of land from Wissaponson Creek to Hungar's Creek" to Gov. George Yeardley, and the "south side of Wissaponson to his son, Thomas Newport". This was the seat of the Savage family through many generations. John Savage, who married Ann Elkington, was the son of Thomas Savage. Savage having learned the Indian language, was able to render the Colony much service as an interpreter. On one occasion, after he became a resident of the Eastern Shore, he was sent to Opechancanough's village, now West Point, to effect the release of a captive, and, when some difficulty arose, he and three others offered to fight 13 of the Indians at once; the Indians declined the invitation.

"King" Debedeavon resided near this place and thus was described by Captain John Smith on the occasion of the latter's exploration of the Eastern Shore in 1608: "this King was the comliest, most proper, civill Salvage we incountered."

Hannah Tyng, who became Thomas Savage's wife, was given a grant of 50 acres by the Colony for having defrayed her own expenses from England.

At **54.5 m.** is a junction with an unmarked side road.

Right on this road is EYREVILLE, **1.5 m.**, a country manor house, originally named Newport for Sir Christopher Newport. The construction of the large brick house required 10 years; the place was lost and won three times in gambling by Severn Eyre, one of its owners. The dates 1798, 1800, and 1803 are on the chimney bricks.

At **55.9 m.** is Cobb's Station crossroads.

Right on a dirt road is EYRE HALL, **1.5 m.**, another home of the gambling Severn Eyre. The large clapboarded structure, with numerous wings and a Dutch roof, was built in 1804. This was the center of the Eyre estate, which extended across the peninsula between the bay and the ocean. The old wallpaper, depicting scenes from *Lalla Rookh*, is well preserved.

At **57.6 m.** is a junction with Co. 639. Near the junction is one of the largest canneries on the Delmarva Peninsula.

Right on Co. 639 to a junction with Co. 640, **0.9 m.**; L. on Co. 640 to SECRETARY'S PLANTATION, **1.8 m.**, so called because it was part of public lands under the jurisdiction of the office of Secretary of the Colony, and because the central government at Jamestown, in 1620, under a special plan, sponsored a settlement on the public lands here; they called it Accawmacke Plantation. Their purpose was to have this peninsula furnish commodities, particularly salt, that could not be procured at Jamestown or in that vicinity.

The Governor and Council directed that "Mr. Pory, the Secretary, and his successors in that place (office) should have five hundred acres of land belonging to that Office," that "twenty Tenants" should be "planted thereupon, whereof Tenn" should be sent then and "Tenn the next yeare"; and that "the Secretary then, from henceforward, should receive no fees for himself," because he was to have the quitrents and the purchase price from any land sold.

The persistent notion of the central government, from the beginning, was that settlements should be in towns, and they were satisfied to have only one town in a large area; but the Virginia colonists wanted to be independent, each on his own acres and having his own waterfront.

Later, in order to encourage the residents to live in the settlement of Accawmacke Plantation and not spread out, the "tenants" were actually paid to continue to live here. "Certain fees were allowed for the employment and maintenance of tenants at Accawmack," say the records.

At **58.2 m.** is a junction with State 186.

Left on this road to STRATTON MANOR, **0.5 m.** (R), set back in a grove of trees. This excellent example of an early story-and-a-half brick-end house, built in 1694 by Benjamin Stratton, has unusually broad outside chimneys. The house was restored in 1764.

At **4.4 m.** on State 186 is a junction with Co. 645; R. on this road **0.9 m.** to junction with Co. 644; R. at the fork on Co. 644, a dirt road, to the CUSTIS TOMB, **2.5 m.** The tomb (R) is in a small enclosure that was once part of Arlington; a house was built here by John Custis II prior to 1660. No part of the house remains, and the site is in question. Arlington estate near Washington, D. C., was built by George Washington Parke Custis, who named it for his ancestor's home

here. Berkeley sought refuge during Bacon's Rebellion at the original Arlington. From this house the governor launched his surprise attack on Bland and Carver, two of Bacon's adherents sent to capture Berkeley. Col. Philip Ludwell, a loyalist, with the aid of Captain Larramore, who betrayed Bland, seized the two rebels and their boats. Berkeley promptly hanged Carver and later, when he was again in power, executed the popular and powerful Bland.

The Eastern Shore played a negative part in Bacon's Rebellion. Although in June 1676 the people of the peninsula had prepared the Northampton Grievances, which, with the exception of one clause, were ignored by the Jamestown government, the majority remained passively loyal to Sir William Berkeley, the Royal Governor, throughout the rebellion that followed. Most of the people, having had no trouble with the Indians for many years, were not interested in Bacon's cause and could not appreciate the feelings of the settlers on the western mainland, who were constantly in fear of the Indians and wanted better governmental protection. Moreover, by virtue of their position on the peninsula they were able to evade the navigation laws that bore so heavily on the rest of Virginia.

The tombs of John Custis II and John Custis IV are in the enclosure. That of John Custis IV bears this inscription:

"Under this Marble Tomb lies ye Body
of the Honorable John Custis Efqr.
of the City of Williamsburg and Parifh of Bruton
Formerly of Hungars Parifh and the Eaftern Shore of
Virginia and County of Northampton the
Place of his Nativity
Aged 71 years and Yet liv'd but Seven Years which
was the fpace of time He kept a Batchelers
houfe at Arlington on the Eaftern Shore
of Virginia."

This epitaph, written by Custis, was the result of a bitter quarrel with his wife, Frances, the daughter of Daniel Parke, Governor of the Leeward Islands. Young John had been the gay blade of Virginia, and his lady the reigning belle. After their marriage these self-willed people found it impossible to get along together; since an open break was impossible they chose to address each other only through a slave, Pompey, who would stand before them repeating each sentence they uttered. Then, one day, Colonel John sent an invitation through the servant for his wife to take the air in his carriage. She accepted the invitation. Her husband helped her to her seat without speaking and then silently turned the carriage and drove straight ahead into the bay. Mrs. Custis restrained her desires to question and protest until the water was above the floorboards; then, no intermediary being present, she addressed him directly: "Where are you going, Colonel Custis?" "To hell, madam," he replied. "Then drive on," she answered. "Any place is preferable to Arlington."

He then turned his carriage around and drove home. Glancing at his wife, he remarked, "Madam, I don't think you'd be afraid of the devil himself." "No, John, I've lived with you too long," murmured his lady.

This incident apparently cleared the air because after signing an agreement in court settling property differences, the two came to a better understanding and had several children. But Colonel John had the last word; he ordered it inscribed on his tombstone.

On Co. 644 near the Custis tombs is the SITE OF MAGOTHY (pronounced Magotty) BAY CHURCH, the second built on the Eastern Shore. The Reverend William Cotton was the rector in 1637, a date established by a court record made when three men testified that they "heard Henry Charlton saye that if he had Wm. Cotton (the minister) without the church yeard, he would have kickt him over the pallysadoes, calling of him, black catted (coated) raskall." Cotton, though in charge of an Anglican church, was puritanical in his ideas, and not popular among these Cavalier settlers.

South of the junction with Co. 645, at **11.2 m.** on State 186, is KIPTOPEKE, with a large modern clapboarded house. Kiptopeke is the former Hallet Plantation, owned by Commander Hallet, who brought mahogany trees from Central America, planting them here and distributing them among his friends. These trees are still seen on various grounds throughout the lower part of the peninsula.

East of the tip of the peninsula is SMITH ISLAND. Capt. John Smith in June 1608 left the Jamestown settlement to explore Chesapeake Bay. He touched this island, which was "called Smith Island after our Captaines name", and at Cape Charles met two Indians who directed him to "Accahawacke," home of their chief. He was hospitably received and then cruised along the bay shore to the Pocomoke River. This was not the first recorded visit to the Eastern Shore by white men. The Italian navigator, Giovanni da Verrazzano, sent by Francis I of France to seek a passage to the Pacific, landed in 1524 on the coast of North Carolina, then proceeded northward, passed the Virginia Capes without noticing them, landed on the Eastern Shore peninsula, sailed northward, and entered the Hudson and later the Penobscot in a futile search for the passage.

The second known visitor to the Eastern Shore, Bartholomew Gilbert, son of Sir Humphrey Gilbert, landed here in July 1602 after visiting New England. Gilbert was killed, but his company reached England. Another visitor of about the same year seems to have been Bartholomew Gosnold.

Capt. Samuel Argall visited the Eastern Shore in 1613; and the next year Governor Dale sent 20 men, under Lieutenant Craddock, to this peninsula to make salt by boiling down the sea water, and to catch fish for the people on the mainland. They settled along what is now called Old Plantation Creek, and at a place they called "Dale's Gift." They established the salt works on Smith Island.

The task assigned to the first salt makers was not envied, their residence, on the far-away peninsula, being looked on as the equivalent of exile. But they found that in the sandy soil corn, vegetables, and many varieties of fruit would grow in abundance; that fish and shell-fish of every sort abounded in the ocean, bay, and inlets; that wild fowl, of many kinds — from wild geese to the tiny teal — swarmed in the marshes along the coast; that game, furred and feathered, could be had for the shooting; that the climate, made residence here delightful; and that the Indians, unlike those on the mainland, were friendly. The exiles, pitied at first, were soon envied by the James River settlers.

CAPE CHARLES, **60.6 m.** (8 alt., 2,527 pop.) is the railroad terminal and the largest town on the Virginia part of the peninsula

(*Chesapeake Co. ferries to Norfolk via Old Point Comfort, cars $3–$4; passengers 75¢; Virginia Co. ferries to Little Creek, cars $2.50–$3, passengers 75¢*). Although north of the cape, the town is named for Cape Charles.

When Federal troops were landed here during the Civil War the men of Northampton, thinking there was to be a battle, armed themselves with axes, hatchets, fowling pieces, and pitchforks, only to find that no fighting was contemplated. This false alarm has been called the Battle of Three Ponds. Early in the war the area was occupied by Federal forces, President Lincoln and his Cabinet fearing that the Confederacy might use the peninsula for a base as the British, during the War of 1812, had used Tangier Island in capturing Alexandria and Washington. Though Brig. Gen. H. H. Lockwood, who commanded the Federal forces on the Eastern Shore, established friendly relations with the civilian population, the people of Accomac and Northampton Counties were Confederate sympathizers; those men who enlisted joined the Confederate forces.

Leaving Cape Charles, the Chesapeake Company ferry swings into the Chesapeake Bay and heads SW. The Cape Charles City Harbor is revealed as a small indentation in the shoreline protected on the N. by a riprap breakwater; the shore of the lower tip of the peninsula (L) appears as an unbroken line of white sand beach backed by blue-green pines.

Always present in the harbor are tugs that haul barges loaded with railroad cars between the railroad terminals here and those at Norfolk.

The Jamestown colonists, who sailed into the Chesapeake in three small boats under Capt. Christopher Newport, on April 26, 1607, named the lower tip of the Eastern Shore (L) Cape Charles, and the point of land (R) on the other side of the bay, where they went ashore, Cape Henry, for the two princes of the House of Stuart.

The northern channel into the bay is close to Cape Charles. Separating this entrance from the southern channel is a bar normally under the surface of the water. At times, according to the tide and wind, the waves break in surf over the shallow area.

The Norfolk ferry makes a short stop (*visitors may alight and continue to Norfolk on the next ferry*) at OLD POINT COMFORT (*see VA. GUIDE*). Here is FORT MONROE, constructed between 1819 and 1841. During the Civil War it was used as a prison by the Federal forces. Here, after the war, Jefferson Davis was imprisoned.

Behind the fort are barracks of a U. S. Army coast artillery post.

After leaving Old Point Comfort, the ferry continues across Hampton Roads, one of the world's finest harbors. Up the shore from Old Point Comfort is (R) an unbroken line of houses comprising the towns of PHOEBUS and HAMPTON and the city of NEWPORT NEWS (*see VA. GUIDE*), which merge into an almost continuous city.

In Hampton Roads on March 9, 1862, was fought the first battle between two iron-clads — the *Monitor* and the *Merrimac*. The latter — a former Federal vessel that the Confederates had raised, converted into an iron-clad, and renamed *Virginia* — had sunk the Federal vessels *Congress* and *Cumberland* on the preceding day at the mouth of the James River. On March 9th the *Merrimac-Virginia*, commanded by Catesby ap R. Jones approached the Federal's *Minnesota* beside which the *Monitor*, commanded by Lieut. John L. Worden, had anchored during the night. In the ensuing battle the *Minnesota* was set on fire; but after three hours of heavy bombardment, during which neither of the iron-clads could gain a victory, the *Merrimac* left Norfolk and the *Monitor* returned to Fort Monroe.

FORT WOOL is on an island constructed of rock in the center of the harbor (L). This site was once the dumping place for ships' ballast. The first fort was originally called Ripraps (a name still often used), and later Fort Calhoun. During the Civil War prisoners were confined in the fort. Robert E. Lee, as a second lieutenant and an assistant to Capt. Andres Talcott, aided in building the fort in 1834. After the Civil War it was named Fort Wool for the Union general, John Ellis Wool, who captured Norfolk in the early part of the war. During the World War submarine nets were stretched across the harbor from this point.

Across Hampton Roads the point of land (L) is WILLOUGHBY SPIT, where ferries running between Old Point Comfort and Norfolk land. At Willoughby is a cottage settlement of waterfront homes. The UNITED STATES NAVAL OPERATING BASE, just beyond Willoughby Spit, is one of the principal defense units on the Atlantic coast; it covers 821 acres of land. The GRAIN ELEVATOR and DEEP WATER TERMINAL, built by the city of Norfolk and leased to the Norfolk & Western Railroad, are next to the Navy station; nearby is a STANDARD OIL COMPANY STORAGE BASE.

The large piers beyond are the NORFOLK TIDEWATER TERMINALS,

a part of the plant built during the World War as an Army supply base at a cost of $40,000,000. The terminal is used by large vessels. On CRANEY ISLAND (R) is a fortification that played an important part in the defense of Norfolk during the War of 1812. After the Civil War ammunition was stored there; later it became a quarantine station. In 1919 the island was enlarged from 17 to 320 acres with material pumped from the harbor channel. The quarantine station was maintained, and a part of the island was leased to the U. S. Shipping Board as a site for oil storage tanks. The tanks, 20 of 55,000-gallon capacity each, are leased for bulk storage of liquids, principally molasses.

The COAL PIERS (L) of the Norfolk & Western R.R. are also export merchandise piers. The DEEP WATER TERMINALS (R) are used by the Southern and Atlantic Coast Line R.Rs. FORT NORFOLK (L) dates from the Revolutionary War, but is now obsolete. The Cape Charles ferry berths between the NORFOLK & WASHINGTON STEAMBOAT CO. PIERS and the NORFOLK WAREHOUSE CORPORATION PIERS, the latter used for storing cotton.

The ferries of the Virginia Ferry Corporation operate between Cape Charles and LITTLE CREEK, landing at a ferry slip adjoining railroad freight tracks.

Section 6. Norfolk to North Carolina Line, **21.6 m.** *US 17*

NORFOLK, **0 m.** (11–12 alt., 129,710 pop.) (*see VA. GUIDE*).

Railroad Stations. Southern Ry., foot of Jackson St.; Chesapeake & Ohio Ry. and Pennsylvania R.R., ferry at foot of Brooke Ave.; Seaboard Air Line Ry., ferry at foot of Commercial Place; Norfolk & Western Ry., Virginian Ry., and Norfolk & Southern R.R., Union Station, 1200 E. Main St.

Accommodations. All types.

Points of Interest. St. Paul's Church, Milhado House, Sams House, Museum of Arts and Science, Myers House, and others.

Straight ahead from the ferry landing on Brooke Ave. to Granby St.; R. on Granby to Main St.; L. on Main to Commercial Pl.; R. to NORFOLK-PORTSMOUTH FERRY, **0.6 m.**

An alternate route avoiding the ferry to Portsmouth is on Brooke Ave.; R. on Boush St.; L. on City Hall Ave.; L. on Church to Brambleton Ave.; R. on Brambleton which becomes US 460; straight ahead on US 460 to its junction with US 17.

PORTSMOUTH, **1 m.** (11–12 alt., 45,704 pop.) (*see VA. GUIDE*).

Points of Interest. Navy Yard, Marine Barracks, Naval Hospital, and others.

From the Portsmouth side of the Norfolk-Portsmouth ferry straight ahead on High St. to Elm St., **2 m.;** L. on this street to the junction with US 17 (L).

From the urban district of Portsmouth US 17 goes through a truck-farm region.

DEEP CREEK, **7.4 m.,** is a small settlement on the edge of the DISMAL SWAMP area. The town flourished when it was a stage-coach stop on the road between Norfolk and Elizabeth City, N. C., and the principal shipping point for the vast Dismal Swamp lumbering enterprises.

The Dismal Swamp is a 750-square-mile wilderness of swampland covered with trees and other vegetation. Through the centuries trees have fallen and, with other plants, have formed a tangled layer in a mass of organic material. The wood of these trees, though not easily obtained, makes unusually fine shingles. The mass in which the logs are buried is reaching the peat stage. Forest fires, in the swamp, burning the soil to the depth of several feet, frequently continue for weeks. This mass has raised the surface of the swamp to a higher point near the center.

The Dismal Swamp was described by Col. William Byrd of Virginia, a member of the expedition that in 1728 surveyed the boundary line between Virginia and North Carolina. In his *History of the Dividing Line* Byrd wrote; "Since the surveyors had enter'd the Dismal, they had laid eyes on no living creature; neither bird nor beast, insect nor reptile came in view. Doubtless, the eternal shade that broods over this mighty bog, and hinders the sunbeams from blessing the ground, makes it an uncomfortable habitation for anything that has life. Not so much as a Zealand frog cou'd endure so aguish a situation. It had one beauty, however, that delighted the eye, tho' at the expense of all other senses: the moisture of the soil preserves a continual verdure, and makes every plant an evergreen, but at the same time the foul damps ascend without ceasing, corrupt the air, and render it unfit for respiration. Not even a turkey-buzzard will venture to fly over it."

In the village of Deep Creek, the DISMAL SWAMP CANAL is

crossed. This canal, extending from the southern branch of the Elizabeth River to the sounds of eastern North Carolina, was built to afford transportation between Norfolk and Elizabeth City, N. C., and also as a shipping route for lumber from the swamp. A company to cut the canal was chartered by Virginia and North Carolina; the U. S. Government was a stockholder, and George Washington and Patrick Henry subscribed to the enterprise. The canal was eventually constructed by private subscription. Although the first boat passed through the canal in 1822, the canal was not completed until 1828.

Between Deep Creek, a tidal branch of the Elizabeth River, and the waters of the canal are locks, necessary because of the difference between the levels of the swamp area and the sea. The canal water is amber-colored; it is impregnated with organic matter from the multitude of juniper logs buried in the swamp for centuries. In years past, before the development of refrigeration on boats, the water of the swamp was highly valued for drinking purposes on ships, because it remained fresh for a long time.

South of Deep Creek the highway parallels the canal (L), which skirts the eastern edge of the swamp. At intervals are farms on reclaimed ground.

The OLD STONE HOUSE, now a tea-room, at **18 m.**, was built about a century ago as the home of the superintendent of the locks of the canal. The post office here, called WALLACETOWN, was named for William Wallace, who was a superintendent of the locks. During two generations the house served as commissary for the lumber trade of the swamp.

At ARBUCKLE'S LANDING, **19.8 m.** (*boats equipped with outboard motors and guides to Lake Drummond available here and in the neighborhood; $1 per person, $3 minimum*), the FEEDER DITCH (R) enters the canal. Across the canal, near the feeder ditch mouth, is the U. S. ENGINEERS STATION for the administration of the Government-controlled sections of the swamp.

Right along the ditch, which is about 15 feet wide and at right angles to the canal, in the heart of Dismal Swamp, to the locks of LAKE DRUMMOND, **3 m.**, named for William Drummond, first Governor of North Carolina, who was hanged in 1677 by Berkeley for his share in Bacon's Rebellion; Drummond was said to have discovered the lake while on a hunting trip.

The forest growth of juniper, cypress, gum, maple, poplar, ash, and oak is dense and continuous along the ditch; the undergrowth is filled with flowering water plants. The lake is on top of this elevation, much like the bottom of an

inverted saucer. It has an altitude of 22 feet, while the outer edges of the swamp are but a few feet above sea level. On an exploration trip in the swamp George Washington noticed that water ran continually from the lake, despite the fact that it had no inlets. Water is thought to enter the lake from the bottom and to rise because of the downward pressure of the matted swamp deposit.

The lake is five miles long, rimmed with stumps of giant trees, and surrounded by a thick forest. Its clear waters resemble brown ink.

Many kinds of game — including bear, wildcat, and smaller animals — are available in season to hunters. Fresh-water fish in fair quantities are in the lake and other waters of the swamp. Both hunting and fishing are subject to regulations of the Federal Government, which controls the greater part of the area.

The swamp, a place of mystery, has inspired many legends. Thomas Moore, the Irish poet, visited the area in 1803 and wrote *The Lake of the Dismal Swamp*, a poem based on the local legend of a young man who became mentally deranged when his sweetheart died, and who imagined she was not dead but in the swamp. The poem describes his wanderings in search of the sweetheart who had

> " . . . gone to the Lake of the Dismal Swamp,
> Where all night long, by a fire-fly lamp,
> She paddles her white canoe."

The highway runs beside the canal with a continuous view of the jungle-like growth of the swamp (R). US 17 crosses the North Carolina Line at **21.6 m.**

NORTH CAROLINA

Virginia Line — Elizabeth City — Edenton — Williamston — Washington — New Bern — Wilmington — South Carolina Line, **285 m.** US 17.

Norfolk Southern R.R. roughly parallels route between Virginia Line and Edenton, and closely between Washington and New Bern; Atlantic Coast Line R.R. parallels route between New Bern and Wilmington.
Paved roadbed; hotels in cities and larger towns; tourist accommodations between towns, infrequent.

Section 7. Virginia Line to Williamstown, ***87 m.*** *US 17*

Running through the ancient Albemarle region, US 17 winds between level stretches of truck farms, penetrates dense swamps, and skirts the great indentations of coastal sounds and broad estuaries. The country is a favorite resort of hunters.

It was developed under the Lords Proprietors (1663–1729) and the English Crown (1729–76). One of the terrors of Colonial days was the raids by pirates who found the remote lands along the sounds and rivers afforded them many refuges.

For a long period the counties north of Albemarle Sound were referred to as the Lost Provinces because of the difficulty of communicating with them. Members of the Legislature from the extreme eastern county of Dare had to take a long and tedious journey in order to reach the State capital, crossing no less than three toll bridges. There were no hard-surfaced highways in the entire section until 1920; the first was a nine-foot brick pavement between Elizabeth City and the farm community of Weeksville. To open up the isolated sections, the State has purchased the toll bridges, abolishing the charges, and has built a network of modern highways tied together across the numerous inland waters by bridges, causeways, and ferries.

Most of the people of Albemarle take pride in their descent from the early settlers, many tracing their American ancestry back to the 17th century. Some of the towns give the impression that their people live largely in the past; other communities are frankly new and modern, concerned with little more than the busy and absorbing present.

Where there are no incorporated towns, local affairs are under control of the county officials, and the county seats are the centers of trade and culture.

In North Carolina, as in Virginia, US 17 runs through the Great Dismal Swamp, which covers parts of Currituck, Camden, Pasquotank, and Gates Counties. Game is still plentiful in the swamp, especially in the almost inaccessible Coldwater Ditch section, where bear, deer, opossum, and raccoon are found. The swamp is also a haven for many kinds of birds, among them the rare ivory-billed woodpecker. In summer, the canal bank by the highway is a mass of honeysuckle, reeds, and myrtle, with scarlet trumpet flowers here and there.

Fire and ax have made ruthless attacks on the Great Dismal Swamp without materially altering it, and, though many of its acres have been claimed for farm lands, what remains is still for the most part a wilderness. Lumber companies own most of the present swamp area, maintaining a number of sawmills along the borders.

It has immense areas of inferior hardwood that are as worthless as the acres of scorched standing timber. In scattered clearings are beds of peat that have in some places burned down to a depth of eight or ten feet. After a fire in 1923 had destroyed 150 square miles of timber in the swamp, peat land continued to burn until 1926. Lightning, the spark from a log train, or the carelessness of a smoker, can start a fire that will burn for months.

Despite the stories of the unhealthfulness of the area, early travelers reported that slaves, cutting shingles and living in the swamp, had good health. Runaways often took refuge here, earning food by working in the lumber camps, whose owners were willing to ignore the illegal status of the Negroes. Stories of ghosts, savages, moonshiners, and desperate fugitives, poisonous plants, and stealthy serpents, formerly kept all but the most intrepid from penetrating the swamp. Treacherous quicksands are, however, the most serious danger to the unwary explorer.

On the Virginia-North Carolina Line, **0 m.**, is the SITE OF HALFWAY HOUSE, about which many stories are still told. Built about 1800, half in North Carolina and half in Virginia, the house was a stagecoach stop on the route between Edenton, N. C., and Washington, D. C., where passengers took refreshments or broke their journeys and the stage secured fresh horses. It is said that there was a bar around which much gambling went on, and that the place was notorious as a dueling ground and a refuge. Fugitives from Virginia rested as contentedly on the North Carolina side as did North Caro-

lina fugitives on the Virginia side. An unsupported legend is that Edgar Allen Poe wrote the *Raven* while staying here.

SOUTH MILLS, **8 m.** (8 alt., 404 pop.), derived its name from an old mill at the southern end of the Great Dismal Swamp Canal; it was formerly called Old Lebanon. A 120-foot drawbridge crosses the canal near the locks. South Mills is known as the Gretna Green of this section, because of the encouragement given to eloping couples by local justices of the peace. In the yard of one of these magistrates is an electrically-lighted sign which at night guides couples to the "marrying squire."

Left from South Mills on State 343 to SAWYERS' LANE BATTLEFIELD, **3 m.,** the scene of a skirmish fought on April 19, 1862. A body of Federals had landed at Elizabeth City and part of them, under Colonel Hawkins, had pushed forward to surprise and intercept Confederate troops who were about to leave for Norfolk, Va. The Federals' plans were betrayed by a guide and the Confederates assailed them at this point, but were flanked, and hastily withdrew. After a gunboat drove the Southerners out of the woods along the riverbank, Hawkins made a charge; although this was repulsed, the Confederates were defeated.

At **19 m.** is the junction with a dirt road.

Left on the dirt road to the OLD BRICK HOUSE (*open*), **0.7 m.,** somewhat misnamed because only the end walls are brick. The bricks in the chimney at one end of the house bear the date 1700. There is a persistent tradition that this old structure on the banks of the Pasquotank River was a haunt of the pirate Blackbeard. At the foot of the steps formerly rested a circular slab of stone, probably an old mill wheel, bearing the initials "E.T." and the date 1709; the initials were supposed to stand for Edward Thatch, or Teach, both of which are given as the pirate's real name. It is probable, however, that he did not enter this region until about 1716.

The interior formerly contained fine paneling and richly carved mantels. A wide entrance hall, paneled to the ceiling, opened into a drawing room. It is said that in this room were, formerly, closets on each side of the fireplace, leading to a mysterious passageway connecting the basement and the riverbank. Another legend about the Old Brick House declares that it was built by an Englishman of noble birth, who wished to hide his daughter from a lover whom the family considered unsuitable. The lover followed his lady, fought a duel for her, and was killed. It is asserted that there are everlasting bloodstains on the floor of the house.

The probable truth is that the house was built by the eldest son of the English Lord Murden, who sent a colony under his son to settle in the New World. Young Murden brought with him the brick, stone, carved mantel, and paneling used in the structure. The secret closets were possibly hiding places for family valuables. The large basement was provided with stalls where the horses were kept when the plantation was in danger of attack. The property descended to Nancy Murden whose will is recorded in the courthouse in Elizabeth City.

BEACH AT KIPTOPEKE, VIRGINIA

A LIBELOUS BRITISH CARTOON OF THE EDENTON TEA PARTY

Today there is nothing about the interior of the Old Brick House to suggest a romantic past, but the exterior of the sturdy old building is much as it was 200 years ago, and its setting on the banks of the Pasquotank is beautiful.

ELIZABETH CITY, **22 m.** (8 alt., 10,037 pop.).

Accommodations. Modern hotels, tourist homes, and boarding houses.

Elizabeth City, the largest community in the Albemarle section, is the only town built on the banks of the 40-mile-long Pasquotank River. Situated in a wide bend of the stream at the "narrows," it is a popular point from which to reach the duck-hunting country of Currituck, the big game in the recesses of the Great Dismal Swamp, vacation spots along the sounds and the sea, and the sport fishing areas off the banks.

Concentrated in three blocks along Main Street between the river and the public square is the business district. The wholesale houses on Water Street, which runs close to the river, are large, this being the market town of a rich vegetable-growing area. In season heavily laden trucks roll day and night through the streets to the railroad sidings. The town also sends out large quantities of fish, being the main shipping point for northeastern fishing industry.

The courthouse green and the Federal building's barberry-hedged lawn make a double square, separated by the slim column of the Confederate Monument. This broad park, shaded by great trees set informally, is flanked on three sides by residences with yards containing elms, oaks, maples, silver beeches, and pecan trees, which add to the generous expanse of shade.

Pasquotank Harbor, in the bend of Pasquotank River several miles above the point where it empties into Albemarle Sound, attracts, in winter, many Northern pleasure craft because of its fresh water, free from barnacles and shipworms. The harbor is the home port of freight boats, tugs, barges, "bugeyes," and catboats, also of powered pleasure cruisers and auxiliary sailing yachts. The original mothboat, *Jumping Juniper*, was built at the Elizabeth City Shipyard, and this type of craft is numerous in the harbor.

A bridge arches high over the river, lifting its draw-span for trim yacht and sturdy tug alike. Opposite the foot of Main Street, at the narrowest point in the harbor, just below the bridge, are the gleaming storage tanks of an oil company across on Machelhe Island. Cotton, hosiery, and lumber mills are on the outer edges of the town

near the railroad tracks, as are the mill sections where the cotton workers live.

The first large vessel to visit the area, that of Captain Whittly, came in the winter of 1664, entering the inland waters through Roanoke Inlet, long since closed. As early as 1666 settlers from the Bermuda Islands established themselves along the Pasquotank River.

The cutting of the Dismal Swamp Canal led to the settlement of the town. The present city is on what was the Narrows Plantation, owned by Adam and Elizabeth Tooley. Settlers attracted by the swamp timber, excellent for making staves, shingles, and ship parts, arrived in numbers. First called the Town of Narrows, the place was chartered in 1793 as the Town of Reading in honor of a prominent early settler, but in the following year the name was changed to Town of Elizabeth to honor Elizabeth Tooley, or Queen Elizabeth. As confusion resulted between this and the Elizabeth Town in Tyrell County, in 1801 these communities became respectively Elizabeth City and Columbia.

The town has long been the port of entry for the Albemarle Customs District but the foreign trade is now negligible. It has been the seat of Pasquotank County since 1799. The Federal occupation of Elizabeth City, in April 1863, was a "grand, gloomy, and peculiar time." The name of Elliott Street is a reminder of the period, it having been given to honor the young Confederate officer, Gilbert Elliott, who built the Confederate ram *Albemarle*.

The JUDGE WALTER L. SMALL HOME (*private*), NW. corner of Colonial Ave. and Pool St., overlooks the courthouse green. The hand-carved woodwork, wainscoted rooms, heart-pine floors, the furnishings, the tall fluted columns, and double porches are characteristic of the period in which the structure was erected (1800). The NASH HOME (*private*) at the NW. corner of Colonial Ave. and Martin St., was built as the home of Benjamin Albertson, a Quaker in the Revolutionary period. Big outside chimneys and many-paned windows are evidences of its age.

The old CHARLES HOUSE (*private*), now divided into apartments, 710 Colonial Ave., was built about 1800 and has an unusual staircase, a hand-carved mantel, and old brass hardware.

The FEARING HOUSE (*private*), SE. corner of Road and Fearing Sts., the oldest house in town, was built in 1740 by Charles Grice and is still occupied by his descendants. A white-painted frame structure,

with small wings on the sides and rear, it is in a good state of preservation.

CHRIST CHURCH, SE. corner of Church and McMorine Sts., housing the oldest congregation in the city, is of the Gothic style, with ivy-covered, buttressed brick walls. The original Christ Church, built in 1825, was replaced in 1856.

The SHIPYARDS and the MARITIME SIGNAL TOWER, affording a fine view, are of unusual interest.

The CLARK HOUSE (L), Riverside Dr. beyond the shipyards, is one of the town's show places and home of its leading yachtsman; the BEVERIDGE HOUSE (L), Riverside Dr., is a shingled structure built on brick pilings over the river, a type of construction common at Nags Head (*see Side Route A*) for years.

ALBEMARLE HOSPITAL, on a point of land at the foot of Riverside Dr., commands a wide view of the river from its high-columned porches; it is owned and operated by the community.

In Elizabeth City is the junction with State 30 (*see Side Route A*).

At **37 m.** is the junction with a paved road.

Left on this road, which is paved for 8 miles, then merely graded, to the peninsula known as DURANT'S NECK, lying between Little River and Perquimans (per-quim'-ans) River. The peninsula was named for George Durant, whose land title is the oldest recorded in the State (*see below*).

NEW HOPE, **10 m.** (153 pop.), a farm settlement, adjoins HECKLEFIELD FARM, estate of Capt. John Hecklefield, who was prominent in the affairs of the Albemarle colony. The Albemarle Assembly and the county court met here frequently in the early 1700's.

At **16 m.** is the LEIGH HOME, a red brick three-story structure with a white columned portico and white marble steps, built in 1825 by Col. James Leigh it stands in a grove of trees commanding a view of Albemarle Sound, Perquimans River, and Little River. This includes the major portion of 1,000 acres acquired by George Durant; the tract has been reduced to about 850 acres by the encroachment of the rivers and the waters of the sound.

The bricks of the house were made on the place by slaves. The separate two-story kitchen is connected with the main house by an elevated walk. On the second floor are spacious rooms opening into each other and into the hall; and on the top floor is a paneled ballroom. Unusual construction of the floors, which are three inches thick, made the use of supporting braces unnecessary.

In the cellar, lighted through iron-barred windows, are three separate divisions in which wines and liquors were stored. Also, according to tradition, the gloomy depths were used to confine recalcitrant slaves. At the foot of the side steps to the house is a large stone slab, believed to be the gravestone of Seth Sothel, "the most despised Governor" of North Carolina, who was appointed Royal Governor in 1683, and who was so arbitrary and corrupt in the conduct of his duties that the

colonists seized and banished him six years after his arrival. Under an old elm tree in the yard, buried in the mud, is a slab supposed to mark the grave of George Durant. A small bridge spanning a creek leads to the Leigh family graveyard.

WINFALL, **38 m.** (16 alt., 426 pop.), a little village in the bend of the highway, is shaded by ancient trees arching overhead, its calm little disturbed by the busy hum of its eight-stack sawmill.

Right from Winfall on State 37 is BELVIDERE, **6 m.**, a village settled by Quakers in the early 18th century. Strong believers in education, they were the founders of Belvidere Academy, one of the earliest schools established in the State. Its records, still preserved, though the academy no longer exists, give an interesting picture of the life of the community in its early days. The town is to some extent peopled by descendants of the Quaker settlers.

South of Winfall US 17 crosses the broad Perquimans River, which has its source in the Great Dismal Swamp and flows SE. through Perquimans County to Albemarle Sound. So inviting are its shores that many early settlers built their homes here. US 17 runs on a causeway that replaced a corduroy road, having for its foundation a kind of causeway built by the Indians. This strip of roadbed, at an elevation little above that of the river on each side of it, leads to a modern drawbridge replacing the old Floating Bridge. As early as 1784 such a floating bridge, built on whiskey barrels, and unstable during storms, spanned the Perquimans at Phelps Point; this bridge was destroyed during the Civil War. Another floating bridge was built and used continuously until 1896, when it was replaced by a drawbridge. This in turn gave way to the present beautiful structure that curves over the river into the main street of Hertford.

HERTFORD, **40 m.** (15 alt., 1,914 pop.), in the bend of the Perquimans River, is the seat of Perquimans County. This little community with sandy winding streets was first known as Phelps Point, taking its name from the original owner of the site. When incorporated in 1758 it was named for the Marquis of Hertford. Records show that it was a port of entry as early as 1701, and that there was a courthouse here in that year.

The EDMUNDSON-FOX MEMORIAL (L), just S. of the bridge, is a granite marker with a bronze tablet, erected in 1929 by the North Carolina Yearly Meeting of Friends; it bears an inscription asserting that here was held the first religious service on record in Carolina. This claim ignores the baptisms of Manteo and Virginia Dare on Roanoke Island (*see Side Route A*), and services held in Charleston,

which was founded in 1670. In 1672, William Edmundson, a follower of George Fox, founder of the Religious Society of Friends, preached a sermon to the settlers on *The Work of God*. In September of the same year, Fox himself spent 18 days "in the north of Carolina" and had many "meetings among the people." A description of the people and their customs contained in his journal, is one of the few records of these early settlers.

PERQUIMANS COUNTY COURTHOUSE, on Main St., (L) is a large brick structure in the center of a wide tree-shaded lawn. The original courthouse was built in 1701 and burned the same year; the present courthouse was built in 1824. In 1930 the building was repaired and the worn red brick painted a deep ivory. The courthouse contains an unbroken record from the first deed book, dated 1685, up to that of the present day, including the oldest deed on record in North Carolina, a transfer of title to George Durant (*see above*).

On March 1, 1661 (1662), George Durant acquired from Kilcocanen, chief of the Yeopim Indians, a tract of land lying along the Perquimans River and Albemarle Sound and known as Wecodomicke. Because of the age of Durant's deed, and the fact that it mentions a still earlier purchase of adjoining lands by Samuel Prickmentions a still earlier purchase of adjoining lands by Samuel Prickmentions a still earlier purchase of adjoining lands by Samuel Prickm

Chowan Counties, and a settlement by the same name, perpetuate the name of the aborigines of this section.

The McCULLUM HOUSE, Front St., was built in 1820. Shell holes made during the Civil War have been preserved through all subsequent remodelings.

Left from the center of Hertford, at the point where US 17 swings R; this branch road, hard-surfaced for half its length, runs into HARVEY'S NECK, a peninsula 12 miles long. Harvey's Neck was the Colonial seat of John Harvey, Governor of North Carolina in 1679, whose grandson, John Harvey, was known as the Father of the Revolution in North Carolina. Two old plantations on the neck have been united into one farm of some 1,100 acres, entered through a gate at **9 m.** (*open*).

At **9.7 m.** is the junction with a lane leading to ASHLAND, a beautiful old house built by John Skinner in 1775. Gracefully arched masonry supports the lower of the two columned verandas. Twin chimneys at the ends of the house furnish fireplaces for all the rooms on the first and second floors, and for the attic as well. There are four separate basements.

At **10.5 m.** are the RUINS OF BELGRADE MANSION, the home of the Harvey family until it was burned during the Civil War. Nearby, in the family graveyard, is the tomb (date 1729) of Thomas Harvey, father of the John Harvey of Revolutionary times.

EDENTON, **53 m.** (8 alt., 3,563 pop.) (*see N.C. GUIDE*).

Accommodations. Hotels and boarding houses.

The seat of the ancient County of Chowan (cho-wan'), Edenton has a Colonial flavor that persists in the street names — King, Queen, Court, and Church.

US 17 follows Broad St. — which does not belie its name — almost to the shore of Edenton Bay. Except at the lower end of this avenue, which is the business district, the streets are lined with fine old trees, giving the place an air of gracious repose. The shores of lovely, curving Edenton Bay have had little commercial development and houses near the water still look across to distant shores covered with cypress.

From the days of the Indians, Edenton's principal industry has been shad and herring fishing, and large fisheries and packing plants are operated today. Textile and lumber mills as well as cottonseed oil refineries are in operation. Waters of the nearby creeks and rivers provide good angling for the sportsman. Bass, pike, and perch, locally called "chub," are caught in large quantities. The fine loam of the surrounding region, "the newe discovered summer countrye" of

the early settlers, produces a superior grade of peanuts marketed through the town, which also ships, by water and by rail, large quantities of watermelons, cotton, corn, cantaloups and other produce.

Edenton, first called Port of Roanoke, was one of the first three towns established by European settlers in North Carolina. From 1712, when the Assembly passed an act to build a courthouse "in the forks of Queen Anne's Creek," until 1722, the settlement retained the name of Queen Anne's Town. In the latter year it was incorporated under its present name, honoring Governor Charles Eden who had just died.

For many years Edenton was virtually the Colonial capital, inasmuch as the Governor resided here; sessions of the Assembly were held in the town from 1720 to 1738. It was a port of entry from Colonial times until the early 1900's and as such, in its early days, enjoyed a flourishing foreign trade. "Deep-sea ships, full-rigged ships, men-of-war, merchantmen, sneaking coasters, slavers, rum boats, and whalers" thronged the bay.

In 1781, when the town crier brought the alarming news that Cornwallis was on his way to burn the town, almost the entire population embarked for Windsor in boats and skiffs. Cornwallis changed his plans and, about a week later, the Edenton citizenry returned to its homes.

During the Civil War the Edenton Bell Battery, with guns cast from nearly all the bells of the town, figured in numerous engagements, finally surrendering to General Sherman at Greensboro.

A CONFEDERATE MONUMENT stands in front of the courthouse on the green, which slopes down to the bay. On the western edge of the green is the EDENTON TEA PARTY MARKER, a large bronze teapot mounted on a Revolutionary cannon, marking the site of the house in which 51 women gathered, on October 25, 1774, to sign a resolution to refrain from drinking tea until the tax acts should be repealed. The JOSEPH HEWES MONUMENT, at the lower edge of the green, is the only monument erected by a Congressional appropriation to a signer of the Declaration of Independence.

Facing the bay at the head of the green is CHOWAN COURTHOUSE, built in 1767, a pleasant Colonial survival. The nearly square building supports a clock tower and domed cupola holding a double cross. The WASHINGTON CHAIR, in the Unanimity Lodge Room (*open on*

application to Chowan Herald Office), was used by George Washington, master of the Alexandria Lodge of Masons in Virginia.

The frame CUPOLA HOUSE (*open daily 3–5 p.m.; Mon. and Fri. 7–9 p.m.; adm. 25¢*), 408 S. Broad St., near the bay, is the oldest house standing in Edenton; the date 1758 is visible on its gable end. Built by Francis Corbin, agent of Lord Granville, it has great outside chimneys, a Jacobean overhang, and a roof with an octagonal cupola and a central gable. In the beautiful interior, a Chippendale stair rises to the third story, whence a circular stair winding around an octagonal mahogany newel gives access to the cupola. The SHEPARD-PRUDEN MEMORIAL LIBRARY is housed in the drawing room. The house holds a collection of documents and relics.

The SITE OF HEWES' STORE is at the NE. corner of E. King and Broad Sts.; this store was the business office of Hewes, whose shipyard was off the point where Pembroke Creek enters Edenton Bay.

ST. PAUL'S CHURCH, NW. corner Broad and Church Sts., erected in 1736, now stands half-hidden by century-old magnolia, elm, and crape-myrtle trees. Two earlier buildings successively housed its congregation; the first erected in 1702 on the present Hayes Plantation on the shore of the sound, was the first built in North Carolina; the second building occupied this site. A silver chalice and paten, presented to St. Paul's Church in 1725 by Sir Edward Moseley and still in use, are beautiful pieces of early American design and workmanship. The church records, dating from 1701 when this, the oldest parish in the State, was formed, have been preserved intact. In the churchyard are buried several royal governors and Revolutionary patriots, many of them under flat worn slabs.

The IREDELL HOUSE (*open*), 107 E. Church St., was the home of James Iredell, who was appointed Associate Justice of the U. S. Supreme Court by George Washington.

South of Edenton is the Norfolk Southern R.R. bridge crossing Albemarle Sound to connect HORNBLOWER'S POINT with MACKEY'S; this bridge, with a span of nearly 6 miles, was opened to traffic on Jan. 17, 1910, replacing a ferry. It is of the rolling draw type, spanning 160 feet with a 140-foot clearance. During the winter of 1917 when ice formed to such depth during an unusual freeze that motorcars and trucks could be driven across the sound, it was necessary to dynamite the ice.

1. Right from Edenton on hard-surfaced State 32, which follows the old stagecoach route known for years as the Virginia Rd.

At WINGFIELD, **10 m.**, on the banks of the Chowan River, are the RUINS OF THE OLD UNION FORT captured and partly destroyed in 1863. Remnants of the old trenches remain. Wingfield plantation house, built in 1760 and burned during the same engagement, was the Colonial home of the Brownriggs.

At BANDON, **15 m.**, was the home, built in 1757, of Daniel Earle, Revolutionary rector of old St. Paul's Church at Edenton. He established here the first classical school for boys in North Carolina. The clergyman and his daughter, Miss Nancy, taught Latin, Greek, English grammar and composition, and mathematics, exercising at the same time a strong religious influence. Bandon, named for the Earle estate in Ireland, was the site of a village of the Chowanoke Indians and valuable relics have been found in mounds nearby.

2. Left from Edenton on Front St. and across Johnston's Bridge to HAYES, **0.5 m.** (*private*), the plantation of Samuel Johnston, Governor of North Carolina in 1787 and the first U. S. Senator from North Carolina. He built the spacious house in 1801, naming it for Sir Walter Ralegh's English estate. The main building is connected with wings by colonnades. In the house is a valuable collection of steel engravings and portraits by Reynolds, Sully and other artists fashionable in their day. The catalog of the 5,000 library volumes, written with a quill pen, looks as though it had been engraved.

The unpaved Soundside Rd. E. of Hayes was used by early settlers, who were following an old Chowan Indian trail. Doubling and redoubling upon itself, the road passes several plantations created in Colonial times, and at the mouth of the Yeopim River reaches DRUMMOND'S POINT, **8 m.**, named for Governor William Drummond. (*Fishing boats for hire.*)

BATTS (BATZ) GRAVE or BATTS ISLAND, in the mouth of the Yeopim River, is not cultivated now, but early records refer to a suit arising there over the destruction of corn crops by pigs. In the early 18th century the land belonged to George Durant, Jr. In Colonial times it was part of the mainland and, not long since, was within wading distance of the shore; but tide erosion has widened the channel and reduced the island's many acres to one.

The ghost of a man named Batts, who once lived on the island, is said to guard the spot where he buried his hoarded gold. Weird tales are told of treasure seekers who have been driven in terror from the haunted island by strange sounds, ghostly shapes and balls of fire.

Indians have a part in another version of the Batts legend. On the mainland were the Chowanoke Indians, who called the island Kalola for the seagulls that alone disturbed its solitude until the coming of Jesse Batts, a hunter and trapper on the upper waters of Albemarle Sound. Batts fell in love with Kickowanna, daughter of the chief Kilcanoo. She favored his suit, rejecting that of Pamunkey, chief of the Chasamonpeakes who, thereupon, made war on the Chowanokes and tried to steal her. Batts, for his bravery in defense of the Chowanokes, was adopted into the tribe under the name of Secotan, meaning "great white eagle." Thereafter he lived with Kickowanna on the upper waters but made frequent trips to his island home, where Kickowanna would go in her canoe to visit him. One night in a raging storm she was drowned. Batts never left the island again and died there brokenhearted.

South of Edenton at PEMBROKE CREEK, **53.5 m.**, is a U.S. FISH HATCHERY, where large quantities of shad, herring, bass, and other fishes are propagated. Here also is the SITE OF THE HOME OF STEPHEN CABARRUS, a Frenchman who came to America during the Revolution and was in the legislature for 20 years serving as speaker for 17 years. He is buried in old St. Paul's Churchyard, Edenton.

South of EMPEROR, **60 m.**, the highway crosses the Chowan River Bridge, 1.5 miles long.

At the southern end of the bridge is EDENHOUSE POINT, **61.5 m.**, so called because it is near the site of the residence of Charles Eden, Colonial Governor of North Carolina. He died in 1722 and was buried in the grove of willows that still flourishes within a stone's throw of Chowan Bridge; the bones of the Governor have been removed to St. Paul's churchyard in Edenton.

Left from Edenhouse Point on a dirt road to EDENHOUSE BEACH, **1 m.**, a resort (*bathing, boating, and fishing*), built on the SITE OF THE HOME OF GOVERNOR EDEN. It is a quiet place on the banks of the broad Chowan, near its entrance to Albemarle Sound.

At **63 m.** US 17 crosses Salmon Creek. South of the bridge, on both sides of the highway, is MILL LANDING FARM, the estate of Lord Duckenfield, who held it by grant from the Crown of England. About 100 yards from the highway (L) is the OLD MILL, erected in 1710, the only estate building still standing; for nearly 200 years it has ground corn for the neighborhood. The mill pond, formed by damming Ducken Run, is shaded by beautiful old cypress trees.

At **64 m.** is the junction with State 35.

Left on State 35, an unpaved route locally called the Chapel Rd., for an early English church that once stood near here. At AVOCA, **6 m.**, on a point of land where the Chowan and Roanoke Rivers meet as they flow into Albemarle Sound, is the CAPEHART FISHERY, one of the principal shad fisheries of the coast. In season the catch includes great quantities of shad, sturgeon, and herring.

WINDSOR, **74 m.** (30 alt., 1,425 pop.), the seat of Bertie County on the Cashie (Cah-shy') River, is an old town with wide, elm-shaded streets. Before the Civil War it was a port of entry for shipping from the West Indies and northern seaports; from this point merchandise was carried inland by wagons over the old Halifax Rd.

The site of Windsor belonged to John Gray, a wealthy planter, who gave it with the stipulation that the land should "forever be

used as a town." It was first called Windshore, but Gray later changed the name to its present form. The plan for the town was made in England and provided that the three main streets be designated King, Queen, and York, and that the cross streets be named for the various Lords Proprietors; the streets bear these names today.

Windsor became the seat of Bertie County in 1750. In 1723 a log courthouse was built at St. John's, which is now included in Hertford County. In 1743 a second courthouse was built at Wolfenden, 2 miles N. of Windsor. The first courthouse at Windsor was built in 1767 and used until 1887, when the present building was erected. The town has sawmills, barrel mills, and peanut and tobacco warehouses. Sportsmen come here to fish; game is abundant in the vicinity and coon hunting along the Cashie is a favorite pastime of local hunters.

WINDSOR CASTLE, Belmont Ave., is on a hill overlooking the town; the original structure was an 8-room log house built by William Gray, an Englishman, who so named the site because it was surrounded by water as is Windsor Castle in England. The present house, built by Patrick Henry Winston in 1855 near the site of the earlier house, has the stately white columns and broad verandas characteristic of ante-bellum Southern architecture.

ROSEFIELD, (L) at the southern limits of the town, on Windsor's other hill, overlooks the beautiful valley of the Cashie. The estate which took its name from a field of wild roses that once bloomed here, was the home of John Gray, who gave the site of Windsor. The present house, built in 1856, has not been changed since 1861, when repairs then under way were stopped by the Civil War.

Right from Windsor, beyond Windsor Castle, on State 308 to HOPE HOUSE, **3.5 m.**, the home of David Stone, Governor of North Carolina (1808–1810). The house was at one time considered the show place of the county. The solid-wooden gutters are unusual, as is also a structure on top of the house, that was formerly used as a fish pond.

South of Windsor the highway continues through a region of green swampland, always spicy with the odor of pine and cedar; and, in spring and early summer, fragrant with the blooms of wild grape, sweetbrier roses, and honeysuckle.

At **81.2 m.** is the junction with a marked dirt road.

Right on this road to the INDIAN WOODS, **5 m.** After the Tuscarora massacres of 1711–13 the remnants of the tribe were confined within their own reservation,

a small tract on the Roanoke in Bertie County granted to them by Governor Eden. When the Indians finally moved to New York State to join their kinsmen of the Six Nations, they entered into a 99-year lease with some of the settlers. At the expiration of the lease, about 1857, their descendants came down from New York for final settlement with the descendants of the lessees.

The highway crosses Conine Swamp and the Roanoke River, entering Williamston over one of the longest highway bridges and viaducts in the South. The viaduct, framed by hedges of honeysuckle, rises well above the swamp with its tangle of gnarled cypresses and hanging gray moss.

WILLIAMSTON, **87 m.** (60 alt., 2,731 pop.), lies on the western bank of the Roanoke River. The county seat was first chartered in 1779 as Skewarky, but later in the same year it was incorporated, rechartered, and named in honor of William Williams, a prominent citizen who was a colonel of the Martin County militia. The land upon which the town was built was given by Samuel Johnston and Thomas Hunter. Williamston, while known as Skewarky, an incorporated port of entry before the Revolutionary War, had an old courthouse, designed by Rubin Ross and built in 1774 on stilts over the river. To attend court, people climbed ladders from their boats. When court was declared in session the ladders were removed and no one was permitted to leave the courthouse. The chief amusements of the populace during court week were oyster roasts and fist fights; tradition has it that these were enjoyed with equal gusto.

The history of Williamston, and of Martin County, which was named for Josiah Martin, last Royal Governor of North Carolina, is closely connected with that of the Primitive Baptist Church. The *History of the Church of God, from Creation to 1885* was written by two elders of the church and sheds many illuminating side lights on the life of the section.

Williamston is an important market in the bright-leaf tobacco belt of the State, and its peanut factory furnishes a good market for the growers of the section. Fertilizer plants, lumber mills, and the fishing business furnish employment for many people.

The ASA BIGGS HOME (*private*), Church St., is one of the most interesting old structures of the town. A distinguishing feature of the square house is the balcony under each second-story window; these have iron balustrades from which rise long blinds. Judge Biggs was prominent in State politics during the middle years of the 19th century, and served both as Federal and Confederate district judge.

The HASSELL HOME, Church St., was built about 1842. Mr. Hassell

was president of Skewarkee Primitive Baptist Church, one of the first of these churches in the United States. C. B. Hassell and his son, Sylvester, in turn, were pastors of this church for more than 50 years.

Right from Williamston on State 125 to RAINBOW BANKS, **10 m.**, site of a fort that was the scene of spirited Civil War action during which Union gunboats were driven from Roanoke River.

HAMILTON, **18 m.** (598 pop.), was once the headquarters for transportation on the Roanoke and the center of a flourishing trade. Its broad shady streets are lined with fine old houses. On the waterfront are the foundations of the wooden and stone piers where ships from distant ports were once moored.

Section 8. Williamston to South Carolina Line, **198 m.** *US 17*

US 17 in this section of North Carolina connects towns and villages that played important parts in the growth of the Colony. It runs through forests of longleaf and loblolly pine, traverses cypress swamps where black-water creeks meander, and crosses several broad rivers that flow into island-bound, brackish sounds a few miles to the east.

Forests and fields abound with game; most of the streams teem with fish. Several State parks, game preserves, and resorts are close at hand. The rivers and sounds offer boating, fishing, and bathing; beaches where surf bathing is possible are, with a few exceptions, reached only by water.

East of the highway in isolated spots on the sand banks of the coast, live fishermen who still use the speech and follow many of the customs of their English ancestors. Along these banks wild ponies still range.

South of WILLIAMSTON, **0 m.**, US 17 traverses broad farms planted in early summer with potatoes and later with tobacco, cotton, corn, peanuts, and garden produce. Bright-leaf tobacco is the principal crop. There are many small fruit orchards, whose crops are produced usually for family use. Between the farms are forests of tall pines. At **10 m.** the route crosses GREAT SWAMP, low, wet land overgrown with brush, scrub-pine, and scattered gum and cypress.

MINEOLA, **17 m.**, is a hamlet with a church, a school, and a few houses.

WASHINGTON, **23 m.** (8 alt., 7,025 pop.), seat of Beaufort County, is on the northern bank of Pamlico River — called Tar

River above Washington — in the midst of a fertile farming section. The narrowness of the streets is a relic of the 18th century, though the town has few old houses, having been almost entirely destroyed by two fires in 1864. On April 30, 1864 Federal troops burned many buildings to destroy naval stores; a second fire occurred nine days later.

Washington today has a low, nondescript sky line, softened by the abundant foliage of the trees bordering residential streets. The best view of the town is obtained from the wide concrete bridge carrying US 17 across the river at the lower end of town. In the spring the banks of the Pamlico opposite the city are a mass of wild wistaria, called "virgin's bower" by some of the older inhabitants. The river laps at foundations of mercantile buildings on Main St. A few yards with gardens, at the western end of Main St., extend to the water's edge; across Herring Run at the eastern end of the town is WASHINGTON PARK, a residential suburb almost surrounded by water, its streets shaded by moss-draped trees.

The Scuppernong grape and all its varieties are indigenous to the region. The celebrated Meish grape, named in honor of Albert Meish of Westphalia, Germany, who developed it, originated in Beaufort County. Washington is a market for cotton, tobacco, and truck garden produce.

This section of North Carolina was first known as Pampticoe, or Pampticough, the name of an Indian tribe found here by the first white settlers. In 1696 it became the County of Archdale but soon afterward was incorporated as the Great County of Bath; in 1738 the County of Beaufort was formed from part of it, and named in honor of Henry, Duke of Beaufort, who had inherited the proprietary rights of the Duke of Albemarle.

The history of the town of Washington began on November 30, 1771, when the Assembly, in session at New Bern, authorized James Bonner to establish a town on a plantation owned jointly by Bonner and William Boyd, a minor. In 1776 Bonner sold 30 acres, either for the establishment or expansion of the town, known at that time as Forks of Tar River. The town was incorporated April 13, 1782, by the Assembly meeting at Hillsboro.

Bonner was a friend of General Washington, under whom he held a commission as colonel, and he named the town for his commander in chief. The George Washington Bicentennial Commission, in 1932

after investigation, established the fact that, of the 422 cities and towns in the Nation named for George Washington, this place has the distinction of being the "original Washington." First recorded mention of the town as Washington is made in an order of the Council of Safety of Halifax, dated Monday, October 1, 1776.

JAMES BONNER'S GRAVE, formerly in the middle of what is now Bonner St., between Main and Water, has been moved to the NE. corner of St. Peter's Episcopal Churchyard.

The present COURTHOUSE, at the SW. corner of Second and Market Sts., was built about 1800. Tradition is that the clock in the building was first sent to Bath but was not installed there, and was subsequently brought here. It is probably older than the building. In the courthouse is a will, written in French and dated 1820, that indicates that Col. Louis Taillade, an officer and close associate of Napoleon, lived in Washington at that time. The will begins: "Testament de Louis Taillade ancien Colonel des Marvines de la Garde de l'Empreur Napolion en favereur de M. Louis LeRoy habitant en cette ville et tenant l'hotel Mansion Houye, . . ." and is signed ". . . Witness, L. Labarbe and John Leroche." Taillade accompanied Napoleon from Elba to France to regain his lost empire.

According to legend, the witness, Labarbe, came to Washington, probably from Martinique, in a ship that had rescued him and two Negroes after the three had put to sea in an open boat to escape fighting and carnage on the French island. The two Negroes were sold into slavery. Young Labarbe was cared for by Lewis LeRoy, became a citizen, and married the daughter of his benefactor. His son, the second Labarbe, served in the Confederate Army.

A more shadowy figure of town history was Cosimo de Medici, who lived in Beaufort and Hyde Counties before the Revolution and until 1792. He was captain of a troop of cavalry, was a good soldier, but was so arrogant that his men complained against him to the government at New Bern. His origin is unknown, but he may have been related to the famous Italian family. A deed of 1790 in the Beaufort County courthouse bears his name as a witness and a deed of 1792 records a transference of property by him in payment of a debt. He seems to have been absent from the county between the making of these two deeds; a record in the Hyde County courthouse at Swanquarter says that he "had left the U. S. and gone to the Southern Continent of America in 1790 or 1791" but the local belief is that he

had a part in Count de Ferson's attempt to rescue Marie Antoinette in June, 1791.

The JOHNSTON HOUSE (*private*), on Market St., notable for its Georgian doorway and exterior front stairway, was occupied in 1810 by Thomas Harvey Myers, I, whose wife, Margaret, was the daughter of Dr. Gustavus Brown, a physician of George Washington's.

The SITE OF AN OLD GRAVEYARD is on Market St., near what is now the Mallison filling station. City authorities decided to have the bodies moved and reinterred. Coffins, pointed at each end, were taken up under the supervision of descendants of the families who were buried there, and were placed on the sidewalk. One of these descendants removed the upper outer covering of the coffin of a maternal ancestor who had been buried more than a hundred years, and seeing through the glass over the face that the body was in a remarkable state of preservation, he called his children and grandchildren to see "grandmother," who lay with her hands crossed, and a little bouquet of flowers, tied with white ribbon, within them.

ST. PETER'S EPISCOPAL CHURCH, corner of Bonner and Main Sts., was built in 1868 adjacent to the site of the original St. Peter's, built in 1822 and destroyed by fire in 1864 when an old citizen, expecting Federal troops to seize the town, attempted to burn valuable papers. His fire, fanned by a breeze, grew beyond control, and many nearby buildings were consumed. As the church tower burned, heat caused the bell to toll until it fell from its supports. The story is that the melted alloy of the bell was recovered by an aged Negro, Abram Allen, who carried it in a wheelbarrow to his woodshed where it remained until the war was over. He then returned the metal to the congregation, which sold it and added the proceeds to the building fund.

The MYERS and the TELFAIR HOUSES, on Water St., next to the NE. corner of Bonner St., have stoops built close to the street. The Myers house was built before 1814, and the Telfair house about four years later; both are still owned by descendants of the builders.

WASHINGTON FIELD MUSEUM (*open daily 2–5, 7–10 p.m.*), Charlotte and 2nd Sts., was founded in 1923 by a group of young people, who referred to it as the "Bug House Laboratory." It contains a collection of birds, insects, frogs, reptiles, fossils, and minerals of this region. There are some historical relics. The building is constructed of logs.

The HAVENS HOUSE (*private*), on W. Main St., is an interesting copy of a Bermuda house, with tall columns rising from the yard level, bricked porch floor, and entrance steps with curved iron rail. Opposite the house is a giant swamp cypress, stranded when the river bed changed and narrowed, that has flourished without the usual water near its feet.

On W. Main St. is the former HOME OF DR. SUSAN DIMOCK (b. 1847), first North Carolina woman licensed as a physician. After having twice been refused admission to the Harvard University medical school she studied at Zurich, Switzerland, where she was graduated with honors. Later she studied in Vienna and, on returning to America, became a physician in the Hospital for Women and Children in Boston, Mass. A street in Boston was named in her honor.

The DE MILLE HOUSE, an imposing, three-story brick structure on the corner of Bridge and Second Sts., now a tourist home, was built about 1830 by Thomas De Mille, one of the first vestrymen of St. Peter's Church. This was the birthplace of William De Mille, motion picture producer and brother of Cecil B. De Mille, both great-grandsons of Thomas De Mille. Additions made to the vine-embowered building have not obscured its first simple lines.

ELMWOOD, S. side of W. Main St. near Washington St., was built in the early part of the 18th century by a Colonel Tayloe of a family prominent in Beaufort County. The house was moved from a low hillock at the head of Main St., where it formerly stood, facing E. The former grounds were the most beautiful in the county, with an arbor of cedars, surrounded by curving elm-bordered driveways.

The BROWN HOUSE, NW. corner of Second and Washington Sts., was used as a hospital when Federal troops invaded the city during the Civil War; it has beautiful curving porch steps. Soldiers destroyed all but one of the several marble mantelpieces.

At 219 Harvey St. is the BIRTHPLACE OF JOSEPHUS DANIELS, Secretary of the Navy (1913–1921), and Ambassador to Mexico (1933). It formerly stood at 242 E. Main St.

A FLOATING THEATER that supplied technical material for Edna Ferber's novel, *Show Boat*, was built at Washington in 1914. It has been plying the waters of the seaboard from Delaware to the Caro-

linas each year during the season from April to Christmas, having traveled some 65,000 miles up to 1936. Miss Ferber spent two weeks on the boat about three years before her book was published, consulting every one on it from cook to captain.

South of Washington, US 17 crosses Pamlico River and passes a 4-mile tract (L) extending from the highway to Chocowinity Bay. This extensive ante-bellum farm was bequeathed by John Gray Blount to his grandson, Judge W. B. Rodman, and became known as RODMAN QUARTERS. During the Civil War it was occupied at different times by Federal and Confederate troops; from this point each army shelled the town of Washington. Judge Rodman visited the plantation after the war was over but finding it in ruins never went there again and later sold it to northern interests.

CHOCOWINITY (MARSDEN), **26 m.** (40 alt., 350 pop.), a village at a railroad junction, consists of several stores, filling stations, and a few residences. TRINITY CHURCH belongs to a congregation founded in 1775 by the Reverend Nathaniel Blount.

WILMAR, **34 m.**, is a tiny scattered farm village with a forest observation tower.

VANCEBORO, **41 m.** (22 alt., 742 pop.), is strung along US 17, which here follows a curving course paralleling Swift Creek. The CRAVEN COUNTY FARM LIFE SCHOOL stands at the foot of a half-mile long street that runs E. from the State highway.

BRIDGETON, **56 m.** (15 alt., 761 pop.), is directly across the muddy mile-wide NEUSE RIVER from New Bern. Although really a part of the older town, Bridgeton has its own local government and the inhabitants earn their living in the lumber mills and a crate factory of their own town. The long streets, bordered with small houses, follow the river's course. There are several riverside beaches nearby. Scrubby burnt-over forests creep to the edge of the village.

At Bridgeton US 17 makes a sharp turn (L) to cross the Neuse River on a bridge that presents a view of dignified houses and pointed spires rising through the oaks, poplars, elms, and pecan trees of New Bern; rows of slender black stacks of lumber mills are seen in the distance (R).

NEW BERN, **58 m.** (15 alt., 11,981 pop.) (*see N. C. GUIDE*).

Accommodations. Hotels, tourist homes, boarding houses.

New Bern, on a high wooded peninsula at the confluence of the Trent and Neuse Rivers, is the seat of Craven County and is one of the oldest towns in the State. It was at one time the capital and the most important port of the Province, and the seat of the Royal Governors. Everywhere are evidences of this past importance — in the scale and detail of the massive old homes with catwalks from which the owners scanned the river for returning ships. The formality and elegance of the remaining section of the former residence of the governors is no longer apparent. Many of the narrow brick-paved streets are lined with homes half covered by wistarias whose thick trunks show their age.

Today New Bern is largely dependent on retail trade and on industries connected with fishing and agriculture, the town being near the lower end of Pamlico Sound and in the center of a large farming area. Negroes, who constitute 52 percent of the population, provide labor for the mills; they live in the northwestern part of town and in the settlement across the Trent River to the S.

The first settlers, German Protestants expelled from the Rhine valley, arrived with the help of Baron Christopher de Graffenried, a Swiss, who financed their journey with funds loaned by English capitalists and 4,000 pounds given by Queen Anne of England. In January 1710 two ships bearing 650 settlers sailed from Gravesend, England, less than half the number, survivors of disease, storm and pillage, reached the Chowan River. In September 1710, de Graffenried himself arrived with 100 Swiss, and purchased the site of a Tuscarora Indian village. Concerning this transaction he wrote: "I paid for the land or piece of ground three times, to the Lords Proprietors, to the Surveyor General, and to the Indian King Taylor. This Indian King lived with his family where my house now stands and the little city of New Bern (named for the Swiss capital) was begun." In 1723, after the settlers had experienced many hardships, the town was incorporated, and in 1731 it became the seat of the newly created county of Craven. From 1766 until 1794 it was the capital of North Carolina, flourishing as a social and cultural center. During the Civil War, New Bern was captured by Federal troops under Burnside, March 14, 1863. Confederate attempts to retake it were unsuccessful.

The OAKSMITH HOUSE (*private*), a large three-story structure with a captain's walk, was built about 1810 by Samuel Simpson. In the late 1860's it was acquired by Capt. Appleton Oaksmith, who remodeled

it to look somewhat like Morro Castle in Havana, Cuba. Over the Pollock Street entrance he placed a stone panel carved with the head of a woman between two lions' heads.

The SITE OF THE FIRST PRINTING PRESS IN NORTH CAROLINA is at the SW. corner of E. Front and Broad Sts.; it was operated by James Davis, who served as both private and public printer. He set up his press in 1749 and two years later published the Province's first newspaper, the *North Carolina Gazette*, and brought out the first book issued here, *Swann's Revisal*, a digest of the current laws that was called the "Yellow Jacket" because of its binding.

The LOUISIANA HOUSE (*private*), NW. corner E. Front and Change Sts., a frame structure erected in 1776, formerly had a double columned gallery across the rear elevation similar to that now on the front.

The elegant SMALLWOOD-WARD HOUSE (*private*), 95 E. Front St., built between 1812 and 1816, has an entrance stoop close to the street and a broad rear lawn that slopes down to the river. Its red brick walls set in Flemish bond have weathered to unusual beauty. The main cornice, porch, and dormer pediments are lavishly hand-carved and the interior woodwork is remarkable for exquisite detail. The cable molding so freely used gives credence to the theory that James Coor, an English naval architect, is responsible for much of this work.

The JARVIS-HAND HOUSE, SE. corner E. Front and Johnson Sts., is a Georgian-type structure of red brick with carved frame cornice and portico. The detail of its recessed doorway is particularly fine. Iron bars protect basement windows and the 46-inch-wide doors have seven-inch keys for double bolt locks. The interior woodwork is noteworthy.

The SLOVER-GUION HOUSE, SW. corner E. Front and Johnson Sts., built about 1835, was headquarters for Federal Gen. Ambrose E. Burnside in 1862. This massive three-story brick structure is almost square and its large windows have shutters divided into three sections. Outside the first floor windows are wrought-iron balconies. The brick kitchen and slave house in the rear have been modernized.

The RICHARDSON HOUSE, SE. corner Johnson and Craven Sts., (1828) is one of several in New Bern having a captain's walk reached by a trap door in the roof. This house was used as a hospital in 1863 by the Ninth New Jersey Infantry.

The BAPTIST CHURCH, on Middle St. near Front St., was built in 1848, replacing a structure built in 1812. When, in 1741, the Baptists asked permission to build a church they were publicly whipped and then jailed. The congregation was organized in 1809.

CHRIST EPISCOPAL CHURCH (1873), NE. corner Pollock and Middle Sts., is a weathered red brick edifice whose lofty gold-crowned spire rises above great trees shading the old graveyard. Its outer walls are those of a structure built in 1825. The parish was organized in 1715 and still has the silver communion service, Bible, and Book of Common Prayer, gifts of George II, though the royal Gov. Josiah Martin attempted to take them with him when he fled the town in May 1775. The first church on the site (1750) was razed during the Revolution. When Parson Reed, the Royalist rector, prayed for the King, lads drummed at the door and shouted "Off with his head!"

The NEW BERN ACADEMY, New Hancock and Johnson Sts., was the first free school incorporated in the Colony. Chartered by the Assembly in 1766, this school was partly maintained by a tax of one penny a gallon on rum and other liquors, the tax being used to defray the tuition for 10 poor children and to pay part of the salary of the principal. The academy building, burned in 1795, was rebuilt on the same site in 1806–10. The semicircular porch is a recent restoration.

The CHESTER B'NAI SHOLEM TEMPLE, opposite the Catholic church, was built in 1908. The women of the synagogue bought the lot and the men paid for the building.

The JOHN WRIGHT STANLY HOUSE, S. side of New St. near Middle, is now occupied by a free public library (*open 10–12 a.m., 3–8 p.m. daily except Sun.*). This massive 18th-century frame mansion, paneled and painted white to simulate stone, was removed from its original site and remodeled in 1935–36. The interior woodwork is hand-carved and the spacious hallway with its sweeping staircase is well proportioned. This was the home of John Wright Stanly, who lost 14 privateers during the Revolution.

The white painted PRESBYTERIAN CHURCH, New St. opposite the Stanly house, built by Uriah Sandy in 1819, has an Ionic columned portico and is of frame construction. It is 55 by 70 feet, and has a steeple rising 125 feet. Early prints show urns on each set-back of the tower but they have disappeared. The hand-carved pulpit is between the two doors, and the floor rises toward the rear. About 1892 the rear entrance was added and new pews were installed; originally the

wealthy members of the congregation had mahogany box pews in the center of the auditorium and the rest sat on benches under the balcony. The church was used as a Federal hospital during the Union occupation.

The MASONIC TEMPLE (1808), SE. corner of Hancock and Johnson Sts., contains a Blue Lodge room, on the second floor, having hand-carved woodwork. Under the trees behind the building on September 5, 1802, took place the fatal duel between Gov. Richard Dobbs Spaight and John Stanly. As leaders of rival parties, the two had frequent clashes. One day Stanly charged that Spaight, while a member of the U. S. Senate, had under pretense of illness avoided voting on important Congressional legislation. Spaight retaliated with a handbill. A challenge from Stanly was promptly accepted. Mortally wounded on the fourth fire, Spaight died the following day. Criminal proceedings were instituted against Stanly but he was pardoned by Gov. Benjamin Williams.

The JONES-LIPMAN HOUSE, SW. corner Pollock and Eden Sts., is a small frame structure that was used as a Federal prison; here Emeline Piggott, the Confederate spy, was held. There are many old houses nearby.

The west wing, now 24 George St., is all that survives of TRYON PALACE, regarded as one of the most beautiful edifices in British America. This relic retains no vestige of past glory, beauty, or elegance. It had served as warehouse, dwelling, stable and carriage house, parochial school and chapel, prior to its conversion into an apartment house. In 1798 a Negress, searching, with a lightwood torch, for eggs in the cellar of the old structure started a fire that destroyed the central and east wings.

Tryon Palace was built in 1767–70 under the supervision of John Hawks, who had come from England with Tryon. It was the Governor's residence and the statehouse, containing the assembly hall, the council chamber, and public offices. It was the seat of government under Royal Governors Tryon and Martin, and under William Caswell, first constitutional Governor (1777). Here on Aug. 25, 1774, in defiance of royal authority, was held the first North Carolina provincial congress, and on April 7, 1777, the first General Assembly. The palace was the center of a gay social life, which probably reached its zenith under Tryon. By 1791, however, when Washington, visiting the town, was guest of honor at a magnificent ball, his horses were

stabled in the executive offices and he described the palace as "now hastening to ruin."

Tryon was able to secure the appropriation for the erection of the palace because the Assembly was in a tractable mood owing to the recent repeal of the unpopular Stamp Act. The amount required for construction was more than 16,000 pounds. Wide disapproval of such an expenditure of the people's tax money was a factor in precipitating the War of the Regulation, in which Tryon resorted to armed force to quell the protests of tax-ridden farmers.

The central section of the three-story marble-trimmed brick structure measured 87 by 59 feet. The flat roof had a balustrade enclosing a walk, a roof garden, and an aquarium. The two-story wings were joined to it by curving colonnaded arcades. Driveways circled the courtyard. The rear of the triple structure facing the Trent River was fashioned after the Lord Mayor's House in London. Over the vestibule door was a Latin inscription ironic to tax-burdened Carolinians: "A free and happy people, opposed to cruel tyrants, has given this edifice to virtue. May the house and its inmate, as an example for future ages, here cultivate the arts, order, justice, and the laws."

Southwest of New Bern US 17 runs through a level area of old plantations.

At **70 m.** (L) is the FOSCUE HOUSE, a brick dwelling built in the early part of the 18th century as the big house of a plantation containing several thousand acres. Legend has supplied the house and lands with numerous ghosts.

POLLOCKSVILLE, **71 m.** (357 pop.), on the banks of the narrow Trent River, was named for Col. Thomas Pollock, owner of many acres in this section; he was a leader of the government party in North Carolina under the Lords Proprietors. Pollocksville in Colonial days was the center for a number of plantations on which remain a few houses of faded splendor. The railroad skirting the eastern boundary of the village carries logs from here to mills at New Bern.

At **73 m.** is the junction with State 12.

Right on State 12, which runs through tobacco and cotton farms and past oak groves that formerly surrounded fine plantation homes. TRENTON, **10 m.** (28 alt., 500 pop.), the seat of Jones County, is built half around Brock Mill Pond, where huge gnarled cypress trees, shrouded with Spanish moss, shade unruffled blue water. The Brock mill has operated continuously since before the Civil War.

Several Revolutionary skirmishes occurred within 6 miles of this hamlet. The old courthouse with its records was burned by Union troops in 1863.

Jones County, formed in 1779, is an agricultural region with a few lumber mills. It has a forested area of about 200,000 acres, more than half of which are swampland.

George Washington on his southern journey in 1791 deviated from the direct route to visit Trenton. He stopped at the OLD SHINGLE HOUSE, then a tavern. The shingles have been removed from the sides of the structure, which has been remodeled to serve as a dwelling.

The THOMAS WEBBER HOUSE, Jones St., is an old, two-story frame structure that has been modernized. Wooden pegs were used in its construction. The first court held in Jones County met here in 1784.

MAYSVILLE, **78 m.** (42 alt., 797 pop.), is near broad savannas and a number of ponds where in Colonial times attempts were made to raise rice. On the western side, pine forests grow to the rear doors of the houses.

The border of CROATAN NATIONAL FOREST, the first created in coastal North Carolina, is near the eastern edge of the town. Purchase of a tract of 306,300 acres has been authorized, and in 1936, 113,000 were under Federal control. Five lakes are within the area.

Left from Maysville on the Catfish Rd. to CATFISH LAKE, **3 m.**, in the Croatan National Forest. Deer and other game are found in the bog lands of the section. The lake is in the Lake Pocosin area, characterized by a permanently saturated peaty soil, overlying sand or sandy loam. There is a sparse growth of trees, mostly black pine, and a dense undergrowth of evergreen shrubs and vines. In places the streams are coffee-colored. The pocosin is typical of swamps in eastern North Carolina.

2. Left from Maysville on the Maysville-Swansboro Rd. to the YELLOWHOUSE FIELD, **4.5 m.**, site of the home of Gen. John Starkey, member of the Committee of Safety in Colonial days. Phoebe Warburton, a sister of Starkey who lived near the Yellowhouse Field, educated girls in her home.

At **7 m.** is the three-story frame HOME OF DANIEL RUSSELL, Governor of North Carolina 1897–1901. The burial place of Governor Russell is on Hickory Hill, near Yellowhouse Field.

South of Maysville, in the long straight stretch where US 17 parallels the railroad, is KELLUM, **91 m.**, a flag station on the ACL; S. of it is scrubby, burnt-over woodland.

JACKSONVILLE, **95 m.** (15 alt., 783 pop.), seat of Onslow County stands on bay-like New River, known in the early 18th century for the great plantations that lined its banks, and for three

long-gone courthouses that stood upon its bluffs (1734–1752). Dominating the village from a small, central square is the present COURTHOUSE, a red brick structure, sixth courthouse in the county in two centuries. Two earlier buildings stood on the same site, the first built 1757–1761.

Jacksonville is surrounded by broad fields, forests, and impenetrable swamps. Agriculture sets the tempo of the slow-moving community life. New River provides some income from fishing and oyster culture. Tobacco is the money crop, but peanuts, cotton, and corn are also produced.

The earliest mention of Wantland's Ferry, the village that became Jacksonville, occurs in records of court held there in July 1757. The site having been chosen for the county seat, one acre convenient to the river and a spring was purchased from James Wantland, who also agreed to lay out such further land as was needed at 20 shillings a half acre.

In 1761 citizens started a lottery to raise money for clearing a channel in New River, but this form of promotion was subsequently banned by the British Crown. New River is the only large river in North Carolina with headwaters and mouth in the same county. It is 5 miles wide at the mouth, where extensive oyster beds are under cultivation. New River oysters grow singly instead of in clusters. Being large and of an unusual flavor, they command a high price.

The BURNS HOUSE, on the eastern edge of town in the rear of the new school, is a three-story frame structure believed to have been built about 1800.

Left from Jacksonville on partly paved State 24 to HUBERT, **15 m.**, a tiny farming community lying in a low swampy area.

SWANSBORO, **20 m.** (10 alt., 394 pop.), dating from the 18th century, is a comparatively isolated fishing village and minor resort on the western bank, near the mouth of Whiteoak River, overlooking the eastern end of shallow Bogue Sound and Bogue Inlet. Visible across the sound and inlet are grass-capped white sand dunes on Bogue Island. Narrow shell-paved or sandy streets, general stores, fish houses, a small post office, and unhurried inhabitants, characterize the town. A long wooden bridge and a causeway carry State 24 from the waterfront to the further bank of the river, connecting the town with Morehead City and the resort area on the coast.

Land at the mouth of the Whiteoak River was settled about 1720 and trade was carried on by boats using Bogue Inlet. In the middle 1700's the village was known as New Town, but in 1783, when it was chartered, the name was changed

to the present one, either because of the number of wild whistling swans nearby or to honor some prominent citizen.

A peculiar law gave control of the town's affairs to a board of managers who were permitted to perpetuate themselves in office by naming their own successors.

South of Jacksonville US 17, following the old dirt road over which George Washington once traveled, is nearly level, traversing a wooded country where for several miles few farms are seen. The long white ribbon of highway stretches like an aisle through groves of tall longleaf pine and between broad meadows. There are many natural gardens of wild flowers, some of them covering hundreds of acres and all having blooms every month of the year but January. Many flowers of this region are curious as well as beautiful. Here grow the insectivorous plants including the pitcherplants, of which the trumpet is commonest, and the sundews, best known of which is the Venus's fly-trap. The Carolina yellow jessamine and azalea grow in abundance. In spring the savannas are blue with butterwort and iris. In the fall the tall purple spikes of the iron weed rise above a sea of yellow goldenrod. Asters bloom in November and December.

At VERONA, **101 m.**, is the junction with a dirt road.

Left on this dirt road to the SITE OF THE LOST TOWN OF JOHNSTON, **5 m.**, on a bluff overlooking New River. The town, holding Onslow County's third courthouse, was demolished by a tornado in 1752. Destruction was so complete that a sum was appropriated by the assembly for relief of the victims. The effort of the Royal Governor, Arthur Dobbs, to have a new courthouse built at Johnston failed because of the site's inaccessibility.

At FOLKSTONE, **111 m.** is the junction with State 38.

Left on State 38, a dirt road, is SNEADS FERRY, **9 m.**, a hamlet having about 100 inhabitants and offering limited accommodations to sportsmen who fish in the vicinity of New River Inlet. A free ferry connects the village with MARINES, **10 m.** (300 pop.), on the opposite shore of New River. At **10.7 m.**, is COURTHOUSE BAY, the site of the first courthouse of Onslow County, which was built in 1734 or earlier. In this vicinity were the first settlements made along New River.

HAMPSTEAD, **129 m.**, is a small village surrounded by beautiful woodlands. Here a fiddlers' contest is held each fall, at which prizes usually in the form of merchandise are awarded; the first prize one year was a mule. Spreading live-oaks, draped with Spanish moss, press close to the highway.

Left from Hampstead on a dirt road that winds through the woods to the water, about **1 m.**, where boats and guides can be hired for fishing. TOPSAIL INLET nearby is a popular spot among anglers. Bluefish, drum, sheepshead, and mackerel are plentiful in season.

South of Hampstead is (R) the WASHINGTON TREE, a large live-oak marked by the Stamp Defiance Chapter, D.A.R., as the tree under which Washington stopped to rest on his way to Wilmington in 1791.

The highway traverses forests of loblolly pine, sprinkled with young growths of longleaf pine, and fields of wild flowers.

SCOTTS HILL, **134 m.** (49 pop.), on the Pender-New Hanover County Line, consists of a few houses standing in groves of moss-covered oaks.

Passing BAYMEADE, **140 m.**, US 17 enters a longleaf pine plantation where the resinous sap is gathered. Small cups, attached below a double series of slanting incisions in the bark, collect the oozing fluid. This farm, similar to others in the section, extends 3 miles along both sides of the highway.

US 17 enters Wilmington from the N. along an avenue of spreading, moss-hung oaks.

WILMINGTON, **146 m.** (52 alt., 32,270 pop.) (*see N. C. GUIDE.*)

Railroad Stations. Seaboard Air Line, end of Brunswick St.; Atlantic Coast Line, Red Cross and Front Sts.

Accommodations. Four hotels; boarding houses, tourist homes.

Points of Interest. Cornwallis Headquarters, St. James Church and Churchyard, Bellamy Mansion, Anderson Residence, De Rossett House, Dudley Home, Thalian Hall, Oakdale Cemetery.

US 17 runs W. on Market St. to 3rd St. and R. on 3rd St., crossing the Cape Fear River on beautiful TWIN BRIDGES. Along the causeway grow many flowers, some of whose progenitors were brought from foreign ports in the soil used as ballast for ships. In the woods the waterlily, marsh bluebell, a variety of clematis, marsh aster, spider-lily, marshmallow, and numerous other flowers abound. Open spaces are covered with marsh-grass and cattails. The road continues across two more bridges, one spanning Alligator Creek and the other the Brunswick River, to which many fishermen and duck hunters come.

SUPPLY, **175 m.** (110 pop.), is a hamlet where guides can be hired for deer and quail hunting in season.

Left from Supply on a dirt road to LOCKWOOD'S FOLLY INLET, **5 m.**, whose name appears on maps as early as 1671. Lockwood probably came from

Bermuda; the rest of the name refers to his foolhardiness in starting a settlement so exposed to both sea and Indians by whom it was promptly destroyed. On the beach are skeletons of several Confederate blockade-runners, scuttled when penned in by Federal gunboats or sunk by gunfire from Union vessels. Among the wrecks lying between the mouth of the Cape Fear River and the mouth of Little River are those of the *Spunky*, the *Georgiana McCaw*, the *Bendigo*, the *Elizabeth*, the *Ranger*, the *Dare*, and the *Vesta*. Other wrecks line the coast N. of the mouth of Cape Fear.

SHALLOTTE, **183 m.** (214 pop.), offers fishing in the Shallotte River as an attraction to visitors. Boats and guides can be hired in the village. In 1729, according to the Pennsylvania *Gazette* of April 29, 1731, this village was known as Shelote, but there is no indication of the origin of the settlement or of the name. According to the same issue of the newspaper, Lockwood's Folly (*see above*) was spelled Lockard. The country near the village saw some unpleasant activity by night riders in 1936–7.

US 17 crosses the South Carolina Line at **198 m.**

SOUTH CAROLINA

North Carolina Line — Georgetown — Charleston — Walterboro — Georgia Line, **234.6 m.** US 17.

Between Charleston and the Georgia Line the Atlantic Coast Line R.R. parallels the route.
Paved, level roadbed.
Accommodations: hotels in larger towns supplemented in spring and summer by those at resorts.

Section 9. North Carolina Line to Charleston, ***119.3 m.*** *US 17*

US 17 follows what was the King's Highway of Colonial times, which in turn followed an Indian trail. It was formerly known locally as the Georgetown Road or the Wilmington Road, according to the direction in which travelers were going. This highway sometimes dips seaward among the wind-blown clumps of myrtle, then veers back landward through tall pine groves, only to swing east again along the salt marshes.

Varying in altitude from approximately 9 to 15 feet, the route is truly level. It passes the sites of ancient Indian towns and of early Spanish and French attempts at settlement, and traverses the later baronies of Colonial Carolina, Revolutionary battlefields, and ante-bellum plantations.

Bishop Francis Asbury, as persistent as the Hound of Heaven, traveled up and down the coast (1771–1815) in his efforts to establish Methodism in a country predominantly Anglican. His labors were tremendous and his physical endurance almost superhuman, as he toiled through the river swamps, sometimes in a carriage but more often on horseback. Another constant traveler was Mason Locke Weems, selling books to aristocrats and gatherers at wayside taverns and collecting the anecdotes he used to point morals in his lurid tracts.

George Washington followed the road on his presidential tour, entering the State from North Carolina on April 27, 1791 with his lumbering entourage. He remarked, "It may as well in this as in any other place, be observed, that the country from Wilmington through which the Road passes, is, except in very small spots, much the same as what has already been described; that is to say, sand & pine bar-

rens — with very few inhabitants — we were indeed informed that at some distance from the Road on both sides the land was of a better quality, & thicker settled, but this could only be on the Rivers & larger waters — for a perfect sameness seems to run through all the rest of the country — on these — especially the swamps and low lands on the Rivers, the Soil is very rich; and productive when reclaimed; but to do this is both laborious and expensive."

Through the years there have been many visitors, each commenting on the country with curiosity, with envy, or with admiration, according to his interests. Audubon found wild life to delight him in the coastal swamps and Bartram found the rare Gordonia and Venus's fly-trap, which still grow in secluded spots near the route. Audubon on his way to Charleston spoke of "Travelling through the woods already rendered delightfully fragrant by the clusters of yellow jessamines that bordered them, I arrived in safety at Charleston." In early spring, the pinelands are lacy with white dogwood bloom; later the bay, then the magnolia, fill the air with their heavy sweet fragrance. On glassy, black lagoons golden waterlilies and blue waterhyacinths float above the reflections of gray-bearded trees. There is a feeling of eeriness about the area when moonlight shines through the broken walls of the scattered chapels of ease, when the Jack-o'-lantern glows in the swamps, and when the bull alligator bellows through the stillness to a minor accompaniment of owls.

Animal life exists in such great variety — including the white egret that nests in secluded islands — that several bird sanctuaries have been created in this area. There are herds of deer and flocks of wild turkeys. The fur trade, dealing mostly in deer skins procured from the Indians, brought to South Carolina her first prosperity.

US 17 crosses the North Carolina Line, **0 m.,** and traverses Horry County (pronounced O-ree′), unique along the coastal section of this State in that its population is preponderantly white. Called the Independent Republic of Horry, this county was long isolated from the rest of the State by vast swamplands. Its chief industries, lumbering and the production of naval stores, did not require slave labor and were carried on by white settlers who came from North Carolina. Racial antagonism in the area has been so pronounced in some localities that Negroes have been afraid to "let the sun go down on them." Recently the construction of roads and establishment of schools have alleviated this situation to some extent.

LITTLE RIVER, **2 m.,** a hamlet formerly facetiously known as Yankee Town because of its North Carolina settlers, was at one time a place of some importance, with regular seagoing steamer service to Wilmington, N. C. The women seen in summer operating sewing machines on the piazzas are always glad to talk with travelers.

Left from the northern edge of Little River village, on an unpaved road to the banks of the LITTLE RIVER, **0.5 m.** (*small hotel*), a wide salt stream, now traversed by the Inland Waterway. Huge oaks furnish delightful shade for picnicking and motorboats can be hired here for fishing in the Atlantic.

At **5.4 m.,** just S. of a bridge spanning the Inland Waterway, is the junction with a dirt road marked Cherry Grove Beach.

Left on this road to a fork **1 m.;** R. here **3 m.** through dense woodland and salt marshes to CHERRY GROVE BEACH, a little resort, especially popular among those who like to fish. It stands on a tract called Miner's Island that was granted to John Allston in 1767. During the Civil War there was a plant here boiling sea-water to obtain salt.

From Cherry Grove it is possible at low tide to travel along the hard-packed shore nearly 20 miles S. to Myrtle Beach. Two swashes, unimportant at low tide, are at high tide likely to demolish a car. Of one of these George Washington wrote: "Mr. Vareen piloted us across the swash (which at high water is impassable, & at times, by the shifting of Sands, is dangerous) on the Long Beach of the ocean; and it being at proper time of the tide we passed along it with ease and celerity to the place of quitting it."

The main side road turns L. at the fork and leads to LITTLE RIVER NECK, **5.5 m.,** at the end of which are traces of the BREASTWORKS OF FORT RANDALL, attacked and captured by Federal naval forces in 1864.

This sheltered inlet was reputedly used by the pirate Blackbeard and his band. Legend also makes it a headquarters of various other buccaneers, such as Stede Bonnet, Worley and Captain Kidd. Local treasure-hunters believe that they will some day find vast treasure concealed by the outlaws in some of the numerous small fresh-water lakes nearby.

At **10.3 m.** is the junction with a marked road.

Left on this road is ATLANTIC BEACH, **0.5 m.,** for Negroes.

A filling station (R), **12 m.,** is on the land of a plantation where George Washington was entertained on his first night in South Carolina in 1791. The oak tree on the lawn and the chimney of the old house are visible from the highway. An old Negro on the place used to explain that the numerous sand spurs along this route came from the hay Washington brought with him to feed his horses.

The million-dollar OCEAN FOREST HOTEL, **19.1 m.** (L), is on the

Myrtle Beach Estates. This land was once too inaccessible to be included in the baronies that were parcelled out when the Lords Proprietors of the Province planned a complex government and an elaborately graded society for the area granted by Charles II. The Fundamental Constitutions drawn up for them by John Locke provided for the titles of landgrave and cacique, to be held by the major landowners according to the size of their estates, but the vastness of the unsettled areas of the continent and the need for conciliating members of the less exalted ranks soon broke down the undemocratic system. Hobcaw (*see below*) was on one of these baronies.

MYRTLE BEACH, **23.2 m.** (12 alt.), a long established resort (*bathing, boating, fishing*), has in the past few years, changed from a large summer colony of beach houses to a year-round community with attractive and substantial homes.

The thick growth of myrtles that give this beach its name bear waxy berries from which candles were formerly made for export. Other interesting forms of plant life are found here; within 2 miles of the town, in an area of less than 10 acres, more than a hundred different species have been officially catalogued.

Adjacent to the southern end of Myrtle Beach, a section on Withers' Swash called SPIVEY or YAUPON BEACH, is a formation called THE ROCKS. This ledge extends into the sea providing still-water bathing and, at low tide, excellent crabbing.

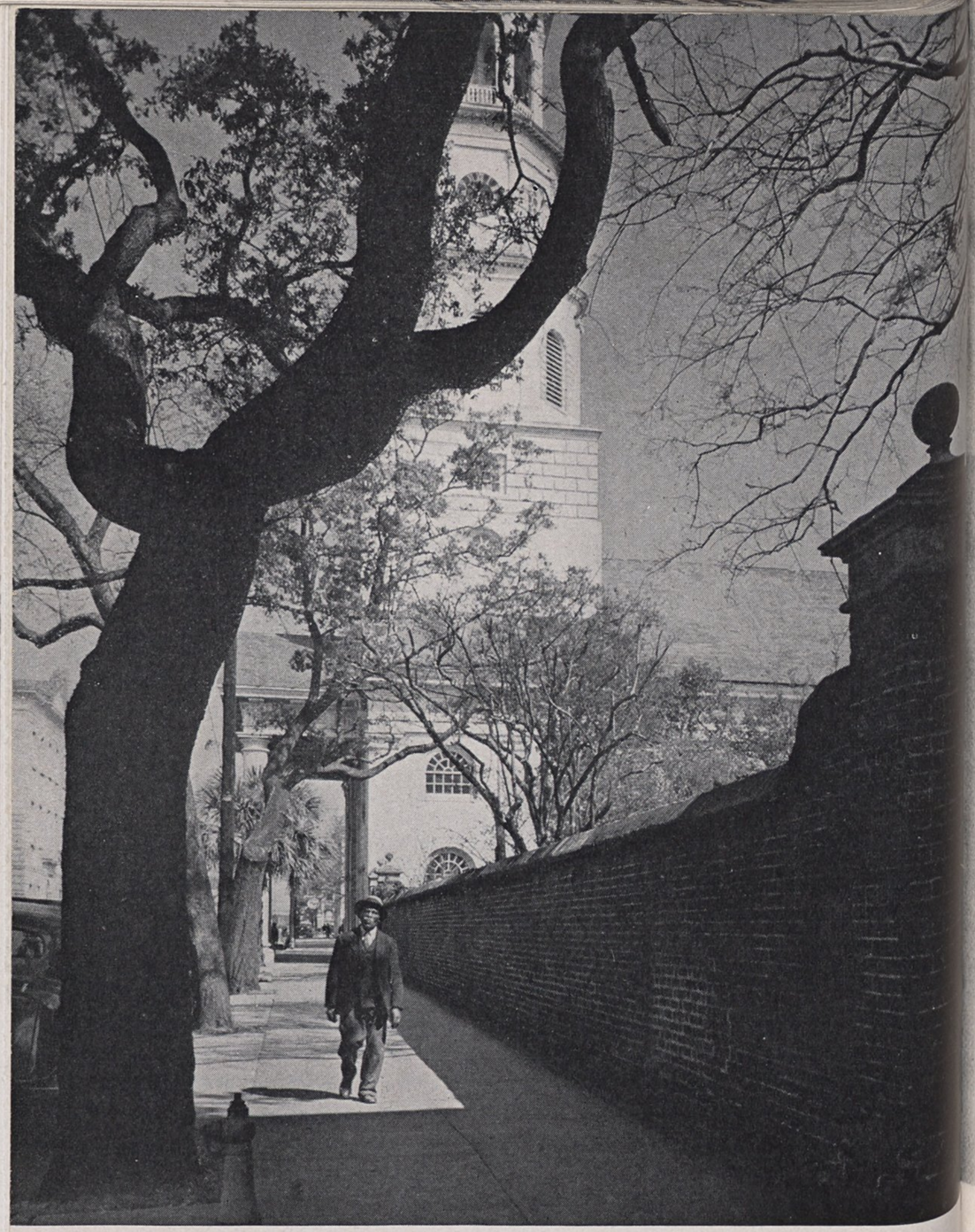
The Yaupon or Cassina holly, a decorative evergreen plant abundant in this region, furnished the American Indian with "the holy drink of the cuseena plant prepared for their religious ceremonies." (*See Side Route A.*) Near Charleston, tea is still made from the leaves. In winter when other foods are scarce, its quantities of scarlet berries are eaten by the red birds and mocking birds.

MYRTLE BEACH STATE PARK, **26.6 m.** (*bathhouse, playgrounds, picnic grounds, fireplaces*), being developed by the South Carolina Department of Forestry, is a recreational area with 321 acres of beach and sand dunes.

Bordered on one side by longleaf pine forests and on the other side by the Atlantic Ocean, this park is one of the most beautiful in the State. The bathhouse, 150 feet long, has an assembly hall and open terraces. The park cabins are rented to the general public at a nominal cost and by the highway is a public camp ground.

Southwest of Myrtle Beach along the highway are many signs

NEAR CHARLESTON, SOUTH CAROLINA



ST. MICHAELS, CHARLESTON, SOUTH CAROLINA

pointing down sandy roads to private estates. Most of these are not open to the public.

MURRELLS INLET, **35 m.** (210 pop.), until 1914 called Laurel, is supposedly named for a pirate captain, but may have been renamed for some early settlers. It is a fisherman's paradise. Crabs, soft shell-crabs, oysters, clams, shrimp, mussels, and terrapin are numerous; the last has high commercial value, bringing as much as $70 a dozen on the New York market, but for some years there has been a closed season to protect them from extermination. All winter mullet are caught in nets. Many natives earn livings by fishing for them at night from rowboats with the aid of forked gigs and lightwood torches. The flickering lights from the fire-pans of the strikers, as these night fishermen are called, appear like jack-o'-lanterns moving over the marshes. In early spring shad taken from the Waccamaw River bring fancy prices.

SUNNYSIDE (L), **35.2 m.**, home of Mott Allston, was built in Civil War times. Here later lived Dr. Cleveland Bigham, who one sunset, shot his lovely young wife on the lonely beach, saying he thought she was a ghost.

THE HERMITAGE, built in 1849, was the home of two beautiful Alice Flaggs. The body of the first, who died of typhoid fever before the Civil War, was kept for a long time in a glass-covered coffin before her brothers reluctantly buried her in All Saints Chapel, under a flat slab marked *Alice*. Twin portraits had been made of this Alice by a kinsman, George Flagg; one of these is now in the possession of a member of the du Pont family, the other hangs at Brookgreen (*see below*).

The second Alice, niece of the first, lost her mother when quite young, and led a life of isolation with her father. When a suitor came to the Hermitage to take her buggy-riding, her father firmly offered his saddle horse to the young man, saying, "I will ride by my daughter's side in the buggy. Being younger and more agile, you will find the saddle comfortable." As a result of his tactics Alice, who died in 1936, some years past her four-score was never married.

By the Murrells Inlet post office, **36.7 m.**, is the junction with a rough, sandy road.

Right on this road to a fork, **1.4 m.**; L. from the fork to a fork at **2 m.**; R. here **0.5 m.** to WACHESAW PLANTATION (*private*), by the Waccamaw River. This property, now a hunting preserve, is the SITE OF AN INDIAN VILLAGE where 13

skeletons have been uncovered, as well as bones in containers; graves have yielded trade beads, a copper anklet, and a spoon.

Left at the 2 m. fork **1 m.** to a public landing where Negroes from Sandy Island barter rough rice for potatoes and groceries. On their native island across the Waccamaw, they thresh the rice in an old mortar hollowed from a cypress log, using a pestle cut by hand. These Negroes are described in *Black April*, the novel by Julia Peterkin. Sandy Island is inaccessible except by boat. The Negroes paddle across the river to or from their work on the Brookgreen Estate. Before the railroad arrived this was an important landing. Here the rice and later, fish and clams, were loaded for shipment. Lumber, building materials, fertilizers, and all other supplies arrived from Conway and Georgetown aboard the old side-wheelers, the *Burroughs* and the *Mitchell C.*

At **36.9 m.** is the junction with a marked sandy road.

Right on this road **1 m.** is a private MUSEUM (*adm. 10¢ & 25¢*), containing about 2,000 exhibits — stuffed birds, fish, and animals, Indian relics, and strange souvenirs.

BROOKGREEN GARDENS (R), **40.1 m.** (*open*), formerly the Alstons' plantation was purchased in 1930 for $200,000 by Archer Milton Huntington who gave it to the State for an open-air museum. The estate, covering 4,444 acres, has a collection of native plants, a zoo, numerous fountains and pools, and 130 pieces of statuary, some by well-known artists. Approximately $500,000 has been expended on development and Mr. Huntington has provided a trust fund of approximately $1,200,000 for maintenance.

The game sanctuary already contains many specimens of native wildlife including bears, turkeys, and swans, and will eventually be stocked with every variety known to the region. Many of the marbles and bronzes are the work of Mr. Huntington's wife, Anna Hyatt Huntington, who is represented in the Metropolitan, Luxembourg and Edinburgh museums.

Mr. Huntington's purchase included, in addition to the original Brookgreen, three other old rice plantations, Laurel Hill, Springfield, and The Oaks. Brookgreen is the Blue Brook plantation setting of *Scarlet Sister Mary*, Pulitzer prize novel, by Julia Peterkin.

At **44.3 m.** is the junction with a dirt road marked Litchfield.

Right on this road to a junction at **1.5 m.**; R. here to ALL SAINTS CHAPEL, **2 m.**, founded in 1767. The present building, erected in 1916, is a copy of the pre-Revolutionary church; in the churchyard, enclosed by a brick wall, are ancient magnolias, oaks, and azaleas shading tombstones with records of the old plantation families.

LITCHFIELD (*private*), **2.6 m.** (L), a private estate, is admired for its avenue of unusually beautiful and large oaks visible from the road. One of these oaks is more than 20 feet in circumference.

At **3.3 m.** is WILLBROOK PLANTATION (L), another private estate partly visible from the road.

At **45.8 m.** is the junction with a shell road.

Left on this road to PAWLEY'S ISLAND, **0.5 m.**, named for Percival Pawley; it is the oldest of the resorts between Myrtle Beach and Georgetown. Yucca, beach-cedar, palmetto, and myrtle cover the landward slope of the sand dunes. The older summer homes are built behind the dunes, with steps winding up to lookouts on the summits, and down to the beach. The newer cottages are on the open sands.

At **53.9 m.** the highway passes HOBCAW (*private*), granted to Sir George Carteret, one of the Proprietors, and now owned by Mr. Bernard M. Baruch.

About 2 miles from the coast here is NORTH ISLAND (*reached by boat*), on which De Kalb and Lafayette landed in June 1777 when, inspired by the ideals under which the American Revolution was being carried on, they arrived to assist the colonists.

They wandered about cutting undergrowth out of their way with swords. Finally some slaves met them and led them to the house where the Hugers (pronounced U-jee) were temporarily residing for the sea bathing. After ascertaining that the sympathy of their host was with the revolutionists, they revealed the purpose of their journey and were assisted in reaching General Washington. Seventeen years later, Francis Kinloch Huger, the son of Lafayette's host, was traveling on the Continent after studying medicine in London. Learning that Lafayette had been imprisoned by the Austrians at Olmutz, he and another physician effected Lafayette's escape to the frontier. Here all three were captured and put into prison. After their release Lafayette maintained a close friendship with the family, and a cousin of Dr. Huger's married one of Lafayette's nieces.

At **55 m.** US 17 crosses the LAFAYETTE BRIDGE; it was completed in 1935; the toll removed August 1, 1937.

GEORGETOWN, **58 m.** (14 alt., 5,082 pop.), is a terminus for river trade and a winter resort (*hunting, fishing, swimming and yachting; ample accommodations*), at the head of Winyah Bay (Ind., *bog* or *lowlands*) which is at the confluence of the Sampit, Black, Waccamaw, and Peedee rivers. Georgetown, named for George II, then Prince of Wales, is one of the oldest settlements in the State. Organized in 1721 the town was laid out in large and uniform squares on a 247-acre tract, donated by the Reverend William Screven. It was a thriving little seaport, dealing in naval stores, rice and indigo, which were