

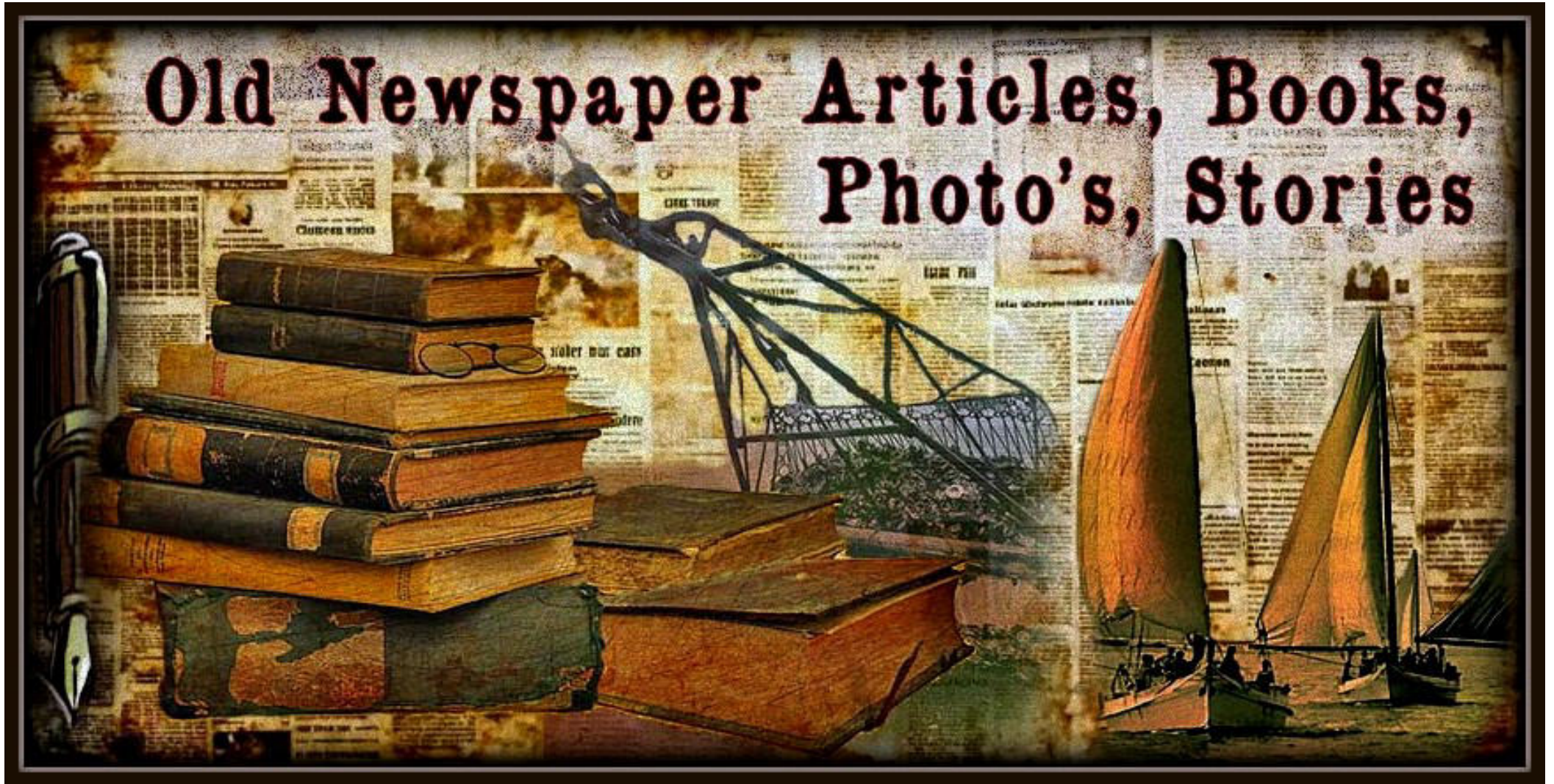
Deal's Island, Md.

# SKIPJACK HERITAGE, INC.

ALBERT E. BROWN & BRO.  
SAILMAKERS



# Old Newspaper Articles, Books, Photo's, Stories





Near the Course! Now for the Workboat Races

Contests Off Bay Ridge To Be Typical Of Chesapeake Craft—Vessels To Be Manned By Real Watermen, Not Social Sailors In White Duck And Gold Lace.

By WILLIAM MCLENNAN AND PETER C. CHAMBERS.

There will be boat races off Bay Ridge on August 12. The Sun and The Evening Star and the Chesapeake Bay Yacht Club will be sponsors for the event.

No, nothing like that. There will be no drinking of tea, no scurrying into harbor when the wind becomes a "wo-sall breeze."

They will come from every port on the Chesapeake (work boats) to take a chance at the honor. They will arrive in time for preparatory gun, and with long-practiced skill their masters will hold them right where they want them without an anchor or a mooring.

Each crew will be a "wo-sall breeze" in the eyes of the social sailor, but to the real waterman it will be a life line.

Hatches Battened; Forecasts Closed. Look carefully at the lack of care in the work of the watermen.

It is in the eyes of the social sailor that the watermen are to be judged. They are to be judged by the work they do.

These races are great little business boats. One of them the other day was a 10-foot boat.

These boats are not for the social sailor. They are for the real waterman.

They are not for the social sailor. They are for the real waterman.



Jack without waiting the dock, and the sails are double by simple means, the captain throws a flying jib and places over the rough sea.

This reporter had the pleasure the other day of sailing the Ennis in the Chesapeake Bay.

From these which stretches beyond the water of the Chesapeake Bay.

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CAPT. JOHN W. WHIRLING. The owner of Solomons Island, Isaac Solomon, announced to the watermen that he would present a 10-foot boat to the winner of the workboat race.

It was a boy of 14 years of age at the time he was presented to the watermen.

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members of her crew stood by to hold her up. It was not unusual to see the crew of a racing boat in the Chesapeake Bay.

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How To Reach Bay Ridge. Scene Of Classic Workboat Races.

Bay Ridge, the arena of the workboat race, is approximately four miles from Annapolis and is easily accessible by water.

By Highway it may be reached by way of the Annapolis Boulevard and the Baltimore and Annapolis road.

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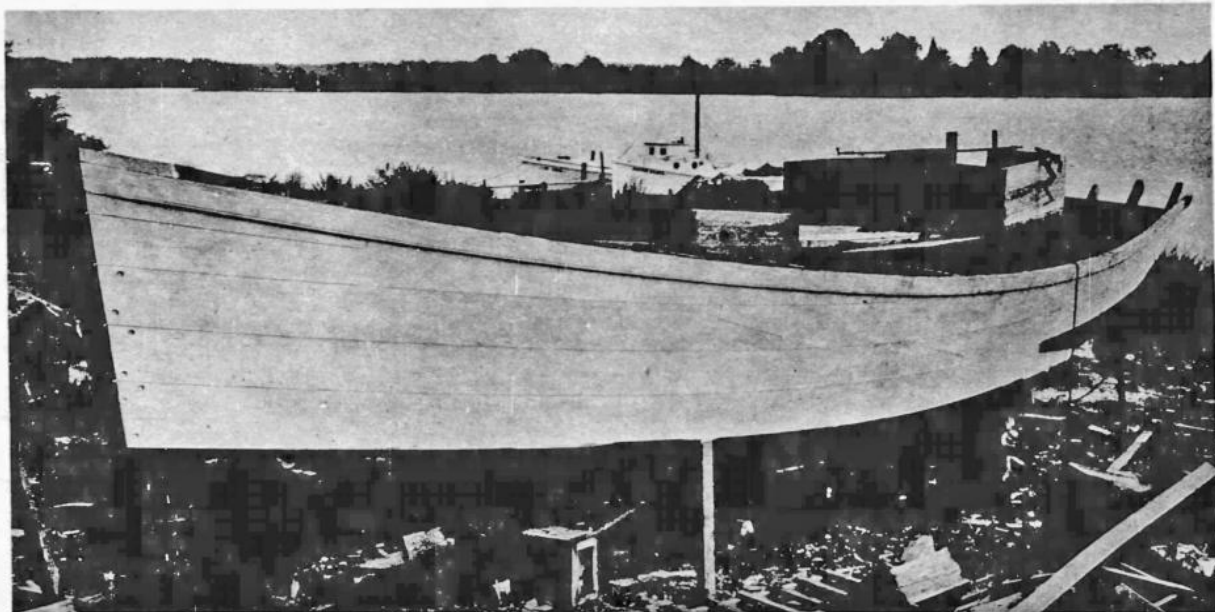
# Keeping Alive The Age Of Sail

*Bronza M. Parks, of Dorchester  
County, Is Still Building Skipjacks  
for Maryland Oyster Dredgers*

By Robert H. Burgess



Bronza M. Parks, of Wingate, Md., has built two skipjacks in the last year, is busy on a third.



The skipjack Herman M. Krentz, under construction at the Krentz boat yard on the South Yeocomico River, in Virginia. Maryland's part of Chesapeake Bay is the last place in the United States where sailing craft of this or any other type are still doing commercial service.

**I**N the Chesapeake Bay alone of United States waters the age of sail lingers on. Indeed, the area can be narrowed still further—to Maryland's part of the Chesapeake. For there alone do sailing craft still do commercial service.

Just within the last year two new boats were built and added to the bay fleet—the skipjacks Martha Lewis and Rosie Parks.

It is Maryland's oyster-dredging law that keeps our waters picturesquely dotted with white canvas. The law says dredging may only be done by sailing vessels. So it is that when the oystermen's boats, after 50 years and more of hard service, come to the end of their life, they must still be replaced by craft of the same type.

Built for Capt. James M.

Lewis, of Wingate, Md., and Capt. Orville Parks, of Cambridge, respectively, the Martha Lewis and Rosie Parks were launched shortly before the dredging season opened this fall and are now at work over the oyster beds.

They were built by Bronza M. Parks, also of Wingate, who is starting his twenty-sixth year as a boat builder at that Dorchester county town.

**M**R. PARKS was born at Wingate in 1899 and was brought up in the oyster business. His father and grandfather were oystermen. His grandfather on his mother's side was a boat builder. This combination of backgrounds may have had some bearing on his present occupation.

He was dredging when he was 16. The vessel on which he worked impressed him as being a dull sailer and he vowed that if ever he became a builder he would attempt to improve upon the design.

When but 23 he started his own oyster and crab packing plant. But a series of bad checks put him out of business. He later bought a half interest in the skipjack Nodie North and dredged that boat for seven years.

The prices for oysters were so low that he laid up the North and in the summer months went crabbing.

Parks needed a skiff for his new work, so he drew up plans and built one. Before he had an opportunity to use it it was admired and purchased by a neigh-

bor. This started Parks in the boat-building trade.

Skiffs and power boats to be used for both pleasure and commercial purposes were his specialty.

In 1936 he drew up plans for the skipjack Joy Parks, which was built at Parksley, Va., for his brother. In 1940 he tried his own hand at the construction of a skipjack. The result was the Wilma Lee, 46 feet long, which now dredges in Dorchester county waters.

**A**BOUT five years ago Parks conceived the idea of building three skipjacks simultaneously. Last July 1 keels were laid for the three, each to be 51 feet long. The material used in them, what Parks calls "old growth pine," came from trees felled in September, 1954, for seasoning.

Before the first of the year the logs had been sawed to the desired sizes.

Parks's boatyard is a large lot adjoining his home. On this the skipjacks were built—in the open, though a shop houses the tools and serves as a storage for timbers while they are seasoning. All summer a crew of carpenters worked on what resembled an assembly line, with the three identical vessels in various stages of construction.

By the latter part of October two of the boats were ready for launching. Now a problem was encountered. The boatyard isn't on the water, but about a quarter mile in. So each boat was placed on two 75-foot steel beams, which in turn were fastened to eight heavy iron wheels. This rig was pulled by a large truck over the

Continued on Page 28

# Lions Plan Skipjack Museum On Island

DEAL ISLAND — Preservation of the Chesapeake Bay Skipjack and the "way of life" of area watermen through organization of a Skipjack Museum is underway by the Deal Island - Chance Lions Club.

A membership campaign has been initiated, and membership is open to everyone who is interested in saving some of the history of the Skipjack and preserving items of local historical note, information from the Lions Club said.

Everyone interested in becoming a member should contact William Wheatley, or Robert L.

Shores, both of Chance, Md.

Mr. Wheatley is chairman of the membership committee and a past president of the Lions Club, and Mrs. Shores is treasurer of the museum and is president - elect of the Lions Club.

The museum is being organized to preserve the Skipjack and the "way of life" of the area watermen. It is being sponsored and organized by the Deal Island - Chance Lions Club, but it will be an independent non-profit corporation.

The building site, located on Deal Island facing the harbor, has been obtained from the Deal Island - Chance Volunteer Fire Department.

There are plans for a single-story building, with construction to begin in early summer.

The idea for the museum was

discussed first in January and presented to the Lions Club several months later. The club voted unanimously to make the museum their number one project. Now, several months and many meetings later, it is hoped to make it a reality.

At the last meeting, which was open to the public, Elwood Webster, Lions president, appointed a membership committee to act as temporary officers until there are enough charter members to elect officers, a curator, and others. The committee would plan and initiate a membership campaign.

The Lions Club also sponsors the Skipjack Races which are held every Labor Day.

There are reportedly about 36 skipjacks working in the Chesapeake Bay presently.

## Set For Music Hall

NEW YORK (AP) — There is nothing like planning ahead. The film "1776," a Jack L. Warner production for Columbia Pictures, will have its world premiere as the 1972 Thanksgiving - Christmas attraction at the Radio City Music Hall.

The opening coincides with the 40th anniversary celebration of the Music Hall.

A crew of 150 worked more than two months to construct the set for the film.

The newspaper industry is the fifth largest employer in the United States.

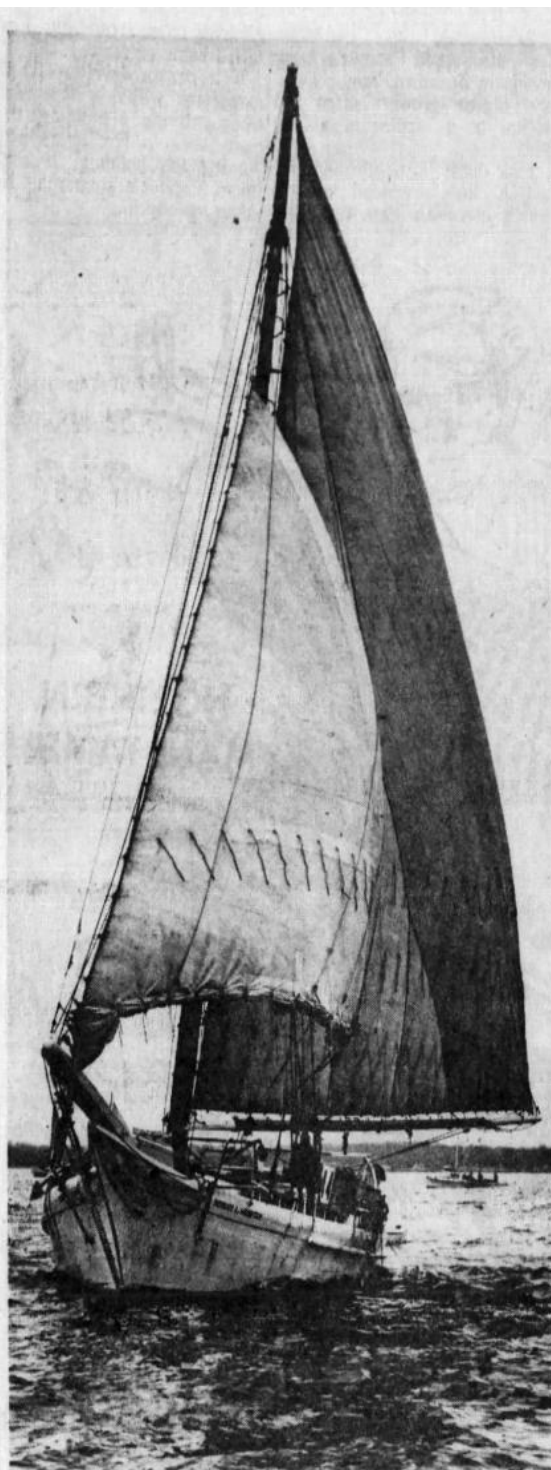
**BANKS MILK**

IS STILL ONLY

**13c** lb.

**BREAD**

**29c** loaf



SKIPJACK. The Chesapeake Bay Skipjack "Robert L. Webster," shown here, captained by Eldon Wiling Sr., of Chance, works throughout the bay in the winter. The craft is the largest Skipjack working in the bay.

A Gift She'll Treasure Always...

## Mother's Family Circle Pin



Simulated Birthstone for Each Member of the Family

We'll add a stone for each new addition at no extra cost.

**\$12<sup>50</sup>**

Shown actual size

castelbera's

Tickets 50 cents each—to be had of the members of the company. a12-T0.SMWth5t



**DEAL'S ISLAND CAMP MEETING, FRIDAY, August 20, 1847.**—The safe and commodious Steamer **JEWESS**, Capt Geo. H. Russell, will leave Spear's wharf, Baltimore, for the above Camp on **FRIDAY EVENING, 20th August**, at 7 o'clock, touching at the County wharf for those who prefer starting from the Point. The splendid accommodations of the Jewess, and the polite attention of her experienced commander, will render this excursion one of the pleasantest that has transpired this season.

The Jewess will run between Somer's Landing and Deal's Island on Saturday. Sunday and Monday, returning to Baltimore on Tuesday morning by 5 or 6 o'clock.

Passage to Deal's Island and back, \$1. Tickets can be had at the Sun and Clipper offices; J. Collins', Thames street; Logan Hall and Whitehall, and at the boat office, lower end of Spear's wharf.

**CONFECTIONERY and ICE CREAM** will be furnished at city prices.

**MEALS** on board at usual prices—dinner 50 cents; 25 cents for breakfast and supper.

a12 te [APRC] T. SHEPPARD, Agent.



**DEAL'S ISLAND CAMP MEETING, FRIDAY, August 20, 1847.**—The fast and favorite Steamboat **THOMAS JEFFERSON**, Captain R. M. Hill, will make a trip to Deal's Island Camp Meeting, leaving the intersection of Light and Pratt street on **FRIDAY NIGHT, August 20**, at half-past 9 o'clock, stopping at County wharf, F. P., going and returning, and arriving there at 6 o'clock on Saturday morning; leaving Deal's Island Monday morning at 10 o'clock, and arrive in Baltimore by sundown. For the better accommodation of the religious class of the community, and that perfect harmony may exist on board, which the subscribers are determined to enforce, the boat will leave on Friday, instead of Saturday night. The accommodations of the Thomas Jefferson are not surpassed by any boat out of Baltimore for ladies, having sufficient berths to accommodate a large number. The Saloon on the main deck will be fitted up with mattresses for the accommodation of gentlemen. The forward Cabin will be appropriated to the colored people. The table will be supplied with the best the market can produce at the customary prices, and nothing will be left undone for the comfort of passengers. Spirituous liquors will not be allowed on board the boat.

**CONFECTIONERY and ICE-CREAM** will be provided at city prices.

The Boat will proceed on from Deal's Island, stopping at White Haven, Taylor's Landing, and Somers' Point.

Tickets to Deal's Island and back, \$1. From Deal's Island to White Haven, Taylor's Landing, and Somers' Point, 50 cents.

Tickets can be had at the Sun office; Isaac P. Cook's Book Store, No. 76 Baltimore street; J. W. Richardson's, No. 37 Baltimore street; M. S. Robins' Drug Store, corner of Light and Hughes streets; Samuel Kramer, Druggist, No. 60 Pratt street, and corner Hanover and Perry streets; of Lewis Audoin's Broadway, near Fleet st.; William Abbott's, near the market, Fell's Point, and of the subscribers, and at the boat on the day of starting.

C. R. M. HILL,

No. 124 South Paca street.

W. H. HEALD,

No. 21 Centre Market Space

a10-dtd



**THE GREAT DEAL'S ISLAND CAMP-MEETING, on SATURDAY EVENING, August 21st.**—The large and commodious Steamer **POCAHONTAS** (which has recently been put in the most complete order, and her speed increased) will leave Light street wharf for **DEAL'S ISLAND CAMP MEETING, on SATURDAY EVENING, 21st August**, at 8 o'clock; touching at the County wharf going and returning. Returning, will leave the Camp-ground at 6 o'clock on Sunday evening, the 22d inst.

**MEALS** will be provided at moderate prices.

Tickets for the round trip, \$1; to be had at the Sun and Clipper offices, and at the boat on the evening of departure. a17TWfs4t\*

THE GRAND ANNUAL AFTER-

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STATE OF MARYLAND.

Bloody Tragedy on Board a Pungy at Deal's Island.

MURDER OF CAPT. J. FRANK COOPER.

Killed on Board His Vessel and Thrown Overboard—Escape of the Crew to Virginia—Political Movements in the Counties—School-Tax Distribution.

[Special Dispatch to the Baltimore Sun.] DEAL'S ISLAND, Md., June 15.—Capt. J. Frank Cooper, of Carter's Creek, Va., was killed while his pungy, the James V. Daiger, of Crisfield, owned by John D. Laird, was at anchor off Deal's Island wharf. The crew of the Daiger, three colored men, have disappeared, and they are suspected of having committed the crime.

Wednesday morning early a party of crabbers saw the body, dressed only in drawers and undershirt, near the shore. They secured it and found three great gashes on the top and at the side of the skull. The wounds had evidently been made with an axe. The crabbers notified the authorities, Dr. Rowe held an inquest and a verdict of murder was rendered, but the jury failed to recognize the victim. A coffin was made and the body was about to be buried when Mr. James C. Causey, of Deal's Island, who had interested himself, brought a neighbor to the spot who identified Captain Cooper.

Then it was believed that Captain Cooper had been killed as early as Sunday night and thrown overboard. It was thought that the stir made by the wheels of the steamer Joppa, Capt. W. F. Veasey, which went to Deal's Island wharf at 3 A. M. Wednesday, had brought the body to the surface. It was recalled that a blood-stained mattress had come ashore Tuesday, but it aroused no suspicion, for the crews of vessels occasionally toss such things overboard in the bay when they have no further use for them. This mattress was pulled to pieces by the crabbers, who used the fabric portion as a covering for their crabs.

It was believed, also, that Captain Cooper had been killed in his bunk aboard the Daiger. The body was re-examined and a bruise on the under part of the forearm was seen. From this it would appear that he was lying on his back when attacked and had raised his arm to protect himself. It might have been made by the handle of an axe, whose blade struck his skull.

Constable Goseley and others went aboard the Daiger. It was deserted and there was blood about the bunk and in other parts of the pungy and on the deck was a bloody axe. The mattress was gone, as were all of the master's clothes, and there was no trace of money on the vessel, though it was known that Captain Cooper had at least thirty or forty dollars with him. He was a grain freighter and had put into Deal's Island to secure a larger boat than the Daiger. On the deck was found the set of a ring which Cooper wore.

The last that was seen of him by the Islanders was on Sunday night, when standing at the pierhead he baled his crew at their anchorages and was taken aboard the pungy.

Nobody knew the names of the members of the crew, but in the cabin was found a narrow memorandum book with alternating pages of advertisements and blank pages, in which were jotted notes believed to have been written by the captain and to contain the names of the crew.

First was an entry: "Jim, come, April 9, '93." Under it was this: "James Ponton, April 16, 1893." This surname, somewhat hastily and illegibly written, might be Ponton or Pinton.

Under this was written "John Boby, April 13, '93."

The other entry was "Henry Taylor, May 1, '93."

Beneath the names were various entries of tobacco and supplies issued to the men. They were probably engaged on the dates named. One of the crew was a tall mulatto; one a tall, stout man, darker and weighing about two hundred pounds. The third was a small black man, who was very talkative when ashore. Crew and captain were in Kinggold's store last Saturday night, and the captain in making purchases exhibited his money. The colored men on that occasion said they were from Carter's Creek.

Captain Cooper was buried at Deal's Island in the Methodist church-yard. His friends will probably disinter and take him to Carter's Creek.

A dispatch to THE SUN from Princess Ann says: "Captain Cooper was about twenty-five years of age. He had been to Oxford, Md., to deliver a cargo of railroad ties and had stopped at Deal's Island on his return trip. He attended the Methodist Episcopal church on the island on Sunday evening last. This was the last time he was seen alive. The crew was composed of negroes from Virginia. They were seen passing the store of J. N. Vetra, in Rook Creek, on Tuesday night, and, upon inquiry as to their destination, they said they were going to St. Peter's to take passengers to Virginia. No one at that time knew of the homicide.

"After the inquest a posse of men boarded the schooner Daiger and found the companionway sprinkled with blood, also the rudder, and on the deck was the bloody axe, with which it is supposed the murder was committed. There was evidence that attempts had been made to scrub out the stains on the boat. It has been since learned that two of the crew got passage at St. Peter's on board the Archie R. Todd, commanded by Capt. John Gammon, which sailed for Virginia. The most intense feeling prevails in Somerset county, and every possible effort will be made to capture the murderers."

KENT COUNTY.

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# 31 ARE RESCUED

## Iceboat Annapolis Succeeds In Saving Imperiled Oystermen.

### JOY ON DEALS ISLAND

#### None Of The Party Permanently Disabled.

#### BURNT HUTS TO KEEP WARM

#### Could Not Have Held Out Much Longer—Fishes Taken From One Place And Sixteen Found Elsewhere—Two Inmates Among Them—Ice Had Held All Prisoners

A special dispatch to THE STAR from Annapolis last night states that all of the men who were imperiled by ice on the Great South marsh and who have been for days in peril of their lives from the cold and lack of food were rescued yesterday afternoon by the iceboat Annapolis, which, as told in THE STAR yesterday, left the capital city in an early hour Friday morning to render what aid was possible. Not only the men, whose distress signals were first noted by the people on Deal's Island, were rescued by the Annapolis, but a number of others in a similar perilous situation were discovered and taken back to the mainland, where they got food and comfort.

Thirty-one in all were rescued from different points, and it is reported that none of them have been seriously disabled by their experience, although the suffering from privation and lack of food and shelter was most intense. The following 15 men were taken off by the Annapolis from Deal Island (C):

- THEODORE BOSTER, Deal Island.
- ANDREW GIBSON, Deal Island.
- EDWARD CONNOLLY, Deal Island.
- JAMES GELAND, Deal Island.
- WALTER POLZEL, Deal Island.
- WILLIAM BENTLEY, Deal Island.
- WILLIAM THOMAS, Deal Island.
- FRANKLIN ABBOTT, Deal Island.
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- THOMAS JONES, Deal Island.
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#### RESCUING ON DEALS ISLAND

Deal's Island about also which has even had that there was great suffering among the whole population, which has been greatly extended and alarmed about the fate of the men during the past week.

#### ANXIOUS IN RELIEF

On the way down from Annapolis Friday the iceboat encountered extremely heavy ice in the bay, and upon entering Hoggs Creek, as told in THE STAR, was aground in the shallow water about 5 o'clock in the afternoon. The most distressing effects during the night failed to cause the ice boat, and she was not hoisted again until high tide yesterday morning.

#### FLANNERY RESIGNS

Detective James J. Flannery, of headquarters, tendered his resignation to the chief of police yesterday morning.

#### RENNERT CASHIER ARRESTED

Charged With Embezzling \$225.00 From The Hotel.

George H. Hopkins, former cashier of the Hotel Rennert, who disappeared Friday, was arrested yesterday in New York city, and is held for the Baltimore police on the charge of embezzling \$225.00 from the management of the hotel.

#### SMITHS ISLAND CUT OFF

"As all traffic is closed and has been for some days it is probable that the island parts of Smiths Island are in distress and in need of provisions.

#### ICE-BURNED MARINE MANDAY

Schroeder's Island last night said that the tug Potomac and Sea King, which have been to-morrow there since Monday last, had combined their tugs and would attempt to reach Baltimore today.

mate schooner John W. Deas, which will load out at this port for Cambridge, Md., and the other boats Sallis Ann, B. W. Wagner, Cassius Richardson and Charles Butler. This will be the third attempt to get to Baltimore made by the tug and their crew.

#### EXCITED OVER SLASHER

Parents Approve of Attack on Their Children.

The story of the cutting of little Miss Mary Stambowski's shoe and ankle in Broadway Market by a man supposed to be "Jack the Shoe Slasher," notorious in Philadelphia, as told in THE STAR yesterday, created much consternation, especially among the Polish colony in East Baltimore.

#### Neighbors Curious To See Shoe

A number of neighbors dropped in at the Stambowski home to see the shoe that was cut by "Jack the Shoe Slasher."

#### The Slasher in Philadelphia

A special dispatch to THE STAR last night from Philadelphia says:

#### Two More Victims

"Early on the morning of the following Tuesday 15-year-old Ruth Zelenka, of 2724 North Eleventh street, was returning from the school when she was attacked by the shoe slasher.

#### COLD WAVE LINGERS

#### Weather Now Predicts Fair, Followed by Snow Tonight.

The forecast for today is for fair weather, followed by snow tonight.

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CAMP AND TABERNACLE.

A Quiet Monday in the Woods After a Lively Day.

QUINT STORIES OF DEAL'S ISLAND.

John Thomas, the Beloved Pastor, and his conversion—Strange Predicaments Fulfilled—Mister's Law—Wesley Grove and Other Camps.

The progress of the camp-meeting on Deal's Island in Tangier Sound, is one of the events of the season with many of the residents of the lower part of the Eastern Shore of Maryland. With the inhabitants of the island the camp is the occasion of comparison with which other events are small indeed. It is a time of ten days of extraordinary excitement and bustle. For weeks before the camp begins little else engages attention.

The oldest inhabitant cannot tell the exact date of the first camp-meeting on the island, but it certainly occurred some years before its present location began. Many, however, personally remember John Thomas, the pastor of the island, as he was called, and the older ones never tire of relating anecdotes of him and the time when he had charge of the camp. The camp in the latter days was held on what was then known as Snowwood Branch Hill. Of late years the tents have been pitched in a grove of oaks which stands but a few rods from the stamboat landing.

This year there are between thirty and forty tents or small frame structures, every one of which is occupied by from five to fifteen persons. The wooden structures are larger than the tents. Some of them are two stories high, with gable roofs. The interior arrangements of some are artistic and comfortable. In the windows are mosquito bars.

Tents and Tabernacle. The tents are arranged in a semi-circle around the tabernacle where the services are held. The open side of the semi-circle is toward the road leading to the landing. The tabernacle itself is a unique thing. It consists of several dozen stout poles planted in the ground, three being an outer and inner circle of unequal height. These support the narrow roof, causing it to look from a distance like a number of small sails. At one end of the tent is the pulpit and benches for the ministers on a raised platform. The benches form seats for the congregation and the tent will accommodate about fifteen hundred.

In addition to the tenters whose names were mentioned in The City yesterday, the families of the following leading residents of the island also attend the camp and take an active interest in its progress. Dr. J. Andrew Cook, William W. Wilson, J. C. Casper, William T. Fitz, Thomas F. Brodhead, Zachariah W. Walker, Lewis Collier, William M. Brown, John W. Wilson, Lewis Anderson and James D. Anderson.

The ministers already in attendance are the Rev. W. T. Valliant, of Deal's Island; W. W. Wilson, of Sayre, Del.; C. W. Patterson, of Farmington, Md.; John Todd, of Polesburg, Md.; Mr. Donohue, of Solihull, Md.; Zachariah H. Walker, of Tangier Island; Mr. Brown, of St. Verme, Md.; D. F. McFarri, of Chance, and W. H. S. Williams, of Holland Island. Other ministers who will be in attendance are the Rev. C. S. Baker, of Crofton, Md.; Robert Watt, of Milton, Del.; O. S. Walton, of Hopewell, Md.; J. Jackson, D. J., of the office of the Salisbury district, and Warren Barr, of St. Peter, Md.

John Thomas. While he had John Thomas was the leader at all the camp-meetings and in many other things. Adding the camp in the church of which he was the pastor in Deal's Island. The church is surrounded by the graves of the old residents of Deal's Island. Amongst the church close is that of John Thomas, pastor of the island. A plain marble slab bears this inscription: "In memory of the Rev. John Thomas, who departed this life Oct. 1, 1851, aged 71 years 1 mo and 19 days."

"Come all my friends, as you pass by, Behold the place where I do lie. Once in you was I. Remember you are born to die." John Thomas was originally a member of the Scotch church, was converted at one of the camp-meetings to which he afterwards took such an active interest. Many anecdotes are told of him. It is said that the night after Martin Van Buren was defeated by William Henry Harrison for the presidency in 1808 John Thomas was at John Vanhook's house in Herey's Neck. He asked Vanhook to describe Van, and on being told said, "Then he is a damned hearse I see in a nation." Some enough the news of Van Buren's defeat reached the residents of Deal's Island in about ten days, which was a quick time for news to travel in those days.

A Prophet of Health. On one occasion "The Pastor" had to go to Virginia to attend upon a lawsuit, in which a man named Miller was involved. Miller had sent his two sons in a boat for Thomas, but the boat was swayed in a gale and the boys were drowned. Thomas was a witness for Miller and had no other way to go. The only man who owned a boat at that time on the island was Jacob Parks. Thomas went to Parks in his dilemma, but found his old friend laid up with inflammatory rheumatism. Thomas asked Parks to take him to Virginia in his boat, and Parks said, "If I had as well enough I would take you tomorrow, but I can't wait." Thomas said, "You will be well enough." The next morning Thomas went to Parks's house and found him sitting the boat ready. They went to Virginia and Miller won his suit.

Send on Fishing too. At another time Thomas told Capt. William J. Walter to vote a certain man in the woods and under a fallen tree to avoid the boat for his boat. Then he was to row in his boat to a certain point in the sound and cut his line and to avoid hook a trout. Water did as he directed, found the boat and caught his trout, but did not catch any more, although he had fished all the afternoon, and changed his ground a number of times. Captain Walter is still alive and in the enjoyment of excellent health. He corroborates every detail of this fish story.

The property where Jacob Parks Thomas's boat found, lived in one wood and occupied by Dr. J. Zachariah Taylor, one of the most illustrious residents of the island. One of Parks' sons Thomas's contemporaries was that he would be the lower end of the island and pray the devil out.

Deal's Island. Deal's Island is 1,200 acres in area. It is 3 miles long by 1 mile wide, and contains several villages limited inhabitants. There are two parishes, one in the middle, called Deal's Island, and the other at the upper end or "Wesley Grove." The first is called Deal's Island. There are two churches, both Methodist Episcopal and both in charge of Rev. Wm. T. Valliant, who is a son of the Rev. Theophilus Valliant, a former correspondent of the Methodist Protestant Conference. The many people who went to Deal's Island every Sunday on the steamer Beach Train, of the Maryland Steamboat Company, returned safely to their homes along the boat's route. A number made the trip from Baltimore. They were delighted with the run up the "Wesley Grove" to Salisbury and back to Deal's Island Sunday morning. They expressed themselves as particularly appreciative of the attention of Captain Vance and his officers. The captain commented that he is a safe man. To sail with, for as soon as he landed his passengers at the crowded landing he withdrew his boat from the main at the wharf and anchored in the sound to avoid danger from squalls.

# 250 ARE IN PERIL

## Nobody On Mainland Knows Fate Of Families On Ice Penned Hollands Island.

### NO FOOD NOR PHYSICIAN

### Marooned Nearly Five Weeks With No Word To The Outside.

### STATE POLICE BOAT TO RESCUE

### No Doctors With Them And It Is Feared They May Have Died Of Hunger And Sickness—Deaths In-land, The Nearest Large Settlement, 10 Miles Away—Ice Flies

### Make Life A Battle On Chesapeake—They Carry Nine Months To The Month of the Chapin From Tighmans Island.

(From a Staff Correspondent.)

Deals Island, Md., Feb. 4.—Fifty families comprising 250 men, women and children (the total population of Hollands Island, in Tangier sound, 12 miles southwest from here, for four weeks have been marooned from the mainland of Dorchester and Somerset counties, deprived of medical aid, cut off from food supplies and are believed to be in circumstances bordering on starvation and death from disease, according to reports obtained here.

Governor Goldsborough on Saturday was begged for a boat to be sent to the island to ascertain the condition of the people, for residents of the nearest village in these two counties had not heard from the islanders since a few days after Christmas. At that time nearly 20 persons were reported ill and nothing has been heard from the island to say whether the people are dead or alive.

**DOCTOR HELD AT DECK.**  
The John I. Buby, the only physician located on Hollands Island, is now detained on Deals Island with no way to reach the homes of his patients on Hollands Island and his apprehension for their safety is great.

All means of communication have been cut off absolutely with Deals Island and with the lower end of Dorchester county, and of which Hollands Island is a part. Scores of residents of Deals Island who have been out of work for weeks have daily gone to the shore of their island with hope of getting a glimpse, with the aid of strong sea glasses, of men on Hollands Island, but not an object has been seen. There is no telephone communication with the island.

While Hollands Island is held impassable in the grasp of great banks of ice, nine vessels were swept from their anchor in the ice at Tighmans Island early this morning and carried out to the mouth of the Chesapeake river.

**BOATS BATTLING WITH ICE.**  
From one of the capstans which managed to reach Tighmans Island last night it was learned that two of the vessels sank in the Chesapeake, one managed to beat its way back to port with the aid of a gas engine, and that six others were being buffeted about in the ice floes of the bay.

Three of the boats that escaped sinking are manned with crews aggregating a total of twelve men. As far as could be ascertained none was lost from the vessels swept away in the Tighmans Ice jam.

From all points along the Eastern Shore come reports of hardship and suffering by crews of vessels frozen in the ice. Several boats that have sprung leaks and other ice-impregnated craft whose supplies have run low. The ice boats, Larkspur and Annapolis are now endeavoring to keep an open channel in the Chesapeake, and are using explosives wherever possible.

**ANXIETY OVER HOLLAND.**  
Paranoid in the interest of Eastern Shoremen, however, is the welfare of the marooned Hollands islanders. The fact that no word whatever has been received from the 250 souls on this small island in the Chesapeake is causing much apprehension, and it was on Saturday that a citizen of Dorchester county brought the case to the attention of Governor Goldsborough. The Governor realized that there was no time for delay, and he got into personal communication with Commander T. B. C. Howard, of the State police steamer Governor Thomas, and urged him to make every effort to reach the island and ascertain the condition of the islanders.

The difficult case of the islanders was brought to the attention of the Governor by Tilden Wheeler, of Dorchester county. The fact that Hollands Island was a part of his native county caused Governor Goldsborough to take personal interest in the case.

Nothing was heard of the Governor Thomas today, and it is believed that Captain Howard is fighting his way through the ice floes of the middle Chesapeake. The Governor Thomas will probably not reach Deals Island until well on in a number of residents of Hollands Island who have been away from their homes for a month.

**PLANNING THE RESCUE.**  
Leaving Deals Island the Governor Thomas will try to force its way through the ice to the objective point. If it is impossible to reach the shores of the island, the Governor Thomas will be as far as possible and a party will be sent ashore on the ice.

Deputy Sheriff W. J. Tankersley, of Deals, who has many friends in Hollands Island, said tonight that great apprehension was entertained by the safety of the islanders.

"Why, it's nearly five weeks and we haven't seen a soul from the island," declared the deputy sheriff.

"Those people, I know from conditions before the freeze-up, are now in dire want, and to be absolutely frank we can't tell whether they are dead or alive. We have been able to make out the spars of a few outer vessels with telescopes, but not a sign of a man or woman has been seen."

**LIMITED FOOD SUPPLY.**  
There are three small stores on the island, but the merchants keep very limited supplies, and when the water is open there is a regular ferry between Deals Island and Hollands Island. The people come here for their mail and to do their general buying, and it is possible that four weeks of privation has caused a small disease if not a epidemic on the island.

"There are no professional men on the island, both the Methodist minister and the physician having come to Deals Island and were unable to get back as a result of the snowstorms and freeze-up that occurred about January 1."

Uninterrupted communication having been cut off entirely from Deals, the small bodies of remaining water in spots here and there make conditions such that no one has risked crossing them. The open water extends out about two miles from here. The island is 10 miles on a straight course and the only way it could be reached

by an iceberg would be through Hoopers Point.

"I know there is a score of brave men on that island and if they could not get across the frozen sound the fact is impossible. Frequently during the first of the year the islanders come here for coal, provisions and medicines and to maintain clothing and other necessities of life. Those that came over after Christmas are still here and have no means of reaching the island."

Dr. John I. Buby, the Hollands Island physician, who has lived on the island two years and who formerly lived in Baltimore, declared that it is difficult to say what the condition of the islanders is. "There were several cases of illness when I left the island four weeks ago," said the physician, "and I have no means of knowing what has happened since I've been away. I feel certain that the condition of the people is far from normal, and I believe that much suffering exists. There are nearly 200 persons on the island, the majority being women and children. When I left the place a few days after Christmas a report of the ice had formed about the island, and by now I believe that the ice is barricaded by the ice-floe which have swept across the bay."

**NEVERD SNOW TO DRINK.**  
"There was no great supply of food on the island, as the islanders usually came to Deals Island to purchase provisions to quantities. The three stores do not carry heavy stocks, and the merchants, too, have received no supplies since Christmas."

"We have plenty of supplies here at Deals Island to send to the islanders, and what I mostly needed now is to find out the condition of the islanders."

"From past experience I know that they have depended on melted snow for drinking water, as there are no wells on the island. There has been very little rain, and I am confident that snow has been melted."

**MUSKRATS AND FISH.**  
"I know that the muskrats are very numerous, and while muskrats have been scarce in the bay, they are now being killed in large numbers. Four weeks of isolation is a hard time for an island in the Chesapeake, and I believe that the fish stock has been depleted."

"What do you think of the physical condition of the families of the islanders?" Dr. Buby was asked.

"Well, that is what is causing me great apprehension."

"I have had a steady practice at this time of the year and the people have been forced to do without medical aid. It is quite difficult to say just what their physical condition is until we get to the island."

Residents of Deals Island, Oriskany, Chantawick, and the lower end of Dorchester county, believe that unless immediate aid is given to the islanders it is most likely that many of them will perish.

**WORST ICE BLOCKADE.**  
According to the residents of Deals Island and the ice blockade in Tangier sound and the Eastern Shore tributaries of the Chesapeake is the worst that has occurred in many years. All steamboat traffic has been stopped. Eastern Shore inland towns are receiving supplies by rail. From Somerset to Kent scores of motor vessels are frozen in the ice.

Hollands Island lies on a southeast course through Capers Straits and is the extreme lower end of Dorchester county. It is on the Chesapeake side of the range of islands and narrows that divide Tangier sound from the bay. Communication with the mainland had during open water by rail boats and strongly built motorboats.

The island is generally level and at times is a few feet above the water. The industry of the islanders is operating in the ice.

Neither of the islanders has been addressed for some time. The islanders are now being made to Governor Goldsborough that the Governor Thomas was dispatched to the island.

**VESSELS CRUSHED AND SUNK.**  
Crushed by a sale of icebergs from several ice vessels and two motorboats were forced from their frozen berths in Downport Harbor, Tighmans Island, this morning and carried far out to the mouth of the Chesapeake river, where for hours they were seen in peril of death.

At a late hour tonight the ice of Deals Island was from Captain Sledge, of the tugboat Tiffin, in the belief that, as far as he could ascertain, no lives were lost, but that six men were aboard three of the boats which were blown toward the cry of 1908 bay.

"Ten vessels—the tugboat Nellie G. Cape, James Murphy, of Tighmans, and the motorboat Tiffin, owned by W. C. Conroy, were blown from their frozen berths in Downport Harbor, Tighmans Island, this morning and carried far out to the mouth of the Chesapeake river, where for hours they were seen in peril of death."

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DEAL'S ISLAND.

Advantages of the Location and Suggestions for its Development.

[Correspondence of the Baltimore Sun.]

DEAL'S ISLAND, MD., March 20.—Deal's Island is three miles long by one wide, and eighteen miles distant from Princess Anne, the county seat, and about fourteen miles by a straight line. It is proverbially known as the "Camp-Meeting Island," where old Father Joshua Thomas (the parson of the island) lived and died. One of the finest church edifices on the peninsula is to be found here—a Methodist church. In the centre of the island is the Knights of Pythias Hall. Present calculations make about 1,800 inhabitants on the island, and, including the neighborhood within a radius of six miles by land and water, over 3,000 souls. The people are friendly, sociable and hospitable. There are three physicians, eleven stores, three smith-shops, one carriage shop, one undertaker, two magistrates, three schools, one a graded school, two churches and about 300 oyster vessels, and fifty fishing craft.

The oyster business is the main industry, although the crab-catching can be made equally as remunerative in the summer, and the people, from present accounts, intend entering into it largely this summer. The Maryland Steamboat Company own one of the best-paying wharves here they have anywhere. The soil will grow early truck and fruit two weeks ahead of any other section of the State lying thirty miles from us. Tangier sound, a beautiful sheet of salt water, forty miles long by eight or ten wide, abounds in oysters, fish, terrapins, crabs, wild fowl in their several seasons, which afford a fine living for those engaged in catching them. It would make a good summer resort and watering-place if there were hotels to accommodate travelers. Manokin river, Keges straits, Holland straits, Hooper straits, Fishing bay, Nanticoke river, Wicomico river, all filled with oysters, crabs, fish, &c., join their waters together in Tangier sound at and about Deal's Island. The world cannot boast of such immense oyster beds, and of the finest quality and flavor. If ever a country needed developing, this does, and nothing short of a railroad can accomplish it. A road from Princess Anne direct would be about 14 miles, and could be built as cheaply as any road on the peninsula of a like distance, as the marsh land over which it would pass is clay bottom. A railroad from Princess Anne to Deal's Island, and to connect by steamer the Drum Point Railroad in Calvert county, would shorten the distance to Baltimore city four hours earlier than by any railroad in existence or in contemplation. Navigation is always open between Deal's Island and Drum Point in the Patuxent, and is distant only about 27 miles. A railroad to this place would draw from up the Manokin river, Wicomico river, Nanticoke river and Fishing bay for miles travel and shipping; besides it would prove a great convenience and blessing to the numerous islands hereabouts, viz: Smith's, Holland's, Hooper's, Barnes's, Elliott's and Deal's. Oyster-shucking houses would go up and would flourish at Deal's Island, Hooper's Island, Fishing Bay, Nanticoke Point, Waltersville, White Haven, Mt. Vernon, Dames's Quarter and Rock Creek. Instead of Northern vessels coming into Tangier sound every winter and carrying away thousands upon thousands of bushels of oysters, they would open oyster-houses here and spend their capital and enterprise to a better and more remunerative end.

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ISLANDERS ALL SAFE

Apache Reaches Holland To Find People Cheerful And In Health.

NO SICKNESS TO SPEAK OF

The Guns Heard Were Fired At Ducks—Great Relief On Island And Of To Learn The Truth.

(From a Staff Correspondent.)

Solomons, Md., Feb. 7.—The return of cutter Apache to back to a snug berth here after its mission to matepoo Holland Island, across the Chesapeake Bay.

The 200 Holland Islanders are safe and sound and happy despite the rocking anxiety of their Somerset county neighbors on Dutch Island, when 12 miles away, and despite the actual agony of a few Holland Islanders, who, having gone on business to the island, were separated from their families and friends for 35 days by barriers of ice and treacherous reefs in Tangier sound and Holland Strait.

It might have had dramatic interest to the month of uncertainty since communication stopped if the islanders had been found starving and dying of pestilence, but that they were found enjoying good health and comparative plenty, notwithstanding the embargo of nature, has been made a matter of rejoicing by their friends all over Southern Eastern Shore, and the islanders themselves were seriously glad that their relatives and friends, from whom they have been separated for a time, are relieved in mind and heart.

All Hands Grateful.

There are none here so grateful that the Apache went to their aid and that the State steamers—Governor Thomas and Governor McLean—in their effort to carry relief to them, struggled as far as Dutch Island, as the fact that they were able to remember the fact that they were in the memory of this State or of the water men around Tangier sound has such a home feeling as an island community who do not follow agricultural pursuits and who lay by no stores from the land which they call home.

Following a 24-hour battle with some of the light ice that has blocked the Chesapeake Bay for years, the revenue cutter Apache, Capt. G. C. Curran, shortly after noon Wednesday reached Holland Island.

There it was found that there was little sickness and that sufficient provisions to last a month were on hand.

Hollanders Out Skating.

A large number of residents were skating on the smooth ice immediately around the island and invited the revenue officers were somewhat chagrined after their supposed battle against death.

It was 6 o'clock in the morning, when after rowing through the ice for three hours, the pilot of the Apache made out the island in the distance. For four hours the stout little craft wriggled and pushed through the drifting ice, which at times crashed against her sides with such force that Captain Carmichael feared he would be forced to abandon his mission. At noon the revenue cutter found herself in Holland Strait, about a mile from shore, possibly toward a space of open water.

She reached it a short time after to find that by one of the strange freaks of nature the ice was in a sort of lake, one-half mile from shore, the water about 200 feet deep, the bottom showing that the stream was 10 feet wide and nearly 11 feet deep and comfortable berth.

Surf Boat To Shore.

Lieutenant Goodrich, with 12 men, went in the surf boat to reach the shore, where he landed in a few minutes and was immediately surrounded by the islanders, who had for several hours been waiting the return of the Apache manned by a crew who worried more about Holland Island than did the inhabitants.

"Well, how's everything?" asked the Lieutenant.

"Oh, we're all right," came the reply, "but we did see you."

An investigation led by Lieutenant Goodrich showed that there were but one or two cases of illness, and these of not serious nature; that there were sufficient provisions to last another four weeks; that the residents of the island had been having a good time, and that the greatest misfortune of the people had been that there had been no formal religious services on the island for more than a month.

The people said that the doctor was not missed much because there had been no sickness.

Struck To The Ice.

The climax of the surprise of the revenue cutter was reached when in response to an offer to take away anyone who wished to go to safety not one voice responded. The residents declared that the guns supposed to be fired in an appeal for help had been fired at ducks. In response to the inquiry if it was true that they had been forced to subsist on oysters, they replied that oysters were the one part of their diet that had been lacking, since they had been impossible to take up any.

Captain Carmichael declared that the trip was a rough one. He said: "We left Baltimore about 9:30 o'clock Tuesday morning, but were forced to spend the night at the mouth of the Patuxent. At 5 o'clock this morning we got under way and started down the bay, making for Dutch Island, where we were to meet the Apache. At about 10 o'clock we were struck by a heavy ice barrier, making the going very hard for a boat of the Apache's size and build.

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Five Sacks

The boats are loaded with all kinds of provisions, including the necessities of life, and are being sent to the island, who was caught away during the special session. It will be commended deputy mail carrier and will take to the island five sacks of mail, the accumulation of the week.

Several thousand persons watched the approach of the State steamers through the ice today. The spectacle of 200 persons walking three miles out to meet the steamer was especially striking. Crowds accompanied the steamers in the docks, looking for enough way to avoid being struck by the flying blocks from the sides of the boats.

There was much delight here tonight to receive the message from the revenue cutter Apache that all was well. Relatives and friends of the islanders had been waiting with feverish anxiety to hear from their loved ones, and the news that so many had come to them was more than welcome.

The people of Somerset county are pleased over the action of Governor Goodrich in sending the revenue boats. They also give thanks to Congressman J. Harry Cawthon and Tilden Wootter, who sent the request for aid to the Governor. It is felt that the message from the Apache to the islanders had no word from Holland Island, through its ordinary lines, there is much intercommunication.

Word To Governor.

Commander Howard has reported to the wife to Governor Goodrich that he had reached Dutch Island, and that he would proceed in the morning to Holland Island.

"We had easy going part of the way," he said, "but part of the way was forced. There was no such thing as a police straight ahead. We were forced to make headway by rubbing on the ice, from which we would draw back a length and run the ice again. We will do our best to reach Holland in the morning and believe we will be successful."

NO EASTERN SHORE TRANSIT

Big Steamers On Direct Routes Can Go, But Few Others.

Baltimore's business with the Eastern shore is completely tied up. That it will be for some time in the prediction of the shipping companies engaged in the trade. Conditions on the bay are reported worse than ever, as new layers of ice form in the wake of the steamers that are now on the way.

Ice covers the Chesapeake from side to side in a solid sheet from Wednesday Point at the mouth of the Rappahannock river, to near the narrow landing from nearby Point to Baltimore. Reports from every arrival yesterday from points below the Rappahannock brought this information.

Both the Norfolk boats arrived in port yesterday morning in good time. The commanders report that the ice is now lower the mouth of the Rappahannock river or about 125 miles from Baltimore.

"I believe the worst is yet coming," said Captain John H. Sherwood, president of the Old Bay Line, last night. "A great deal of the ice is piled up against the Eastern Shore, having been driven there by the northwesterly winds of last week. When the winds change they will carry all that ice to this side and then we will have to battle with the problem in its most serious phase. The ice is now three and a half inches thick all over the bay to a point 125 miles from Baltimore. Big steamers can't get their way through that easily enough, but it is out of question for the smaller craft."

"What I fear are the piles of ice now quietly forming along the Eastern Shore, which sooner or later are going to drift outward. Layer upon layer of ice is piling up and it is with this we shall have to fight. These, in addition, the ice of the Susquehanna river will be drifting into the bay, making conditions very much worse."

Both Norfolk boats left their Light street piers at 4 o'clock yesterday afternoon. Their commanders expect to make the trip in good time, believing that the warm spell of the last 24 hours will work in their favor.

The steamer Potomac, of the Maryland, Delaware and Virginia Delivery Company, arrived in port yesterday morning after a hard fight with the ice from the Chesapeake river in Baltimore. No other boats arrived.

The latest Annapolis came to port after having performed heroic work during a fleet of revenue boats that had been carried three miles into Tangier sound from anchorages off Virginia Island. Captain Gray delivered them back and later picked up the passenger Helen and took her to a safe anchorage off the island.

After calling the Annapolis will leave early today to keep up her good service.

The Labrador, Captain Gandy, with the aid of Harbor-Wireless' tug, located the steamer Lord Chatterton which was caught in the ice last Saturday and driven ashore of Seven-foot Shoal. Several hundred tons of freight for Dulles and Carroll were taken out before the steamer floated, after which she was brought to Pier 2, Canton, to restore cargo. A survey will be held to find if the steamer sustained injury. It is expected to have the cargo returned and that the Chatterton will have today.

While fishing for ice in Spring Gardens yesterday the Harbor Board tug Battie was seriously damaged but repairs that she had to give up. Harbor Engineer will be supplied with some lubricating oil tonight and they to repair the damage. All dry and it spent 8

MRS. H. W. TAFT NOW CATHOLIC

President's Sister-in-Law Reported

Converted By Father Vaughan.

(Special Dispatch to the Baltimore Sun.)

New York, Feb. 7.—Mrs. Henry W. Taft, sister-in-law of President Taft, it has been known, renounced her faith as an Episcopalian last week and was received into the Catholic Church.

The conversion took place in the stately chapel connected with the rectory of St. Ignace Loyola's Catholic Church, Park Avenue and Eighth-street, of which Rev. David W. Hazen is pastor. Only a few personal friends of Mrs. Taft, it was reported, were present and she was formally received by Rev. Father Bernard Vaughan, the English Jesuit preacher and lecturer.

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# The Parson of the Islands

## A Tale of Tangier

The early days of Methodism in America are recalled by an old book published in 1861 and handed down by the family of S. J. Miter, 333 W. Fifteenth street, access to which is had through the courtesy of Mrs. Emily Stant, of this city. To all persons who can remember earlier days on the little group of islands lying in the Chesapeake Bay off the coast of Somerset County, Maryland, and Accomac county, Va., the title of the book, "The Parson of the Islands," calls instantly to mind a single name, "Joshua Thomas."

Up and down the length of the Eastern Shore of both Maryland and Virginia the mention of the "Parson of the Islands" brings to mind numberless legends and anecdotes told of Joshua Thomas, the earnest faithful preacher who proved himself a worthy namesake of Joshua of Biblical times.

Tangier Island is a small body of land, surrounded entirely by water, that is only one mile in width and three miles long. It is one of a group which includes Holland's Island, Deal's Island, and Smith's Island, and which lie along Tangier and Pocomoke Sound. Rev. J. A. Massey, pastor of the Methodist Church on the island, who wrote the introduction for the biography of Joshua Thomas and the story of Methodism compiled by Rev. Adam Wallace, under the title "The Parson of the Islands" describes the character of the people of the section in 1841.

**Fine, Hard Working Folks**  
The people, Mr. Massey says, are excellent folk who have to work very hard for a living. They are practically amphibious and every family on the island must own its own boat, known colloquially as a "poney." The means of existence, when Mr. Wallace's book was published in 1861, as at the present time, was wrested from the sea, and oysters marketed in Baltimore and other northern cities formed the principal industries of the islanders. In the months when oysters are not good for food, a great deal of the time is spent in transplanting them from crowded oyster beds to less crowded sections of the bay. The person transplanting sets up his marker and his oyster field becomes his own exclusive property.

It was among these God-fearing people that Joshua Thomas, an eccentric but sincere parson, proved such an effective exponent of the old-fashioned brand of Methodism. Born in 1774 in Somerset county,

Maryland, upon the death of his father and the remarriage of his mother, Joshua Thomas faced a hard scramble for existence. His home was a dingy cabin, equipped with none of the simplest comforts of life.

**Cradle of Methodism**  
The life time of Joshua Thomas saw a change in the islands from an indifferent following of the Protestant Episcopal church to a widespread acceptance of Methodism which has won for the Eastern Shore the title, "The Cradle of Methodism in America." When Thomas was but a young man he was invited to attend a Methodist service one Sunday.

A little later he was prevailed upon to attend at Pungoteague one of the camp meetings held outdoors in a grove, which have continued popular on the Eastern Shore until the present day. Later he frequently spoke of his amazement on that occasion at the religious fervor and abandon of the Methodists who shouted aloud their faith in the redeeming power of the Lord.

It was about this time that Thomas heard the noted Lorenzo Dow preach at a meeting and was profoundly impressed. Eventually he went to the altar, though resolved not to shout at any cost. His resolution was broken, however, and his name has gone down in history as "the shouting parson of Tangier."

Subsequently, Father Thomas came to be loved by all the islanders for his earnestness and sincerity as a man of God. Working hard for a living, his greatest pleasure in life was in exhortation. He possessed a power to move the hearts of men that was strange, since he ordinarily stammered and spoke very haltingly. It was only when he preached that he achieved an eloquent flow of language. He would never announce a text in the hearing of another minister.

The story of his life is bound up with the history of the island. Removing later in his life from Tangier to Deal's Island, which was originally named after having been discovered by Captain John Smith in 1607, Devil's Island, Father Thomas attended all church services and preached the gospel unceasingly. His canoe, "The Methodist" was used to transport visiting preachers to their charges and they always found a welcome at his home. The boat was bequeathed to the son of the parson upon his death and was used exclusively for ferrying the pastors, with whom Father Thomas was a general favorite.

**How He Selected A Wife**  
Many stories are related showing the faith of Joshua Thomas. One of them tells how he selected a wife under divine guidance with no misgiving whatsoever and won the immediate consent of the girl to undertake the care of his motherless family.

In 1812, during the War with England, the islanders were much perturbed by the occupation of Tangier by the British. Father Thomas ordered the soldiers to refrain from cutting down the trees of the grove where the camp meetings were held and to everybody's surprise, his command was obeyed. He preached often to the soldiers and they became very fond of him.

On the occasion of the attack upon Baltimore he insisted that the British were to be defeated. When the noise of battle ceased and the first soldiers returned to the island Father Thomas rushed to meet them demanding news of the attack. The officers replied that the campaign had been unsuccessful and added "It was just as you told us." Many of the British soldiers who fell in battle sent back messages to Father Thomas, thanking him for the spiritual help he had brought to them, and many of them adopted the Methodist faith.

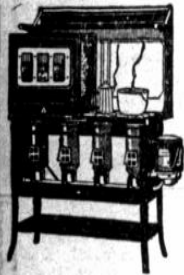
Before his death the good man became an invalid. Then his friends constructed for him a sort of carriage, a home-made wheel chair, in which he could be carried to church without having to be moved from one single position. And when he could no longer go to the neat little Methodist Church then built on Deal's Island, the ministers of the Philadelphia Conference, of which Father Thomas was a beloved member made pilgrimages to his home to see him whenever they were anywhere in his section.

The tombstone which marks his grave at the Deal's Island Church bears the inscription "In memory of Rev. Joshua Thomas, who departed this life, Oct. 8th, 1853, aged 77 years, 1 month and 18 days," and the people of the Eastern Shore, when mention is made of Tangier Island or of Methodists, always recall the story of Joshua Thomas, "The Parson of the Islands," whose influence still endures in the counties along the eastern side of the Chesapeake.

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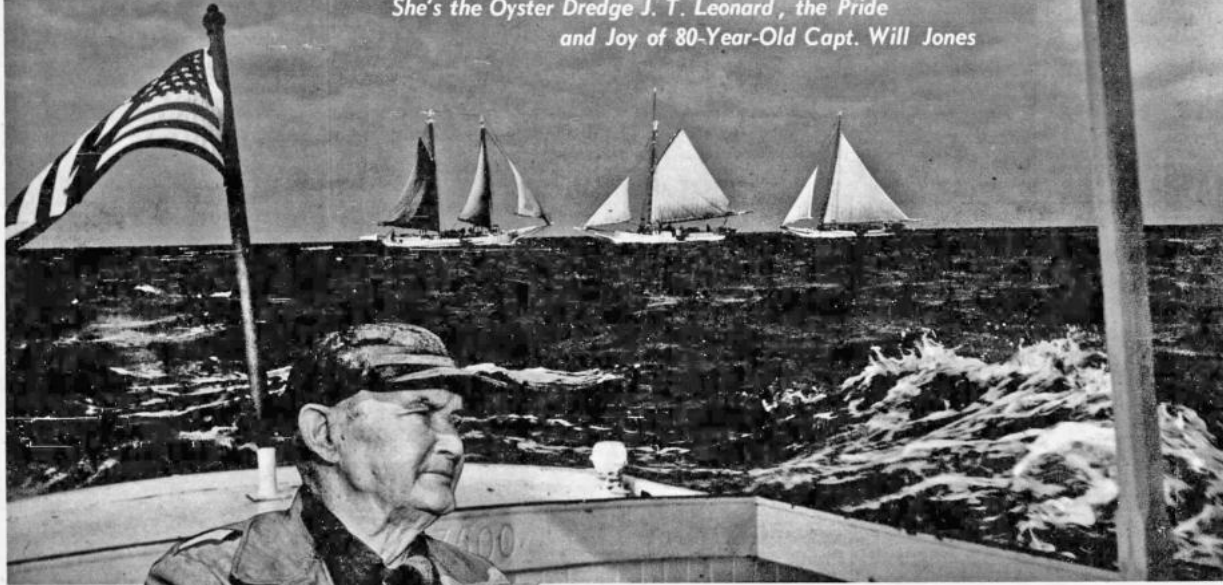
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# The Last Working Sloop On The Bay

*She's the Oyster Dredge J. T. Leonard, the Pride and Joy of 80-Year-Old Capt. Will Jones*



The last working sloop on Maryland waters is the J. T. Leonard, shown above between a schooner, left, and a skipjack. Her owner is Capt. Will Jones, of Cambridge, pictured below at the wheel.

**Y**OU can patch up a boat," says Capt. Will Jones, of Cambridge, "but you can't patch up an old man. So I expect this will be my last season as an oyster dredger."

Despite his words, all who know this rugged 80-year-old waterman feel that it will take something really drastic to get him away from oystering and from his beloved sloop J. T. Leonard—the last boat of her kind in commercial service on Maryland waters.

Captain Jones is "ounding out half a century as an oyster dredger. Born in Cambridge, the son of a farmer, the soil held little for him; already as a lad he found his way to the water front and became an oyster tonger.

When he was about 30 years old he cast his eyes in the direction of the numerous sailing craft engaged in oyster dredging and though, he would try that.

Two days on a dredger convinced him that there was no profit in working on someone else's boat. So he purchased the skipjack Roxy Anderson and became captain of his own vessel.

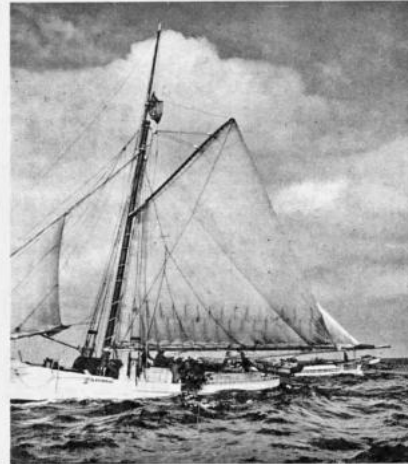
He was to own two more skipjacks before he came into possession of the sloop J. T. Leonard. But with the Leonard there started a partnership that has lasted more than 35 years.

When Captain Jones first acquired this boat there were a number of commercial gaff-rigged, topsail sloops on the Chesapeake. But offly the Leonard remains on the bay to day as an example of that type.

It was probably the smart appearance and lofty rig of the sloop that first attracted the captain to the Leonard. And only a sincere, seamanlike devotion to the vessel made him guide her through the decades of grueling



The Leonard was built in Dorchester county in 1882. She is 45 feet long. Captain Jones has owned her for 35 years, using her for oyster dredging. Here the dredge is being brought up after a run across Stone Rocks, off Sharps Island in the bay.



There once were many of the gaff-rigged, topsail sloops on the bay, but the others have been changed to skipjack rig.



Captain Jones considers the sloop an easier boat to handle than the skipjack, but likes it, too, for old time's sake.

Story By Robert H. Burgess

Photos by A. Aubrey Bodine

labor over Maryland's oyster beds.

The J. T. Leonard, 45 feet in length, was built in 1882 in Dorchester county. She is next to the oldest vessel in the oyster-dredging fleet—exceeded in age only by the Mollie E. Leonard, which was built on Taylors Island one year earlier. The latter vessel originally carried the gaff mainsail and topmast, but these have been replaced by the sharp-headed skipjack rig.

Two other vessels still active on the bay were originally sloops—the Henry W. Rutark and the Rebecca T. Ruark—built at Taylors Island in 1884 and 1886, respectively. They likewise sail now under the reduced sail plan of the skipjack, but their saucy "apple bows" and round bilges reveal their original type.

One may wonder why Cap-

tain Jones never converted his sloop to the skipjack rig that most men find cheaper to maintain and easier to handle. Well, he says the sloop handles best; and during moderate winds the high, extra sail area does permit the Leonard to pull its heavy dredges over the bottom with greater effect than a skipjack would have.

But another reason for the captain's stand, probably, is simply a desire to retain a flavor of the past in the gaff rig.

Captain Jones has four sons, all of whom have dredged oysters at one time. William, Jr., no longer sails but he has an interest in the bugeye J. C. Armiger and the skipjacks Fulton T. Mister, S. J. Bennett, and Lottie Bell, all hailing from Cambridge, Leslie, for twenty years, has been sailing on the

J. T. Leonard with his father, Russell and Reginald are land-bound in Cambridge.

Like all skippers of dredging craft, Captain Jones steers and directs operations on his sloop. He has a crew of six men who tend the dredges, cull oysters, and handle sail. One of these is the cook, but helps on deck when work is slack in the galley.

The Leonard normally dredges in the Choptank River. Early Monday morning she and the rest of the Cambridge fleet leave that port for the lower Choptank. They dredge from sunrise to sunset on weekdays, putting into the nearby harbors of Irish Creek, Castle Haven, or Black Walnut Cove in the evenings or during bad weather.

After the day's work on Fridays the boats head back to Cambridge for the week end. Captain Jones finds the life

of dredgers today much better than it was half a century ago when most of the dredging craft were owned by seafood packers, storekeepers, and livery stable men.

Now a majority of the vessels are owned by the skippers, and the crews work on shares instead of being hired merely for their labor.

And the fare nowadays surpasses that of the past. On the range of the Leonard are prepared fresh roast pork, stewed chicken, beef, bean soup, puddings, and hot biscuits. A three-gallon coffee pot is kept on the stove the entire working day.

The Leonard has been kind to Captain Jones. His most serious mishap with her occurred about fifteen years ago while dredging in the bay off Tokechester. The mast carried away. But no

Continued on Page 12

# The Last Sloop

Continued from Page 9

one was injured and within several days, repairs made, the vessel was at work again.

With the skipjack Lena Louise, on an April day in about 1910, the captain had had a closer call. He and his one crewman were caught in the middle of the broad Choptank, shortly after dark, by a sudden squall. They had a little warning of it, and they reefed their sails, but that was not enough. When the squall struck, it turned the Lena Louise completely over.

Despite the fact that he could swim, the captain's crewman lost his life. Captain Jones, who could not swim, was tossed onto the bottom of the overturned boat, and succeeded in clinging there for a couple of hours until a passing bay steamer saw his plight and rescued him.

**T**HERE was a time when the Leonard worked at freighting wheat from the farms of Dorchester county to the Baltimore grain elevators. And many times she came up to Long Dock loaded to capacity with 3,500 watermelons. But there is no longer such work for her or the other dredging craft in summer.

At the end of the dredging season the Leonard is laid up in Cambridge Creek. Her sails are removed, and a coat of white paint is given the upper hull, deck and fittings as a preservative. Every September or October her bottom is painted.

But the next layup time is a long way off. And until March 15, when it comes, there will be many cold, blustery days for the Leonard to face. Captain Jones, while steering his sloop, will have ample time to ponder over his plans for the future.

But even though he may now contemplate retiring, the Choptank dredgers feel certain they will see him and his archaic boat again next year, still pulling dredges over Todds Point Stone Pile, Lighthouse Middles, Diamond Rock and other oyster grounds near the mouth of the Choptank.



"Do you think it's possible to fall in love with a whole class at once?"

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THE MARYLAND OYSTER LAW—*Important Opinion.*—The Hon. John W. Crisfield, of Somerset county, at the request of several citizens of Deal's Island, has given an interesting opinion as to the proper construction of the new oyster law, passed at the last session of the Legislature of Maryland. After a review of previous laws regulating the taking or catching of oysters in this State, he arrives at the following conclusions:

First—That by the act of the last session of the Legislature, all former laws regulating the catching and taking of oysters within this State were repealed; and that no license is required but such as is provided for by that law.

Second—Any citizen of Somerset county, the owner of a sailing vessel enrolled and licensed at the custom-house, taking out license from the Comptroller of the State treasury, and complying with the provisions of this law, may take oysters for sale with scoop, drag or dredge, or any other instrument, from the first of September in any year, to the 1st of June in the next year, anywhere in the Chesapeake bay, where the water is not less than fifteen feet deep, (Talley's, Sandy, Hacketts and Thomas' Points and The Three Sisters excepted,) and in his own county, and in the bay bordering on his county, in water of any depth, wherever he can find them.

Third—Any citizen of the county taking license for rakes or tongs, as provided by law, may take oysters with these instruments where he can find them, (private property of course excepted;) but he cannot, under such license, use any other instrument than rakes and tongs, and the use of any other instrument under such license, or without any license, subjects the party to a fine of not less than \$20, nor more than \$100.

Fourth—Oysters cannot lawfully be caught or taken for sale without an appropriate license taken out according to this law; but no county or other license is required, and if oysters are taken for the personal use of the taker, as for consumption and planting, and not for sale, no license at all is required.

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**NOTICE TO COLORED PEOPLE.**  
**HO! FOR DEAL'S ISLAND CAMP**  
**MEETING, LANDING WITHIN**  
**ONE MILE OF THE CAMP.**

*FOR COLORED PEOPLE ONLY.*

The swift and commodious steamer **HIGHLAND LIGHT** will leave her Pier, **LIGHT STREET**, foot of Camden, on **SATURDAY NIGHT**, August 11, at 9 o'clock, for the above Camp, arriving by daylight and leaving so as to arrive in Baltimore early on Monday morning.

Tickets **ONE DOLLAR** for the round trip, children half price; to be had at the boat.

**MEALS** and **CONFECTIONERY** on board.

The boat will stop at **Brown's Wharf** both going and returning.

29 35\*†

**HO! FOR THE GREAT**

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AFFAIRS IN SOMERSET COUNTY.—We take the following from the Somerset Herald:

*Shooting Affray on Deal's Island.*—On the 19th instant Captain John Webster, whilst dredging for oysters in the Sound, was attacked by a party of Dorchester county men in a sloop, and after chasing them (Webster and crew) till they ran aground near the island, fired on them with guns loaded with mould shot, in close proximity, and came very near killing Webster, who was steering. Two large shot entered his head, and three penetrated his body and leg too deep to be removed. He was in this county when he was shot. At last accounts he was doing well.

**SHOOTING AFFRAYS IN SOMERSET COUNTY.**  
 We find the following in the Somerset (Md.) Herald:

The good citizens of Deal's Island were sadly disturbed on the 17th inst., at the murder of Theophilus Webster by a pistol shot fired from the hands of Edwin Anderson. If we have been rightly informed, a dispute arose between the parties on the Monday previous, around the card table, when Webster gave Anderson a push, and on being kicked by Anderson, Webster struck him in the face and knocked him down; after getting up, Anderson told the deceased he would kill him. The parties then separated and did not meet again until the evening of the murder, on the public road near Anderson's house, and when seen, Anderson was walking hurriedly ahead of Webster, and as he got near his own gate, turned about and shot Webster, at which the deceased uttered "My Lord," ran back, exclaiming as he fell, "you've killed me!"—Anderson at the same time firing two more barrels of his revolver at Webster. Webster lived but a few minutes after being shot, the ball having entered the nipple of his left breast and passed into the lungs.—The parties are both young men, and have families. Anderson left for parts unknown.

Mr. Robert Lankford, an easy, good-natured citizen residing near Burnett's Store, in Annamessex, was seriously, if not mortally wounded on Saturday evening last, by a pistol shot fired by Josiah Hall, his wife's son. The ball lodged in his right breast, and cannot be removed. It is said he cannot possibly survive. Family differences have caused this rash act. Hall has escaped to parts unknown.

between them and Gough.

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**NEW BOOK—THE PARSON OF THE ISLANDS.**

The Life and Labors of Rev. JOSH. THOMAS, late of Deal's Island, with sketches of the Islands of the Chesapeake Bay. A highly interesting book.

Price \$1. For sale by  
It\*)

ISAAC P. COOK,  
No. 76 Baltimore st.

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CO. BARRELS HAVANA ORANGES

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CAMP MEETINGS IN MARYLAND.—The great Deals Island camp Meeting will commence on Thursday, August the 9th, in the Oak Grove by the New Church. The Hungary Neck Camp, will be held at some point near the Wicomico, commencing on Friday, August 24th. On Tallbot circuit, to commence on the 3d of August, at Broad Creek Neck, on Easton circuit, to commence on the 10th of August, at Lloyd's Springs, on Centreville circuit, to commence on the 3d of August, at Wye and on Hillsborough circuit, to commence August 17th, at St. Paul's chapel, near Hillsborough.—*Baltimore Christian Advocate.*

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**TWO HUNDRED DOLLARS REWARD**

— Run away, on Sunday, 11th inst., from the Camp Meeting at Deal's Island, two Negro Men, named *CHARLES* and *HEZEKIAH*. Charles is of a dark chesnut color, 6 feet high and spare built. Hezekiah is a light mulatto, 5 feet 7 or 8 inches high; appears very good natured, and frequently laughs when spoken to. Clothing not recollected, but in addition to what they wore they had a bundle of clothing each. It is supposed they went from the Camp Meeting to Baltimore.

A reward of \$100 will be paid for the arrest of said Negroes in Maryland, and a reward of \$200 if taken out of the State of Maryland, and secured so that I get them again.

**MARCELLUS JONES,**

a20 tf

White Haven, Somerset co., Md.

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**DROWNED.**—On the 13th ult. three youths, the younger sons of Capt. S. Mister, while crossing from their father's residence on the Virginia side, to Deal's Island, were capsized, and all on board perished in the waters, leaving no one unharmed to tell the story of their untimely end. The discovery of the misfortune was not made for several days after it occurred.

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drained considerably.—*American.*

*Severe Gale in the Bay—with supposed loss of lives.*—Capt. Parrish, of the steamboat Virginia, arrived at Norfolk on Tuesday, informs the editors of the Beacon, that the gale on Saturday night was severely felt at Deal's Island, 140 miles below Baltimore. It commenced at 9 o'clock, P. M., and blew with all the violence of a hurricane until 12 o'clock, a period of three hours. Off the Camp Meeting ground about 300 sail of small vessels were at anchor, three-fourths of which were driven ashore. Nine of them were capsized, and a number of persons missing from them are believed to have been drowned.

The stoutest trees near the Camp Ground were torn up, and the tents instantaneously demolished.

Capt. Parrish and crew were busily employed during the gale in rescuing the persons in the vessels that were capsized, and were instrumental in saving a number of lives. One of his boats was bilged during the violence of the gale.

On the way down the Sound, he saw several vessels bottom upwards, and others ashore.

The gale or hurricane appeared to have passed in a vein, as it was not felt 20 miles below Deal's Island.

Great credit is due to Capt. P. for his praiseworthy efforts in the cause of humanity, as the severity of the gale would have fully exonerated him from undergoing any peril in the protection of the lives and property of others than those committed to his charge.

## DEAL'S ISLAND CAMP MEETING.



Arrangements are now being made to engage a splendid STEAMBOAT, to leave here on SATURDAY EVENING, 11th instant, at 7 o'clock, for "DEAL'S ISLAND CAMP MEETING," returning to Baltimore by daylight on Monday morning. Passage, there and back, TWO DOLLARS—provided one hundred and fifty tickets are sold by Thursday the 9th. Persons desirous of going, will please call at Messrs. JNO. HENDERSON & CO'S., 71 PRATT STREET, and leave their names. The passage will be required to be paid at the time of subscribing, to be returned if a sufficient number is not made up.

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purpose.

Mr. Cottman presented a petition of Arnold E. Jones, John P. Gale, Jesse Hughes, and others, citizens of Somerset county, praying the passage of an act to authorise the building of a bridge across Law's Thoroughfare, between the main land and Deal's Island, in Somerset county.

# HOLLAND ISLAND; THE PLACE AND ITS PEOPLE

Holland Island is a community so peculiar the like is hardly known on the nearby coast. Some 250 or 300 souls call it home. They live in houses built on piles above the marshy ground. Every storm brings danger, every high wind the threat of the elements to wipe out the settlement. Eroded by the waves slowly but surely is limiting the 30 or 40 acres. Already the tillable surface has been limited to a very few farm lots. Life is sustained by fishing, crabbing and hunting. All other supplies must be ferried over the eight or so miles from Deals Island. Hence the present predicament, which may bring forth at any time tales of loss of life by disease or actual starvation, all within 82 miles of the State's metropolis.

## They Stay At Home And Have Few Visitors.

The residents seldom have visitors to their lonely haven, and there are many there who have never seen a trolley car or a moving picture. They have intermarried, and nearly everybody is related. They find recreation in attending the one Methodist church, or spending an hour or so in the three small stores. A schoolhouse is located in the centre of the island. At elections the men folk row or sail over to Deals Island to cast their ballot. If the weather is stormy the voter encounters danger.

## Even Houses In Danger.

Up in their houses, elevated but a few feet, the shifting ice may have piled now until the small buildings have been upset. The people are undoubtedly melting snow to get drinking water, as they have no wells. Every drop of water they drink must be caught from the heavens. The family rain barrel is the most precious possession. Cows are not owned there. Condensed milk does for the babies and all others. The one horse, carried over from the mainland some 20 years ago on a low scow with great trouble, died recently, after a long, faithful service in tramping about the soggy, marshy stretches. Cats and dogs, chickens and ducks are the animals to share in the precarious existence.

The only fuel is driftwood. This adds to the trouble certain to exist. Coal is practically unknown. The last barrel of four ferried to one of the three small stores probably has been eaten long ago. If the residents have been unlucky in shooting birds or muskrats, which abound, then they are really starving.

The speech is a broader English

than even the oldest Virginians use. Communication with the mainland is effective daily when the water is open. Daniel Webster, the mail carrier, goes over to Deals and brings back the letters and a few newspapers that are passed around. Beaten trails take the place of roads. Most of the traffic, however, is by boat. A real Holland Islander is more at home in one, perhaps, than any other bay traveler. Every need means a trip across the strait. Every islander who departs this life literally passes over to the mainland. Burial is impossible because of the marshes.

Life altogether is not easy there. In winter just such danger or disease is always possible. The one doctor sometimes goes away. He may be weather-bound ashore, as is now the case. When Dr. Ruby left, a month ago, there were 20 who had need of him. Their fate is one of the many terrible possibilities. There are many babies. Muskrats may be all right, even as a steady diet for grown-ups, but youngsters, even these pitifully placed folks, need else. Oystering is all but possible. Ice makes it so. Wild ducks are welcome and hardly can have escaped the fine aim of the men, for all are known for their marksmanship.

## Often Covered With Water.

Inundation occurs frequently enough to be a matter of no especial comment. High tides mean risk of homes. Gurgling waters immediately under the home floors are lullabies in windy weather. Fathers find it necessary to stand guard whenever a really high tide comes.

Living is monotonous there. Sport is made exciting when a large black water snake is encountered in the marshes. The men lie in wait along the edges of the marsh for a flock of wild ducks and geese. Muskrat hunting affords much comfort, and their skins are used by the women to make wraps for the children.

## Visitors Nervous; Natives Phlegmatic.

To be on the island during a strong northwesterly gale, with the high waves rushing through the interior of the narrow strip, carrying everything in its wake away, would cause a stranger to shudder with fear.

In summer mosquitoes almost drive the inhabitants insane, and they are required to wear wraps over their hands and faces. The children are carefully guarded from the bites of the pest for fear of fever. The mosquitoes are said to be the most poisonous in existence.

## Callous To Ever-Present Danger.

Hardy, trustful, for the proof of their position is the fact that they have gone on living there so long, these islanders give none of the especial thought to the winter that seems to other folks to be most necessary. They are known for this fact. No great quantity of stores is carried for the icy months. This, more than any signals, more than any fear growing from the knowledge of Deals Island's own situation, convinces the nearest neighbors that the situation needs remedying—is really a matter of life and death.

Picture it out—a place where fresh water is as precious as any possession; where life is all but unbearable at best, with fever-bearing mosquitoes in summer, isolation and starvation in winter; with disease ever near waiting for just such a chance; food never above immediate needs. Now—cut off from food, medicine, fuel—for a whole month.

## Realize—Many Lives In Peril.

It sums up into the fact that many precious lives are in grave danger. And they are at the doors of a big city, just off the main highway for water traffic, near enough to a populous, prosperous island for residents there to hear shots ring out as calls.

It is thought that the people are now spending most of their time in praying for assistance in their little chapel.

soda cracker  
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scoot—soda  
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before—made

## INDUTRY AT DEAL'S ISLAND.

**An Attractive Spot on the Eastern Shore  
—Railroad Facilities Wanted.**

Dr. J. Zack Taylor writes to THE SUN from Deal's Island, Somerset county, Md., as follows:

Deal's Island, so long hidden and cut off from the busy world, was, some four years ago connected with Baltimore by steam transportation, and today is advancing as rapidly as any place can under the circumstances. About one hundred and fifty years ago the first dwelling was erected, at which time the island was a vast forest of pine and oak, with an occasional clearing for deer to feed and sun themselves. The island is three miles long by one wide, and contains in the neighborhood of 1,500 inhabitants. We are connected with the mainland by a bridge that spans the thoroughfare. Our soil is light loam, well adapted to early vegetables and fruit, and a few days ahead of any section of the State owing to the moist atmosphere that destroys frost in early spring. Up to four years ago our people knew scarcely anything about farming or truck gardening, simply because the railroad was so far away that it would not pay to haul so far, and they therefore gave it no study. But since the Maryland Steamboat Company has built a commodious wharf here, and thus connected us by steam with Baltimore, gardening has become profitable and our people are entering more extensively into it every year. It is still, however, in its infancy, as any one can see by looking at so much valuable trucking land still growing corn when it should be in small fruits or early vegetables. We want experienced truckers to come among us, who will cause Deal's Island to blossom as the rose; for the soil on the island and adjoining neighborhoods for six miles is the most productive early fruit and vegetable land on the Eastern Shore.

The oyster-shucking industry is also in its infancy, although the markets of the world enjoy the products of Tangier sound, which have been caught and delivered in the shell by sail vessels to Baltimore oyster houses, affording work and profitable returns to every one engaged in it. With the steamboat connections there has sprung up an oyster-shucking house, built by the Maryland Steamboat Company, which is now in full blast. The oysters are among the best in the world, and the fattest ever before known at this season of the year, and had there been steam facilities years ago for quick transportation our island would ere this have had a railroad and several thousand inhabitants. It is not too late to do good, and as there is talk of putting up a telegraph wire or telephone between the island and Princess Anne, our advice is, don't delay one moment, and if the right kind of vim and push are planted in our midst it will not be long ere the iron horse and iron rail will connect us with the county seat, a distance (direct line) of about thirteen miles, level and easily graded.

The crab industry has grown into large proportions, and bids fair to rival the oyster business, and the next work, as soon as the oyster season closes, is to begin the crab canning business. The oyster shucking industry will be increased as soon as accommodations can be furnished the shuckers, since only a few can find board and lodging, and the man that will erect a hotel on Deal's Island will find it a valuable investment both for summer visitors and winter boarders. There is no better bathing and boating in the State than here; no finer fishing and wild duck shooting. The island is in the heart of a fine oyster territory, and all that is lacking to transform the spot into a garden and the oyster rocks and crab flats into gold is railroad connections.

# Entries In Chesapeake Bay Championship Workboat Races

## BUGEYES—CLASS I.

No.	NAME.	CAPTAIN.	PORT.	LENGTH O. A.
1.	John W. Bowdoin	Oscar Croswell	Princess Anne	85 ft.
2.	Nettie B. Greenwell	Davis Price, Jr.	Cambridge	78 ft.
3.	Emma A. Faulkner	C. S. Leonard	Cambridge	78 ft.
4.		James Young	Crisfield	77 ft.
5.	Lola D. Bennett	Louis T. Marshall	Cambridge	75 ft.
6.	LeRoy Woodbourne	Harry N. Woodbourne	Solomons	75 ft.
7.	Lottie Thomas	Harry Brannigan	River Springs	70 ft.
8.	Edith Marcy	Richard Chesser	St. Georges Island	69 ft.
9.	Majestic	Richard Miller	Colonial Beach	67.3 ft.
10.	Kirk Daugherty	Charles Seward	Oxford	66 ft.
11.	Hallie K.	G. W. Ellis	River Springs	65 ft.
12.	Lottie M. Leach	David A. Messick	Cambridge	65 ft.
14.	Florence Northan	Charles O. Chesser	St. Georges	65 ft.
15.	Alice Moore	Hodson White	Baltimore	64 ft.
16.	J. H. Kirby	J. H. Kirby	River Springs	64 ft.

## BUGEYES—CLASS II.

20.	Fannie E. Hayward	Milton Dawson	West River	60 ft.
21.	J. C. Armiger	Harry M. Cook	Cambridge	60 ft.
22.	U. S. Orem	Isaac E. Elliott	Oxford	56 ft.
23.	Lida	Charles W. Pope	Oxford	55 ft.
24.		David A. Webster	Dames Quarter	55 ft.
25.	Ethel Vale	G. W. Chesser	St. Georges Island	53 ft.
26.	Maurice W. Costen	J. W. Gardner	West River	52 ft.
27.	O. F. French	William T. Cummings	West River	52 ft.
28.		Clarence T. Todd	Crisfield	50 ft.
29.	E. J. Mace	George F. Ward	Solomons	50 ft.
30.	Little Jennie	Hazel Baker	Cambridge	39 ft.

## SKIPJACKS.

40.	Geneva May	William J. Horstan	Wenona	49.8 ft.
41.	Walter L. Taylor	Will Laird	Oriole	55 ft.
42.	Agnes	Archie P. Baker	Cambridge	50 ft.
43.	Arthur Stewart	Charles A. Dean	Cambridge	50 ft.
44.	Rebecca T. Ruark	W. A. Cook	Cambridge	50 ft.
45.	Elsie	Charles F. Coburne	Oxford	48 ft.
46.		Ernest Mister	Crisfield	36 ft.
47.	Ida Bedsworth	D. E. Parkerson	St. Michaels	39.5 ft.
48.	Nora B.	Bruce Bozman	Champ P. O.	37 ft.
49.	E. M. Hubbard	John Kapesak	Fairbanks	40 ft.
50.	George W. Abbott	J. L. Murphy	Tilghmans	34 ft.
51.	A. W. Phillips	A. B. Haddaway	Tilghmans	37 ft.
52.	Raymond S.	C. O. Cummins	Tilghmans	45 ft.
53.	May Hazel	Charles Murphy	Tilghmans	41 ft.
54.	Louise Niles Chance	J. W. McBride	Deals Island	40 ft.
55.	Esther W.	Harry Anderson	Deals Island	28 ft.
56.	Harry F. Albaugh	W. O. Brown	Deals Island	56.4 ft.
57.	Dewey	Holly Abott	Deals Island	42½ ft.
58.	Robert L. Webster	Robert Webster	Deals Island	60 ft.
59.	Elmer J.	C. A. Hubbard	Oxford	35 ft.
60.	Horner J. Croswell	James D. Webster	Solomons	39 ft.

## WORK CANOES.

70.	Island Bird	Neal Thomas	St. Michaels	27.6 ft.
71.	Chance	Oscar Tarleton	St. Georges	30½ ft.
72.	Witch of the Waves	J. N. Phipps	Baltimore	31 ft.
73.	Louise	W. James Lowery	St. Michaels	27 ft.
74.	Pung Tang	J. P. Annan	Baltimore	30 ft.
75.	Island Blossom	W. C. Jackson	Tilghmans	30 ft.
76.		Gilbert F. Hartge	Eastport, Md.	33.9 ft.

The numbers opposite the entries are the official numbers which the boats will carry on their sails in the races. As the winning boats cross the line the number indicating the winners will be hoisted to the main truck of the regatta committee launch.

DEAL'S ISLAND.

Advantages of the Location and Suggestions for its Development.

[Correspondence of the Baltimore Sun.]

DEAL'S ISLAND, MD., March 20.—Deal's Island is three miles long by one wide, and eighteen miles distant from Princess Anne, the county seat, and about fourteen miles by a straight line. It is proverbially known as the "Camp-Meeting Island," where old Father Joshua Thomas (the parson of the island) lived and died. One of the finest church edifices on the peninsula is to be found here—a Methodist church. In the centre of the island is the Knights of Pythias Hall. Present calculations make about 1,800 inhabitants on the island, and, including the neighborhood within a radius of six miles by land and water, over 3,000 souls. The people are friendly, sociable and hospitable. There are three physicians, eleven stores, three smith-shops, one carriage shop, one undertaker, two magistrates, three schools, one a graded school, two churches and about 300 oyster vessels, and fifty fishing craft.

The oyster business is the main industry, although the crab-catching can be made equally as remunerative in the summer, and the people, from present accounts, intend entering into it largely this summer. The Maryland Steamboat Company own one of the best-paying wharves here they have anywhere. The soil will grow early truck and fruit two weeks ahead of any other section of the State lying thirty miles from us. Tangier sound, a beautiful sheet of salt water, forty miles long by eight or ten wide, abounds in oysters, fish, terrapins, crabs, wild fowl in their several seasons, which afford a fine living for those engaged in catching them. It would make a good summer resort and watering-place if there were hotels to accommodate travelers. Manokin river, Keges straits, Holland straits, Hooper straits, Fishing bay, Nanticoke river, Wicomico river, all filled with oysters, crabs, fish, &c., join their waters together in Tangier sound at and about Deal's Island. The world cannot boast of such immense oyster beds, and of the finest quality and flavor. If ever a country needed developing, this does, and nothing short of a railroad can accomplish it. A road from Princess Anne direct would be about 14 miles, and could be built as cheaply as any road on the peninsula of a like distance, as the marsh land over which it would pass is clay bottom. A railroad from Princess Anne to Deal's Island, and to connect by steamer the Drum Point Railroad in Calvert county, would shorten the distance to Baltimore city four hours earlier than by any railroad in existence or in contemplation. Navigation is always open between Deal's Island and Drum Point in the Patuxent, and is distant only about 27 miles. A railroad to this place would draw from up the Manokin river, Wicomico river, Nanticoke river and Fishing bay for miles travel and shipping; besides it would prove a great convenience and blessing to the numerous islands hereabouts, viz: Smith's, Holland's, Hooper's, Barnes's, Elliott's and Deal's. Oyster-shucking houses would go up and would flourish at Deal's Island, Hooper's Island, Fishing Bay, Nanticoke Point, Waltersville, White Haven, Mt. Vernon, Dames's Quarter and Rock Creek. Instead of Northern vessels coming into Tangier sound every winter and carrying away thousands upon thousands of bushels of oysters, they would open oyster-houses here and spend their capital and enterprise to a better and more remunerative end.

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## ASK FOR \$20,000 BRIDGE

**Deal's Island Residents Urge Bond Issue For Work.**

## WOULD SPEND SAME ON ROADS

**County Commissioners Hear Big Delegation Of Farmers Tell Their Needs For Improvements.**

Princess Anne, Md., Feb. 15.—A large delegation from the section of the county between this town and Deal's Island, comprising St. Peter's, Dame's Quarter, Rock Creek and Deal's Island districts, appeared before the County Commissioners today asking for the erection of a new bridge over the thoroughfare at Deal's Island and for the construction of a shell road connecting the State road leading from this town.

About 75 taxpayers from the four districts braved the bitter cold weather and appeared in the delegation. Adolphus G. Brown, of Deal's Island, was spokesman for the delegation. He told of the bad condition of the road at present and the fact that the Deal's Island bridge was in a shaky condition and that a new bridge was imperatively needed. He said that while a State road had been completed from the Wicomico line to Crisfield, such road did not benefit the people between this town and Deal's Island.

He declared that the districts to be benefited by the improvements had a population of 5,000, but were now practically cut off from the centre of the county so far as convenient travel was concerned. He suggested that the money could be raised either by a bond issue or by levying the required amount in installments extending over a period of two years or more.

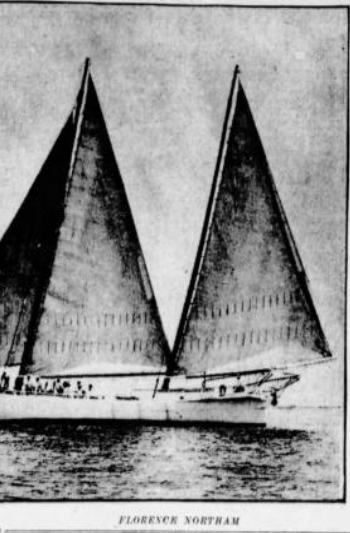
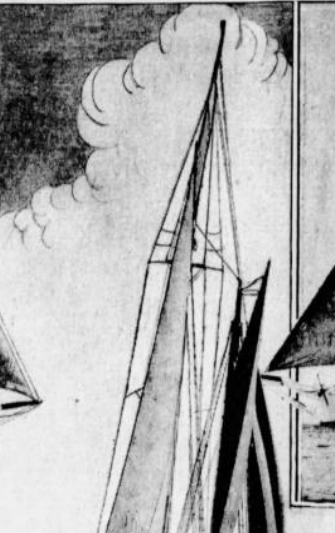
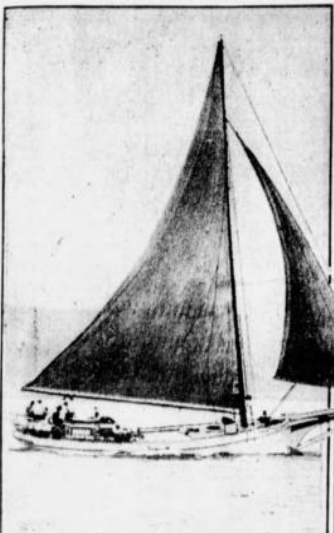
It is estimated that the new bridge at Deals Island of the construction contemplated will cost \$20,000 and the 10 miles of road improvement will cost \$20,000, making a total estimated cost of \$40,000.

The Commissioners took the matter under consideration, but reached no final conclusion today. The Commissioners appear to favor a bond issue, with a referendum to the voters of the county; but if the matter is submitted to the voters its fate is uncertain. It is recalled that four years ago a bill passed the Legislature to bond the county to build the bridge at Deals Island, but strong political opposition to the measure developed and Governor Goldsborough vetoed it.

## 82 MIDSHIPMEN LEAVE

News of Naval Academy, Baltim

Types Of Chesapeake Bay Workboats Sailing In Deals Island Regatta Today



HERVIC J.

MAID THOMAS

FLORENCE NORTHAM

RACEBOATS ARRIVE NEW LONDON IS GAY AT DEALS ISLAND ON EVE OF BIG RACE

Schooners, Skipjacks, Bug-eyes And Skiffs Await Starting Gun Today

RITCHE BEACHES SCENE HARBOR IS CROWDED

Governor Is Guest Of Honor At Reception Given For Skippers

[From a Staff Correspondent] Deals Island, Md., June 21.—The eyes, the thoughts and the interest of all the Chesapeake Bay country from Baltimore to Cape Charles and Cape Henry, from the fashionable sections of the Eastern and Western shores, centers today on Deals Island. A regatta of Chesapeake Bay championship workboat races, in which scores of schooners, skipjacks and other types of craft that carry on the traffic of the bay will race tomorrow, for money prizes, to be awarded by THE SUN and THE EVENING STAR, of Baltimore, and for the honor of being known as the victor in the regatta of the workboats of this coast.

From early this morning, when the schooner Avalon, Capt. J. W. Henderson, of St. George Island, arrived at the steamboat wharf of Deals Island, with the Stars and Stripes flying from the peak of her main sail, flags, bunting and streamers were strung along the "roads," just off the race course, there has been a perfect procession of these Chesapeake Bay craft.

There are dozens of these boats, as trim and trim as new paint and hand worked brass could make them, lying at anchor and waiting for the start of the morning gun before they hoist sail, weigh anchor and glide to their positions behind the starting line.

Close by the Avalon and also waiting, but lying idly at anchor like the race boats straining at the bit, is the R. T. Howe, fast Deals Island schooner, which will contest against the Star of St. George Island, against the Maid Thomas, J. A. Skidell, J. S. Smith, Martin Wagner, Ellis F. Cripps and others of the schooner class.

The schooners are the largest class of boats that sail in the regatta, the smallest being forty feet and the largest measuring eighty feet in length.

Over to the northward of the regatta course is anchored the fast lugger Florence Northam, Capt. Charles H. Chesser, of St. George Island, one of the most beautiful, as one of the swiftest of its kind. The Northam is out to request her performance of last year, when she carried away the top honors in her class. Word has reached here that the George Todd, the Crabfoot lugger, which four times finished ahead of the two-masted, sharp headed boats of this class, will not be in the regatta.

The Todd entered, but her captain, it seems, experienced difficulty in getting her in shape. But there is plenty of other luggers present to make this class one of the best.

Among the other entries are: M. M. Davis, Capt. Johnson Evans, Egg, Md. Emma A. Faulkner, Capt. Calvert R. Leonard, Cambridge, a two-masted lugger, which four times finished ahead of the other entries.

Edith Mace, Capt. John Bryant, Washington. Carrie Moore, Capt. Morgan West, Dunes Quarters.

From Smith Island, Crawford Taylor and other communities of Tangier Sound have come a host of ducked skipjacks, all bent on one purpose—that of defeating the trim skipjack Herovic, which unless she can be right and showed the other way. There's the Red Runners, Capt. J. J. ...

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At the station, where the boat's

NEW LONDON IS GAY AT DEALS ISLAND ON EVE OF BIG RACE

Fifty Ocean-Going Yachts Start For Gibson Island At Noon Today

THOUSANDS OF VISITORS ON HAND FOR YALE-HARVARD CREW CONTEST AND DEEP-SEA EVENT

BY GEORGE H. EUGENIAN

New London, Conn., June 21.—With the 1920 Yale-Harvard crew race written into history this afternoon, this New England yachting center was gay tonight as it looked forward to the regatta of the Chesapeake, which starts at noon tomorrow. The harbor was filled with enough boats to join all the regatta of Maryland, all here to join the fight for preferred positions about the finish line of the regatta, the work to remain intact until after the finish at Gibson Island, which is expected to take place some time after Wednesday.

LAST TRIO GET 3 YEARS IN ROAD CASE TAXI CALLS SWAMP VERNON EXCHANGE

Sentencing Of Butler And Woods Brothers Virtually Ends Case

Not Likely To Be Tried Until Fall—Nelligan Report Expected In Month

The disposal yesterday of all the remaining cases growing out of the \$278,000 shortage in the State Roads Commission brought the end of the highway department scandal, now in the sixth month of its second year, in sight.

The report of Governor Ritchie's special investigating committee, headed by John J. Nelligan, and the disposal of the suits pending against the Union Trust Company to recover a substantial amount of the losses are considered the only remaining steps.

Report Due In Month The Nelligan report is expected in a month, but the suits likely will not come up for trial before the courts resume full operations in the fall.

Chief Judge Samuel K. Dennis, in Criminal Court Part 2, yesterday imposed new sentences of three years each upon Thomas A. Butler, Frank J. Woods and James H. Woods, former commission employees now serving three-year terms on charges brought against them before the full shortage was discovered, and imposed a fine of \$500 and a suspended jail sentence of a year on J. Franklin Stone, garage

operator who had a few hours previously reported the loss of \$12 from her pocketbook, the bags found for a collection of four pairs of motor-cycle goggles, two sets of automatic pistols, two of the long-barreled type, four bolsters, a flashlight, a pair of handkerchiefs, flash-light batteries and a hundred rounds of her ammunition.

The boat, which lives at 900 New Chapel street, told the police he had received "the girl" to "make" and movies before making his purchases.

At the station, where the boat's

Athlete Accused Of Assault On Dry Agents During Raid

"Duke" Allen, Poly And State University Star, Arrested After Shower Of Milk Bottles Around Officers

All the sympathy in the 700 block West Baltimore street yesterday afternoon was divided into three parts. The sympathy of the anti-prohibitionists was with the raiders, that of the victim for himself and that of two prohibition agents for their job.

The net result of the combined sympathies, when weighed, was the arrest of John P. ("Duke") Allen, 22, a well-known local athlete, on a charge of assaulting the prohibition agents.

Agents led H. Hutton and Walter P. Carroll said they retained a search in the 700 block West Baltimore street and arrested Anton Obroman, 30, alleged proprietor, on charges of sale and possession. Later they returned to smash several cases of alleged home-brew.

Hostile Crowd Gathers A crowd of hostile anti-prohibitionists congregated in the alley in the rear of the saloon to witness the disposal of the beer. A number took up their positions in the rear window of a saloon shop operated by George

Man Found Shot Dead In Park Identified Was Living At Baltimore

George T. Wilson, Of Ocean, N. Y., Was Living At Baltimore

The man found shot to death on a bench in Inwood Hill Park Thursday morning was identified last night as the corpse as George T. Wilson, of Ocean, N. Y. The identification was made by Charles A. Eitelberger, a clerk at the Baltimore Hotel, Camden street, near Kenton.

Mr. Wilson is said to have registered at the hotel Mar 21. A description of him in the newspapers called with Wilson's aid as the latter was out in his room at the hotel Thursday night an investigation was made. Lou Smith, night clerk at the hotel, said Wilson told him on several occasions he was ill and was in Baltimore in

MAN IS HELD SUICIDE

Dr. Frederick C. Link, Northwestern district coroner, yesterday gave a verdict of suicide in the case of Eugene Von Newendorf, 45, 920 Franklin street.

Mr. Von Newendorf was found hanging from a rope attached to the bathroom door of his home yesterday afternoon by his wife, Mrs. Florence Von Newendorf. The police said Mr. Von Newendorf was revived after being found overcome by monoxide fumes in his garage several months ago.

SAID TO HAVE TAKEN POISON

Mrs. Mabel Cronch Treated At Hopkins Hospital Mrs. Mabel Cronch, 30, was taken to the Johns Hopkins Hospital yesterday afternoon after she was said to have taken two poison tablets at her home, 1644 East Baltimore street.

Her husband, Ralph Cronch, is said to have told police that he had recently become reconciled with his wife after a misunderstanding and that yesterday she gained the impression he was about to leave her.

OKlahomans Are Guests Of Commerce Association

Group of 140, Headed By Mayor Of Tulsa, Go Night-Long—Are Touring The East

The Baltimore Association of Commerce yesterday entertained a delegation from Tulsa, Okla., which is making a tour of the principal cities of the South and East. There were 140 visitors in the group, headed by Mayor Dan W. Patton, of Tulsa, and William Holden, executive vice-president of the Tulsa Chamber of Commerce.

WASHINGTON ESTEEMED ON THE ROGS \$1.00 ONE WAY \$1.75 ROUND TRIP

Dog Races HARTLANDS' HURRICANE TRACK

Dine and Dance Hamling's Perry Hall Inn

"Get Gene" Free Inspection Station

TOLCHESTER BEACH

YELLOW CABS

# HOLLAND ISLAND STILL IN NEED; DANGER GROWS

## Two Hundred And Fifty Inhabitants May Starve—City Is Forced To Relieve Aid.

# GREAT ICE FLOE IS MOVING TODAY

## Governor Determined To Effect Rescue And Will Send Light Draft Boat There.

### STATE RELIEF DELAYED

Cambridge, Md., Feb. 3.—(By Associated Press.)—Governor Howard was prevented this morning from starting for Holland and Dutch Islands by the ice and heavy fog. He hopes to get away tomorrow.

Dutch Island, Md., Feb. 3.—(By Associated Press.)—The first ice yet reached the 250 people on this island on Holland Island, who have been out of communication with the rest of the world for over a month. They are believed to be in danger of starvation. The ice was first seen between Dutch Island and Dutch Island was to arrive today, making communication between the two points impossible for the rest of the week.

The report to the city to send an island to the aid of the people on Holland Island was ineffective. Harbor Master Lacey said that Holland Island was surrounded by large floes and that the iceboat would be unable to get near it. Governor Goldsborough is determined that assistance shall be sent, and will endeavor to send one of the light draft boats owned by the State to Dutch Island.

### Dutch Island Pier Carried Away—Landing Difficult

Between Dutch Island and Holland Island there is no harbor ice field. The current in the water is from the ice, and it carried away the pier where the steamer dock. By some eight feet were showing from the pier where the pier stood yesterday.

The 200 tons of freight intended for Holland Island were stored there. This was the first time in the winter that the ice had been working around the pier all night since without working.

### Only Two Boats Since December 7

Since December 7 only two steamers have arrived at Dutch Island. There is no harbor or danger there, but great fear is felt for those on Dutch Island. There is no electricity there, and when the small island was last in communication with the outside world about 20 persons were sick. Not only is there danger from a lack of food, but the quality of the food has broken out it may have had a few months. Dr. John L. Kelly, the island's physician, is concerned. The food supply of the island being Dutch Island was small at last November.

Starty all of the men on the island are engaged in the repair, fishing or cooking activities. Their boats have been lost.

### Commander Howard Reports

Annapolis, Md., Feb. 3.—(By Associated Press.)—Reports of urgent affairs in Dutch Island and its vicinity, the only persons on Holland Island for weeks were received here by Governor Golds. says that Captain Howard of the upper bay. By dispatch relations from Goldsborough get his own situation to Philadelphia with Captain Howard of Cambridge and from his board of the present board of the island party.

From Cambridge Captain Howard reported to have the ice with the steamer with Governor Thomas to Dutch Island, the first in the winter to Holland Island.

From Dutch Island he says will be able to be made in the village. Furthermore, at Dutch Island Captain Howard reports a lack of food, but the quality of the food has broken out it may have had a few months. Governor Thomas will endeavor to send a small boat to the island and then to take the people to the island.

Just how long the ice will last could not be estimated by Captain Howard, who says however is certain that the ice will be broken up in the next few days.

Governor Goldsborough reported that the ice will separate and what it is. He also added to be kept as long as possible, but the ice will be broken up in the next few days.

# DOZEN MEN MISSING; ICEBOAT AFTER THEM

## Dutchman's Island Hopes And Fears After Gale Blows Away

### Four Boats

Dutchman's Island, Feb. 3.—(By Associated Press.)—With the help of C. C. Ambler and two of the other island boats to the island, Annapolis was about the only place that the island party had a chance to get to. It is now believed by the people on the island that there may be a boat from the city to the help of the island. The island will receive the report this afternoon for other island boats.

Four boats are known to have been captured and out of the 17 boats on the ice but four have been reported by the island. It is believed that a boat from the city will be sent to the island, and that the people on the island will be able to get to the island.

# 250 ARE IN PERIL

## Nobody On Mainland Knows Fate Of Families On Ice Penned Hollands Island.

### NO FOOD NOR PHYSICIAN

### Marooned Nearly Five Weeks With No Word To The Outside.

### STATE POLICE BOAT TO RESCUE

### No Doctors With Them And It Is Feared They May Have Died Of Hunger And Sticks—Deals Island, The Nearest Large Settlement, 10 Miles Away—Ice Flows Make Life A Battle On Chesapeake—They Carry Nine Vessels To Mouth Of The Choptank From Tilghman Island.

[From a Staff Correspondent.]

DEALS ISLAND, Md., Feb. 4.—Fifty families comprising 250 men, women and children, the total population of Hollands Island, in the Tangier sound, 12 miles southeast from Deal, for four weeks have been marooned from the mainland of Dorchester and Somerset counties, deprived of medical aid, cut off from food supplies and are believed to be in circumstances bordering on starvation and death from disease, according to reports obtained here.

Governor Goldsborough on Saturday was begged for a boat to be sent to the island to ascertain the condition of the people, but residents of the nearest village in these two counties have not heard from the islanders since a few days after Christmas. At that time nearly 20 persons were reported ill and nothing has been heard from the island to say whether the people are dead or alive.

### DOCTOR HELD AT DEAL.

Dr. John I. Rober, the only physician located on Hollands Island, is now detained on Deal Island with no more in the homes of his patients on Hollands Island, and his apprehension for their safety is great.

All means of communication have been cut off absolutely with Deal Island and with the lower end of Dorchester county, of which Hollands Island is a part. Scores of residents of Deal Island who have been cut off for weeks have daily gone to the west shore of their island with hope of getting a glimpse, with the aid of strong sea glasses, of men on Hollands Island, but not an object has been seen. There is an infrequent communication with the mainland.

While Hollands Island is held impassable in the grasp of great banks of ice, vessels were swept from their anchors in the ice at Tilghman Island early this morning and carried out to the mouth of the Chesapeake river.

### BOATS BATTLING WITH ICE.

From one of the captives who managed to reach Tilghman Island last night it was learned that two of the vessels sunk in the Choptank, one managed to haul its way back to port with the aid of a gasoline engine, and that all others were being buffeted about in the ice floes of the bay.

Three of the boats that escaped sinking are manned with crews, aggregating a total of twelve men. As far as could be ascertained none was lost from the vessels swept away in the Tilghman Ice floe.

From all points along the Eastern Shore some stories of hardship and suffering by crews of vessels frozen in the ice vessels that have swung leeward and other ice-impounded craft whose supplies have run low. The ice boats Lattin and Annapolis are now endeavoring to keep an open channel in the Chesapeake, and are aiding enterprises wherever possible.

### ANXIETY OVER HOLLAND.

Paranoia in the interest of Eastern Shoremen, however, is the welfare of the marooned Hollands Islanders. The fact that no word whatever has been received from the 250 souls on this small island in the Chesapeake is causing great apprehension, and it was on Saturday only that a citizen of Dorchester county reported the case to the attention of Governor Goldsborough. The Governor realized that there was no time for delay, and he got into personal communication with Commander T. T. C. Howard, of the State police steamer Governor Thomas, and urged him to make every effort to reach the island and ascertain the conditions.

The official case of the islanders was brought in the attention of the Governor by Tilden Webster, of Dorchester county. The fact that Hollands Island was a part of his native county caused Governor Goldsborough to take unusual interest in the case.

Nothing was heard of the Governor's steamer today, and it is believed that Captain Howard is fighting his way through the ice floes of the middle Chesapeake. The Governor Thomas will proceed first to Deal Island and will take on a number of residents of Deal Island who have been away from their homes for a month.

### PLANNING THE RESCUE.

Leaving Deal Island the Governor Thomas will try to force his way through the ice to the objective point. If it is impossible to reach the wharves of the island, the Thomas will run in as far as possible and a party will be sent ashore on the ice.

Deputy Sheriff W. J. Tabor, of Deal, who has many friends in Hollands Island, said tonight that great apprehension was entertained for the safety of the islanders.

"Why, it's heart's sick to think of it," he said, "but I've been a week from the island." "Do you think the deputy sheriff."

"These people, I know from conditions before the season, are now in dire straits, and to be absolutely that we can't tell whether they are dead or alive. We have been able to make out the spots of a few water vessels with telescopes, but not a sign of a man or woman has been seen."

### LIMITED FOOD SUPPLY.

"There are three small stores on the island, but the merchants have very limited supplies, and when the water is open there is a regular ferry between Deal Island and Hollands Island. The people come here for their mail and to do their general shopping, and I am positive that four weeks of privation has caused a small disaster, if not a calamity, on the island."

"There are no professional men on the island, both the Methodist minister and the physician having come to Deal Island and were unable to get back on account of the snowdrifts and frozen-up that occurred about January 1."

"Stomach commotion having been induced out of entirely from Deal, the small bodies of running water in eight hours had made such conditions that no one had been able to cross the ice. The open water makes out about two miles from Deal Island to 10 miles on a straight course, and the only way that it could be reached

by an iceberg would be through Hoopers Strait.

"I know there is a score of brave men on that island and if they could not get across the straits around the fact is impossible. Frequently during the flow of the year the islanders come here for coal, provisions and sometimes out to mountain clothing and other necessities of life. Those that come over after Christmas are still here and have no means of reaching the island."

Dr. John I. Rober, the Hollands Island physician, who has lived on the island two years and who formerly lived in Baltimore, declared that it is difficult to say what the condition of the islanders is.

"There were several cases of illness when I left the island four weeks ago," said the physician, "and I have no means of knowing what has happened since I've been away. I feel certain that the condition of the people is far from normal, and I believe that many suffering with cholera, the majority being women and children. When I left the shore a few days after Christmas a sheet of ice had formed about the island, and by now I believe that the land is barricaded by the ice floes which have been swept across the bay."

### MELTED SNOW TO DRINK.

"There was no great supply of food on the island, as the natives usually came to Deal Island to purchase necessities in quantities. The three stores do not carry heavy stocks, and the merchants, too, have received no supplies since Christmas."

"We have plenty of supplies here at Deal Island to send to the islanders, and what I mostly needed now is to find out the condition of the islanders."

"From past experience I know that they have depended on melted snow for drinking water, as there are no wells on the island. There has been very little rain, and I am confident that snow has been melted."

### MURKERS AND FINE.

"I know that the men are very resourceful, and while supplies have been scarce it is very probable that starvation has been kept from the doors by fishing through the ice. Four weeks of isolation is a long time for an island in the Chesapeake inhabited by 250 persons, and I feel certain that all the fowl stock has been killed."

"What do you think of the physical condition of the families of the islanders?"

Dr. Rober was asked.

"Well, that is what is causing me great apprehension."

"I have had a steady practice at this time of the year and the people have been forced to do without medical aid. It is quite difficult to say just what their physical condition is until we get to the island."

Residents of Deal Island, Orville Chance's Quarter, and the lower end of Dorchester county, believe that unless immediate aid is given to the islanders it is more likely that many of them will perish.

### WORST ICE BLOCKADE.

According to the residents of Deal Island the ice blockade in Tangier Sound and the Eastern Shore tributaries of the Chesapeake is the worst that has occurred in many years. All steamer traffic has been stopped and Eastern Shore mail boats are avoiding supplies to sail. From Somerset to Kent scores of water vessels are frozen in the ice.

Hollands Island lies on a narrow causeway through Cooper Strait and is the return lower end of Dorchester county. It is on the Chesapeake side of the range of islands and marks that divide Tangier Sound from the bay. Communication with the mainland is had during open water by sail boats and strictly built motorboats. The island is generally level and at times the tide submerges it. There are about 50 houses and all of them are built on piles. The industry of the islanders is consisting fishing and crabbing.

Neither of the iceboats has been ordered as far south on the bay as Hollands Island, and it is said through the direct report of a messenger from Deal Island that the Governor Thomas was dispatched to the island.

### VERMELS CRASHED AND SUNK.

Crashed by a gale of hurricane force, seven sail vessels and two motorboats were torn from their anchors in the bay at Deal Island, Tilghman Island, this morning and carried far out to the mouth of the Choptank river, where for hours they were in peril of death.

At a late hour tonight they were abandoned west from Captain Rober's, of the "Littie" in the effort that, as far as he could ascertain, no lives were lost, but that six men were aboard "Littie" of the boats, which were blown toward the open bay.

Two vessels—the tugboat Nellie G. Capt. James Murphy, of Tilghman, and the motorboat Elmer, owned by E. Conington, of Tilghman—were caught in the heavy ice floe, crushed and sunk. No men were on the two last vessels. Captain Gilman managed to rescue a man from the tugboat Richard T. Marshall, owned by Capt. T. C. Minter. The drifter was brought in Tilghman.

### AT MERCY OF FLOES.

The vessels here set and the Deal Island were the schooner Clara Garrett, Capt. B. B. Harrison, Tilghman; M. E. Wright, Capt. John Wilson, Tilghman; tugboat Fremont, Capt. John M. Sells, C. Capt. John Murphy; J. C. Arminger, Capt. David Marshall, of Cambridge; tugboat Richard T. Marshall, Capt. T. C. Minter; Little, Capt. John Minter, of Cambridge; Company, and the Elmira, owned by W. S. Corlison, of Tilghman.

Captain Gilman, of the "Littie," was the only master aboard his vessel when the gale broke upon the fleet. Saturday night the wind blew from the southwest and so midnight ice there was so great that the ice floe in Tangier Sound was so high that men were seen from their spars, and men who were along in their boats climbed on deck and reached that their vessels were being dragged, their anchors and being carried with the ice toward the mouth of the Choptank.

"The blowing of the wind and water made by the crushing of the ice attracted the shore people from their homes," said Mr. J. S. Noland, a merchant of Tilghman last night. "A number of men ran down toward the shore and we saw that the best of open boats which have been blown up for weeks were moving with the broken ice. We saw men waving lanterns and the vessels were carried on to the wind, but we were helpless to aid them."

"The three two hours the vessels were out of sight, and it was not until the morning that we made them out with glasses. Two of the vessels were missing. We could see men in the larger craft working about the anchor chains."

### DOUGHTY CAPTAIN GILMAN.

It was not until the doughty Captain Gilman in his gunboat-driven boat made his way back to Tilghman that the redoubtable sea of the village learned of the heavy straits suffered by the system.

The ice floe's correspondent Captain Gilman said that the night was one of terror.

"The ice of Tangier harbor moved with great swiftness," he said. "Anxiety and fear were felt from the wharves and before we had time to realize it we were being carried toward the mouth of the Choptank in the ice. The vessels were all lost and all of them the lower end of Deal Island with little the sterns were clear of the water."

"The vessels were absolutely out of our control. It was a case of sinking lives. I brought one man ashore with me who managed to get alongside of the "Littie" on a floating cake of ice."

"There are men on the J. C. Arminger, the Clara Marshall and the Wright, but they are marooned where the ice caught on."

"Early in the day the large boats made up to rig up some sail, which added the men on them in keeping close up to the wind."

"As far as I was able to learn no lives were lost."

Captain Gilman said that the vessels were brought out from Deal Island and stopped in open water beyond the ice floe.

### Severe At Cape Charles.

Cape Charles, Va., Feb. 4.—Severe weather conditions are reported along the adjacent coast, with shipping in jeopardy what looked like Government life-saving station on Middle Island reports no vessels in sight nor any kind of distress. The fog was so dense, but it still from the north was oppressive.

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CAMP AND TABERNACLE.

A Quiet Monday in the Woods After a Lively Day.

QUANT STORIES OF DEAD ISLAND.

John Thomas, the Beloved Pastor, and His Conversion-Teach Prelections Fulfilled - Miter's Lawless Wesley Green and Other Camps.

The progress of the camp-meeting on Dead Island, as Traylor thinks, is one of the events of the season with many of the residents of the lower part of the Eastern Shore of Maryland. With the inhabitants of the island the camp is the occasion in connection with which other events are small indeed. It is a time of ten days of intense religious excitement and bustle. For weeks before the camp begins little else engages attention.

The island inhabitants cannot tell the exact date of the first camp-meeting on the island, but it certainly occurred some years before the present century began. Many, however, remember John Thomas, the pastor of the island, as he was called, and the older ones never tire of reading anecdotes of him and the times when he had charge of the camp. The camp in the earlier days was held on what was then known as Deewood (now's Hill). Of late years the tents have been pitched in a grove of maple white oak and hick just west to the strand-hill pasture.

The year there are between thirty and forty tents or small frame structures, every one of which is occupied by from five to fifteen persons. The wooden structures are larger than the tents. Some of these are two stories high, with gable roofs. The interior arrangements of some are artistic and comfortable. In the woods are no pavilions here.

The tents are arranged in a semi-circle around the tabernacle where the services are held. The one side of the semi-circle is toward the road leading to the landing. The tabernacle itself is a unique thing. It consists of several dense stout poles planted in circles, there being an outer and inner circle of supports. These support the canvas roof, causing it to rise from a distance like a number of small tents. At one end of the tent is the pulpit and benches for the ministers on a raised platform. Two benches form seats for the congregation and the tent will accommodate about fifteen hundred.

In addition to the names whose names were mentioned in the first paper, the families of the following leading residents of the island also attend the camp and take an active interest in its progress. Dr. J. Zachary Taylor, William Wallace Brown, A. C. Conway, William T. Day, Thomas J. Bradshaw, Richard W. Womack, Levin Collier, William H. Ryan, John W. Wilson, Lewis Anderson and James J. Anderson.

The ministers already in attendance are the Rev. Wm. T. Vallant, of Dead Island; W. F. W. Wines, of Burma; Dr. C. V. Profferman, of Farmington, Md.; John Dool, of Farmington, Md.; Mr. Robinson, of Schuylkill, Pa.; Richard H. Wilson, of Tangle Island; Mr. Pease, of St. Vernon, Md.; T. P. McFall, of Chason, and W. H. R. Williams, of Highland Island. Other ministers who will be in attendance are the Rev. C. S. Baker, of Cradock, Md.; Robert Wain, of Millers, Md.; G. S. Womack, of Hopewell, Md.; W. F. Corkern, D. D., presiding elder of the Salisbury district, and Warren Hunt, of St. Paul, Md.

John Thomas. While he lived John Thomas was the leader of all the camp-meetings and in many other things. Adjunct to the camp is the church of which the Rev. H. Vallant is pastor. The church is supported by the gifts of the congregation of Dead Island. Just at the church door is that of John Thomas, pastor of the island. A stone tablet has been this inscription: "In memory of the Rev. John Thomas, who departed this life the 10th day of June, 1857, aged 71 years, 1 mo. and 1 day."

"Come, all my friends, as you pass by, Behold the place where I do lie. Once as you walk, Remember you are born to die."

John Thomas was originally a member of the Fourth church, was converted at one of the camp-meetings in which he afterwards took an active interest. Many anecdotes are told of him. It is said that the night after Martin Van Buren was defeated by William Henry Harrison for the presidency in 1808 John Thomas was at John Fountain's house in Berre's Neck. He asked Fountain to describe Van, and on being told, "That he is a deacon because I saw him in a vision." Some enough the news of Van Buren's defeat reached the residents of Dead Island in about ten days, which was quick time for news to travel in those days.

A Preacher of Death. One one evening "The Pastor" had to go to Virginia to attend upon a service, in which a man named Hiser was invited. "Hiser" had seen his way over a boat for Thomas, but the boat was empty in a rain and the boys were downed. Thomas was a witness to Hiser and had to cross way to go. The only man who owned a boat at that time on the island was John Park. Thomas went to Park to be the steersman, but found his old friend laid up with inflammatory rheumatism. Thomas asked Park to take him to Virginia in his boat, and Park said, "If I was well enough I would take you to-morrow, but I can't wait." Thomas said, "You will be well enough." The next morning Thomas went to Park's house and found him getting the boat ready. They went to Virginia and Hiser was his seat.

Swamp on Fishing, too. At another time Thomas told Capt. William J. Walter to erect a certain spot in the woods and under three trees to build a boat for his boat. There he was to row in the lake to a certain point in the wood and out his line, and would hook a trout. Walter did as directed, fixed the boat and made his seat, but did not catch any more, although he fished all the afternoon, and changed his ground a number of times. Captain Walter is still alive and in the enjoyment of excellent health. His conversion every detail of this fish story.

The cemetery where Jacob Park, Thomas's friend, lived is now owned and occupied by the J. Zachary Taylor, one of the most distinguished residents of the island. One of these Thomas's conversions was that he would stand at the lower end of the island and pray the Lord, etc.

Dead Island. Dead Island is 1 1/2 miles in area. It is 1/2 mile long by 1 mile wide, and contains about sixteen hundred inhabitants. There are two parishes, one in the middle, called Park Island, and the other in the upper end or "hinterland." The last is called Wagon. There are two districts, both including Episcopal and with in charge of Rev. Wm. T. Vallant, who is a son of the Rev. Theodore D. Vallant, a former president of the Methodist Protestant Conference. The many people who visit to Dead Island every Sunday, on the steamer Jacob Park, of the Maryland Steamboat Company, returned safely to their homes along the boat's route. A number made the trip from Baltimore. They were delighted with the trip up the Wagon river to Salisbury and back to Dead Island Sunday morning. They expressed themselves as particularly appreciative of the assistance of Captain Foy and his officers. The captain demonstrated that he is a safe man to sail with, for he was to be called his passengers if the vessel had to be withdrawn to sea from this man at the wharf and anchored in the second or third danger from signals.

# Skipjack Fleet Still Harvesting Oysters

By ORLANDO WOOTEN  
Of The Times Staff

Gone are the pretty girls, the crowds of visitors that made a gala day of the Labor Day races for the Eastern Shore skipjack fleet of ancient sailing oyster dredgers. Gone, too, is the pleasant weather, the gentle winds of summer days.

But never has the skipjack fleet been busier. Those that remain of this ever-decreasing fleet — some are close to 100 year old — line the horizon of waters in the upper Chesapeake Bay. It's a slogging it out now, out every day at sun-up with hull crews, the winds bitter, rain and sleet half the time, spray often turning to ice on rigging and deck, hands numb as they dig in to sort out the oysters. But there are smiles all around on docking, for oysters are \$3.50 and \$4 a barrel, and they are reasonably plentiful. Watermen who have been poverty half their lives now have bank accounts.

There are few jobs on the Shore physically harder than tugging or "drugging" for oysters. Besides being out in the winter weather, exposed to the full force of wind and water, the men must stay stooped over on a pitching deck as they dig into the pile of shell and debris that the dredge brings up from the bay bottom, to sort out the few legal oysters from the pile of wet dead shell, rocks and general muck in front of them.

Conservation laws demand that an oyster must be three inches long to be legal and officers of the Maryland Marine Police take no excuses for under-sized bivalves. If a clump of oysters comes up with part of them legal sized, and part of the oysters under the three inches, it must be hucked apart and the smaller oysters thrown back overboard. When the dredge comes up from the bay bottom, experienced crewmen work rapidly, hands flying into the pile, oysters thrown into two piles, one forward to the bow, another back amidships, dead shells and debris pushed or shoveled overboard. The dredge comes up about every three or four minutes.

The regulations of the Maryland Department of Natural Resources and the state Health Department may at times seem rigorous, but these, plus such conservation efforts as planting huge amounts of shell to encourage a good spat set, have over years, shallow waters are reserved for the hand tuggers, the deeper waters for the dredgers and patent tuggers. The areas reserved for each are clearly marked by buoys. The big skipjacks could easily clear out a bed in shallow waters in no time, leaving nothing for their smaller brethren.

In an effort to prevent a glut of oysters on the market, the state sets limits of catch. The skipjacks may take 150 bushels a day — which they do regularly, usually finishing by one or two o'clock in the afternoon. Tuggers may take 25 bushels per man, two and three men usually to a boat. The state specifies what rocks or grounds may be worked, giving fished-out areas time to replenish themselves with a mature crop for other years. The thousands of bushels of shell planted by the state assists the set of spat and growth new population.

The state also designates what waters are deemed clean for oystering, and what waters are "polluted". Waters may be polluted by municipal sewage systems, agricultural runoff, by private water — front homes dumping directly into rivers.

Here the far may fly, for watermen often honestly do not understand the danger to health from oysters that were once fished regularly, but are now called "polluted". Inspectors of the police take their orders after the water specimens have been examined by health department officials. The Choptank off Cambridge was labeled polluted down to its lower reaches — but tuggers are often tempted to slip into off-limited waters. The Marine Police pounce when and if they catch them, which they usually do. Whatever the righteousness of the law, the fact does remain that Maryland oysters enjoy an excellent reputation with the public for both good eating qualities, and a healthful food, and they do command a good price.

Parts of the Choptank were reopened last week.

MANY skipjacks of the Eastern Shore fleet were working across the lower reaches of the Choptank the day we visited them. Many of the boats are from Cambridge or nearby villages, and others from more distant home ports dock there or in Annapolis during the winter to be close to the fishing grounds.

Crews usually do not sleep aboard. They gather early in the predawn darkness to slip their mooring for a early start at daylight. They carry a power boat or "yaw" boat on their stern davits, and use these to make better time getting in and out around on Mondays and Tuesdays they may use the yaw boats for dredging, but on Wednesday, Thursdays and Friday can be the result.



**DREDGE COMES UP.** Two dredges are operated on a skipjack, one on each side of the vessel. Out of this mass of shell and debris in the basket, only a few legal oysters will be found. Power winches lift the dredge baskets.



**WATCHFUL SKIPPER.** Capt. Emerson Todd of the skipjack "Bellevue T. Bark", out of Cambridge, keeps watchful eye on sails. Careful sail leading is necessary to keep the proper speed and course for dredging.



**DEAL ISLAND SKIPJACK.** The "Somerset" is out of Venona, on Deal Island. Deal Island boats must work distant waters, since Tangier Sound oyster beds have been depleted by the disease MSX.

days sailing is a must for working the dredge. Crews are a companionable lot, large, strong men, mostly black; many have grown up in watermen families. Crews are getting harder and harder to find, despite the good pay — the work is just too hard and unglamorous to attract fresh blood, especially young men. Boats generally put into harbor or dock each day, in contrast to the older custom of staying out for several days, to accumulate 700 or 800 bushels of oysters. The salt cabin contains a stonny stove — everything is squatty in this low cabin — for hot coffee or meals during the day.

The mysterious and dreaded oyster parasite "MSX" has a made serious inroads in the oyster population in the lower Chesapeake Bay. It has kept the once marine "Gold Mine" of Tangier Sound barren of good mature stock, and the Tangier Sound fleet that calls Venona, Deal Island, Crisfield and Rumbly home sort now has to join boats from the upper bay, Cambridge, Oxford, Wingate, in dredging from the Choptank and upper bay. Tuggers still take oysters in the river mouths, but the lower Chesapeake, plus the Delaware Bay, remains barren for the most part of oysters. Watermen have hoped that oysters will develop an immunity to MSX, and scientists have attempted to breed stock immune to it. Young spat still set in Tangier Sound and oysters start to develop, but they never seem to reach maturity in affected waters.

**WATERMEN** follow the old custom of shares in dividing the money that their catch brings. The boat usually gets a third, and then the captain and the crew divide the remainder, after immediate expenses are taken out. If the gross pay for the 150 bushels is \$600, this is a quite fair sum for the day's work. Watermen are a hardy lot, and do not like to let the weather stop them. Ice, severe cold and heavy gales may keep the fleet in harbor, but on many days when most of landlubbers are shivering around the fire, the dredge boats are out making their passes across the rocks.

Boats often like to work in pairs, and the fleet works close together when a new ground is open. Captains pay more attention to the backs of their own boat and the operation of the dredge than they do to nearby boats, and near-collisions — and indeed collisions — are frequent. Little damage is sustained, but some cursing and general banter can be the result.



**VETERAN OFFICER.** Sgt. Bryon W. Fairall, of the Maryland police boat "Caroline II" checks engine speed while on patrol with the skipjack fleet.

The men of the Marine Police who enforce the laws have on the whole good relations with the watermen. An occasional threat may be made such as "Just wait till I get you in a bar, policeman man!" or "If you ever show up down my way you'll come away with one sore boat — up head," but such threats are more bravado than reality. Sgt. Bryon W. Fairall of the police boat "Caroline II" is a veteran of 16 years in the service, and pays little attention.

"I was in the old oyster wars", he laughs, "where they really did some shooting. Most-ly it was between Maryland oysters and Virginia watermen working on Maryland waters. I was standing on the bow of a police boat one day when they opened up on us. They had shotguns, and used punkin balls and BB's in their shells, and cut right through the entire bow of our boat. I was firing back with my service revolver. Fortunately the boat did not sink, and no one got hit. We get along just fine now with most of the men. Of course last week I caught five tuggers in contaminated waters, and had to give them tickets." Fines are usually \$100 for such offenses, and dump back the oysters.

**OFFICERS** — and watermen — carry a three-inch gauge for rapid inspection and measuring the length of oysters. Some judging could be had if the siltwater breaks off the new, soft yearly growth at the edge of the oyster, but this does not happen,



**HARD WORK.** Down on his hands and knees, a crewman sorts out the few legal oysters from this mass of shells.

Fairall said. Working as fast as they do, the men of course make a few mistakes, but on the basket fulls of oysters Fairall examined, there was not one oyster less than three inches. Down in the gally of the "Caroline II" Fairall and officer Don Cicket, his mate, cooked up a batch of oyster fritters, plus a few laws, for his passengers, day, nevertheless.

# Skipjack Builders

Continued from Page 5

hard-surfaced road to the water's edge.

There the skipjacks were jacked into position for sliding into the water. An entire day was required to haul and launch each boat.

**T**HE Rosie Parks, with mast and boom lashed to her deck, was towed to Cambridge shortly after being launched. There she was rigged and made ready for dredging. The Martha Lewis was placed between two skipjacks at Wingate and her 65-foot mast stepped with the aid of blocks and tackle on the adjoining vessels.

Parks is certain that these skipjacks are a vast improve-

specialty of the Krentz yard. Watermen from all sections of the Chesapeake have been attracted there. Word eventually reached the Maryland oyster dredgers and in their off-season one rarely visits that yard without seeing skipjacks in for repair.

Krentz's new skipjack is 45 feet long. Her builder took measurements off one of the better designed skipjacks in the Maryland fleet, the Fannie L. Daugherty, as a basis for the new boat. Neither Krentz nor Parks used plans or half-models.

Mr. Krentz went afield for most of his materials. He came to Baltimore to get choice Georgia pine for planking. The keel



The skipjack Rosie Parks shortly after her launching; mast and boom are on deck prior to her being rigged.

ment in design over the clumsy craft he sailed on as a boy.

The third skipjack building in Parks's yard is reported to have been sold for possible conversion into a power pleasure craft.

On the opposite side of the Chesapeake, in the Northern Neck of Virginia, still another skipjack has been built this year for the Maryland oyster trade. This vessel, for Capt. David Lewis, of Wingate, has come from the yard of Herman M. Krentz & Son, Harryhogan, on the South Yeocomico River. That yard has long been a mecca for the Maryland oyster dredging fleet when major overhauls or rebuilding are necessary.

The elder Krentz is nearing his fiftieth year as a boatbuilder. He was building boats before he established a yard in 1911 on the Little Wicomico River, at the mouth of the Potomac. With three marine railways, he repaired and built power boats used in the oyster and fishing industry. He even constructed an 85-foot power freighter there.

**W**ITH the passing of the years the mouth of the Little Wicomico shoaled, preventing larger boats from using the waterway. This cut into his business so deeply that he decided to move; he selected his present location and in 1932 opened for business.

Work on wooden boats is the

is fir and the frames are white oak. The decking is local pine and the 63-foot mast was formerly a tall pine on Maryland's Eastern Shore.

**T**HIS will be the second boat in the Chesapeake area to bear the name Herman M. Krentz; there is already a 53-foot power freighter of this name on the bay. There is a tradition that a vessel's namesake shall present the new boat something in the way of outfitting it.

Mr. Krentz thought that a fitting tribute to a skipjack would be a pair of trailboards—the carved plaques bearing the vessel's name that are secured to the longhead, under the bowsprit. The younger Krentz carved these.

This is Mr. Krentz's first attempt to build a skipjack for the Maryland oyster fleet. But he seems to have a continuous job rebuilding them. This calls for removing old wood and replacing it with new. The farther one goes the more is found until, at times, very little of the original vessel remains.

Usually, there is barely time during the off-season to completely rebuild a skipjack. The frames and planks may be renewed one year and the decking the following year. But when the work is completed the vessel is as good as new.

# 'A Real Country Boat-Builder'

By Marqot Doss

**I**N the old days, when a countryman wanted a sailing craft for oystering on the Chesapeake, like as not he built her himself from trees he felled by hand and cured in his own woodlot.

If he wasn't much of a hand with tools, then he sought out a neighbor who was.

The old men, warming their feet by the Franklin stove of a harness shop or general store, will tell you that the country way of boatbuilding was a good way. A man could love such a craft for the handwork that went into her.

They'll tell you, if you stop at Bowles's general store at Hollywood, Md., 8 miles from Leonardtown and just this side of Sot-

terly, that it's still possible to get a real country-built boat in St. Mary's county.

**I**F you seem to be an honest, God-fearing and salty man, they may even tell you how to find Capt. Marshall D. Gatton, who for more than 50 years has been building sailing craft from trees he picked out of the woods.

Cap'n Gatton built his first boat when he was 12 years old,

"the same age as the Lord when he started preaching," he says. In those days the boats he built were workboats, mostly skipjacks.

Robert H. Burgess has described that type of boat, in the *Chesapeake Skipper*, as follows:

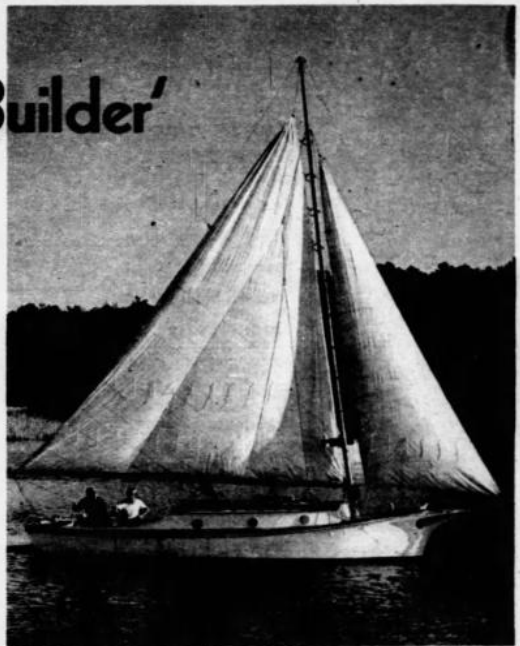
"The skipjack, a centerboard craft, is beamy, has a raking mast, jib and leg-of-mutton mainsail, deadrise or V-shaped bottom and is of shallow draft."

It evolved on the Chesapeake Bay from the New Haven sharpie, a flat-bottomed sailing craft used on Long Island Sound shortly after the Civil War.

Its details vary slightly from one part of tidewater to another; some bay men don't recognize a vessel as a skipjack unless its bottom is planked fore and aft instead of athwartship. Others feel that the term "skipjack" refers to the jib and leg-of-mutton rig rather than to a type of hull.

**O**RIGINALLY built as an all-purpose workboat, the skipjack has proved its sailing qualities and weatherliness and is now being favored by yachtsmen.

Cap'n Gatton favors the skipjack too. The best one he ever built, he believes, was the *Ella G.* "She was 14 feet wide and 50 feet long," he says. "I built her for my brother, Cap'n Arthur Gatton, around 1910, and she



This 27-foot skipjack, the *Betsy James*, is one of Cap'n Gatton's boats, built for George Adams, the Baltimore artist.

could carry 650 bushels of oysters."

The *Ella G.* was only 10 feet shorter than the largest skipjack on the bay a few years ago. This was the Robert L. Webster, built

at Oriole, near Deals Island, in 1915, and registered as 60 feet long and of 35 gross tons.

Asked how many skipjacks he has built in his long career, Cap'n Gatton usually says: "My good master, it'd be hard to say how many skipjacks I've built."

He may add that the skipjack he finished this year is "my last; indeed it is."

But boatbuilding, like other things about the sea, seems to get into the blood, and there are those who believe the captain could be persuaded to build another skipjack.

**O**NE of the last skipjacks he has finished is a 27-footer built for George Adams, a Baltimore artist.

"It is possible to have plans for a skipjack drawn up, take them to a commercial boatyard and get one built," Mr. Adams says. "But I had studied the history of the skipjack and I wanted mine to have historical authenticity, fine craftsmanship and the little touches you don't get on an assembly line kind of job."

"It took me two years of searching up and down both shores to find a real country boat-builder who'd build me a skipjack the old way."

"After I'd found him, it was a slow process from the time we went out and marked off the trees we wanted until they were cured, shaped and finally had emerged as a hull, but it was worth doing."

"Like the old-timers, I believe you understand a sailing craft better if you've watched her grow under the hands of a careful builder."

Cap'n Gatton is a little more laconic in his opinions. Of Mr. Adams's boat, he says with more critical appraisal than pride, "Yes, indeed, she knocks about right good."

**T**HE captain is a slender, weathered man with a heavy mustache and scanty white hair. He married Miss Lucia Virginia Elliott from Broome Island 56 years ago, and she still says of him: "He's a smart man—honorable man, too."

Of seven children, the captain still has three living—two sons and a daughter—five or six grandchildren, and some great-grandchildren.

When he was courting Mrs. Gatton, the cap'n recalls, he had

Continued on Page 28



Cap't. Marshall D. Gatton, of St. Mary's county, is one of Maryland's old-style "country boat builders." For more than 50 years he has been building sailing craft from trees he himself picks out of the woods. He has produced about 200.

# DEATH IN MUTINY

## Crew Of Skijack Irene Ruth Kills Captain And Fatally Wounds Mate

### HEAD SPLIT BY HATCHET

#### Murderers Escape To Shore By Boat And Swimming.

#### TWO SUSPECTS UNDER ARREST

#### Tragedy Unacted In The Potomac River Near Colonial Beach—The Murdered Man From Fairmont, Md.—The Mate And Murderers Shipped In Baltimore.

(From The Star Bureau.)

Washington, Jan. 28.—A brutally attacked by his mutinous crew, Capt. Allen Dorney, of Fairmont, Somerset county, Md., was murdered with hand axes and a hatchet this morning on the deck of his sloop lugger, the Irene Ruth, near Colonial Beach, Va.

His first mate, J. Adams, of Pittsburgh, who had refused to join the mutineers, was attacked at the same time by the men on the lugger and beaten down to the deck with hand axes.

The tragedy occurred while the Irene Ruth was moving along under a light breeze just opposite Waldorf, the historic birthplace of George Washington, about two miles south of Colonial Beach.

The crew consisted of three white men, who joined the Irene Ruth when she was last in Baltimore, and an unknown negro, who later boarded the vessel. In endeavoring to escape the murderers ran the lugger ashore and three of them then made off in a small boat, while the fourth fell overboard in his fight.

#### OTHER VESSELS ALARMED.

The screams of the captain and his mate spread the alarm to the captain and crews of other vessels in the sloop fleet, and Captain Meers, of a neighboring lugger, tried to render assistance, but was unable to reach the Irene Ruth in time.

A man on another vessel shot at the fugitives with his rifle while they were skimming over the waters of the Potomac in the forenoon and the three escapees were forced by the shots to drop overboard. They swam and waded ashore at Waldorf and disappeared in a southerly direction through the woods toward the Rappahannock river.

#### CAPTAIN'S HEAD SPLIT.

The Irene Ruth was taken to Colonial Beach as quickly as possible, and both Captain Dorney and Mate Adams were conveyed to the Town Hall, where the former soon died of his injuries. His head was split wide open with a hatchet and he was otherwise badly cut.

Mate Adams was very badly cut about the head, there being no less than five deep gashes, and his death is only a matter of a few hours. He is being attended by Drs. W. L. Best and G. B. Harrison, of Colonial Beach, where excitement is at fever heat.

While the body of the dead captain lay in one part of the town hall and his mate was being treated near by, a jury of inquest, of which J. E. Nide, treasurer of the town, was foreman, was investigating the tragedy.

#### TWO MEN ARRESTED.

A posse pursued the crew in the direction of Leesdale, a place on the Rappahannock river, about 12 miles south of Colonial Beach, where two men, believed to be participants in the crime, were arrested about 1:30 o'clock. One of them gave the name of Brady and the other refused to disclose his identity.

The negro and the other white man in the crew have not been captured. The two men under arrest will be given a preliminary hearing before Magistrate W. H. Hendrix tomorrow morning at Leesdale, and, if held by him, will be taken to Annapolis, the county seat of Westmoreland county, in the afternoon.

#### SHIPPED IN BALTIMORE.

The names of the crew have not been definitely established. J. G. Hoffa, an attorney at Colonial Beach, telegraphed to Charles E. Graham, a shipping agent at 2020 Altonway street, Baltimore, asking him to forward immediately the names of the men who last shipped with Captain Dorney on the Irene Ruth. This dispatch was received in response:

"Telegram received. Four men last shipped with Irene Ruth were J. Adams, H. Brady, H. Northby and George Walker."

The Irene Ruth, a one-masted skipjack, left Baltimore Tuesday and had only dropped one day at Waldorf before the murder. Her men took up coffee all day yesterday and early this morning decided to mutiny. It is said they wanted to come ashore today, but that Captain Dorney would not give the consent.

#### MATE REFUSED TO JOIN.

The three white men and the negro then decided to attack the captain and are alleged to have tried to persuade John Adams, first mate, to participate. He refused to do so and went to tell the captain. Meanwhile, grabbing handaxes and a hatchet, the crew attacked the captain, who was beaten down unmercifully.

After Captain Dorney's head had been split wide open the crew turned their attention toward the first mate, who had gone to the captain's aid. The mate was initially treated and left almost insensible on the pier deck with the dying captain.

#### BEGYVE TO THE RESCUE.

Quite a fleet of luggers and other craft these men were just rising from slumber in the early dawn was at anchor off Waldorf. Their attention was soon attracted to the sounds coming from the Irene Ruth, and the begyve Gorman C., being some distance in the offing, under command of Captain Parks, of Crisfield, Md., went toward the mutinous skipjack.

With captain and mate prostrate on the deck, the men of the Irene Ruth were turned toward the shore by the mutineers in their plan of escape. But the Gorman C. was giving chase and her first mate, George Walker, grabbing his rifle, put out in a rowboat after the Irene Ruth and was soon engaged. Walker endeavored to capture the fugitive, who by this time was paddling toward the shore in thick, very rough.

The shots from the rifle whizzed about their heads so closely that the men found it necessary to abandon the rowing and reach shore by swimming and wading.

#### TAKEN TO COLONIAL BEACH.

Captain Parks and his men went to the Irene Ruth and took Captain Dorney, who just took, and Mate Adams to Colonial Beach. Sheriff J. W. Harvey, who lives at Annapolis, some 20 miles away, was notified, but was too far off to reach the scene of the crime quickly. He directed Fred Jackson, of Oak Grove, the nearest responsible to Colonial Beach, to take charge of the posse, and the constable

opened the alarm to all neighboring points in the direction of the Rappahannock river by telephone. He also deputized men to join the man-hunt.

When the two men believed to be members of the crew were arrested at Leesdale, which is on the Rappahannock, they were endeavoring to cross the river in a boat. Constable Jackson was notified of their arrest and went to Leesdale tonight, hoping that one or both of the other fugitives will also be captured in that neighborhood.

#### COXSWAIN HOLDS INQUEST.

The coxswain at Colonial Beach, J. E. Nide, summoned a jury, composed of Frank White, Edward Dorney, Frank Hayward, Clay Parker and George Stanton, who shortly before 11 o'clock tonight reached the verdict that Captain Dorney came to his death by blows on the head delivered by unknown persons.

First Mate Adams is not expected to live through the night. If he survives until morning he will be placed on the steamerboat City of Mildred and sent to Washington for treatment at the United States Marine Hospital. This steamer will arrive tomorrow afternoon. No other boat from Colonial Beach reached Washington today.

The body of Captain Dorney has been embalmed by Undertaker Frank Fitzhugh, of Nide's Store, Va., and his family has been notified.

#### CAPTAIN A MARYLANDER.

Captain Dorney hails from Fairmont, Maryland, in Somerset county, and his relatives, which include an uncle, father and mother, live in that part of the State.

There is no similarity of pronunciation between Colonial Beach and Fairmont and the body of Captain Dorney will have to be taken across the bay to a safe boat. Members of his family have been notified, but were unable to get to Colonial Beach owing to lack of steamer contact there.

#### A HARBOR-LOCK BOAT.

The Irene Ruth is thought to have called a "harbor-lock" boat by the dockage about Colonial Beach, who recall that only about four months ago one of her crew fell overboard and was drowned.

Captain Dorney, who was one of the youngest masters in the dredging fleet, was well known at Colonial Beach and rather popular. Those who know him say that he treated his men well and his friends are thoroughly grieved over the affair, which was one of the most brutal in the history of the sloop grounds.

Colonial Beach is a summer resort frequented by thousands of Washingtonians during the summer. It is white and is almost entirely deserted and built in length over land from Fredericksburg, about 20 miles away. Summers drop over 100,000 a week, and the permanent population is small. It opens on the Virginia shore, opposite Cuba Point, at the mouth of the Potomac river, and is about 15 miles south of the Pope's Creek terminus of the Pennsylvania railroad. It lies nearly 20 miles south of Washington.

#### WHEELING IS SAFE

##### Gambel Reaches Guantanamo With Officers And Crew Unharmed Of Anxiety Felt For Them.

Washington, Jan. 28.—After the entire country had been stirred for three days by a disaster rumor that the American gunboat Wheeling had been blown up at sea, the little vessel with its human burden of 100 men today dropped anchor in the harbor of Guantanamo perfectly safe and her officers and crew totally ignorant of the anxiety which her voyage from New York to Cuban waters had caused.

The Wheeling reached Guantanamo at 11 o'clock this morning and her arrival was reported in a wireless message received by the Navy Department shortly before 4 o'clock this afternoon from Commander Hall, of the Guantanamo station.

The officer surveyed reported the arrival of the gunboat, which, naval officials explain, means that the ship reached port in normal condition, for otherwise the fact would have been speedily revealed.

Nothing is known in Washington as to the origin of the rumor that the gunboat had met with disaster and naval officers today were very severe in their condemnation of the authorship of the groundless report. As an illustration, it is pointed out that the wife of one of the officers of the vessel is critically ill in this city and that every measure was adopted to prevent any hint of the rumor reaching her ears for fear of it having a disastrous effect.

While the rumor was discredited in Washington, officials of the Navy Department nevertheless were extremely anxious to hear from the gunboat to allay the fears to which the report had given rise. All of the wireless naval stations along the route of the Wheeling were instructed to send constant inquiries seaward in the hope of getting into communication with the gunboat. These efforts failed of result, undoubtedly because the wireless net of the Wheeling was not powerful enough to reach from her path at sea to the shore stations.

The Wheeling sailed from New York on January 25 for Guantanamo. She is on route for duty in Central American waters.

Message Intercepted by Amateur.—The message of Admiral Kinkaid from Key West to the Navy Department was intercepted by the amateur wireless station of Charles Hise, 2017 Boston street.

#### GALE FROLICS WITH SHIPS

##### Plays Hoax With Vessels in New York Harbor.

New York, Jan. 28.—A 90-mile gale from the northwest and a strong oblique cold front played the mischief with shipping in the harbor today.

The steamship Roma, from Naples, was driven aground as she was trying to make her pier in Brooklyn, and it took three working tugs several hours to work her free.

A ferryboat and a lighter collided in the East river.

All inland lines were queerly unmanageable, and only made their berths with the aid of many tugs.

The bombarded fishing fleet was blown out to sea again when it attempted to beat through the Narrows.

#### CURED DOGS BY FAITH, HE SAYS

##### Christian Science Healer Claims They Got Absolutely Well.

(Special Dispatch to the Baltimore Sun.) New York, Jan. 28.—Admitting that on several occasions he had proved for ailing dogs and had "absolutely" cured a cat and a dog in the several instances, William Vernon Cole, Christian Science practitioner, charged with practicing medicine without a license, took the stand before Magistrate Prescott in the Jefferson Market Court today.

After hearing half a dozen witnesses the magistrate, without decision until February 21.

The testimony, in part, follows:

Q.—Have you ever treated any other animal than a human being?  
A.—I have treated animals in the sense in which that word is generally used.  
Q.—Dogs?  
A.—Oh, yes, several times.  
Q.—And cured them?  
A.—Oh, absolutely.

Before Cole testified, Belle Holmes, employed by the County Medical Society, and the star witness, said she called on Cole January 17 and asked him if he was a doctor. He replied that he was a Christian Science healer.

#### Dead Of Hiccoughs.

York, Pa., Jan. 28.—Hiccoughs today caused the death of Elmer Hensley, a grand-nephew of Mr. Hensley was 65 years old. He had been confined to his home since last Tuesday. He was a native of Lancaster county.



*Aerial view of Crisfield, c. 1910-20, The city had expanded tremendously in the forty years since the railroad line was completed to deep water, but unfilled sections still remained when this aerial view was taken of the city's waterfront, Collection of the Image Preservation Company.*

CRISFIELD HARBOR  
CRISFIELD, MD.



*Crisfield Harbor, historic image c. 1910. Library of Congress.*

(Correspondence of the Baltimore Sun.)

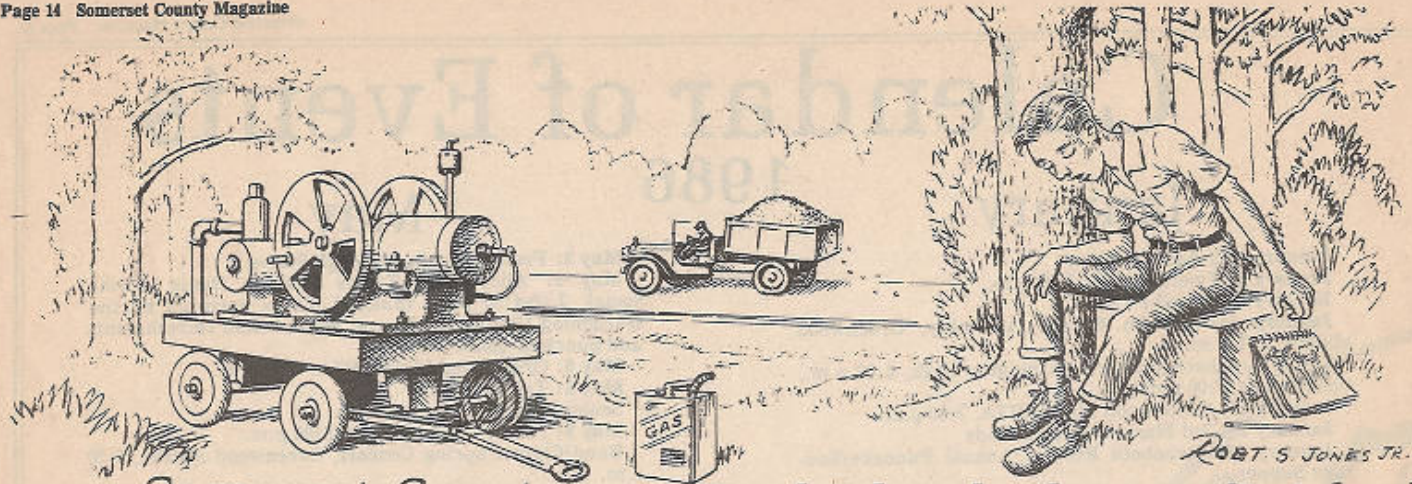
JAN 27, 1857 DEAL'S ISLAND, Md., Jan. 19.

*The Storm on the Island.*

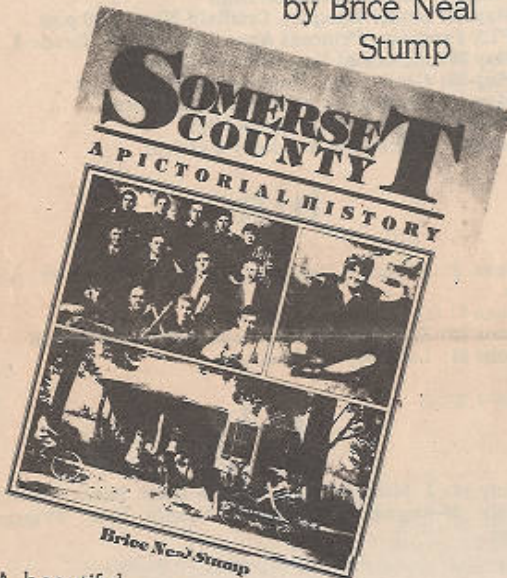
One of the severest storms, accompanied with snow, ever known upon Deal's Island, occurred on Sunday night. It blew chimneys down, blew over houses, and tore away large trees. Capt. Wm. Price, collector of customs, had two chimneys blown from his dwelling. One of them fell upon his colored people's quarters and part of his kitchen, breaking through the roof of both and the floor, and tearing the head of the bedstead away where three of his negroes lay. They escaped, however, without injury. The chimneys were also blown from the dwellings of Mr. David Horner and Mr. Tubman Webster. Mr. Gabl. Ebzy had his house blown over and demolished. Luckily all the family were in the kitchen at the time, and received no injury. The kitchen of Mrs. Jane Renton was also swept away by the gale, but no person was in it at the time. A large amount of other property was destroyed upon the island. It is impossible to move hence at present, the snow clogging up the roads and lanes in drifts 10 or 12 feet high. There has been no communication from any other section of the county.

S. W.

Deal Island, MD. Jan 27, 1857 - Snow  
Clogging Roads - Drifts 10 to 12 feet  
high ...



Somerset County  
A PICTORIAL HISTORY  
by Brice Neal  
Stump



A beautiful book featuring 100's of priceless photographs and historical information depicting Somerset County's people, places and events. **\$24.50**

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Deal Island rd. was finished  
in spite of a sleepy youth

By Robert S. Jones Jr.

While studying art in Baltimore I came home each June for the summer and during one such stay my brother Frank asked me if I would give his car a new coat of paint. He had bought his first car, a big used 1914 Chandler touring car with a "cut-out" pedal protruding up through the wooden floorboard. When you jammed your heel on that pedal the exhaust from the powerful engine went almost directly from the engine without entering the muffler, thereby kicking up a racket louder than an airplane, and at times waking up a few of the town's residents if Frank should be coming home late at night.

Frank was very proud of that old "buggy" and urged me to pretty it up but left the colors up to me, so I painted the car's body robin-egg blue and the wooden spoked wheels a bright vermilion red. Frank was tickled pink when he saw the new paint job.

But in 1925 when I came home for the summer, much to my surprise I learned that my masterpiece painting on four wheels had undergone major surgery. Opportunity had knocked for Frank to earn some nice money with his Chandler. The State Roads people were seeking trucks and drivers to haul stone for a new concrete road so Frank cut off the back half of his car's body and bolted a wooden dump truck body to the chassis, and installing larger tires, began hauling stone from the town railroad station to the new road site, many other trucks taking part.

One could write a book concerning the road history of Somerset County. 75 years ago Princess Anne's streets were dirt as were all the county roads except a few that were improved with oyster shells. Part of the year the roads were so muddy many of them were almost impassable. There were few cars then but if a motorist did attempt to travel one of those roads in winter or early spring his car would most likely stall in mud up to the axle, and he might have to trudge up to the nearest farm and pay the farmer to come pull him out with his team of horses.

On the present county map there's a road that runs from the Deal Island road to the Mt. Vernon road called "Pine Pole

Road", so named because it was so bad the people that needed to use it had to cut thousands of pine trees and lay them crosswise the road to enable them to get through the deep mud. In some of the tidewater sections high tides flooded the roads and made them even worse.

For several years my father was appointed Road Superintendent of Somerset County with his office in the courthouse. Dad and his faithful road crew sure had their work cut out for them, but through the years as funds were made available, many of the old roads were covered with asphalt. Road maintenance was no easy task, for besides the road surface itself, the drain ditches on each side had to be kept clear and functional, and old wooden bridges repaired or replaced.

After Dad's tenure with the county roads was over he finished his career as road builder working for the state. He was supervisor for a good bit of the Rt. 13 dual highway from Princess Anne to Salisbury.

The summer Frank converted his car into a dump truck I came home and Dad gave me a job operating a gasoline engine pump that supplied water to the concrete mixer for building another segment of the long straight stretch of road to Deal Island. The job was pretty easy, requiring only that I keep gas and oil in the engine and the engine pumping water through more than a quarter of a mile of pipeline to the mixer.

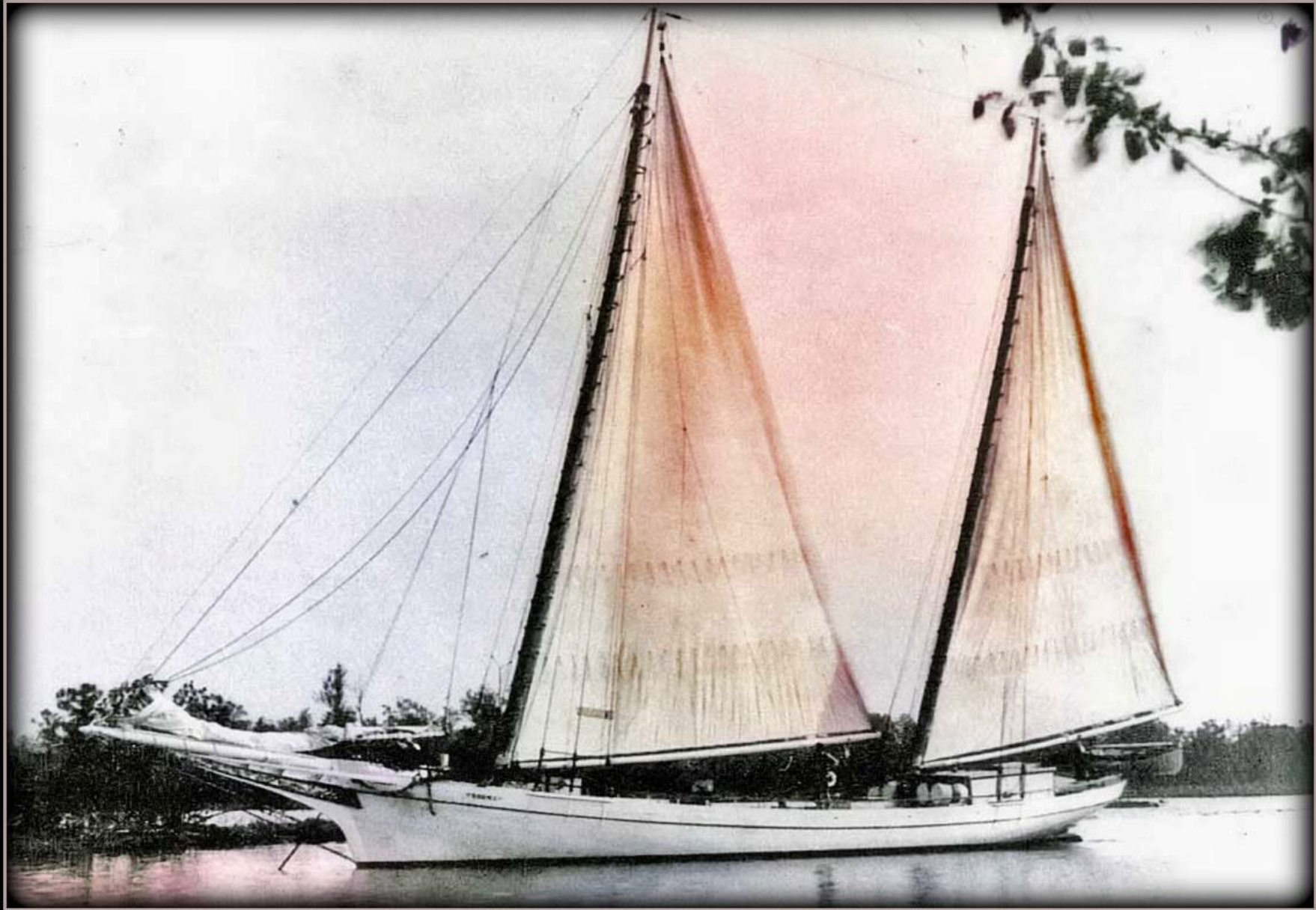
It was quite pleasant with the engine running smoothly, as I sat in a nice shady place sketching some interesting trees. All seemed right with the world as I nodded a couple of times and then dozed off. Then the perfect silence, except for the chirping of birds, woke me with a start. The engine had quit! I ran out in the open space and looking way down towards the concrete mixer, I saw a man waving his arms and jumping up and down. It was Dad!

By the time the pickup carrying a red faced boss man arrived at my station I had put gas in the engine and was cranking again. Anyhow, the beautiful road got built in spite of the temporary laxness of a nineteen year old youth who learned a very valuable lesson that summer day long ago.

Never, no never,  
fall asleep on the job!



CAPT. "DADDY ART" DANIELS  
THE "CITY OF CRISFIELD"



Bugeye "Norma," Captain George Washington Marcellus/1869-1943  
Deal Island, MD

# MARYLANDER AND HERALD

ESTABLISHED 1828—105TH YEAR—ONE OF THE OLDEST NEWSPAPERS IN THE UNITED STATES—DEVOTED TO THE INTERESTS OF PRINCESS ANNE AND SOMERSET COUNTY

MARYLANDER, Published 1828  
SOMERSET HERALD, 1888

PRINCESS ANNE, MARYLAND

FRIDAY, AUGUST 25TH, 1933

FIVE CENTS PER COPY

VOL. CVI—NO. 12

RAMBLINGS of  
an Editor

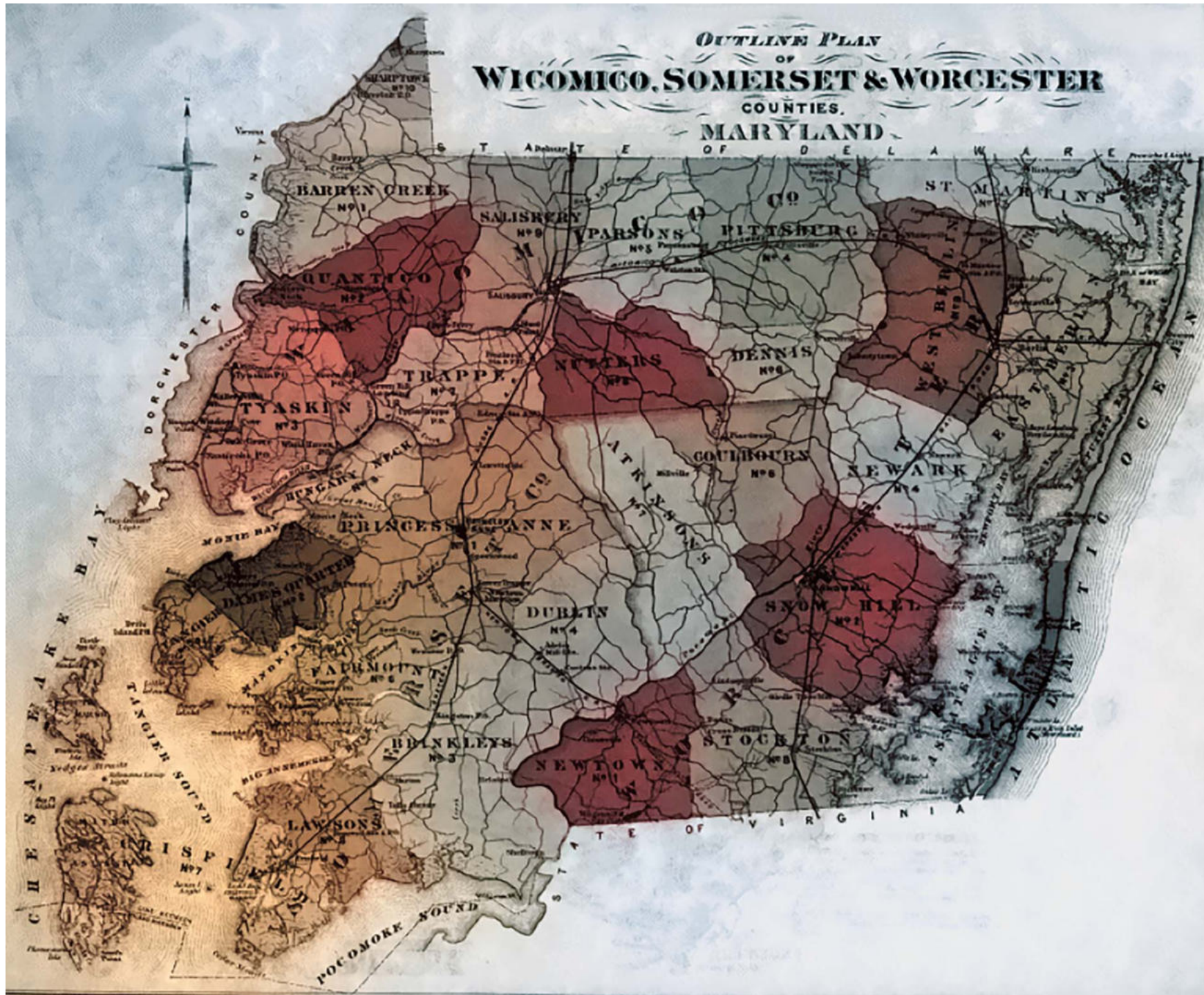
Wherein The Editor Tells  
What He Pleases, When  
He Pleases and How  
He Pleases.

By James E. Pyrd

NRA

## Devastation In Wake of Hurricane Ocean City Evacuated Wednesday--Public Landing Wiped Out Report Deals Island Bridge Out--Tides Flood Oriole

OUTLINE PLAN  
OF  
**WICOMICO, SOMERSET & WORCESTER**  
COUNTIES.  
MARYLAND.



# CHESAPEAKE BAY FACTS

AREA 4400 sq miles

LENGTH 190 miles

AVERAGE WIDTH 15 miles

AVERAGE DEPTH 28 feet

NO. OF RIVERS 47

GALLONS OF WATER 18 Trillion

WATERSHED AREA 64000 sq miles

SHORELINE 4500 miles

PIANTS & ANIMALS 2700 species

NO. OF PEOPLE ALONG ITS

SHORELINE 16 million

ACRES OF LAWNS 1,000,000



# **SOCIETY NEWS**

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**Events In The Polite World, Past  
And To Come.**

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## **BALTIMORE AND VICINITY**

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**Notes And Personals Of Interest  
To The People Of Baltimore And  
Their Friends.**

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### **PERSONAL.**

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Mr. Henry Brown, Wenona, Md., will sail from Philadelphia Wednesday to visit his sister, Mrs. J. Thorneycroft, Pool's Cottage, Boughton, Monckelsea, England.

Mrs. J. Frank Sinton is at the Afton House, Afton, Va.

Mrs. A. B. Genso is at Ilchester, Howard county, Md., for a month.

Mr. John K. Ober and family have closed their house at 1735 Linden avenue, and have gone to Laurel, Md., to spend the summer.

Mr. Edward Shippen and her son, Mr. Lloyd Shippen, will close their house on West Monument street on next Thursday, and will spend the summer at North Hat-



Secrets of the Eastern Shore  
July 27 · 🌐

WAY BACK MACHINE  
Faith-filled Smith Island, 1910

Here is wishing everyone out on Smith Island, Md. a blessed week ahead. The 139th annual Smith Island Camp Meeting kicks off today and runs through next Sunday. Here is a schedule summary: <https://www.facebook.com/photo?fbid=1160529419432450&set=a.225327689619299>

Below is what I wrote about the meeting in my book, "Shore Fun: The Wanderer's Guide to Delmarva." That book contains snapshot descriptions of more than 125 Delmarva... [See more](#)

👍❤️ 100      5 🗨️ 20 ➦  
👍 Like    🗨️ Comment    ➦ Share

Most relevant ▾

 Experience Smith Island LLC  
Great post. I have great memories of family gatherings and great food during this time.  
17w Like Reply

 Jeannie Jones  
Wow! I've been there before.  
17w Like Reply

 Maurice Beale  
Back in the Light of God  
17w Like Reply

 Kay Kehler  
Wonderful history. Thank you

Write a comment...  
👍 🗨️ 😊 📷 📺 📄 ➦





General Schooner at sunset  
from the  
Schooner at sunset

## *Air View Of Holland Island: Scene Of Apache Rescue*



HOLLAND ISLAND, near the mouth of the Potomac river, where two men were rescued by the Coast Guard cutter Apache yesterday. They had been icebound for more than ten days

Search icons and notification bell with 10 alerts.

**Skipjack Heritage, Inc.**  
January 11, 2020 · 🌐

Air View of Icebound Holland Island  
Baltimore Sun Feb 2, 1935

👍👎👉 50      1 💬 23 ➦

👍 Like    💬 Comment    ➦ Share

Most relevant ▾

**Becca France**  
I have yet to see this photo. how wonderful. I love every pic that shows the house where I spent many many weekends with my be... [See more](#)

5y Like Reply      2 👍

Write a comment...  
🗨️ 😊 📷 📄 🗑️ ➦



Search icons and navigation icons at the top of the post.

**Skipjack Heritage, Inc.**  
November 19, 2021 · 🌐


Skiff with Punt Gun...used to market hunt wildfowl before being considered illegal.

👍👤 Jerry Smith and 102 others 8 🗨️ 13 ➦

👍 Like 🗨️ Comment ➦ Share

Most relevant ▾

**Skipjack Heritage, Inc.**  
Picture of confiscated Punt Gun. You get an idea how big this weapon was!



4y Like Reply Edited 5 👍👤

**Casey Smith**  
If you ever get your hands on an old book titled "The Outlaw Gunner" you'll be a fortunate soul. The above pic may have come from that book

3y Like Reply 🇺🇸

**Marty Sipple** replied · 1 Reply

**J Michael Castelluccio**  
They go a great deal into this in The Michener novel Chesapeake

Write a comment...

🗨️ 😊 📷 📄 🗑️ ➦

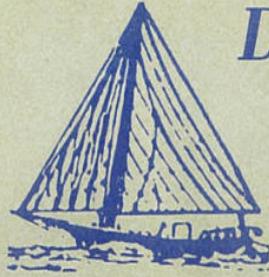
# Smith Island, MD





HARRY LAWY, TENNESSEE





# Deal Island Drive

Hours of fun on the shores of  
beautiful Tangier Sound  
in Somerset County, Md.

West off Rte. 13 on

Route 363 - At the far end lies

**Wenona** - where "skipjacks," the Chesapeake Bay's own sailing vessels designed for oyster dredging, line the harbor.

Visit Albert E. Brown & Brother's sail-loft. Skippers the world over come here for hand-finished custom sails, as they have since 1890.

Browse in the antique shop, the bait-and-tackle shops.

Turning back, get out in

**Deal Island** - at St. John's United Methodist Church. Behind it are the tabernacle and grave of Joshua Thomas, the fiery "Parson of the Islands," who defied the British during the War of 1812.

In the harbor area, visitors can see oysters in the early stages of growth at the Deal Island Shellfish Hatchery. Guides are on hand, and the hatchery is open every day 9-4.

Next door at Island Seafood, Inc. hard crabs are processed. Visitors can watch the steaming . . . view the picking process from a distance approved by the health authorities . . . then buy hot steamed crabs to consume on the spot, if they choose.

**Chance** Don't miss the neat workshop (right, on Church Road) where Captain Charles Whitelock carves skipjack replicas and gold-leafed "trailboard," and elights in talking about the Bay and famous sailing ships.

Turn left on Cove Road to visit Scott's Marina (Eldon and Jack Willing, proprietors). Boats up to 50' long are built here, and visitors are welcome to watch.

Relax at the breakwater at the end of the road, and look across the teeming waters of Tangier Sound, the main supply of oysters, crabs, clams and many varieties of fin-fish for much of the Atlantic seaboard.

DON'T FORGET ANNUAL

SKIPJACK RACES

EVERY LABOR DAY MONDAY

SOMERSET COUNTY TOURISM COMMISSION

# MARYLAND BOY MEETS IDOL, MICKEY MANTLE

BALTIMORE, Aug. 18.—(AP)—The left fielder walked over to where the center fielder was sitting.

"Hi. I'm Mickey Mantle," said the center fielder.

"Hi."

Besides that, Bobby Shore, 15-year-old hero-worshiper and left fielder for his Deal Island, Md., high school team, was virtually speechless.

The two sat together in the Yankee clubhouse while they leafed through the scrapbook on Mantle that Bobby brought over with him. He couldn't bring all his Mantle scrapbooks. He described the entire collection as a wheelbarrow full.

Bobby started following Mantle's career when the slugger started with the Joplin (Mo.) club. He doesn't know why, particularly. Just picked him out as his idol, and that was that.

Yogi Berra walked over, watched them for a minute, then walked away.

"You can't tell which one's the oldest," Yogi said.

Bobby, big for his age, just grinned.



DEAL ISLAND, TANGIER SOUND *Edwin Tunis*



**Skipjack Heritage, Inc.**  
September 20 · 🌐

Old Photo from an article on Deal Island. The "Steam Boat" Wharf is seen in this photo. NOTE - MUSEUM is opened tomorrow Sat. September 20th from 11:00 to 3:00 and Sunday from 12:00 to 4:00 Hope to see you visit with us!

👍❤️👏 54 1 💬 1 ➦

👍 Like    💬 Comment    ➦ Share

Most relevant ▾

**Karen Webster**  
Before my time but love seeing the history ❤️. I do remember when the bridge had wooden planks. It always woke me up if I had ... [See more](#)

8w Like Reply Share

Write a public comment...  
🗨️ 😊 📷 🎬 🧐 ➦



LEFT: Elmer Evans Jr., center, of Smith Island, Md., leaves with the Rev. Paul Holland, right, of Deal Island, Md. after one of the meetings during the 116th annual camp meeting of Ewell United Methodist Church in Ewell, Md. BELOW: Joelle Gross of Crisfield, Md., and Jennifer Burke of Snow Hill, Md., sing during the 116th annual camp meeting of Ewell United Methodist Church in Ewell, Md. AP Photos TODD DUDEK



# Island tradition

Worshippers return for Methodist camp meeting



Dames Quarter Methodist Church 1854 - Sept 1, 1957

## **DEAL'S ISLAND.**

### **Some of its Past and Present History.**

DEAL'S ISLAND, MD., Dec. 11th, 1883.

This ancient but noted island is situated in Somerset co., Md., lying along Tangier sound, near the mouth of Nanticoke and Wicomico rivers, Fishing bay and Hooper's straits, and possesses rare inducements to capitalists and men of enterprise. Every foot of soil is sacred ground, for it has been visited by thousands of the human family, many of whom were converted under the preaching of the Gospel during its famous camp meetings. It was the home of "Old Father Joshua Thomas," better known as the "Parson of the Islands," whose faith in Divine Revelation made him one of the most wonderful men of the 18th and 19th century. "He believed God, and it was accounted to him for righteousness," and what he prayed for he got, for "God never turned him away empty." These are authenticated facts. Several descendants of the Thomas family are still living on the island. Deal's Island is divided into three sections or villages, viz: Upper and Lower Thoroughfares, with two general stores at either Thoroughfare driving a thriving business. The Churches, Academy, Masonic Hall, four general stores and a drug store, all of which are located at or about the centre of the island. Dr. J. Zack Taylor, who conducted the drug business at Oxford, Md. from

1880 until last June, owns and conducts the drug store, doing a thriving business. A splendid bridge spans "Laws" Thoroughfare connecting the Island to the mainland, and a long pier extends out to deep water, owned by the Maryland Steamboat Co., whose steamers ply between Baltimore and Salisbury, Md.—said to be the best paying route they have. The oysters in "Law's" Thoroughfare are the largest and said to be the finest in the world. This thoroughfare divides the island from the main; will average  $\frac{1}{2}$  of a mile wide and 2 miles long where these splendid oysters are caught. It would make the best planting ground in the State if it had a channel sufficiently deep to cause a flow of water through it. Some one with capital and push will discover the worth of such a spot sometime, no doubt. Tangier sound is 40 miles long by 10 wide, and is one vast oyster bed, from which oysters are taken to all parts of the world, which command the best prices of any oysters in the State. The island contains about 2,000 inhabitants and about as much again custom, being fed by other islands and neighborhoods adjacent thereto. The island is 8 miles long by 1 wide, cut up into small farms, which yield profitably no matter what is grown. The soil produces early fruit and vegetables at least two week's sooner than any other section of the State, and about 30 days ahead of Talbot county; but sad to say, the natives know nothing, comparatively speaking, about early truck farming, and

thousands of dollars are lost to them annually by not engaging in truck gardening. In winter oystering is the only livelihood, and not an oyster house on the island, and yet a steamboat stops regularly going and coming from Baltimore, and should navigation be blocked by ice a month, Princess Anne is only 18 miles off, where there are daily railroad trains going north. Very, very seldom Tangier sound freezes up to stop navigation, as the water is too bold and salt, and if oyster houses were put into operation the steamer could ply between Deal's Island and Baltimore when she could not go up the rivers. To open oyster houses on Deal's Island in Somerset, Nanticoke Point in Wicomico, Fishing Bay and Hooper's Island in Dorchester counties, would give a steamer all the work she could do, for there are no oyster beds in the world that produce such quantities and quality of oysters as a scope of 30 miles radius does in this neighborhood. The above oyster houses would be at the mouth of Nanticoke and Wicomico rivers. Hooper's straits and Fishing bay, all of which join up to Tangier sound. What a wonderful oyster field! A giant oyster rock! Monarch of oyster beds! The waters are teeming with ducks and geese, diamond-back terrapin, crabs and fish. The summer is spent in catching trout, tailors, sheepsheads and drumfish, which affords the finest line fishing on the peninsula. The island could be turned to good account as a summer or watering place,

for its boating and bathing facilities are second to none in the country. Since the old hotel burned down some 15 years ago, no one has had enterprise enough to erect another, and such an opening for a public house is seldom met with. In winter could be crowded by gunners after wild fowl, and in summer by city folk in quest of rest and salt sea air and bathing. Hooper's, Smith's, Holland's and Tangier islands are near by. The different secret organizations are in a flourishing condition, viz: Masonic, Red Men, Heptasophs, and Knights of Pythias. The natives are friendly, agreeable, intelligent, and not a few possess a great deal of this world's goods; but those possessing wealth lacketh enterprise. A vegetable and fruit canning establishment for summer, and for oysters in winter, would prove a paying investment, as fruit can be had all along the rivers, and vegetables grown right on the island. Should time and opportunity favor us, we may probably entertain you again on this subject, because this part of nature's undeveloped wealth must and should be known **PRO SUMMUM BONUM** to all concerned.

# Deal Island <sup>FEB.</sup> 1951

## CHURCH NEWS

Friday night the Church Hall at Deal Island, burned to the ground with approximate loss of \$10,000 to the people of St. Johns Methodist Church and friends of the community.

The Pastor, the Rev. Cyril Jackson, was in and out of the Hall all day of Friday, keeping the fires of wood stoves going. Evidently the attic caught from sparks of a faulty flue and smouldered for some time and then broke out about 6.30 p.m. just before the Religious Film night. It was so intense that nothing could be saved.

One man, first on the scene broke down the front door and carried out the projector machine of the Pastor's, but a Temperance film, belonging to the Methodist Publishing House, was burned and also about \$150 worth of parts of the projector, including a new screen.

The kitchen, which had been newly installed the past year by the WSCS, was just cleared of debt last monthly meeting, and was a great loss to the ladies. Also 500 folding chairs were lost besides the building.

The community had only this building for a common meeting place and now there is no place on the Island for community meetings. Last night the Pastor met with trustees and official board members and discussed—the probability of rebuilding as soon as

possible. Discussion of frame building and also cinder blocks was held, and a committee will go ahead to see about prices. Insurance of \$2,000 was held on the building.

The Religious Film Night will be held in the School House until arrangements can be made to either cancel films or have another place. The school projector will be used until replacements can be made on the Pastor's machine, probably three or four Friday nights. The film, "Queen Esther" will be shown this Friday night and only one night. Also, there will be no Family Night Supper as was planned last week.

Three Days of Prayer were observed this week. From 2 to 3 p.m. in St. Johns, Deal Island on Wednesday, Thursday and Friday and from 12 to 1 at Wenona Church St. Pauls.

The Rev. and Mrs. Louis Dennis have given the Pastor a date of March 20 to be with us in St. Johns Church. Both Wenona and St. Johns people will want to hear these missionaries from China. They cannot give us two dates because they expect to be leaving early in the summer.

Over 100 Comittments were signed for the Abstainence pledge from alcoholic beverages on February 4th, according to the Pastor. These were from the two churches.

Plans are going ahead for the Week of Dedication in our Churches. Three nights will be held in St. Johns and three in St. Pauls. Special laymen and special singing are being planned.



# Deals Island High School

DEALS ISLAND, MD.

SOMERSET CO.

1905.

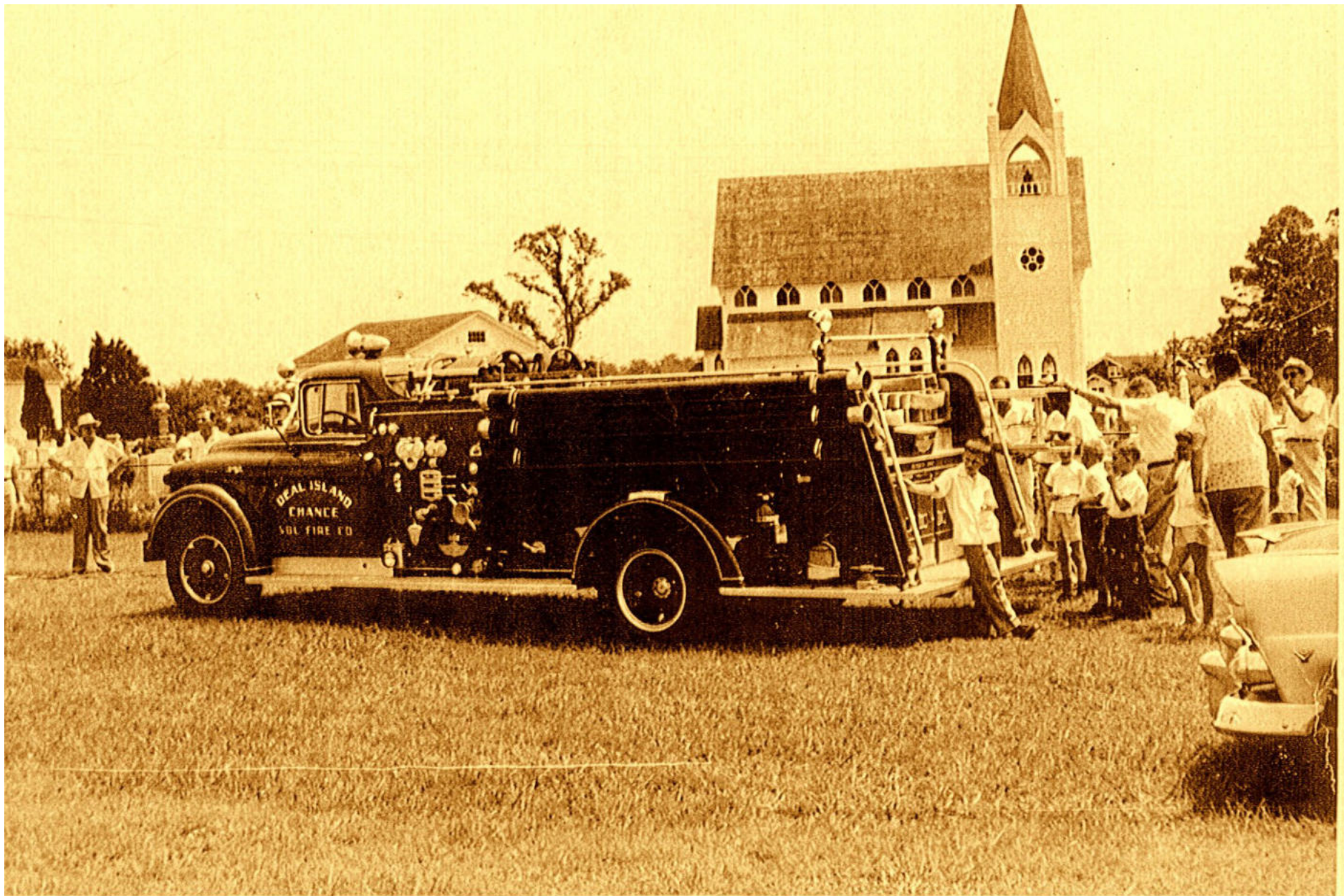
Chas. E. Myers, Principal.

Miss Maria Broadstreet, 1st Ass't,

Miss Sadie C. Webster, 2nd Ass't

TRUSTEES,

C. W. Kinggold, Jno. W. Horner, T. A. Wallace.



1956 GMC  
Class A Pumper

DEAL ISLAND-CHANCE FIRE CO.  
FIRST NEW ENGINE  
1956

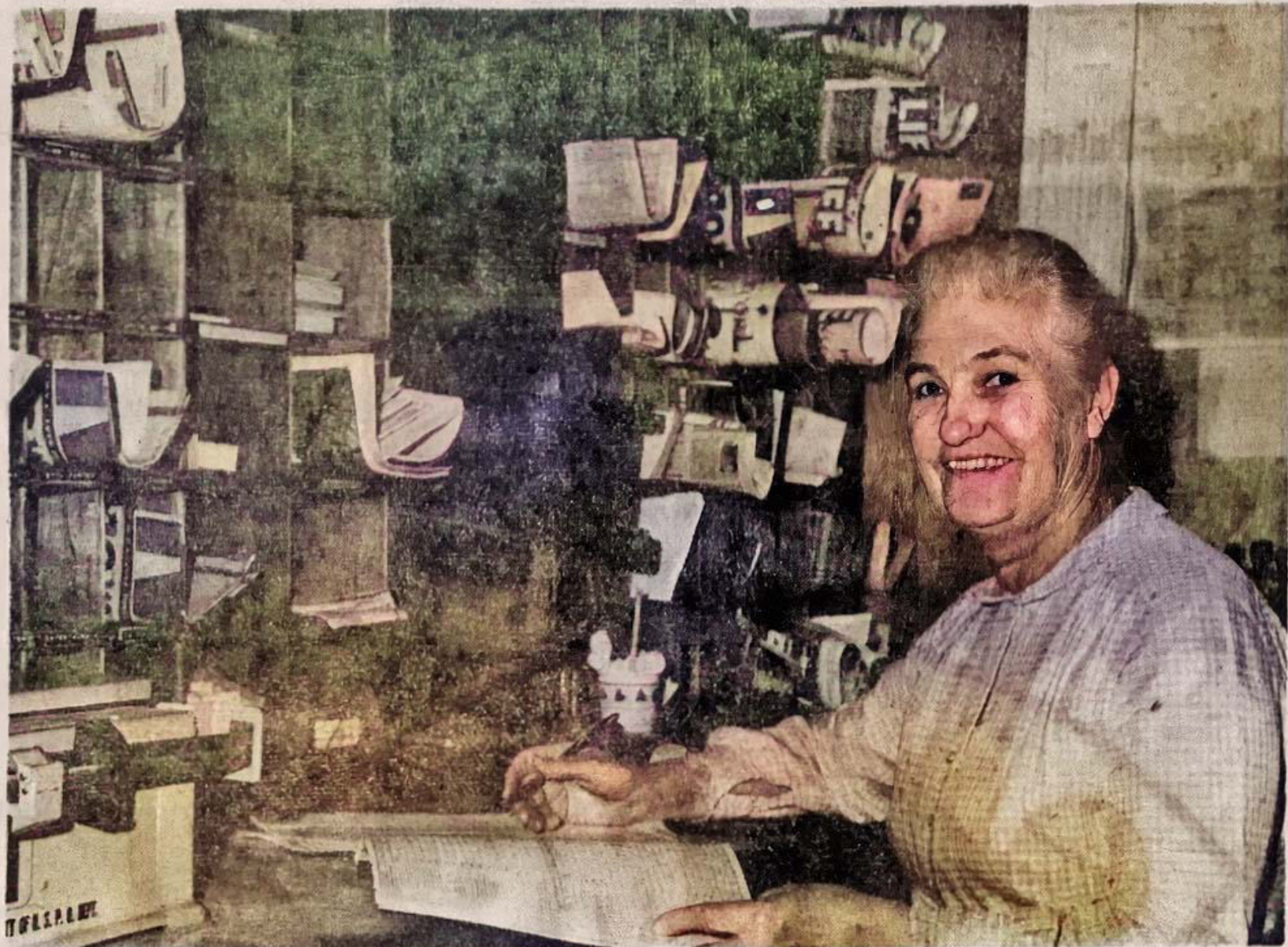
Photo By  
Tommy NORTON







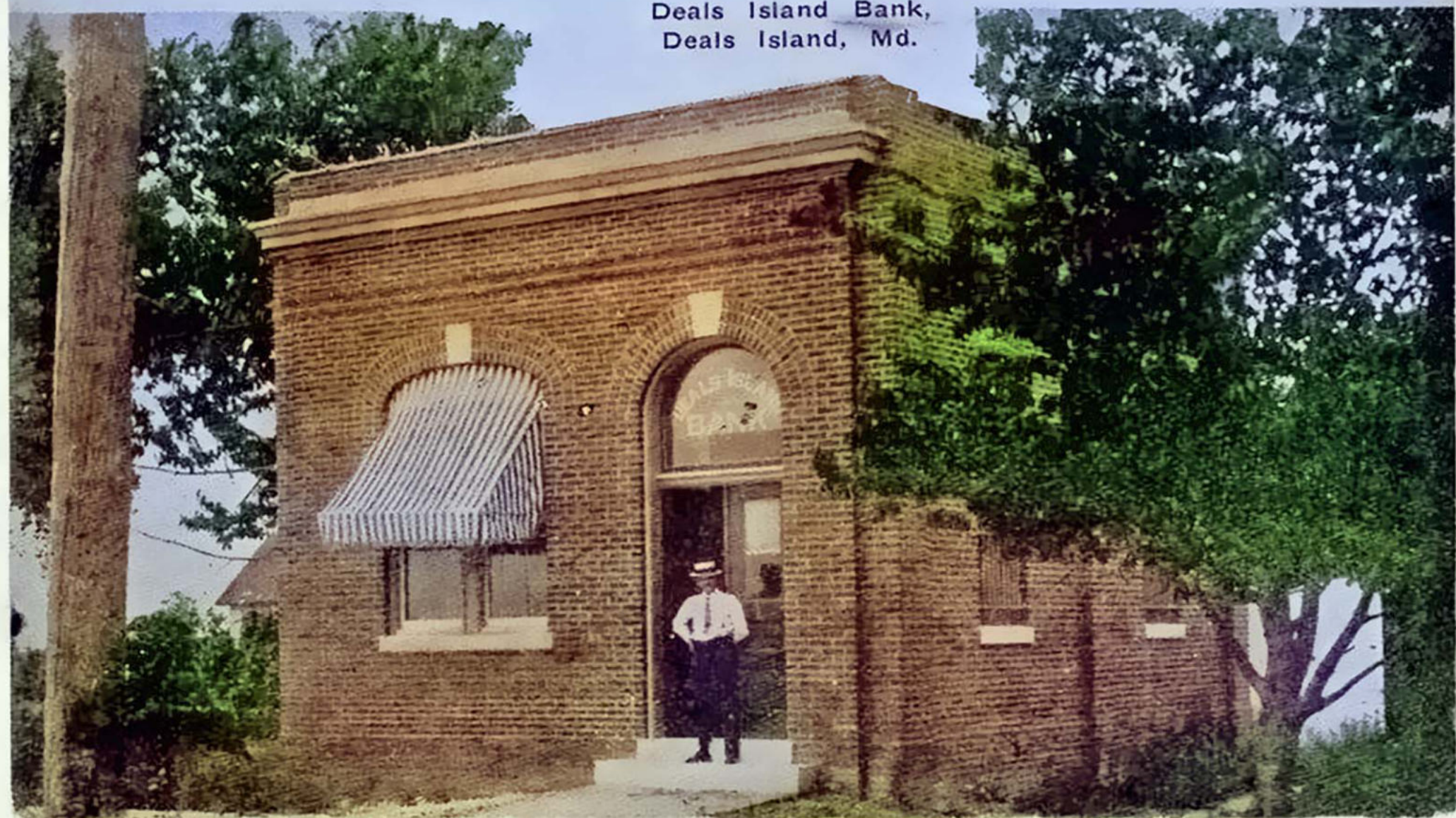




**VETERAN POSTMASTER.** Mrs. Irene Webzler has been postmaster at Wenona, on Deal

Island, for 33 years, and has found the position enjoyable. Her "desk", or bank of mail slots, is over 100 years old. (Times Photo)

Deals Island Bank,  
Deals Island, Md.





**Deal Island School 1920's**



**Deal Island High School 1930's**



# Deals Island High School

DEALS ISLAND, MD.

SOMERSET CO.

1905.

Chas. E. Myers, Principal.

Miss Maria Bradstreet, Sec'y.

Miss Sadie C. Webster, 2nd Sec'y.

TRUSTEES

W. E. Aggold, Geo. W. Horner, A. Wallace.



Transpotation Md

By BEN EVANS

I Remember . . .

# The Deal Island Wharf, Steamboats and Drummers



Mr. Evans, above, recalls the Deal Island Wharf, which had a wide passing area, visible in early Twenties photo, below. Below right, the steamboat Virginia is docked at the wharf.

UNTIL the mid-1930's, Deal Island, in Somerset county on Maryland's Eastern Shore, had the longest and one of the busiest commercial steamboat wharves on the Chesapeake Bay.

Shorewaters around Deal Island are shallow. So when the Maryland Steamboat Company built the wharf in 1881, it had to extend the wharf more than a quarter-mile—1,420 feet, to be exact—into Tangier Sound to accommodate the steamers.

The wharf was serviced by the Baltimore, Chesapeake and Atlantic Railway's steamboats. The Virginia, Tansier, Joppa, Avalon and Three Rivers come readily to mind, although there were many more. Through them the wharf was the economic lifeline for the seafood and farming communities and around the island.

The oyster season began in October and ran through March. In those months there was a heavy and constant flow of oysters from Tangier Sound and all the nearby rivers passing through the Deal Island wharf to the Baltimore market.

In April the shipments changed to soft crabs from Wenoona, at the bottom of the island, from Rock Creek (now called Chance), Dames Quarters and other Somerset county communities. Cans of pickled crab meat, boxes of soft crabs iced down in sea grass, and baskets of steamed and live hard crabs piled up on the wharf every day.

Albert Anderson 3d, who now lives in Chance—his father was the wharf's fix agent for the B.C.&A.—told me he has seen as many as 500 boxes of soft crabs shipped from the wharf in one day. Sometimes it took a steamboat's six-man loading crew two hours to load.

Somerset county was once called the strawberry center of the world, and crates of berries were shipped out by the thousands. Tomatoes and beans were also big local cash crops, and so were potatoes from the lower Virginia eastern shore.

Incoming cargoes were also heavy, for

the Bay steamers brought in canned goods, fresh meats, fruits, clothing, tools, hardware and almost all the other necessities handled by our local stores.

All the supplies were ordered from traveling salesmen—we called them drummers—who came and went by steamboat. They stayed at the Anderson Hotel, on shore near the wharf entrance. If the drummer needed a horse and rig to visit the island stores, "Ma May," who ran the hotel, would arrange it for him. Mrs. Anna Northam, my aunt, ran one of the island stores, and I loved to be there when any of the drummers who handled candy came to call. I would go into a sad face act. I must have been a fairly good actor, because usually I got a free candy or two from his big sample case.

The steamboats handled quite a bit of passenger traffic. One-way passage between Deal Island and Baltimore, as I recall, was \$3.50. If you wanted a stateroom (they were small but comfortable) you paid an extra \$1.50. Any meal you ate on the boat—meals as nice as I ever have eaten in any hotel—many price—cost well under a dollar.

The steamboats had an aura about them that is hard to describe. Maybe it was the stairways with big mirrors at the bottom, the plush chairs, the red carpets or all those shiny brass rails. Whatever, it gave you a feeling of being in an elegant world of travel and excitement.

There were two steamboats a day at Deal Island. The 4 P.M. boat came down from the Salisbury area, with stops at the Wicomico River wharves of White Haven, Nanticoke and Mount Vernon. The 9 P.M. boat came up from Crisfield after stops at such Virginia communities as Onancock, Willis Wharf and Saxes Island. Our family lived at Wenoona, at the south end of the island, and one of my early boyhood memories is of that 9 o'clock boat heading for the Deal Island wharf in the dark. With all its lights twinkling, it always reminded me of a big, lit-up beetle.

Buildings at the end of the wharf included a warehouse, waiting room, office and, at one time, an oyster packing house. In the early 1900's the Soundside post of-

fice was located there. As the night boat approached the wharf, Ralph Brown, the wharf agent, would open the warehouse door and place a lighted lantern on each side to give the boat pilot a point to steer for. The warehouse was wired for electric lighting, but had no power of its own. When the steamboat docked, crewmen would throw over a cable which connected the warehouse lighting system to the steamboat's electrical generator, and then there would be plenty of light for cargo handling.

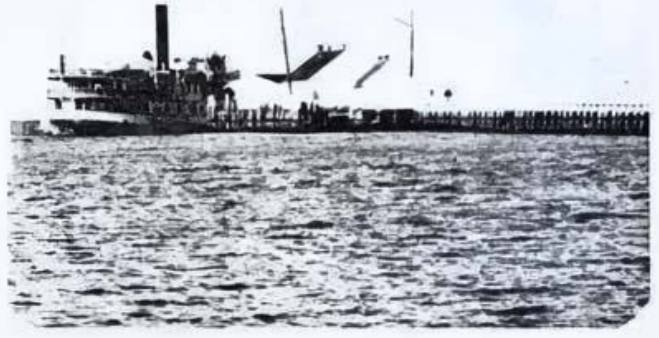
What passed for taxi service on Deal Island was Capt. Johnnie Bennett's horse-drawn Dayton wagon. He hauled most of the steamboat's passengers to the end of the wharf. Before casting off, the steamboat skipper would always play his searchlight up and down the wharf and its approach road to make sure he wasn't leaving anybody behind.

Moving cargo along the length of the wharf was sometimes a tricky business, for the tracks were so narrow. Two buggies or horse-drawn carts were the only hauling hub over the wharf. A small truck or freight wagon would pull off onto the beach and allow another to pass. Otherwise one of the vehicles would have to back up.

The Deal Island wharf was still thriving as it entered the 1930's, although business had begun to slow down a bit. A hard-top road replaced the sidewalk between Princess Anne and the wharf which allowed trucks to take over more and more of what had been steamboat cargo.

And then, in 1933, came the big hurricane which destroyed so many things around Deal Island. The storm weakened the wharf so much that trucks and wagons were no longer allowed on it. Steamboat freight had to be moved across the wharf only on hand trucks. The wharf was used in this way for a couple of years, and then abandoned.

There is hardly a trace left of the wharf now, or of the old Anderson Hotel. The look of the island has changed, but the wonderful memories of those old steamboating days will always remain with those of us who were a part of them. □



THE SUN MAGAZINE, AUGUST 10, 1973



An old drawing thus pictures Joshua Thomas preaching at a Deals Island camp meeting. Thomas established Methodism as the bay islands' faith.



Thomas made his visits to the Chesapeake settlements during the first half of the last century in this log canoe. He named it "Methodist."

## The 'Parson Of The Islands'

*Joshua Thomas's Influence on the Bay People Has Lasted 100 Years*

ASK any native of the islands in Maryland's lower part of the Chesapeake, or of the adjacent Eastern Shore mainland, who was the "Parson of the Islands." There is little doubt but that he will give the answer without hesitancy.

And that would be—Joshua Thomas, who focused his religious endeavors on the inhabitants of Holland, Deals, Smith and Tangier islands.

Joshua Thomas is said to have been responsible for establishing Methodism as the deep-rooted faith of the Chesapeake islanders. And, although he has been dead for more than a century, his impact upon the people is evident today.

Thomas had an humble beginning, but in many quarters his name ranks with those of more illustrious origin. During World War II, when America was in the midst of a huge shipbuilding program, many vessels were given the names of prominent educators, statesmen and other dignitaries. In 1943 a Liberty ship was given his name.

THOMAS was born in a section known as Potato Neck, Somerset county, Md., on August 30, 1776. His father died when Joshua was but a baby and several years later his mother remarried.

The second union was not too successful and young Joshua and his brother, having become expert fishermen, helped maintain their home, which was then on Tangier Island. Such responsibilities probably molded his character.

Joshua's mother shared her Christian learning with her children and this had a dynamic effect upon the boy. It is said that he never went fishing without bringing back a good catch;

he said his secret was in praying to be directed where fish might be found.

As he grew older, religion took a greater hold on him. When he was 23 he married, establishing a home on Tangier Island and fishing and hunting for a livelihood.

At that time Tangier Islanders were attached to the Episcopal Church; they attended services on the mainland at Annamessux and Pungoteague, Va. Methodism began to arouse the people

By Robert H. Burgess

in various neighborhoods and preachers penetrated the Eastern Shore. Revivals were held, prayer meetings started and societies formed. The islanders, however, held aloof at first.

VISITING ministers would preach on the islands and on one occasion Joshua Thomas was selected to bring one over from the mainland. From then on,

Thomas gradually became attached to the Methodist Church. He sent to Baltimore for a Bible, and after learning to read passages from it he became more active in the field.

In 1807 he attended a camp-meeting near Pungoteague, and shortly thereafter he was converted. Later he inaugurated prayer meetings among neighbors on Tangier and Smith islands who had now accepted Methodism.

During the War of 1812 the

British made Tangier a center of operations while the Chesapeake was being ravaged. When they first landed on the island they were arrogant and possessive. Thomas became his people's spokesman and after a talk with the commanding officer persuaded him not to let his men molest the islanders or their property.

He even held a religious meeting in the wardroom of one of the British ships, and visited the fleet often while it was moored off Tangier.

A BIOGRAPHY, "Parson of the Islands," quotes Thomas's description of his famous speech to the British Army before its departure to attack Baltimore:

"Towards the close of summer, in the year 1814, we were made aware of some important movement among the forces encamped on the island. Preparations began both on shore and through the fleet in the harbor.

Some of the officers told me the cause of all this—they were going to take Baltimore.

"I told them they had better let it alone; they might be mistaken in their calculations, for the Baltimoreans would resist them and fight hard for their city and their homes.

"Before they left Tangier they sent me word to be ready to hold a public meeting and exhort the soldiers on the camp ground. I did not like to refuse, and yet I was very unwilling to perform this duty.

"It was arranged to be on the last Sunday they were in camp. Early that morning the flags were hoisted, the drums beat, and every preparation was made for a full turnout. At the

*Continued on Page 21*



The "Parson of the Islands" as he was depicted in a biography, now rare, that was published in 1861.



This is said to be the only photo ever taken of Thomas.

**Baltimore Owned Boat, Captained by Capt. Albert Jones of Chance, Somerset County, Wins \$100 First Prize in Ninth Annual Workboat Races Saturday.**

**THIRTEEN OF BOATS PLACING IN SATURDAY'S REGATTA WERE SOMERSET COUNTY CRAFT**

**Thousands of Spectators Swelter Under Hottest Sun of The Year, Waiting for Start of Annual Event—Governor Ritchie, Harry F. Houston, Virginia Commissioner of Fisheries, and Other Personages Add Zest to Affair.**

Under a sweltering sun, with little or no breeze to aid her, and while thousands of spectators broiled on the beach and steamboat wharf, and other vantage points, the Maude Thomas, winner of the 1926 races, sailed across the finish line, winner in the Ninth Annual Workboat races held last Saturday off Deals Island.

The Maude Thomas is a Baltimore owned boat, the property of T. Preston Webster. She was captained by Capt. Albert Jones, of Chance, Somerset County, and sailed across the finish line in Saturday's races several lengths ahead of her nearest rival, the Rowe. The Maude Thomas won the \$100 Cash Prize given by The Sun and The Evening Sun, while the Rowe won the \$75. The Ella F. Cripps, Capt. Leslie F. Willing, of Chnace, Md., carried off third money, \$50.

The races started at 10:30 when the schooners squared away. With a stiff breeze blowing the four schooner entries came down to the starting line closely bunched, and in the manouvering for the start the Rowe struck her nearest competitor slightly damaging her bowsprit, and for a time a four-cornered crash was imminent. Pulling apart, the vessels swung past the committee boat and were off toward the end of the course.

Soon after the start the wind lessened, the boats making slow progress, until late in the afternoon, when the breeze freshened and the Maude Thomas sailed across the line winner by several lengths.

Following the schooners from the starting line, bugeyes, decked skipjacks, open skipjacks, Smith's Island crabbing skiffs and the Hooper's Island sailing skiffs started from the line at fifteen minute intervals. By noon the sails of boats of all classes were strung out along the course, the stalwart sheets of the schooners standing out in sharp contrast to the wasplike sails of the little Hooper's Island ships. The Smith's Island boats, which were the first to finish, seemed to fidgit nervously at the starting line like horses at the post, shooting out like a dozen needles with their little motors sputtering like a battery of machine guns. Cutting thru waves, the lean craft sped to a close finish, the Empress Josephine taking first money, \$50; and the Sarah Gertrude winning the second for \$25.

There were only two entries in the Hooper's Island sail ship type, other entries in this event having withdrawn. In the 1926 regatta fourteen vessels of this type competed. It was claimed by the captains who withdrew from this event that the two boats participating in the race had bottoms constructed slightly dead rise instead of flat, giving them an advantage over the other boats in the race.

Deal Island, MD.  
57TH Skipjack  
Race and Festival  
Sept. 3-5, 2016

Old Steamboat Wharf

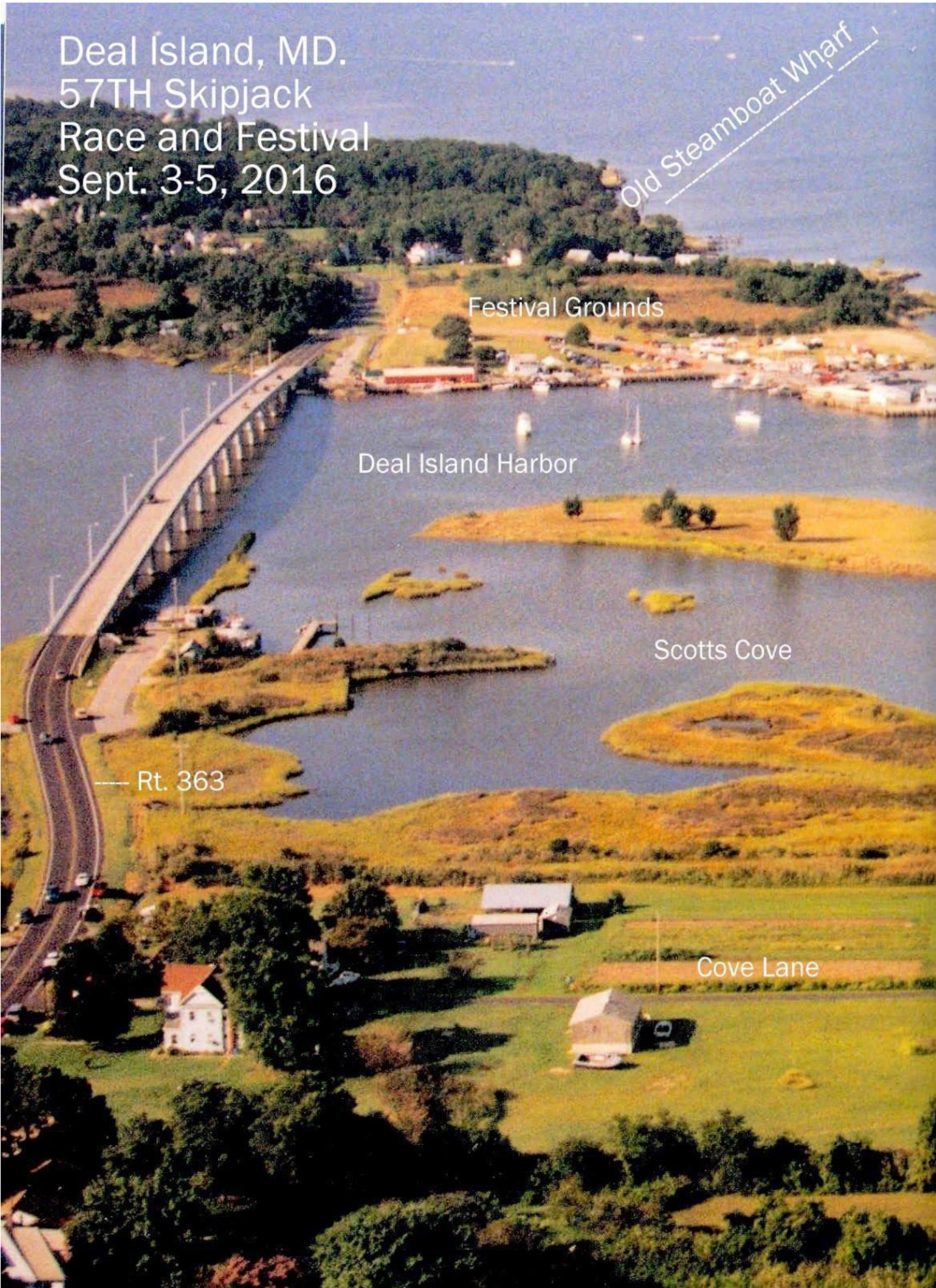
Festival Grounds

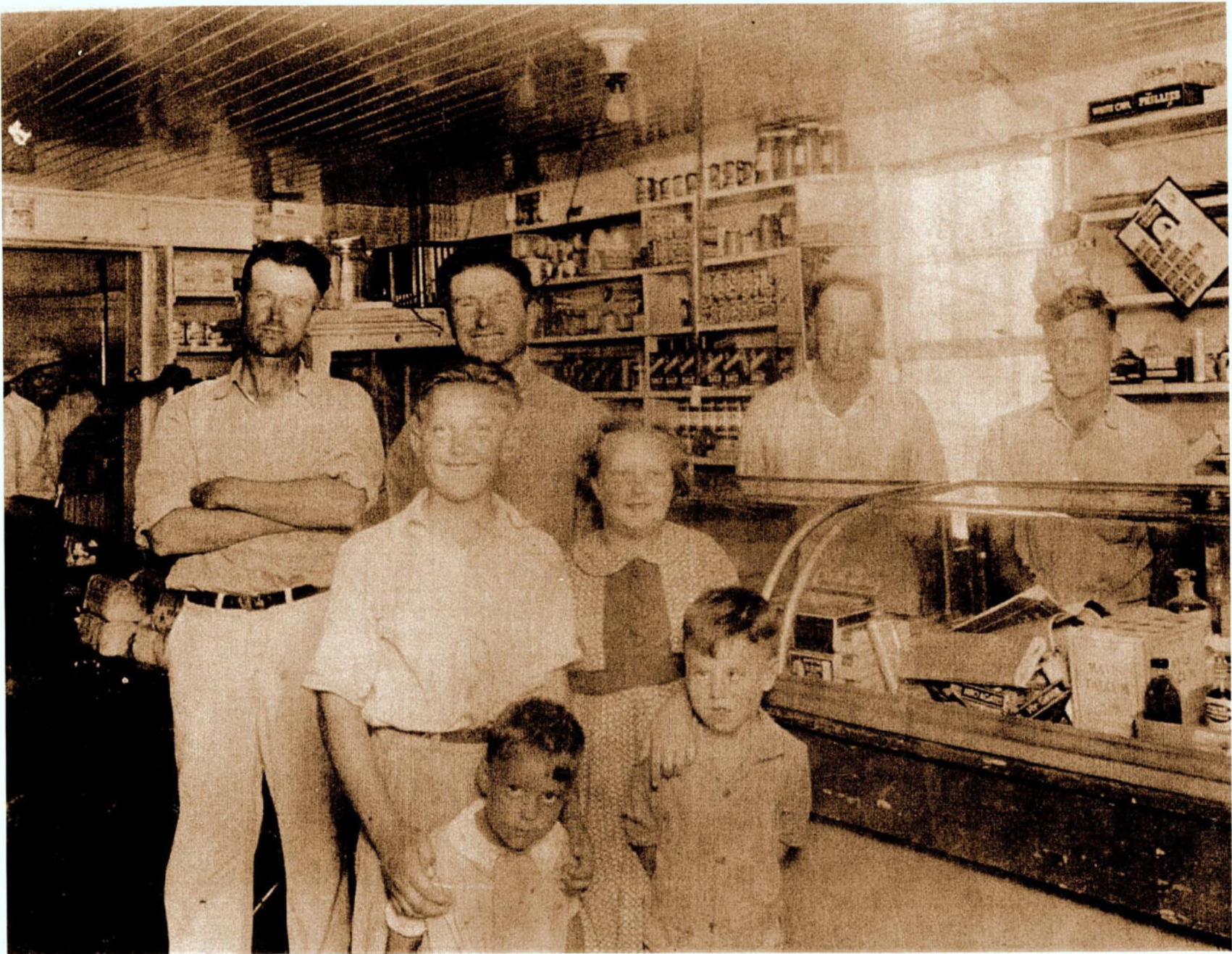
Deal Island Harbor

Scotts Cove

Rt. 363

Cove Lane





ERNEST HOFFMAN CLYDE WEBSTER CLIFTON WEBSTER DICK WEBSTER  
WALTER "LUMPSEY" WEBSTER JOSEPHINE EMERSON EVANS  
ALICE WEBSTER & CLARENCE WEBSTER





**IN THE CABIN**—The cabin of the “Clarence Crockett” serves as the kitchen, dining room and sleeping quarters for the skipjack’s crew when they leave their home port of Wenona to find a place where they can dredge oysters. The cook for the crew is Elmer Jones (left). It is a job he has worked at off and on for more than 40 years. Skipjack Capt. Loudy Horner (right) says he always hires a cook as part of the crew, even when the “Clarence Crockett” docks in Wenona each night. (Staff photo by Gail Dean)



Skipjack Minnie May Capt Paul Benton Sr.

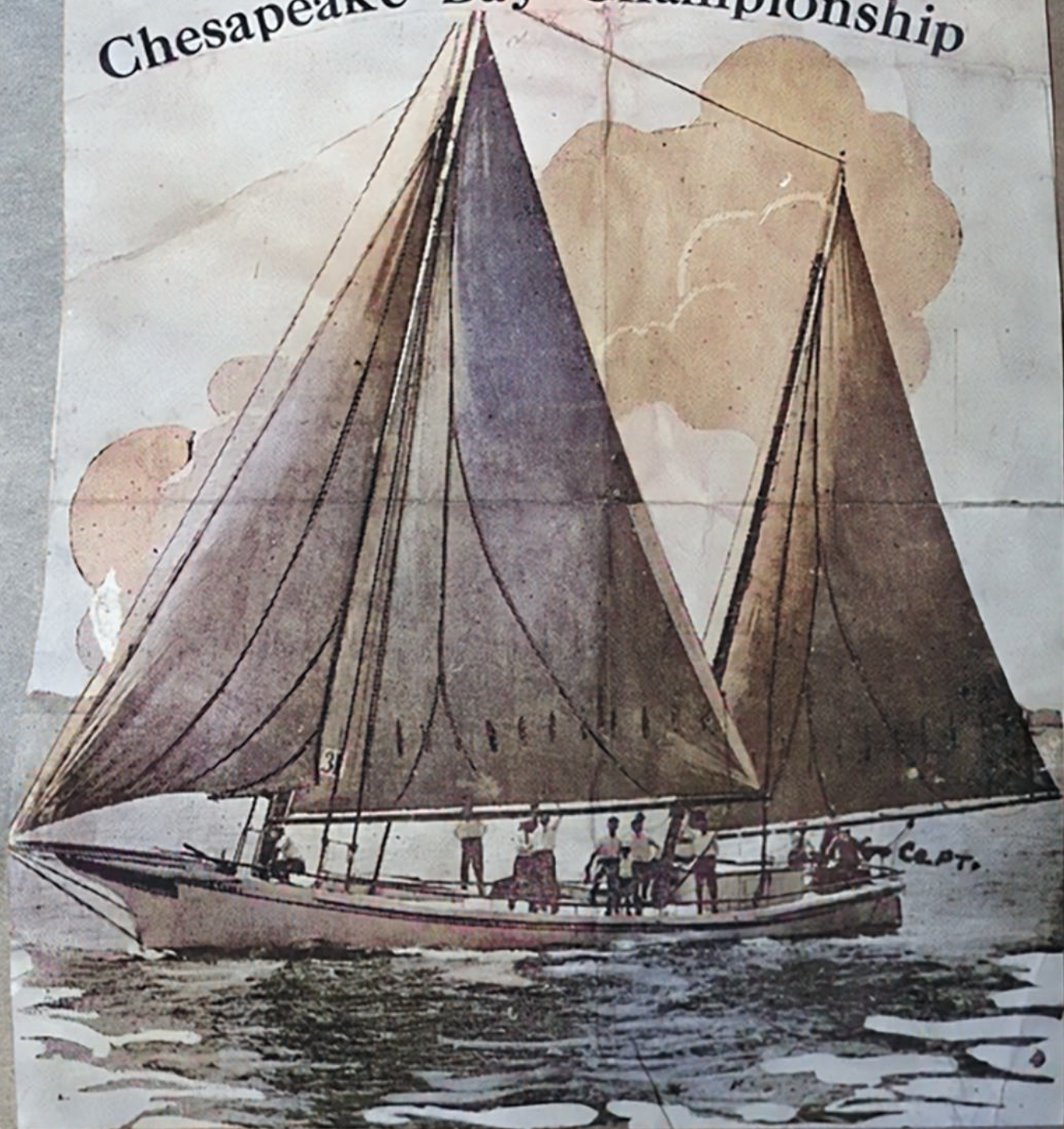


Clarence  
Todd



Captain  
and  
Owner

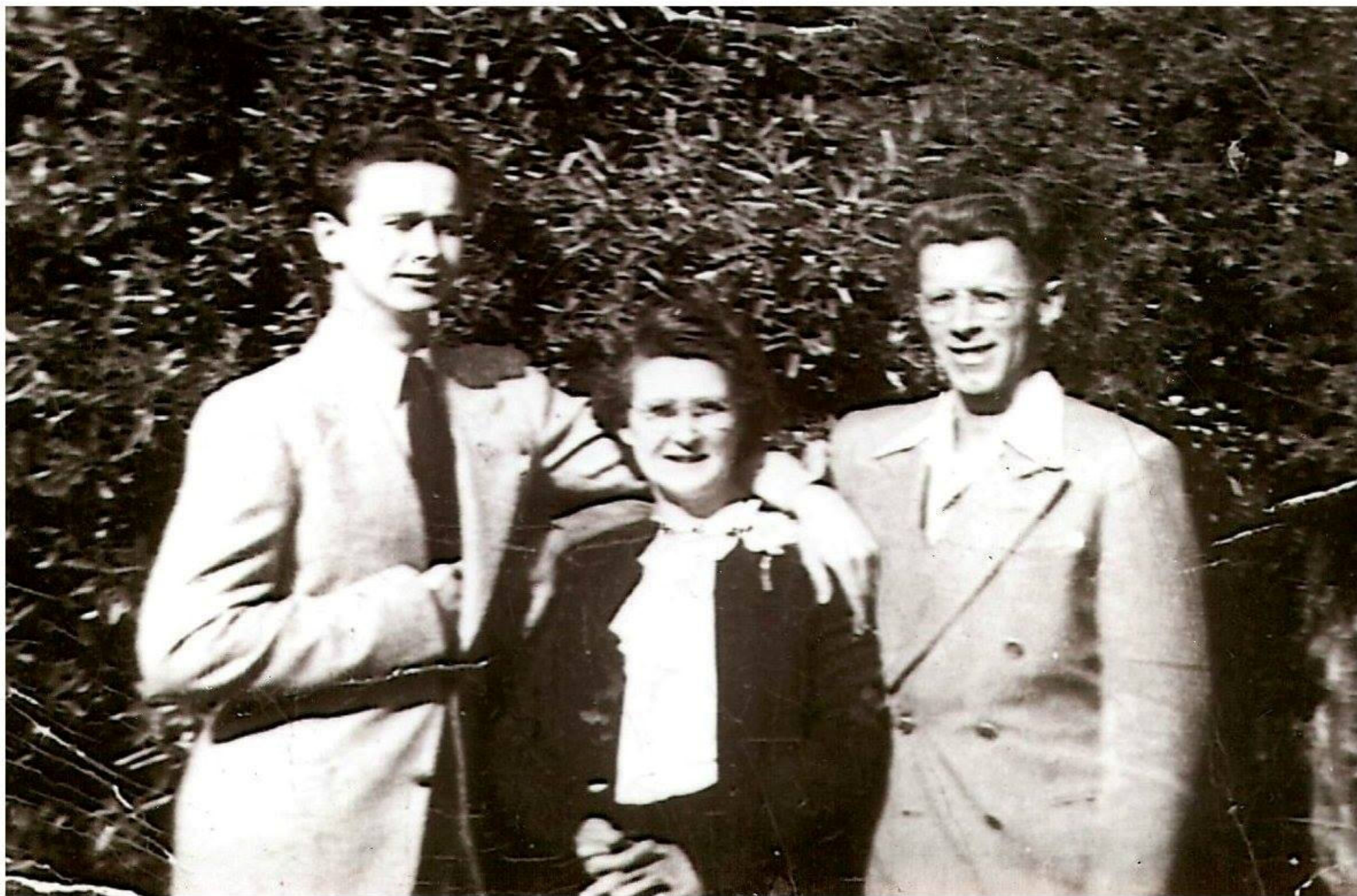
Chesapeake Bay Championship



"The George Todd"  
of  
Crisfield Md.  
1925



**Five of the eight skipjacks at Scott's Cove Marina in Chance are shown lined up for annual painting and minor repairs. BRICE STUMP PHOTO**



LEE , MARGARET, WILLIAM CORBETT - STORE OWNERS 1945-1978





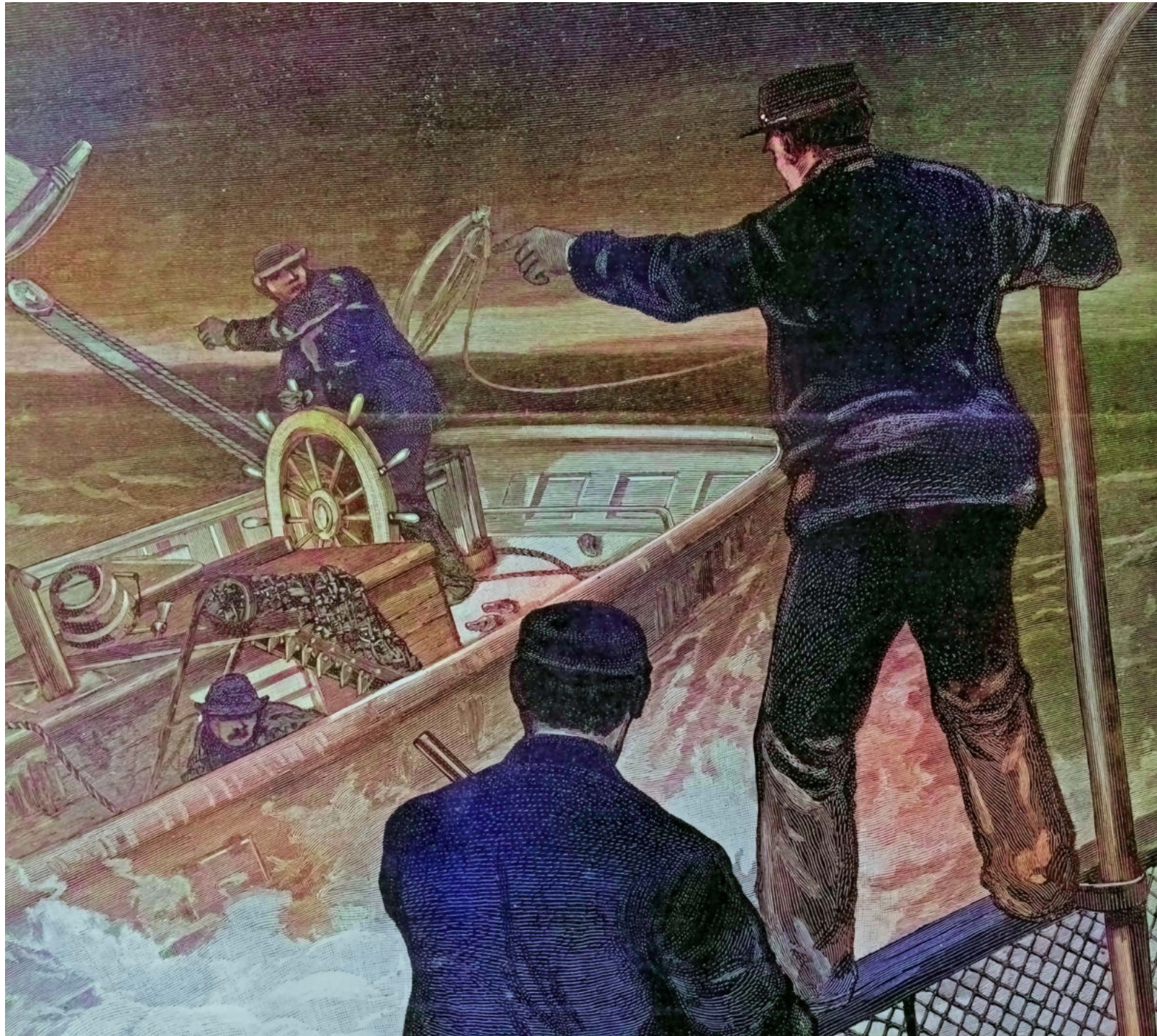


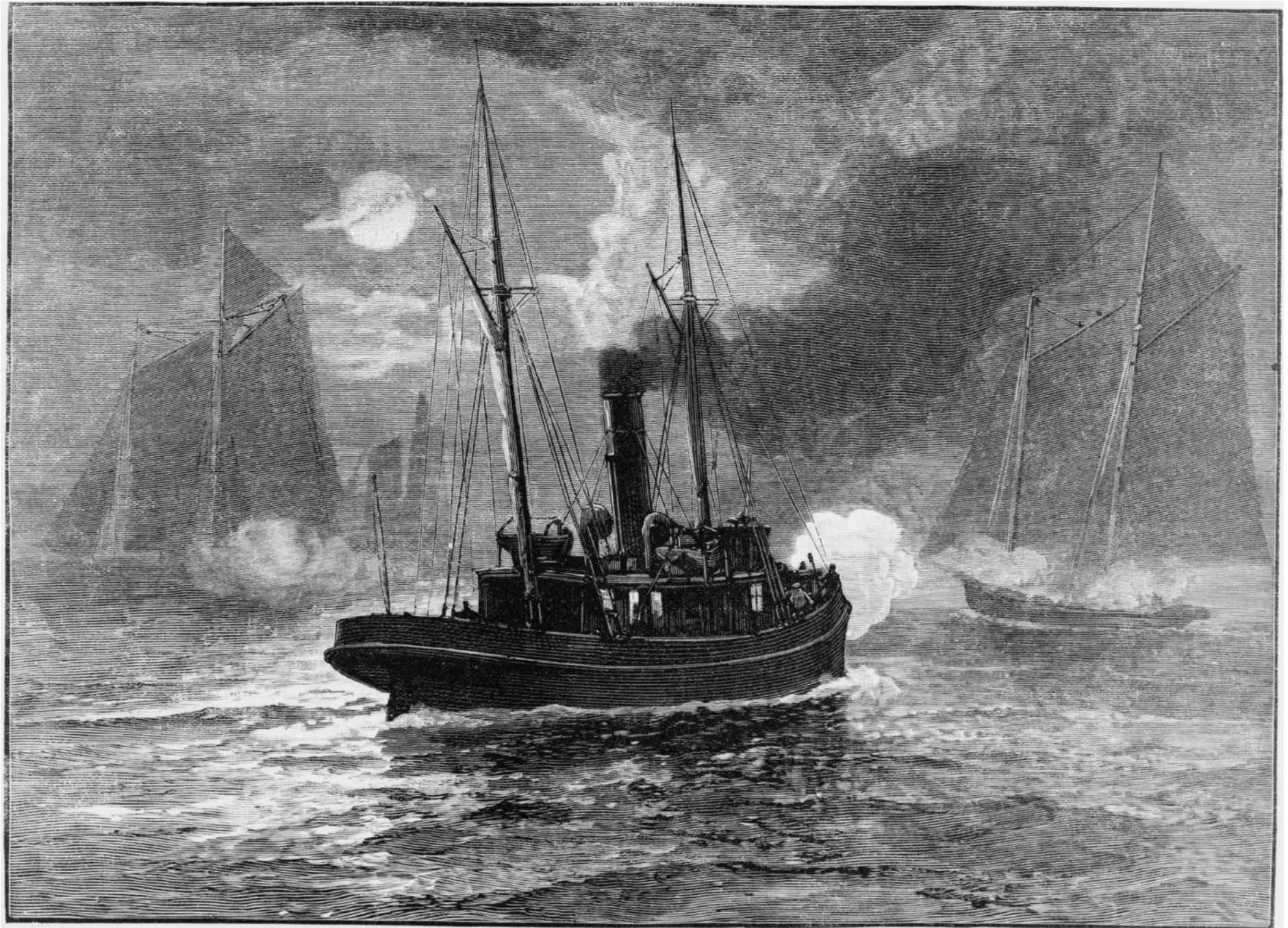






END OF THE OYSTER WAR.





AN ENGAGEMENT IN THE OYSTER WAR ON THE CHESAPEAKE.—FROM A SKETCH BY F. CRESSON SCHELL.—[SEE PAGE 23.]











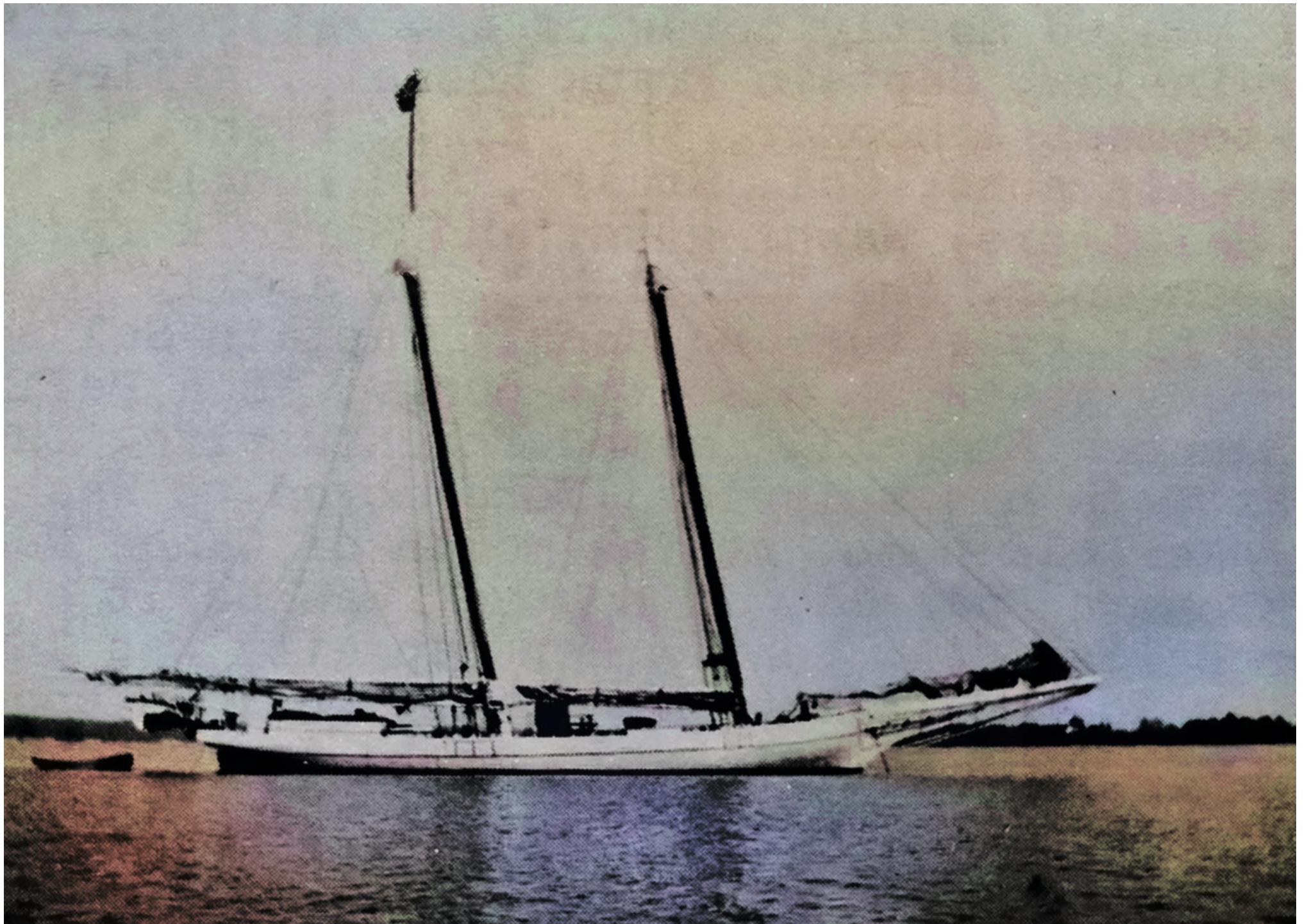
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24

# POTOMAC RIVER OYSTER WARS

Disputes over harvesting oysters in the Potomac River fueled violence between local watermen and Maryland's fisheries police for many decades. Conflicts escalated after World War II as watermen violated Maryland law by dredging, rather than tonging, for oysters. When detected, they raced toward shallow waters with armed patrol boats in pursuit. After Maryland officers killed Virginian Berkeley Muse near here in April 1959, the fisheries police underwent extensive reforms, and the two states and the federal government finalized an agreement to regulate the river. In 1962 the U.S. Congress created the Potomac River Fisheries Commission, bringing an end to the era of violence.

DEPARTMENT OF HISTORIC RESOURCES, 2022





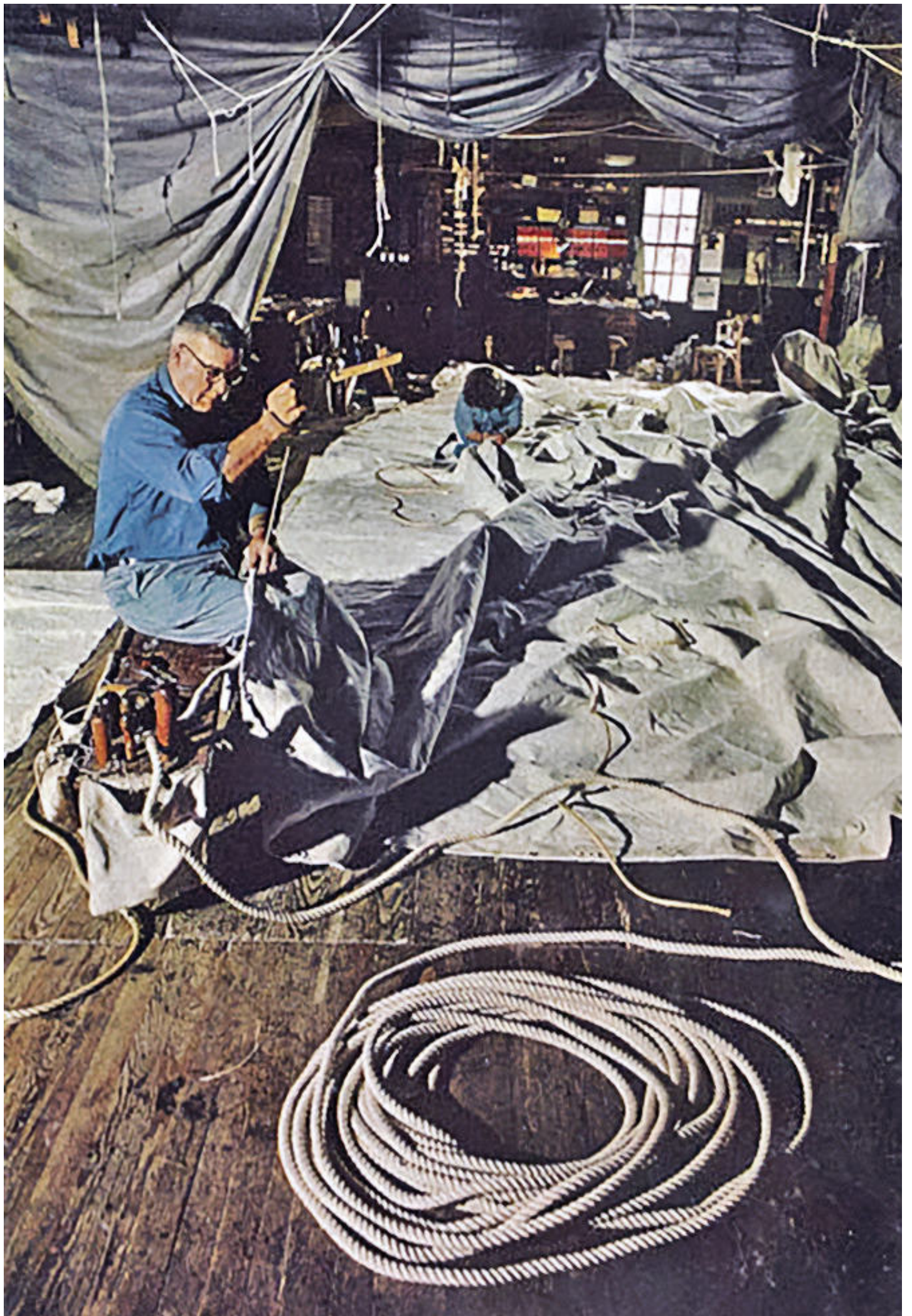
*Smith Island, in Chesapeake Bay, settled over three hundred years ago, still retains the picturesque charm of its beginnings.*



**STEAMBOAT PIER.** This quarter-of-a-mile long pier, built on land given by Capt. Anderson, served Deal Island for 55 years in its

bustling age of steamboats, many from the Baltimore, Chesapeake and Atlantic Railroad line.







S A I N T G E O R G E . F O R E N G L A N D



Behold your Saint with Glorious English Fare,  
Noble Sirloin, Rich Pudding and Strong Beer,  
For you my Hearts of Oak, for your Regale,  
Here's good old English Stingo Mild & Stale.

This Porter is of Famous Calvert made,  
Justly Renowned of all the Brewing Trade,  
Such cheer as this will make you Bold & Strong,  
Who'd not on such a Noble Saint, Rely On.

SEVEN PRINTS of the TUTE LAR SAIN T'S.  
Printed for Carrington Bowles, N<sup>o</sup> 69 in St Pauls Church Yard, London.

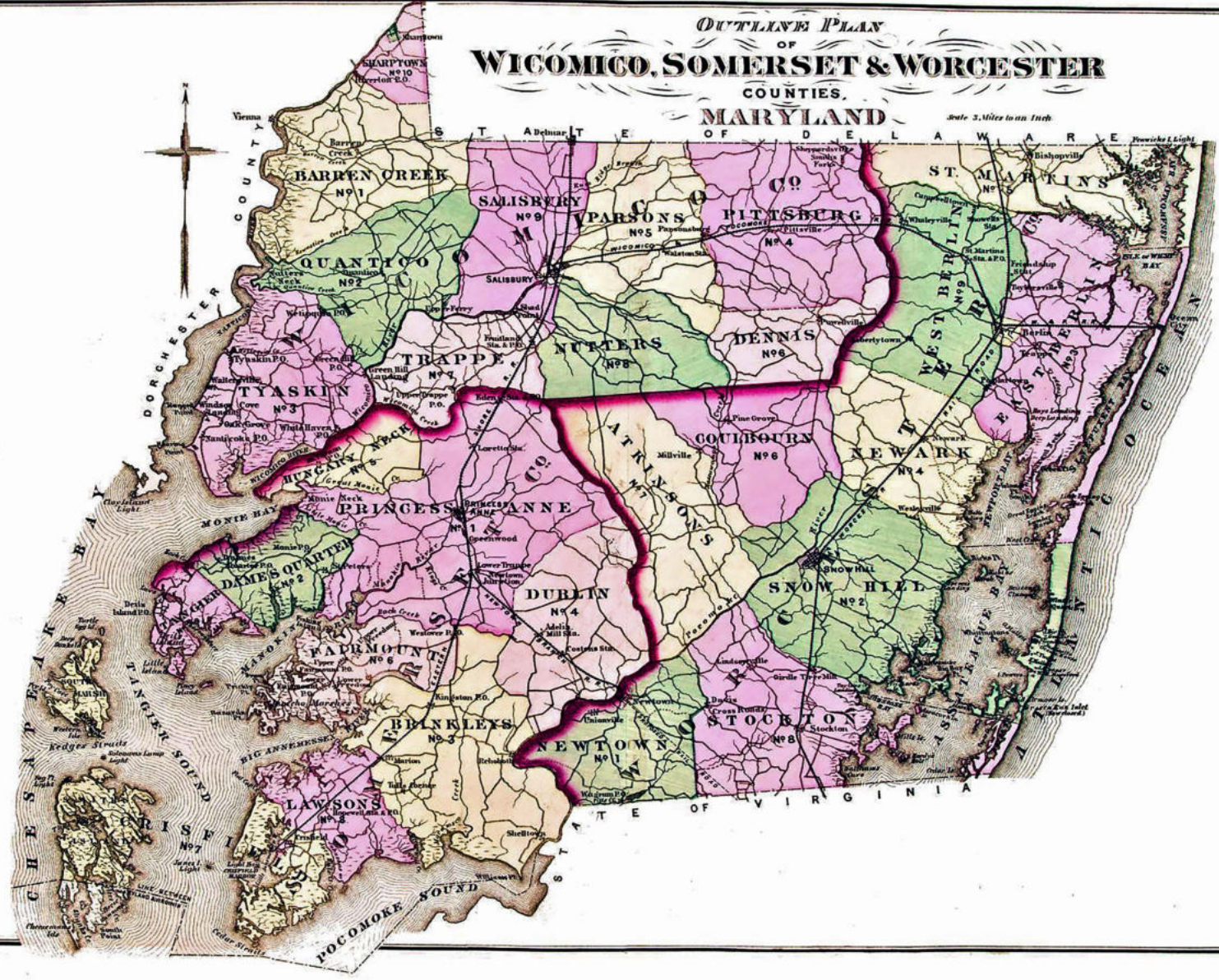


REPAIRING OYSTER BOATS  
CRISFIELD, MD.



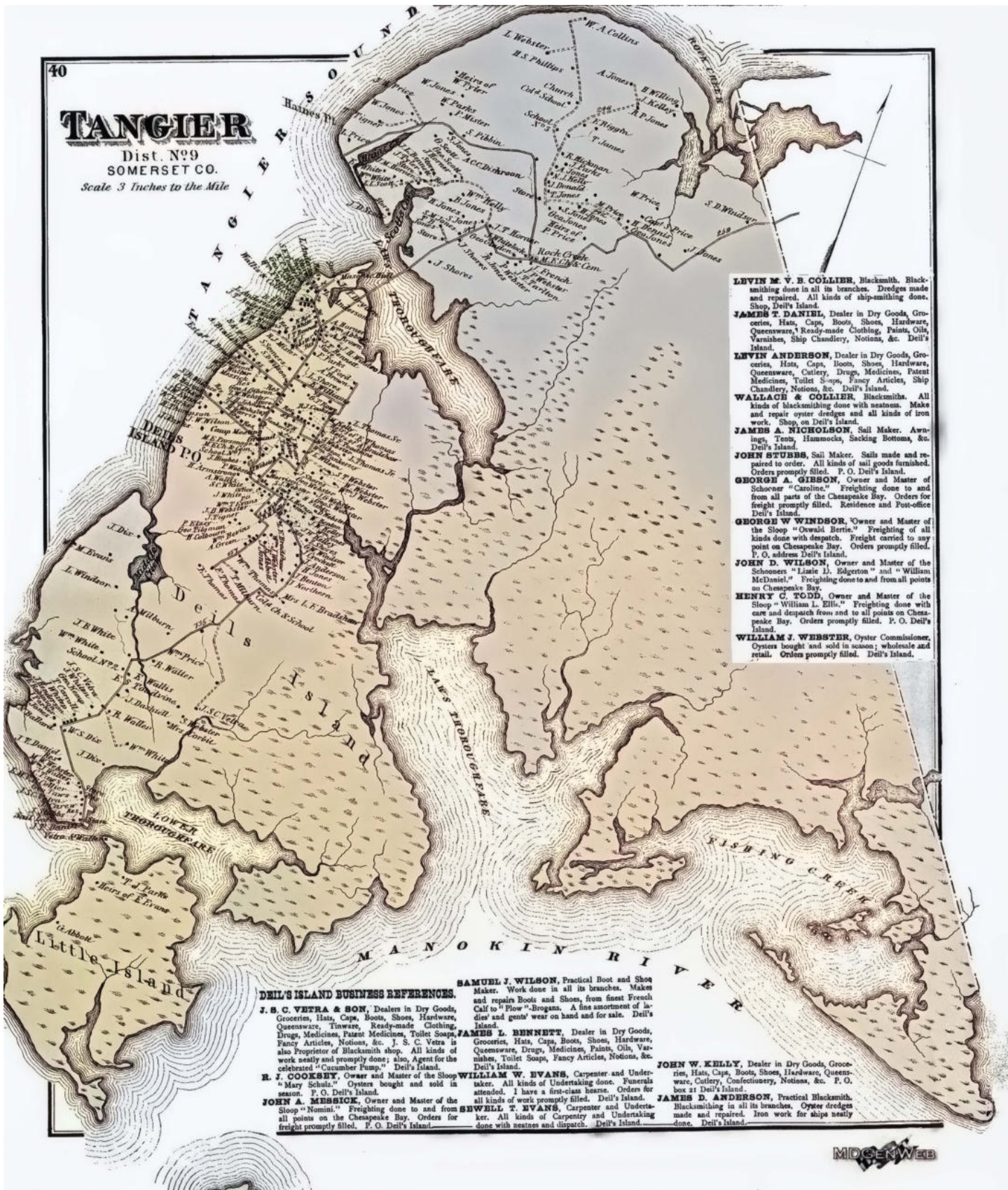
OUTLINE PLAN  
OF  
**WICOMICO, SOMERSET & WORCESTER**  
COUNTIES,  
MARYLAND.

Scale 3 Miles to an Inch



# TANGIER

Dist. N<sup>o</sup>9  
SOMERSET CO.  
Scale 3 Inches to the Mile



**LEVIN M. V. B. COLLIER**, Blacksmith. Blacksmithing done in all its branches. Dredges made and repaired. All kinds of ship-smithing done. Shop, Deil's Island.

**JAMES T. DANIEL**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Ready-made Clothing, Paints, Oils, Varnishes, Ship Chandlery, Notions, &c. Deil's Island.

**LEVIN ANDERSON**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Cutlery, Drugs, Medicines, Patent Medicines, Toilet S-ups, Fancy Articles, Ship Chandlery, Notions, &c. Deil's Island.

**WALLACE & COLLIER**, Blacksmiths. All kinds of blacksmithing done with neatness. Make and repair oyster dredges and all kinds of iron work. Shop, on Deil's Island.

**JAMES A. NICKOLSON**, Sail Maker. Awnings, Tents, Hammocks, Sacking Bottoms, &c. Deil's Island.

**JOHN STUBBS**, Sail Maker. Sails made and repaired to order. All kinds of sail goods furnished. Orders promptly filled. P. O. Deil's Island.

**GEORGE A. GIBSON**, Owner and Master of Schooner "Caroline." Freighting done to and from all parts of the Chesapeake Bay. Orders for freight promptly filled. Residence and Post-office Deil's Island.

**GEORGE W. WINDSOR**, Owner and Master of the Sloop "Oswald Bertie." Freighting of all kinds done with dispatch. Freight carried to any point on Chesapeake Bay. Orders promptly filled. P. O. address Deil's Island.

**JOHN D. WILSON**, Owner and Master of the Schooners "Lizie L. Edgerton" and "William McDaniel." Freighting done to and from all points on Chesapeake Bay.

**HENRY C. TODD**, Owner and Master of the Sloop "William L. Ellis." Freighting done with care and dispatch from and to all points on Chesapeake Bay. Orders promptly filled. P. O. Deil's Island.

**WILLIAM J. WEBSTER**, Oyster Commissioner. Oysters bought and sold in season; wholesale and retail. Orders promptly filled. Deil's Island.

### DEIL'S ISLAND BUSINESS REFERENCES.

**J. S. C. VETRA & SON**, Dealers in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Tinware, Ready-made Clothing, Fancy Articles, Notions, &c. J. S. C. Vetra is also Proprietor of Blacksmith shop. All kinds of work neatly and promptly done; also, Agent for the celebrated "Cucumber Pump." Deil's Island.

**R. J. COOKSEY**, Owner and Master of the Sloop "Mary Scholz." Oysters bought and sold in season. P. O. Deil's Island.

**JOHN A. MESSICK**, Owner and Master of the Sloop "Nomini." Freighting done to and from all points on the Chesapeake Bay. Orders for freight promptly filled. P. O. Deil's Island.

**SAMUEL J. WILSON**, Practical Boot and Shoe Maker. Work done in all its branches. Makes and repairs Boots and Shoes, from finest French Calf to "Flow"-Brograms. A fine assortment of ladies' and gents' wear on hand and for sale. Deil's Island.

**JAMES L. BENNETT**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Drugs, Medicines, Paints, Oils, Varnishes, Toilet Soap, Fancy Articles, Notions, &c. Deil's Island.

**WILLIAM W. EVANS**, Carpenter and Undertaker. All kinds of Undertaking done. Funerals attended. I have a first-class hearse. Orders for all kinds of work promptly filled. Deil's Island.

**BEWELL T. EVANS**, Carpenter and Undertaker. All kinds of Carpentry and Undertaking done with neatness and dispatch. Deil's Island.

**JOHN W. KELLY**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Cutlery, Confectionery, Notions, &c. P. O. box 21 Deil's Island.

**JAMES D. ANDERSON**, Practical Blacksmith. Blacksmithing in all its branches. Oyster dredges made and repaired. Iron work for ships neatly done. Deil's Island.

**HUNGARY NECK DISTRICT REFER-  
ENCES.**

**SAMUEL STREET & SON**, Dealers in Dry Goods, Groceries, Notions, and General Merchandise. Mt. Vernon, Md.  
**J. S. WEBSTER & SON**, Dealers in Dry Goods, Groceries, Boots, Shoes, Hats, Caps, Paints, Oils, Hardware, &c. California. P. O. address Mt. Vernon, Md.  
**Dr. THOMAS W. STONE**, Physician and Surgeon. P. O. Whitehaven, Md.  
**S. BARBON**, Dealer in Dry Goods, Groceries, Notions, Hats, Caps, Boots, Shoes, &c. P. O. Princess Anne, Md.

# HUNGARY NECK

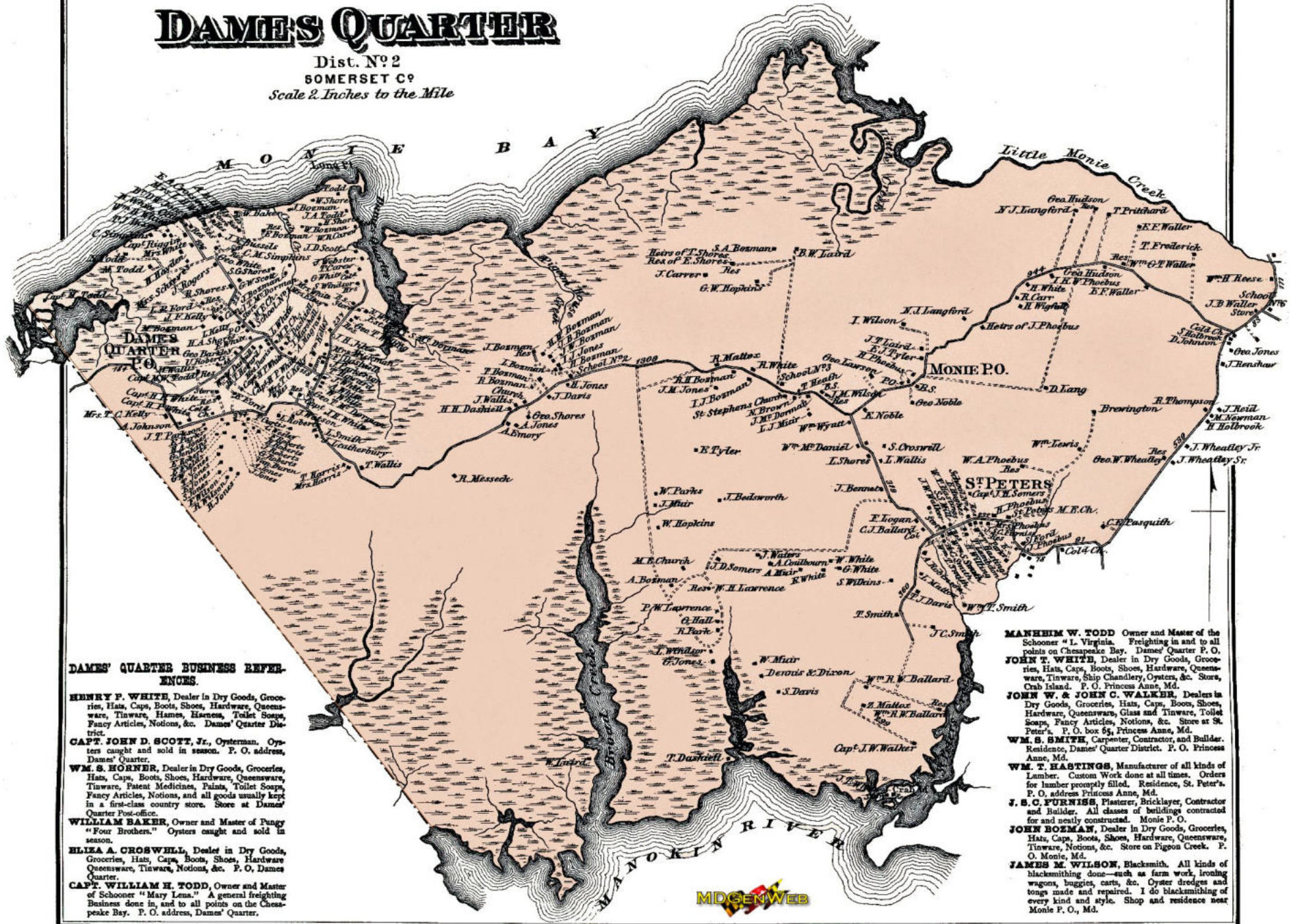
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SOMERSET CO.

Scale 2 Inches to the Mile



# DAMES' QUARTER

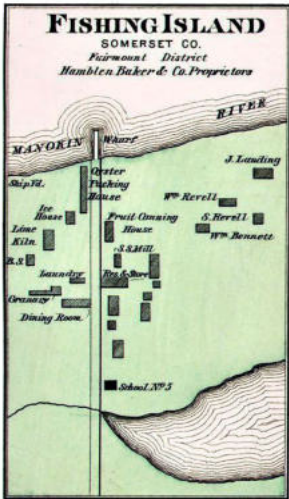
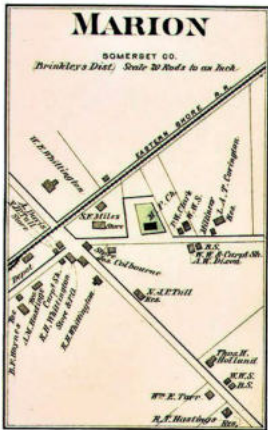
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SOMERSET CO  
Scale 2 Inches to the Mile



## DAMES' QUARTER BUSINESS REFERENCES.

- HENRY F. WHITE**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Tinware, Hames, Harness, Toilet Soaps, Fancy Articles, Notions, &c. Dames' Quarter District.
- CAPT. JOHN D. SCOTT, Jr.**, Oysterman. Oysters caught and sold in season. P. O. address, Dames' Quarter.
- WM. S. HORNER**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Tinware, Patent Medicines, Paints, Toilet Soaps, Fancy Articles, Notions, and all goods usually kept in a first-class country store. Store at Dames' Quarter Post-office.
- WILLIAM BAKER**, Owner and Master of Pungy "Four Brothers." Oysters caught and sold in season.
- ELIZA A. CROSWELL**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Tinware, Notions, &c. P. O. Dames' Quarter.
- CAPT. WILLIAM H. TODD**, Owner and Master of Schooner "Mary Lena." A general freighting Business done in, and to all points on the Chesapeake Bay. P. O. address, Dames' Quarter.

- MANHEIM W. TODD** Owner and Master of the Schooner "L. Virginia." Freighting in and to all points on Chesapeake Bay. Dames' Quarter P. O.
- JOHN T. WHITE**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Tinware, Ship Chandlery, Oysters, &c. Store, Crab Island. P. O. Princess Anne, Md.
- JOHN W. & JOHN C. WALKER**, Dealers in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Glass and Tinware, Toilet Soaps, Fancy Articles, Notions, &c. Store at St. Peter's. P. O. box 65, Princess Anne, Md.
- WM. S. SMITH**, Carpenter, Contractor, and Builder. Residence, Dames' Quarter District. P. O. Princess Anne, Md.
- WM. T. HASTINGS**, Manufacturer of all kinds of Lumber. Custom Work done at all times. Orders for lumber promptly filled. Residence, St. Peter's. P. O. address Princess Anne, Md.
- J. S. C. FURNISS**, Plasterer, Bricklayer, Contractor and Builder. All classes of buildings contracted for and neatly constructed. Monie P. O.
- JOHN BOZMAN**, Dealer in Dry Goods, Groceries, Hats, Caps, Boots, Shoes, Hardware, Queensware, Tinware, Notions, &c. Store on Figgan Creek. P. O. Monie, Md.
- JAMES M. WILSON**, Blacksmith. All kinds of blacksmithing done—such as farm work, ironing wagons, buggies, carts, &c. Oyster dredges and tongs made and repaired. I do blacksmithing of every kind and style. Shop and residence near Monie P. O., Md.

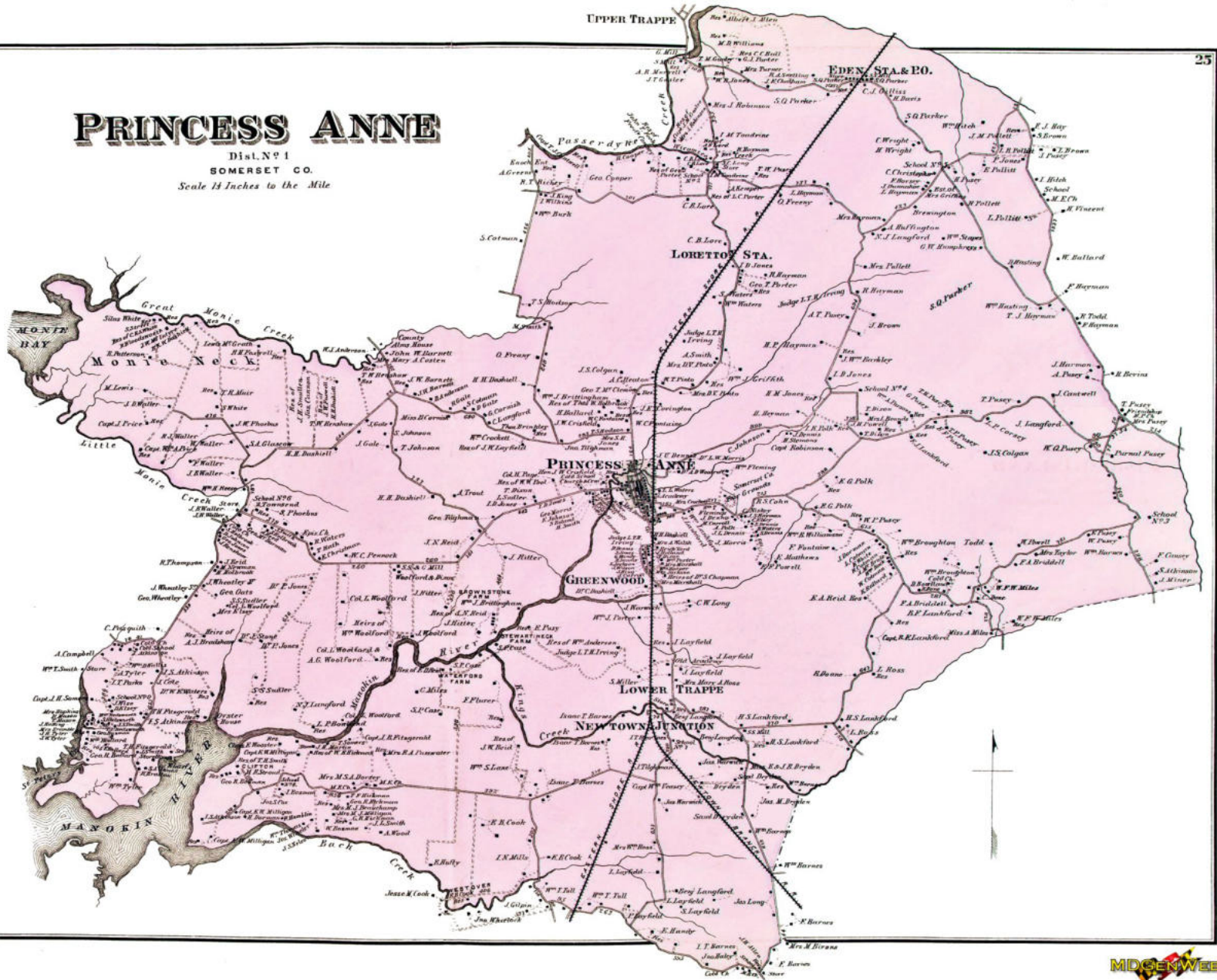


**FISHING ISLAND BUSINESS REFERENCES**

HAMBLIN, BAKER & CO., are prepared to furnish Fresh Oysters by the barrel, gallon, or can. Hygienically sealed Oysters, Fractions, etc., at the lowest rates. All orders addressed to us at Westover T. O., Somerset County, Md., will receive prompt attention.

# PRINCESS ANNE

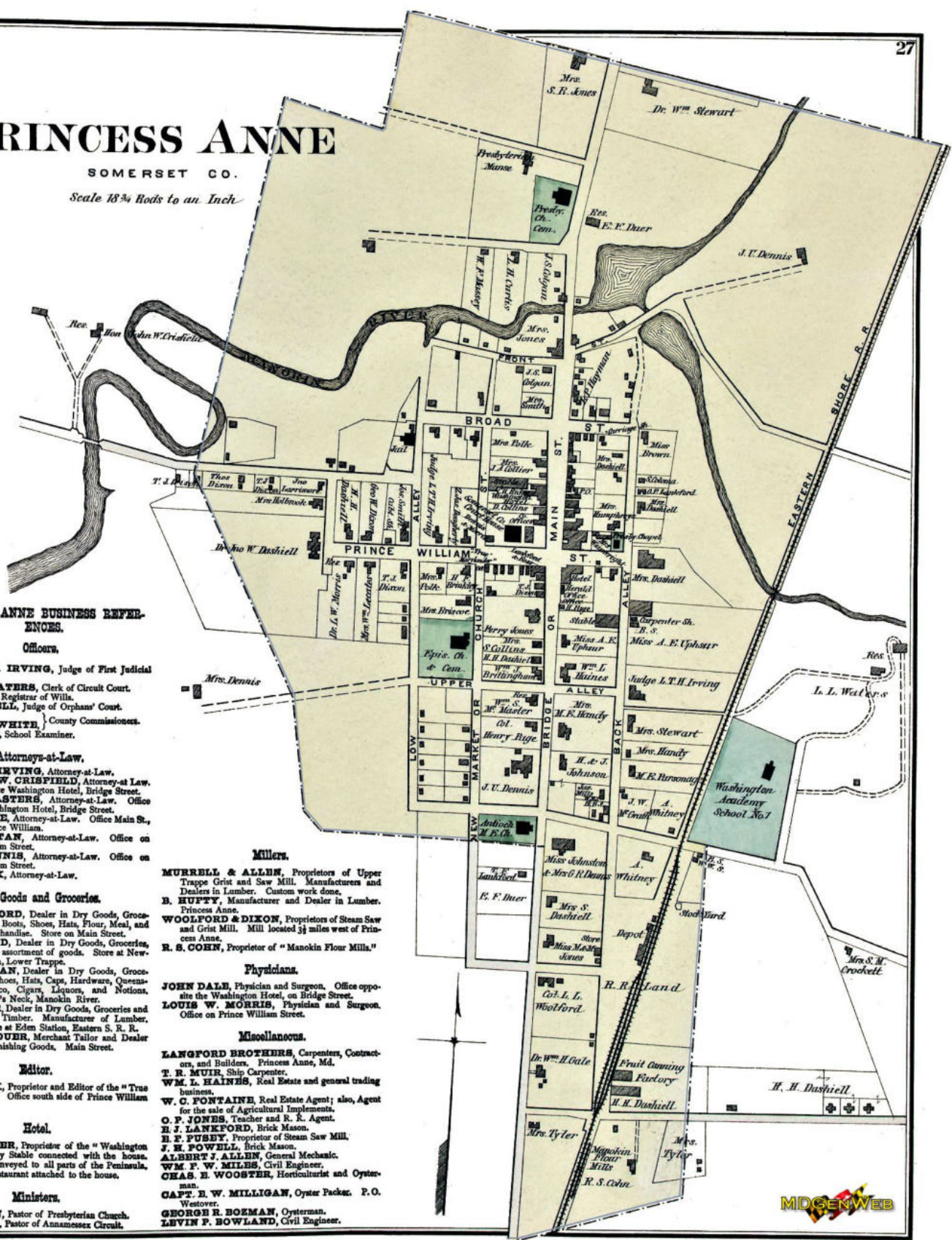
Dist. No. 1  
SOMERSET CO.  
Scale 1/4 Inches to the Mile



# PRINCESS ANNE

SOMERSET CO.

Scale 18 3/4 Rods to an Inch



### PRINCESS ANNE BUSINESS REFERENCES.

#### Officers.

- LEVIN T. H. IRVING, Judge of First Judicial District.
- LEVIN L. WATERS, Clerk of Circuit Court.
- W. E. GALE, Registrar of Wills.
- B. H. FOXWELL, Judge of Orphans' Court.
- HENRY F. HUFFY, County Commissioners.
- HENRY P. WHITE, County Commissioners.
- W. E. JONES, School Examiner.

#### Attorneys-at-Law.

- LEVIN T. H. IRVING, Attorney-at-Law.
- HON. JOHN W. CRISFIELD, Attorney-at-Law. Office opposite Washington Hotel, Bridge Street.
- W. E. MCMASTERS, Attorney-at-Law. Office opposite Washington Hotel, Bridge Street.
- HENRY PAGE, Attorney-at-Law. Office Main St., south of Prince William.
- R. F. BRATTAN, Attorney-at-Law. Office on Prince William Street.
- JAS. V. DENNIS, Attorney-at-Law. Office on Prince William Street.
- BPH. G. POLK, Attorney-at-Law.

#### Dry Goods and Groceries.

- E. H. LANEFORD, Dealer in Dry Goods, Groceries, Notions, Boots, Shoes, Hats, Flour, Meal, and General Merchandise. Store on Main Street.
- B. LANEFORD, Dealer in Dry Goods, Groceries, and a general assortment of goods. Store at Newtown Junction, Lower Trappe.
- W. R. HICKMAN, Dealer in Dry Goods, Groceries, Boots, Shoes, Hats, Caps, Hardware, Queensware, Tobacco, Cigars, Liquors, and Notions. Store in Reed's Neck, Manokin River.
- S. Q. PARKER, Dealer in Dry Goods, Groceries and Yellow Pine Lumber. Manufacturer of Lumber, Mill and Store at Eden Station, Eastern S. R. R.
- EDWARD F. DUER, Merchant Tailor and Dealer in Gents' Furnishing Goods, Main Street.

#### Editor.

- BPH. G. POLK, Proprietor and Editor of the "True Marylander." Office south side of Prince William Street.

#### Hotel.

- CHAS. H. RIDER, Proprietor of the "Washington Hotel." Livery Stable connected with the house. Passengers conveyed to all parts of the Peninsula. First-class Restaurant attached to the house.

#### Ministers.

- A. C. HEATON, Pastor of Presbyterian Church.
- R. W. SWAIN, Pastor of Annamesex Circuit.

#### Millers.

- MURRELL & ALLEN, Proprietors of Upper Trappe Grist and Saw Mill. Manufacturers and Dealers in Lumber. Custom work done.
- B. HUFFY, Manufacturer and Dealer in Lumber. Princess Anne.
- WOLFORD & DIXON, Proprietors of Steam Saw and Grist Mill. Mill located 3 1/2 miles west of Princess Anne.
- R. S. COHN, Proprietor of "Manokin Flour Mills."

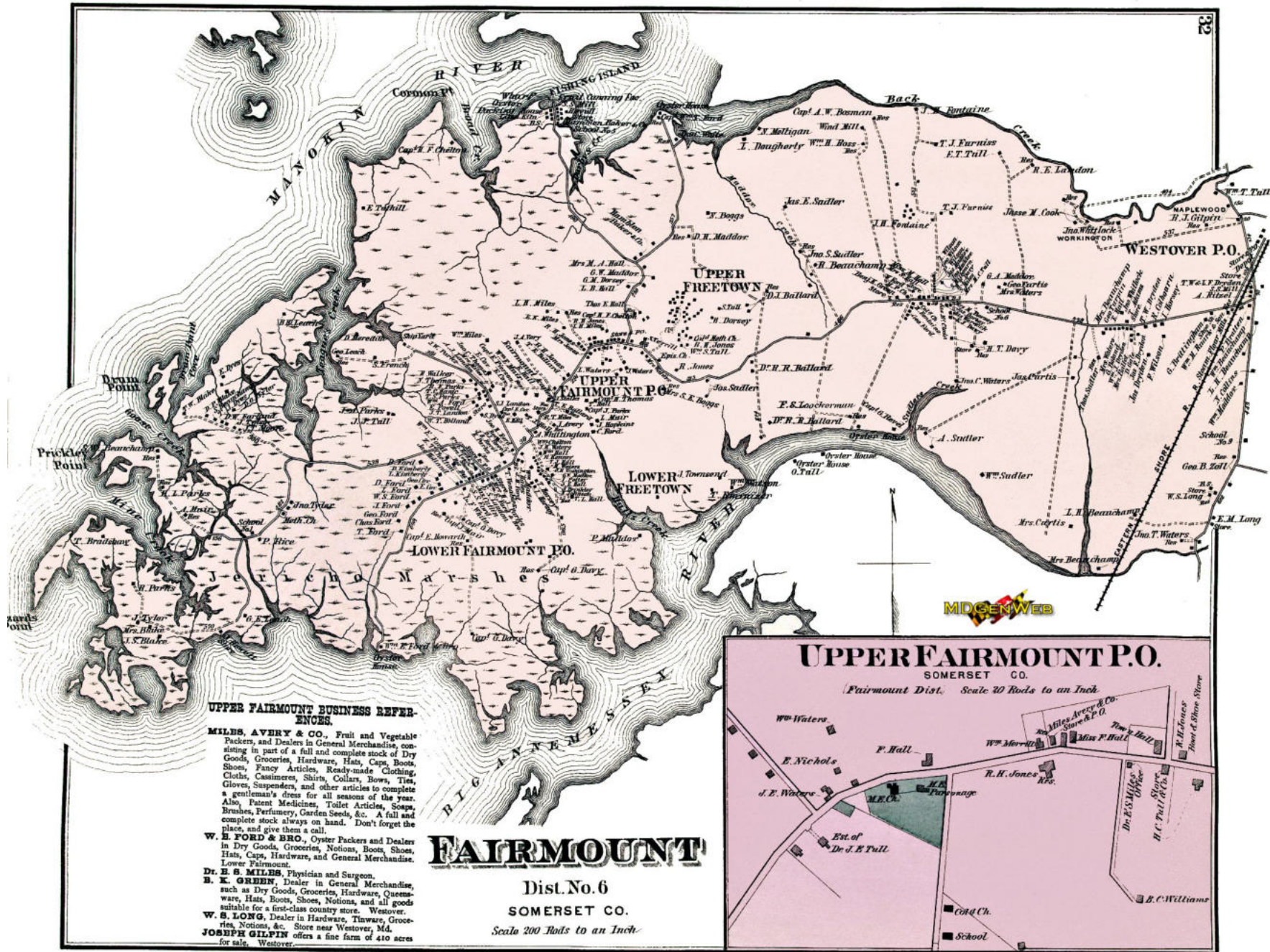
#### Physicians.

- JOHN DALE, Physician and Surgeon. Office opposite the Washington Hotel, on Bridge Street.
- LOUIS W. MORRIS, Physician and Surgeon. Office on Prince William Street.

#### Miscellaneous.

- LANGFORD BROTHERS, Carpenters, Contractors, and Builders. Princess Anne, Md.
- T. R. MUIR, Ship Carpenter.
- WM. L. HAINES, Real Estate and general trading business.
- W. C. FONTAINE, Real Estate Agent; also, Agent for the sale of Agricultural Implements.
- O. P. JONES, Teacher and R. R. Agent.
- H. J. LANEFORD, Brick Mason.
- H. F. PUSEY, Proprietor of Steam Saw Mill.
- J. H. POWELL, Brick Mason.
- ALBERT J. ALLEN, General Mechanic.
- WM. F. W. MILES, Civil Engineer.
- CHAS. E. WOOSTER, Horticulturist and Oysterman.
- CAPT. B. W. MILLIGAN, Oyster Packet. P. O. Westover.
- GEORGE R. BOZMAN, Oysterman.
- LEVIN P. BOWLAND, Civil Engineer.





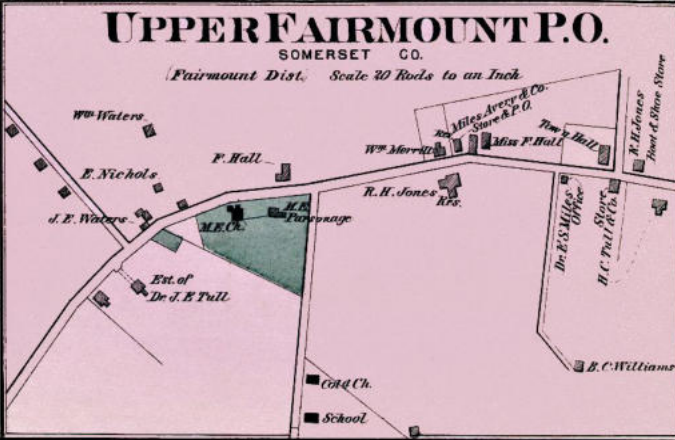
**UPPER FAIRMOUNT BUSINESS REFERENCES.**

- MILLS, AVERY & CO.** Fruit and Vegetable Packers, and Dealers in General Merchandise, consisting in part of a full and complete stock of Dry Goods, Groceries, Hardware, Hats, Caps, Boots, Shoes, Fancy Articles, Ready-made Clothing, Cloths, Cassimeres, Shirts, Collars, Bows, Tie, Gloves, Suspenders, and other articles to complete a gentleman's dress for all seasons of the year. Also, Patent Medicines, Toilet Articles, Soaps, Brushes, Perfumery, Garden Seeds, &c. A full and complete stock always on hand. Don't forget the place, and give them a call.
- W. E. FORD & BRO.** Oyster Packers and Dealers in Dry Goods, Groceries, Notions, Boots, Shoes, Hats, Caps, Hardware, and General Merchandise. Lower Fairmount.
- DR. E. S. MILLS.** Physician and Surgeon.
- B. K. GREEN.** Dealer in General Merchandise, such as Dry Goods, Groceries, Hardware, Queensware, Hats, Boots, Shoes, Notions, and all goods suitable for a first-class country store. Westover.
- W. S. LONG.** Dealer in Hardware, Tinware, Groceries, Notions, &c. Store near Westover, Md.
- JOSEPH GILPIN** offers a fine farm of 410 acres for sale. Westover.

**FAIRMOUNT**

Dist. No. 6  
SOMERSET CO.

Scale 200 Rods to an Inch



REV. JOSHUA THOMAS

1776 — 1853

SITE OF CAMP GROUND

WHERE THE

“PARSON OF THE ISLANDS”  
PREACHED ON MANY OCCASIONS.  
HE LANDED HIS LOG CANOE  
“METHODIST” IN FOX CREEK  
AND MADE THE REMAINDER OF  
HIS JOURNEY HERE FROM  
DEAL’S ISLAND ON FOOT.  
HIS LAST VISIT TO EBENEZER  
OCCURRED IN 1844.

DORCHESTER COUNTY HISTORICAL SOCIETY  
NOVEMBER 1961



**Mrs. May Goslee Anderson**



**HISTORIC HOTEL.** This is the Anderson Hotel and general store, destroyed later in

the 1933 hurricane. Capt. Anderson later built another store to make more room in the hotel, which, with annexes, could sleep 125 guests.



WY

22

## THE PARSON OF THE ISLANDS

Joshua Thomas (1776-1853) became a skilled waterman in his youth and ferried clergymen from the mainland to the islands of the Chesapeake Bay. He converted to Methodism about 1807, was licensed as an exhorter (or lay preacher), and was later ordained an elder. He served the Chesapeake region for more than four decades. Known as "The Parson of the Islands," he traveled in a canoe called *The Methodist*. Thomas raised his family on Tangier Island and led many camp meetings here. According to tradition, he conducted services for British forces stationed at Fort Albion during the War of 1812 and foretold their defeat at Baltimore in 1814.

DEPARTMENT OF HISTORIC RESOURCES, 2015



THE CANOE "METHODIST," WITH A VIEW OF LITTLE DEAL'S ISLAND.



Portion of the dredging fleet tied up at Deal Island, Maryland, 1958. Photo: Author







## **MANONOAKIN INDIAN TOWN**

**THE VILLAGE OF THE MANONOAKIN INDIANS, A SUBTRIBE OF THE POCOMOKE NATION, WAS LOCATED TWO MILES SOUTHWEST OF HERE IN INDIAN NECK. THE MANONOAKIN INDIANS TRADED WITH JOHN WESTLOCK, TRADER AND PATENTEE, AS EARLY AS 1620 AT A FORK OF THE MANOKIN RIVER AND TRADING BRANCH CALLED TRADING POINT. TRADING POINT WAS A PLACE WHERE FUR TRADERS AND COLONISTS EXCHANGED GOODS WITH THE INDIGENOUS PEOPLE.**

**MARYLAND DEPARTMENT OF TRANSPORTATION  
MARYLAND HISTORICAL TRUST**

## William G Wheatley's Post



### Skipjack Heritage, Skipjack Races

William G Wheatley · [Admin](#) · December 13, 2015 · 🌐



Christmas 1967 William and Margaret Corbett Home and Store.  
This building is now the home of the Skipjack Heritage Museum  
Chance, Maryland



### **Tremendous Gale.**

The gale, which we mentioned a few days ago, as having been experienced at Baltimore, was still more disastrous at Deal's Island, 140 miles below that city. It commenced there at 9 o'clock in the evening and blew with the violence of a hurricane for three hours. A camp meeting was in progress on the Island, and an immense number of people were assembled, the tents of which were utterly demolished, and the stoutest trees on the ground torn up by the violence of the wind. Of about 300 sail of small vessels, which had brought passengers to the meeting and were at anchor off the ground, nearly three fourths were driven ashore—nine were capsized, and a number of persons from them are believed to have been drowned.

Capt. Parish of the steamboat Virginia, on his way to Norfolk, rendered important aid to the sufferers, and was instrumental in saving a number of lives from the vessels that were capsized. One of his boats was bilged during the violence of the gale.

On the way down the sound, he saw several vessels bottom upwards and others ashore.

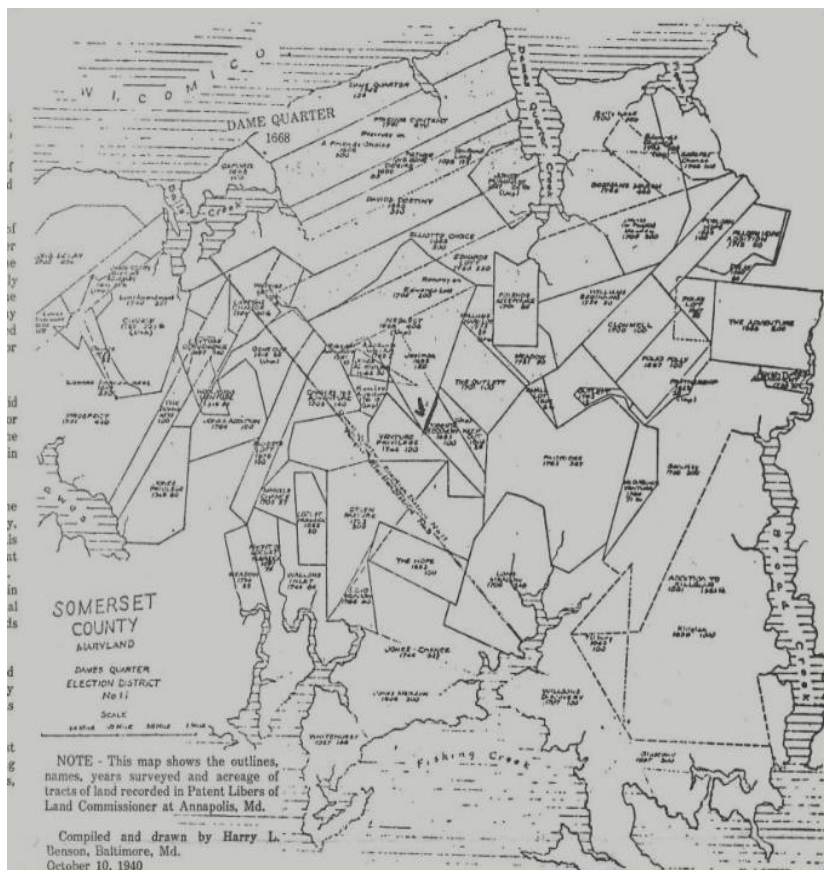
The gale or hurricane appeared to have passed in a vein, as it was not felt twenty miles below Deal's Island.

### **Deal's Island Damages.**

[Special Dispatch to the Baltimore Sun.]

DEAL'S ISLAND, MD., Oct. 12.—Deal's Island was shut off from the outside world by the storm of Tuesday night. The bridge leading from the island to the mainland was carried away by the tide and wind Wednesday morning and this has cut off all intercourse with the mainland. No mail left here Wednesday and no mail arrived. The Deal's Island wharf was badly damaged by being struck by the schooner A. T. Coleman, which was forced from her anchorage and driven against the wharf, tearing away about 100 yards of the railing. The vessel drifted up to the store of L. A. Anderson, where she now lies with her stern knocked off and damaged to such an extent that it is thought impossible to repair her. The sloop Lillian Virginia is aground alongside the wharf, with her topmast gone, jibstay parted and main boom broken. The pungy John Price was blown high and dry ashore.

The tide was the highest ever seen at this place. The water overflowed the land along the water front and merchants were compelled to place their goods on the counters and on the second floors of the buildings to keep them from the water. The county will have to replace the bridge and it will cost several thousand dollars.



## Dames Quarter Seeps in History

By Anne Nutter

One of the most impressive and historic areas in our County is that of Dames Quarter and most particularly that part situated on the Dames Quarter Creek.

The anguish and suffering of the inhabitants during the Revolution has for the most part been left untold but there are remaining perfectly detailed facts about what transpired in this area 200 years ago.

Living was not easy then for the inhabitants. The English came ashore and caused them constant suffering by destroying their boats or schooners, destroying their crops and property and continually harassing them as they boarded their boats docked in the mouth of the Tangier and those that were anchored on the Creek.

It is written in the Archives of Maryland, that on Tuesday, March 30, 1779, at midnight, there was a schooner lying in the sound at Dames Quarter. Things were relatively quiet at that time when suddenly there appeared four men armed who were with His Majesty's Army. After boarding the schooner, a Captain Roatch with lighted candle began to search the hold and found a keg and ten gallons of brandy which they seized. Continuing their search they came upon a Continental flag. Roatch told the occupants, one of which was a Charles Hamilton, the other an Athanasius Jarboe, that they were ordered to burn all ships but if they promised never to take arms against the King of England they would be permitted to go free, to which they agreed.

Jarboe added his bit of information regarding the attack by the British and said they had also "at the point of a gun forced him to surrender his arms, his brandy and a large bag of corn." It was true they had found the Continental colors, and like Hamilton, Jarboe agreed never to take arms against the King. It appears that a Captain Stephen Mister may have owned the schooner, but this is not definite.

Imagine the plight of those who lived along the Creek, but then consider again the misfortune of those who lived further inland. One of these was William Roberts, who owned considerable property in Dames Quarter, among which was the land Roberts Recovery Green Pasturage and Venture Privilege. In its entirety he owned 1,085 acres but Roberts, like Hamilton and Jarboe, probably knew more of the pangs of war when it came to the destruction of his property. He is the only landowner written about as having a house in Dames Quarter that had been considerably damaged by the

English in their many battles.

His house is listed as "being much hurt by the enemy." His home was destroyed, his barn and other houses suffered equal damage. His acreage contained 150 acres of tillable land, but the 835 acres of woodland provided a perfect hiding place for the citizens of that community who desired to escape the vengeance of the English.

The residents of Dames Quarter are proud of their heritage. They know that whenever the true history of the County is compiled they play an active part and profess they are "quite proud." One such long time resident is Hodson White. Mr. White has had many articles written about him in the past, but he continually obliges those who call him in regard to Dames Quarter and the history. When he was contacted and informed about the spelling in the deposition given by Hamilton who called the land "Damquarter", Mr. White proceeded to tell the story that is now considered legendary as to the name of the small community, that is, the story about "the quarter that was thrown overboard." Yes, it was true that at one time Dames Quarter was the largest election district in Somerset County, and yes, the pungies, schooners, canoes, sloops, and any boat or barge mentionable had sailed that mighty body of water. Yes, it was a large port at one time, and yes, he had heard about the old minister from Oriole who had boarded the steamers bound for Baltimore from the dock located at the Dames Quarter Creek.

He had heard many fine tales of the old Reverend, James M. Wilson, and spoke of the Doctor by the name of S.J. Windsor who treated everybody from Princess Anne to Deal Island and was one of the finest doctors anywhere around. A native born "Dames Quarterman", who died in 1915.

Mr. White related that in years past he and John White had searched that area over looking for one grave, and written of many. The lost grave he had sought was that of his great grandfather. He said "I am living in the house of my great grandfather and he is buried here in the graveyard. He was born in 1771 and died in 1828. Anytime anybody wants to see the old graveyard they're certainly welcome to visit." Being curious to learn about a story I had heard in the past about that neighborhood, I finally asked the question. "Mr. White, have you ever heard of the legend of the 'white dog' that will stand beside the white gate at Long Point, and whenever anyone approaches the dog disappears?" Yes, he had heard of it, and true it was. It seems that two sailors had drowned 150 years ago off

the coast of Long Point and were buried somewhere in the area of the white gate. This was the Ford property, near Henry's Beach. It is said that the "white dog" was there to protect the graves of the two unknown sailors. Fact, or fiction?

He further said, "that the hill down there surrounded with the cedar trees was at one time the Indian shell pile, and today there are shells 30 feet deep in the water. It has been said that this was the old Indian burying ground and helps maintain the legend of the Indians being very much in that particular area.

Mr. White knows much of the history of Dames Quarter and his memoirs are certainly deserving of some historian capturing for all time the beautiful, enjoyable moments that he is willing to share. At the age of 82, these are rewarding hours well spent when you lend your name to further historical findings.

One final note from Mr. White was a tale about a day he was working as a young boy of 10 in Mr. Ford's oyster house. Ford having to leave had summoned a friend, Sam Scott from Mount Vernon to tend the oyster house. Scott bade Mr. White to hitch up the old mule and take a buggy load of oysters to Deal Island. Arriving back late that evening he proceeded to unhitch the mule and with reservations did not pay too much attention to his surroundings. The oyster house was located at Long Point, but no, the "white dog" did not appear that night.

### Eastern Shore Society Annual Dinner

The Somerset County Historical Society will hold its annual dinner meeting on Wednesday, April 13, 1977 at the Fire House in Princess Anne.

A social period will begin at 6:30 P.M. and dinner will be served at 7 P.M.

Tickets for the dinner will be \$6.00 per person and may be obtained by calling,

Mrs. Harry Miller	651-3132
Mrs. Robert Johnson	651-2460
Mrs. Richard Nelson	968-0727
Mrs. Howard Akley-Scher's Store	651-1343

All reservations must be reported to Mrs. Johnson (651-2460) by April 6.

The program will be presented by Former Governor, J. Millard Tawes and by Bobby Kemp. The topic for discussion will be "Why Do We Bother".





**Deal Island Bridge after August Storm of 1933**



laid down from a scale  
of 50 poles to an inch



Mainland  
Rock Creek neck

5 miles  
from Point A

William road

Elms land

Mr. Blair's land

Mr. Melton's land

The Island

Mr. Melton's land

Charles Park's land

Two miles from Point A  
lands of James Miller

lands of William Wallace

lands of James Miller

lands of William Wallace

Devils

One mile from Point A  
lands of James Miller

Great

Point A  
The beginning of the main road

Little Devils Island



Search, Home, Profile, and other navigation icons at the top of the Facebook post.


**Skipjack Heritage, Inc.**  
May 20 · 🌐


Photo of Albert E. Brown & Bro. SAILMAKERS in Wenona.  
Interesting fact - Mr. Brown came from England to Maryland just after the Civil War & began making sails for the sailboats of the area...and the Browns continued the sailmaking business for over 100 years.

👍❤️ 103      6 💬 16 ➦


👍 Like    💬 Comment    ➦ Share


Most relevant ▾


 **Wes Simpkins**  
I was a tad younger in this picture



24w Like Reply Edited 🇺🇸

 **Wes Simpkins**  
Nice man, good people, his daughter was funny. Thanks for finding the receipt we paid him when he made the sails for our Skipjack



 Write a comment...

🗨️ 😄 📷 📄 🎭 ➦







Deal Island Work Boat Race 1929





# Capt. Robert Shores and His Schooner Are Fixtures of this Bay Industry

**CAPT. ROBERT SHORES** and his schooner *Mattie F. Dean* are the "deans" of Maryland's oyster-dredging industry. Now nearing threescore and ten, "Captain Bob" has been dredging oysters ever since he was a lad. Sailing craft and oysters have been a part of his life so long that the three seem inseparable, even in these days when oysters in the Chesapeake are scarce and sails scarcer.

And despite his years, he has no intention of retiring. He feels that both he and his boat—a veteran of equal age—still have a deal of activity left in them.

The captain is a native of Chance, a town in Somerset county just opposite Deals Island. Practically everyone in that little Eastern Shore community earns his living by crabbing, fishing, or oystering.

Even the keeper of a general store—a thriving business in itself—owns two skipjacks employed in dredging oysters.

**CAPTAIN SHORES**, the son of an oyster dredger who was also a native of Chance, was born in 1883 on the same property on which his home stands today.

He was one of five sons who were to follow the water for a living. His brother William was skipper of bay schooners which engaged in the pineapple trade between Baltimore and the West Indies.

Captain Bob never went to sea but confined his maritime activities to the Chesapeake Bay. And his own five sons followed in his footsteps; all of them have dredged oysters at one time or another and three are still at it.

By Robert H. Burgess

About eighteen years ago, when the captain owned the two-masted schooner *J. A. Chelton*; his boys made up the full crew of the vessel.

The two-masted schooner has always been favored as a dredging vessel by Captain Shores. His explanation is that he was brought up on the larger vessels and prefers them to the smaller bugeye and skipjack.

**H**E has successfully operated during his career the schooners *William H. Whiting*, *J. A. Chelton*, *Minnie May Kirwan* and *Ella F. Cripps*. Before taking over his present vessel, the *Mattie F. Dean*, he worked the schooner-rigged, round-sterned bugeye *Catherine* on the dredging grounds.

It seems that he also prefers Maryland-built craft, for all of those mentioned are products of Maryland shipyards.

The *Mattie F. Dean* is one of two schooners remaining in the dredging fleet and is the last Maryland-built schooner in commercial service on the bay. Built in 1884 at Madison, in Dorchester county, this vessel has had a career paralleling that of her present skipper, for she also has seen continuous service on the Chesapeake.

The Dean won many laurels in the *Sunpapers*-sponsored workboat races of years past.

And when the Mariners Museum at Newport News commissioned a Baltimore artist to paint a series of Chesapeake Bay sailing types, the Dean was chosen to represent the two-

masted schooner because she was so typical of that class.

**ANNAPOLIS** is the base of operations for Captain Shores and the Dean in dredging season. There the vessel harbors with a number of skipjacks and another schooner and bugeye, all of a tonnage which, according to the law, requires them to dredge in the Chesapeake rather than the rivers and sounds.

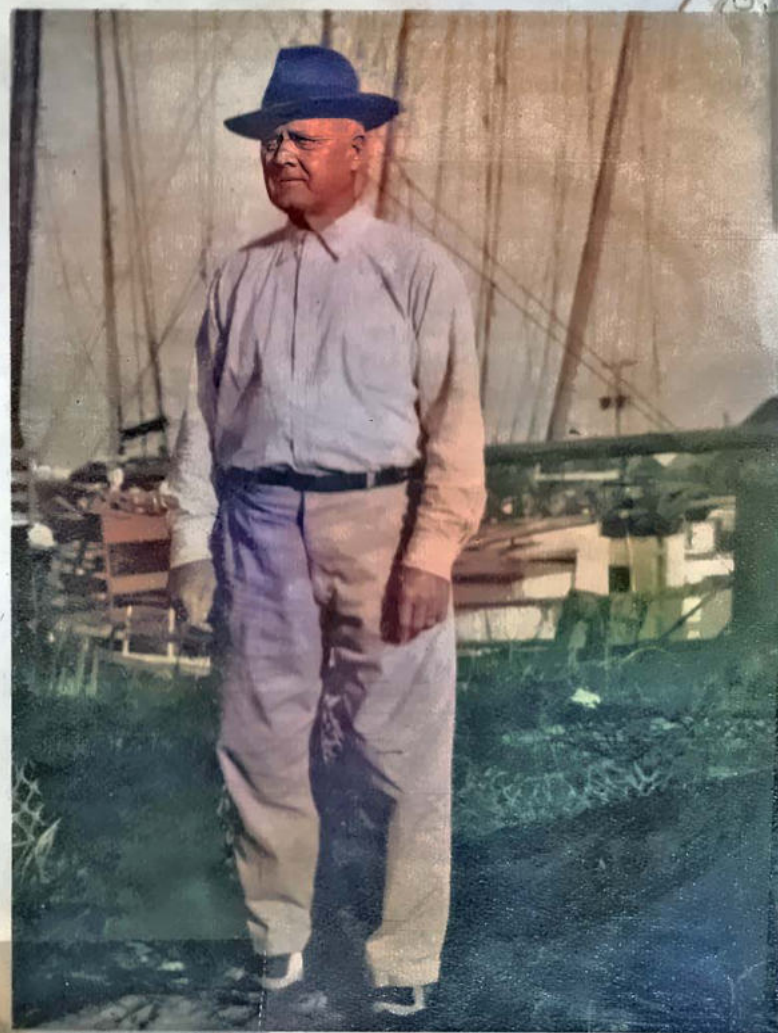
The dredging areas in the Chesapeake are over Tea Table Bar, Hodges Bar and Parker's Rock, and off Kent Island, Sharps Island and Sandy Point.

During the week the dredging craft may seek overnight shelter in an anchorage near the oyster beds. But the week end finds them back in Annapolis, where their masts and sails offer a distinct contrast to the chromed pleasure boats and modern naval craft which moor there.

Most of the dredging craft which make Annapolis their winter quarters are from Deals Island. As a rule, their crews drive back to their Eastern Shore homes for the week ends. Captain Shores goes home occasionally, but generally he can be found in the snug after-cabin of the *Mattie F. Dean*.

**O**YSTER dredging is a rugged life at any time, but Captain Bob can recall when it was really rough.

When he started dredging, hand winder the oyster dredger was a common sight. The oyster dredger was a common sight. The oyster dredger was a common sight.



Captain Shores, whose home is at Chance, is the dean of Maryland's oyster-dredging industry, still active at 69.



# The Glory Of Yesterday's Deal Island

By ORLANDO WOOTTEN  
Of The Times Staff

DEAL ISLAND — Fishermen along the beach at Deal Island today sometimes stumble on the remains of a once - great old country hotel and a bustling country general store. Where only seagulls fly today, there was a pier a quarter of a mile long out into Tangier Sound. On one memorable Sunday five steamers and dozens of private boats docked here to unload an estimated 10,000 visitors for the Deal Island Camp Meeting, founded earlier by Joshua Thomas in 1828.

The Anderson Hotel could sleep up to 125 visitors, and in its famous dining room cabinet ministers and industrialists ate dinners that are still the talk of the island. Above the general store, Mrs. Anderson and her two assistants kept a millinery store, and presided at meal times over the dining room — she once fed 5,500 persons in one day of Camp Meeting.

"Fabulous" is the word to describe Mrs. Anderson and some of the great days of the steamboat days on the island. Tangier Sound was a veritable gold mine of seafood, a seemingly endless supply of crabs, fish and oysters that kept 400 boats busy year round.

Many people on the mainland of the Eastern Shore, even in those days, did not realize what a bustling center Deal Island was, for it was cut off from the mainland by a day's rough drive in a horse and wagon over a deep - mired, twisting one - lane road through the marsh from Princess Anne, through clouds of swarming



DEAL ISLAND CAPTAINS. These Deal Island watermen of 50 years ago were identified by L. Albert Anderson III, son of Capt. Anderson. First row, from left to right: Perry Walter, John Wess Webster, Levin Albert Anderson II (Anderson hotel and store proprietor) in his Prince Albert coat, Will Harvey

Webster, John Bennett (beard) Will Tankersley, Elmer Kelley, Eddie Collier, Johnny Ford, Adolphus Brown. Second Row are Jack Tankersley, George Buddy Gibson, Tom Kelley, unidentified, Sammy Allen, unidentified, Tom Pety Webster, and Will Shores (standing with the derby).







**DEAL ISLAND CAPTAINS.** These Deal Island watermen of 50 years ago were identified by L. Albert Anderson III, son of Capt. Anderson. First row, from left to right: Perry Walter, John Wess Webster, Levin Albert Anderson II (Anderson hotel and store proprietor) in his Prince Albert coat, Will Harvey

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## **Distressed Islanders and Oystermen in Somerset.**

[Special Dispatch to the Baltimore Sun.]

CRISFIELD, MD., Jan. 23.—Mr. John H. Buxton, president of the Crisfield Water Works, telegraphed to Governor Brown today requesting that the ice-boat Annapolis be sent to the relief of the people in this section of the State.

Two men walked from the boats imprisoned on Horse Hammock Sunday. They started at 7 o'clock in the morning, walked to Deal's Island and from that place to Crisfield. They bring a distressing account of the condition of the islanders. There is no wood or coal to be purchased. The cattle have been killed, and the only articles of food left in the stores are beans and molasses.

There are many oysters within reach of the packers of Crisfield if they only had an ice-boat to open the harbor. The ice-boat would have 14 feet of water in Crisfield harbor, and even if it could not get to the boats in Horse Hammock it could get near enough so that the boats could cut their way out.

In view of the distress that prevails on the islands it would seem cruel not to send them relief. The crews of the imprisoned boats have been living on bread and water, and their condition will not be bettered unless they walk to the mainland.



**K 322**  
**AFRICAN AMERICAN**  
**OYSTERMEN**

Hobson is an example of an African American oystering village that developed during the last quarter of the 19th century on the James River, the Chesapeake Bay and their tributaries. As in other watermen communities, people also farmed and worked at nearby shucking houses and canning facilities. Hobson's black oystermen worked oyster beds in the James and Nansemond Rivers and Chuckatuck Creek that were leased primarily from the state. Bay region oyster beds were once among the richest in the world. Starting in the late 1950s Virginia's oyster production declined because of pollution, such as the chemical kepone, oyster diseases, weather, and overharvesting, which caused many of the oystermen to leave in the search of other employment.

DEPARTMENT OF HISTORIC RESOURCES, 2005

# Black watermen were backbone of oystering

[Second in Series of 4] Compiled by the Chesapeake Bay Maritime Museum staff. Reprinted in part from the museum's journal, *The Weather Gauge*, Spring 1994.]

Making a living in the Chesapeake region has been anything but easy for black Americans.

Hampered by legislated racial restrictions until the late 1800s, they were forbidden from pursuing most lines of work, but one that was open to them was oystering. And given that chance, they would form the backbone of what was to become a nationally influential market.

In 1712, Talbot County had only 492 African slaves, but less than 90 years later the number increased to nearly 5,000. Having reached its peak, slavery began to decline gradually on large Eastern Shore plantations long depleted by crop after crop of labor intensive tobacco farming. Owning slaves became an economic liability.

Unsure of what to do with their servants and field hands, many Eastern Shore whites either freed their slaves in their wills or required them to purchase their freedom. As early as 1790, 1,076 free blacks resided in Talbot County, more than anywhere else in Maryland including Baltimore City.

But the creation of a large free black community did not ameliorate the continuing problem of race relations on the Eastern Shore. From 1800 to the Civil War, white legislators in Maryland continued to pass restrictive laws against free blacks, excluding them from public schools and military combat roles as well as forbidding them to testify in legal cases concerning whites.

A bill was raised recommending the sale of black businessmen into slavery if they failed to pay their debts. Legislators went even further by passing laws which limited free blacks' employment opportunities and their ability to travel.

But some of the most important restrictions passed against free blacks on the Eastern Shore were designed to limit their participation in the oystering business. In 1836, a bill was enacted that required any vessel big enough to require registration with the state government to be commanded by a white captain over 18 years old. If an owner did not comply with this law, the boat could be seized and sold to pay costs, with half of the money going to the informer who brought the offense to the court's attention. Blacks who conspired in breaking this law ran the risk of being flogged.

There were two reasons for the limitations. The preamble to the act of 1836 expressed the feelings of the legislators. "Great inconvenience and injury had resulted from the navigation of vessels entirely by Negroes, by

which a clandestine trade was carried on and slaves had found facilities for running away," a portion read.

Still, sailing and oystering offered black men more freedom and profit than most other trades. Free blacks had many laws passed against them that did not apply to other sailors. In January 1807, Maryland enacted a policy forbidding free blacks or mulattos (first generation offspring of a Negro and a white) from other states to move into Maryland. The only exceptions were sailors, teamsters, messengers and freemen in the service of a white non-resident.

After the 183, slave rebellion led by Nat Turner in Virginia, restrictions on all blacks, including freemen and mulattos, were toughened. Professions other than sailing and oystering were severely restricted and pursuing them could be dangerous. Blacks were prohibited from becoming licensed peddlers and licenses were required to sell any merchandise. But they were permitted a small amount of freedom and success on the water oystering, as long as they didn't show too many signs of financial independence such as crewing a boat entirely with blacks.

Oystering was not a new profession, but it did play a large part in helping to revive St. Michaels' lagging economy in the 1840s. In

fact, by 1860, with northern beds depleted, Maryland became the principal supplier of oysters to the nation.

With the end of the Civil War, many of the repressive laws restricting the free movement and employment of black people were abolished. As a result, many freed slaves migrated from the southern states to enjoy the freedom and prosperity of the oyster industry.

Unlike other professions such as farming, oystering offered decent wages at a minimal cost to the worker, requiring little more than a knowledge of the trade, perhaps a boat, and some tools. If a young man was lucky, he could go work for a captain who already owned his own equipment and begin making a living. And that is exactly what many blacks did.

In 1910 more than half the family breadwinners in St. Michaels were devoted to oystering or a related field such as shucking, packing, crab picking or shipbuilding. Blacks, who made up almost one-third of the town's population, were indispensable to the industry's success. Of the 294 people employed in an oystering-related field, 137 were black.

Over time, however, oyster beds were over-harvested, diseases decimated the bivalve, and the seafood industry began to slowly decline in St. Michaels and the rest of the Chesapeake Bay. With it went economic prosperity and independence for many in the seafood industry. As a result, black oystermen especially left the Eastern Shore for better opportunities in the large industrial cities.

To learn more about the lives of black watermen, visit the Chesapeake Bay Maritime Museum. Admission for school children is free throughout the month of February, and the museum is open Friday through Sunday and President's Day from 9 a.m. to 4 p.m.

Also, you won't want to miss Instructor Patrick May of Coppin State University, Friday, Feb. 28 at 10:30 a.m. in the Museum's Van Lennep Auditorium when he lectures on, "Neither Slave Nor Free — Pre-Civil War Blacks in Baltimore." For additional information, call 410-745-2916.

## Trivia Question

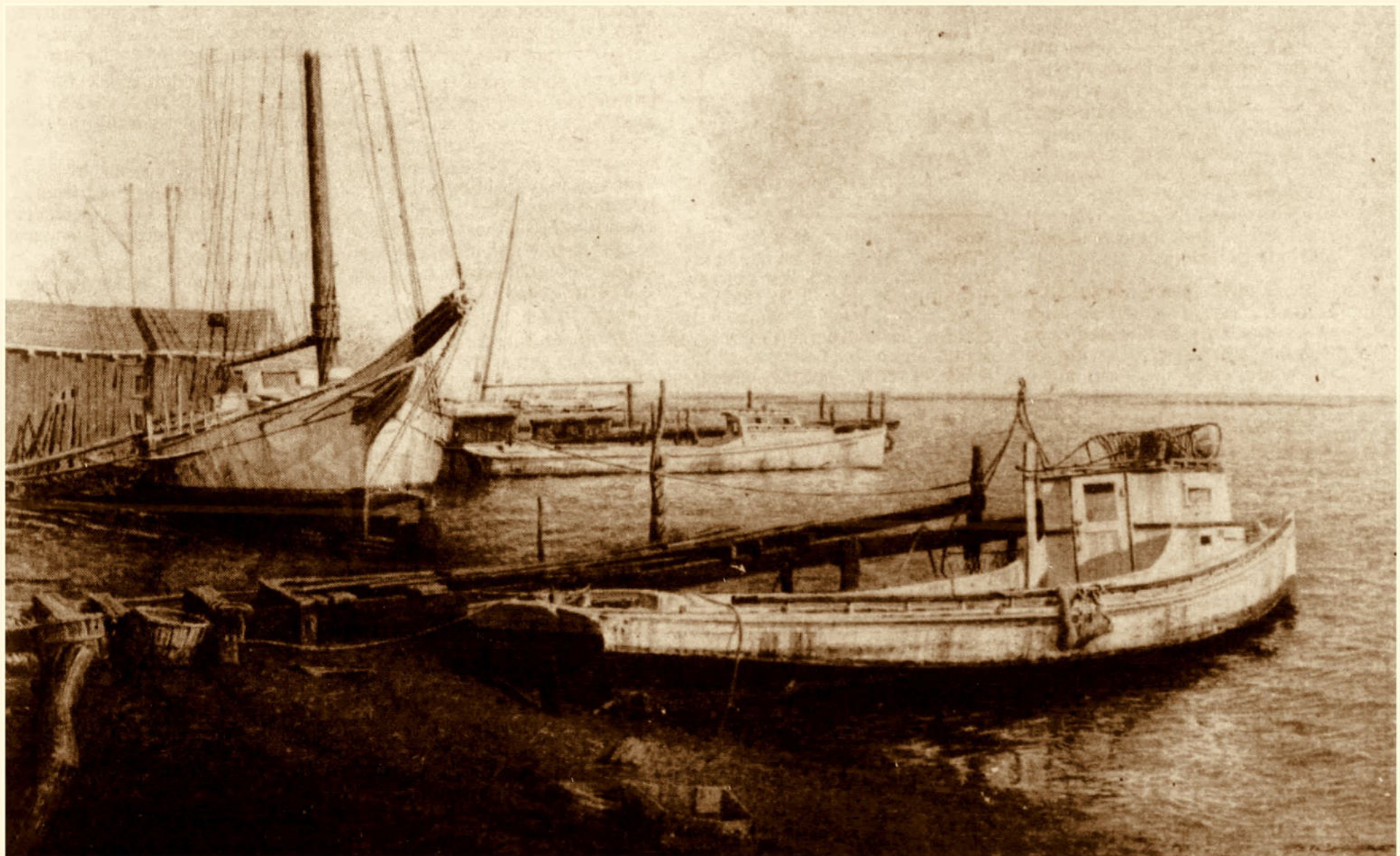
Kids, how's your knowledge of African-American history? If you think you know the answer to the following trivia question, send your name, address, and telephone number along with the answer to the Chesapeake Bay Maritime Museum, Trivia ?, P.O. Box 636, St. Michaels, Md. 21663. A different question will appear each week. From all of the correct responses we will choose one lucky winner to receive a family membership to the museum along with a copy of *Many Thousand Gone: African-Americans from Slavery to Freedom*.

Question: Who was the first African-American honored on a U.S. postage stamp?



Photo courtesy CHESAPEAKE BAY MARITIME MUSEUM

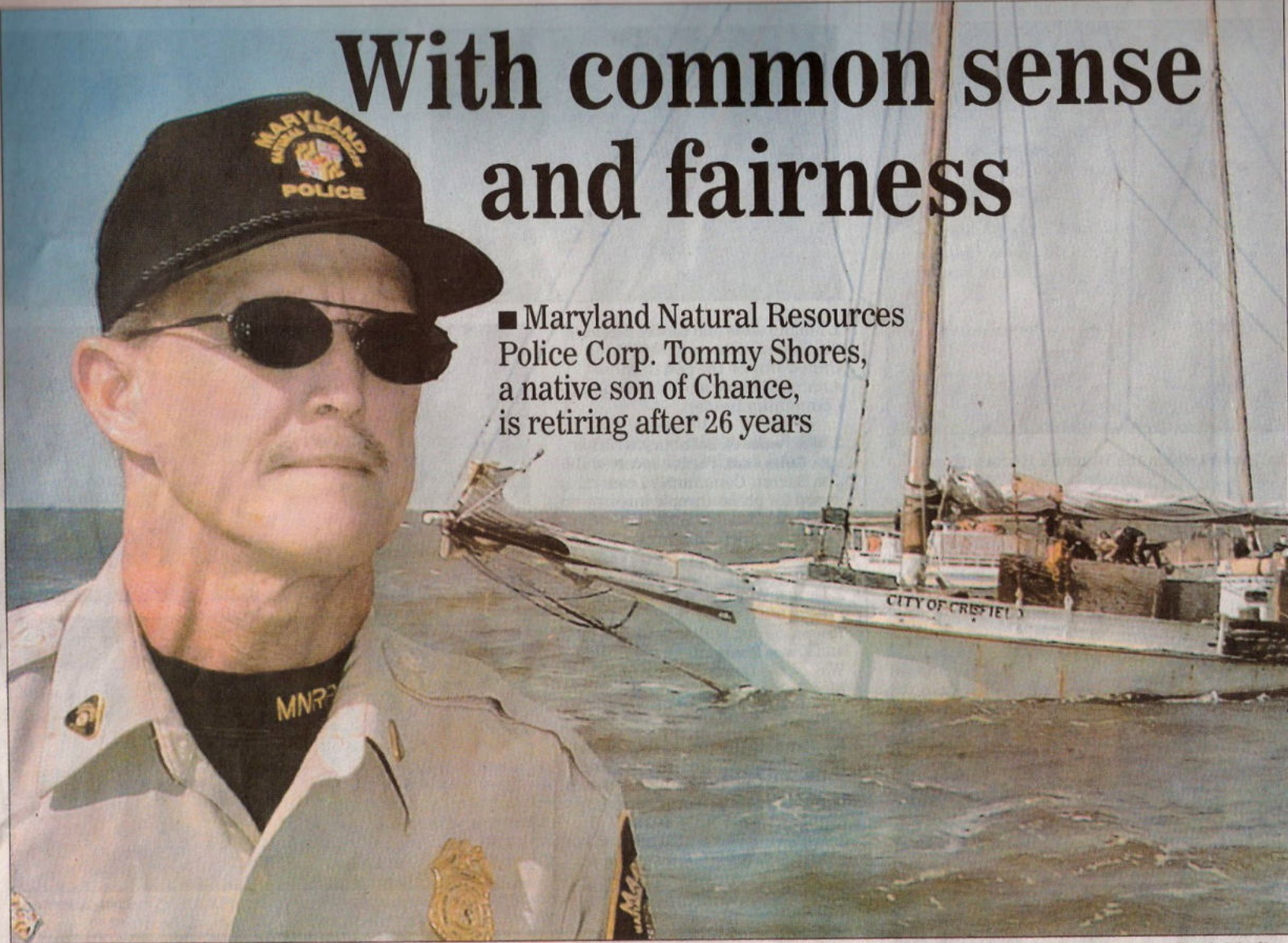
**A black waterman dredges for oysters. After the Civil War, black watermen formed the backbone of what was to become a nationally influential market.**





# With common sense and fairness

■ Maryland Natural Resources Police Corp. Tommy Shores, a native son of Chance, is retiring after 26 years



Times Photo by Brice Stump

As the skipjack City of Crisfield dredges for oysters, Corp. Tom Shores of the NRP watches other boats working off Deal Island in Tangier Sound.



CAPTAIN D. J. WEBSTER, MAIL  
CARRIER, THE LAST MAN TO  
LEAVE HOLLAND'S ISLAND

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## Deal's Island Damages.

[Special Dispatch to the Baltimore Sun.]

DEAL'S ISLAND, MD., Oct. 12.—Deal's Island was shut off from the outside world by the storm of Tuesday night. The bridge leading from the island to the mainland was carried away by the tide and wind Wednesday morning and this has cut off all intercourse with the mainland. No mail left here Wednesday and no mail arrived. The Deal's Island wharf was badly damaged by being struck by the schooner A. T. Coleman, which was forced from her anchorage and driven against the wharf, tearing away about 100 yards of the railing. The vessel drifted up to the store of L. A. Anderson, where she now lies with her stern knocked off and damaged to such an extent that it is thought impossible to repair her. The sloop Lillian Virginia is aground alongside the wharf, with her topmast gone, jibstay parted and main boom broken. The pungy John Price was blown high and dry ashore.

The tide was the highest ever seen at this place. The water overflowed the land along the water front and merchants were compelled to place their goods on the counters and on the second floors of the buildings to keep them from the water. The county will have to replace the bridge and it will cost several thousand dollars.

## IN WATER WITH BALED GRASS

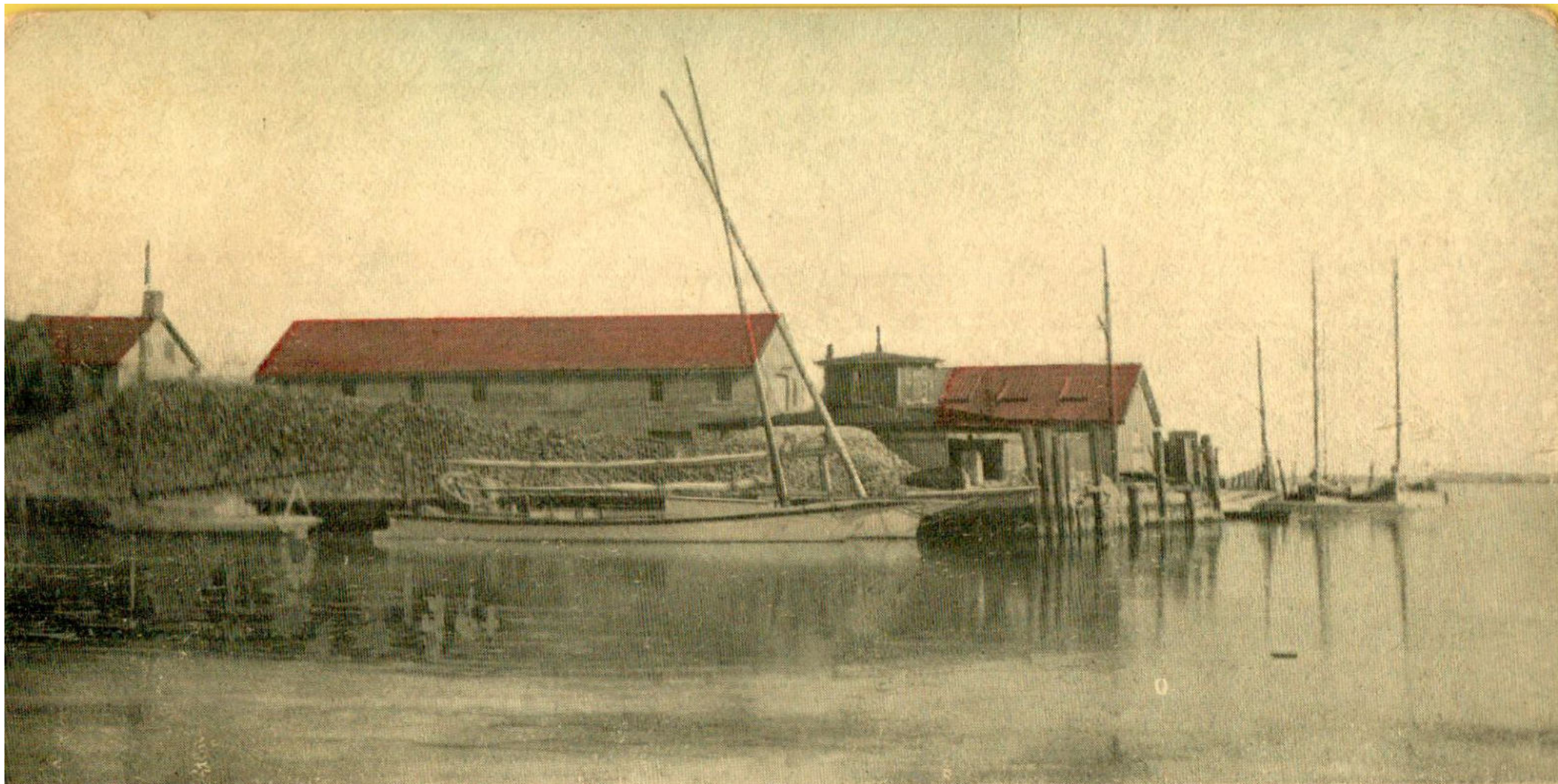
### Capt. Robert Wheatley, Of Pungy S. Chase, Drowned.

The pungy S. Chase arrived in port yesterday afternoon with the report that her master, Robert Wheatley, was lost overboard and drowned off Sandy Point about 1 o'clock yesterday morning. The vessel left Rock Creek, Deals Island, on Wednesday, with a cargo of baled packing grass, the load being piled over six feet above the deck. The only other person on the vessel was Charles Monk, who said:

"We were off Sandy Point about 1.15 o'clock this morning with a stiff breeze from the south, before which we were sailing wing-and-wing with the jib hauled down. There was a lively sea on, which made the vessel roll. Captain Wheatley was sitting on top of the hay using a rudder rope to steer the vessel from a point where he could watch ahead. While in this position the vessel began to roll and in doing so loosened the bales under the captain. Several went from under him and he fell into the water with them.

"I did all I could with the vessel. I could not heave her to as the jib was down. Thinking the captain was holding fast to a bale or two of the grass I shouted as loud as I could to locate him, but I got no reply. I tried to loose the yawl boat, but couldn't get her over the stern. I dropped the anchor, but the water was so deep that the vessel dragged a long distance up the bay before the hook took hold. I could not do anything to sail the vessel by myself and I remained where the boat brought up until after daylight, when the schooner Anna Lloyd, bound to Baltimore with lumber, saw my signals. After he found out what was the matter Captain Chelton, of the Lloyd, sent on board Abraham Reese, one of his crew, who assisted me to bring the Chase to Baltimore."

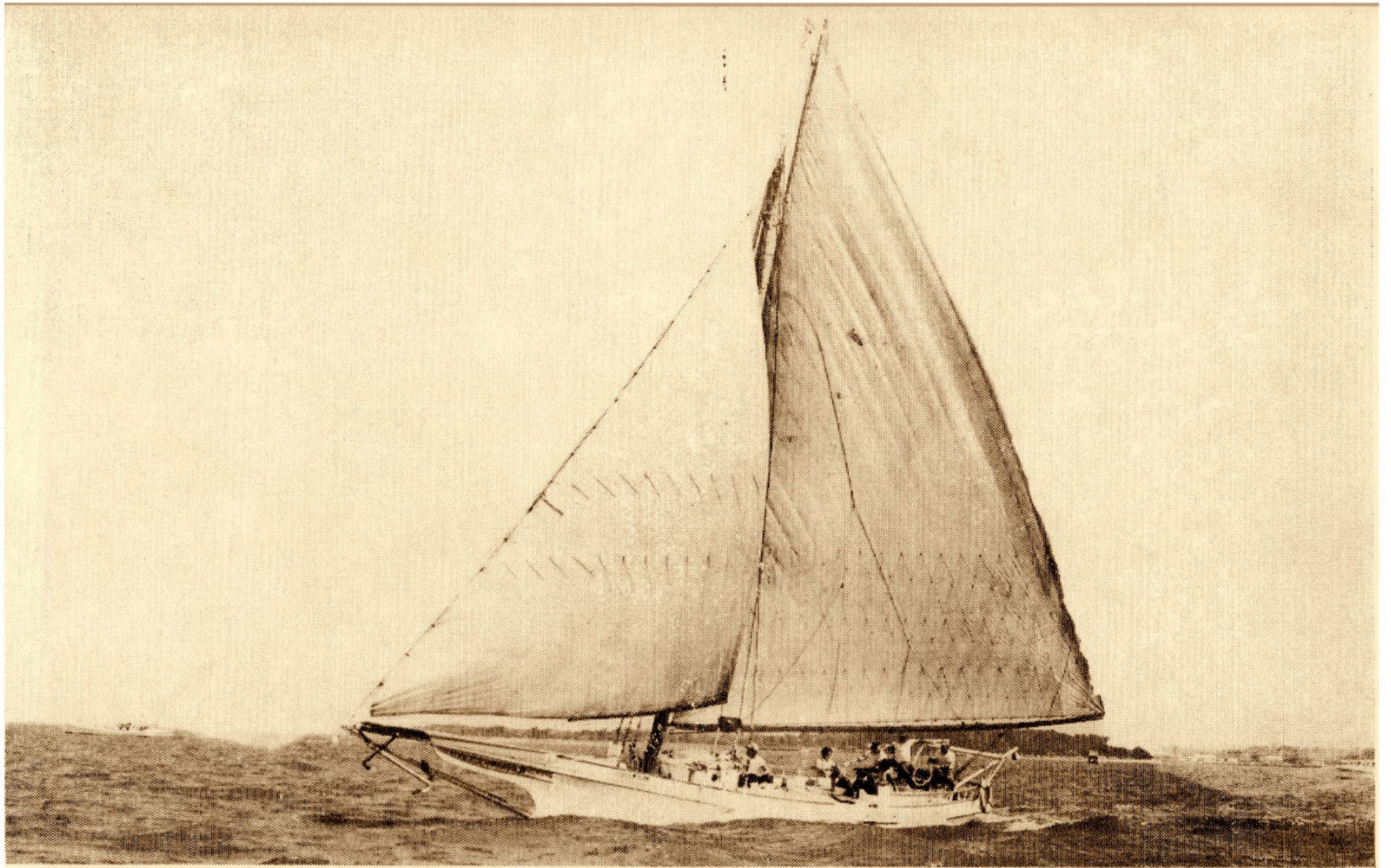
Captain Wheatley, the drowned master of the vessel, lived at Rock Creek, Deals Island, where he leaves a widow and three children. He was half owner of the vessel, Captain Bennett, a merchant of Deals Island, owning the other half. Information of the accident was sent to Deals Island.



*ST. MICHAELS, MD.. 25000 BUSHELS OYSTER SHELLS.*

COPYRIGHT 1906

T. H. SEWELL PUB.



Chesapeake Bay Skipjack. F. C. LEWIS JR. Home Port Wenona, Maryland.

*Thought Lost With Schooner  
Sunk Off Tangier Island*



*CAPT. HOWARD SHORES*





Special to the Crisfield-Somerset County Times/Brice Stump

In just seven days a team of Amish builders from Pennsylvania built the new Skipjack Museum and Cultural Center in Chance. For the past 60 years the Deal Island-Chance Lions Club has worked for a permanent home for a museum to highlight the area's maritime history. This building replaced an old store with a similar façade on the same property that was the museum's first home.

# Skipjack Heritage builds new home

Former country store razed last year becomes site for new construction in Chance

By Brice N. Stump

Special to the Crisfield-Somerset County Times

CHANCE — It's been 60 years in the making and now it is finally here.

The Skipjack Heritage Inc. group at last has a new and permanent home.

Right in the heart of Chance, and just a few yards off Deal Island Road, is a 48-foot by 40-foot frame building that only took seven days to build. It is the new Skipjack Heritage and Museum Center. Some 10 months ago, the old country store that occupied the site for at least a century, and was home to the heritage group for about three years, was torn down.

Attempts were made by Skipjack Heritage to save it, but structural issues and mandates by the state and the Maryland Historical Trust made restoration financially impossible for the group to work with agencies that could provide grant money.

The front of the new building resembles that of the former landmark store that was so familiar to generations of area residents.

A team of five Amish men, and one 10-year-old boy, from Bird-in-



Special to the Crisfield-Somerset County Times/Brice Stump

Sylvan Stoltzfus, second from left, a part-time Deal Island resident and furniture builder from Lancaster, Pa., organized a building team to construct the new Skipjack Museum and Cultural Center behind them. Joining him at the site is, from left, Skipjack Heritage Inc. board member Tommy Northam, board treasurer Bob Shores and board member Jack Willing. Willing had purchased the property several years ago and recently sold the lot to Skipjack Heritage Inc. for the museum headquarters.

Hand Builders, out of Lancaster, Pa., turned stacks of lumber, siding and shingles into a museum to showcase area maritime history and genealogy.

How did builders from so far away get the contract to build the museum?

Treasurer Bob Shores, said it was

a matter of timing and coincidence.

"Sylvan Stoltzfus, of the Amish community from Lancaster, has had a home on Deal Island for years. Four years ago he became a lifetime member of Skipjack Heritage.

See Skipjack Museum — Page 5

# Skipjack Museum

Continued From Page 1

"When he heard of the heritage group's plan to build a museum, he said they could organize a team of Amish builders and bring them down from Pennsylvania," Shores recalled.

Mannie Flaud's Bird-in-Hand Builders made quick work of construction. An error in filling supply orders resulted in too few shingles, siding strips and even a delay in receiving windows that left the building just inches from completion before the crew left Deal Island mid-day Friday to return home.

"They placed the lowest bid for the job," said group chairman Harold "Stoney" Whitelock, "and they got the work."

"I still can't believe it," said Sandy Townsend, foundation treasurer. "It took us 60 years to see this really happen. Lord willing, I knew we were going to make it."

Board member Tommy Northam said that it was the Deal Island-Chance Lions Club that began planning for a skipjack museum almost six decades ago. "I joined the club in the 1950s and members began discussing the possibility of this project even before there was a heritage group formed," he said.

"It's just amazing that after all those years this museum has been practically built overnight in a sense. In just seven days it went from an empty lot to an almost completed building. I've never seen this kind of fast quality work around here like this."

Seeing it near completion was especially satisfying for Ron Noble, who designed the 1,920-square-foot building. His grandfather, Sylvester Muir, built the *Amy Mister*, the *Ma-*



Special to the Crisfield-Somerset County Times/Brice Stump  
As Harold "Stoney" Whitelock monitors the movement of a truss lifted by his boom truck, Amish builder Mannie Flaud guides the unit into position, with a rope, over the new Skipjack Museum and Cultural Center in Chance as the roof takes shape.

*mie Mister* and the famed *Robert L. Webster*, and the history of the vessels will be housed here among the historical maritime records of numbers of vessels working in and around this section of Somerset County.

The museum will also offer a comprehensive genealogical data base to researchers. Members William Wheatley and Aaron Horner have spent years compiling genealogical information that will tie together the maritime families of the area with the vessels they built or labored on over the past century-plus.

Whitelock said the completion of the museum is an important milestone for the community. "I use to come to get my hair cut here when I was a boy. Mr. Willie Corbin and his wife had a country store here and he cut hair on the side. They are gone,

their children are gone and the store is gone. But look what we've got now."

Interest in having a museum developed about the same time as the details of the first annual Labor Day Skipjack Race were finalized, Whitelock said. "It's been a tough 60 years. There were times when the whole idea flopped, plans fell through, abandoned. Now, look what we've got. These guys from the Lancaster area have done a fantastic job and some local businesses have been great offering us discounts on supplies. We are happy. A nice asset to the commu-

nity," he said. "And we've got enough history — stuff donated to us to fill the place."

Jack Willing, also a member of the Lions Club and Skipjack Heritage said numerous artifacts, photographs, books and memorabilia for the museum is presently stored in sheds, trailers and homes throughout the community.

Willing had purchased the property several years ago with the intent of selling it to the heritage group.

By the time the water and septic systems are in and functional, Shores said, the new museum price could top \$75,000.

It took decades for the Lions Club to raise \$50,000 for the effort so the group is hoping for donations to cover the final cost of the museum. Tax exempt donations can be made payable to Skipjack Heritage Inc., and mailed to Skipjack Heritage Inc., 23529 Deal Island Road, Chance, Md. 21821.

Shores said he is hoping by the time skipjacks take to Tangier Sound to compete in the annual Labor Day Skipjack Race, in September, that enough things will be in the museum so that the public can come in, look around, and see some special items on display.



Crisfield-Somerset County Times/Richard Crumbacker  
The former store as it looked in late August 2018, just days before it was razed to make way for new construction.



Times Photo by Brice Stump

**Capt. Walt Benton, standing, supervises his son, Walt Jr., as the two make repairs to the Somerset. The skipjack's distinctive V-shaped construction can be seen.**



**Crab Scapping by sail  
near Deal Island**



MAY 60







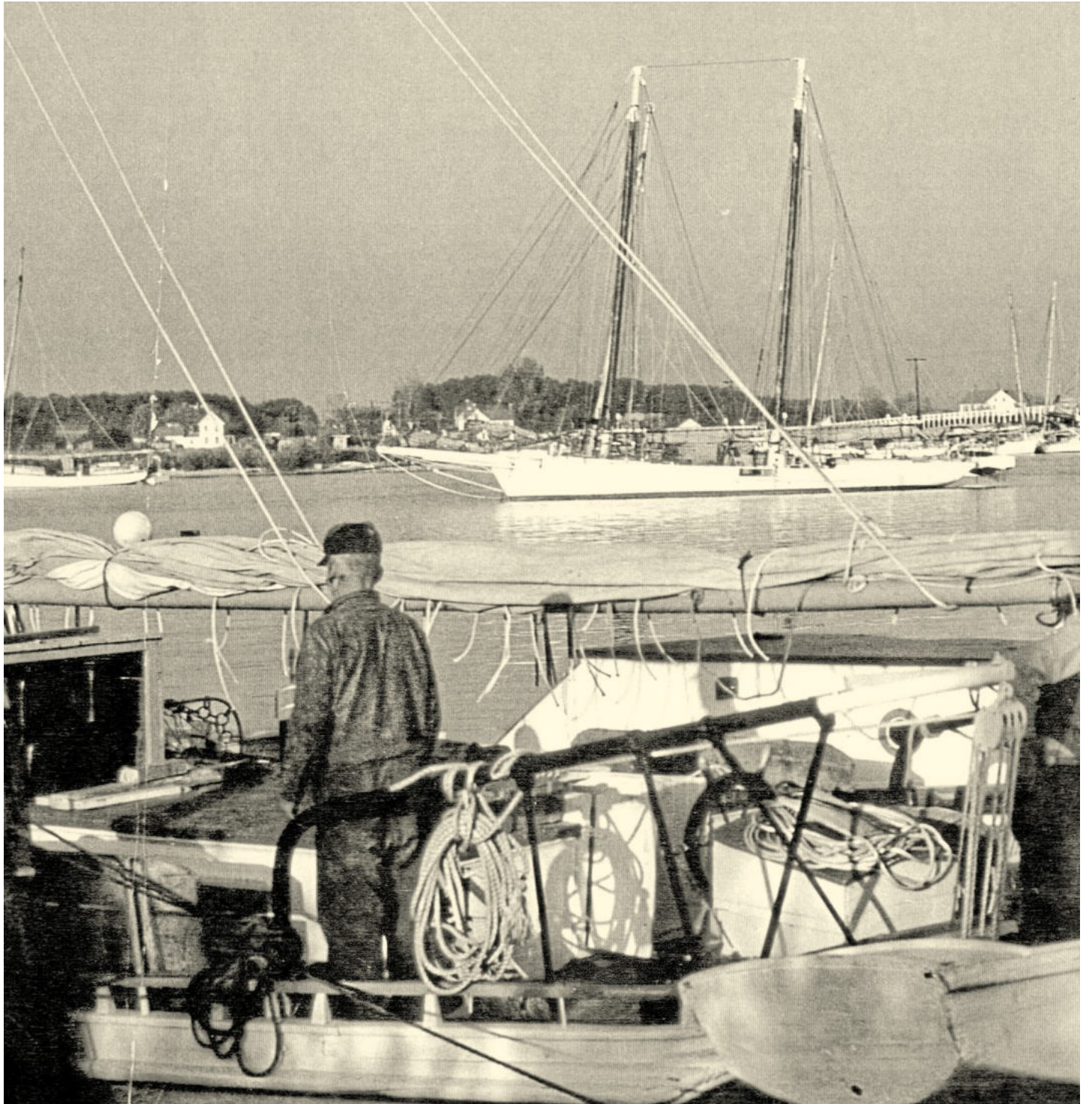
Main Street, Deals Island, Md.







Deal Island, Maryland  
Schooner William Linthicum  
Captain Dennis Jones





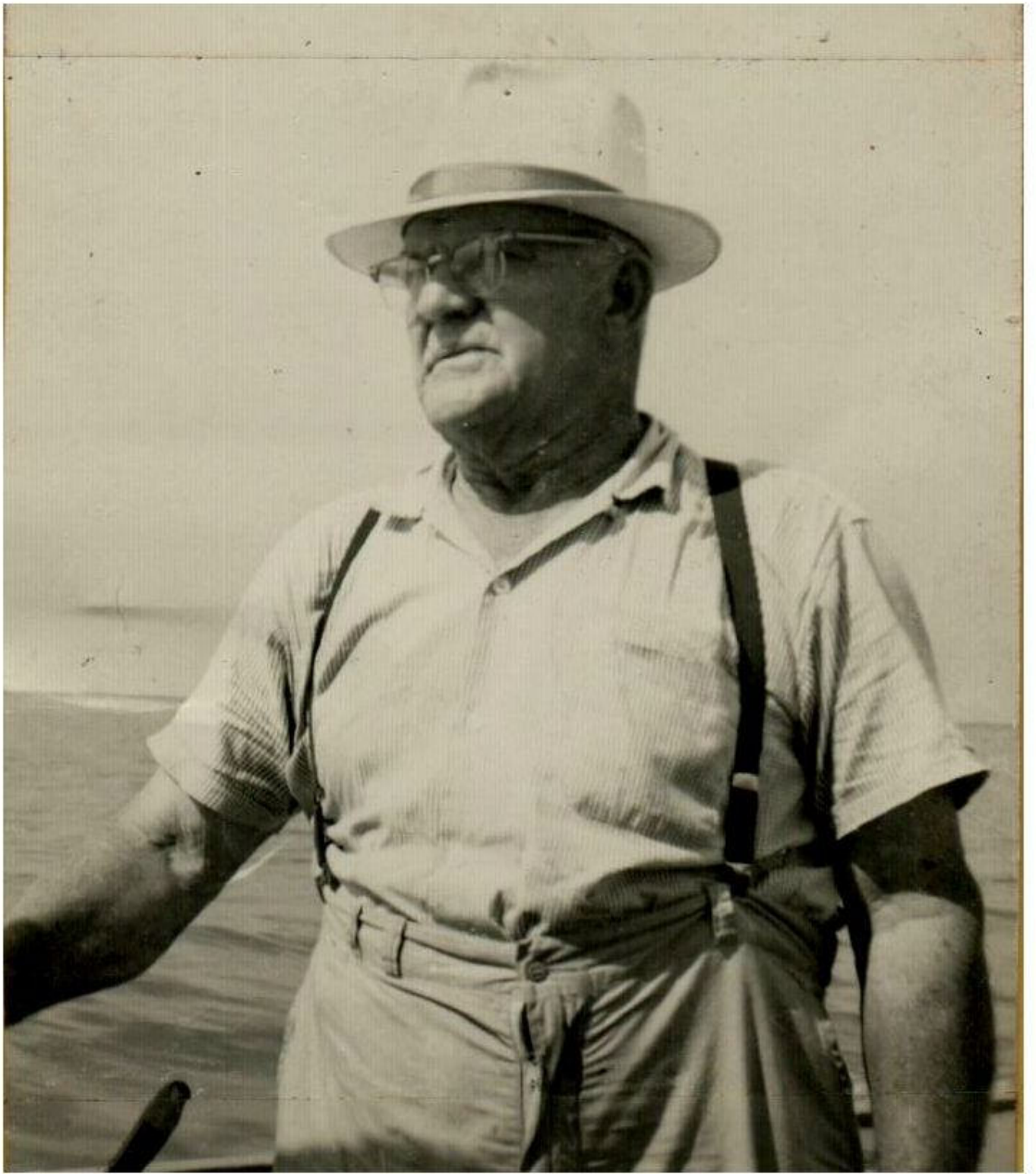


Capt Zack Taylor , Wenons , MD. and his children Harden Taylor, Dicky Taylor, Zack Buddy Taylor Jr., Mike Taylor, Pearl Taylor, Wayne Taylor











Skipkack Ida Mae washed into the Deal Island bridge  
October 15, 1954





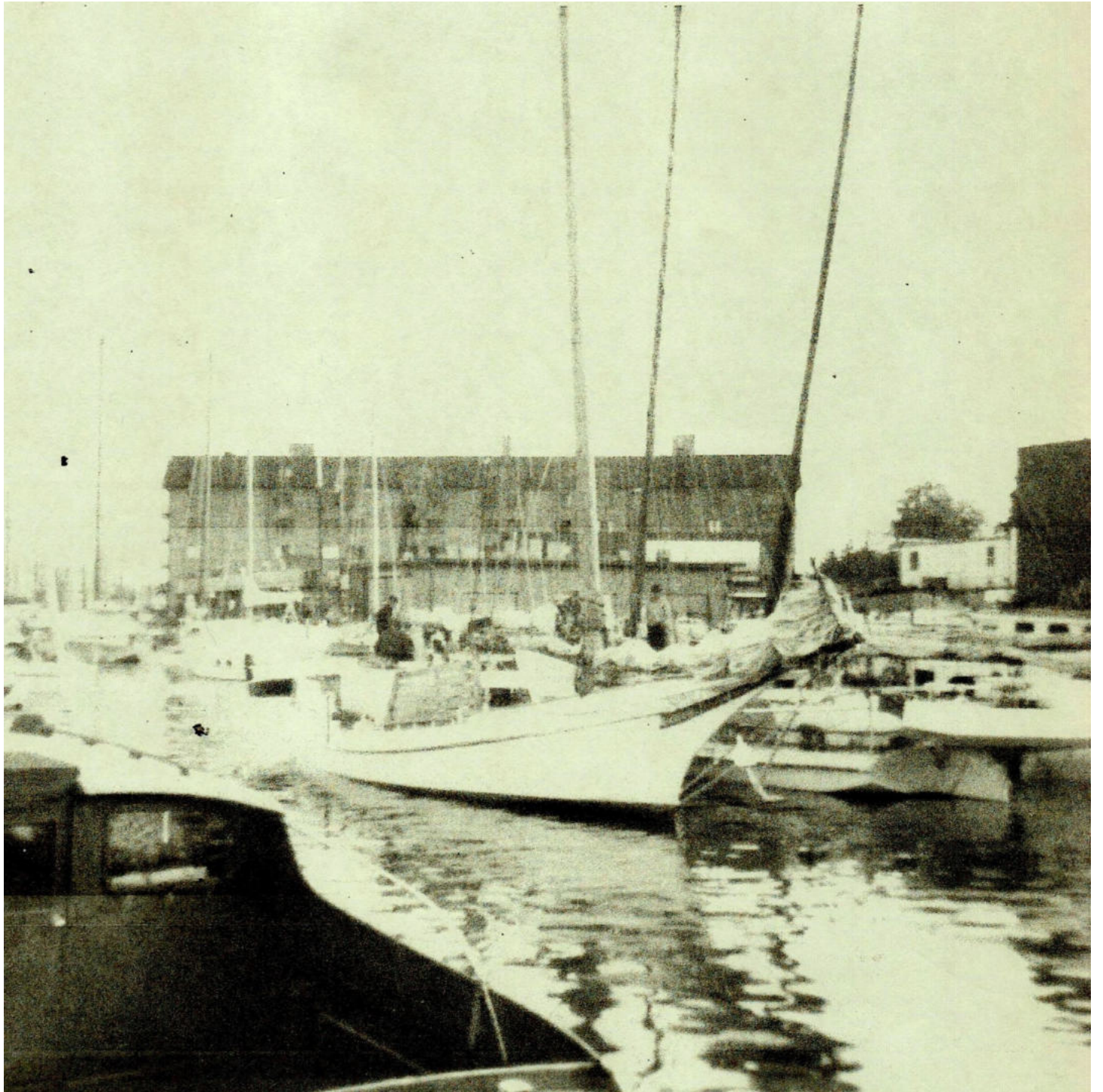


St. John's Church, Deal Island, MD. - check out dirt road.



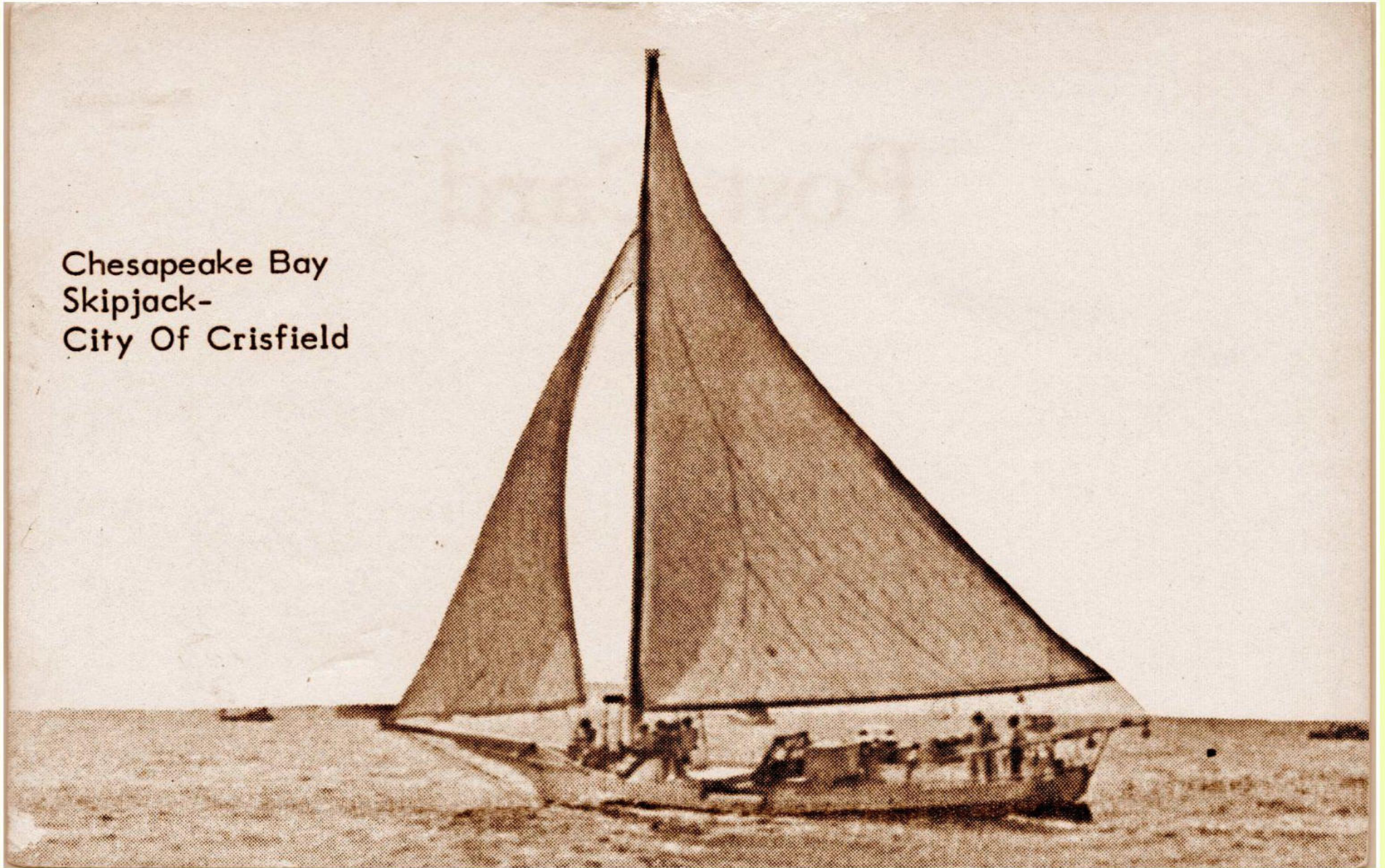








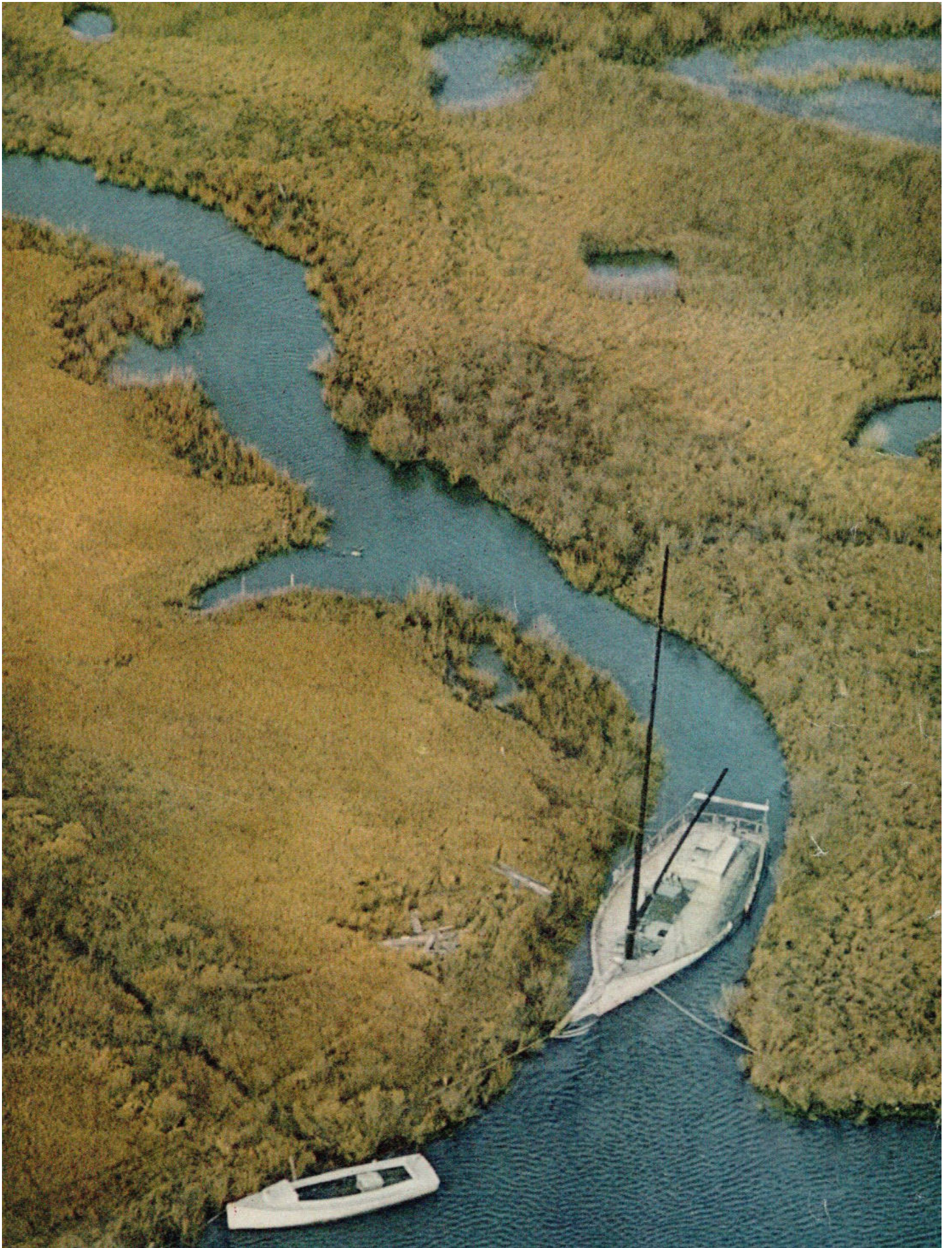
Chesapeake Bay  
Skipjack-  
City Of Crisfield



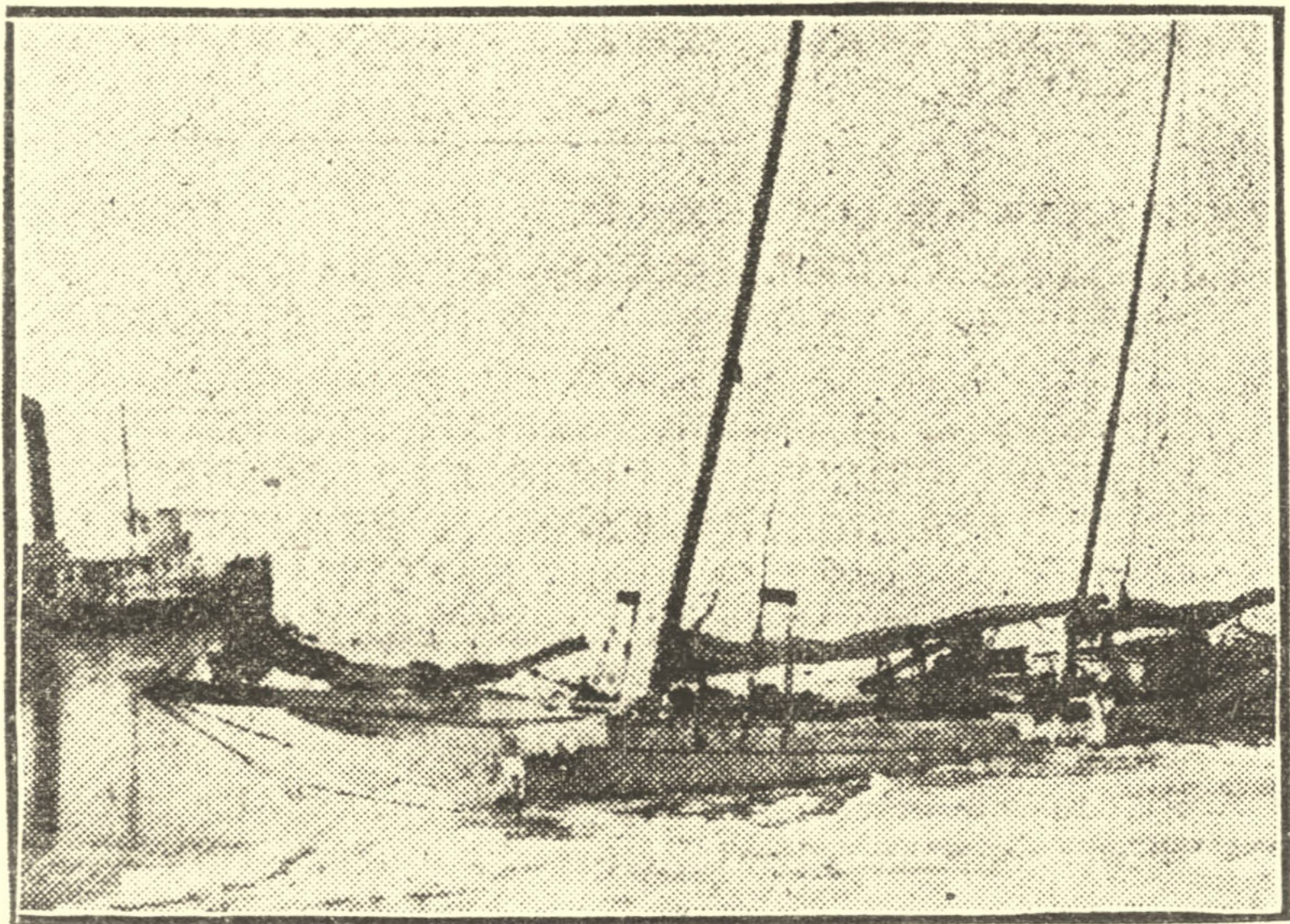


Skipjack Hilda Willing









*BUGEYE CATHERINE SHORES IN ICE*

The above pictures are the first to be published of the arctic scenes at Holland Island and vicinity. The upper lefthand picture shows a group of men who for 35 days had been cut off from communication with the outside world. They crossed a mile of hummocked ice to thank Commander Howard, of the Governor Thomas, for bringing supplies.

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## **PERILOUS JOURNEY**

### **ON FROZEN BAY.**

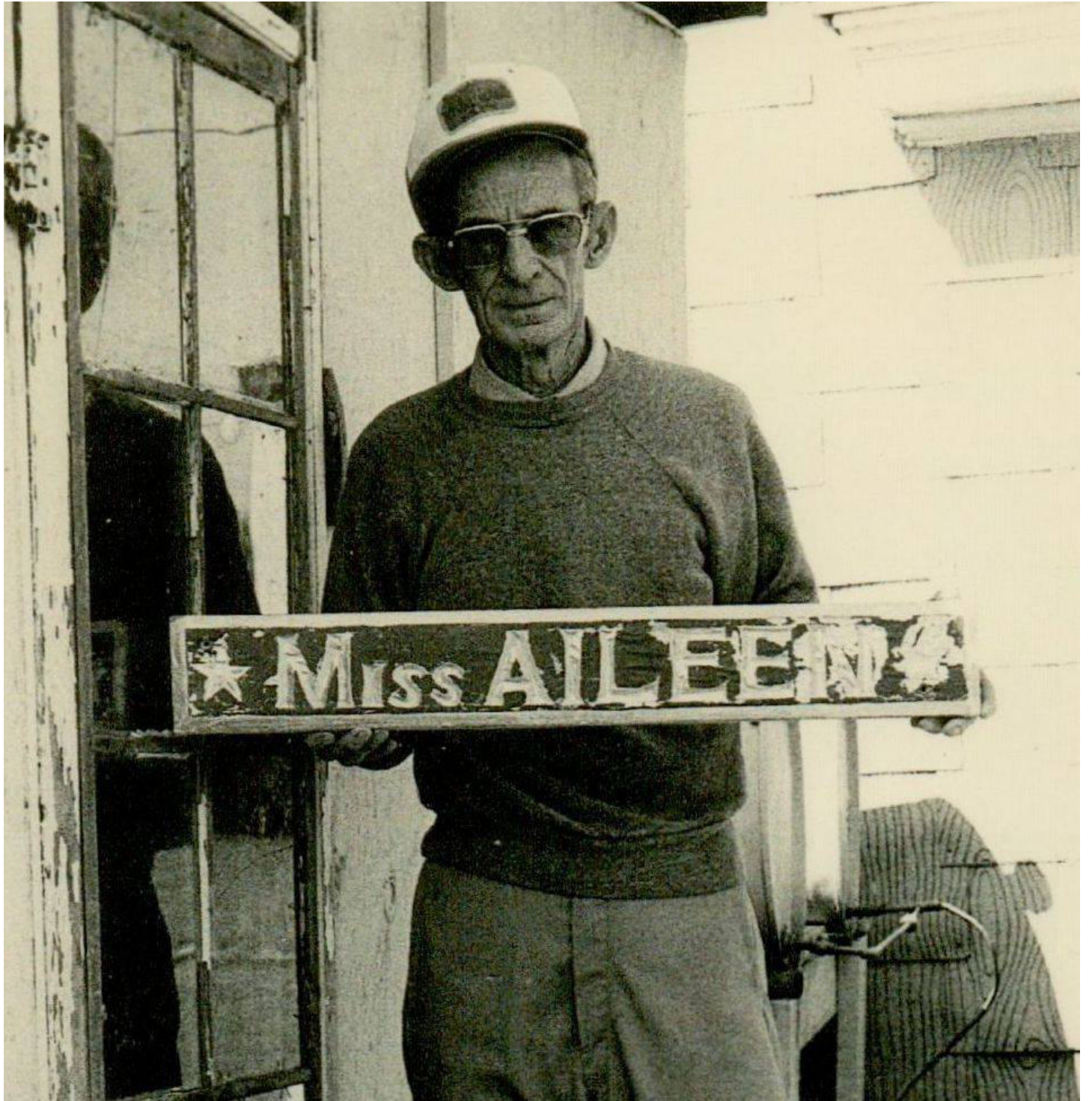
Norfolk, Va., Feb. 13. — After a journey fraught with peril and hardship Rev. J. W. Brisco, pastor of the Methodist Episcopal church at Holland's Island, Md., reached the bedside of his wife here. In a blinding snowstorm the minister walked across an arm of the frozen Chesapeake bay, a distance of six miles, continued his journey 10 miles on the mainland afoot, made his way across another wide stretch in a boat that threatened every minute to break to pieces in heavy ice floes, then drove 24 miles across country to Cambridge, Md., where he caught a railroad train for Norfolk. Holland's Island has been completely cut off from the rest of the world since Jan. 17.



**REV. SAMUEL HORSEMAN**

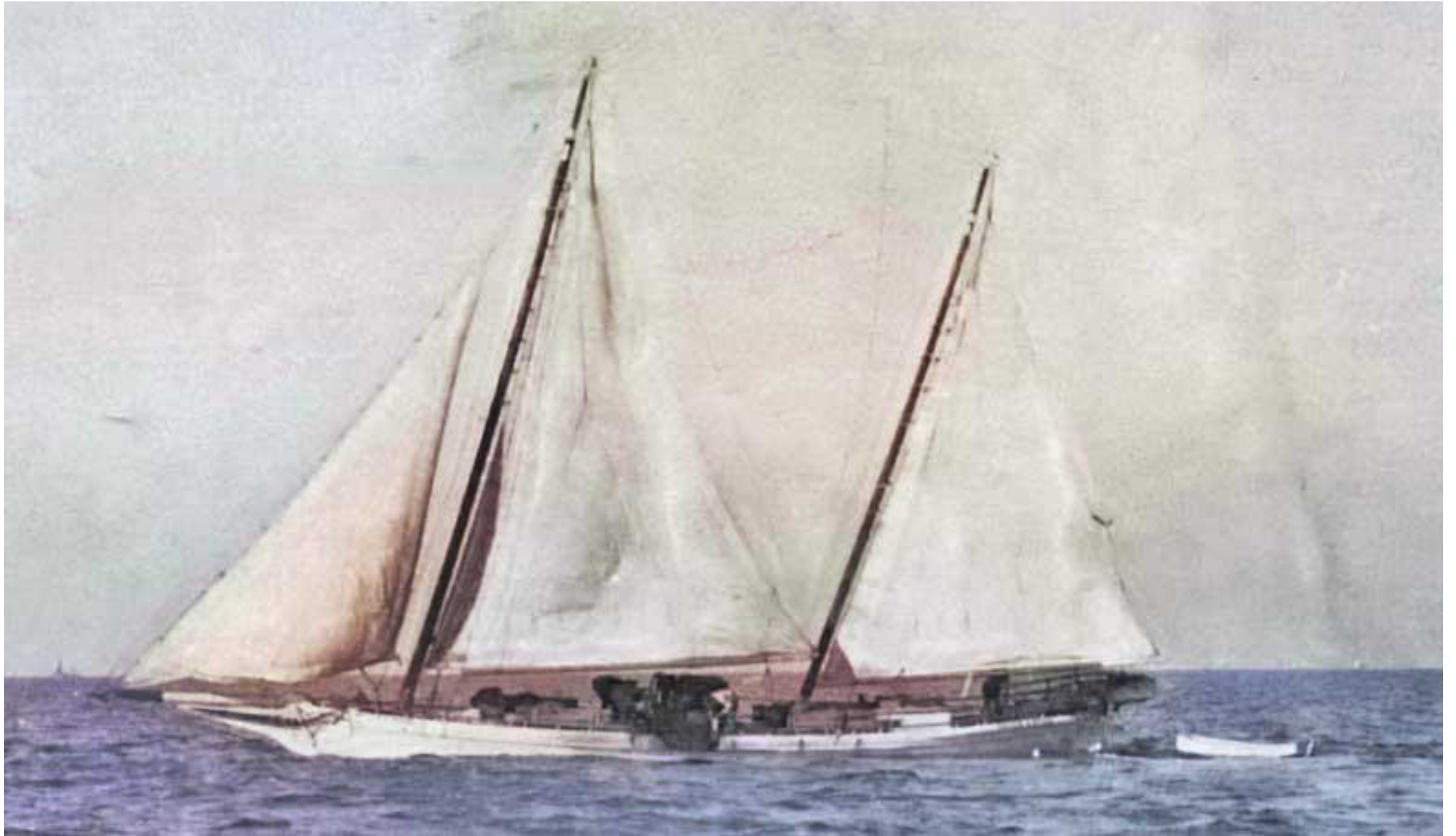
**PASTOR OF HOLLANDS ISLAND CHURCH  
1917-1918 AND 1924-1925**













# Last of the Skipjacks

■ As oysters fade, so do the bay's most recognizable vessels

The skipjack, the oyster and the blue crab form the Holy Trinity of the Chesapeake Bay. A century ago, each seemed invincible. But life in and around the Chesapeake — the Indian word for "Great Shellfish Bay" — has changed.

Oyster catches, which peaked at 15 million bushels annually a little more than a century ago, had dwindled to 380,000 bushels in 1990. And the skipjack, the vessel designed in the 1890s to dredge the oysters from the bay's bottom, is fading with them.

In 1910, 2,000 skipjacks were sailing on the Chesapeake. In 1985, when the fleet was nominated to the National Historic Register, only 35 remained. Today, 24 survive.

The skipjack was named for the bluefish, which plays on the surface of the water. The vessel is defined by its shallow-draft V-bottom, steeply raked mast, jib and triangular mainsail. The workboats have elegant, curving clipper-type bows and decorative carved trailboards.

The skipjack was the last sailing vessel developed for commercial operation on the bay. In 1865, a Maryland law stated, "It shall be unlawful to use any powerboat or vessel of any kind in the taking or catching of oysters by dredge." Until 1967, skipjacks had to remain under sail during dredging operations except on Mondays and Tuesdays, when push boats were allowed. Today, in an effort to preserve the fleet, push-boat dredging is allowed on any two days a week.

The last of the skipjacks, America's only remaining commercial sailing fleet, can be seen on the Eastern Shore at Deal Island and Tilghman Island, as well as in Cambridge and Rock Hall. They can be seen working in Tangier Sound, the Choptank River and near Rock Hall. On Labor Day, the boats race on Tangier Sound near Deal Island and in late October, just before the start of oyster season, they race off Sandy Point State Park near the Chesapeake Bay Bridge.

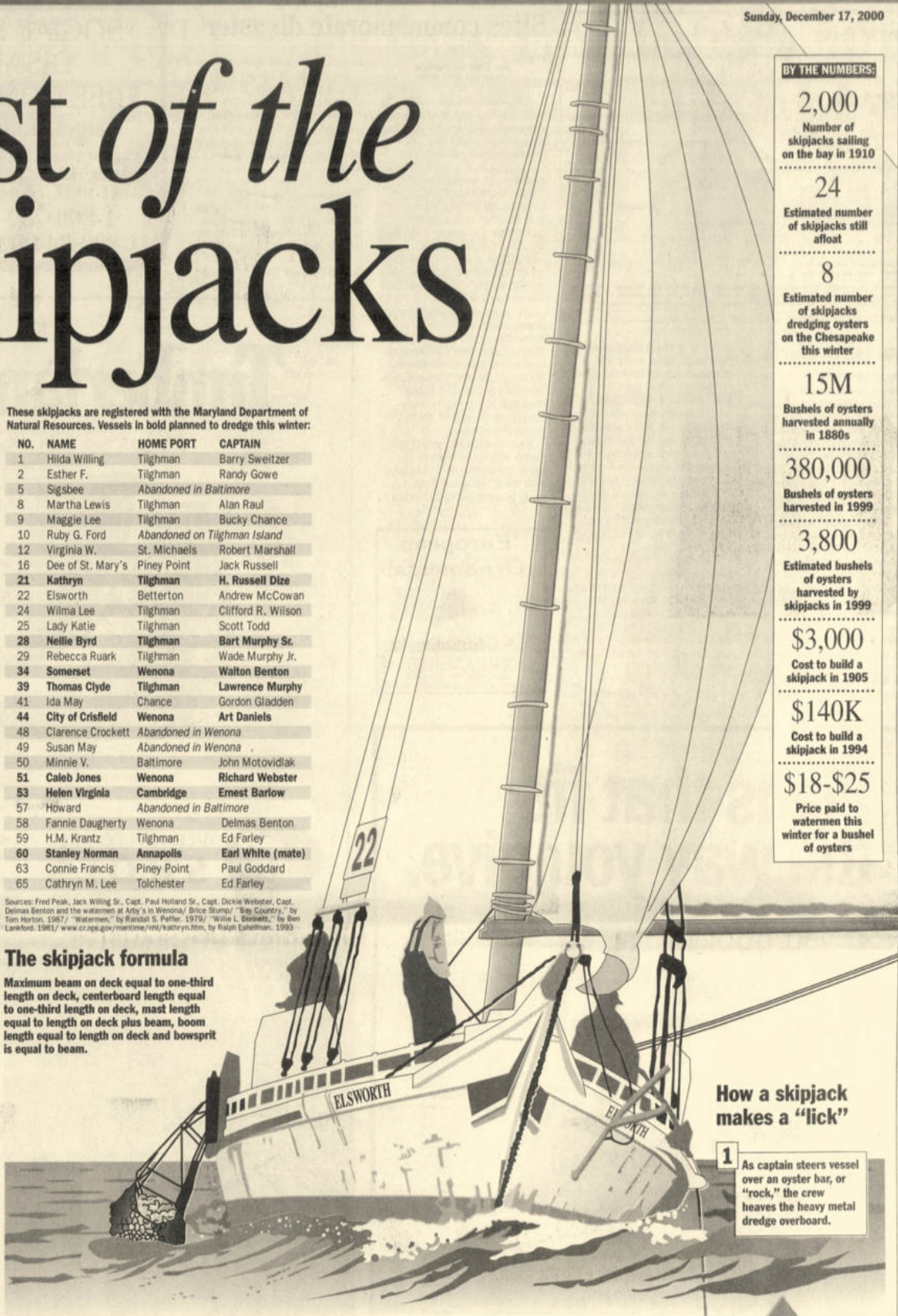
These skipjacks are registered with the Maryland Department of Natural Resources. Vessels in bold planned to dredge this winter:

NO.	NAME	HOME PORT	CAPTAIN
1	Hilda Willing	Tilghman	Barry Sweitzer
2	Esther F.	Tilghman	Randy Gowe
5	Sigsbee	Abandoned in Baltimore	
8	Martha Lewis	Tilghman	Alan Raul
9	Maggie Lee	Tilghman	Bucky Chance
10	Ruby G. Ford	Abandoned on Tilghman Island	
12	Virginia W.	St. Michaels	Robert Marshall
16	Dee of St. Mary's	Piney Point	Jack Russell
<b>21</b>	<b>Kathryn</b>	<b>Tilghman</b>	<b>H. Russell Dize</b>
22	Eisworth	Betterton	Andrew McCowan
24	Wilma Lee	Tilghman	Clifford R. Wilson
25	Lady Katie	Tilghman	Scott Todd
<b>28</b>	<b>Nellie Byrd</b>	<b>Tilghman</b>	<b>Bart Murphy Sr.</b>
29	Rebecca Ruark	Tilghman	Wade Murphy Jr.
<b>34</b>	<b>Somerset</b>	<b>Wenona</b>	<b>Walton Benton</b>
<b>39</b>	<b>Thomas Clyde</b>	<b>Tilghman</b>	<b>Lawrence Murphy</b>
41	Ida May	Chance	Gordon Gladden
<b>44</b>	<b>City of Crisfield</b>	<b>Wenona</b>	<b>Art Daniels</b>
48	Clarence Crockett	Abandoned in Wenona	
49	Susan May	Abandoned in Wenona	
50	Minnie V.	Baltimore	John Motovidiak
<b>51</b>	<b>Caleb Jones</b>	<b>Wenona</b>	<b>Richard Webster</b>
<b>53</b>	<b>Helen Virginia</b>	<b>Cambridge</b>	<b>Ernest Barlow</b>
57	Howard	Abandoned in Baltimore	
58	Fannie Daugherty	Wenona	Delmas Benton
59	H.M. Krantz	Tilghman	Ed Farley
<b>60</b>	<b>Stanley Norman</b>	<b>Annapolis</b>	<b>Earl White (mate)</b>
63	Connie Francis	Piney Point	Paul Goddard
65	Cathryn M. Lee	Tolchester	Ed Farley

Sources: Fred Peak, Jack Willing Sr., Capt. Paul Holland Sr., Capt. Dickie Webster, Capt. Delmas Benton and the watermen at Ardy's in Wenona/ Brice Slump/ "Bay Country," by Tom Horton, 1987; "Watermen," by Randall S. Peffer, 1979; "Willie L. Bennett," by Ben Lankford, 1981; www.crps.gov/maritime/104/kathryn.htm, by Ralph Lubethman, 1995

## The skipjack formula

Maximum beam on deck equal to one-third length on deck, centerboard length equal to one-third length on deck, mast length equal to length on deck plus beam, boom length equal to length on deck and bowsprit is equal to beam.



**BY THE NUMBERS:**

- 2,000  
Number of skipjacks sailing on the bay in 1910
- 24  
Estimated number of skipjacks still afloat
- 8  
Estimated number of skipjacks dredging oysters on the Chesapeake this winter
- 15M  
Bushels of oysters harvested annually in 1880s
- 380,000  
Bushels of oysters harvested in 1999
- 3,800  
Estimated bushels of oysters harvested by skipjacks in 1999
- \$3,000  
Cost to build a skipjack in 1905
- \$140K  
Cost to build a skipjack in 1994
- \$18-\$25  
Price paid to watermen this winter for a bushel of oysters

## How a skipjack makes a "lick"

1 As captain steers vessel over an oyster bar, or "rock," the crew heaves the heavy metal dredge overboard.



DEAL ISLAND STEAMBOAT WHARF - THE FIRST SEIPIACK RACE 1929

# The Island Bus

*For 30 years, the Thomas H. Price Line transported shoppers, schoolchildren — and sometimes drunken passengers — to and from Somerset's most remote villages*

## Deal Island

**F**

or 50 years, Tom Price thought his bus uniform was lost. Then he got the good news. His brother found a suitcase in his closet and inside was Price's old

cap, pants and jacket.

It's one of the few physical links to Deal Island's public transportation history — his late father's Thomas H. Price Bus Line — and a way of life that's almost unbelievable by today's standards.

His father started the Deal Island bus line in 1931. He had an established school bus route from Chance to Wenona and decided he wanted to bring islanders to Salisbury, so he used home-built wooden buses to start his commercial line. Passengers from the Deal Island area were dropped off and picked up at the former Red Star Bus Line terminal in Salisbury.

Price was just 16 when he climbed behind the huge bus wheel and drove the "regular runs" on Tuesdays, Thursdays and Saturdays.

"I'd get up at 5 a.m. and stop the next morning at 1 a.m.," he said. "I seldom drove an empty bus."

Ticket fares were a bargain.

"Highest fare daddy ever put on it was \$1.25 for round trip to Salisbury," he said. "Round-trip fare from the island to Princess Anne was 75 cents."

The buses served Wenona, Chance, Monie, Oriole, Deal Island, Dames Quarter Venton with limited service in Princess Anne.

"In Princess Anne," he said, "all we could do was drop people off, (we) weren't allowed to pick up (Salisbury-bound passengers) because that was the franchise route for the Old Eastern Shore Line, which later became Trailways."

In addition to routine school and passenger routes, the line also ran buses to factories — Campbell Soup and Swanson's in Salisbury, Birdseye in Pocomoke City, Dulaney's in Fruitland, and His Nibs shirt factory in Princess Anne.

Each bus held about 40 passengers, and, at first, no bathroom. All were "gas burners."



Photo courtesy Tom Price

What began as a school bus route in 1926 became the Thomas H. Price Bus Line — Somerset County's first locally owned passenger bus service from Deal Island to Salisbury. Shown is one of the earlier school buses.



Times Photo by Brice Stump

Tom Price of Salisbury sports the cap he wore when he was 16 as bus driver for his late father.

As the years rolled by, the Prices bought larger diesel charter buses, which had restrooms — and offered a surprise. "On some trips we'd take out a seat and put a bar in for 'em," he said.

## The driver's duties

Drivers were called upon to do more than steer the bus. "The guy doin' the drivin' did the mechanic work if he broke down. If a tire went flat, he changed it," Price said.

That's just the way things were. "All the old people and 'down-homers' depended on us. They would come up (to town with us) and buy their groceries. I'd open the back door of the bus and stack their bags and boxes for 'em. When they got home, I'd help 'em take 'em off, just like old home week.

"Dropped each one of 'em off at their houses. I'd help carry their groceries into their homes or you'd see their husbands at the end of the lane with a wheelbarrow to load up with groceries," he said. "I didn't get tips, didn't matter. They were good customers. In the old days, when you had good customers, you looked after 'em. It was good livin'."

The heavy tippers were from Smith Island.

"Every spring and every fall they wanted to charter a bus to go up to Annapolis to see Sen. Harry

Phoebus about building a bridge to the island. But what they were really going up for was to have a ball, a party," Price said with a smile.

"I'd pick 'em up at the dock in Crisfield. First stop we'd make was to the bank and the second was to the dispensary. After we got to Annapolis, they wanted to go to Baltimore to spend the night, always to the Southern Hotel or Lord Baltimore. On the way back, between Princess Anne and Crisfield, one man would (discreetly) walk the bus aisle and take money. At the dock he said 'here's somethin' for ya.' It never was under \$100 — thought I was a DuPont with \$100."

Business was good as the island provided lots of passengers.

"When I was a kid growin' up in the '30s, there were 2,000 people livin' on Deal Island, nothing like that now," he said.

## "Move to the back"

Among the 2,000 residents, there See HERITAGE, Page E2





Y ESTELLE G. MOZART

OYSTER BOATS IN PORT



134









Anieta Webster Orpa Tankersley Marie Ringgold Myra Alexander Emma Thomas Back Row  
 Daisey Vetra White Annie Wilson Violet Webster Lizzie Anderson Addie Bradshaw Norman Shores Middle Row  
 Vaughn Thomas John Horner Onita Webster Agnes Webster Anderson Mr. Cochran Minnie Gibson India White  
 Paul Tankersley Maynard Webster Ralph Webster Oscar Webster John Alexander Edna Anderson Front Row  
 Naomi Mister Olin Webster

Seaplane 1929 Race at Deal Island





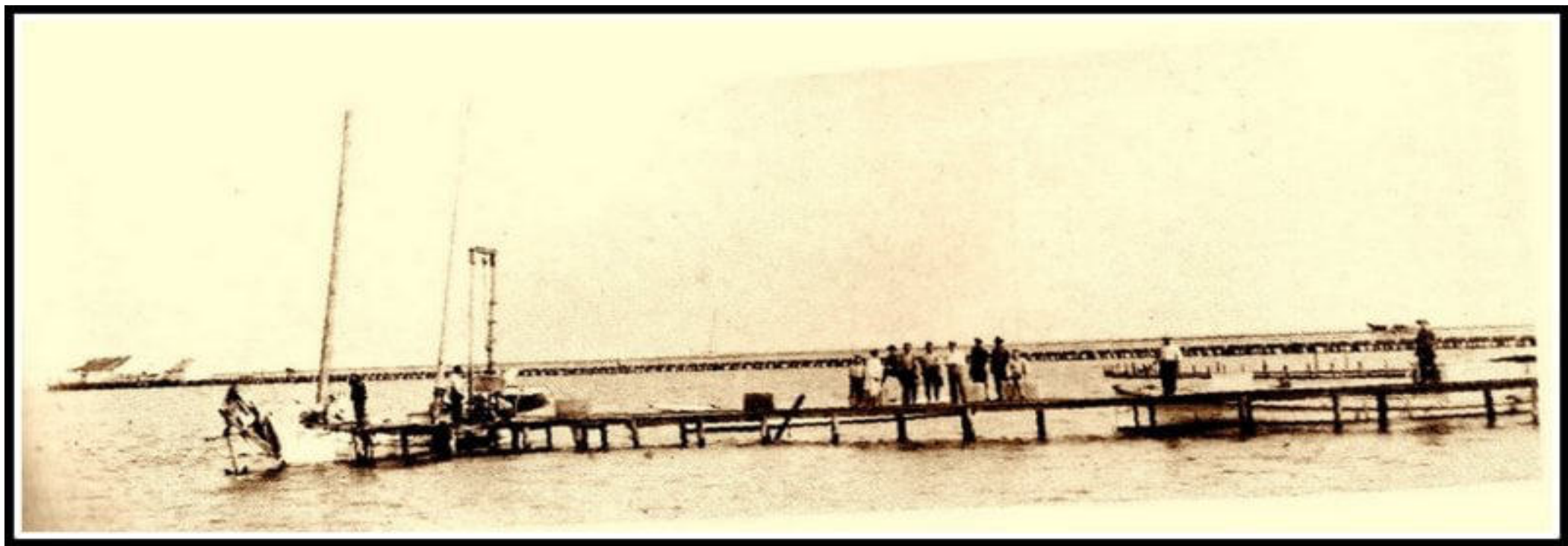
Brown's Sail Loft  
Wenona, MD.

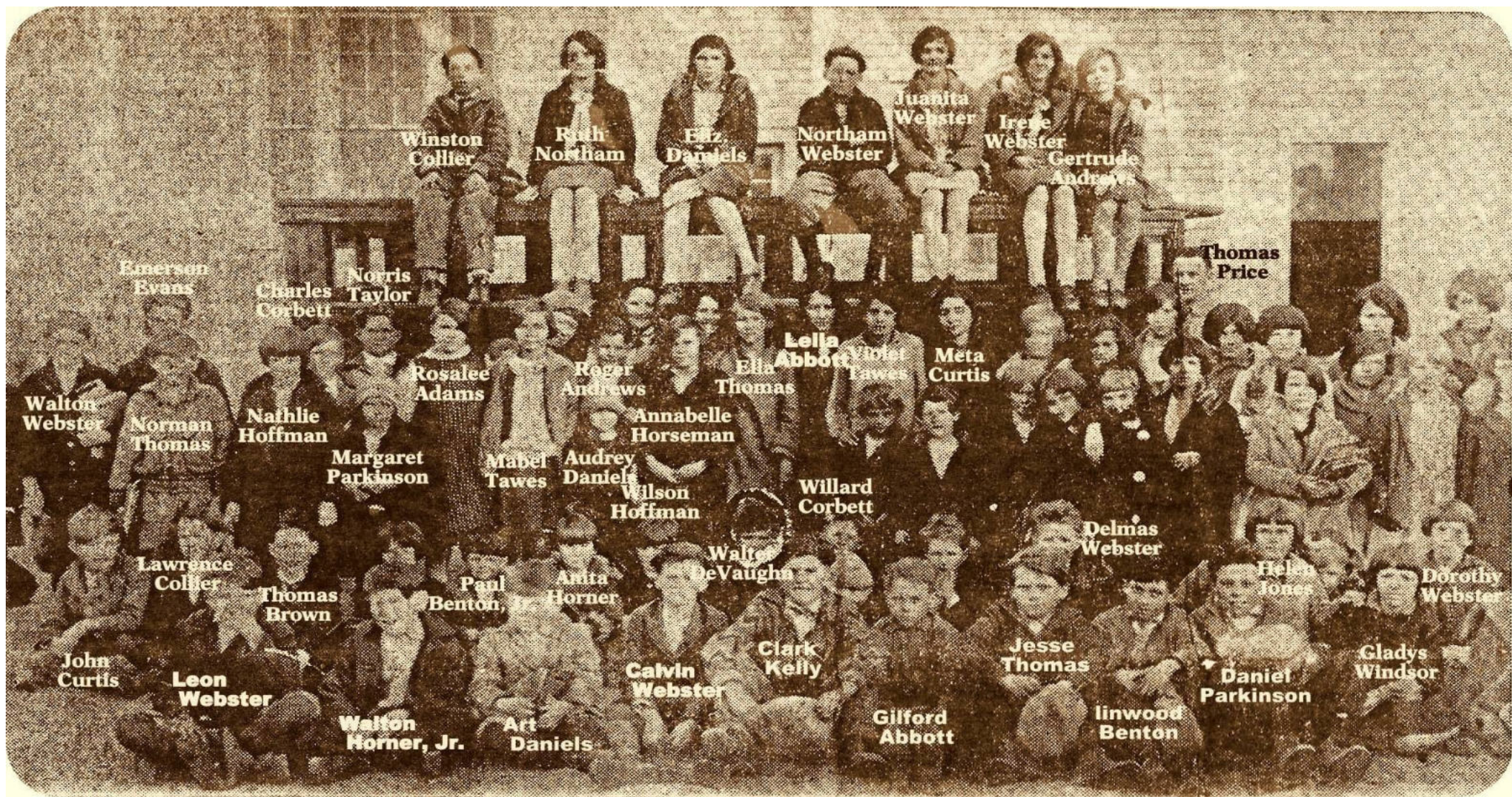












Winston Collier

Ruth Northam

Elizabeth Daniels

Northam Webster

Juanita Webster

Irene Webster

Gertrude Andrews

Thomas Price

Emerson Evans

Charles Corbett

Norris Taylor

Walton Webster

Norman Thomas

Nathalie Hoffman

Rosalee Adams

Roger Andrews

Annabelle Horseman

Lella Abbott

Violet Tawes

Meta Curtis

Margaret Parkinson

Mabel Tawes

Audrey Daniels

Wilson Hoffman

Willard Corbett

Lawrence Collier

Thomas Brown

Paul Benton, Jr.

Arita Horner

Walter DeVaughn

Delmas Webster

Helen Jones

Dorothy Webster

John Curtis

Leon Webster

Walton Horner, Jr.

Art Daniels

Calvin Webster

Clark Kelly

Gilford Abbott

Jesse Thomas

Linwood Benton

Daniel Parkinson

Gladys Windsor





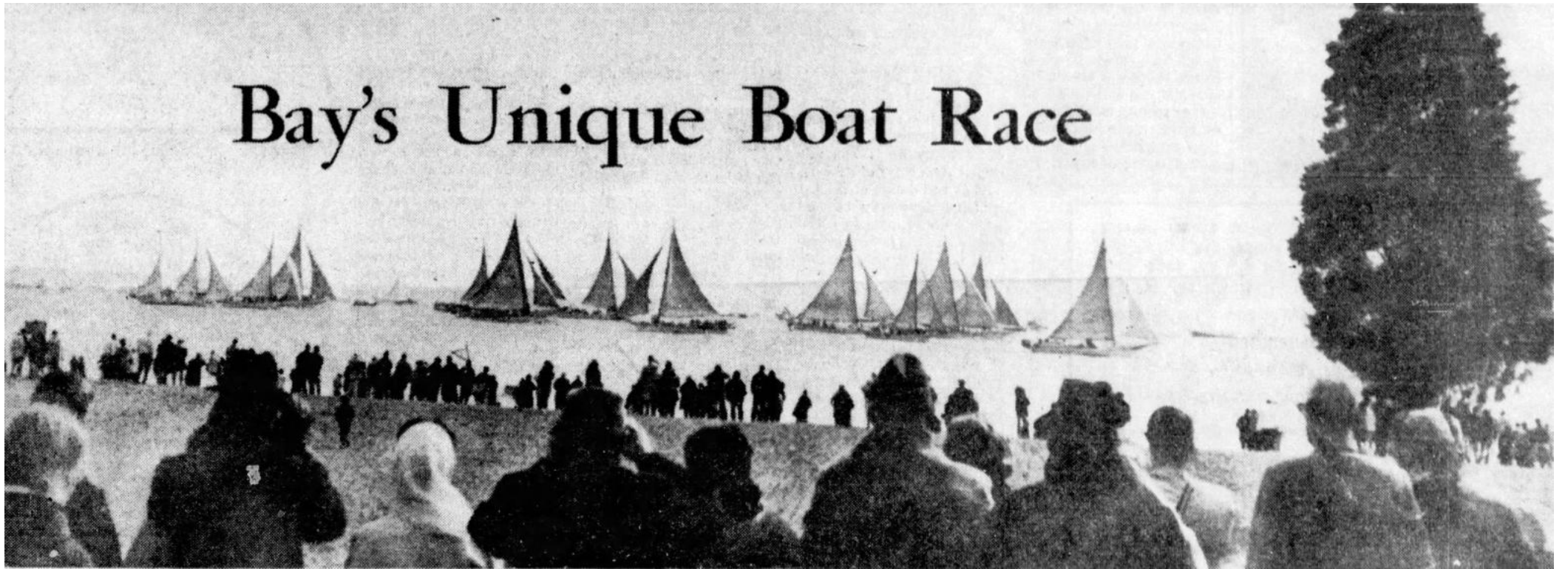
Old Skipjack captains, Deal Island early late 1820's

**B**Y PERMISSION OF DIVINE PROVI-  
DENCE, there will be a **CAMP-MEETING**  
at the usual place, on **DEAL'S ISLAND**, to com-  
mence the 24<sup>th</sup> of August. The preachers and peo-  
ple are cordially invited to attend.

It\*

**JOSHUA THOMAS.**

# Bay's Unique Boat Race







Hurricane Hazel, passing over the Eastern Shore, October 15, 1954, left considerable havoc in its wake. One of the skipjacks disabled at Deal Island-Chance, Maryland, was the *Upshur Q.* This disastrous storm came just as the dredging fleet was completing preparations to open the season. Some skipjacks were delayed for repairs, but there were few major losses. *Upshur Q.*, built at Justisville, Virginia, in 1905, was refloated to carry on as an oyster dredger and still appears in the 1972 *MVUS*.



SCHOOL AND COMMUNITY HOUSE,  
- DEAL ISLAND, MD.

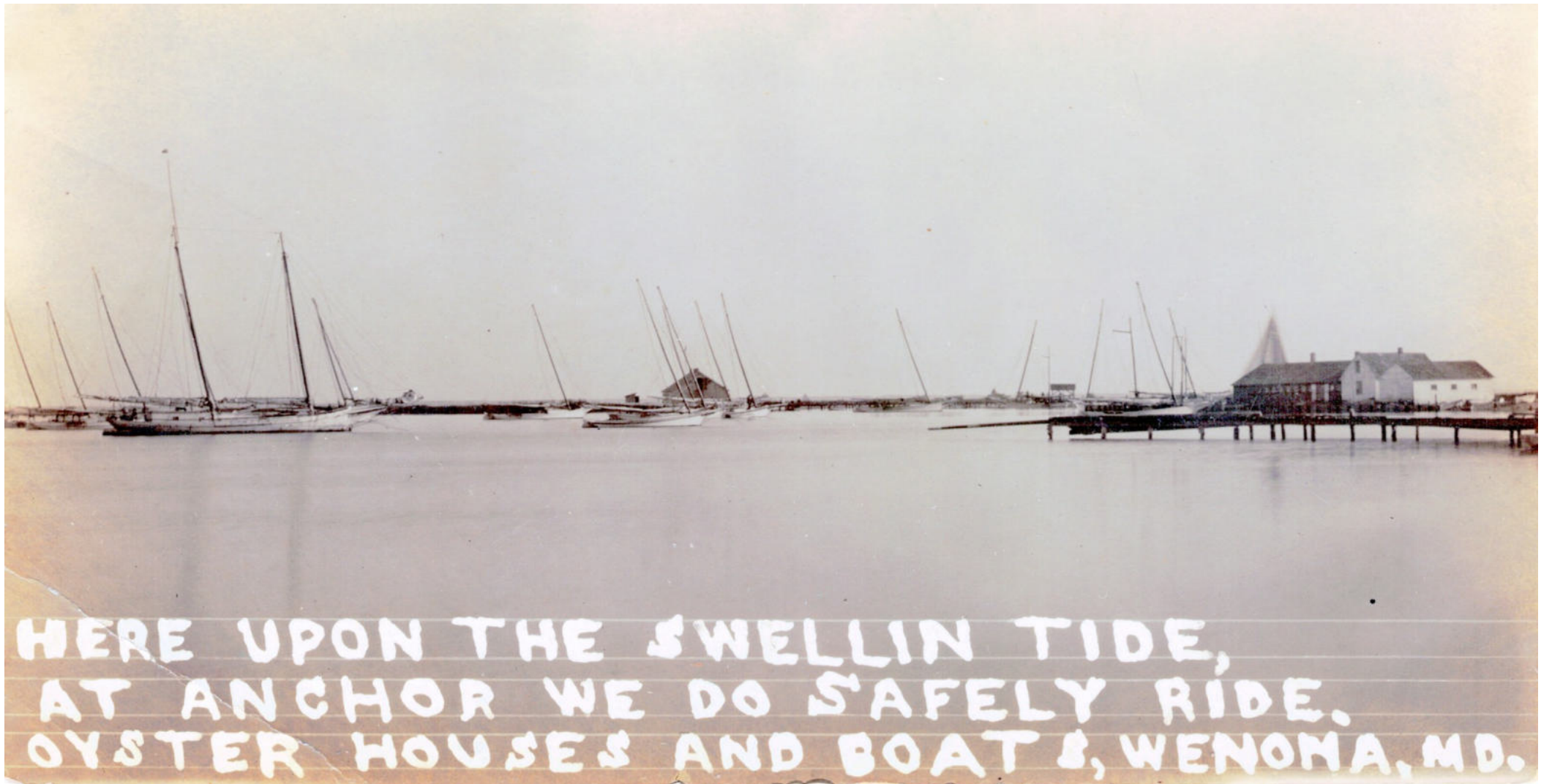


**SKIPJACK ANNIE BENNETT UNDER CONSTRUCTION AT FISHING ISLAND, MD. C. 1898**



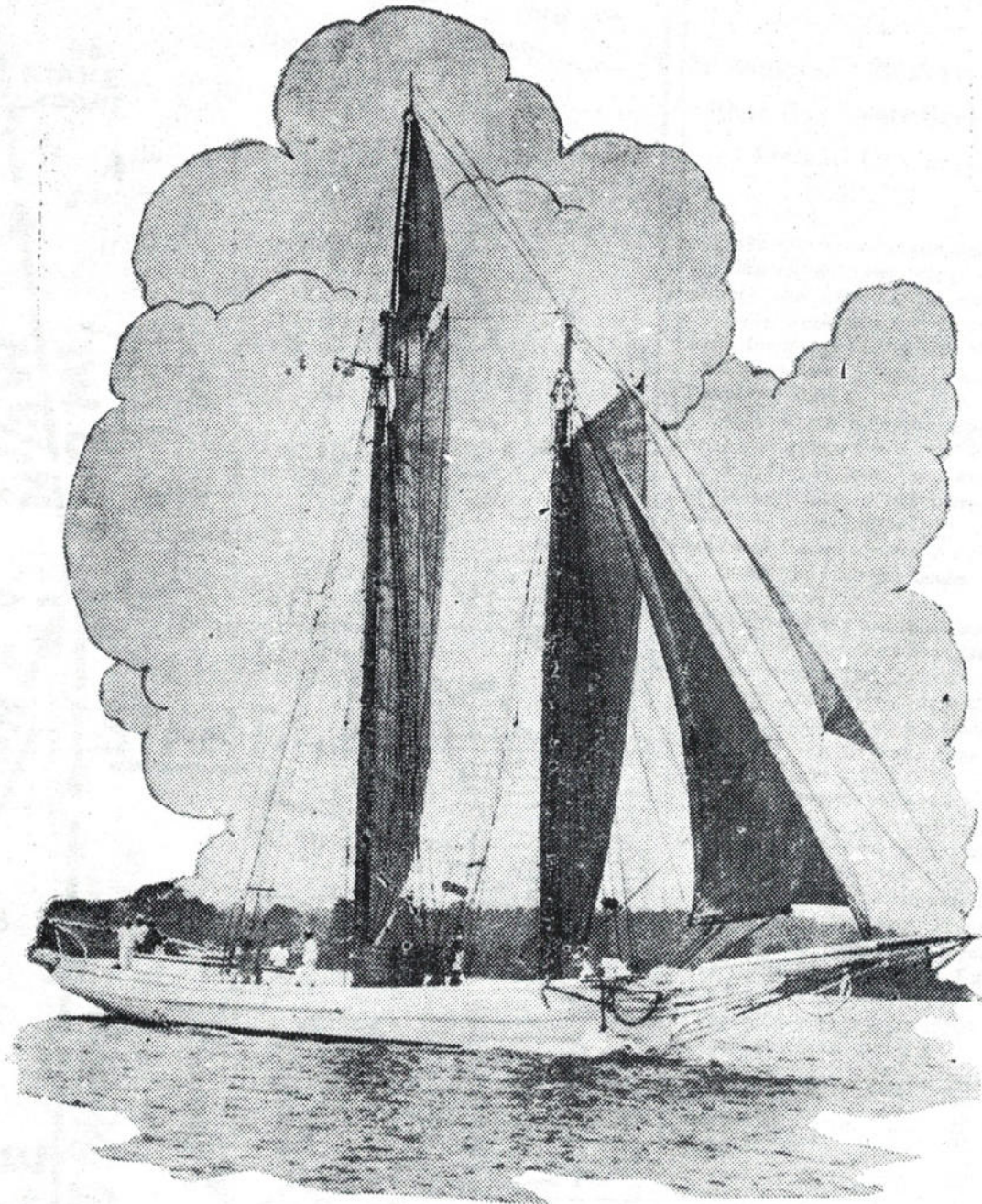






HERE UPON THE SWELLIN TIDE,  
AT ANCHOR WE DO SAFELY RIDE.  
OYSTER HOUSES AND BOATS, WENOMA, MD.

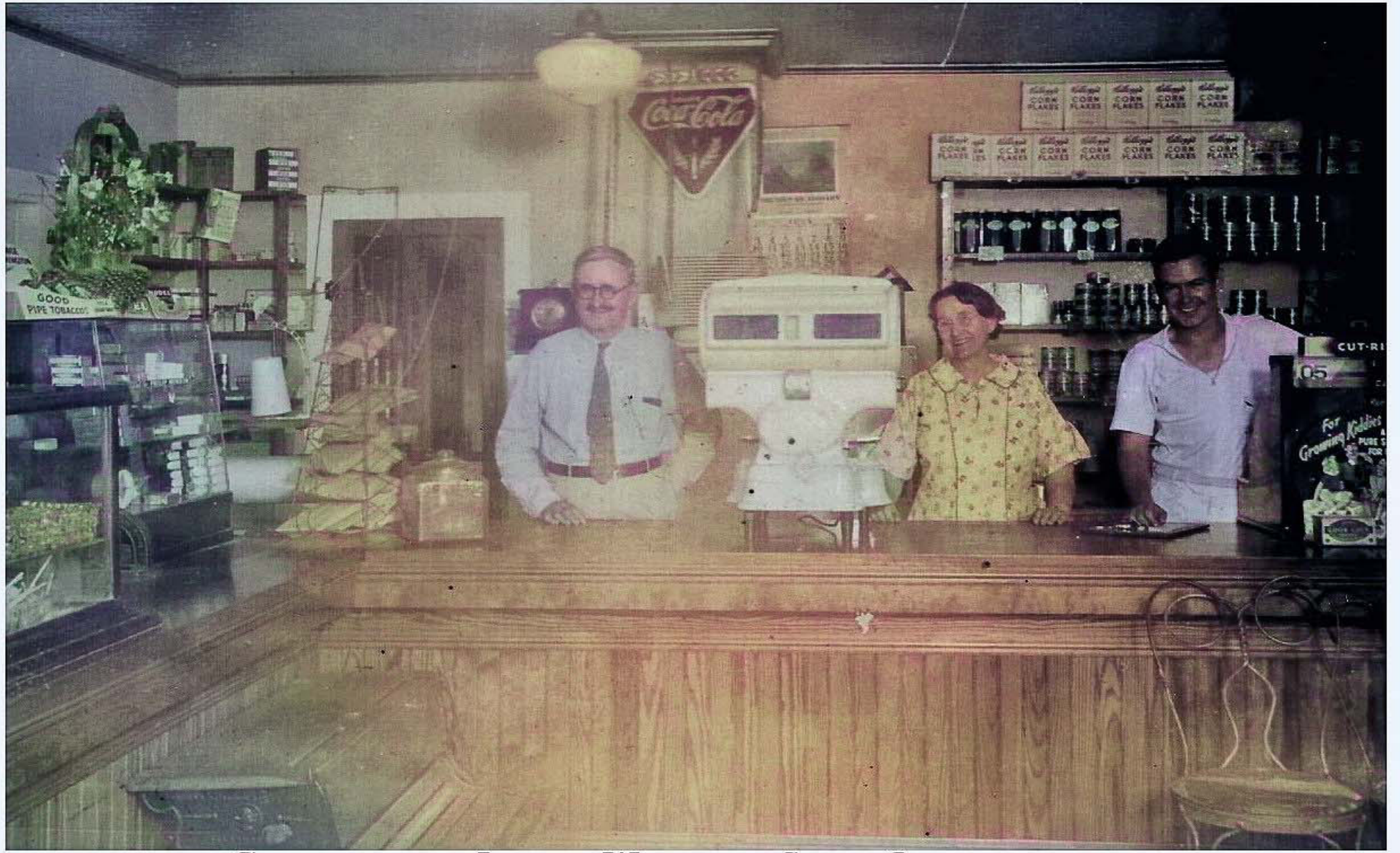
*Ninth Annual*  
**Chesapeake Bay Championship  
Workboat Regatta**



**Deals Island, Maryland - June 22, 1929**

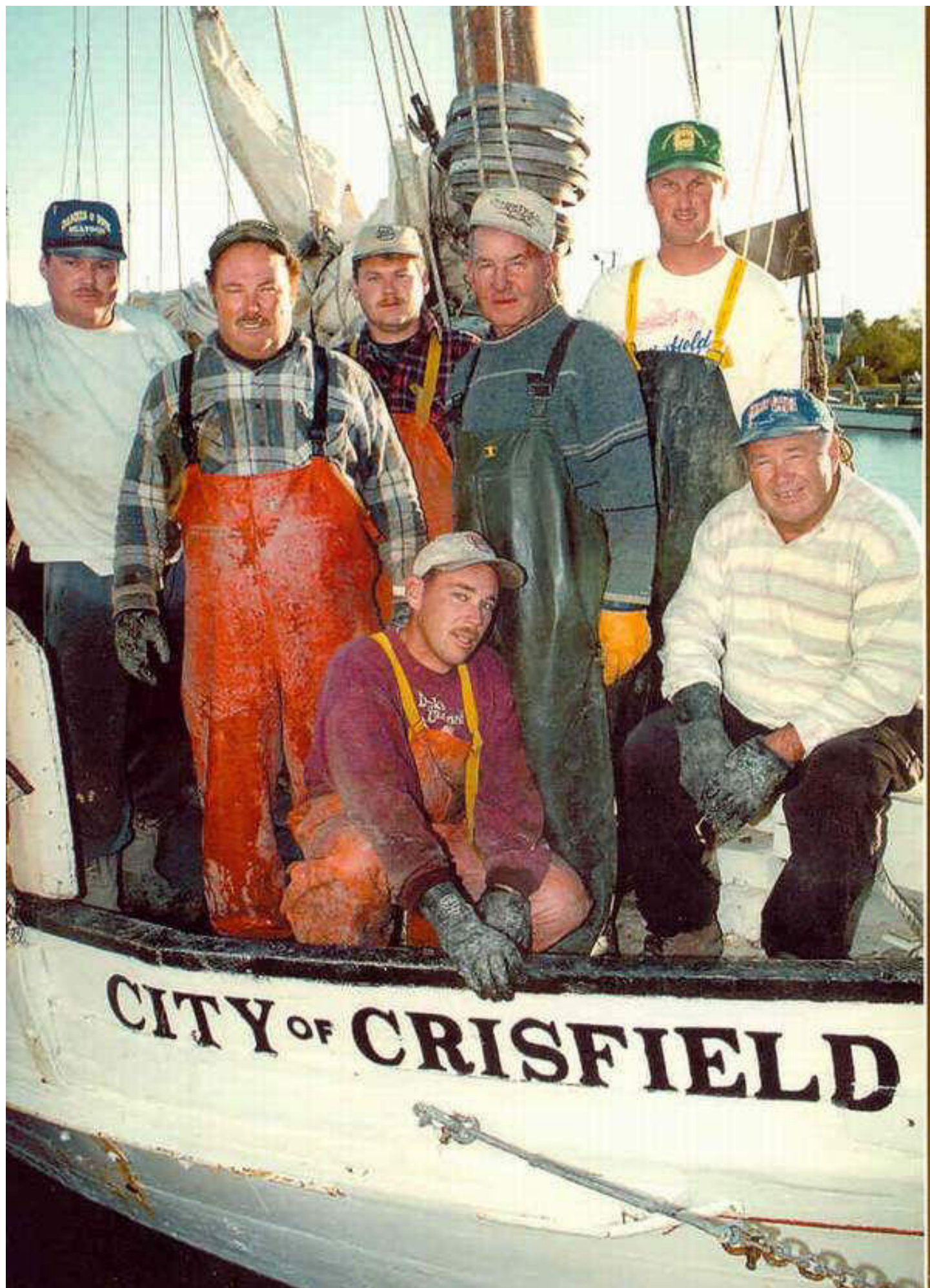
*Compliments*

**THE SUNPAPERS**



GRANVILLE AND LILLIAN WEBSTER - STORE OWNERS 1931-1945











# PIRATES ON THE CHESAPEAKE



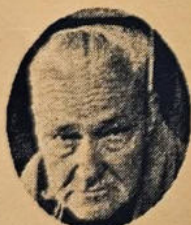
# Nicknames

73 Nicknames -  
Crisfield - Smith  
Island - Tangier  
\$10.00

Crisfield

Smith Island

Tangier



Skagg



Jug Head



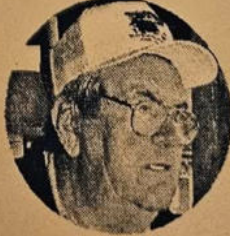
Tabby



Cheeseburger



Spot



Big Foot

*BY*

Scorchy Tawes

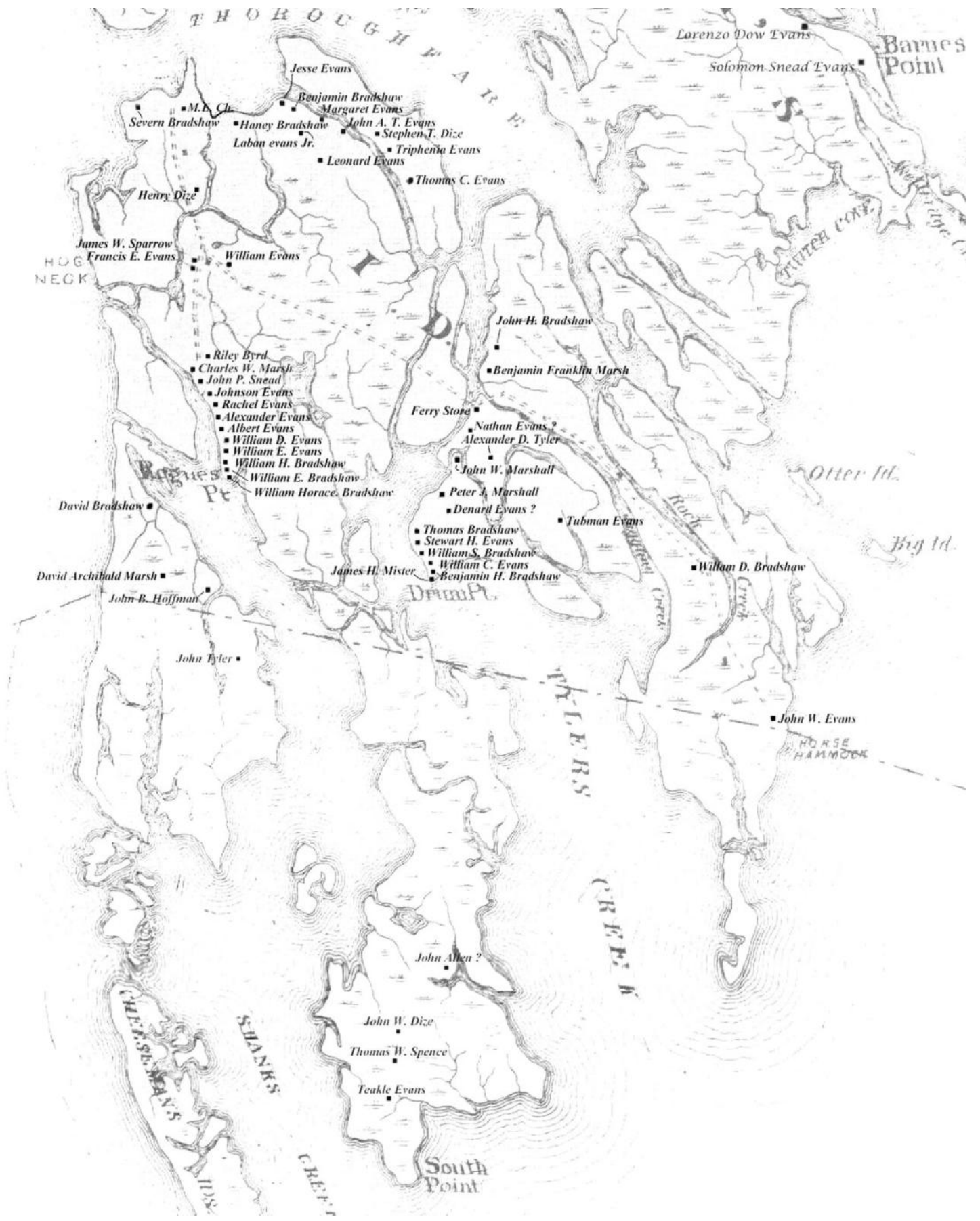
Tighty Mister







BEACH, ISLAND BELLE







Benjamin Whitney of Rhodes Point was the first to respond to the Crisfield Times effort to collect historical documents with this 1924 photograph taken in front of the Rhodes Point Church. Gathered around their teacher, Marie Carey, were (back row, from left) Harold Bradshaw, Cordelia Evans Tyler, Dorothy Kellam Harrison, Elizabeth Evans, Omar Evans, Lloyd S. Tyler II, Robert Kent, and William Marsh; (middle row) Doris Tyler Spriggs, Blanch Tyler Kellam, Maggie Tyler Smith, Madeline Bradshaw Smith, Marie

Johnson Henderson, teacher Carey, Roland Hoffman, and Margaret Evans Whitney; and (front row) Nanny Sneade Evans, Virginia Marsh Bradshaw, Priscilla Evans Holland, Loraine Tyler, Sarah sneade Marsh, with Donald Evans in front of her, Lena Marsh Sneade, Anna Sneade Ward, Ethelyn Evans. Whitney who recalls that Carey was of the old school, a strict keeper of discipline, says that some others who went to the school were not in the photo. The question is, who has been cut out of the picture?



SKIPJACK HERITAGE  
★ MUSEUM ★

23529

Deals Island, Md.



A photograph of three skipjack sailboats racing on the ocean. The boats are white with large, light-colored sails. The sky is overcast and grey. The water is dark and choppy. The boats are moving from left to right across the frame. The largest boat is in the foreground, and two smaller ones are behind it.

# DEAL ISLAND SKIPJACK RACES

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JAY FLEMING WORKSHOP

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SEPTEMBER 5<sup>TH</sup>, 2022



Get a shot of this