Table of Contents

Magazine of the

Jefferson County Historical Society

Volume XVI
December 1950

Table of Contents

Magazine of the

JEFFERSON COUNTY HISTORICAL SOCIETY



Volume XVI December 1950

Table of Contents

CONTENTS

	Page
Officers	3
Addresses Delivered During 1950	3
Price of Magazine	3
Membership List	4
The Early Van Swearingens	9
The C. & O. Canal	19
"The Black Rose" of Shepherdstown	37
From Old Harpers Ferry Newspapers	40
Martin R. Delaney	41

JEFFERSON COUNTY HISTORICAL SOCIETY

Organized May 21, 1927

Headquarters—County Offices Building

Charles Town, West Virginia

OFFICERS

President—Thornton T. Perry, Jr., Charlestown, W. Va.

Vice-President—A. D. Kenamond, Shepherdstown, W. Va.

Recording Secretary—Henry T. McDonald, Harpers Ferry, W. Va.

Corresponding Secretary—Ella May Turner, Shepherdstown, W. Va.

Treasurer—Anne S. (Mrs. Clarence) Hobart, Charles Town, W. Va.

Curator—Elizabeth Daniel, Charles Town, W. Va.

Directors—Sallie Lee Powell, Shepherdstown; Susan Gregg Gibson, Charles Town; J. Burns Huyett, Charles Town; Anne Lloyd Baylor, Charles Town; Margaret P. Chew, Charles Town; Thomas R. Moore, Charles Town.

ADDRESSES

(Delivered before the Society since December 1, 1949)

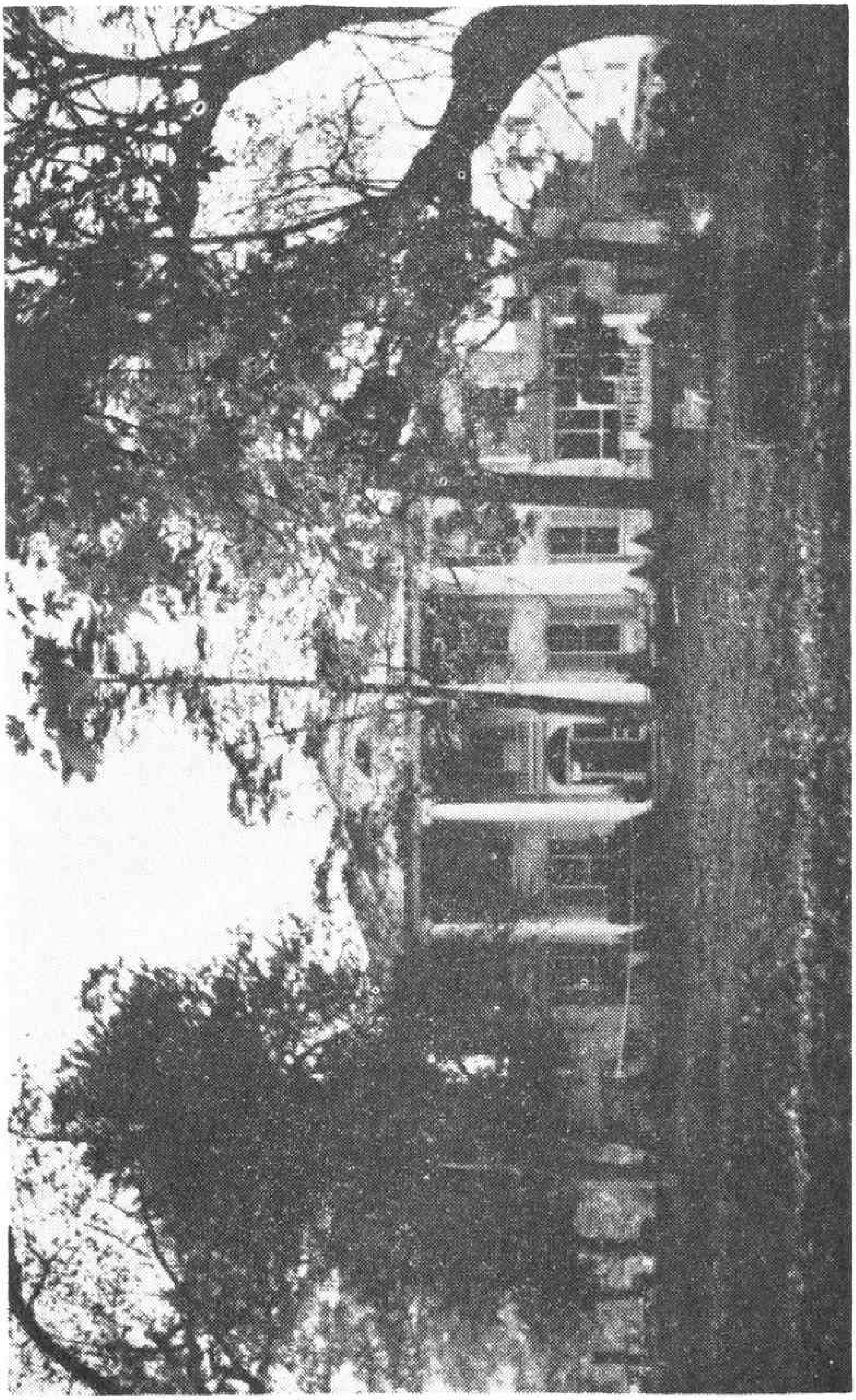
February 3 at Charles Town—The Morgan's Grove Fair, by Louise Anna Lynch.

May 19 at Shepherdstown—The Early Van Swearingens, Their Economic, Political and Military Activities, by Mrs. Charles Walter.

Price of the Magazine—The latest issue, 75 cents a copy; other issues, $1.00 a copy. Copies of the 1937, 1938, 1940 and 1943 issues are no longer available.

"No man is fit to be entrusted with the control of the present who is ignorant of the past, and no people who are indifferent to their past need hope to make their future great."

"BELLEVUE"



THE EARLY VAN SWEARINGENS

Young Gerret Van Sweringen was appointed Super Cargo of the ship Prince Maurice of the Dutch West India Company, which sailed out of Amsterdam on December 21, 1656, for New Amstel, Delaware, now New Castle. The ship stranded off Fire Island, New Amsterdam, and Peter Stuyvesant accommodated the voyagers by sending a sloop which carried them to New Amsterdam, where they remained for some weeks. Another ship was obtained and they finally reached New Amstel.

In New Amstel, Gerret resigned his position with the Dutch West India Company and remained in New Amstel where he became clerk, sheriff, and finally, secretary. In the capacity of secretary he met with Lord Baltimore and others in settlement of the various boundary disputes between Delaware and Maryland, and also when the Dutch accused the Marylanders of enticing settlers to their colony. Gerret married, in New Amstel, Barbara de Barrette, of French extraction and they had two children, Zacharias and Elizabeth. When New Amstel fell to the English under the command of Sir Robert Carr, Gerret, according to tradition, publicly broke his sword across his knee, renounced allegiance to the Dutch, packed up his wife and children, together with a few negroes and household articles, and went down to St. Mary's City, Maryland, where they became naturalized.

Gerret owned, in St. Mary's City, some 60 acres of land on St. Inigoe's Creek, which was called "Van Swearingen's Point." He became one of the first Aldermen and owned a house and lot on Aldermanbery Street where most of the Aldermen lived. Gerret owned the Smith's Town House which was actually the First State House. It was there that the Council met until an official State House was built in 1676. Gerret was one of the first high sheriffs and was assigned to build the jail, stocks and whipping post. About that time, Gerret and Barbara had another son, Thomas, who was to become the father of the four

known branches of the Van Swearingen family, and shortly afterward Barbara died. To add to his misfortune, the Smith's Town House burned with a loss to Gerret of about 300 pounds sterling. He petitioned the Council for another lease of the land which was owned by the Government. The Council renewed the lease with the stipulation that Gerret plant 40 apple or pear trees on the land. Gerret evidently favored the pear tree, and rebuilt the Town House of brick, measuring 67½ feet by over 40 feet, which was an exceptionally large building for that time in either Jamestown or St. Mary's City.

Gerret married again, Mary Smith, of St. Mary's City, and they had Joseph, Charles, Eleanor, Theresa, Ann and Dorothy, which we shall cover briefly, as we are more interested, here, with the first and second branches of the family. Joseph married Mary (Neale) Egerton, who was a grand-daughter of William Calvert, Lord Baltimore. Theresa married John Parke. Eleanor married James King Carroll and their grandson became Governor Thomas King Carroll. Ann married the Honorable William Bladen, son of Isabella Fairfax and Nathanial Bladen. Their son, Sir Thomas Bladen, married a sister of the Lady Baltimore and became Governor Bladen, the first native governor of Maryland. Governor Ogle also was descended from this line, thus, making three early governors of Maryland descended from Gerret Van Swearingen.

After Sir Francis Nicholson moved the Capitol of Jamestown to Williamsburg, he went over to Maryland and changed the Capitol of St. Mary's City to Annapolis. Gerret signed the petition against the removal of the Capitol and when he died in 1698 he was, surely, saddened by the beginning of oblivion for the city of which he was so much a part. St. Mary's City today is very much as it was when the Ark and the Dove rounded the bend of the Bay. The first settlers lie beneath a plowed field now, without so much as a stone to mark the spot. Gerret died a Catholic and requested in his will that Mass be said

for him on Saint's Days and Ladye Days. His will reveals him to be the father of the predominate hereditary traits which have come all the way down the line—to quote a few extracts, "doe hereby absolutely Debarr all persons not being of my blood to meddle or concern themselves with any of my children or their estate," and "the children shall chuse guardians as aforesd in order to shake off ye workes of a father in law," and as a daughter was to marry a Carroll, he apparently knew what he was doing. Gerret left a most remarkable collection of possessions.

We shall now go back to Thomas the 1st, son of Barbara and Gerret, who was the father of the four known branches of the family. Thomas, the First, married Jane Doyne and lived, finally, in Prince George's County, Maryland. They had four sons, Thomas, Van who was known as Maryland Van, Samuel and John.

John, son of Thomas and Jane, became the father of the fourth branch. He married Mary Ray and lived in Prince George's County, about the location of the present Rock Creek Park. John and Mary had four sons, Thomas, Van, Samuel and John. John, son of John and Mary, fought in the French and Indian War. Van was a scout for Washington and his son Samuel was an ensign in the Revolutionary War. Thomas lived in Prince George's County; he married twice, had about 25 children and 21 negroes. Samuel finally settled in Pennsylvania and started a home there at the age of 56 years. He had 300 acres of land which has remained in the family for about 155 years. Samuel became disturbed because there was no church of his faith, the Episcopal, nearby, and one day, with his servant, Luke, and seven pack horses, journeyed to find an Episcopal minister. In central Pennsylvania he found John Taylor, who returned with him. He was furnished a farm near Samuel's home, and a church and school were built. The church was unsuccessful and John Taylor later founded Trinity Church in Pittsburgh. Samuel's daughter, Mary, married Jacob Colvin and lived

in the Ohio country. An Indian chief took a great fancy to Mary because of her long black hair and, consequently, she decided to return to her father's home, where she and Jacob started a home of their own. One day, when Mary and Jacob were returning to her father's house, Mary was shot from her horse and scalped while still alive. Jacob Colvin was said to have spent most of the remainder of his days hunting Indians. Samuel's son, William, served as a colonel in the War of 1812.

Samuel, son of Thomas the First and Jane Doyne, was the father of the third branch of the family. Samuel emigrated to North Carolina about 1735.

Van, son of Thomas the First and Jane Doyne, founded the third branch of the family and was known as Maryland Van. Maryland Van lived to be about 90 years old and not 109 as has been generally belived. He settled and built a home at the present location of St. Jame's School, afterward found to be covered by a prior grant. He then secured a lease for about 90 years. Maryland Van and his brother were indicted by the Frederick County Court in 1749 for "refusing to assist the sheriff to carry the body of George Parker taken with a warrant for debt." Maryland Van married Elizabeth Walker and had six sons and six daughters. He served in the French and Indian Wars. The children of Van and Elizabeth were: Sarah, who married her first cousin, Col. "King" Van of Shepherdstown. Drucilla married Thomas Cresap, Jr.; Ruth, who married Col. Daniel Cresap, Sr., and their son Daniel Cresap, Jr. was a Lt. Colonel in the Revolutionary War; Thomas, who emigrated to Pennsylvania followed by one of his negroes who was fond of him. Thomas was the ancestor of Orris and Mantis Van Swearingen who built the Railroad Empire. Van, son of Maryland Van and Elizabeth, was called "Middletown Van" and married Margaret Stull. Their son, Joseph, became General Joseph Swearingen in the War of 1812. General Joseph's son, Capt. Joseph Swearingen, was killed at the Battle of Okee-

chobee in the Seminole War, and a fort was named Fort Swearingen in his memory. John, son of Maryland Van, married Katie Stull and emigrated to Fayette Co., Pa. He built a fort there and owned 1,000 acres of land. His son, Van, served in the Revolution. John's son, Marmaduke, was hunting with his brother one day when they were captured by Indians. Marmaduke agreed to go with the Indians if his brother were permitted to return home. Marmaduke lived with the Indians, became the famous Indian Chief, Chief Blue Jacket—he was wearing a blue jacket when captured; he married an Indian maiden and had a son Jim Blue Jacket. Chief Blue Jacket fought with the Indians at St. Clair's Defeat, in which battle Capt. Van Swearingen of the American forces was killed. Joseph, son of Maryland Van, emigrated to South Carolina and his two sons were killed at the siege of '96. Col. Charles Swearingen, son of Maryland Van, married Susannah Stull. Their son, Samuel, was a major in the Revolution; his son Daniel married Elizabeth Cresap. Col. Charles' daughter, Drucilla, married Dr. Booth who ran a boy's school at what is now known as "Delamere," and it is there that Col. Charles was buried. Col. Charles son, Eli, had a daughter, Catharine, who married Gov. Noble, 5th governor of Indiana. Eli's son, George, was the George Swearingen who was sheriff of Washington Co., Maryland, and who was hanged. In George Swearingen's defense, it may be said, that he was convicted entirely on circumstantial evidence; also, among family papers there was found, some years ago, a published confession taken by George Swearingen's minister the night before he died, in which he said that he had struck his wife in anger and that the blow had knocked her from her horse. In falling she had struck her head on a rock, and, knowing no one would believe the truth because of his affair with another woman, he had cut her horse's knees to pretend the horse had fallen. It is hard to believe that any one would not tell the truth the night before he died.

Thomas, son of Thomas the first and Jane Doyne, founded the first branch of the family. He was known as Thomas the Second—and married Lydia Riley of Prince George's County. Thomas and Lydia had several plantations in Prince George's County and had daughters and two sons, Thomas, who was known as Thomas of the Ferry, and Van, known as Col. "King" Van.

Thomas of the Ferry married Mary Morgan, daughter of Richard Morgan. Their home stood about a hundred yards beyond the site of the present "Bellevue" mansion. Thomas defeated George Washington in a contest for a seat in the House of Burgesses. When Thomas ran for a second term he was defeated by George Washington, who had Col. Wood to campaign actively for him. In the second contest George Washington wrote to Thomas' brother, Col. King Van, asking for his support in the election. Thomas was a vestryman of Mecklenburg Chapel of Frederick Parish (Church of England), and was among those appointed to organize Berkeley County. Thomas and Mary Morgan had daughters Sallie, who married Thomas Turner, Drucilla, who marred William Morgan, and Eleanor, who married Isaac Israel. They had five sons who were officers in the Revolutionary War. There was **Major Thomas** whose son, Capt. Van, was killed at the battle of St. Clair's Defeat. Major Thomas and his brother, Lt. Benoni, were members of an expedition to Kentucky in 1779. The Swearingens, being "people of Substance" took along two negroes. On this expedition Major Thomas named a mountain, Mt. Lydia, for his daughter. He was a surveyor and was Captain of a detachment of Virginia troops prior to 1756. Both of his daughters married Morgans. **Capt. Van** son of Thomas and Mary Morgan became known as "Indian" Van." He married Eleanor Virgin and emigrated to near what is now Wheeling, where he built a fort. He was first sheriff of Washington Co., Pa., and an officer in the Revolution. He was captured at the battle of Lake Champlain. A British officer, upon seeing the

dark, tall Capt. Van, asked, "Who the devil are you?" whereupon Capt. Van replied, "A Virginia Rifleman, a soldier, and a gentleman, Sir." Once, when some horses had been stolen, Indian Van organized a party to try to regain them. The Indians escaped, with the exception of a squaw on whom a member of the party aimed his gun. Indian Van intervened and allowed the squaw her freedom. Afterward, the Indians complained that the treaty had been violated and Indian Van went alone into the Indian country and surrendered himself in order to explain the incident. The chiefs, after much discussion, decided that Indian Van must forfeit his life. A squaw interceded and when she presented him with a basket of huckleberries, Indian Van saw it was the squaw whose life he had saved. Indian Van's son, Thomas, lived for a time with the Indians, upon their promise to return the son's body to his father if he died, so that Indian Van might be sure that he had not died by a bullet. After the son returned home, he went on a hunting trip from which he never returned. Indian Van made many unsucessfui efforts to locate his son's remains. In a letter to his cousin, Josiah, he wrote "A great deale of search has ben made for his bones in vane, the messenger that went into the nations to inquire after him has not yet returned," he also wrote "I am on a ugly frontear and lost my best gunn when Dane Cox was killed," he wrote asking for another gun "good with small boar, I expect to be shut up or be after the Indians all next season and want to be well armed." This letter from Indian Van was quoted in Theodore Roosevelt's book "Winning of the West." Indian Van's daughter, Drucilla, married the famous Indian Scout, Sam Brady. When he died Indian Van left lands, negroes, a mill, still house and smith shop.

Lt. Benoni, son of Thomas of the Ferry and Mary Morgan, married three times, the second to Sarah Bedinger. Benoni was six feet, four inches tall. He served in the Maryland Legislature. He inherited the Ferry and

the Maryland plantation on the Maryland side of the river from his father. Benoni's daughter, Sarah, married Col. Blackford and his son, Henry, raised a Company of men in the War of 1812. Most of the company were captured and Henry died shortly afterwards from the effects of his military service. When Benoni died he left lands in Maryland, Virginia and Kentucky. His land on the Maryland side extended up the river to what was known as the Ravens Nest.

Col. Andrew, son of Thomas and Mary Morgan, moved to what is now Washington Co. Pa. with his brother, Indian Van. He became the first Treasurer of Washington County. He was prominent in Indian Wars in Western Pennsylvania and Northern Virginia. He owned large tracts of land and at one time commanded the troops at Fort Henry. He arrived with reinforcements at Wheeling after Simon Girty had burned the town.

Col. Joseph, son of Thomas and Mary, married Hannah Rutherford and built "Bellevue." Their son, Thomas, was a member of congress from Virginia from 1819 until his death in 1822. Col. Joseph marched to the siege of Boston and was awarded large tracts of land for his services in the Revolution. He commanded a regiment at the time of the Whiskey rebellion and was a captain under Lord Dunmore during the Lewis Expedition to Ohio. Joseph's son Thomas had children, among whom was Mary, who married Dr. Quigley.

Col. "King" Van Swearingen, son of Thomas and Lydia Riley, and brother of Thomas of the Ferry, married his first cousin, Sarah, daughter of Maryland Van. Col. King was deputy county lieutenant prior to the Revolution and was called "King" because he was a representative of the King. Col. King Van owned 1760 acres, from just a little beyond the "Lower Farm," or the "Mansion Seat," as it was called by the Swearingens, on down the river to the property of Thomas Swearingen. Col. King Van was among the committee appointed to form Berkeley Coun-

ty, was a vestryman of Mecklenburg Chapel, and was commissioned to rebuild the Episcopal Chapel in 1756. Col. King Van was Colonel of Militia at the beginning of the Revolution and after Samuel Washington resigned, was appointed county lieutenant until the close of the war. Many letters were written to him from Washington, LaFayette, Patrick Henry, Thomas Jefferson and others. The War Department sent him a constant stream of requests for more shoes, salt, officers and troops. It was also his responsibility to organize border patrols in the event of negro uprisings and Indian incursions. Col. King Van and Sarah Swearingen had daughters; Luranah, who married William Bennett; Drucilla, who married Thomas Rutherford. Their son, Thomas, was a surveyor and died early as a result of his military service in the Revolution. Their son, Capt. Josiah Swearingen, commanded a Company at Fort Pitt against the Indians and his cousin, Indian Van, accompanied him. He fought at the siege of Boston, and married Phoebe Strode and had: Eleanor, who married Thomas Worthington, senator and governor of Ohio; Thomas Van who was a representative in the Ohio Legislature; son Lt. James Strode Swearingen, who was appointed by Secretary of War Dearborn, to establish a fort at what is now Chicago, which was named Fort Dearborn. Mr. Henry Bedinger Swearingen of Circleville, Ohio, was descended from this line. Col. King Van and Sarah Swearingen had a son Hezekiah, who married Rebecca Turner. He fought in the Revolution and served on the first grand jury for Berkeley County. Hezekiah and Rebecca had a daughter Mary, who married James Foreman, and son Van, who married Elizabeth Morgan, daughter of Agnes Vail and Capt. William Morgan.

The Van Swearingens were individualists to a high degree. I once asked an elderly relative for a description of my great grandmother, Rebecca Swearingen Kennedy. She replied "The best description I can give you, is that when she told you, you were told." This same Rebecca

was quite a lady, but no longer a well-to-do lady. She had retained two old servants after the war and one day the old negro man drove a wagon of potatoes around the drive, to be taken to Hagerstown to be sold. Rebecca instructed the old negro to ask such-and-such a price for the potatoes, whereupon her husband said "But Rebecca, potatoes are no longer bringing such-and-such a price, they are only bringing so-and-so." "Ask such-and-such," said Rebecca. When the old man looked uncertain, she ordered him down, and up she got, and off she went, for all the world as if she were driving to St. Mark's Church on a beautiful Sunday morning. And, I understand, she got her price.

Ellen Bodine Walter

THE C. & O. CANAL

George Washington was not more famous as "The Father of Our Country" than he was as the designer of a rapidly expanding nation. His illustrious military exploits were not more brilliant than were his achievements as an engineer and projector of enterprises, vast in scope and enduring in their influence upon the westward expansion and upbuilding of the trans-Allegheny land.

Nearly coincident with the Revolutionary War, there arose a feverish determination in the minds of the colonies to eliminate the Appalachian mountain ranges, as barriers in a westward march, and as boundaries more or less well set by treaties with the Indians. Neither nature nor the artificial agreements of a few men, could stem the determined assault of successfive waves of pioneering Colonials. The ethical question of right or wrong in such movements has no place in this discussion. One is here concerned with the facts of history, as they were worked out by our forefathers.

Having begun to acquire western lands before the Revolutionary War ended, and in accordance with the Royal Proclamation of 1753, which granted commissioned officers and men of the ranks, according to rank, lands of the public domain of each colony; and in harmony with a yet older proclamation issued in Virginia by the then lieutenant-governor, Mr. Dinwiddie, to benefit the military adventurers of the year 1745, it is not strange that while his headquarters were at Newburg on the Hudson, Washington slipped away to give personal inspection to a proposed route of a canal to be built across the state of New York. And it is of further interest to remember that when, not many years ago, the Erie Canal was rebuilt, it was made to follow closely the course foretold by Washington.

If the Mohawk River marked the westward course of empire in the north lands, not less clearly did the Potomac

River suggest such course of possible commerce in the midlands of the ambitious colonies.

It was remembered that Jan. 28, 1755, Governor Sharpe of Maryland and Sir John Sinclair, "stepped into a small boat at Cumberland and descended the Potomac to Alexandria" to study the navigability of the river. They thought it might be made navigable, after removal of some rocks from the bed of the stream.

Canals in the old world were then of two kinds, ship and barge. The latter—the barge kind—was the first projected in America.

It is interesting to note that ancient engineers seemed to know nothing about lock canals, according to Hurlburt in his "Historic Highways." This is amazing because of the great canals of antiquity.

For example: the Royal Canal of Babylon, twice as long as the Erie Canal; the canal from Rome to the sea; the canal from the Nile to Alexandria; Roman canals in Lombardy and England; Moorish canals in Spain and the Great Canal of China, built in the 13th century, and over 1000 miles in length, a series of canalized rivers. None had locks.

Spanish attitude toward canals is expressed in the following, "If it had pleased God that these rivers should have been navigable, he would not have wanted human assistance to have made them such, but that, as he has not done it, it is plain that he did not think it proper that it should be done. To attempt it, therefore, would be to violate the decrees of his providence, and to amend these imperfections which he designedly left in his works." That is, the Creator wanted no tinkering with his works!

And it was not till the last half of 1400—that amazing era of maritime discoveries, the invention of the compass, the invention of printing by movable type—that two Italian engineers at Viterbo invented the lock canal. And immediately the network of canals threading western

Europe began to be constructed. Then the most noted of them all, connecting the bay of Biscay with the Mediterranean, from Narbonne to Toulouse, about the same length as the C. & O. Canal—148 miles— began, but was 200 years before being completed and was carried over a 600-foot summit. A notable engineering feat this, which commands the admiration of engineers, today.

And so, knowledge of locks was current, though no engineer in the land could be found who had any experience in any such construction work. One has admiration for the faith and far-sighted vision of those men, who visualized canals and the services they would perform, but who knew not a thing about their construction.

They paid dearly for their enthusiasm and ignorance, but the halo adorning the memory of brave souls belongs to them. There were three dimensions to their thinking, time, space and service.

I shall discuss the political and economic influences of the C. & O. Canal.

If in 1754 the 22-year-old Washington began to dream of providing an easy, direct passage way along the Potomac Valley toward and over the mountains, the War of the Revolution put a stop to any further activity related thereto. And it is significant of his strong purpose and determination that almost as soon as he had resigned as Commander-in-Chief of the Continental armies late in 1784, he with Gen. Gates and Col. Blackburn, were the committee from Virginia who sponsored acts in the legislatures of Maryland and Virginia, by which was achieved the organization of the "Potomac Company," with Washington as its first president. And it is worthy of note that on the initiative of Washington, the most distinguished citizen to live within what is now Jefferson County, James Rumsey, was made manager. We—you may disagree with my estimate of Rumsey—would call him chief engineer in charge of construction, for that he was. His election occurred July 14, 1785, and his distinguished

endorser was Gen. Horation Gates, of "Travellers Rest." It will be noted what important influences affecting this initial venture centered in what is now our county.

The vested interests and family connections of Washington, very definitely identified him with Jefferson county. In September, the year before, 1784, Washington wrote of a six weeks journey; "one object of this journey is to obtain information of the nearest and best communications between the eastern and western waters, and to facilitate as much as in me lay, the Inland Navigation of the Potomac." It was on this trip that he first met James Rumsey.

The report of the special committee mentioned above, said, "It is the opinion of the conference xxx that a road, to begin with the mouth of Stony River, may be carried in about twenty to twenty-two miles to the Dunker Bottom, or Cheat River, from thence xxx batteaux navigation may be had. xxxthis conference is satisfied that that road, xxx wholly through Virginia and Maryland will be better than a road can be made from Cumberland to the Youghiogheney, which must be carried through Pennsylvania."

There was evident rivalry between the states developing in the matter of racing in constructing some artery of travel to the westward. For the Penn Canal was stirring Pennsylvanias. And the legislatures of Maryland and Virginia approved by joint action the building of such a road and appropriated $6,666 2-3, "to open and keep in repair a road from the highest possible point of navigation on the Potomac to the River Cheat, or Monongalia, whichever route the commissioners should find most convenient and beneficial to the western settlers."

In 1785 at a Mt. Vernon convention, articles of agreement between Maryland and Virginia were drawn up regarding the commercial interests on the Potomac.

> Art. 6; The Potomac River shall be considered a common highway for the purpose of navigation and commerce to the citizens of Maryland and Virginia,

and the United States, and to all other citizens in amity wtih the said states trading to or from Maryland or Virginia.

And said

Art. 7; The citizens of each state respectively shall have full property in the shores of the Potomac River adjoining their lands."

Incidentally, there are some historians, who advance the idea that it was out of these meetings in re the navigation and control of the Potomac River, that there grew the convention of 1787 in Philadelphia which framed the Constitution of the United States. If so, that which became the C. & O. Canal was more than a water-way. It spaded in the roots from which grew a new nation.

The beginnings of the C. & O. Canal were co-incident with other projected internal improvements, which were to definitely and powerfully affect the future of the nation.

The City of Baltimore could not sit idly by and suffer her western commerce to be diverted to Washington, as would follow the completion and opening of the canal. Accordingly she went into high gear and with the sound argument that what later became the Old National Road, No. 40, had been of greatest meaning in Braddock's campaign and the wars with the Indians, as well as for greater commercial if less patriotic ends, there emerged powerful influences of a doubtful political meaning. Where the proposed road was to pass and end were torrid questions.

Albert Gallatin, Secretary of the Treasury, wrote Jefferson, July 27, 1808: "Permit me, however, to state that the county of Washington, (Pa.), with which I am well acquainted, gives a uniform majority of about 2000 votes in our favor, and that if this be thrown, by reason of this road in a wrong scale, we will infallibly lose the State of Pennsylvania in the next election." It appears that the founding fathers of a slightly later date, were not without some knowledge of how the political zephyrs blew!

But wherever the road might pass, Baltimore was determined to be its main terminal on the Atlantic seaboard.

And that the building of this famous road became a bone of contention as to whether or not the Federal Gevernment should participate in furthering internal improvements is another story, but one very definitely related to the evolution of the Chesapeake and Ohio canal. For it was to be a very active rival to the canal. And while the canal is a memory, the National Road has increasingly become an artery of traffic and travel.

A growing national sentiment favoring Internal Improvements had arisen. With an eye to securing Federal aid, meetings were called and held at various points. The first was at Leesburg, Va., Aug. 25, 1823. And Nov. 5-7-8, 1823, a meeting was held in Washington. Virginia had 38 there; Maryland had 31; District of Columbia had 24; and Pennsylvania had one. No delegate from Ohio but two or three sat in from Ohio as honorary members.

Dr. Joseph Kent of Prince Georges county, Maryland, was chosen president of the convention. The name of the new company was at first "The Potomac Canal Company", then changed to "Union Canal". But Pennsylvania had a canal of that name and it was decided that the name of the new company should be "The Chesapeake and Ohio Canal Company".

With this convention dawned a new day in Federal participation in Internal Improvements. The Government was committed to such a course.

Virginia granted the charter to the new company Jan. 27, 1824; Maryland, Jan. 31, 1825. Congress passed a bill confirming the acts of Virginia and Maryland, Mar. 3, 1825, and Monroe signed it—almost his last official act.

The old Potomac Company gave its assent May 16, 1825—And finally Pennsylvania gave its assent to the canal—with some conditions. . . .

Charter amendments were passed by the cooperating states and the Federal Government as late as 1830 . . .

The Potomac Company gave its final consent, July 10, 1828—after the work of the new company had actually begun!

The PREAMBLE of the new charter said: That the object for which the company was formed was: "to establish a connected navigation between the Eastern and Western waters, so as to extend and multiply the means and facilities of internal commerce and personal intercourse between the two great sections of the United States; and to interweave more closely all the mutual interests and affections, that are calculated to perfect the vital principle of Union" . . .

Monroe's summary of reasons for Federal Government participation in such public improvements may be regarded as a platform upon which the Government acted.

He summarized thus;

1. Business reason: A great portion of the products of the very fertile country through which it would pass would find a market through that channel.
2. Military reason: Troops might be moved with great facility in war, with cannon and every kind of munition, and in either direction.
3. For a more perfect union: Connecting the Atlantic with the Western country in a line passing through the seat of government (the National), it would contribute essentially to strengthen the bond of union itself.

Monroe believed that for such a national object Congress had power to appropriate money, on condition that the jurisdiction remain with the states through which the canal passed.

(Note this definite approval of states rights and powers.)

To make surveys, etc., $30,000 were appropriated by Congress and approved by the President, April 30, 1824. . . (An important date in Federal appropriations.)

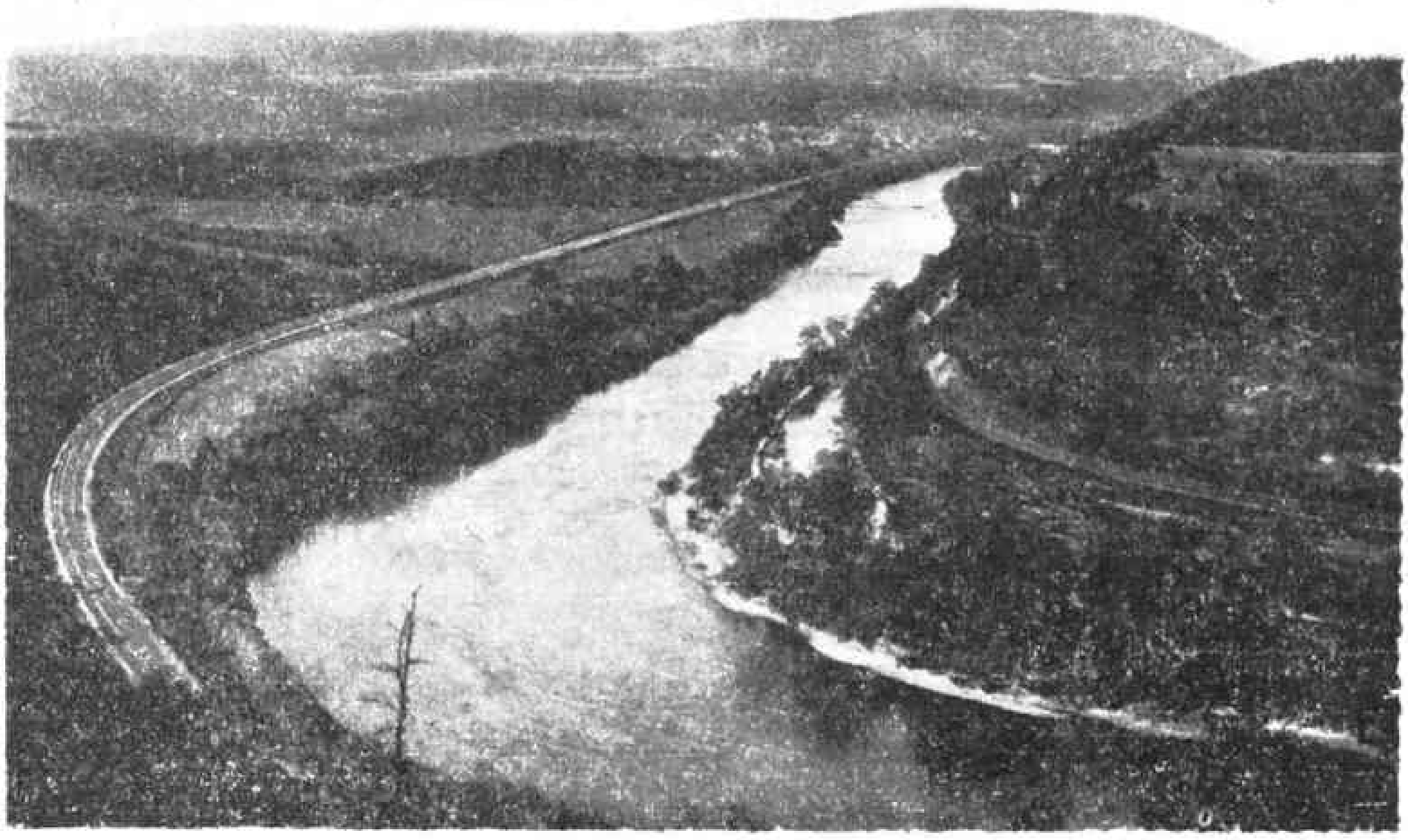
These surveys were to be along the Potomac to headwaters; to Ohio, and on to Lake Erie.

Their projected Canal had two parts:

1. The C. & O. Canal from tide water in Potomac River to Pittsburg on the Ohio River.
2. The Ohio & Erie Canal from Pittsburg to Lake Erie, either through Ohio or Pennsylvania.

Weary years had dragged along since first James Rumsey and his men blasted a channel down the Potomac, or up, as may have been the case. Barges laden with coal, wheat, whiskey and other products had been floated and poled down to Georgetown, where the barges were sold and torn down. Their good timbers were used in the erection of houses now standing in that old city.

But one-way traffic did not suffice. And the question of a canal with locks along the banks of the Potomac River was visioned, else rival roads and the new fever of railroad building would outstrip the canal in time and distance and speed.



Scene near Paw Paw, W. Va.—Canal on right

Accordingly it is interesting to note that on July 4, 1828, in the presence of diplomats, senators and distinguished citizens, President John Quincy Adams turned—or tried to turn—the first spade of earth for the new canal. He tried, but he struck a covered root. Then with the enthusiasm of his mission spurring him, he doffed his coat and in shirt sleeves, with the crowding multitude cheering, the President managed to perform his task under such difficulties, as may have been prophetic of the hectic years ahead for the canal.

Mr. Mercer, president of the Canal Company, had introduced the President with these significant words: "There are moments in the progress of time which are the counters of whole ages. There are events, the monuments of which, survive every other memorial of human existence, eternize the nation to whose history they belong, after all other vestiges of its glory have disappeared from the globe. At such a moment have we now arrived. Such a monument are we now to found."

Then said the President: "The wonders of the ancient world, the Pyramids of Egypt, the Collosus of Rhodes, the Temple at Ephesus, the mausoleum of Artemisis, the wall of China, sink into insignificance before it—insignificance in the comparison of the purposes to be accomplished by the work when executed. I invite you to witness here the stroke of the spade, and in performing this act, I call upon you to join me in fervent supplication to Him from whom that primitive injunction came, that he would follow with his blessing, this joint effort of our community, to perform his will in the subjugation of the earth for the improvement of the condition of man. That he would make it one of his chosen instruments for the preservation, prosperity and perpetuity of our union. That he would have in his holy keeping, all the workmen by whose labors it is to be completed. That their lives and their health may be precious in his sight, and that they may live to see the

work of their hands contribute to the comforts and enjoyment of millions of their countrymen."

On the same day that the President turned the first spade of earth for the canal, the opening act of another drama in the economic history of America was performed. The venerable and greatly beloved Charles Carroll of Carrollton, the lone survivor of those who had "pledged their lives, their fortunes and their sacred honor" by signing the Declaration of Independence, lifted the first shovel of earth in inaugurating the building of the B. & O. system. Thus coincidentally was joined one of the most hectic races for supremacy in public transportation in our national history. "Thus at points less that 40 miles apart were inaugurated industrial ventures in which canals, an ancient work of mankind, was to be worsted by the young, untried and revolutionary method of public transportation by steam." Both occurred within the boundaries of Maryland.

McMaster gives the canal side of the debate as to Canal . . . vs. . . Railroads.

"Canals, said one faction, are facts; railroads are theories, and are opposed to the habits and feelings of our people, for they create monopolies in transportation. A farmer can not own railroad wagons. But for the $100 he can buy a boat, or with the help of his hands he can build one to carry 25 tons. To move such a load by railroad would require eight carriages and a locomotive, costing $4000.00. Into this boat the farmer can put an assorted cargo of flour, bacon, hemp, plank, lumber and vegetables, draw it to market with his own horses, sell it at any village on the way, and bring it back loaded with what he pleases. Does anybody suppose railroads will take on loads offered anywhere along the line? No, indeed! The farmer must haul them to stopping places. Canals will carry live stock, hay, firewood, large timber for ship building, boards and planks. Railroads cannot do this. What would be thought of a load of hay coming

along a railroad? The sparks from the locomotive would set it afire before the journey began. Canals are adapted for military purposes; railroads are not. Imagine a regiment of troops with baggage, provisions, ammunition, and camp equipage transported by railroads. By canal this can be done, and the soldiers live and cook comfortably along the way. The boat will carry tents, food, baggage and ammunition, and may be drawn by horses or by the men as they walk along the tow path. Canal boats will carry artillery, which can not be transported by rail unless the guns are dismounted and the caissons taken apart. Snow will make a 300 mile railroad impassable for weeks; rain will wash earth over the rails in quantities which, in deep cuts, will take weeks to remove. Railroads for long distances are wholly untried in any country, and for short distances are yet in the experimental state. The longest in existence, the Manchester and Liverpool, is but forty miles in length, passes through the heart of a populous country and may anywhere get aid to repair cars and wagons and engine. But that such a railroad as the Baltimore and Ohio, ten times as long, running through a rough, wild and sparsely inhabited country, with great difficulties of construction to overcome, should ever compete with a canal of the same length as the Chesapeake and Ohio surpasses probability."

"If locomotives were used it would be necessary to have water-boiling stations every six or seven miles to furnish engines with tanks of boiling water, for a supply of cold water would check the generation of steam and stop the train."

"Rails would be broken by passing teamsters wantonly, as they did milestones and copings of bridges, or from spite towards a means of transportation likely to injure their business. In the mountains the cold in winter is often so severe that an ax will break when struck against a tree. Would not rails snap under these conditions as a train passed over them? Admit that the railroads can

be made a success; would it not monopolize transportation, and would farmers and teamsters submit to this?"

Baltimore merchants decided to take a chance on railroads and the B. & O. was incorporated by Maryland Feb. 27, 1827 . . . and on the same FOURTH OF JULY that President Adams turned the first spade of earth for the new canal along the Potomac, the venerable Charles Carroll of Carrollton, the last survivor of the Signers of the Declaration of Independence, broke ground for the B. & O. railroad in Baltimore.

Within the limits of such a paper as this one must note only matters of major importance. When the Canal reached Point of Rocks, about the time the B. & O. arrived at the same point, the railroad discoverd—it probably well knew the fact—that the right of way along the Maryland bank of the Potomac was controlled by the canal. And the canal stubbornly maintained its rights.

Suits at law were instituted and the results following were unique and significant. Too much was at stake to allow these two works of great meaning to wither and die at Point of Rocks.

June 10, 1828 the Canal filed suit in Washington county vs. the B. &O. to prevent it from building its road on land claimed by the Canal Company. The Court granted the injunction against the railroad, to prevent it obtaining any land or right of way. . . .Then the railroad filed chancery suits before the court in Annapolis June 23-24-25—thus were two suits pending at the one and same time in different Maryland courts.

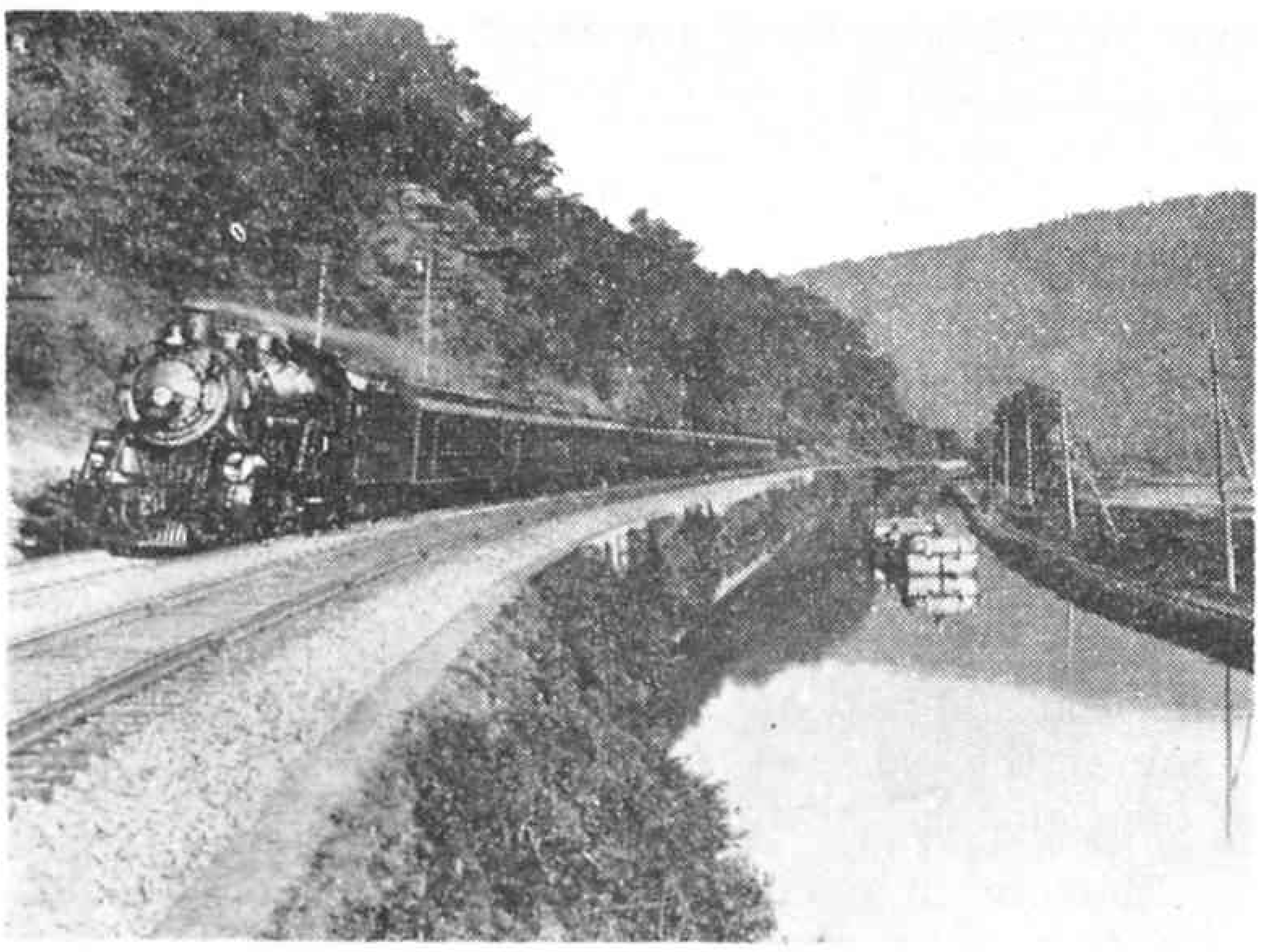
One and a quarter years ensued, and not till Jan. 18, 1830 did the Chancery Court act.

At length a bill was passed by the legislature of Maryland and agreed to by both Canal and Railroad. There were four important provisions:

1. The Canal and Railroad were to work jointly between Point of Rocks and Harpers Ferry.

2. The Railroad was to subscribe to 2500 shares of the Canal stock, when canal and railroad reached Harpers Ferry (And always was the canal company needing more money!)
3. The railroad could begin construction May 10, 1833—Thus had over two years been lost to its construction.
4. A fence between the railroad and canal was to be erected to ward against accidents due to fright of horses, as locomotives passed. . This was found impracticable, and so horses were first used by the railroad company to draw cars—until later this impossible provision was repealed.

Thus the B. &O. paid the canal company $266,000 in monthly installments in order to build the Point of Rocks-Harpers Ferry link in her plans. But there was another part to the joint agreement—that the B. & O. was not to build beyond Harpers Ferry, until the Canal



Scene near Harpers Ferry—Capitol Limited and Canal Boat

reached Cumberland, provided that was done within the time limit—1840.

And so, while the B. & O. came into Harpers Ferry on the Maryland side in 1834 with a great flourish and banquet and much conviviality, history makes mention of nothing of the sort by way of celebration on the part of the canal company. The canal company had almost literally brought a railroad on her back, to the Maryland side of the Potomac, opposite Harpers Ferry. A unique historical fact.

May it suffice to say that in the final reorganization proceedings of the canal company, when, practically bankrupt again, its works bogged down opposite Great Cacapon, the B. & O. and its friends came into control of enough canal stock, so that the building of the railroad to Cumberland was speeded. And on Nov. 5, 1842, almost 108 years ago, the railroad had reached Queen City—Cumberland. And it was not till eight years afterward, (100 years ago) in 1850, that the canal, by aid of the Maryland appropriations, finally reached the same destination. Then the canal company did stage a demonstration of what its services were to be, by gaily decorated canal boats and wining and dining, which cheered the souls of the participants.

It should be noted that building the canal did bring certain racial elements into America, which were to remain. Labor for canal work was imported from Ireland largely. And several hundred Irish workers by indenture were imported. Not alone did they on numerous occasions, by virtue of their lonely lives and occasional over indulgence in liquors, engage in personal altercations, they also produced riots and labor disturbance which required both local and national authorities to take a hand. And many of the old Irish families living along the route of the Canal sprang from these immigrants.

Moreover, it was during this period of canal building, 1832, that there was added to the prevalent, so-called

"sickly season" in the Potomac Valley, continuing from July through September, when low water, dank vegetation and probably clouds of mosquitoes bearing malaria were everywhere, that the devastating epidemic of Asiatic cholera struck. The plague was soon general from Harpers Ferry to Point of Rocks. Work was suspended. With difficulty the living could be induced to bury the dead.

Pres. Mercer, writing Sep. 3, 1832, said: "If the Board but imagine the panic produced by a man's turning black and dying in twenty-four hours in the very room where his comrades are to sleep or to dine, they will readily conceive the futility of separating the sick, dying and dead from the living." Of course there was panic and flight by the terrified laborers, who stayed not on the manner of their going.

The cholera spread up to and beyond Shepherdstown. (George W. Ward says: "This thriving little town wide awake to the interests of commerce, and acting entirely upon its own responsibility subscribed twenty shares.") Mr. Boteler writing Sept. 4, 1832 said: "Before this letter reaches Washington, the whole line of canal from the Point of Rocks to Williamsport will be abandoned by the Contractors and Laborers. The Cholera has appeared amongst them and has proved fatal in every case. There has been upward of 30 deaths nearly opposite to us since Friday last, and the poor exiles of Erin are flying in every direction xxx By the last of this week you will not have a working man on the whole line." The next day B. Price writes, "Excited by the sufferings of the miserable victims of the disease, the citizens of this place (Sharpsburg) have ministered to their wants, and sought to sooth their dying moments, but unfortunately xxx nearly every person who has been with the dead bodies xxx have paid the forfeit with their lives, and now it is scarcely possible to get the

dead buried." And so tragedy stalked along the course of the works on the canal.

It will be an agreeable change to relate an incident very different in terms of the people involved and the occasion. Roy F. Nichols in his "Life of Franklin Pierce, President," relates the following: "The end of May, 1834 brought hot weather and very opportunely the Chesapeake and Ohio Canal Company provided an excursion for the Members of Congress to inspect their work. Pierce, in company with a large party, took advantage of their hospitality and set out from Georgetown on two canal boats accompanied by the marine band. All day long they crawled through the thirty-four locks, whiling away the hours with two meals, accompanied with drinking of wine, which as John Quincy Adams said, 'made some of the company loquatious and some drowsy'. Harpers Ferry, which they reached at nine in the evening, was their destination. Next day there were excursions up and down the river and visits to the armory. Some clambered up to Jefferson's Rock, watched the Potomac and Shenandoah, and looked off into the blue hills. None thought that day of John Brown. The evening witnessed a party at the army superintendent's home, which probably did not contribute much to the delight of a five o'clock start the next morning. The return journey took place on a day as hot as only the Potomac Valley can produce. The stifling hours were enlivened by Representative Hawes of Kentucky, who entertained with facetious humor and coarse jokes, and a very frequent consumption of whiskey drams. He was alternately a delight and a a tedious bore. A heavy shower late in the afternoon sent the ladies to the cabinet, where they sang with great facility a variety of Methodist hymns. Damp and tired the party arrived at Georgetown past midnight." (There was no lightning express among canal boats!!!)

And so, if there were deep shadows attendant upon the building of the canal, there were occasional flashes of light, which made for human interest and pleasure.

One should give some hard facts in re this, one of America's most historic monuments to one hundred fifty stirring years. The lock canal was begun in 1828 and reached Cumberland, 184.5 miles distant, 22 years afterward, 1850. Between Cumberland and tide water there is a fall of 605 feet. There were 74 lift locks between the terminals, with capacity to lift or lower boats practically 8 feet. These locks were 100 feet long; 15 feet wide and about 16 feet deep. And they were uniformly fine examples of the stonemason's art.

The National Parks Service says, "In 1870's, during the heyday of the Canal, as many as 540 boats" (an average of three to every mile of the Canal) "were navigating the Chesapeake and Ohio Canal. A typical boat measured 92 feet long and 14 feet and 6 inches wide and carried 110 to 120 tons of cargo. Three to five miles were required for the boating "outfit"; two or three were in use whenever the boat was in motion. The relief team was carried "aboard boat" while the boat captain and his family, or the crew lived in a small cabin aft."

One hundred years, less four, the canal, with slight interruptions, operated. And then when the flood of 1924 passed, with it passed the Canal, as a live artery of trade and transport.

"A contract for the sale of the historic Chesapeake and Ohio Canal to the United States for $2,000,000" was submitted to the Circuit Court of Washington County, Md. and the sale was confirmed duly. Thus, at a price which was a mere pittance compared to total cost involved, the Federal Government has become owner since 1938.

For one who remembers the canal during its active days, there are nostalgic memories. Who in imagination can not hear the ringing bugle notes giving warning of the approach of a boat? Who does not recall the shadowy forms of the mules tugging away at the end of the hawser pulling their load, with heads down, ears keeping tune to the silent steps, but ever forward to some unknown

destination. How seldom did the boatsmen speak, and then with few words. How kind they were to allow on board some picnicking party who wished to include in the day's outing a ride on a canal boat. And how it stirred the imagination to see one of the boats settle downward, as into a tomb, only to slip silently forward into the canal and without haste or without delay divided the purling waters, which gently caressed the shore lines streaming ahead.

All these are mere echoes now. Gone are the boatmen and their boats. Gone forever, the springtime rides along the canal, when dogwood and Judas trees were incomparable in their floral beauty. Gone is the romance, the tears, the trials, the failures, and all the hopes of that great work, which Pres. Mercer on this first day, when Pres. John Quincy Adams spaded and spoke, said: "There are moments in progress of time, which are the counters of whole ages. There are events, the monuments of which survive every other memorial of human existence xxx. At such a moment have we now stood. Such a monument are we now to found." And the silent morning sun aroused the song birds, flitting along and above the empty course of the old canal, with the evening shadows casting their gentle mantle over the wreck of human hopes and ambition and pride. seem to answer: "Yes, there are moments which are the counters of ages and there are monuments as imperishable as time. And so long as the pen of romance and the records of history shall endure, so long shall there remain unforgotten in the annals of Amercans the mighty influence in American history of the Chesapeake and Ohio Canal."

Henry T. McDonald

"THE BLACK ROSE" OF SHEPHERDSTOWN

The Black Rose still grows in Shepherdstown, in the garden of Mrs. George W. Billmyer, where it was planted by her grandfather, Colonel John Francis Hamtramck, just a little more than a hundred years ago. Its petals are as richly glowing as in the old days, its fragrance as appealing. Its history lends an added charm to a flower that needs nothing to complete its allure.

Assisting in collecting garden traditions of early America for a forthcoming publication of the National Council of State Garden Clubs, Mrs. H. P. Schley, Shepherdstown authority on flowers and flower gardens, tells the story of the introduction of the Black Rose to Shepherdstown.

It was more than forty years ago, she says, that Mrs. James Shepherd, known locally as Miss Folly and the mother of Mrs. George W. Billmyer, walked with her in the old flower garden and answered her questions about the plants that grew there.

"This is a curïous and beautiful rose," said Mrs. Schley, "Has it a history?"

"Yes," replied Miss Folly, "this is the famous Black Rose." Mrs. Schley had noted the dark petals, almost a true black, the healthy looking bush, about four feet tall, of an old type that preceded the modern hybrid tea, the exquisite blooms covering the shrub.

"Yes, the Black Rose was famous in its day," continued Miss Folly. "My father, Colonel Hamtramck, was fond of flowers. He fought in the Mexican War. At the cessation of hostilities he made his way homeward to Shepherdstown. He had a keen eye for the unusual, and he noted the semi-tropical plants and shrubs and the flowers of the Southwest with great interest. St. Louis, then a frontier post, had been his headquarters while in charge of Osage Indian affairs, and he broke the long journey homeward by a pleasant visit there. He liked the old flowers and plants and it was there that he first

saw the Black Rose. The strange exotic appearance of this unusual rose made a great impression on the Colonel and he determined to have at least one plant. He finally secured several rooted cuttings and packed them carefully in a damp bundle. He wondered if the cuttings would survive the long trip to Virginia."

"This is the original plant, then?"

"Yes, it is a long lived rose. My father was amazed that such a rare plant actually came through without trouble, carried longer than a month in his great coat pocket on the long trip made on horseback."

Mrs. Schley says the Colonel was told that the Black Rose, a Gallica hybrid, had been carried up river from New Orleans, where it had been brought lately from France. It had been a sensation in New Orleans.



Colonel John Francis Hamtramck

John Francis Hamtramck, for whose father, Hamtramck, Michigan, was named, was born in 1798; entered the Military Academy at West Point, and was graduated therefrom in 1819; from 1826 to 1831 was Indian Agent for the Osage nation; became a planter near Shepherdstown in 1832; commanded the Virginia Regiment in the War with Mexico with the rank of Colonel; from March 8 to July 20, 1848 was Military Governor of Saltillo in Mexico; from 1850 to 1854 was Mayor of Shepherdstown. He died on April 21, 1858. Every inch a soldier, Colonel Hamtramck today looks down in dignified grandeur from his frame on the drawing room wall of his old home in Shepherdstown, and in the garden nearby still grows his Black Rose.

FROM OLD HARPERS FERRY NEWSPAPERS

Harpers Ferry Free Press, Vol. IV, Oct. 6, 1824

NOTICE is hereby given, that a petition will be presented to the Legislature of Virginia, at their next ssssion, for authority to lay off and establish a town, adjoining Harpers Ferry, so as to include the village of Mudfort and some adjoining lands.

RESPECT FOR THE DEAD. Many of the citizens of this place, feeling a deep regret at the unprotected and exposed situation of the grave-yard on the hill adjoining the village, are desirous of adopting some measures to preserve from rudeness the sanctuary of the dead. For this purpose, it is suggested that a meeting be held at the Lancastrian School-Room, on Saturday evening next, at 7 o'clock, to devise the means of having a suitable enclosure of the grave-yard aforesaid.

The Ladies' Garland, Vol. 4, No. 44, April 12, 1828

TERMS — One dollar and fifty cents per annum, payable at the expiration of the first quarter, or one dollar and twenty-five cents, to be paid at time of subscribing. Payment in advance from distant subscribers who are not known to the publisher, will invariably be expected. Should payment be deferred to the end of the year, $2 will be required. *Postage on all letters MUST be paid.

The Mountain Echo, Vol. II, May 1920

ISLAND OF VIRGINIUS — HERR'S ISLAND IN THE SHENANDOAH Reached from Shenandoah Street by a bridge over the Mill race. Here were located the cotton factory, flouring mill and iron foundry mentioned in the Sketch of Harpers Ferry (this issue). The old brick mill, long ago abandoned, and the ruins of the factory still remain; but no trace of the foundry is left. On this Island many lives and much property were lost in the great flood of 1870, which destroyed the most flourishing part of the town. Just above the Island is the Shenandoah Pulp Mill, on beautiful Lake Quigley.

MARTIN R. DELANEY
Charles Town's Most Famous Negro

This is a short story of Jefferson County's most famous negro, Martin Robison Delaney, born at Charlestown, Virginia, May 6, 1812. He was named for his godfather, a colored Baptist Clergyman, who, it appeared, gave nothing beyond his name to his grandson.

Boyd B. Stutler, Editor of the American Legion Magazine, New York, N. Y., the most eminent authority on John Brown and a native West Virginian, in a casual letter to the author, mentioned: "At Detroit, I had a couple of hours to spend in the Burton Historical Collection in the Detroit Public Library, where I found an amazing lot of related and collateral John Brown material. Most of the data had to do with the Detroit Negroes who were associated with John Brown—including Delaney, Negro doctor, Harvard, who was raised at Charles Town and who became the highest ranking Negro officer in the Union Army in the Civil War. (Major)".

The writer, who is a collector of all items pertaining to the history of Jefferson County and the State of West Virginia, could not remember seeing or hearing, anything about Delaney. The oldest inhabitants of this section, both white and colored, were asked what they knew about him. Delaney was unknown to all.

Determined to find out more about this negro who had become a Major in the Union Army and had figured in the John Brown incident; research disclosed that at least one full book had been written about him "Life and Public Services of Major Delaney", by Frank A. Rollin, Boston, 1868. An account of him is in the Dictionary of American Biography and many of the recent books relating to the Negro in America have references to the useful work accomplished by him.

This writer has found few references to the tribes from whence our negroes originally came. Delaney's Mother, whose first name was Pati, was the daughter of an

African prince, from the Niger valley regions of Central Africa, where the Mandingo tribe held sway. Her Father's name was Shango, captured when young, during hostilities between the Mandingoes, Fellahtas, and Housso, sold, and brought to America with his betrothed Graci.

Shango, at an early period of his servitude in America, regained his liberty, and returned to Africa. In the early days of slavery, no African of noble birth, it has been written, should be continued enslaved. In due time his wife Graci was restored to freedom by the same means. She remained in America and died at the age of one hundred and seven at the home of her daughter Pati, the mother of Delaney.

On his father's side, Delaney was a pure Golah. His father's father was a chieftian, captured with his family in war, sold to slavers and shipped to America. He later fled to Canada with his family, but was brought back to America, where he died.

Any phase of Delaney's eventful life, as well as the stories of his forefathers, would take much space to tell. Those who would want to read his own story of his life are recommended to read "Life of Major Delaney", referred to in the beginning. This is a book of 367 pages, 36 chapters and an appendix. From here on we will give short sketches of his life.

Pati, the mother of Delaney, was a free slave. His father was a slave. An attempt was made to enslave herself and children, five in all, in Virginia, where they resided. Being informed of it, she at once determined to test or avert it. Taking her two youngest, she set out on foot from Charlestown to Winchester with one lashed across her back and the other in her arms. Going before the court she won her point and returned with her children to Charlestown. She died in Pittsburg at the home of her son, Samuel, in 1864, at the age of ninety-six. His father died in Pittsburg at the age of eighty-four.

(The name Patty Dulaney appears in an old Charles Town tax list, dated 1859, as owing twenty-five cents delinquent taxes. No doubt this was Delaney's mother?).

The Delaney children met many difficulties in trying to learn to read and write, as it was frowned on by many in those days, for a slave to have such learning. Due to many pressures, Pati decided to move from Charlestown. In his life's story, Delaney says his mother was advised by Randall Brown, a banker, who often advised her, to leave the place. (We have been unable to ascertain who was Randall Brown?). Finally, in September, 1822, under the pretext of moving to Martinsburg, she left Charlestown for Chambersburg, Pa., where she resided for fifteen years.

Again quoting "Amid these uncertain surroundings was the boyhood of Martin Delaney passed. In childhood the playmate of John Avis (jailor of John Brown) at Charlestown." When Mr. Avis found out from John Brown that he knew Delaney, it was Delaney's belief that he treated his prisoner with more kindness. At any rate, some years after the grave episode at Harpers Ferry, Delaney wrote to John Brown's son and told him that in his youth, John Avis was a fine boy and he was glad to see that he was also a fine man.

Delaney's father, according to his life's story, was well known in Martinsburg, where, for a stipulated sum, he obtained his freedom and joined his family in Chambersburg. Prior to going there, he had had an altercation with a man named Violet, apparently his overseer.

In describing their place of abode in Charlestown, Delaney gives this account: "In the rear, adjoining, on the opposite street, was Downey's; on the left, adjoining Offit's; on the right, immediately across the street from Hogan's, was the Long O'nary, where Bun's great school was kept, the largest school in the town except Heckman's Seminary." We have been unable to identify any of these places. We presume, "Bun", referred to above, was Mr.

John Avis, who, we understand, had a middle name he seldom used.

Delaney studied hard in Chambersburg. Later he went to Pittsburg and took up the study of medicine. He did not finish at this time but branched off into dentistry. He also started a weekly sheet under the title of "The Mystery", which ran for some years, when he joined the staff of the North Star, Rochester, N. Y. After a few years he returned to Pittsburgh and resumed his studies of medicine. In a short time he was enrolled as a student of medicine at Harvard, where he graduated.

About this time he attempted, without success, to patent a device for the ascending and descending of a locomotive on an inclined plane, without the aid of a stationary engine. Many negroes were emigrating to Central America. While Delaney never went there, he was notified that he was chosen and elected mayor of Greytown, civil governor of the Mosquito reservation and commander-in-chief of the military forces of the province.

On the 15th of March, 1843, he was married to Kate A., the youngest daughter of Charles Richards, of Pittsburg, who was an heir to an estate estimated to be worth nearly two hundred and fifty thousand dollars. This was lost in 1847 by a turn of the law because of the unwillingness of attorneys to litigate so large a claim in favor of a colored against white families.

In 1856 he moved to Chatham, Kent County, Canada, where he continued his practice of medicine, much the same as he had in Pittsburg, where he had served with great efficiency in the cholera epidemic in 1854 and in social work devoted to the welfare of the poor.

Early in 1859, there sailed from New York, in the bark Mendi, owned by three friends of his, the first colored explorers from the United States, known as the Niger Valley Exploring Party, at the head of which was its projector, Dr. Delaney. This mission made him eligible to membership in the International Statistical Congress of July, 1860, at London, England. While in Africa he found

the tribes from whence his forefathers had come.

Just prior to sailing, John Brown of Harpers Ferry fame, called to see him. He proposed holding a convention in Chatham. Apparently it was John Brown's plan at this time to form a refugee haven for slaves in Kansas. In his life story Delaney states: "The idea of Harper's Ferry was never mentioned, or even hinted in that convention." And that it was far from any idea of his that later, John Brown struck at Harper's Ferry. However, some writers disagree with this.

In May of 1860 he arrived in Liverpool, England, and went to London, where he appeared prominently in the International Statistical Congress, presided over by His Royal Highness Albert, Prince Consort of England. Back in America Delaney did much lecturing in many states. During the war between the states he was appointed the first black field officer for the United States army and was commissioned a Major.

Delaney, during his life time, was associated with and met many prominent men. He was presented to President Lincoln at the White House, where they sat down and had a quiet talk over war conditions. He served in the Union army with great distinction and many honors were conferred upon him following the close of the war.

And so the story of Delaney goes on and on, to such an extent that one wonders how any one man could have done so much in a life time. And unknown in his county and town of birth, and but little known of his associations in those early days in Charlestown, he surmounted terrific difficulties to attain success. His story is told in the silent pages of many books, and whether white or black, he will go down in history. And, his first years of life were forged in and near Old Charlestown.

—Thornton T. Perry, Jr.

(The writer, a collector of old books and historical papers, has in his possesion a photograph of Martin Delaney.)