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Magazine of the Jefferson County Historical Society

Volume XX
December 1954

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Magazine of the

JEFFERSON COUNTY HISTORICAL SOCIETY



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JEFFERSON COUNTY HISTORICAL SOCIETY

Organized May 21, 1947

Headquarters — County Offices Building

Charles Town, West Virginia

OFFICERS

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Vice President—Frank W. Buckles, Charles Town, W. Va.

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ADDRESSES

(Delivered before the Society since December 1, 1953)

June 25 at Charles Town—Old Books, Pamphlets, and Handbills, by Thornton T. Perry, Jr.

October 8 at Charles Town—Daniel Morgan as Revealed in the Records of Old Frederick County, by B. Floyd Flickinger, of Baltimore.

Price of the Magazine—$1.00 a copy. Copies of the 1937, 1938, 1940 and 1943 issues are not longer available. The first issue appeared in 1935.

"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."

ALBUM of HISTORICAL HOMES VI

THE TIFFIN HOUSE
AND ITS BUILDER — Dr. Edward Tiffin



In writing this article I have used the following sources of information: Mrs. Annie M. Yates, a former owner of the mansion, who recently sold the place to Dr. Donald K. McIntyre, the present occupant: Mrs. Charlotte Fairbairn, who searched the title in the courthouses of Berkeley and Jefferson Counties and produced the chain of title; an article written by the late Miss Virginia Lucas in the January 1929 issue of the WEST VIRGINIA REVIEW, and such other historical matter on which I could lay my hands.

1. The record shows that lot No. 31 in Charles Town was purchased by Edward Tiffin, physician, from Charles Washington, for whom Charles Town was named, and a brother of the first President, on April 7, 1788, for eight pounds five shillings, current money of Virginia, but subject to annual ground rental of one pound six shillings quarterly, to be paid unto Charles Washington, recorded in Deed Book 8, page 320, Berkeley County, Martinsburg.

2. Sold by Edward Tiffin and Mary, his wife, to Thomas Rutherford, March 22, 1796, for three hundred fifty pounds current money of Virginia; annual ground rent of one pound six shillings quarterly to be paid to Charles Washington (Tiffin had built the house in the meantime) recorded in Deed Book 12, page 425, Berkeley County, Martinsburg.

3. Left by will of Thomas Rutherford to Sarah P. Briscoe (then Sarah P. Rutherford) his daughter, recorded in Will Book 3, page 205, Jefferson County, Charles Town.

4. Sold by Sarah P. Briscoe to Joshua L. Deaver and Ann, his wife, April 4, 1835, recorded in Deed Book 20, page 288, Jefferson County, Charles Town.

5. Sold by Joshua L. Deaver and Ann, his wife to Benjamin Tomlinson, November 10, 1837, for five hundred twenty-five dollars, current money of the United States, recorded in Deed Book 22, page 270, Jefferson County, Charles Town.

6. Granted by Benjamin Tomilson to Orra F. and Edmonia E. Tomlinson, July 7, 1886, recorded in Deed Book P, page 363, Jefferson County, Charles Town.

7. Sold by Orra F. Tomilson & Company to Annie M. Yates and husband, June 14, 1922, in consideration of the sum of $4,500, recorded in Deed Book 122, page 105, Jefferson County, Charles Town.

8. Sold by Annie M. Yates to Donald K. McIntyre, et ux., July 14, 1954, in consideration of the sum of $12,500, recorded in Deed Book 200, page 359, Jefferson County, Charles Town.

This old residence is located at 210 West Liberty Street, Charles Town, West Virginia. It was built by Dr. Edward Tiffin and his father. They emigrated to America in 1784 from Carlisle, England. They built the front part of the house of logs, later it was encased with brick, and a frame wing has since been added to the back of the house.

At the present time there are eight rooms and bath in the home. It has a spiral stairway with mahogany railings and fine Georgian mantels. A very pretty porch with round columns extends the length of the street side of the house. Two fine old sycamore trees stand guard, one at each end of the porch. This home is in an excellent state of repair, in spite of the fact that it is one of the oldest houses in Charles Town.

Dr. Edward Tiffin, who, with the help of his father, built the house in the late seventeen eighties, was born in Carlisle, England, June 19, 1766. His father settled in Berkeley County, Virginia, in 1784, (now Jefferson County, West Virginia). Young Edward entered the University of Pennsylvania and studied medicine. Upon graduating from that institution he returned to Charles Town and practiced medicine there from 1789 to 1796.

In 1789 he married Mary Worthington, who lived with her brother Thomas Worthington two miles from Charles Town in the "Marsh House" located along Evitts Run. This land is now a part of Altona Farm, the home of the Davenports. This house is no longer standing. Their father, Col. Robert Worthington, who lost his life in the Revolution, had left General Darke as guardian of his children. The Worthingtons came to Virginia in the middle of the seventeenth century.

In 1798 Dr. Tiffin and his brother-in-law, Thomas Worthington migrated to Chillicothe, Ross County, Ohio. It is said that both of these men hated slavery and wanted to found a state free of slavery. Both Dr. Tiffin and Thomas Worthington seem to have had a flair for politics because he was chosen Speaker of the Territorial Legislature, and on November 29, 1802, Dr. Tiffin was elected President

of the Constitutional Convention in Cincinnati, Ohio. Thomas Worthington was also a member of the convention. They were instrumental in drafting the constitution for the new state that was in the making. After this constitution was adoped Dr. Tiffin was elected the first Governor of Ohio (1803-1807).

Thomas Worthington became one of Ohio's first two U. S. Senators. At the expiration of Senator Worthington's six-year term, Governor Tiffin was elected to succeed him as U. S. Senator. His brother, Joseph Tiffin, was postmaster of Chillicothe from 1799 to 1819.

Thomas Worthington evidently stayed in politics, for the records show that he was later elected the fourth Governor of Ohio (1814-1818). The town of Worthington, Ohio, is named after him. Jefferson County furnished two other Governors of Ohio, Jerimiah Morrow (1822-1826) and Robert Lucas (1832-1836).

Shortly after he was elected U. S. Senator, his wife, Mary, died. Dr. Tiffin resigned his seat in the Senate and became a Methodist minister, having been ordained in 1792 as a circuit riding Methodist preacher. A little while later he took unto himself a second wife, a Miss Mary Porter of Delaware. He seemed to have quit preaching regularly, re-entered politics and was elected to a seat in the Ohio Legislature. President Madison made him Commissioner of Western Lands and afterwards Surveyor-General. He left a son, who died in 1853, and three daughters. All through his political career he occasionally conducted religious services and was said to be a fairly good preacher.

Dr. Tiffin closed his well rounded career at the age of 63. Both Dr. Tiffin and Thomas Worthington are buried in Upland Cemetery, Chillicothe, Ohio. The city of Tiffin, Ohio, is named after him. Some of the Tiffin descendants stayed in the Middle West. An inscription on a tombstone in a cemetery at Five Corners, Indiana, says, "Here lies Mary Tiffin Shackleford, a niece of Governor Tiffin."

What a man! First a practicing physician in Charles Town; the first Governor of Ohio; then a U. S. Senator the same state, then back in the Legislature; given two Commissions by the President of the United States; and preaching during his spare time.

Jefferson County is proud to have had a part in the training of Dr. Tiffin to be the great man he was. May the Tiffin house long remain as something tangible by which to remember him!

—J. Burns Huyett

MEDIA



"Media", three miles north of Charles Town along the old Charles Town Road, sheltered by oaks and hickory trees of the virgin forest, with an extensive view of the beautiful Blue Ridge Mountains, has been owned and lived on by seven generations of our family.

An indenture, (an instrument of contract) found in the Court House in Winchester, Va., made November 7th, 1767 between Robert Rutherford and Mary, his wife, and Charles Yates of Fredericksburg, Va., "Money lent to

Robert Rutherford, 1847 pounds, 14 shillings and 11 pence, Virginia currency for 2071 acres, interest to begin September 1st, 1767," with a proviso that it might be redeemed on or before November 7th, 1768. Evidently unable to pay, 19 years later, Robert Rutherford signed over 1,000 acres in 1786 to Charles Yates, Rutherford continued to live at "Flowing Springs" and is buried there.

Charles Yates wrote to his brother John Orfeur Yates at Skirwith Abbey, England, Dec. 23rd, 1786, "I have possessed myself of an almost invaluable tract of land, containing 1,000 acres for which I gave 3,000 pounds sterling. Its situation is 40 miles from Alexandria and 4 miles from the Potomac River, which I expect will be completely navigable to tide-water in 2 or 3 years. This work is carrying on under the auspices of Goneral Washington, and when finished will raise his and his brother's estates, to which mine join, to an inestimable value." This of course was the Chesapeake and Ohio Canal then being built.

Later Charles Yates writes to his brother in England, "At my farm across the Blue Ridge it is my purpose to reside a good part of summer and autumn, on account of the fine climate, and that I may not become a loiterer whilst there, I have stocked with negro laborers, horses, and cattle, etc., to keep me in employment and I hope from the fertility of the soil, to some advantage."

Charles Yates, a bachelor, later gave this land to his nephew, John Yates, who married Julia Lovell and raised a large family at "Walnut Grove." Having added other lands to his holdings, he divided his estate into 6 portions, i. e. — The Beall place, "Mount Pleasant," "Flowing Springs," "Green Hill," "Media," and "Walnut Grove," leaving a good sized farm to each of his surviving children. "Media," as it was named, because it was in the midst of the other farms, was left by John Yates, to his daughter, Anne, who married our grandfather, Rev. William T. Leavell. There was a substantial stone and log house at "Media," where the overseer lived. Mr. Leavell added to

and improved the house in 1869 and moved there from the parish at Wickliffe, Va. to establish a country school for neighboring boys and girls, so that he might educate his own sons. This was a successful school until his "boys" grew up and went off to college, and Mr. Leavell accepted a call to be rector of the Episcopal Church at Hedgesville, W. Va.

Three weeks after the Leavell Family moved to "Media," our mother, Julia Yates Leavell was married to my father, Major Edward H. McDonald and went to Louisville, Kentucky, where he continued the practice of law for 25 years. Every year they brought the growing family to spend the summers at "Media." I remember what a trip it was! Mother with all the little ones; it took 2 days and there was no pullman! Only pillows! I remember the huge basket of food for fare "en route." We children used to begin to call for food before we got out of the station at Louisville, and ate constantly 'till we got to Shenandoah Junction. It was natural, when my father's health failed in Louisville, the doctors advised an outdoor life, that they wanted to come home to "Media," The other heirs were bought out, the hegira made, and bag and baggage and 10 children back to the farm.

Again there was a school started for the children at "Media" and John W. Davis was our first tutor. Only 19 years of age himself, he says he was scared stiff when he arrived and met the 8 McDonalds and 3 Daniels who were to be his pupils.

With 10 children of their own Maj. and Mrs. McDonald opened their hearts and home to all who needed it; friends and relatives came to visit in the wholesome, country environment. Always the big table seating 12 was full with the overflow of little ones at the side table. Mother made it a rule never to turn any one away who might be hungry. She said some of her children might need a helping hand some day. Many evenings, with mother playing the piano, we had singing and dancing and when we danced "Tucker," some one would always steady the

hurricane lamps on the narrow mantle. We often danced the Virginia Reel and Square Dances and my father would join us in many of our parties. Always we sang hymns on Sunday nights, and the memory of those evenings is especially dear. We were a happy family and the children were always encouraged to bring their friends to "Media." The old "guest book" records about 100 guests a year!

One of the early orchards in the county was started at "Media." "Media" had the first barbed wire fence. A neighbor said we should be reported to the A.S.P.C.A. for putting up such a fence! The old stone fences, which had been built by slave labor, were falling down, and were used as metal for the new roads which were to get us up out of the mud.

The U. S. Dept. of Agriculture got out a bulletin on "How a City Family managed a farm," to show how my father, aged 60, with 10 children, and broken in health, came from Louisville "to make a living out of the farm, educate his children, and make a pleasant home."

One rule of my father's was that each member of the family do something for the good of the household before breakfast, and feel some responsibility for the happiness of others. The boys used to milk the cows, bring in the wood, etc., and the girls would help with the breakfast, etc. These young people were soon ready for business and college.

Julia Terrill McDonald was married to John W. Davis, June 20th, 1899, on the lawns at "Media" with a large concourse of friends present.

The next marriage at "Media" was that of Mary Aglionby McDonald to Robert T. Browse, Oct. 21st, 1911. Then Elizabeth Thruston Leavell, our Cousin, was married to Jo Ware, Dec. 1916, and went to Shepherdstown to make her home. The old oaks looked down on many happy scenes. It was said of Mrs. McDonald that her heart and home were both large and many relatives and friends were happy to share her love and hospitality.

Again the children of the family brought their children to spend the summers at "Media" and many of their babies were christened in the parlor by our grandfather, Rev. William T. Leavell or by our Uncle Rev. Francis Leavell and later by our brother, Rev. Peerce N. McDonald.

Our niece, Julia McD. Davis Healy now owns "Media," and has restored it with loving care, hoping some day soon to make it her home and to carry on the traditions of the old home we have all loved so long.

It is interesting to note that in her recent books, "Cloud on the Land" and the sequels thereto, Julia Davis has described "Media" calling it "Glengarry" and the names mentioned are Rutherfords, Brooks, Yates and many other local names and characters.

Mary McD. Browse

SHANNON HILL

Close beside the sparkling waters of the Shenandoah River in the southern part of Jefferson County about four miles from the Virginia border line, we find "Shannon Hill," one of the truly beautiful old homes—not only the house, but a magnificent setting in full view of the river and Blue Ridge Mountains.

The land was granted by Charles II of England to Lord Culpeper, a man who stood high in the favor of his sovereign. One Miss Culpeper married into the Fairfax Family, so by descent the place came down to Ferdinand Fairfax through relatives, who owned it until 1825. At his death he left it to his daughter Florette V. Fairfax, then living in King George County, Virginia. She sold it to George Washington Hammond in 1838. The deed is recorded in Jefferson County Court House April 17, 1838 by Samuel Cramer, C.C.

Mr. George W. Hammond and Miss Sarah Ann Taylor were married at Milton Valley, the home of her father, William Taylor, now in Clarke County, Virginia, in Jan-

uary 20, 1836. The bride and groom at once went to live at "Happy Retreat," the old home of Charles Washington, near Charles Town, which had become the property of Mr. Hammond after the death of his mother some eighteen months before. November 3rd, same year, a little daughter was born to Sarah and George Hammond, the first of seven children to bless the happy union. The little girl was given the name of Mary Mildred. Later she became Mrs. Algernon Sydney Sullivan, a distinguished lady of New York City. For many years Mrs. Sullivan was active in charitable and patriotic affairs in New York. She never forgot the land of her birth and did wonderful work for the relief of the people of the South after the war between the states. Mrs. Sullivan helped to form a Southern Relief Society with the aid of Mrs. Roosevelt, wife of Judge Roosevelt, Mrs. Cyrus H. McCormick, wife of the inventor of the Harvest Machine, Mrs. James Lees, Mrs. W. H. Price and Mrs. S. L. M. Barlow, wife of the well known Democratic leader.

In 1866, Mrs. Sullivan entered upon her work as a member of the Board of the Nursery and Child's Hospital, New York City, which institution was established by Mrs. Cornelius Du Bois for the exclusive care of women and children and the first of its kind in America. Mrs. Sullivan gave nearly sixty years active service to this hospital.

Soon after the birth of the first child (Mary Mildred), Mr. Hammond, whose enterprising spirit urged him to erect a more modern dwelling, sold "Happy Retreat" and while waiting for the completion of the spacious new home "Shannon Hill," under construction in 1840, lived in a rented estate known as "Paradise" in Charles Town. The temporary home was soon abandoned for the new one. The home of the Fairfax Family stood near the new "Shannon Hill" home. It is not known just what the new owner did with the old house. A few out-buildings in good repair were allowed to stand. Under the supervision of Mr. Hammond, the new house was carefully constructed of grey native stone, even the dividing walls of

its large and roomy interior, were two feet in thickness.

"Shannon Hill" stands today in perfect condition on a rise of ground that provides a charming view of the Shenandoah River, whose waters make fertile the broad acres which surround it.



Shannon Hill

After several years, Mr. Hammond decided to give up farming and enter a mercantile business. He then sold the mansion and farm to Major George Washington Parke Custis Lee Peters, a very cultured and aristocratic man. Mr. Peters lived there about eleven years, during which time it was the scene of great hospitality and many famous men visited there, General R. E. Lee and family among them. Also Eleanor Custis, the step-daughter of George Washington; also President Fillmore, who at that time was visiting the Shannondale Springs just across the river from Shannon Hill, then famous for fine water and fishing.

In 1853, Major Peters sold the Shannon Hill Farm and mansion, then containing 600 acres, to Mr. Peter Hoke Rouss, of Runymede Farm, Berkeley Co., Virginia, who lived there until his death in 1887. The property was divided into four parts, one to each of his three sons, Charles, William and Milton and the fourth part to the

heirs of a deceased daughter. The portion which fell to his son William W. Rouss, is the one upon which the old mansion stands. In 1906 Mr. Rouss obtained the services of the celebrated Japanese Artist, T. Acki, from California, who decorated the interior of his residence, a distinction of beauty possibly found no where else in the state of West Virginia. This artist painted for Queen Victoria and had two medals from that most distinguished lady.

At the death of Mr. William W. Rouss, Shannon Hill became the property of his widow, Mrs. Bettie A. Rouss, daughter of Dr. Henry C. and Amanda Wright Beckham of Jefferson County, West Virginia. Mrs. Rouss passed away in September 1923 and the Shannon Hill Farm and Mansion became the property of Peter Winchester Rouss, son of Charles Broadway Rouss, known as the Merchant Prince of New York City.

Although Charles Broadway Rouss left the Shenandoah Valley early in life, he never forgot the Southland, where he was born. Once a Private in General Robert E. Lee's command, he naturally felt keen interest in the people of the South. His change of residence and his mounting wealth in no way lessened his devotion to the Lost Cause. This he proved in 1896 when at a veterans reunion in Houston, Texas, he stated that if the people of the South would contribute an identical sum, he would himself donate $100,000.00 toward the erection of a building for Confederate Memorials. The offering was enthusiastically accepted.

The cornerstone of the institute was laid May 20, 1912, on a tract of land of six and one-third acres that fronted the Boulevard and extended back between Stewart and Kensington Avenues to Shepherd Street, Richmond, Va.

Today we find in the City of Richmond, Virginia, what is known as "Battle Abbey" which was completed and opened to the public in 1921. In 1946 the Virginia Historical Society was persuaded to accept ownership of this property and to keep it open to the public. So remains the situation today.

Though Broadway Rouss, the Shannon Hill boy who became the Merchant Prince of New York, died a little more than forty years ago, he is remembered by older residents of Charles Town for his many contributions to the community. His old comrades there and many older men no longer able to work had the hard road of their last years softened by the checks he sent them at fairly regular intervals. It is just possible that his feeling for unfortunate people was enhanced by the fact that for several years before he died Broadway Rouss was totally blind.

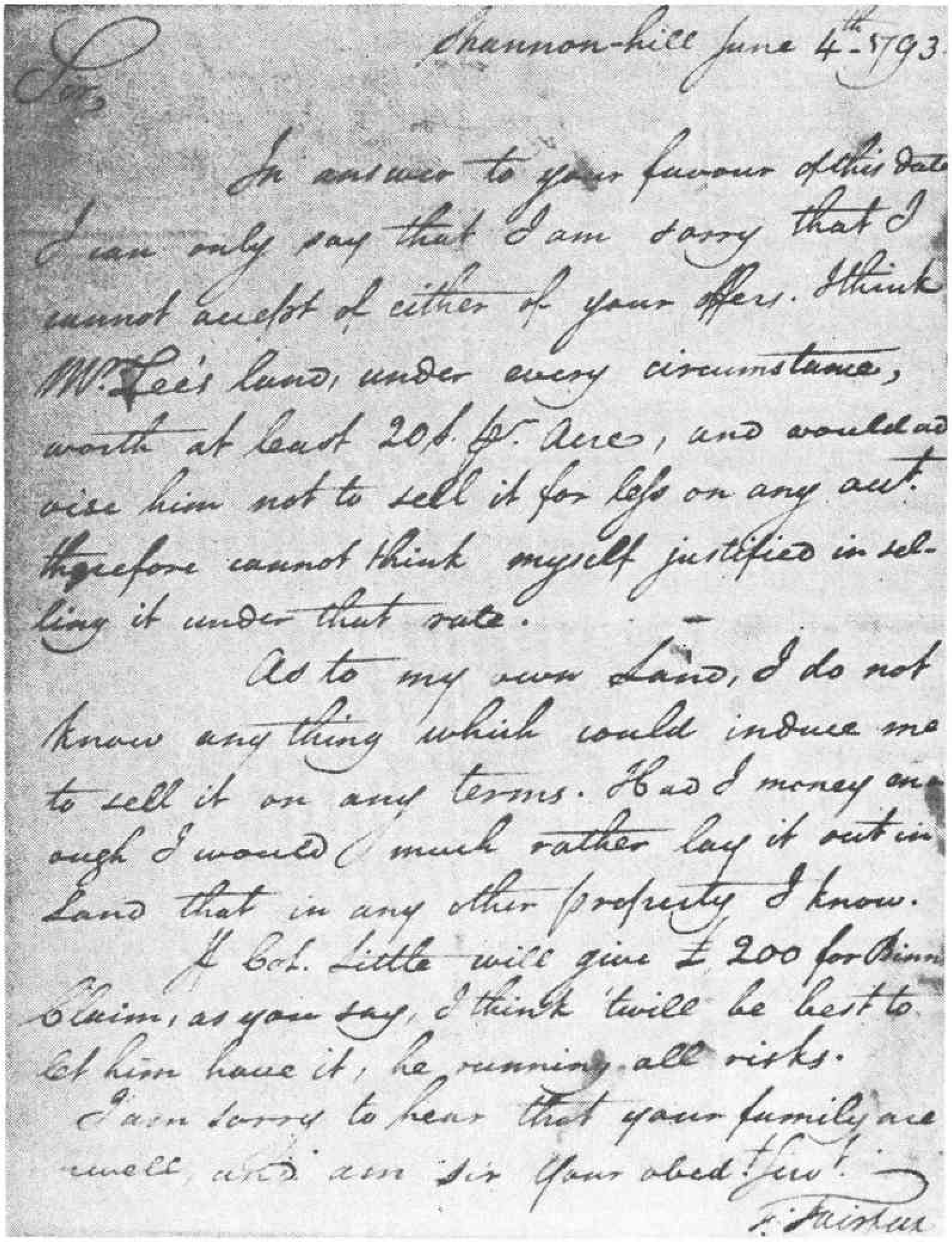
The fire company of Charles Town still profits from the many liberal contributions received from Broadway Rouss, making possible the erection of the first two stories of their Rouss Hall, just off the public square. For years a large picture of him hung in the hall.

The old Union Fire Company in Winchester also received large gifts from him and thus the Fire Company was renamed for Rouss. Before going to New York and there becoming very wealthy, Broadway Rouss had operated a store in Winchester.

In July 1937, Mr. Leonard J. Betting, agent of the Rouss Estate in New York (Peter Winchester Rouss passed away several years before this date) sold the Rouss Homestead, since 1853 to Mr. C. P. McCarver of Nashville, Tennessee.

Mr. and Mrs. McCarver are now living at Shannon Hill.

Louise Gardner Langdon



Shannon-hill June 4th 1793.

Sir

In answer to your favour of this date I can only say that I am sorry that I cannot accept of either of your offers. I think W. Lee's land, under every circumstance, worth at least 20 l. pr. Acre, and would advise him not to sell it for less on any acct. therefore cannot think myself justified in selling it under that rate.

As to my own Land, I do not know any thing which could induce me to sell it on any terms. Had I money enough I would much rather lay it out in Land that in any other property I know.

If Col. Little will give £ 200 for Simm's claim, as you say, I think 'twill be best to let him have it, he running all risks.

I am sorry to hear that your family are unwell, and am Sir Your obed. Serv.t

F. Fairfax

Copy of letter written by Ferdinand Fairfax, then living at Shannon Hill, to Battaile Muse at his home Long Marsh, June 4, 1793.

ALEXANDER ROBINSON BOTELER

(Based on a diary, letters, and other papers in the possession of his granddaughter, Miss Helen Boteler Pendleton, of Shepherdstown, and on her personal recollections.)

Alexander Robinson Boteler was born in Shepherdstown, Virginia, on May 16, 1815, and died in Shepherdstown, West Virginia, on May 8, 1892.



Alexander R. Boteler

His father, Henry Boteler, born in 1779 at Pleasant Valley, Washington County, Maryland, graduated in medicine in Philadelphia in 1801 and settled in Shepherdstown, where he practiced medicine until his death in 1836.

Alexander Boteler's mother, Priscilla Robinson was the daughter of Alexander Robinson, a successful importing merchant and ship owner of Baltimore, and Angelica Peale, oldest daughter of Charles Willson Peale, the artist.

Priscilla Robinson Boteler died February 15, 1820, leaving four children, of whom Alexander was the eldest. From the death of his mother until he was eleven years old, Alexander Boteler lived in Baltimore with his grandparents, and there attended several schools. In the meantime his father, Dr. Boteler, had taken a second wife, Anne, the widow of James S. Lane, a wealthy merchant of Shepherdstown.

In Baltimore, because of his grandfather's wealth and position, Alexander had many opportunities and privileges rare to a boy of his age. He met Lafayette on his visit

to Baltimore in 1825. He heard Daniel Webster make his famous speech in reply to Hayne in 1830. At the theatre he saw the best actors of the time, Kean, the elder Booth, and the older Joseph Jefferson.

In 1833 Alexander Boteler entered Princeton, the Northern colleges being more generally patronized in the section around Shepherdstown than were those in Virginia at that time. His roommate at Princeton was Philip Pendleton Cooke, and **Florence Vane** was written in his room. Without parental restraint, both boys could give free rein to their creative genius. Alexander Boteler, with an artistic talent doubtless inherited from his Peale ancestry, pencilled on the walls of their room a scene from Macbeth when Banquo's ghost appeared at the banquet. This was preserved by the college authorities by having a curtain hung before it, and was shown to visitors until it was destroyed by the fire of 1855.

While Boteler never systematically studied painting and drawing, he continued for three or four decades to delight his friends with his caricatures and portraits.

In 1887 the Military Historical Society of Boston, Massachusetts purchased a group of paintings by him, through a Mr. Pierre Moraud of Philadelphia. Six of these are 9 x 12 black and white oil sketches marked with his initials:

General R. E. Lee, in Richmond, Sunday, 2 April 1865
General James Longstreet at Gettysburg
President Jeff. Davis and General Breckenridge near Richmond
General Wade Hampton
General Pickett awaiting the signal at Gettysburg
General John H. Morgan.

Two other sketches were thought by the buyers to have been done by some one else, probably (David Strother) "Porte Crayon," contributor to **Harper's Magazine.** The sketch of Henry Clay, in India ink, and marked Cincinnati, July 1844, may have been, but the pencil sketch of John Brown is undoubtedly by Alexander

Boteler, and the initials in the lower left corner look like "H. F.," meaning Harpers Ferry. The story of his meeting John Brown on the train near Harpers Ferry in 1858, entering into conversation with him on sheep raising, and his drawing a picture of the old man, whom he described to his wife as looking like the Wandering Jew, was well known to his relatives and friends.

Alexander Boteler was graduated from Princeton in 1835. The A. M. degree was conferred upon him in 1838.

While at Princeton, through the friendship of A. S. Dandridge, of The Bower, Jefferson County, he met his future wife, the beautiful Helen Macomb Stockton, eldest daughter of Dr. Ebenezer Stockton, a young surgeon's mate of the Continental Army of the Revolution and one of the original members of the Order of the Cincinnati. Boteler and Miss Stockton were married on April 26, 1836. She has been described as "a woman of high mental and spiritual qualities, calm, level-headed, good tempered, a good housekeeper and a charming hostess, eminently the true helpmate for the fascinating, brilliant, lovable and impractical Virginia youth."

The young couple made their home at Fountain Rock, near Shepherdstown, Dr. Henry Boteler having bought the property from the Rutherford heirs in 1832 and having built, near an ever-flowing spring, a stone mansion which he named Fountain Rock. Dr. Boteler died during the summer of 1836, leaving his son the grave business responsibility of settling up a considerable estate.

Alexander counted himself a farmer by occupation. He inherited Fountain Rock at the death of his father, and it was his home until it was burned on July 19, 1864, by Captain Martindale under command of General David Hunter. There for two decades he devoted himself to agricultural pursuits and gained wide recognition as a progressive farmer.

His practical experience and study of farming problems, together with his ability as a speaker, made him in great demand at agricultural fairs and association meetings,

particularly during the 1850's when he addressed the Ohio State Agricultural Fair, the Shenandoah Valley Agricultural Society, and the Agricultural Society of Hagerstown, Maryland. In 1850 he had been made president of the Jefferson County Agricultural Society.

The scope of his farming enterprises is indicated by notes in his diary for the year 1845. There it is found that he used hotbeds for early starting of vegetables of many kinds; he grew many of the small fruits, grapes and several kinds of berries; as an orchardist, he experimented in grafting—cherries, apples, and peaches—one note being to the effect that he had "planted 24 young pecan trees to graft on." While Mr. Boteler raised some cattle and hogs, his major work was in growing grain, principally wheat. In this he had discovered the favorable effects of lime. His diary notes that if the wheat sowed in September 1845 turned out as well as it gave promise, he would harvest 2,000 bushels. In that year, too, he ordered from Baltimore a "Wheat cutter," costing $100 at that time.

Mr. Boteler also inherited a mill from his father, first operating it as a flour mill, then as a cement mill with considerable market in Georgetown and Washington. In 1851 he secured a government contract to furnish hydraulic cement for the extension of the Capitol, and a year later leased the cement mill to a Mr. Reynolds for five years at $5,000.

Then, in 1852 business calamity overtook Alexander Boteler in the failure of a prominent merchant in Shepherdstown, friendship for whom had induced him to endorse a note, which cost him nearly $20,000. It took a considerable sum from his wife's inheritance and the proceeds from the sale of half his Fountain Rock acres to make good on his "bond." While his resources were not thereby wholly depleted, the merchant's failure kept him struggling for some years. In fact Mr. Boteler was seldom free from financial stringency during his later years, but he managed to spend the last 32 months of his life in retirement and be entirely free from debt when he died.

The merchant's failure in 1852 had been followed by the burning of the cement mill by the Federals in the early morning of August 19, 1861, and then by the burning of Fountain Rock in 1864.

It is a matter of coincidence, rather than cause, that the year of Mr. Boteler's first great financial blow found him giving considerable attention to politics, becoming known to the newspapers of that day as "The Young Wheel Horse of Whiggery." In 1852 he was a delegate to the Whig Convention in Richmond and was appointed a Presidential Elector, voting for Winfield Scott.

From this time he entered the political lists against Charles James Faulkner, Martinsburg Democrat, but did not defeat him until 1859, when he was elected U. S. Representative from Virginia, in the 36th Congress.

In December 1859 Boteler took his seat in the stormy halls of Congress. Though inexperienced in parliamentary procedures, he was put forth as a compromise candidate for Speaker, from which contest he withdrew his name after the sixteenth ballot, devoting himself thereafter to reconciling the differences between the northern and southern sections of the nation. He consistently opposed all bills not conducive to good feeling between the sections. He voted against the admission of Kansas and opposed the postal service bill that authorized the Postmaster General to discontinue the service, or any part of it, when, in that official's opinion, a state of insurrection or resistance to the laws of the United States existed.

While he earnestly strove to advance the cause of peace, when Virginia seceded, Boteler, like Robert E. Lee, followed the fortunes of his native state.

S. S. Cox, writing in 1885 in his "Three Decades of Federal Legislation," said:

"Alexander R. Boteler is still living. He made the most eloquent speech, next to that of Sargent S. Prentiss in his own case, ever delivered in Congress. He was a Union man before the war and deprecated hostilities. Before the House he made a picture of Washington, the Virginian,

with his homespun and buckskin clad patriots, moving to the defense of Massachusetts. It was emotional enough to have stirred the stones to mutiny against secession. But afterward he became Stonewall Jackson's adjutant general (volunteer aide)—a fact showing the force of State pride in forming the plastic Virginian and Southern mind."

In May 1861, he was elected a delegate to the Virginia legislature from the County of Jefferson, but before he took office the people of his 10th Congressional District selected him as their representative in the Confederate Congress, and immediately thereafter the State Convention appointed him to fill a vacancy in the Provisional Congress then sitting in Richmond.

At the solicitation of Major General "Stonewall" Jackson he was appointed Volunteer Aide and served on Jackson's personal staff until the great leader died in May 1863. He subsequently held a similar position under General J. E. B. Stuart, and was also aide-de-camp to Governor Smith and Governor Letcher of Virginia.

He was a member of the committee to draw plans for the Confederate Seal, and suggestions and drawings that he made were accepted and used in the final plans adopted.

On November 1, 1864, he was appointed a member of the Military Court Department of Richmond, C. S. A., and served until the fall of Richmond. His name appears as a signature to a parole of prisoners of war surrendered at Appomattox Court House, Virginia, paroled April 9, 1865.

He was not restored to political rights until June 12, 1872, when a special bill passed the Senate and House for that purpose, enabling him to serve as Commissioner for West Virginia to the Centennial Exposition held at Philadelphia in 1876.

President Arthur appointed him a member of the Tarrif Commission in 1881. From 1882 to 1883 he was Assistant Attorney, Department of Justice; and Clerk of Pardons, Department of Justice, from November 12, 1884

to September 12, 1889, when he decided to retire, partly from dislike for the political climate at that time.

During his active years Mr. Boteler devoted himself by no means exclusively to politics and to holding public office. He had a wide range of interests and activities, and was always working in behalf of the Shepherdstown community.

He was active in promoting the establishment of free schools in Jefferson County, and in 1850, three years after two such schools were opened in Shepherdstown, he was elected a school commissioner. He was widely known in school and college circles, and for a time served on the governing boards of the Virginia Military Institute and the University of Virginia.

In 1879 the Martinsburg **Statesman** advocated Mr. Boteler as the State Superintendent of Free Schools. Nothing came of this, but he continued his interest in Shepherd College, having been one of its incorporators when it was opened in 1871 as a Classical and Scientific Institute. He served on its board of trustees for many years and in 1884 was chairman of its executive committee. His son-in-law, Dudley Digges Pendleton, joined the faculty of the college in 1873 and became head of the institution in 1882. In the latter year a bill was prepared for the West Virginia Legislature under the provisions of which the state normal schools, Shepherd College having been made one of them in 1872, would be turned over to the counties in which they were located. Mr. Boteler opposed the bill, holding that it would mean the end of the normal schools. The bill did not pass.

Mr. Boteler took an active part in securing internal improvements and in opening up the resources of this section. The Chesapeake and Ohio Canal had his active support and a measure of financial backing, his diary for July 1845 showing transfer of $1,500 worth of his Canal stock to Wm. E. Clark.

Getting a telegraph at Shepherdstown and having the Shenandoah Valley Railroad, now the Norfolk and West-

ern, routed through the town appealed to him strongly. By 1872 the Corporation of Shepherdstown had subscribed $8,000 to take care of damages to property traversed by the road. Mr. Boteler vigorously pushed the completion of the line. The **Free Press** of Charles Town in February 1880, when work was begun on construction of the Shenandoah Valley Railroad on the Maryland side of the Potomac to Hagerstown, said of him:

"Col. Boteler had been a fine friend of the Shenandoah Valley Railroad through all its tribulations, and saw the end—its triumph—from the beginning. When believers in the success of the enterprise could be counted on the fingers of one hand, he held fast to the faith."

When the first train crossed the Potomac on the newly constructed bridge in July 1880, Mr. Boteler was a member of the party making the trip.

Agriculture, art, civic improvements, education, politics and public life, lecturing, and also writing, were included in the wide range of Mr. Boteler's interests and activities.

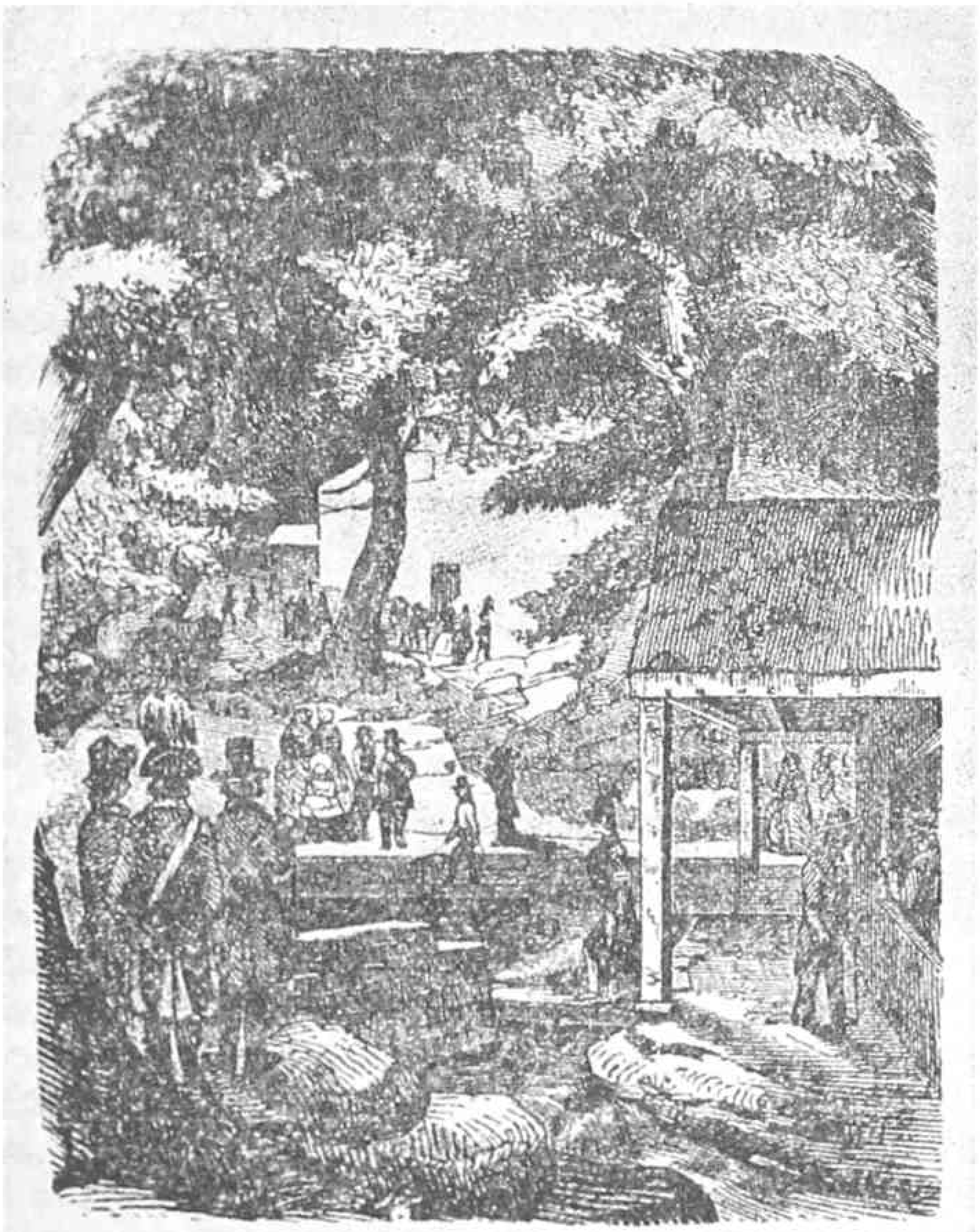
He was the author of various pamphlets and articles concerning the Civil War or War Between the States. He wrote, as well as lectured, on James Rumsey, who propelled a boat by steam up the Potomac River at Shepherdstown, twenty years before Robert Fulton launched the Clermont on the Hudson.

Before the War, he wrote "My Ride to the Barbecue," published by S. A. Rolls, New York, in 1860. The book has rare value because of the Boteler drawings it contains. Among them are "The Harewood House," "Gen. Lee's residence during the Revolution," "Gen. Gates' residence during the Revolution," and "The Morgan Springs," the latter showing some twenty figures in costumes of the Revolutionary period, reminiscent of the rendezvous of Stephenson's riflemen before setting out from Shepherdstown on their "bee line" to Boston, July 17, 1775.

His "Recollection of the John Brown Raid" was published in the Century Magazine for July 1883, at the

earnest request of Joseph Pennell the artist, and the publishers.

After his death in 1892, Alexander R. Boteler was long remembered by many of his fellow townsmen as Shepherdstown's most colorful figure during the latter half of the nineteenth century. His picture carried with this biographical account is the same as that which appeared in Virgil A. Lewis's History and Government of West Virginia, first published in 1896.



THE MORGAN SPRINGS.

SHEPHERDSTOWN IN THE U. S. POSTAL SERVICE

By C. S. Musser

Following the landing of the Pilgrims on the shores of Massachusetts and the establishment of colonies in New York, Pennsylvania, Maryland and Virginia, there sprung up a demand to communicate with other settlers in these widely scattered communities, as well as to learn about relatives and friends left behind in the Old World.

With the first attempt to form some sort of volunteer postal service, failure after failure appeared to mar the progress of the communication system, because it lacked financial reward. In those early days, ship captains were utilized to bring letters from across the sea and to return with personal messages to absent relatives and friends. An even more urgent claim on them was the delivery and receipt of messages for businessmen and traders. In this endeavor, however, the frequent failure of ship captains to deliver the messages broke down the dream of the early settlers.

Concerted Efforts at Organization

But the spirit of seeking and receiving information could not be forestalled by failures of the immediate past. The several colonial governments became interested in the venture, and from an early, crude beginning was born the postal service as we know it today.

Efforts were made to interest the British Crown in the establishment of post offices. In answer to this solicitation, William and Mary in 1692 gave to one of their court favorites the exclusive rights for the establishment of postal service in the New World. This meant a monopoly of the carriage of letters for profit, but merchants and others could make their own private arrangements, disclaiming any violation of the terms of the concession granted by the Crown. Contributing also to the failure of this service was the lack of roads, these being only those trails travelled by the American Indians.

The most auspicious and successful service thus far had been established by William Penn in Pennsylvania in 1683.

Colonial Postal Service Begun in 1730

In 1707 the British government bought up the American postal concession six years before its termination, and American mails passed directly under the British Post Office, with a postmaster general for America. The first really effective effort toward a postal service in the Colonies was made in 1730, when ex-Lieutenant Governor Spottswood of Virginia was appointed postmaster general of the Colonies.

Spottswood continued in this post until 1739. In 1737 he appointed Benjamin Franklin deputy postmaster general at Philadelphia. Spottswood was succeeded by Head Lynch in 1739, and Lynch was succeeded by Elliot Benger of Virginia in 1743. At the time of Benger's death in 1753, Benjamin Franklin and William Hunter, deputy at Williamsburg, Virginia, were appointed joint Postmaster Generals. Hunter died in 1761 and was succeeded by John Foxcraft, of New York, who served until the outbreak of the Revolution. Franklin was dismissed on the eve of the Revolution, no doubt because of the aid and comfort he gave to the colonists engaged in throwing off the yoke of British domination in the New World.

Advances Under Benjamin Franklin

Under Franklin's term of office advanced postal service became a fact, and under him the admission of newspapers to the mails permitted a greater service to the colonists and added revenue to forward postal service to more and more inhabitants in widely scattered settlements along the Atlantic coast from Massachusetts to Georgia.

While records are lacking, it is unquestionably a fact that Shepherdstown and the nearby area, including Winchester, Boonsborough, Hagerstown and Sharpsburg had postriders and postmasters in very early days under the

Colonial system. This area was a center of population, north and south, as well as east and west. At the time of the Revolution Shepherdstown had a population of approximately 1,800.

Shepherdstown from its foundation in 1731-32 had been the center of oncoming hordes of new settlers from Pennsylvania and Delaware, beginning with the coming of Joist Hite, who took up the Vanmetre grants given by Virginia in June 1730. In the following years more and more pioneering settlers came to Shepherdstown and the nearby areas. It is reasonable to assume that intercourse was had to and from relatives and friends left behind. In the beginning this communication system, no doubt, was either by private messengers or transferred by travellers.

For the Colonies Franklin furthered the postal system from Maine to Georgia. It was only logical that the well-established Indian trails fitted into his scheme and in so doing perfected in many ways the transmission of mail matters to citizens in this heavily populated territory which attracted many of the Scotch-Irish and German, and a lesser number of English who migrated to the Northern Neck of Virginia. One of those trails was across the ford at Shepherdstown along the "old wagon road to Philadelphia" as shown on the map of the Fairfax Survey of 1736.

At the close of the Revolution Franklin headed the postal service of the new United States of America, and due to his administrative genius and businesslike management new vigor was inducted, and the postal service expanded to include many of the outlying settlements to the west.

From Colonial to National Postal Service

After the signing of the Declaration of Independence, the new nation attacked the task of setting up a postal service to more fully meet the desires and needs of the new nation, but it was not until October 5, 1789, that the new organization of the post office department under

the Constitution got under way.

In 1792 the important legislation enacted by the Continental Congress, regarding the establishment and operation of the postal service, was re-enacted by the United States Congress under the Constitution with but few alterations. The establishment of a system of posts throughout the country was authorized. The Postmaster General was to appoint postmasters, postriders and messengers and to make the necessary contracts for transportation of the mails. Postmasters were to receive commissions limited to 20 per cent of the money arising "from postage in their respective departments."

It is interesting to note a comparison between the first ten years of the new system, 1789 to 1800, with the last ten years of our day. In 1790, for instance, there were only 75 post offices, 1,875 miles of established post roads, handling 265,545 letters, bringing in a total revenue of $37,935, at an expense of $34,140, netting the government a profit of $3,795. Mail was conveyed in that era by postriders, mostly over old Indian trails, making travel slow and uncertain, as compared with the rapidity with which mail matter today is carried by airplane, railroad, ships, and every other conceivable mode of transportation. And, regardless of the increase in mail handled, the service in 1952 experienced a financial deficit of more than 600 million dollars, according to announcements of Post Office Department officials.

Development of Post Roads

In 1792, when the post office at Shepherdstown was established there were 195 post offices, with 5,642 miles of post roads, handling 472,108 letters.

The same year, 1792, a post road was established from Alexandria via Salisbury and Leesburg through Shepherdstown and Martinsburg to Winchester, on to Staunton, serving several other Virginia towns enroute.

In the spring of 1799 the Postmaster General announced that "if any person will undertake to carry the mail, once a week, 52 times a year between Sharpsburg and

Shepherdstown, I shall be glad to enter into a contract with him."

Miss Ella May Turner states in a local newspaper column covering some local history that "the exasperated editor" of the Berkeley and Jefferson Advertiser said in its issue of January 17, 1806, "we are again this week (as usual) disappointed when the mails did not arrive. The postrider (Moore) had not arrived when this paper was put to press." Another editor, Miss Turner states, announced "the mail, no mail! Old grey as usual failed to make her trip on Tuesday." He was angry because the contract provided that the mail be carried by stage three times a week from Winchester via Martinsburg and Shepherdstown to Boonsborough, Md., but instead was being carried on horseback.

Nevertheless, handicapped by storm, snows, bad roads and the lack of roads, the postal service continued to grow and grow, reaching more and more people throughout the length and breadth of the land. The government itself was forced to build roads in many directions to help speed up and make more certain its gigantic service of delivering the mails.

In 1792, a post road was established between Richmond, Virginia, and Danville, Kentucky, and money of the Federal Government was used to put this route into condition suitable for the transportation of mail. From that time on, the improvement of roads was earnestly and effectively aided by both the State and Federal Governments. In 1806, the celebrated Cumberland Pike was commenced and at the outbreak of the War of 1812 practically every road west of the Alleghanies had been built by the Federal Government as a post road. In this way the network of American post roads began. In 1813 steamboat lines were recognized as post roads. A great system of canals was built and fostered before the advent of the railway. The first railroad was built and maintained by the Government and the crude single track

was made available for the use of coaches drawn either by horses or locomotives.

Today there are more than 1,800,000 miles of post roads in the United States. All railroads, all the waters of the United States, all canals, all public roads and highways, and all mail-carrier routes are recognized as established post roads of the United States. There are now in the United States about 234,000 miles of railroad; 1,092,000 miles of rural routes; 250,000 miles of city carrier routes; and 150,000 miles of star routes.

Increasing Types of Service

Postage stamps made their appearance in the United States shortly after their adoption in England in 1840. Postmasters in this country and private mail delivery companies printed stamps and sold them for use by their patrons to indicate the prepayment of postage. The Act of 1847 authorized their official introduction into our postal system. By this time the use of envelopes was becoming common and the prepayment of postage was the established practice. A few years later official stamped envelopes were authorized, and in 1855 the prepayment of postage was made compulsory.

In 1855 the Government responded to the popular demand for greater security in sending money and valuables by mail. Accordingly, the Registry Service was established on July 1 of that year. The money order system was instituted in 1864 in 138 offices.

In 1858 the first street letter box for collecting purposes was put up in New York City. In 1863 free delivery of mail was undertaken in 49 cities with 449 carriers.

Postal cards were authorized by an act approved in May, 1873. Special delivery service was begun in 1885. On January 1, 1913, a great step in the extension of postal service was taken when a domestic parcel post was established.

On December 6, 1949, a motorized Highway Postoffice began making regular stops at Shepherdstown on its

way north and south between Winchester, Virginia, and Harrisburg, Pennsylvania.

Rural Free Delivery

On October 1, 1896, the experiment in rural free delivery of mail in the United States was started with the five rural routes created in Jefferson County, West Virginia, three out of Charles Town, one out of Uvilla, and one out of Halltown. The Postmaster General at this time was the Honorable William L. Wilson, a resident of Jefferson County.

Rural Free Delivery out of Shepherdstown was begun on Wednesday, July 15, 1903.

The route south and west of town, including Sandy Ridge, Uvilla and Molers, was designated as Route 9, with Wm. C. Myers named carrier and Benjamin Hartzell, Jr., substitute. From the beginning the substitute carried the route for the principal, and a little later Mr. Hartzell was made the regular carrier.

The route west and north of town, including Shepherd Grade, Billmyer's Mill and Marvin Chapel, was designated as Route 10, with A. C. Morgan, Jr., named as carrier and his father A. C. Morgan, substitute.

On January 1, 1934, John M. Skinner, still in service, took over as the lone carrier, covering in one route, designated as Shepherdstown Route 1, all of the mileage of the original two routes with the exception of about two miles.

Shepherdstown Sets Another Postal Precedent

When the writer became postmaster at Shepherdstown in 1922 he was confronted with the problem of supplying, without cost to the Department, facilities for handling the mail of patrons in the oldest town in West Virginia. According to law, the Department did not supply third class post offices with equipment. Believing this practice to be unfair from a financial standpoint to the postmaster whoever he or she might be, he urged that funds for this purpose should be provided by law. After some negotiations with post office committees of both

the Senate and the House of Representatives, a bill was finally formulated setting forth that two experimental installations be made in third class offices at Government expense. This bill was passed in 1923 by both Houses of Congress and signed by President Harding. Shepherdstown, having initiated the scheme, was fortunate in being selected as one of the experimental centers, and the other going to a town in California. Hundreds of postmasters throughout the country came to Shepherdstown to inspect the installation and voiced their approval. This installation was a great improvement over the antiquated and unsatisfactory facilities previously supplied by the one holding the office of postmaster.

It is also worth noting that during Musser's service he sought and received approval of the Postmaster General to introduce a round-trip, 2 times daily, except Sundays, star route between Shepherdstown and Martinsburg, for expediting mail service along the lines of the Baltimore and Ohio Railroad. This has speeded up the local delivery of mail from one to two days. It continues in full operation today since its inception more than 20 years ago.

Earliest Shepherdstown Post Offices and Postmasters

While no record, so far as known, has been found to pin-point the places or persons who acted as postmaster here during the Colonial, or following the Revolution up to the time the postal system was reorganized by the Constitutional Congress and set up in 1792, it is reasonable to assume that some tavern or ordinary or hostelry, of which there were about a dozen in Shepherdstown, acted in this capacity, or possibly some home was used for the purpose. According to Post Office Records, Horatio Ross was commissioned postmaster at Shepherdstown, March 20, 1793. He was succeeded by William Good on August 10, 1793. Good was a signer to the petition to President George Washington to settle the National Capitol at Shepherdstown, in 1790.

Regional Postmasters, 1789-1820

Records now in the custody of the Post Office Department in many cases do not reveal the actual date when postal routes and post offices were established. In some cases these records reveal only the date of first return or reports from the deputy postmaster to the Postmaster General.

From these early records the following information, giving names of postmasters in Shepherdstown and neighboring towns and date of appointment, is gleaned:

Mecklenburg, Virginia, now Shepherdstown, West Virginia, in operation October 18, 1792*. (The asterisk following 1792, and an asterisk following any date in this list, indicates date of first return or report from the deputy postmaster to the Postmaser General.)

Horatio Ross, October 18, 1792*
William Good, August 10, 1793*
Henry Bedinger, January 1, 1796*
John Morrow, October 1, 1798*
John Morrow 2nd, April 1, 1802
James Brown, March 21, 1805

Charles Town, Virginia (now W. Va.), established January 30, 1799.

Matthew Frame, January 30, 1799
John Humphreys, July 1, 1803*
Humphreys Keys, June 15, 1813 (served until December 11, 1846)

Harpers Ferry, established shortly before April 1, 1800.

Robert Whittell, April 1, 1800*
Theodore Beall, April 1, 1804*
Roger Humphreys, December 19, 1810 (served until February 7, 1821)

Sharpsburg, Maryland, established shortly before March 20, 1793.

Henry Eckart, March 20, 1793*
Peter Light, October 1, 1797*
Peter Righter, March 20, 1800*

Gabriel Nourse, February 18, 1806 (served until January 10, 1828).

Martinsburg, established June 30, 1792.

David Hunter, June 30, 1792
Evans Shelby, August 10, 1793
Isaac Shelby, April 16, 1796
William Riddle, February 8, 1799
Robert C. Willis, June 8, 1799*
William Sommerville, February 20, 1802 (served until June 20, 1821)

Hagerstown, Maryland, established shortly before March 20, 1793.

Nathaniel Rochester, March 20, 1793*
Robert Rochester, July 1, 1793*
Jacob D. Dietrich, January 1, 1804*
William Krepe, April 8, 1807 (served until March 14, 1822)

Boonsboro, Maryland, established shortly before April 1, 1809.

Henry Locher, Jr., April 1, 1809* (served until November 6, 1823)

Winchester, Virginia, established shortly before November 10, 1792.

George Norton, November 10, 1792*
Daniel Norton, January 24, 1794*
George F. Norton, July 1, 1795*
Thomas Robinson, April 1, 1802*
William Davidson, November 14, 1808 (served until September 14, 1822)

Shepherdstown Postmasters, 1793-1954

Horatio Ross was commissioned postmaster in Shepherdstown (then Mecklenburg) on March 20, 1793. Other appointments in order have been:

William Good, August 10, 1793
Henry Bedinger 2nd, January 1, 1796
John Morrow, October 1, 1798
John Morrow, 2nd, April 1, 1802
James Brown, July 1, 1805

Robert F. Brown, April 3, 1820
John T. Cookus, April 24, 1823
William Moulder, May 5, 1853
James I. Towner, March 16, 1861
Elias Baker, April 23, 1862
Thomas Turner, May 9, 1867
Mrs. Mary A. Baker, May 17, 1867
Jacob V. Underdonk, April 26, 1869
John D. Staley, February 3, 1872
Joseph Welshans, March 16, 1872
Ellen V. Welshans, January 16, 1885
James D. Fayman, July 1, 1889
E. Hess Reinhart, April 8, 1893
William A. Chapline, July 27, 1897
Harry E. Mundey, February 16, 1902
William L. Reinhart, March 10, 1914
J. Christian Reinhart (acting), August 12, 1917
Armistead S. Lucas, March 8, 1918
*Clifford S. Musser, April 29, 1922
M. S. R. Moler, December 1, 1933
Harry T. Licklider (acting), June 6, 1938
*William B. Snyder, October 7, 1938
*Martha J. Snyder, December 20, 1942
Cornelius B. Carter, July 26, 1948

It is also a tradition that during the War Between the States Daniel S. Rentch acted as postmaster for the soldiers in the Confederate Army from this area. The above list of postmasters indicates that the Federal post-office carried on throughout that struggle.

(*Editors Note—The asterisk before three of the names above is used to indicate that each of the three during the term of office edited and published a newspaper in Shepherdstown, though not all belonging to the same political party. Their friends have enjoyed recalling that during President Jefferson's administration Postmaster General Granger pointed out to a Federalist postmaster and newspaper publisher who had fallen under the ax that "the printer of a newspaper is not the most proper person to discharge the duties of a postmaster, owing to the jealousies which will exist.")

Some Postoffice Locations

Prior to the establishment of the Postal System under the Constitution, there is no known record of places in Shepherdstown where messages were deposited and received. Shepherdstown, chartered by the Assembly of Virginia unon the application of Thomas Shepherd in 1762, was filled with taverns where both man and beast were catered to on their way to markets at Baltimore and Philadelphia. Long lines of cattle, horses, and geese passed through the settlement, and it is only natural to presume that those taverns handled many messages.

The location of the first postoffice, as far as records go, after 1872, was the Billmyer Building, located at the corner of German and Church streets, where mail was delivered from a window opening upon the street.

When Miss Ellen Welshans became postmaster, in 1886, she dispensed mail from a small brick building at the corner of King Street and Back Alley, where she also carried a line of women's notions.

When E. Hess Reinhart became postmaster, in 1893, he removed the office to a building on Main Street now the location of Miller's Meat Market. This post office building was destroyed in the big fire of 1912, but Mr. Reinhart had it rebuilt in the same location and along the same lines of architecture. While Mr. Reinhart was postmaster he also carried a line of stationery and drugs.

William A. Chapline, becoming postmaster in 1897, moved the office almost immediately across the street to the site of the present Byers' Restaurant.

Harry E. Mundey, who was postmaster from 1902 to 1914, removed the office to the room now occupied by the Mrs. Homer Malone Novelty Shoppe. Here it remained during the administrations of William L. Reinhart, J. Christian Reinhart, and Armistead S. Lucas.

In 1922, when Clifford S. Musser became postmaster, he had the office moved to its present location in the Baker building on Main Street.

THE BALTIMORE AND OHIO RAILROAD

By the Late Dr. Henry T. McDonald

(Thought to be the last article he wrote for any historical group in the county, August 1951.)

Eight years had passed since the last curdling Indians had aroused the inhabitants of the Lower Valley of Virginia. Stealthily and on foot they came out of the Alleghenies to avenge real or imaginary wrongs. Now a thrifty, progressive people had taken the lands and were changing its forests and fertile sod into productive acres. Prosperity had rooted. And though roads were poor and transportation by oxen or horses was slow, it was sure and served its generation. Now a new day was dawning. Stories of steam power and new methods of travel were gradually reaching into the frontiers and men and women were eagerly watching the trend of events.

A feverish contest was waging between the builders of the canal reaching up the Potomac from Washington towards Cumberland, and the determined efforts of Baltimoreans and their friends to make their proposed rail road to the Potomac and Harpers Ferry a reality before the canal—known as the C & O Canal—was built.

Charles Carroll in Baltimore had turned the first spadeful of earth to inaugurate the building of the rail road (July 4, 1828); and President John Quincy Adams in Georgetown had, without coat and against the resistance of large roots, on the very same day removed the first shovel full of earth where began the great canal. It is almost startling to remember that these two giants among men inaugurated these two competing internal improvements on the very same day. And the distance between them was scarcely forty miles! Then a new day dawned to the business world. Then came a new vision of the speedy opening of a new and vast domain at the west. Then began a new midland expansion, which was to create the expanded nation we all love.

After tiresome days, legal disputes, financial aid from Maryland and Virginia, and legislative compromises by lawmakers in the two states, the battle of the giants, sponsoring the canal and the railroad, came to agreement. Two years of vexatious delay at Point of Rocks, in the construction of these two great enterprises, were unhappily lost. But the adjustments were made, and the Canal Company almost literally conveyed the B. & O. Railroad on its back to the Maryland side of the river at Harpers Ferry. The horse drawn trains soon passed. And the small locomotive made in England took their place. And December 1, 1834 marked the beginning of a new era in the history of Jefferson County.

That day a passenger train, hauled by the tiny ARABIAN, the road's best engine, in six hours, had moved from Baltimore to Harpers Ferry. And it was the first time a locomotive had proceeded so far west from the Atlantic seaboard. "Westward the course of empire takes its way."

On the Virginia side—now Jefferson County—the Iron Horse was met and welcomed by the Indian path that long since had developed into the Valley Pike, the Long Gray Trail of Mary Johnstone. And there, too, was the first railroad built in Virginia, the Winchester and Potomac, for the enterprising settlers west of the Blue Ridge, among whom were folks of this county, had pooled their money and enterprise and builded themselves a rail road from Winchester to Harpers Ferry. For here the C. & O. Canal, a barge canal to be sure, furnished hopes for larger and better living. Thus early Jefferson County was on the march forward.

Interesting, though fantastic, arguments were produced to show the folly of building railroads—a new evidence of a crack pot brain—as an agency to successfully compete with canals, which for hundreds of years had served the needs of man.

Yet in spite of direful predictions in respect to the proposed railroad, the venerable Charles Carroll of Carroll-

ton, the last survivor of the Signers of the Declaration of Independence, broke ground for the B. & O. Railroad in Baltimore.

Rail road building then was a pick and shovel job, operated by man power. There were neither steam shovels nor bulldozers. And it is not surprising that seven years, or nearly seven years, passed from its beginning before the railroad brought to Harpers Ferry its first passenger train on December 1, 1834.

How stirring is the story of the building of successive Bollman Bridges across the Potomac, whereby trains first crossed the Potomac. Wooden structures failed, then came the famous Bollman truss bridge, the most powerful and substantial railroad bridge devised to that date. Scarcely less famous Harpers Ferrian Wernwag, bridge builder, buried at Harpers Ferry. The ravages of time, the rushing flood waters have all but destroyed these bridges, parts of which remain to tell their melancholy tale. They are monuments to a never-returning past.

During all these events the hand of Virginia was all-powerful. By a succession of legislative maneuvers she finally required, among other things, that the western course of the B. & O. should be over Virginia soil, and it was so. Thus the first county south of the historic Potomac to be crossed by the railroad was this fair county of Jefferson. We rightly take pride in remembering this.

Not forgetting the vast services in helping to develop and service the midland area of the United States; nor overlooking the incomparable part it played during the Civil War in transporting men and supplies; nor passing over the fact that the first locomotive to be used in this county was the **Thomas Jefferson**, one pauses again and reflects upon that first message sent by telegraph from Washington to Baltimore: "What hath God wrought?"

The little grasshopper-like engine has been replaced by the mighty diesel engine. The so-called "wagons" carrying eight or ten passengers are now replaced by the air-conditioned, steel, double-deck observation coaches, with

all their appointments. Level road beds, straightened angles in track construction, amazing tunnels, speed and dependability have come to be earmarks of the Baltimore and Ohio rail system.

And now, the B. & O., with approximately 125 years of service to thirteen states and eight of the ten largest cities in America, awakens the early morning echoes, speaks comfort and solid satisfaction to those who hear, and at even time, still keeps along its accustomed way, to give a sense of security and peace to those now living, as it has to those who sleep in eternal rest in Jefferson County.

Here first, in what was Old Virginia, now West Virginia, the wheels of industry turn, the farmers confidently send products to market and receive their needed commodities, largely because of the dependable, and almost venerable, devotion to performing high tasks, which the Baltimore and Ohio Railroad performs.

STATE GOVERNORS

(Either a native or one-time resident of Jefferson County)

EDWARD TIFFIN—Governor of Ohio 1803-1807

Born in Carlisle, England, in 1766. Came with his parents to Charles Town in 1784. After graduation from the University of Pennsylvania, practiced medicine in Charles Town from 1789 to 1796. Married Mary Worthington, daughter of Colonel Robert Worthington. Moved to Chillicothe, Ohio, in the spring of 1798. President of the Ohio constitutional convention in November 1802, and elected first governor, serving two terms. U. S. Senator 1807 to 1809. Died in 1829.

THOMAS WORTHINGTON—Governor of Ohio 1815-1819

Born in 1773 at Worthington's Manor, between Altona and Piedmont, near Charles Town. A ward of General William Darke after the death of his father, Colonel Robert Worthington, in 1776. Married Eleanor Strode Swearingen at the "Lower Farm" near Shepherdstown. Went out to find lands of General Darke on the Scioto, arriving at Chillicothe in the spring of 1798. Member Ohio constitutional convention, first U. S. Senator from Ohio. Again Senator from 1811 till elected governor. Died in New York City in 1827. First buried at "Adena," his Chillicothe home, and later removed to the public burial ground in the city.

JEREMIAH MORROW—Governor of Ohio 1823-1827

Born in 1771, the son of John Morrow of Masque Manor, near Gettysburg, Pa., where he lived till 1794. Came to Jefferson county and in 1795 went to the Virginia Military District on the Miami, settling at Columbia, Ohio. Member of the State constitutional convention of 1802, went to Congress in 1803 and to the U. S. Senate in 1813. Served two terms in Congress after being governor. Died in 1852.

ROBERT LUCAS—Governor of Ohio 1833-1837

Born in 1781 at Linden Spring, near Shepherdstown, the son of Captain William Lucas. Two of his brothers went to Ohio in 1796. He followed later and served as surveyor of boundry line between Scioto and Adams counties in 1803. Became captain, colonel and finally brigadier general, all before outbreak of War of 1812. Had served some sixteen years in the lower house and Senate of the State legislature before his election as governor. In 1838 was appointed superintendent of Indian affairs for the newly created territory of Iowa, and died at Iowa City in 1853.

THOMAS E. BROWN—Governor of Florida 1849-1853

Born December 1775 in Westmoreland county, Va., the son of William and Margaret Tepleman Brown. Served as second governor of Florida, 1849-1853. When about twelve years old, after the death of his father, he came to Charles Town to make his home with his brother, William Brown. Attended the Old Charles Town Academy. Was prominent in Virginia politics before going to Florida in November 1826, where he had extensive sugar cane plantations. Died in 1866 at the age of 91.

WILLARD PREBLE HALL—Governor of Missouri 1864-1865

Born at Harpers Ferry in 1820, son of John P. Hall, superintendent of the government arsenal and inventor of the breech-loading gun, "Hall's Carbine." Graduated at Yale in 1839. Began study of law in 1840. A Polk president elector in 1844. Released from military service to enter Congress in 1847. Filled out unexpired term of Governor Gamble. In 1865 retired to farm and agricultural experiments at St. Joseph, Missouri. Died in 1882.

E. WILLIS WILSON—Governor of West Virginia 1885-1890

Born at Harpers Ferry in 1844. In 1869 was admitted to practice of law in Jefferson county. Elected to the House of Delegates in 1870 and to the State Senate in 1872. Moved to Charleston after his marriage to Henrietta Cotton of that city. In 1876 and again in 1880 was elected to the State Legislature from Kanawha county, serving as Speaker of the House of Delegates during the latter term. Became governor in March 1885. The gubernatorial race in 1888 resulted in a long drawn out contest, not settled till February 5, 1890. Thus E. Willis Wilson, continuing until his successor was seated, has the distinction of serving longer than any other man as Governor of West Virginia. He died in 1905.

COUNTY BOOK SHELF

(Recent books by Jefferson Countians, or books about the County and its people. A continuation of such lists published in the preceding nineteen issues of this Magazine.)

Cloud on the Land, Rinehart 1951, and **Bridle the Wind,** Rinehart 1953. The first two volumes of a trilogy, whose setting is "Media" in Jefferson County. By Julia Davis, of New York and "Media," near Charles Town.

The Raid, Holt 1953. The story of John Brown's raid. By Laurence Greene, of Harpers Ferry.

William L. Wilson and Tariff Reform, Rutgers University Press 1953. By Festus P. Summers.

The Hout Family, Central Publishing House 1952. By Margaret Birney Pittis.

The Link Family, 1951. Antecedents and descendants of John Jacob Link, 1617-1951. By Paxson Link.

Return in December, Rinehart 1951. A novel by Cora Jarrett. who lived for many years at "Wild Goose" near Shepherdstown.

Nothing Is Dripping On Us, Little Brown 1954. An account of adventurous personal experience. By Eva Knox Witte, who spent several childhood years in Shepherdstown as the daughter of the Southern Methodist minister.

Unhoarded Gold, Exposition 1953. A volume of poems by Grace Yoke White, of "White Rocks," near Kearneysville.

Bulo and Lele, Comet 1954. A novel of prehistoric man. By George H. Bretnall, of Shepherdstown.

A Bit of Reasoning and Believing, Croft 1954. By J. Clyde Moler, formerly of Shepherdstown.