

Benedict, Maryland, Cultural Resource Survey and Context Study



Phase I

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Prepared for

The Charles County Department of Planning and Growth Management

By

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*Make no mistake about it, historic preservation is Smart Growth.
It is the job of preservationists to make elected officials and the public aware that historic preservation
has moved from being an activity whose goal — to save old buildings — was an end in itself.
Today, we know that historic preservation is a broad range of activities that use our heritage not as an
end in itself, but as a means to broader and more important ends*

Governor Parris N. Glendening,
National Preservation Conference, National Trust for Historic Preservation, 1999.

*Preservation and interpretation are essential, because it is absolutely impossible
to over estimate the value of historic sites as tools to educate people about the American past . . .
You cannot substitute for taking people to where something happened —
to where Americans lived and worked and fought . . . even the best of our modern teaching aids pale in
comparison with the experience of going to a historic site*

Gary W. Galagher, PhD,
Pennsylvania State University, 1996

*Linking tourism and preservation can do more for local economies —
and for tourism and preservation — than promoting them separately.
That's the core idea in heritage tourism: save your heritage, share it with visitors,
and reap the economic benefits of tourism*

Anonymous
Getting Stated: How to Succeed in Heritage Tourism, 1999

*Historic lands are worth protecting not just because they are rich in history and meaning,
but because they can be an economic asset of great value. Protected historic lands are economic
generators that provide tangible financial benefits to their communities:
jobs, tax revenue, and the flow of outside money*

Frances Kennedy
The Conservation Fund, 1996

Table of Contents

Introduction—	1
Historic Context—	3
I. Benedict Timeline—	3
II. Cartographic Discussion—	5
III. Benedict in the Seventeenth Century—	6
Seventeenth Century Cultural Resources—	6
IV. Benedict in Eighteenth Century—	7
Benedict Tide Mill—	8
Revolutionary War—	8
Benedict - Hollowing Point Ferry—	9
Boat Building—	10
Eighteenth Century Cultural Resources—	10
V. Benedict in Nineteenth Century—	11
War of 1812—	11
Civil War—	13
Steamboating—	17
Boat Building—	17
Commercial Fishing—	17
Recreation—	18
Liquor—	19
Nineteenth Century Cultural Resources—	20
VI. Benedict in Twentieth Century—	21
Steamboating—	21
Benedict- Hollowing Point Ferry—	23
Patuxent River Bridge—	24
Boat Building—	24
Commercial Fishing—	24
Canneries—	25
Deep Water Port—	25

	Recreation—26
	St. Francis de Sales Church—28
	Benedict and Environmental Awareness—28
	Benedict Estuarine Research Laboratory—29
	Tercentenary Celebration 1658-1958—29
	Serenity Farm—29
	Twentieth Century Cultural Resources—30
VII.	Recommended Interpretative Venues—33
VIII.	Recommended Future Work—34
	Acknowledgements—36
	Appendices—37
	Appendix A Primary Source Documentation—37
	Appendix B Benedict Resources—79
	Maps and Charts—79
	Photographs and Slides—80
	Oral Histories and Interviews—81
	Documents—81
	Artifacts and Memorabilia—82
	Appendix C Maryland Historical Trust Archeological Sites Inventory Summary—83
	Appendix D Benedict Related Personalities—84
	Appendix E Economic Benefits of Historic Preservation and Tourism
	Principal Investigator Profiles—88
	End Notes—90
	Principal Investigators—96

Introduction

Benedict, Maryland, has a fascinating and voluminous history. Along with Port Tobacco, Benedict is the oldest surviving town in Charles County and among the oldest in Maryland (it can be argued that Port Tobacco is no longer formal a town). George Washington had a vessel built at Benedict in 1760. A tide mill, relatively rare in the Chesapeake, was built at Benedict. The town was attacked and burned by Loyalists during the Revolutionary War and twice raided by the English during the War of 1812. Its merchants were participants in the Board of Patuxent Associators, a self-defense organization that fielded its own naval force during the Revolution. Benedict was the landing site for a foreign invasion army of over 4,400 troops that occupied and burned the United States capital during the War of 1812. Two prominent War of 1812 officers, Major General James Wilkinson and Brigadier General Leonard Covington, were born near Benedict. Camp Stanton was established in Benedict during the American Civil War to recruit and train African-American regiments for the Union Army. Benedict served as a prosperous summer resort and major seafood processing center on the Patuxent River, and later as the home of the Benedict Estuarine Research Laboratory. President Franklin D. Roosevelt fished the waters off Benedict. Charles County celebrated its 300th Anniversary or Tercentenary Year in 1958 and Benedict its 300th Anniversary in July 1983.

Unfortunately, most of the older historic structures in Benedict were lost due to neglect, accidental and deliberate fires, and hurricanes that plagued the town.¹ Ironically, the oldest *known* surviving structure from historic Benedict is the Slye House, also known as the Benedict Hill House or Higdon, an early eighteenth century frame farmhouse structure altered circa 1840 into a two-story late-Federal home, was moved to Lower Marlboro, Calvert County, in the 1970s.²

When the now outdated *Inventory of Historic Sites in Calvert County, Charles County and St. Mary's County* was published by the Maryland Historical Trust in 1973 and revised in 1980, it stated:

Benedict, now a small sleepy village, played an important role in the economic and social history of Charles County throughout both the 18th and 19th centuries. It is best known, however, as the place where, on August 19, 1814, 5,000 [sic] British troops set ashore and began their march toward Washington and the Battle of Bladensburg. Unfortunately, there are no physical vestiges remaining today to remind visitors of its pre-20th century associations with the history of Maryland and the nation.

Benedict is designated a historic district (CH-229). The Statement of Significance is as follows:

The village of Benedict is significant in its association with the commercial fishing and

*maritime recreation industries of the early 20th century. Additionally, the town has been a commercial center since the 19th century and because of its unique location, has been the site of military action during the War of 1812 and the Civil War.*³

William F. Grovermann, Properties Administrator for the Maryland Historical Trust, wrote in 1975:

*I know of no one who has done a thorough study of Benedict, and I feel strongly that Benedict could be an important archaeological site since there are no remaining truly 19th or 18th century buildings.*⁴

Fortunately, this latter statement is not entirely true. A Civil War-era structure from Camp Stanton may survive. Moreover, the British encampment site during the War of 1812 and the site of Camp Stanton are largely undeveloped and as yet archaeologically unexplored. Other interesting sites such as the customs house and even a few standing structures offer interpretive possibilities. With appropriate implementation, Benedict and the surrounding area can serve as a rewarding and interesting ecological and cultural tourism destination. The implementation of the National Star-Spangled Banner Trail, which will include Benedict, will contribute to this end.

While it is not the purpose of this study to treat pre-historic resources, it is worth mentioning that the Maryland Historical Trust has recorded nineteen prehistoric sites in the Benedict area between Swanson and Mill creeks: 18 CH 100, 101, 102, 304, 306, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, and 322. In general they represent small temporary occupation sites ranging from Late Archaic to Early Woodland time (see appendix B).

HISTORIC CONTEXT

I. Benedict Timeline

Compiled by George Howard Post

1683 - Benedict is established as part of the colonial Act for the Advancement of Trade.

It was originally supposed to contain 100 acres.

1732 - Benedict is officially reduced to a 15-acre plot. There is no known record of an actual survey having been done.

1747 - The Tobacco Inspection Act becomes law.

Benedict gets a government tobacco warehouse and a customs house.

1760 - A vessel is built in Benedict for George Washington.

The 1760's and early 1770's are Benedict's "Golden Era" as a commercial center.

The town is prosperous and teems with trade and shipping.

1783 - Benedict is sacked by Loyalists at the end of the Revolutionary War,

1814 - Benedict's strategic location draws it into the War of 1812.

Benedict is plundered by British troops in June and July.

On August 19 and 20, 4,500 British troops land at Benedict on their way to sack and burn the capital of the United States of America.

1817 - The first steamboat arrives in Benedict.

1863 - The Civil War comes to Benedict.

In October, one lieutenant and 15 soldiers land and begin to recruit African Americans for service in the Union Army.

Camp Stanton is erected in a field just to the west of the village.

1864 - In March over 4,000 Black soldiers depart Camp Stanton to join the war.

1892 - The Methodist church is built.

1896 - The Catholic Church is built.

1907 - The steamboat *St. Mary's* runs aground while approaching Benedict and burns.

1909 - Fire destroys nearly half the town, including the Methodist church.

1918 - The Catholic Church is destroyed by fire.

1924 - The present Catholic Church is built.

1925 - Henderson's ferry begins operation between Benedict and Hallowing Point.

1933 - A terrible storm brings much flooding and destruction.

1937 - Steamboat service to Benedict is terminated.

- 1948 - A proposal to erect a “deep water port” at Benedict is killed.
- 1949 - Slot machines are legalized and quickly appear in the village.
- 1951 - The Benedict Bridge is opened.
- 1954 - Hurricane Hazel again brings flooding and destruction to the town.
- 1958 - Benedict celebrates the state’s 300th birthday in grand style.
- 1959 - The Benedict Pier is built and quickly becomes a popular attraction.
- 1968 - The slot machine era ends and Benedict becomes a sleepy village.
- 1969 - The Sollers’ oyster packing house closes.
- 1972 - The oyster industry, long in decline, is severely injured by Tropical Storm Agnes.
- 1975 - The last oyster packer’s license in Benedict is issued to Harry Gray Messick.
- 1983 - Benedict celebrates its 300th birthday.
Stubner’s Hotel is burned.
- 1989 - The last general store in town closes. For the first time in over 200 years the town does not have a store.
The Benedict Pier is destroyed by fire.
- 2002 - A tornado hits Benedict, destroying one house and damaging others.
- 2003 - Hurricane Isabelle floods low areas and destroys Chappellear’s Restaurant.

II. Cartographic Discussion

The maps and charts discussed here are listed in appendix B. The earliest known map of Benedict and its immediate environs is a hand-drawn and colored British chart of 1814. Significantly, it depicts an island off Benedict that is no longer extant. A second British map showing the positions of the army encamped at Benedict also provides the first detailed map of the layout of the town as it then existed. It indicates 12 structures along a fork of the road just before the river. It shows no indications of any wharves and the road from the west has only a slight dip to the south as it extends east toward the river. The Wilkinson Map of 1816 indicates only four structures at the end of the road leading into town from the west. The second map which gives any detail of Benedict is “Map of the Patuxent & St. Mary’s Rivers, Maryland” drawn in 1824 but not printed until 1847. It clearly shows 13 structures along the road and the river. There is no indication of any wharves or other maritime facilities. The road into town from the west slowly curves to the south. The Ducatel Map A, dated 1836, provides geological but no cultural information. The 1860 U.S. Coast Survey Map of Patuxent River shows about 34 structures and road layout of the town including two wharves. Town Point is shown as being marshy. Mill Creek is nearly closed through accretion, with two structures shown on the river side. No road connects Benedict to the Mill Creek area, but a road is shown coming into the west side of Mill Creek. The 1907 Geological Atlas Patuxent Folio shows 20 structures including a church as well as two wharves on the waterfront. Town Point is indicated as a marsh. Mill Creek is only suggested, but not detailed. The 1908 Natural Oyster Bar Chart No. 19 shows about 36 structures and a T-wharf. No structures are shown at Mill Creek. The oyster bar of the Benedict-Mill Creek shore is named the “Carpenters Yard” after the traditional boat building area of Benedict. The Prince Frederick U.S. Geological Survey topographic map of 1910 (reprinted 1921) shows two churches (the Episcopal church burned in 1909 so there was actually only one), plus 21 structures and two wharves. The Prince Frederick topographic map of 1938 (reprinted in 1946) for the first time shows a detailed road grid pattern. It shows over fifty structures and an L-shaped wharf. For the first time a road connects Benedict with Mill Creek. The road to Benedict in all these maps is essentially the same gently curving road. The Benedict topographic map of 1953 is the first to show the new road going directly east to Town Point to the Benedict Bridge. Like the 1953 map, it reveals a detailed road grid with one church, 17 piers and 116 structures. The 1969 topographic map of Charles County gives less detail than the 1953 topographic chart but does show the ferry route and the Patuxent River Bridge at Benedict.

III. Benedict in the Seventeenth Century

Named for Benedict Leonard Calvert, the fourth Lord Baltimore and Lord Proprietor,⁴ Benedict Leonard Town, later known simply as Benedict, was one of thirty-two sites designated as ports or new towns as part of the third Lord Baltimore Charles Calvert's "An Act for the Advancement of Trade," signed into law on November 6, 1683. The town was to be one hundred acres in extent, staked out and divided "into convenient streets, lanes & alleys, with open space places to be left on which may be erected church or chapel, & market house, or other public buildings." The town was to be divided into 100 lots, numbered 1 to 100. Anyone purchasing a lot was required to build a house no less than twenty-foot square. The town, as such, was one of the few designated places in the colony where imported goods could be legally unloaded and commodities for export sent out.⁵ Although deemed important enough that a court was convened at Benedict Leonard Town on February 14, 1692, to lay out parishes along the east side of the Patuxent, the town's growth was minimal. As with many of these 17th century "paper" towns, Benedict did not really become established as an organized urban center until early in the following century.⁶ Among the more significant residents of the neighboring environs was Henry Jowles, who in 1670 resided near what would soon become Benedict. Jowles is most noted for helping John Coode lead the military overthrow of Lord Baltimore's government in the Revolution of 1689. He is also credited by some with the invention of the mint julep.⁷

Seventeenth Century Cultural Resources

Standing Structures. None.

Potential Archeological Resources. The triangular area formed by Benedict Avenue, Wharf Lane and the river is the original town site. Lot 26 within this area is currently vacant and would make an ideal transect to test for cultural resources related to the early history of this port town.

IV. Benedict in the Eighteenth Century

Having failed to significantly develop under the 1683 Advancement of Trade Act, Benedict was reauthorized by the Maryland Assembly and Governor John Seymour in 1706 as one of forty-two “reputed and appointed ports” under a new “Act for advancement of trade and erecting Ports & Towns in the province of Maryland.” One source reports that Benedict “still exhibits its simple and regular gridiron pattern” from its colonial one hundred acre layout dating from the 1706 act.⁸ This statement is not supported by the colonial layout of the town which was triangular in shape, bounded by what today is Benedict Avenue on the west, Wharf Lane on the north and the Patuxent River on the southeast. Because the town growth failed to meet expectations, “by reason all the Lots were not taken up and improved in time . . . And whereas, the said One hundred Acres . . . is thought to be by far too much for that Place,” the size of the town was reduced by the colony government in “An Act for laying out a-new Fifteen Acres of Land, commonly called Benedict-Leonard Town.”⁹ The town was to be resurveyed and laid out in 20 equal lots and formally re-erected as an official Maryland port of entry.

While Benedict is not the earliest town to be established in Charles County (Charles Town was established in 1668 as well as several others between then and 1706), it can be argued that along with Port Tobacco, established in the same year, Benedict is the oldest surviving town in Charles County. Ironically, Port Tobacco has numerous older surviving structures even though it did not survive to the present day as a formal town while Benedict has continued to function as a town since its beginning, but owing to military actions, fires and hurricanes can boast of little surviving original historic integrity. Yet, by the onset of the American War for Independence, Benedict had grown to become the second largest town in Charles County, and an important port with three sizeable stores conducting international trade. In 1734 a shipment of 320 slaves arrived at Benedict and its human cargo sold to plantations in Charles and Prince Georges counties. By the mid-1760s its merchant factors shipped an average of 700 hogsheads of some of the best tobacco grown on the Western Shore, and received in return European and East Indian goods which were noted in advertisements in the *Maryland Gazette* as “much to tedious to particularize.”¹⁰ (See appendix A for primary documents about the founding and establishment of Benedict).

Ships from and to Europe stopped at Benedict. A typical 1753 issue of the *Maryland Gazette*, for instance, announced that the ship *Friendship*, under the command of John Rattray, would be making passage to Portsmouth, England, and then to Rotterdam, Netherlands. Anyone inclined to take such passage were instructed to apply to Alexander Lawson, at Nottingham Iron Works, James Johnson at Annapolis, or to the commander of the vessel “lying at Benedict-Town

on Patuxent River.”

Benedict suffered a blow from rival Nottingham, also located on the Patuxent River in Prince George’s County, when in 1799 with the institution of section 10 of the Laws of the United States of American pertaining to “ports of entry and delivery,” it was declared that Maryland would henceforth be divided into ten districts. “The district of Nottingham” was decreed as “all the waters and shores of the west side of Chesapeake Bay, to Drum Point on the river Patuxent, together with the said river, and all the navigable waters emptying into the same, to which Benedict, Lower Marlborough, Town Creek, and Sylvey’s Landing, shall be annexed, as ports of delivery only, and a collector for the district shall be appointed, to reside at Nottingham, and a surveyor, at Town Creek; and Nottingham shall be the sole port of entry.”¹¹ The consequence of this act was to substantially reduce Benedict’s role in Maryland’s international trade.

Benedict Tide Mill

Little documentation is known about the tide mill that operated at the mouth of appropriately named Mill Creek, off the Patuxent River, near where the Seaside Marina and Restaurant is now located. The 17th and 18th century tide mills of Maryland and Virginia, erected at the entrance to tidal ponds, were primarily employed in grinding grain, and powered by the flood and ebb of tides funneled through extremely narrow straits. Several colonial tide mills, such as at Bushwood Wharf on the Wicomico River, survived until the onset of the 20th century, but do not exist today.¹² The Benedict tide mill may have been built by millwright William Hansbrough who is known to have built tide mills in Virginia and possibly one at Allen’s Fresh, also in Charles County. Hansbrough advertised his service in the *Maryland Gazette*, March 27, 1751 (see Appendix A). The mill is believed to have operated at least until the 1850s based on census records. John T. Burch is listed as miller among known resident of Benedict. The 1860 census lists no miller. The Connick family is reported to have millstones from a mill on Mill Creek: it is presumed this is the same as the tide mill.¹³

Revolutionary War

In the spring of 1781 British privateers and Tory raiders menaced the Patuxent valley. With neither the Continental nor Maryland governments able to provide protection for the towns along the Patuxent, the merchants and citizens of the river towns, including Benedict, organized themselves into the “Board of Patuxent Associators” to provide for their own defense. At a meeting convened at Benedict on May 12, 1781, it was announced that Board agents had

purchased the former privateer schooner *Nautilus* at Baltimore, which was to be paid for from tobacco stores held at Benedict and towns to the northward. The Board would also field a row galley, and erected defensive positions along strategic points on the river.¹⁴

Despite Lord Cornwallis's defeat at the siege of Yorktown in October 1781, Loyalists irregulars and seaborne guerilla units remained active in the Chesapeake region until ratification of the Treaty of Paris by Congress on January 14, 1784. Depredations by Loyalist forces, however, continued throughout the Tidewater. On February 21, 1783, Maryland Governor William Paca informed the Commander in Chief of the Continental Army, General George Washington, that eleven Tory barges, a sloop, and two schooners were still freely operating in Maryland waters with impunity. This letter was prompted in part by a devastating raid against Benedict launched less than a week earlier. On February 17 the flotilla, commanded by the noted Tory guerilla leader Joseph Wheland, Jr., aboard the sloop *Rover*, entered the Patuxent River and landed without opposition at Benedict, where his forces sacked and partially burned the town, though word of the impending peace treaty was already circulating throughout Maryland.¹⁵ The picaroons, as they were called, took 12,000 pounds of salted pork from the warehouse of Phillip Ferguson, along with £40 worth of his belongings, such as clothing and furniture. From Henry Tubman's store they carted off about half of his goods and a slave named Pompey. Henry Greenfield's slave named Luke stole a canoe and joined the raiders. Some of Wheland's men crossed the Patuxent and burned the home of Colonel Benjamin Mackall at Hallowing Point. John Senior, who was visiting Ferguson at the time, asked Wheland if he were not the man who had made him a prisoner the summer before during another raid. Wheland reputedly walked over to Ferguson's house and in bold red letters wrote across the wall, "Joseph Wayland Commander of the Sloop Rover."¹⁶ One month later, on April 17, 1783, the *Maryland Gazette* published the formal proclamation "Declaring the cessation of arms, as well by sea as by land" between the United States and Great Britain.¹⁷ (See appendix A for primary documents about Wheland's raid).

Benedict-Hallowing Point Ferry

Ferries operated between the environs that would later be designated Benedict and the Calvert County shore at Hallowing Point by the first settlers and maintained in one form or another until the 20th century when the bridge was completed in 1951.

A ferry was established between Benedict and Hallowing Point on the Calvert County side of the river in the late 17th century, following the settlement of John Ashcomb at Hallowing Point in 1653. It is known that regular mail service crossed here in 1695. Tradition holds that the point got its name from the Native Americans "hallowing" or hollering across the river for the

ferry when it was on the opposite side.¹⁸ Though the three-quarter mile distance between the two points would have made “hallowing” almost impossible, the possible existence of an island between the two points, as indicated by a British map of 1814, would have substantially improved the possibility. The Dennis Griffith 1794 map of Maryland called the crossing Mackalls Ferry, named after the Mackall family, who erected a manor at Hallowing Point after acquiring it from the Ashcombs in the 17th century.

Boat Building

Maryland ship and boat construction did not begin in earnest until after the 1720s when the colony-built merchant fleet numbered only 24 vessels. By the 1740s and 1750s, however, with the availability of a larger skilled labor pool of shipwrights, joiners, carvers, caulkers, and sailmakers, colony shipbuilding increased dramatically. Watercraft construction has taken place at Benedict since the 1600s. Local tradition claims that a boat was built for George Washington in 1760, probably at Carpenter’s Yard.¹⁹

Eighteenth Century Cultural Resources

Standing Structures. While no 18th century historic standing structures survive within the bounds of Benedict, there is at least one example that survives nearby. Maxwell Hall (CH-196), built circa 1750, is an outstanding example of a one and one-half story gambrel-roofed frame structure with large chimneys at each end. An unusual feature of Maxwell Hall is an interior partition wall of riven clapboards, the only recorded Maryland example of such dating from the mid-18th century.²⁰

Potential Archeological Resources. Only one archeological site from this time period is recorded (Two Friends 18 CH 308), although more most certainly exist. Anticipated archaeological resources include the tide mill at the mouth of Mill Creek, and domestic as well as maritime resources associated with the 18th century settlement within the vicinity of Benedict Avenue, Wharf Land and the river. The area around Carpenter’s Yard should also have maritime resources such as remains of a marine railway and possible submerged random disposal areas. From archival accounts several standing structures were once associated with the village including a 1747 tobacco warehouse and customs house. The customs house is probably the “red brick house” that is sometimes mentioned as once being located on Wharf Lane, precisely where one would expect it to be located.

V. Benedict in the Nineteenth Century

War of 1812

There are numerous references to American and British military activities at Benedict in 1814.²¹ (See appendix A for primary documents on the events summarized below).

The first trauma of the conflict was felt on June 15, 1814, when a contingent of 160 Royal Marines from H.M. frigates *Loire* and *Narcissus*, and a newly designated contingent of 30 black Colonial Marines, freed slaves inducted into British service, under the command of Captain Robert Barrie, RN, arrived in fifteen armed barges to conduct the first British raid on the town. Barrie was the commander of a strong naval force blockading an American flotilla under Commodore Joshua Barney in St. Leonards Creek, Calvert County, 12 miles down the Patuxent. Unable to draw the American squadron from its lair, he thus decided to conduct a series of raids on the river to force Barney to come out to defend the waterway towns. Benedict was selected as his first major target.

“Here,” Barrie later reported, “a party of regulars were stationed who fled on our approach, leaving several musquets, knapsacks and part of their camp” equipage behind them. They also left a six pounder which was spiked.” The local inhabitants had also largely deserted the town, along with the militia that Barrie had mistaken for regulars. The townsfolk had trundled off whatever they could, but Barrie was delighted to discover more than 360 hogsheads of tobacco, a veritable treasure trove of considerable value on the European markets, still intact in the town warehouse.²²

Leaving behind a heavy boat party and a tender belonging to H.M.S. *Dragon*, under the supervision of a certain Lieutenant Fitzmaurice (or Fitzmorris), “an active zealous officer,” to protect the prize tobacco taken at Benedict lest the Americans attempt a recapture, Barrie pushed further up the river toward the port of Lower Marlboro. Upon his return to Benedict, after successful raids to the north, he found that Lieutenant Fitzmaurice had held the port without difficulty. After leaving a few boats for the lieutenant to patrol the town and ferry landing, and to continue with the removal of tobacco stocks and other goods from the town and surrounding countryside, he turned his attention to the St. Mary’s county shoreline.²³

On June 17, a “poison incident” occurred here during the British occupation when at least one barrel of poisoned whiskey was intentionally left for unsuspecting British troops to drink. Three Americans, led by Clement Dorsey, warned the British of the poisoning, and are believed to have thus earned the gratitude of Captain Barrie and saved the town from total destruction.²⁴

Even as several British prize schooners were transferring scores of plundered tobacco hogsheads from Benedict to the main British fleet anchorage, American militia under General

Philip Stuart gathered on the ridge to the west of the town. About 4:30 p.m. on the afternoon of June 20 a large British landing party from H.M. schooner *St. Lawrence* was successfully driven off by Maryland and District of Columbia dragoons and riflemen with the assistance of an artillery battery. This small skirmish resulted in five or six Royal Marines and sailors being captured and one sergeant killed. Units of the District of Columbia Volunteers under Major George Peter then occupied the town. Regular units of the United States Army would later reinforce them. The town would remain so defended until July 10.²⁵

On June 26, following the Second Battle of St. Leonard's Creek, the United States Chesapeake Flotilla escaped from that waterway, and pressed upriver to Benedict, which would temporarily serve as a U.S. Flotilla Service base until evacuated by both army and militia. The flotilla then moved north to establish a base at the port of Nottingham.

On July 17 Rear Admiral George Cockburn, commander of all British forces then in the Chesapeake, having been alerted to the imminent departure of a British Army invasion force bound for the United States, wrote to the Commander in Chief of the American Station, Vice Admiral Alexander Cochrane:

*I feel no hesitation in stating to you that I consider the town of Benedict in the Patuxent, to offer us advantages for this purpose beyond any other spot within the United States . . . Within forty-eight hours after the arrival in the Patuxent of such a force as you expect, the City of Washington might be possessed without difficulty or opposition of any kind.*²⁶

The British invasion of the United States of America, the first of three major attacks upon American soil in the nation's history, commenced on the morning of August 19 as the Royal Navy gun brig *Anaconda* came to anchor off Benedict. Vanguard of the British invasion fleet, *Anaconda* was to provide covering fire for the landing of 4,432 British soldiers, dubbed "Wellington's Invincibles," Royal Navy sailors, and marines under the overall field command of Major General Robert Ross.²⁷ The landing continued through late afternoon of August 20, 1814, meeting no resistance. The British positioned pickets and three cannons on the hills west of Benedict to protect their encampment there from possible American land attack while a large fleet of British warships protected the water approaches and east side of the encampment. The waters offshore and just below Benedict served as the main anchorage for British naval ships from August 19 to August 30, 1814, during the British invasion. The major area of where the British encampment was located is on or near Serenity Farm, protected in perpetuity by agricultural preservation easements, and Indian Creek Natural Resources Management Area owned by the Maryland Department of Natural Resources.

About four miles from Benedict at Aquasco Mills, later called Woodville and now

Aquasco, Secretary of State James Monroe and a detachment of 25 to 30 dragoons from the District of Columbia reconnoitered the British fleet and invading army about 10:00 a.m. on August 20, 1814, and again the next morning, providing the first American observation of the landing.²⁸ On August 30, the successful invading army re-embarked aboard the British fleet at Benedict to begin their next campaign, this time unsuccessful, against the Port of Baltimore.

Two accounts claim that British projectiles were found during demolition of structures at Benedict. One report states cannonballs were recovered from a brick house known as the Red House on Wharf Lane.²⁹ Another claims shot was dug out of the studding of the old Benedict Hotel (known by many names over time) when it was rebuilt ca. 1888.³⁰

Civil War

Camp Stanton operated as a recruiting and training camp from October 1863 to March 1864. The camp was named for Edwin Stanton, President Abraham Lincoln's Secretary of War. Colonel James Shaw, Jr., was the commanding officer here from November 15, 1863. Other nationals included Major Edelmiro Mayer from the Argentine Republic and Assistant Surgeon Henry Grange from England.³¹ The 7th, 9th, 19th and 30th Colored Infantry Regiments were trained here. While the camp location was deemed sufficient, it proved to be poorly chosen as disease soon descended upon the base, which consisted of stockades, bunks, officer quarters, kitchens, and a hospital, all built by the recruits themselves. Sleeping quarters for non-officers were tents warmed by fireplaces with stick and daub chimneys. The winter of 1863 was harsh and soldiers at Camp Stanton suffered from both lack of proper housing and clothing.³² In late November 1864 the camp was devastated by an epidemic of measles.

The Peter C. Henderson house was requisitioned as a field hospital. A military cemetery was created in the fields behind the house. The dead were later removed to Arlington National Cemetery after the war.³³ It is unclear if any bodies were intentionally or unintentionally left behind.

On October 30, 1863, the first major recruitment expedition left Benedict for the Eastern Shore of Maryland, returning with about 500 recruits onboard the steamers *John Tracy* and *Balloon*. On November 29 armed recruitment units descended upon oyster fleets at the mouth of the Patuxent River and in Tangier Sound, and returned ten days later with over 130 more recruits. These actions raised sufficient men to fill the 7th, 9th and 19th regiments. In late January of 1864 orders were given to recruit men for the 30th regiment in the region between Benedict and the Potomac River. The method of recruiting upon reaching the designated point was to, "occupy the most desirable public building, dwelling-house, warehouse, or barn found vacant, and with this as

a rendezvous, small parties were sent into the surrounding country, visiting each plantation within a radius of twenty or thirty miles . . . the detachments usually consisted of a non-commissioned officer and ten or twelve men.”³⁴

One such recruiting effort, on October 21, 1863, met tragedy at a nearby estate about two miles below Benedict on the Patuxent, known as The Plains. A Union lieutenant named Eben White was mortally wounded in the chest as he tried to recruit slaves belonging to John H. Sothoron at his plantation. This has come to be known as “The Plains Incident.” This event has several variations depending on the source. We quote from the 1878 record of the Seventh Regiment:

Lieut. White left Baltimore with Companies A and B on the 19th of October, 1863, and the day following landed at Benedict with a squad of fifteen men and opened a recruiting station. The morning after his arrival (21st) Lieut. White learned that a Col. John H. Southron [sic], living about a mile below Benedict, had two negroes tied up in his house, to prevent their enlisting. About 1 o'clock in the afternoon he took two of his men and proceeded to Southron's house. Here he found Southron and his son, each armed with a double-barreled gun and a pair of pistols. Lieut. White stated his mission and ordered the men released. This the Southrons positively refused to do, and abused him roundly. He then left the house and started toward a field where a gang of slaves were at work. Southron and his son followed and coming up with him in the field where the negroes were, demanded what he wanted. White replied that he was there to enlist such of his slaves as desired to do so. Thereupon Southron began to abuse him and said that he had come out to kill him. On hearing these threats one of the guard raised his musket to shoot Southron, but White ordered him to stop. Southron's son then raised his gun to shoot the guard, when White, seeing that they were really in earnest, told one of the guard to cock his piece, and at the same time seizing the musket of the other guard exclaimed, 'If I die, I'll die fighting.' At this moment Southron leveled his gun and fired, the ball taking effect in the right breast. The son also fired, striking him near the same place, and he fell mortally wounded. The guard from whom White obtained his musket, seeing him fall, turned and ran, but received a charge of shot in the back of the head, which, however, did not disable him. The other guard then fired at the son, the ball, grazing his cheek, and then followed his companion. The two soldiers made their way to Benedict and reported the affair to Capt. Leary, of the [steamer] Cecil, who immediately got up steam and ran down to a landing near the plantation, and with his engineer, two of his crew and five soldiers went ashore. They found the dead body of poor White in the field where he had

*fallen, which, upon examination, showed that he had been twice shot after he fell, and his head badly beaten, as if with gun-stocks. The body was conveyed to Baltimore, where it was placed in a vault to await the action of his friends. It was learned that Southron, his son and family had driven away soon after the shooting. We afterwards heard of his arrival in Richmond, where he was received as a hero. After the close of hostilities he returned home and surrendered himself to the civil authorities and went through the farce of a trial. All the witnesses to the murder being still in the service, and acquittal followed of course.*³⁵

The Plains estate, 800 acres in extent, was seized under the Confiscation Act on May 5, 1864, but returned to the family between March and May of 1866. Colonel John H. Sothoron was indicted by the Grand Jury of St. Mary's County on November 27, 1866, and found not guilty on November 29. In early 1868 he filed a claim against the government in the amount of \$98,638 for loses and damage to his estate during the Union occupation. The claim was rejected in 1875.³⁶ Sothoron was forced to sell the The Plains in late June 1868 to satisfy a suit against him by Walter Mitchell.³⁷

The following are brief summaries of unit operations of the U.S. Colored Regiments trailed at Benedict.³⁸

Seventh Regiment Infantry, U.S. Colored Troops, Maryland Volunteers: Organized at Baltimore in September and October 1863, the Seventh Regiment, U.S. Colored Troops, was sent to Camp Stanton, Benedict, Maryland. In March 1864, the unit moved to Virginia where it served in forces defending Portsmouth and Suffolk. Transferred to Jacksonville, Florida, the Seventh served as pickets and scouts, engaged in several skirmishes and assisted in building fortifications. In May it fought two severe skirmishes at Cedar Creek, Florida. Assigned to South Carolina, the unit was part of an expedition operating from Hilton Head north along the Edisto River. Fighting was frequent during the 17-day march. Following participation in other raids in Florida, it returned to the James River area and was assigned to the Colored Brigade of the Third Division, Tenth Army Corps. It saw active service almost daily along the north bank of the James River in late 1864, and took part the next spring in movements leading to the evacuation of Petersburg. After Appomattox, the Seventh performed guard duty in Texas until October 1866. Credited with participation in 11 engagements, the regiment was disbanded in Baltimore on November 15, 1866. Colonel James Shaw, Jr. was commanding officer.³⁹

Ninth Regiment Infantry, U.S. Colored Troops, Maryland Volunteers: Organized at Camp Stanton, Benedict, Maryland in November 1863, the Ninth Regiment Infantry, Colored Troops, remained at that post during the winter, engaged in training. The first battle hymn of black

soldiers recorded during the Civil War era was *They Look Like Men of War*, which originated among the men of this Ninth Regiment. In March 1864, they sailed to South Carolina, where they saw active service under General William Birney. During June the regiment skirmished frequently in the area of John's Island. Transferred to Virginia, the Ninth took an active part in the Battle of Fussel's Mills and in the Siege of Petersburg. In September it shared in the unsuccessful assault on Fort Gilmer near Richmond. In April 1865, it participated in the Union Army's triumphal march into Richmond, the Confederate capital. Two months later it voyaged to Texas. After garrison duty in the Brownsville area until October 1866, it embarked at New Orleans for Baltimore. Mustered out on November 10, it was credited with participation in seven major engagements. Commanding officers were Colonel Thomas Bagley and Lieutenant Colonels Samuel C. Armstrong and George M. Dennett.⁴⁰

Nineteenth Regiment Infantry, U.S. Colored Troops, Maryland Volunteers: Organized December 15, 1863 at Benedict, Maryland, the Nineteenth Regiment, Colored Troops, was made up largely of men from Southern Maryland and the Eastern Shore. After training it moved to Baltimore on March 1, 1864, for provost duty. Later in the month a detached battalion saw service between Harpers Ferry and Winchester, and skirmished heavily with Confederate Cavalry at Berryville. Transferred to the Army of the Potomac, the entire unit entered the Battle of the Wilderness and saw service through Spotsylvania, Cold Harbor, Weldon Railroad, Cemetery Hill, the siege and capture of Petersburg, and the entry into Richmond. On June 6, 1865 the regiment embarked for Texas where it performed garrison service until its enlistment expired. Mustered out on January 15, 1867, the unit received credit for 11 engagements. Colonels Harry G. Thomas and Joseph G. Perkins commanded.⁴¹

Thirtieth Regiment Infantry, U.S. Colored Troops, Maryland Volunteers: The Thirtieth Regiment Infantry, Colored Troops, recruited almost entirely in Southern Maryland and the Eastern Shore, was formed at Camp Stanton, Benedict, in early 1864. During the spring and summer it participated in the Wilderness Campaign and in the Siege of Petersburg. After traveling to Wilmington, North Carolina, it participated in the two expeditions against Fort Fisher in December 1864, and January 1865. Following General Joseph Johnston's surrender, the unit performed garrison duty until it was mustered out December 10, 1865. It was credited with participation in four battles. The commander was Colonel Delavan Bates.⁴²

There is a Maryland Roadside Historic Marker for Camp Stanton located on the triangle formed by the intersection of Benedict Avenue and Maryland Route 231. There is a Maryland Civil War Trail interpretive sign for Camp Stanton located near the entrance to the Seaside Restaurant (see recommendations). The site of Camp Stanton is part of the Maryland Department

of Natural Resources Indian Creek Natural Resources Management Area.

Steamboating

Steamboats operated at Benedict from 1817 until 1937. The steamboat wharf was located at the end of Wharf Lane. Scorched pilings from the wharf were still visible in 1976. Steamboats not only shipped freight and passengers but also brought vacationers. Steamers were also chartered for recreational purposes as illustrated in the *Calvert Gazette*, August 17, 1887:

The steamer Essex carried a Sunday-school excursion party down [sic: up] the Patuxent as far as Benedict one day last week, returning at 7 P.M. Music and dancing were greatly enjoyed on board, and the trip was such a pleasant one that those who participated would be glad to have another just like it.

Boat Building

The Calvert Marine Museum is presently conducting a study on the boat building of southern Maryland. They have accumulated a wealth of information about 19th and 20th century boat building in Benedict that will be included in a forthcoming book on the subject. A Benedict file on this topic is held at that institution. Carpenter's Yard, located essentially at the south of the east end of Chappelar Alley at what was known in later years as the Copsy Marine Railway, was the center of boat building in the 1800s. George Washington Horsman is said to have built pungies (centerboard schooners used for oystering).

Commercial Fishing

Beginning soon after the Civil War, commercial fishing, and in particular oystering on the lower Patuxent River, provided for the livelihoods of many citizens of Benedict who were involved in all aspects of the seafood industry, from harvesting, processing, shucking and picking, and canning, to merchandising and food services. A number of watermen involved in the fisheries, such as Captain Benjamin F. Henderson, had emigrated from northern states such as New Jersey following the collapse there of the shell fishing industry in coastal waters. He was to become the first Benedict resident to open an oyster-packing house in the town.⁴³

In the 19th and early 20th centuries, owing to a burgeoning competition for oysters, which occasionally became violent, Maryland and Virginia established formal State Fishery forces, or "Oyster Police" to enforce state laws regarding the fisheries. Local competition for the Patuxent oyster beds was often a source of conflict, as related in the following, which appeared in the *Calvert Journal*, September 29, 1877.

VIOLATION OF THE OYSTER LAW.— For some time it has been a subject of complaint

with the oystermen living in this county on the Patuxent River, opposite Charles County, that oystermen from Benedict were violating the oyster law by catching oysters in the waters of Calvert county. The attention of Capt. Forrest, Deputy Commander of the State Fishery Force, in this district had been called to the matter, but until Thursday the 27th inst., he had been unable to apprehend any of the parties violating the law. About the 1st of the month he procured the names of several colored oystermen from this county who had been witnesses to the violation of the law, on the part of seven men all hailing from Benedict, Charles county. On the day above mentioned, having procured the services of Justice Sollers, and with warrants issued by the Justice upon the oath and information of three of the witnesses, Capt. Forrest apprehended the following parties: Geo. W. Horseman, Benjamin L. Messick, J.W. Springfield, Wm. A. Higgs, James Butler, Wm. Stafford and John Plater. The arrests were effected off Benedict, and the parties being brought aboard the Oyster Sloop were tried before Justice Sollers. Mr. R.H. Hagner, States Attorney appearing for the State. Several witnesses were examined, and it being clearly established that the parties had violated the law, they were adjudged guilty, and a fine of twenty dollars, the lowest penalty allowed was imposed upon each. In justice to Captain Forrest, we would say, that in the arrest and conviction of these parties, he has shown that with the necessary assistance he is willing, and fully able to punish any violation of the oyster laws, in his district.

There were several seafood packing plants operating in Benedict. An 1886 plat shows a two-acre oyster ground just north of the steamboat wharf. Oyster shells were used to fill the unpaved roads in town.

Commercial fishing blossomed at Benedict near the end of the 19th century, and a variety of fishes, a few somewhat exotic, are known to have been harvested, including the occasional large predator. Indeed, a large shark was reported captured in a pound net near Benedict in 1894.⁴⁴ Oyster tonging was booming in the late part of the century.

Recreation

A hotel and race track was completed in 1888 by E. Gill Bowling, off Hyatt Avenue on what today is called Bells Hotel Place.⁴⁵ The hotel was apparently located on the west side (where the abandoned Bells Hotel is located) and the race track probably on the east side of Bells Hotel Place. The racetrack operated until about 1891. Five cottages were also built along Bells Hotel Place to the north of the hotel. By the mid-1870s Benedict fielded a baseball team that played against other clubs from Prince Frederick, Huntingtown, and Lower Marlborough.⁴⁶

Liquor

During the latter third of the 19th century the Temperance Movement in Maryland gained substantial ground. In many counties “Local Option” laws were passed to allow counties to remain “wet” or “dry”. Charles County remained “wet.” The proximity of Benedict, which was the county’s only urban center on the Patuxent River and thriving as a “wet” watermen’s town, occasioned several conflicts with surrounding “dry” counties. In an article published in the *Maryland Independent* and republished in the *Calvert Journal*, December 6, 1879, the controversy over intoxicating liquors came to a head. During a court case over the issue, a Grand Jury recommended to the Circuit Court of Charles County that liquor licenses not be issued to anyone in Benedict.

The village is located on the Patuxent river immediately opposite to Calvert county, where a Local Option law is in force, and the people in the virtuous county were in the habit of crossing the river to Benedict for the sake of imbibing, and particularly was this the case when the river was frozen over. — In addition to this a large oyster business is done at Benedict bringing many vessels and tongsmen there, mostly pretty rough characters. These and the Calvert county soakers made things lively in the little village, but very much to the profit of the bar keepers. All this will now have to be stopped. The Calvert county chaps will have to go back to “temperance bitters” and the oystermen drink oyster liquor or astonish their stomachs with cold water; whilst the barkeepers will have to migrate to more promising pastures. All of which will no doubt be very promotive of cuss-words for awhile, and then Benedict will become a deserted village, inhabited only by owls and Local Optionists, and to their care we commit it.

The suspension of the bar trade, however, was short-lived, and Benedict bars and restaurants were soon overflowing again with clientele from the surrounding jurisdictions, in particular with those from neighboring Calvert County. The following article from the *Calvert Gazette*, June 15, 1889, illustrates the entrepreneurship of an enterprising businessman from Benedict to draw business from neighboring Calvert County:

Free Excursion. – The enterprising proprietor of a grog-shop in the village of Benedict, whose trade has been considerably stimulated by frequent pilgrimages of delegations from the Calvert side of the Patuxent, has struck upon a plan by which he may add many shekels to his till and at the same time afford his Calvert customers an opportunity of inhaling the exhilarating breezes from the Patuxent on a free excursion over its waters. To one of the piles of the pier at Holland Point wharf, directly opposite Benedict, he has

caused a tall flag-pole to be secured, with the necessary attachments of waving a signal. The initiated understand that when a flag is hoisted upon this pole a boat will straightway put off from Benedict, and in about twenty five minutes time (weather permitting) the vessel and its cargo of jugs, demijohns and thirsty humanity will be landed at the door of the Billy McGlory's of the little town across the river. We will probably hear of some good mother's son furnishing a banquet for sharks and hard crabs at the bottom of the river if these excursions continue to grow in popularity with our wayward young men.

Nineteenth Century Cultural Resources

Standing Structures. Ada's House, Thomas House, and Harry Messick's Hotel all date to the 19th century. The Benedict Two-Room School may date from the late 1880s. Two-room school houses were relatively rare in Charles County. In 1918 there were 77 one-room schoolhouses and only 9 two-room schoolhouses. The schoolhouse may be the oldest surviving standing structure in Benedict at its original location (the Sly House was moved to Calvert County). When the old two-room schoolhouse was replaced by the present structure, it was converted into a private residence. Local tradition (as told by Ross Kimmel and Franklin Robinson) suggests that the house, located at 7206 Benedict Avenue, may incorporate one of the original structures constructed for Camp Stanton in 1863. While this is possible, contemporary reports stated that all the camp structures were burned.

Potential Archeological Resources. There are two 19th century sites reported from the Benedict area: 18 CH 305 and 18 CH 307. The two most potential 19th century sites are the British encampment and Camp Stanton sites. The racetrack might offer some interesting archeological remains if the seating area could be determined. The Johnson House located directly east of the firehouse on Benedict Avenue was one of the homes to burn in 1909. The cellar was used to place debris from the fire from around the town. This cellar could be a potential time capsule for the town prior to and during the turn of the 19th century.

VI. Benedict in the Twentieth Century

A fire in 1909, the end of the steamboat era in 1937, and the beginning of the automobile era changed forever the character of Benedict. The May 1909 fire began when a maid in the general store overturned a coal oil stove. Sixteen structures including the Methodist church and about half of the town, burned to the ground.⁴⁷ The landscape was further altered by construction of the Benedict Bridge completed in 1951 and the Mirant Chalk Point Generating Plant, then a Potomac Electric Power Company [PEPCO] facility, constructed in the 1960s, the largest power plant in Maryland. The power plant's cooling towers and stacks can be seen for miles. Benedict had a population of 111 residents in 1940. This increased each weekend during the era of slot machines from 1949 to 1968. Gamblers from as far away as New Jersey and New York were drawn to the area. The volunteer fire department was begun in the 1950s. The town's only grocery store closed in early 1989.⁴⁸ Today the clientele of the few remaining restaurants are largely locals with some boaters in the summer.

Benedict was described in 1909 as "a thriving little town. It is a pleasant place in summer time, and is the camping ground for many people from the cities during the hot days of July and August. The bathing is good, and the fishing is always first-class. There is a considerable oyster industry carried on there in the season; the waters abound in the famous Patuxent oyster."⁴⁹

Steamboating

Steamboats were critical to the survival and commerce of Benedict. At the onset of the new century ships drawing up to 17 feet of water had access to the town waterfront. In 1908 canned goods such as blackberries, peaches, tomatoes, and oysters, were shipped from town canneries. At the town wharf railroad ties, poles, wood, lumber, corn, wheat, tobacco, tomatoes, fish and oysters were taken onboard steamers for shipment to Baltimore and other tidewater ports. George Boyd, the last surviving steamboat man who lived at Benedict, remembered the steamboating days in an interview published in 1976 when he was 92 years old:

*The boats would pick up barrels of oysters at Benedict—lumber, big casks of tobacco, wheat, corn, cattle, and sheep were also carried on consignment from Benedict to Baltimore. People would get on the boat in the evening and for two dollars round trip fare, arrive in Baltimore the next morning. Staterooms were 50 cents extra, and meals were 50 cents.*⁵⁰

By 1921 the Maryland, Delaware, and Virginia Line, successor to the Weems Line, which had dominated the Patuxent trade for decades, addressed its Patuxent run to the local trade at ports such as Benedict, particularly in the fall, when the shipment of tobacco, oysters and other

products to the Baltimore markets were critical to the local economy. In September, to facilitate quick shipment, the line announced that its Patuxent bound ships would leave Pier 4 in Baltimore every Tuesday and Thursday at 2 p.m., weather permitting, and make calls at eighteen landings on the river run: the next to last would be Benedict. The steamer would layover at Lower Marlboro and then make another stop at Benedict the next day, along with eighteen others, on the return. A similar run would be made on Saturdays and Sundays, albeit mostly for excursion crowds. The “red oyster house” located between the piers at the end of Wharf Lane once served as the wharf warehouse for goods arriving by steamboat.⁵⁰

In 1932, during the waning days of the age of steamboats, the Western Shore Steamboat Company, Inc, from Baltimore offered “Vacations and Outings in the Chesapeake Bay Country.” A company promotion booklet listed “The Patuxent River Cruise An Ideal Week-end Trip” with the steamboat *Virginia* leaving Baltimore 4:30 p.m. on Saturday arriving back at Baltimore Monday at 6 a.m. The cost including passage, outside stateroom and four meals was \$7, inside stateroom \$5.50. Passage only was \$2.00 one-way and \$3.00 round trip. Recommended lodging in Benedict was Messick’s Hotel, with Harry Messick mentioned as the proprietor. The brochure stated:

The only landing place in Charles County on the Patuxent River is Benedict, a very old town, and which at one time enjoyed quite a large foreign shipping. The people of this place can point out where Admiral Cockburn’s fleet landed in 1814 with his English forces, and it was from here they started to march to Washington.

*The stop at Benedict allows between two and three hours for a morning swim. Passengers are permitted to dress in their staterooms and go to the beach attired in their bathing suits. This arrangement is most convenient and makes any additional bathing expense unnecessary.*⁵¹

In 1931-32 the Patuxent River Line offered passage from Baltimore to Benedict, leaving Pier 1, Light Street, 10 a.m. Tuesday morning weather and tide permitting, arriving at Solomon’s Island 4:30 p.m. and Lower Marlboro 9 p.m. with stops in between including Benedict. One-way fare was \$2.70 or round trip good for 30 days was \$4.00. Staterooms one-way were \$1.25 or round trip \$2.50.

The steamboat *St. Mary’s* caught fire and was probably destroyed on the shoal of what was formerly called Turkey Buzzard Island. The earliest mention of this island is in a grant to Governor William Stone in 1652. The island is clearly shown on the 1814 British map of the Patuxent River. The island was apparently still extant during the Civil War as, according to historian Charles Francis Stein, “some of the families of the neighborhood are said to have buried

their silver on this island, but despite numerous ‘treasure hunts,’ nothing has ever been found.”⁵² This island however is not indicated on any other maps or charts. The presence of this island or shoal suggests the original ferry and the British landing took place south of the present bridge where the original town was located. All maps show the road running east from Hughesville turning south before reaching the river toward the old town site.

The circa 1820 Federal-style house on the bluff across the Patuxent in Calvert County opposite Benedict was called Hallowing Point, the home of James Russell Gourley, a captain with the Weems Line for 51 years. When a steamboat was scheduled to come into the Hallowing Point Wharf at night a worker hung a lantern on a spar buoy off the shallow point and placed another at the end of Hallowing Point Wharf and a third lamp was kept burning in a window from the farmhouse known as Hallowing Point. This allowed the captain of the steamer to line up the wharf lantern and farmhouse lamp on the Calvert County side as a range light when approaching the wharf and the light on the spar buoy helped him to stay clear of the bar in the river.⁵³ It is unclear if this lantern was also used when approaching the Benedict Wharf.

On December 4, 1907, the Maryland, Delaware and Virginia Line steamer *St. Mary's* built originally as the *Theodore Weems* in 1872, and commanded by Captain James Russell Gourley, was delayed by a cold blustery gale. The dockworker at Hallowing Point went back inside for warmth but apparently took the lantern with him, only realizing his error and then setting it down about midway between the house and the end of the 300-foot wharf. He never set the lantern on the buoy. Owing to the misplaced lantern the steamer ran onto the bar, the submerged remnant of Turkey Buzzard Island, and while trying to free itself caught fire. *St. Mary's* burned to the waterline, with the loss of one man, the ship's steward, Thomas A. Thompson.⁵⁴ The eagle carving which graced the paddlewheel box fell into the water and floated onto the beach the next day. The owner of the property placed it in his tobacco barn and over seventy years later donated it to the Calvert Marine Museum in Solomons where it is now exhibited.

Benedict-Hallowing Point Ferry

Peter “Perry” C. Henderson re-established a motorized scow ferry across the Patuxent to Holland Point in 1923. It originally could take two automobiles but sometime before 1950 a larger second ferry able to carry four automobiles was added. The ferry was named “*Sea Turtle*”, presumably because it was built upside down at Carpenter’s Yard where it was flipped over into the river. The ferry operated from 7 a.m. to 6 p.m. but had no schedule. During the history of the Henderson ferry operation it could be signaled during the day by honking the car horn, at night by

flashing the car lights, or by raising a flag on a pole specially installed for that purpose. It docked where the Estuarine Research Laboratory would later have a trailer. The ferry terminated operation in 1951 following the completion of Patuxent River Bridge between Benedict and Hallowing Point. Captain Henderson was 63 years old when he abandoned the ferry operation. The cost of the ferry was \$1.27 in 1951.⁵⁵ The ferry office, originally located at the water's edge, was later moved to Henderson Lane and employed as a private residence.⁵⁶

Patuxent River Bridge

A drawbridge replacing the ferry was dedicated and opened to the public on December 1, 1951, changing forever the landscape and character of Benedict, and inter-county transportation and commerce. The structure, a three-quarter-mile-long bridge, connects Hallowing Point on the Calvert County side of the river with Town Point on the Charles County side. At first, a toll of \$1.25 was originally collected for automobiles traveling west. No toll was charged traveling east.⁵⁷ Today the bridge is toll free.

Boat Building

By the 1950s William (Bill) J. Kennon was the only full-time boat builder in Benedict, although George T. Horsman, Sr., built several boats including *Nelda*, *Jeannie M*, *Sally W.* and *Hound Dog*. His son, George, Jr., built *Scamp*. The *Nelda*, 48 feet in length, was built inside the cockfight house. Harry Shorter, Bill Kennon, George T. Hosman and Jimmy Lynch all operated small marine railways for boat repair.⁵⁸

Commercial Fishing

Commercial fishing continued at Benedict until the late 1980s. Francis Chappellear harvested oysters for his restaurant as late as 1989. In the same year, Harry Messick claimed “the whole damn town was built on oyster shells at one time.”⁵⁹ In 1946 the Patuxent Packing Plant was the biggest business in town. In 1949 the Patuxent River was described as “Benedict’s Blood” due to the heavy dependence of its 225 residents who were almost entirely dependent upon it for their sustenance.⁶⁰ Pound netting was carried out by Harry Shorter, Jr., at least until the early 1980s. Adolph Welch began tonging oysters at age seventeen and later tried gill netting, fyke netting, patent tonging, crabbing, clamming, eeling, hand scraping (dredging) for oysters, and charterboat fishing. Welch also operated Adolph’s Seafood, which dealt in season with hard and soft-shelled crabs, oysters and salted eels. Some commercial trapping of muskrats was carried out in the marshes near Benedict.⁶¹

Canneries

The Davis Packing Factory, which dates from at least 1908, canned blackberries, peaches and tomatoes. It was owned by Numsen & Co., of Baltimore, and stood next to the Adolph Welch boat rental business. A company store and small company houses for the cannery workers lined the area that later became known as “The Grove.” The company houses were called “hicky shacks.” The factory caught fire and was rebuilt as a dance hall in the 1920s. About 1918, Robert Bresnahan, formerly of Washington, D.C., established an oyster shucking operation, packing house, and an oyster shell crushing mill. The Numsen & Davis Company, which canned fruits until the second decade of the 20th century, was purchased by Captain William E. Northam, owner of several canneries and shucking houses on the Patuxent, and converted to an oyster cannery, and later into a dancing pavilion. In 1926 the board and batten wooden building was destroyed by a fire.⁶²

Benedict had seven oyster packing companies in existence from ca. 1901 to 1975, more than any other community on the Patuxent River. The peak of oyster production was from 1930 to 1945 when the W.E. Northam Company operated from 1915 to ca. 1939, Harry Messick, Sr. operated from 1930 to 1945 and Linwood T. Sollers operated from 1930 to 1967. Others included Benjamin F. Henderson ca. 1901 to 1917, Robert Bresnahan 1918 to 1920s, Patuxent Oyster Company 1935 to 1969, Chappellear’s Place ca. 1956 to the 1970s, Shorter’s Place 1950s to early 1970s, and Harry G. (“Harry Gray”) Messick Jr. 1960 to 1975. In 1946 the Patuxent Packing Plant was considered the biggest business in town employing around thirty-five shuckers; most of the oysters were trucked to Woodfield Oyster Company in Galesville, Maryland, after the mid 1940s. Northam also sold ground oyster shells as lime to local farmers.⁶³

Deep Water Port

By 1908, Benedict was regularly shipping rail road ties, poles, wood for pulp, sawn lumber, corn, wheat, tobacco, tomatoes, poultry, fish and oysters.⁶⁴ Recognizing the potential importance of its strategic location, in the Rivers and Harbors Act of 1946 Congress authorized the Army Corps of Engineers to survey Benedict as a possible deep water port of entry in lieu of such facilities at Washington. Benedict is 26 mile up the naturally deep channel of the Patuxent River and required comparative little dredging compared to Washington, which is 108 miles up the Potomac River, and required extensive dredging. However Benedict possessed no railroad access or good road system. A hearing held in the town in 1948 provoked little interest from the town’s inhabitants.⁶⁵ A waterman named W. Kenneth Welch expressed his view as follows:

*Oysters are our way of Life . . . This is the way Benedict is when we were born and this is the way we want it to be when we die . . . We make \$14 to \$15 a day – when we work – digging oysters . . . Why change it.”*⁶⁶

After extensive study it was finally concluded that such a facility was, in fact, not needed for Washington.⁶⁷

Recreation

Back in the days before air conditioning, when people sought to get out of the cities to the relative cool breezes of the Chesapeake and its tributaries, waterfront towns such as Benedict prospered by offering vacationers hotels, restaurants and boat rentals.

President Franklin D. Roosevelt, an avid fisherman, fished the Patuxent off Benedict. The river continued to offer game fish of a wide variety. Even a shark estimated to be about 7 foot was caught in the river near Benedict in the early 1940s. During the latter era of the steamboat, many visitors came by water, but with the decline of the steamboat and the increase in use of cars, the clientele changed. Visitors by steamboat came largely from Baltimore; visitors by car came largely from Washington. In 1923, Swepson Earle wrote, “the old town of Benedict . . . is now a resort for motorists from the National Capital.”⁶⁷ There were several boat rental establishments along the waterfront, mainly for fisherman. Horsman’s offered inboard motor boats, fishing and crabbing and refreshments. Many waterfront restaurants also had boats for hire such as Shorter’s Place. Watermen supplemented their income by taking out fishing parties in their workboats. Boat builders crafted rowboats and skiffs for fishermen to rent. Charter boat fishing was once very popular in Benedict before the bridge was constructed. Recreational boating and fishing is still popular, though most fishermen bring their own boats and no longer rent them. When slot machines were legalized in southern Maryland in 1949, communities such as Benedict were quick to take advantage of them. One resident, Kenneth Welch, stated: “They lined the wall with slot machines. People use to come down here by the bus load to play the slot machines.”⁶⁸ To take advantage of this boom, a marsh area south of town was dredged and developed into a marine and restaurant in the early 1950s. The Benedict Pier was built 1959. One aerial photograph of Benedict Pier during this period shows approximately 300 cars parked around it. In 1968, with the termination of “slots” in Maryland, the buses filled with gamblers stopped coming.

In 1972 Benedict was described as consisting of a few hundred people, and “survives as a minor center of fishing and yachting [*sic* boating].”⁶⁹ Seasonal duck and goose hunting was conducted in late fall and winter and attracted enthusiasts from as far away as Pennsylvania.⁷⁰ A

“Negro” summer resort at Thomas’ Hotel located midway between Town Point and Carpenters Point attracted patrons from Washington.⁷¹

Hotels, often directly associated with adjacent dining facilities, included Messick’s Hotel, Bell’s Hotel, Thomas’ Hotel, the Stubner Hotel and the Benedict Hotel. The old Benedict Hotel, reputed by some to date before 1814, was altered and enlarged over the years and run by several families including the Chapplears, Bresnahams, Olsons and Hendersons. For Saturday night cockfights, though illegal, everyone went to the Phil Stubner Hotel.⁷² An arena for the cockfights was located across from the hotel entrance. It was later sold, used by George T. Horsman to built boats and eventually torn down in the early 1950s. The cocks were kept in a shelter at the end of Mill Creek Road and Wilmot Drive. The old hotel, donated by its last owner, Raymond Messick, was demolished by a control-burn for training purposes for 30 fire fighting trainees from Benedict, Hughesville, Baden, and Calvert and St. Mary’s counties. Then called by some the Benedict Inn, it was burned in late February 1984.⁷³

Seafood restaurants have long been a staple for Benedict, with several operating their own oyster boats and processing and shucking operations, which produced 300 to 400 bushels per week for clientele consumption and retail sales. Chapplelear’s Place got started when fisherman at Messick’s Hotel sought lunch sandwiches from Mae Bessie Chapplelear. Soon the business moved from their home into a separate restaurant. In a continuation of that tradition, Chapplelear’s offered customers sandwiches as well as seafood and chicken dinners. Many of the local restaurants were all named after the owners followed by “Place.” Chapplelear’s Place, Horsman’s, Benedict Pier, Welch’s Place and Shorter’s Place have long been regarded as local eateries.⁷⁴ Establishments such as Shorter’s at one time also offered dockage, marine gas, ice, artesian water and boat rentals. Benedict Pier Restaurant and Benedict Marina, the farthest upstream marina on the Patuxent, opened in 1959. The restaurant was completely air-conditioned, had a sun deck, Saturday night dances, a free netted beach to keep jellyfish out, and a bathhouse adjacent to a pier. The pier was destroyed by fire in 1989.⁷⁵ In a dredged basin the marina boasted fifty slips. Jimmie Lynch, owner of current Benedict Inn, dredged out a three-acre cove where he rented inboard powered fishing skiffs. He later built rental slips on the east side of Mill Creek but these were later removed. Benedict Inn is now the Seaside Restaurant.⁷⁶

Many a business deal was discussed and agreed upon during weekday lunch meetings by politicians and businessmen from Calvert County who drove from nearby Prince Frederick, the county seat, to enjoy the fresh seafood, pleasant views of the river, and privacy from other Calvert countians about their business dealings. In recent years the summer cottages and hotels have become year-round residences. The restaurants have been sold to new owners, but during

recent downturns in the national and state economies struggled to stay open. Chappellear's Place suffered from a natural disaster and was destroyed in Hurricane Isabelle in 2003, and was never rebuilt. Others include Tony's Riverhouse, Ray's Pier, DeSoto's and Docks of Benedict.

Jimmie Lynch and Leonard Messick, owners of the current Benedict Inn, dredged out a three-acre cove where Lynch rented inboard powered fishing skiffs. He later built rental slips on the east side of Mill Creek but these were later removed. Benedict Inn is now the Seaside Restaurant.

St. Francis de Sales Church

Prior to the Civil War, the Catholic population of Benedict was lacking a house of prayer, and was attended to by Jesuits from St. Thomas Manor at Chapel Point in southwestern Charles County. In 1882 Father Edward M. Southgate was appointed pastor at Bryantown as well as in charge of the missions at Benedict and Solomon's Island. Mass was held at the Johnson family home in the town. Because Father Southgate was the first to provide regular Mass in Benedict he is regarded as the founder of the church. The first resident pastor was Bishop John M. McNamara, a Jesuit, who was appointed in 1903. McNamara built a small frame structure, on land donated by the Augustus Bowling family of Baltimore, which was dedicated on July 16, 1896 (there is some evidence that while the property was donated in 1896 the church was not built until 1899). On August 27, 1918, flames consumed the structure, along with the sacred vessels, vestments and handsome statuary. The church was rebuilt at a cost of \$5,000. In 1924 it was replaced with the present "fireproof" stucco structure. The church hall was used for Sunday Mass from 1918 to 1924. The parish again suffered from fire in 1943 and a brick structure, designed by the firm of Murphy and Locroft of Washington, D.C., replaced it the following year.⁷⁷ The Rev. Joseph McCourt later related the following account of the disaster:

*On the night of December 19, 1943, the rectory was completely destroyed. Father McCourt was alone in the rectory when he discovered dense smoke about 10:15 p.m. The fire departments of La Plata, Mechanicsville and Leonardtown responded but were unable to save the rectory. The records that burned included those from the pastorate of Bishop McNamara from 1903 through December 1943.*⁷⁸

Upon completion of the new rectory, it was blessed by on September 30, 1944 by Bishop McNamara himself.

Benedict and Environmental Awareness

The Mirant Chalk Point Generating Plant, then a PEPCO facility, has over 14,000

documented violations of the Clean Air Act due to soot emission at its two large oil burning units. On April 7, 2000, approximately 140,000 gallons of fuel oil leaked from a pipe at the plant into the Patuxent River. A 17-mile stretch of the river's shoreline—including the Benedict waterfront—was directly affected. Local watermen were unable to work their fishing, crabbing, and oystering ground, further impacting an already declining seafood industry of the river. The Federal and Maryland governments agreed to a three million dollar settlement to mitigate the damage. PEPCO sponsored the “Feast of the Patuxent” at Benedict where free seafood, reportedly all purchased locally, was offered to the public as a good will gesture to the watermen and residents of the area and to let the public know that the seafood of the Patuxent River was still good, tasty, and wholesome despite the oil spill.

Benedict Estuarine Research Laboratory

Originally a field laboratory for the Philadelphia-based Academy of Natural Sciences, the Benedict Estuarine Research Laboratory was established in 1967 at Benedict. By 1989 the lab had 27 employees and occupied a brick motel-like structure located across the street from Shorter's Place Restaurant. In 1994 its offices and laboratory was relocated to the Jefferson Patterson Park and Museum further down the river in Calvert County. It is now known as the Estuarine Research Center and is part of Morgan State University.

Tercentenary Celebration 1658-1958

During the 300th anniversary of Charles County celebration Maryland Governor Theodore R. McKeldin led a parade into Benedict. Other activities held in Benedict included a one-hour fireworks display over the river, a speedboat regatta, and a re-enactment of the British landing at Benedict in 1814.

Serenity Farm

The approximately 250 acre Serenity Farm dates from 1965 when the Robinson family brought what was then known as the Dorsey Farm. Noted for its pastel painted barns, the farm has over the years produced tobacco, rye, alfalfa hay, corn, soybeans, potatoes, string beans, sorghum, sunflowers, horseradish, sheep, Hereford cattle, Crossback donkeys, goats, emus, llamas, horses, mules and catfish. The property is designated a Maryland State Agricultural Preservation District, one of the first in Charles County, insuring the farm will remain in agricultural use in perpetuity. This is important, as much of the 1814 British encampment site is located on this property.⁷⁹

Twentieth Century Cultural Resources

Standing Structures. Nearly the entire town consists of 20th century frame structures, in part due to the rebuilding after the massive town fire in May 1909. When the old two-room schoolhouse was replaced by the present structure, it was converted into a private residence.⁸⁰ The George T. Horsman house was a pre-cut package house that arrived by barge ca. 1922.⁸¹

Although Benedict has been an important commercial port since the 18th century, nearly all the standing structures were built in the 20th century and largely consist of modest two-story cottages and frame bungalows on small lots fronting a series of streets that generally form a grid pattern. Today the village is primarily residential with three streets holding the highest concentration of historic resources: Benedict Avenue, Wharf Lane and Mill Creek Road. Overall, Benedict Avenue holds the largest number of significant resources.

Benedict Avenue

St. Francis de Sales Church is a stucco structure constructed in 1924 to replace an earlier ca. 1899 chapel which had destroyed by fire. **7203 Benedict Avenue (Parcel 46)** and **7305 Benedict Avenue (Parcel 62)** are notable two-story vernacular Victorian examples. The village has several other more modest examples of the two-story late-Victorian dwelling with a decorative center gable including 7215 Benedict Avenue, 7217 Benedict Avenue, and 7229 Benedict Avenue. **7232 Benedict Avenue** is a two-story side-gable Colonial Revival dwelling. Believed to be one of the earliest structures remaining in the village, **7206 Benedict Avenue (Parcel 3)** is a 1½ story hipped-roof cottage constructed in 1906. Historic photographs reveal that this dwelling originally included a full-width porch to the side and a single bay porch on the façade, both supported by turned posts with scrollsawn brackets.

Standing on piers over the Patuxent River shoreline on the east side of Benedict Avenue is **Shorter's Place Oyster Packing House**. This one-story front-gable structure was built in 1953 and used intermittently to process oysters until the early 1970s. The building was rented to the Academy of Natural Sciences and later converted into a private residence.

One of the town's two surviving hotels, the **Messick Hotel**, is located at the end of Benedict Avenue, at 7383 Benedict Avenue. This is a very large, 2½ story, six-bay frame structure fronting the Patuxent River. The Messick Hotel was constructed in 1910 as a private residence and was later enlarged into a hotel. The **Messick Oyster Packing House I**, circa 1930,

is a small wooden frame structure standing on the Patuxent River shoreline in front of the Messick Hotel Property. The building was erected by Harry G. Messick, Sr. and operated from 1930-1945 as an oyster shucking house. The **Messick Oyster Packing House II**, circa 1960, stands adjacent to the 1930s Messick Packing House and is a concrete block one-story gable roof structure that was constructed by Harry Messick, Jr., after his father's death in 1956. The building included three rooms with the original intention of packing oysters in the rear while operating a retail fish and crab market in the front. Because of declining oyster harvests, the building became a restaurant where sandwiches, crabs, and beer were sold, and boats were available for rent.

Wharf Road

Despite its historic association as the main road leading to the wharf, Wharf Road has a high degree of contemporary infill. Of note is a grouping of four small cottages bordering “the Block.” Resembling camp meeting “tents” in size and simplicity, these cottages face the river across a large open green where a dance pavilion once stood.

Mill Creek

Mill Creek contains a few of the town's earliest and most elaborate structures including “Watercolour”, and the Horseman House. Surrounding these pre-1920 resources is a cluster of closely spaced bungalows. 7802 Mill Creek Road was constructed in 1908. This is a four-square dwelling, two stories in height facing the Patuxent River. The “**Horseman Place**”, constructed in 1923, is generally a three-bay hipped-roof I-House facing the Patuxent River with a rear kitchen ell. Erected during the first decade of the 20th century on a small lot overlooking the Patuxent River, the **Thomas Hotel** is an American Foursquare. This building is significant as one of the earliest documented examples of an African American owned and operated business in Charles County. Dating from the first quarter of the 20th century, it is also one of the few remaining buildings erected as a hotel. Around 1908, James E. Thomas and Harriet his wife purchased part of Lot #2 of the Benedict Farm from James and Louis Horseman. Although little is currently known about the Thomas' family, photographs are housed in the Southern Maryland Studies Center. **Bells Hotel** located at the end of Maryland Avenue was built circa 1935 and is the town's third remaining hotel. Established for African-Americans during the early 20th century, the structure is one of Benedict's most significant, although relatively unknown historic landmarks.

Likely constructed during the last quarter of 19th century, the **Benedict 2-Room School** is a one-story frame structure with an overall L-plan. Situated at the entrance to the village of

Benedict, the building's most unique features are its exterior brick chimney and a log interior wall that has been boarded over. Although the exact date of construction is unknown, a survey was made of the schoolhouse lot containing 1 acre in 1886.

Potential Archeological Resources. There is one recorded twentieth century site at Benedict, the steamboat *St. Mary's Mary* wrecksite just off shore. The entire town and waterfront offer archeological potential, but other than the Johnson House recommended above for the 19th century there is no known hot spot for potential archeological resources.

VII. Recommended Interpretive Venues

- 1. Fire and Sword: War Comes to Benedict.** The Revolutionary War, War of 1812, and Civil War all played significant roles in Benedict's history.
- 2. Maritime Culture.** Boat building, commercial fishing, and recreational boating are all closely tied to the history of Benedict.
- 3. African American Heritage.** Camp Stanton played a significant role in the African-American history of the United States. These soldiers went on to distinguish themselves during the American Civil War.
- 4. Civil War Trail.** Camp Stanton is already part of the Maryland Civil War trail system.
- 5. Star-Spangled Banner Trail.** Benedict will be part of the National Star-Spangled Banner Historic Trail currently under development by the National Park Service.

VIII. Recommended Future Work

Research, Survey & Documentation

1. Archaeology. Conduct an archeological survey of the Camp Stanton and 1814 British Army encampment sites. Systematic archaeological investigations will provide educational and public programming opportunities, as well as artifacts that will increase our knowledge and help identify ways in which to interpret Benedict's long and colorful history. While the highest priority for such projects should be for Civil War and War of 1812 resources, additional investigations should explore known 18th century resources including the tide mill at Mill Creek. Did the grading for the 1888 racetrack impact the site? Contact the Connick family to see if the millstones are still extant and if one or more might be moved to an appropriate location to interpret the mill.

2. Historic Sites Survey. Identify specific properties that need further investigation for their relationship to 1812 and Civil War themes, including the county-owned Maxwell Hall property. Investigate whether the house at 7206 Benedict Avenue retains any portion of a structure from Camp Stanton. Since Benedict has a strong maritime history, conduct a thematic study on 20th century maritime history and resources and identify interpretive media. Is a residential cottage on Henderson Lane the former ferry office building that reportedly was moved there?

3. Archival Research. Conduct a thorough investigation of the extensive primary records of U.S. Colored Troops at National Archives. Conduct an extensive archival search of newspaper articles on Benedict. This study cites articles from the eighteenth, late nineteenth and twentieth centuries but is not holistic. Newspapers such as *St. Mary's Beacon* have not been fully investigated.

Education & Interpretation

4. Website/Social Media Interpretation. To make the research findings available to the interested public, post the research findings on an appropriate website. Archeology projects, for example, can be followed via blogs, websites, videocams, and other social media, which are less expensive and easier to update than other, more traditional, methods of interpretation.

5. Oral History and Folklore Program. Hold a “history appreciation day” to gather folks in the region to talk about Benedict, help locate sites, and seek out photographs of some of the buildings, people and events which otherwise are no longer extant. Oral histories can be used to develop downloadable audio histories and itineraries. This might be employed as the basis for a comprehensive folklore and oral history program.

6. Brochure/Walking Guide. From this information prepare a visually appealing map and walking guide to the historic structures, themes, and sites of Benedict, which can be made available in print and online. The map/guide could be developed in conjunction with signage.

7. Signage/Roadside Markers. Develop and install historic interpretive signage where appropriate to broaden understanding of Benedict’s history for visitors and residents, possibly in conjunction with the walking guide and map. Work with the Maryland Historical Trust to have the historic roadside markers at the intersection of Benedict Avenue and Route 231 restored or replaced and relocated to a safer more easily accessible location for motorists to pull over and read the markers. Consideration should be given to relocation of the Civil War Trail Camp Stanton interpretive sign, which is currently located at the Seaside Restaurant in Benedict, as it bears little relationship to the actual location of the camp. With the cooperation of DNR, both signs could be moved to either the DNR hunting parking lot opposite the entrance to Serenity Farm or to a location on Serenity where the owners have expressed an interest in having such placement.

8. DNR Coordination. Work with the Maryland Department of Natural Resources to explore opportunities to research and interpret Camp Stanton and the War of 1812 on DNR lands. An appropriate memorial to those who served and died at Camp Stanton could be developed with the cooperation of DNR and fundraising in the private sector, perhaps led by a “friends” group. Archaeological survey, site interpretation, and site development through trails and scenic overlooks all offer potential for the site.

9. Seek funding opportunities to implement recommendations. With the approach of the Bicentennial of the War of 1812, Maryland’s state matching grant programs, although decreased by the current economic situation, are giving special consideration to projects associated with that conflict. This is an opportunity for Charles County and for Benedict in terms of developing new research and interpretation. The state’s byways program has identified Benedict as an important

resource on the designated War of 1812 byway, and it is anticipated that the National Park Service has approved the development of its Star Spangled Banner National Historic Trail. The Southern Maryland Heritage Area Consortium/Maryland Heritage Areas Program is another possible funding source, as are the Preserve America program and the American Battlefield Protection Program.

Acknowledgments

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APPENDICES

Appendix A

Benedict Primary Source Documentation (transcriptions of primary documentation such as legislative acts, diaries, ship logs, newspaper and military accounts, etc.)

[1706] An Act for advancement of trade and erecting Ports & Towns in the Province of Maryland.

Be it enacted by the Queens most excellent Majesty by and with the advice and consent of her Majesty's Governour Councill and Assembly of this Province and the Authority of the same that from and after the end of this present Session of Assembly the Towns Ports and Places herein after mentioned shall be the Ports and Places where all Ships and Vessells trading into this Province shall unlade and put on shoare all Negroes Wares goods merchandizes and Comodities whatsoever (That is to say)

In St. Manes County Saint Manes Town Saint Clements Town and a Town on Beckwiths Island in Petuxent river

In Kent County, In Chester river on a plantation of Mr Joce's between Mr Willmores and Edward Walvins Plantation In Warton Creek on a Tract of Land where ffrancis Barn lives formerly laid out for a Town and at Sassafrax river where Shrewsberry Town was

In Ann arundell County, The Town and Port of Annapolis. London Town on the south side of South river a Town in West river where the Town was formerly And at Herring Creek where the Town was formerly laid out And a Town to be laid out in Maggotty river on the Plantation late in the Possession of Thomas Harrison On the south side of the said River.

In Calvert County at the head of Saint Leonards Creek on both sides of the mill branch at the Mouth of the said Branch at the head of Hunting creek on both sides of the said Creek and in the freshes of Petuxent river at the Plantation of George & Thomas Hardisty

In Charles County at Port Tobacco and New Port where Towns were formerly laid out and at Benedict-Leonard Town in Petuxent river where the Town was formerly Erected

In Baltemore County at Whetstone neck in Patapsco river, Upon the Land called Chillberry in Brush river and a Town on Forster neck on Gun Powder river

In Somersett County on the Northwest side of Wicomoco river on the wood land Reach below Daniel Hast creek, At Rehoboth In Pocomoke river, and at Snow hill where

the Towns were formerly Erected and on a point of Land lying in the fork of Monokin river where Captain Henry Smith formerly lived sometime called the White house and at Colebournes Creek in Annaniessex.

In Talbot County at Oxford formerly Erected into a port & Town and at Doncaster in Wye river and at Kings Town in Great Choptank.

In Cecill County At Captaine Johns Creek where a Town was formerly laid out In Elk river and the Land belonging to Isaac Calk in Sassafrax river.

In Dorchester County at Cambridge in Great Choptank and at Islington In little Choptank and Little Yarmouth in Transquaking River where Towns were formerly laid out and at the Emperours Landing in Nanticoke river.

In Prince Georges County at the Land of William Mills in Petuxent river at Mattapany Landing on the Land of Thomas Brooke Esqr at Mount Calvert where the Court house stands and at the upper Landing in the Western branch Comonly called Col Belts Landing at the upper Landing in the Northern branch on the West side of the said branch Comonly called Andersons Landing and at broad Creek in Potomack river on the south side of the said Creek at Thomas Lewis's Landing.

In Queen Anns County in Courseca Creek upon the Plantation where Robert Smith Esqr now lives at Broad Creek on Kent Island where the same Town was formerly laid out.

Out of which the following Places and No others shall be and are by this Act reputed and appointed Ports (that is to say) Annapolis in Ann Arundell County Saint Manes Town in Potomack at Chester Town Upon Joces Land in Chester river Green hill Town In Somersett County below Daniel Hast Creek in Wiccomoco At The Town of Oxford in Great Choptank and at Beckwicks Island In Petuxent river

And be it further Enacted by the Authority Advice and Consent afd that the severall and respective psons herein after named shall be and are hereby appointed Commissioners of in and for their Severall and Respective Counties and they and every of them shall Execute the Powers and Authorities hereby to them given according to the rules and directions hereafter in this Act mentioned and prescribed as well for the buying and Purchasing of the Aforesaid Town Lands Ports and Places aforesaid as for surveying the same and marking and staking Out the severall Lotts to be laid out in the said Towns to the end that the length breadth & Extant of every Town Port and Place and the lotts therein may the better be known and Observed That is to say for Saint Mary's County M'' Thomas Beale Col Henry Lowe Majr William Aisquith Mr Joshua Guybert Mr James

Hay Mr Henry Jowles Mr George Muschamp Mr William Watts and Mr Peter Watts For Kent County Col Thomas Smyth Mr Elias King Mr John Wells Mr William Frisby Mr William Harris Mr Edward Blay Mr William Potts Mr Thomas Ringgold and Mr Philip Hopkins. For Ann Arundell County Mr Samuel Young Mr Charles Greenberry Mr Joseph Hill Mr Richard Jones Mr Seth Biggs, Mr John Price Mr Josias Lowgood Mr Robert Eagle Mr John Hammond Mr William Hammond and Thomas Homewood for Calvert County Mr Robert Skinner Mr John Mackall Mr John Leach, Mr Thomas Howe Cob John Rigger Colo Walter Smith Capt Richard Smith Mr Samuel Holdsworth Mr George Parker Mr Henry Cox Mr John Smith of Halls Creek and Mr James Heighe for Charles County Mr James Smallwood Mr John Contee Mr Gerard Foulkes Mr William Stone Capt. William Barton Mr Joseph Manning Mr William Herbert Mr William Wilkinson Mr Richard Harrison and Mr Phillip Lynes. For Baltemore County Mr JamesMaxwell Mr James Phillips Mr Francis Dollahide Mr John Hall Mr Thomas Ball Mr Aquila Paca Mr John Dorsey Mr William Talbott Mr James Crook and Majr Thomas Hammond For Somersett County Mr Joseph Gray Mr John Jones Mr John McClester Mr John Waters Mr John West Mr James Dashield Mr John Cornish Mr John Francklin Mr Arnold Elzey and Mr Joseph Venables for Talbot County Mr Robert Gouldesborough Mr Nicholas Low W Thomas Robbins Mr Matthew Tilghman Ward Mr Daniel Sherwood Majr John Hawkins Mr Robert Grundy Mr John Dawson and Mr Thomas Emmerson For Cecill County Mr Thomas Frisby Mr William Dare Mr John Hinson Mr Matthias Vanderheyden Mr John Dowdall Mr John Hall Mr John Jeaurt Mr Thomas Kelton and Mr Matthias Vanbibber for Dorchester County Mr Hugh Eccleston Mr Joseph Ennalls Mr John Hudson Colo Jacob Loockerman Mr Walter Campbell Mr John Kirk Mr Richard Owens Mr John Rawlings Mr Tobias Pollard Mr Francis Howard & Mr Thomas Hickes. For Prince Georges Mr Thomas Greenfield Mr Robert Tyler Mr Samuel Maggruder Mr John Browne Mr Alexr Maggruder Mr F'redrick Clodius Mr Robert Bradley Mr Thomas Sprigg Mr Thomas Odell Mr William Tanyhi]l and Mr Robert Wade, for Queen Arms County Mr Henry Coursey Mr Philemon Lloyd Mr Richard Tilghman Mr William Turloe M' Nathaniel Wright Mr John Salter M' John Coppige Mr Edward Brown Mr John Whittington and Mr Edward Chetham

And be it further Enacted by the Authority Advice and Consent aforesd that the Commissioners herein before nominated and appointed for each respective County or the MajrPart of them are hereby Empowered some time before the first day of September in the year of our Lord one thousand seven hundred and six to meet together upon the

respective lands and Places in this Act before mentioned or at some other Convenient place near thereabouts and shall then and there treat & Agree with the Owners and Persons interested in the sd Lands for One hundred Acres of Convenient Land at the discretion of the said Commissioners least Prejudiciall to the Owners thereof And after purchase thereof shall Cause the same to be survey'd and layd out and after the same so survey'd and layd out shall cause the same One hundred Acres of Land to be marked staked out and Divided into Convenient streets lanes and Allys with Open Spare places to be left on which May be Erected Church Chappell and Markett house and other publick buildings and the remaining part of the Sd One hundred Acres of Land as near as may be into One hundred Equall Lotts marked on some Posts or Stakes towards the Streets or Lanes with Number one two three four and so forward to One hundred to be divided and laid out, Out of which lotts the Owner of the said Land shall have his first Choice for one Lott and after such Choice the remaining lotts may be taken up by others but no psons shall Presume to Purchase more than One lott in a Town or Port during the first four Months after the laying Out such Port or Town and the lotts shall be purchased by the Inhabitants of the County where such Ports or Towns shall lye and in Case the Inhabitants of the Countys shall not take up the lotts within the time of four months after such laying out as afd It shall then be free for any Pson or Psons whatsoever to take up the said Lott or lotts paying the Owner Proportionable for the same And in case any pson or psons shall Willfully refuse to make sale of any such Lands herein before mention'd or any pson or psons that thro' Nonage Coverture Non Sane Memoria or any other disability or Impediment whatsoever be or are disabled to make such Sales as aforesaid that then the Commissioners aforesaid nominated and Appointed in Each respective County or the Majr Part of them shall and are Virtue of this Act Authorized empowered and required to Issue out Warrants under their hands and Seales to the Sheriffs of their severall and respective Counties which said Sheriffs are allso hereby required upon receipt of such Warrants to Impannell & returne a jury of the most Substantiall freeholders inhabitants within the said County to be and appear before the said Commissioners at a Certaine day & time by them to be limited which jury upon their oaths to them to be Administred by the said Commissioners or the Majr Part of them shall enquire Assess and returne what Damages & Recompence they shall think fitt to be awarded to the Owners of such Lands and all Persons interested therein according to their severall and respective Interests and what sume of tobo the sd jury shall adjudge the said Land to be Worth shall be paid to the owners and all Psons interested therein by

such Pson or Persons as shall take up the said Lotts proportionably to their Lot or lotts.

And the said Commissioners the Major part of them are hereby Empowered by Warrant under their hands and seales to sumons the Queens Surveyor of Each respective County to survey and lay out one hundred acres of Land in the Places herein before mentioned and appointed in manner and form afd and the same to Divide into One hundred equall Lotts as the said Commissioners or the Majr Part of them shall Direct with Convenient Streets lanes and Allys as afd as near as may be to the benefitt of the taker up of Each respective Lott and when the said One hundred acres of Land is so surveyed laid out Valued and Divided as afd that then whosoever shall make Choice of any Lou and make Entry thereof with such pson as by the said Commissioners or the Majr Part of them shall be Appointed to keep the book for Entry of such Lots and payor give security for the payment of such sue of to shall by the Direction of the said Commissioners or jury be rated upon such Lott & payable to the Owner of such Land and on such Lott so as aforesaid taken up build one sufficient twenty square house at the least within twelve months after taking up such lot or lotts each respective Lott to be held of the Lord Proprietary of this Province his heires & Assigoes to such taker up and builder his her or their heires or Assignes forever at and under the Yearly rent of One farthing Currant Mony of this Province for Each respective Lott the Land being old rents and half Penny of each Lott where the Lands was taken up by new rents and the same or any other building or manner of settling upon such Lott according to the Direction of this Act shall invest the said Taker up and builder upon such Lott his heires and Assignes of a good indefeazable Estate of Inheritance to him and his heires forever and shall bar the Owner or Owners or any pson or persons interested in the said Lands whether living within or without this Province and even the Lord Proprietary of this Province his heires and Assignes saving the rents in and by this Act reserved to be paid to his said Lordship his heires and Assignes and the Tobacco to be paid by such Taker up and builder as afd to the Owner of such Land and likewise upon tender of payment and refusal with Proof of the Tender and refusall of such Tobacco as aforesaid such building as aid shall be binding to all intents and purposes against the said Parties their heires & Assignes so as aforesaid refusing or others Clayming any title or Interest in the said Lands and grounds and shall be full Authority to the said Commissioners or the Major Part of them in Each respective County shall Nominate and appoint a Person qualified to keep a book to Enter Down the proceedings of the said Commissioners & Each Persons Choice of any respective Lott That thereby It may Appaere what Lotts are taken up and what remaine

undisposed of and the Commissioners proceedings therein Likewise And in Case any difference happen to arise in or about the taking up the sd Lotts or the particular Dividents hereby allotted or any other Matter referring to the Execution of this Act the said Commissioners in Each respective County or the Major Part of them shall Immediately without any formality of Law (Ore tenus) hear and Determinethe Matter of Difference according to their discretions and their judgments therein shall be finall.

And be it further Enacted by the Authority aforesd by and with the Advice and Consent aid that the Surveyors shall have & receive for surveying and laying out each respective Towne into Streets & Lotts as aid the sume of One Thousand Pounds of tobacco and no more to be paid and allowed him by each respective County in the County levy where such Towne shall be laid out.

And in case the taker up of such Lott or Lotts refuse or neglect to build upon such Lott or Lotts within the time aforesd by this act appointed that then it shall and may be lawfull for Any Other Person or Psons whatsoever to Enter upon the sd Lott or Lotts so as aforesd not built upon paying such sume of tobacco as shall be first sett and assest upon such Lott to the Commissioners aid or such other pson as the Commissioners in Each respective County or the Majr Part of them shall Nominate and appoint to receive the same for the publick use and benefitt of such Towne wherein such lotts shall lye and be taken up the second time.

Provided allways that such second taker up or Purchaser build and finish within one yeare after such his Entry made such house as in this act is before limited and appointed to be built by the first taker up which house shall give and settle as good estate to all intents and Purposes to such second taker up and builder as aid his heires and Assignes as is in and by this Act before limited and settled upon the first taker up and builder subject to the same rents and reservations in and by this Act before limited and appointed.

And in Case any the said Lotts shall be neglected to be taken up in any the Ports or Towns aforesaid in any County of this Province for and during the term of Seven Years next after the publication of this Act that then & in such case the Owner or psons interested at the first in such Land shall after such time Expired be possessed and interested in the said Lott or Lotts as in their first or former Estate anything in this Act Contained to the Contrary notwithstanding.

And Be it further Enacted by the Authority advice and Consent aforesaid that from and after the first day of January seventeen hundred and seven all Masters of Ships

and Vessells trading into this Province shall unlade and put on Shoar all goods and merchandizes in such ships and Vesells Imported to be sold here by Any merchants or goods consigned to their factors at such Towns Ports and places as are before sett down and appointed in this Act for unlading goods and merchandises and at No other Place or Places whatsoever on paine of Loosing and forfeiting all such Goods and merchandizes by them Landed or put on Shoar at any other Place or Places whatsoever than as aforesaid one third part thereof to her Majesty heires and Successors for the Support of the Government of this Province one other third Part to the use of the County where such goods shall be put on Shoare for and toward Defraying the County charge and the other thirdpart to the informer or him or them that will inform or sue for the same to be recovered in any court of record of this Province by Action of Debt bill Plaint or information wherein No Essoyn Protection or wager of Law to be Allowed.

And be it further Enacted by the Authority afd by and with the Advice and consent aforesaid that from and after the first day of January one thousand seven hundred and seven no merchant factor or Mariner trading into this Province shall traffick sell or barter away any goods or Comodities Imported or brought into this Province and not Really & bona tide wholly Owned by and upon the Proper account & risq of the Inhabitants of this Province but at some of The Towns Ports or Places before in this Act Appointed to be Ports or Towns under Paine of forfeiting to her Majesty her heires and Successors all such goods and merchandizes sold Or Bartered away at Any other Place or Places within this Province or the full Value thereof to the uses afd to be recovered as aforesaid wherein No Essoyne protection or Wager of Law to be allowed any Law statute usage or custome to the Contrary Notwithstanding.

And be it further Enacted by the Authority aforesd by and with the Advice and consent aforesaid that there shall be Allowed to all Debtors whatsoever owing any tobacco to any Pson or Psons whatsoever or howsoever such Debtor bringing his tobacco to the Ports towns or Places aforesaid & there Paying the same to his Creditor or Creditors or his or their Receivers the sume of term pounds of tobacco? Centum for every hundred pounds of tobacco so brought to the Places afd and there paid as aforesaid to be deducted out of such Debtors said Debt or allowed of in bar or discount of any Action to be brought against any Debtor or Debtors by any Creditor or Creditors in any Court within this Province.

And Be it further Enacted by the Authority Advice and consent afd that any Person or psons that shall dwell and inhabit in any of the said Ports towns or places such

pson or psons shall or may contract for Barter buy and Purchase any quantity or quantities of goods or Merchandizes whatsoever any Law Statutes or usage to the Contrary notwithstanding Provided Nevertheless that such pson or psons buying or Contracting Or any ways purchasing bartering or Engrossing such goods wares or merchandizes shall likewise sell or barter away the said goods and merchandizes in the same Town or port or Place where they were Brought or in some other Port or Town wthin this Province and not Else where.

And be it further Enacted by the Authority Advice and Consent aforesd that from and after the first day of January One thousand seven hundred aforesd all sheriffs Clerks of the County Courts Navall Officers and Collectors, The Lord Baltemores Collectors and Receivers of his Lordships Revenues shall be and are hereby Obliged Actually to dwell and inhabit in some of the said Ports or towns or there keep their Sufficient Deputy or Deputies for the necessary and quick Dispatch of all business to their severall Offices appertaining and that the Deputy Comry in Each respective County be Obliged actually to dwell & inhabit in the most Convenient Town or Port in each respective County for the Ease and Conveniency of the Inhabitants thereof

And for Encouragement of all Tradesmen and Artificers to live and inhabit in the aforesaid Ports or towns Be it Enacted by the Authority advice and Consent afd that all tradesmen and Artificers or other persons whatsoever following or using any Manuall Occupation trade or Calling in Any the Ports towns or Places afd and there Actually living and residing with their families and using their trades and callings shall be and are by force and Virtue of this Act Exempted and discharged from paying any Publick or County levies for themselves journeymen and servants during the first four years of their residing in such Ports or Towns

And for the better Encouragement of forreigners Aliens merchants or tradesmen to come and Inhabit In such Ports or Towns be it Enacted by the Authority Advice and Consent afd that any Alien or forreigner that shall Come and reside in Any of the Ports Towns or Places afd and their Exercise or follow merchandize or Any trade or Manuall Occupation for the term of four years such aliene or forreigner shall by Virtue of such his Residence and of this Act be Deemed adjudged and accounted to be a free Denizon and have hold and Enjoy all benefitts Privileges and advantages that any free Denizen hath or ought to have and Enjoy within this province.

And Be it allso Enacted by the Authority Advice and Consent aid that the severall and respective justices of the severall and respective County Courts within this Province

shall from and after the end of this Present Session of Assembly be Obliged to put out all Male Orphan Children apprentices to some of the tradesmen & Inhabitants in the said Ports or Towns (if such tradesmen and Inhabitants Can be found and will take such Orphans) And not to any other pson or sons whatsoever which said Tradesmen and Inhabitants of Ports and Towns shall be Subject to the Conditions and Agreements to be made with them by the Comr of the County Courts on behalf of such Male Orphans as other psons that take Orphans have or ought to be and shall & are hereby obliged to pforme the same.

And be it further Enacted and Declared by the Authority Advice and Consent aforesaid that Nothing in this Act shall Oblige or be Construed to Oblige any pson or sons whatsoever his her or their heires or Assignes that formerly hath taken up and built upon any Lott or Lotts in the Ports towns or places aforesaid by Virtue of any former Law or Act of Assembly Againe or anew to take up such Lott or lotts so as af' formerly taken up and built upon but that they their heires and Assignes shall & may have hold and Enjoy the same as if this Act had never been made.

And be it likewise Enacted by the Authority Advice and Consent afd that Any pson or psons whatsoever that shall Offend Act or Do Contrary to this present Act or the true intent and meaning thereof in Any Case for which No fine or forfeiture is before in and by this Act Imposed he she or they so Offending shall forfeit and pay to our Sovereign Lady the Queens Majesty her heires and Successors the severall sumesof tobacco following (that is to say) Every Sheriffe or his Deputy five thousand Pounds of tobacco Every Clark of the County Court or his Deputy five thousand Pounds of tobacco Every Navall Officer and Collector or their Deputies tenn Thousand Pounds of tobacco the Collectors and receivers of the Lord Baltemores Revenues or their Deputies Tenne Thousand pounds of tobacco to be recovered as aforesaid wherein No Essoyne Protection or Wager of Law to be Allowed.

And be it further Enacted and Declared by the Authority advice and Consent aforesaid That if any of the places by this Act Appointed for Ports or Towns shall happen to be upon the dwelling plantation or plantations of any son or psons Whatsoever whereon there is Erected any Dwelling house or other Houses or whereon there is Planted any Orchard or garden and the Lott or quantity of Land by this Act allowed to the Owner thereof for his Choice will not include such houses orchards or gardens that then it shall be in the Power of the said Comr in Each respective County or the Majr part of them either to Allow to such Owner or Owners of such houses Orchards or Gardens

what Other or more recompence or lotts such Commissioners or the Maj' part of them or the Jury afd shall Conceive such houses Orchards or Gardens may be worth over and above the Value of the Land so as aid to be Assessed by the said Commissioners or jury Any thing in this Act to the Contrary notwithstanding.

Aprill the 17th 1706

Read and Assented to by the house of Delegates

*Signed p ordr W Taylard Cik house
Del.*

Aprill the 17th 1706

*Her Majesty's honourable Councill have read & Assentedhereto Signed p ordr
W Bladen Cl Concil.*

Aprill the 19th 1706.

*On the behalf of her most Sacred Maj Queen Anne &ca I will this be Law
Jo: Seymour*

*The Seale of the Secretary's Office is hereunto Affixt thisfifteeth day of June
Anno Dni 1706*

On behalf of the hon ble Sr Thomas Laurence Baront Secretaryof Maryland.

p me

Th Bordley Cik of the Secrys office

*(Archives of Maryland: Proceedings and Acts of the Assembly of Maryland 1704-1706,
26: 636-45.*

[1732] An Act for laying out a-new Fifteen Acres of Land, Part of the One Hundred Acres of Land, formerly erected into a Town, commonly called Benedict-Leonard Town, upon Patuxent River, in Charles County, besides the Lots which have been already taken up, pursuant to the Directions of former Laws: And to refrain the Inhabitants from keeping any Stock, except within their Inclosure, in the said Town.

Whereas, formerly there was laid out in Charles County, on Patuxent River, a Town commonly called Benedict-Leonard Town, containing One Hundred Acres of Land, the Bounds whereof, are very uncertain, and the Improvements very much hindred, by Reason all the Lots were not taken up and improved in Time: And whereas, it is represented to this General Assembly, That the said Place is very convenient for a Town, and several People desirous to settle in the same, could they be well secured in their Lots; and there being no Provision made, by any Act in Force, for the taking up and

building on Lots in the same Place. And whereas also, the said One Hundred Acres, by this General Assembly, is thought to be by far too much for that Place,

Be it therefore Enacted, by the Right Honourable the Lord Proprietary, by and with the Advice and Consent of his Lordship's Governor, and the Upper and Lower Houses of Assembly, and the Authority of the [same], That Col. Robert Hanson. Mr. Samuel Hanson, Col. John Fendall, Mr. Henry Holland Hawkins, and Col. Thomas Trueman Greenfield, or any Three of them, are hereby appointed Commissioners for Charles County aforesaid, and are hereby Authorized and impowered, as well to agree for the buying and purchasing Fifteen Acres of Land, out of the Tract aforesaid; to be added to such Lots, as have already been taken up; and such Parts not exceeding Fifteen Acres, as lies most convenient to the Water, adjoining to the Lots formerly taken up, as for surveying and laying out the same, in the most convenient Manner, into Twenty equal Lots, to be erected into a Town.

And be it further Enacted, That the Commissioners aforesaid herein before nominated and appointed, or the major Part of them, are hereby impowered, some Time before the Thirtieth Day of November, which shall be in the Year of our Lord One Thousand Seven Hundred and Thirty Two, to meet together on the Tract of Land aforesaid, or some other convenient Place thereto, and shall then and there treat and agree with the Owner or Owners, and Persons interested in the said Fifteen Acres of Land, for the same; and after Purchase thereof, shall cause the same to be surveyed, laid out, and divided, as near as may be, into Twenty equal Lots, allowing such sufficient Space or Quantity thereof, for Streets, Lanes, and Alleys, as to them shall seem meet, with Posts or Stakes towards every Street, Lane, or Alley, the said Lots to be numbered One, Two, Three, and so on to Twenty, for the better and more sure distinguishing each Lot from the other: Of which Twenty Lots, the Owner or Owners of the said Land, shall have his or their first Choice for One Lot, and after such Choice, the remaining Lots may be taken up by others; and that no Person shall presume to purchase more than One Lot within the said Fifteen Acres, during the first Four Months after laying out the same; and that the said Lots shall be purchased by the Inhabitants of the County aforesaid. And in Case the said Inhabitants shall not take up the said Lots within Six Months after such laying out, as aforesaid, it shall then be lawful for any Person or Persons whatsoever, to take up the said Lot or Lots, paying the Owner or Owners proportionably for the same. And in Case the Owner or Owners of the aforesaid Fifteen Acres of Land, shall wilfully refuse to make Sale of the same, or that through Nonage, Coverture, or any other

Disability or Impediment whatsoever, are disabled to make such Sale, as aforesaid, that then the Commissioners aforesaid, or the major Part of them, shall and are, by Virtue of this Act, authorized, impowered, and required, to issue Warrants under their Hands and Seals, to the Sheriff of the said County; which said Sheriff is also hereby required and impowered, upon Receipt of such Warrants, to impanel and return a Jury of the most substantial Freeholders, Inhabitants within the said County, to be and appear before the said Commissioners at a certain Day and Time by them to be limited: Which jury, upon their Oaths, shall enquire to whom the said Land belongs, and assess and return what Damages and Recompence they shall think fit to be awarded to the Owners of the said Fifteen Acres of Land, and to all Persons interested therein, according to their several and respective Interests; and what Sum of Tobacco the said jury shall adjudge the said Fifteen Acres of Land to be worth, shall be paid to the Owners so found by their Verdict, and to all Persons they find interested therein, by such Person or Persons as shall take up the said Lots, proportionably to their Lot or Lots, which shall give the said Purchaser or Purchasers, their Heirs and Assigns, an absolute Estate of Fee Simple in the said Lot or Lots, he or they complying with the Requisites in this Act mentioned.

And be it further Enacted. That the Surveyor of Charles County, for the Time being, shall have and receive, for surveying and laying out the Town aforesaid, the Sum of Six Hundred Pounds of Tobacco, and no more, to be paid and allowed him in the County Levy; and that he return a Plat thereof to the County Clerk, to be by him kept amongst the County Records. And in Case the Taker-up of such Lot or Lots refuse or neglect to build upon such Lot or Lots, within Eighteen Months, an House that shall cover Four Hundred Square Feet, exclusive of Sheds, that then it shall and may be lawful for any other Person or Persons whatsoever, to enter upon the said Lot or Lots, so as aforesaid not built upon, paying such Sum of Tobacco as shall be first set and assessed upon such Lot, to the Commissioners aforesaid, or such other Person as the said Commissioners, or the major Part of them, shall nominate and appoint to receive the same, for the Publick Use and Benefit of the said Town. and to be taken up a Second Time.

Provided always, That such Taker-up or Purchaser build and finish, within Eighteen Months after such his Entry made, such House, as in this Act is before limited and appointed to be built by the first Taker-up; which House so built, shall give and settle as good an Estate, to all Intents and Purposes, to such Second Taker-up and Builder, as aforesaid, his Heirs and Assigns, as is in and by this Act before limited and settled upon

the First Taker-up and Builder. And in Case any of the said Lots shall be neglected to be taken up in the Town aforesaid, during the Term of Seven Years, next after the Publication of this Act, that then, and in such Case, the Owner, or Persons interested at first in such Land, shall, after such Time expired, be possessed and interested in the said Lot or Lots, as in their first and former Estate; any thing in this Act to the contrary, notwithstanding.

And be it further Enacted, by the Authority aforesaid, by and with the Advice and Consent aforesaid, That the Town aforesaid, becalled by the Name of Benedict-Leonard Town.

And be it further Enacted, by the Authority aforesaid, by and with the Advice and Consent aforesaid, That the Commissioners aforesaid, or the major Part of them, employ some sufficient Person for their Clerk; and that they cause such Clerk to take an Oath, that he shall make true and impartial Entries of their Proceedings, and assess reasonable Fees for the said Clerk, to be paid him by the several Takers-up of the said Lots; which said Entries they shall cause to be made up in a well bound Book, and lodged with the Clerk of Charles County, for the Inspection of any Person.

And be it further Enacted, That no Person or Persons whatsoever, living or to live within the same Town, shall, after the End of this present General Assembly, under any Pretence whatsoever, keep or support within the same Town, any Swine, Geese, Sheep, Cattle, and Horses, belonging to themselves, or any other Person whatsoever, unless such Swine, Geese, Sheep, Cattle, and Horses, be kept within such Person or Persons Inclosure so keeping or supporting such Swine, Geese, Sheep, Cattle, and Horses.

And be it further Enacted, by the Authority aforesaid, by and with the Advice and Consent aforesaid, That any Person or Persons that shall be convicted before a single Magistrate, on Confession, or Proof of keeping and supporting within the said Town, out of his, her, or their Inclosure, any Cattle, Geese, Sheep, Hogs, or Horses, shall pay One Hundred Pounds of Tobacco for each Transgression: The same to be levied on the Body, Goods, or Chattels, of the Offender, by Way of Execution, as in Case of small Debts, and to be applied to the Use of the Free-School of the County aforesaid.

Saving to his most Sacred Majesty, his Heirs and Successors, the Right Honourable the Lord Proprietary, his Heirs and Successors, and to all Bodies Politick and Corporate, and all Persons not mentioned in this Act, their several and respective Rights; any thing in this Act to the contrary thereof, in any-wise, notwithstanding.

And be it further Enacted, by the Authority, Advice, and Consent aforesaid, That every Person taking up, or being in Possession of any of the Lots taken up in the aforesaid Town, shall be chargeable with, and liable to the Payment of One Penny Current Money of Maryland, per Annum, for each Lot, to the Right Honourable the Lord Proprietary, and his Heirs, for ever; and that the Clerk of the said Commissioners, do transmit to his Lordship's Agent, an Account of all Lots taken up, pursuant to the Directions of the said Act.

(Archives of Maryland: Proceedings and Acts of the Assembly, 37:549-52).

[1750] Tobacco Inspector Nominations for Benedict Warehouse

September 10, 1750

All Faith's Parish, St. Mary's County. Nominations of Inspectors.

As inspectors for the several warehouses on Patuxent River the vestrymen have nominated the following men: for the warehouse at Ben[e]d[ic]t Town, John Estep, Henry Lyon, Capt. Thomas Greenfield, Samuel Sothron; for the warehouse at Edward Cole's, Samuel Abell of Samuel, Thomas Forrest, John Abell, Charles King; for the warehouse at Town Creek, Cuthbert Abell, Philip Clarke, Jr., Nathaniel Hickman, Samuel Jenifer.

Signatures: John Urquart (rector), Philip Clarke, James Keech, Samuel Abell, George Slater, Thomas Reeder, John Abell, Samuel Sothron.

Note: The first two among those nominated for Benedict Town served last year as did also the first two nominated for the warehouse at Edward Cole's; Philip Clarke, Jr. and Samuel Jenifer served at Town Creek.

[On verso] old inspectors; Jenifer refuses; commission to Hickman; Lyon refuses; commission to Greenfield.

(State of Maryland, Calendar of Maryland State Papers: No. 1 The Black Books. Publications of the Hall of Records Commission No. 1. Baltimore: Genealogical Publishing Company, 1943, p. 100, no. 671).

November 24, 1750

Henry Lyon, Benedict Town, Charles County. To John Ross [Clerk of the Council].

Declines to serve as inspector at benedict warehouse; asks that a commission be made out for those that signed up.

(State of Maryland, *Calendar of Maryland State Papers: No. 1 The Black Books. Publications of the Hall of Records Commission No. 1.* (Baltimore: Genealogical Publishing Company, 1943), p. 101, no. 682).

[1751] Tidemill

William Hansbrough, millwright, will build tub mills or tide mills. He built several in Virginia and some in Maryland, including one on Allen's Fresh in Charles county. Apply to Benjamin Fendell or Bayne Smallwood in Charles County.

(*Maryland Gazette*, March 27, 1751, No. 309).

[1783] Loyalist Attack on Benedict

“. . . There are now in the Bay, eleven Barges, and one Sloop, and two Schooners, who proceed in detached Parties, not only capturing our Vessels, but landing on our Shores, and wasting and plundering the Property of the People of this State. On Thursday last, a Party, under the Command of Whaland, went up Patuxent, plundered the Town of Benedict, and burnt and destroyed the dwelling House and out Houses of Mr Benjamin Mackall, with his Furniture, Tobacco, and other moveable Property”

(William Paca in Council to His Excellency General Washington, February 21, 1783, *Archives of Maryland*, Vol. 48, 366).

[War of 1812] Benedict as Troop Crossing Site

Patuxent,—St. Leonards Creek. June. 9th. 1814

Sir: Since mine of the 3d & 4th. Inst. the enemy has been re-inforced with a Razee and a Sloop of War Brig, I then moved up to the mouth of this creek, at 5 AM yesterday we perceived One ship, Brig, two schooners, & 15 Barges coming up the Patuxent the wind at East. I got the flotilla under way and moved up the Creek about 2 Miles, and moored in line abreast across the channel & prepared for action, at 8 AM the Enemies Barges came up the creek, the ship &c anchored at the mouth of the Creek, a Rocket barge was advanced upon us, we fired several shot to try the distance which fell short, whilst their Rockets passed over us in every direction, finding myself exposed in such a situation I got my Barges (13 in number) under way leaving the Scorpion & gunboats at Anchor, and rowed down upon them when they precepitately fled from their position behind a point, sailed & Rowed off with all their means—we pursued them untill near the Shipping, fired several shot among them, when we returned to our moorings; In the afternoon they came

up again, Again threw Rockets, and was again pursued out of the Creek, but this time they were more successful, as One Rocket fell onboard of No. 4 of the White, killed one man, set fire to a barrel of musket cartridges, the explosion of which very much injured three men, this kind of warfare is much against us, as they can reach us, when we cannot reach them, and when we pursue them, their light boats fly before us I expect we will have much of this kind of fighting, and if they continue the Blockade of the Creek, we shall be out of provisions in 12 days, and therefore beg you will order down our purser with Instructions to provide what may be necessary, as my time is taken up night & day in the duties of my command—I send you by an express of Col Taney, this letter & one of the Rockets which went into the ground and did not explode the staff was about 15 feet long, I think Sir if the troops under Major Stuart was ordered up the Patuxent & to cross over at Benedict they would be of great use, as they could occupy the different points of the Creek and annoy their boats very much, I am well convinced that the Enemy are seriously inclined for our destruction, & no doubt will wait for more force, if they cannot succeed with what they have; The Militia under Col Taney are on the alert. I am Sir with great respect Your Obt. Servt. Joshua Barney

I am this moment informed the Ship &c have entered the mouth of the Creek

(Captain Joshua Barney to Secretary of the Navy William Jones, June 9, 1814. RG45, MLR, 1814, Vol. 4, No. 105 (M124, Roll No. 63), National Archives and Record Service).

[War of 1812] British Account of First British Raid on Benedict

Loire off St Leonards Creek

River Patuxent June 19th. 1814

Sir: My Letter of the 11th. Inst. I would acquaint You with the Result of Commodore Barneys Maneuvres, and that he had secured himself at the Head of the Creek under a strong Protection of Military, finding the Flotilla shewed no Disposition to again venture from its Fastness, I conceived by destroying some of the Tobacco Stores, the Inhabitants would be induced to urge Commodore Barney to put out and defend their Property— Under this Impression (accompanied by Captain Watts), I proceeded towards a Tobacco Store about four Miles above the Ship in the Neighbourhood of which five hundred militia were assembled.² Captain Carter (R.M.) was landed with one hundred and forty Marines and thirty of the Colonial Corps- The Enemy did not think it prudent to face this Force, but allowed the Tobacco Store and three Houses which were most excellent Military

Posts, to be burnt without Opposition.

On the 13th. Captain Carters party was landed on the South Side of the River to oppose three hundred Militia collected near the House of Mr Prater, but the Enemy aware of our Intentions fled into the Woods—On the 14th. We again landed on the South Side, and burned a Tobacco Store and a House which the Soldiers had occupied—On the 15th the Narcissus joined and still keeping in View the Probability that the Inhabitants would force the Flotilla out to protect them, I determined to proceed up the River with three Divisions of Boats, the first consisting of five, commanded by Captain Watts, the second of three by Lieutenant Alexander, the third of three by Lieutenant Urmston, in these I embarked about one hundred and Sixty Marines, and thirty of the Colonial Corps—I also took with me the Dragons Tender—We left the Loire at one o’Clock and in a few Hours arrived at Benedict, here a Party of Regulars were station’d who fled on our approach, leaving several Musquets—Knapsacks, and Part of their Camp Equipage behind them, they also left a Six Pounder which was spiked—The Inhabitants deserted the Town and removed their effects—We found a Store containing about three Hundred and Sixty Hogsheads of Tobacco, leaving Lieutt. Fitzmorris (an active zealous Officer) in the Dragons Tender to protect this Store from the Enemy, I pushed on towards Marlborough where I understood there were several Stores of Tobacco and other Property, and as Marlbro: is near the Seat of Government, I thought an Attack on this Town would be a sad Annoyance to the Enemy and oblige the Regulars and Militia to try their Strength with us, but I was deceived; as both Militia and Inhabitants made off to the Woods, and we were allowed to take quiet Possession of a Town admirably situated for Defence, here we passed the Night without Molestation though only eighteen Miles from Washington—In the Morning I loaded a small Schooner with Tobacco, and having plentifully supplied ourselves with Stock, I burned Tobacco Stores containing two thousand five hundred Hogsheads of this valuable Article, and then embarked—From some Slaves who came down to us I received Intelligence that about three hundred and sixty of the 36th. Regt. and a Party of Militia were collected on some high Cliffs on the narrowest Part of the River to cut off our Retreat, as these Cliffs afforded a secure Ambush to annoy the Boats from, I landed Captain Carter with his Party to take the Enemy in Flank should he shew himself, but the Marines were allowed to traverse the Skirts of the Cliffs and embark without Molestation, tho’ soon after they were embarked the Enemy shewed himself and fired a few Volleys out of Gun Shot; When we arrived off Benedict I found Lieutenant Fitzmorris had completely kept the Enemy at Bay, and leaving him with a few Boats to

guard the Town and Ferry I returned on Board the Loire where I had the Honor to find your order of the 17th. Instant.

I am aware that the Nature of the Service I have been obliged to detail has rendered my Narrative extremely prolix, but I must yet trespass on your Patience to assure You of my fullest Approbation of the active obedient and zealous Conduct of every Officer and Man under my orders,

I received from Captains Brown, Lumley & Watts every Assistance I could expect from Gallantry, Zeal, and hearty Cooperation, the same Feeling animated all; Captain Carter of the Marines on this Occasion and on every other where his Services have been required, conducted himself like an active, able, and judicious Soldier; Lieutenant Urmston of the Albion commanded a Detachment of the Boats and I have great Pleasure in reiterating the Assurances I have given You of his meritorious Conduct—Lieutenant Alexander of the Dragon who commanded the third Division of the Boats continues to merit in the fullest Extent the high Encomiums you were pleased to express of his Conduct, when he had the Honor to be the Senior Lieutenant employed under you in the different Attacks up the Susquehanna—Lieutenants Dickinson, Marshall Fitzmorris, Hoare, Wright & Mr George Pearson who commanded in the heavy Boats acquitted themselves fully to my Satisfaction, and I am happy of again having this opportunity of bringing Mr Pearsons Services under your Notice—On every Occasion where the Marines were landed Lieutenant Hawkins commanded the Advance, his active, zealous, and intrepid Conduct justified my so employing him, at the same Time allow me to assure You that the Officers & Marines belonging to the Albion, Loire, & Narcissus acquitted themselves with the utmost Credit.

You will be happy to hear that the Colonial Corps conducted themselves with the utmost Order, Forbearance and Regularity, and they were uniformly Volunteers for the Station where they might expect to meet their former Masters

It is with Pleasure I acquaint You that not an Instance has occurred of Drunkenness tho' every House we entered was amply supplied with Spirits. I have the Honor to be Sir Your most obedient and Very humble Servant Robt: Barrie Capt

(Captain Robert Barrie to Rear Admiral George Cockburn, June 19, 1814, Alexander F. I. Cochrane Papers, MS 2333, fols. 106-10, UKENL).

[War of 1812] American Account of First British Raid on Benedict

No buildings had been burnt at that place [Benedict], but many houses were much

injured, the windows, doors, &c. having been destroyed. The Tobacco had been taken from the ware-house and carried off; except about 40 or 50 hogsheads, with which they had made a wharf to facilitate the shipping of the remainder. During their occupation of Benedict, small parties made incursions into the country for many miles round, plundering the deserted habitations. So fearless were they of interruption, that these parties did not think proper to encumber themselves with arms (Baltimore Federal Republican, June 24, 1814).

[War of 1812] Benedict Warehouses Burned

BALTIMORE, June 21.

A detachment of British have landed and burned the warehouses at the following landings, viz. Lower Marlborough, Benedict, Coles, and Magruders, containing full 1000 hogsheads of tobacco. These articles may be estimated at 50 dollars per hogshead. In this manner is the war carried on, our troops leave our seaboard for Canada, by order of the Government. Boston is precisely in the same state; the town is left to protect itself. Our seaports have been systematically abandoned, as if it were the intention of Government to invite the enemy to lay them in ashes.

(The Times [London], August 9, 1814, page 3, column 1.)

[War of 1812] Poison Incident

I heard with astonishment and indignation, that a quantity of whisky had been by design poisoned, by an infusion of arsenic, and left in the town . . . I considered the American character as deeply implicated in this horrible deed, do inconsistent with humanity and the established usages of nations that its immediate disclosure was called for, lest its effects might produce the intended design, and thus give to our unfortunate situation a more desolating complexion. I determined immediately, under the sanction of a flag to return to the town, Dr. W[illiam Hatch]. Dent and Mr. [James] Brawner attended me. We . . . met with the commanding officer [Capt. Robert Barrie] [Dorsey having once previously talked with Barrie pleading to save the town from being burned] . . . I have heard with astonishment, that some person has most wickedly poisoned four barrels of whiskey [Dr. Dent, claimed only one barrel] and left them here . . . I have done this upon my own responsibility. I shall communicate it to my government, if that approves of it, it will be to me consolation; if not, I have the approbation of my own breast. (Clement Dorsey to Brig. Gen. Philip Stuart, Annapolis Maryland Gazette and Political

Intelligencer, June 23, 1814, reprinted from *Washington Daily National Intelligencer*, June 20, 1814).

[War of 1812] Artillery Spiked at Benedict

St. Leonards creek. June 21st. 11 AM. 1814

Sir. I have just received your dispatch of Yesterday, and shall instantly commence the preparation to carry it into execution, I acknowledge the justness of the reasoning, and the precaution in your orders, but I feel a depression of Spirits on the occasion, indescribable: I must be cautious in mentioning to my Officers & Men the final result, they are in high spirits and anxious to meet the enemy, who we look on as defeated & Beaten I shall break the matter to them as we progress: We shall want waggons from above (none here) to transport the materials which will be great, The Cannon will be difficult to remove and if left here will be rendered useless by the disaffected Inhabitants, as has been the case at Benedict I had furnished Major Stuart with a 12 lb. Carronade when in St. Manes, he had it brought to Benidict on his way to join me, where some Villians spiked it, I conceive the best mode will be for me to forward our Articles towards Herring bay. West & South river, there to be embarked (if out of danger) for Baltimore, sending one party direct to Washington to man the three barges at that place, nothing will detain me but the means of transportation, The enemies Brig and several small schooners (prizes) laden with Plunder chiefly Tobacco went down the Patuxent yesterday, I suppose to deposit their cargoes & return This morning the other schooners & Barges have gone up towards Benidict The two frigates & Large schooner lays at the mouth of the creek. I am respectfully your Ob Servt. Joshua Barney

(Captain Joshua Barney to Secretary of the Navy William Jones, June 21, 1814, RG45, MLR, 1814, Vol. 5, No. 5 [M124, Roll No. 64], National Archive and Record Service).

[War of 1812] Log of H.M. Schooner *St. Lawrence*

Winds	Signals	Tuesday 21 st . June 1814
		A.M. at Daylight weighed & stood up the River
		At 6 Loire & Narcissus Launches came on Board with their Marines.
		At Noon light variable Winds—standing for the Benedict.
East		P.M. At 2 sent Boats on Shore for Tobacco.

At 4.40 saw about 400 of the Enemys Troops with
3 Field Pieces coming into the Town. Recalled
the Boats. At 5 they fired 2 Shot at us.
Commenced firing at them. At 5.30 the Enemy
retreated found missing 5 Marines and one Seamn.
Supposed to be taken by the Enemy—Empd. Clearing
Boats of Tobacco. At 6.20 weighed & warped
down the River. At 10 came to in 10 fms..
Do. Weather.

(*Chronicles of St. Mary's*, April 1965, Volume 14, No. 5, p. 2).

[War of 1812] British Raiders Driven from Benedict

His M. Ship Loire off St. Leonards Creek 23 June 1814

Sir, I beg to acquaint you the day Captain Barrie quitted this Anchorage, I dispatched the St. Lawrence with the Launches and part of the Marines of the Frigate up to St. Benedict, to load with the remaining Tobacco, after getting on board seventeen Hogsheads, the Party were surprised and attacked by several hundred Infantry and Cavalry, with four field Pieces, a Serjeant, four Marines and one Seaman, retreating to the Boats were cut off, and made Prisoners, but I am happy to learn no lives have been lost, or any person wounded, Lieutt. Boyd speaks in the highest terms of praise and admiration of Lieutts. Scott of the Narcissus and Marshall of the Loire who commanded the Party on Shore, and also of the Soldier like conduct of Lieutt. Salmon Senr. Officer of the Marines on board the Loire and Lieutt. Bluck RM of the Narcissus who Commanded the Marines, the whole of the Officers express themselves in the highest terms of the conduct and exertions of the Men under their Command.—

Lieutenant Boyd being the bearer of this, will be enabled to give you every information relative to the transaction. I send also under convoy two Schooners laden with part of the Tobacco on board the Frigates, and there is now remaining on board them sixty eight Hogsheads, from information obtained by two Blacks, who come on board the St. Lawrence it appears that the Enemy are mustering a very strong force on both banks of the Patuxent, and a number of Tobacco Stores are already emptied. The Flotilla remains in the same situation as when Captain Barrie quitted, but I am given to understand from an American who came on board this Ship last night, that their Military force is daily increasing, which I fear will render all further attempts on Commodore

Barney hopeless, without a considerable Land force, as well as Vessels calculated to carry long Guns, and not to draw more than eight feet water. Should the Enemy possess a decent proportion of Spirit and enterprise I imagine from the thick woods near the enterance of the creek, and on the opposite Bank of the River, they might get Guns that would oblige us to drop further out, and perhaps eventually out of the River, but should you have any hopes of an Army arriving, that could attack their capital it would be very necessary that Barneys Flotilla should be pent up the Creek, as so strong a Force up the River where Boats only could approach might be a considerable annoyance to any force going there. I learn also that a place about five Miles below, called point patience, they are beginning to erect Batteries and also on the opposite side of the River, as we have not been able to discover any thing of the Kind from the Ship, I shall desire Lieutt. Boyd in his way down the River to Telegraph me any alterations he may discover should the information given by the American prove correct you may depend upon my using every exertion, with the force under my Command to check their operations.

I shall not think of quitting my present situation unless the safety of the Ships should absolutely require it, until I have the honor of receiving your Orders, I take the liberty to observe at the same time that it would be very desirable that I should have a small Vessel to cruize up & down the River to reconnoitre the different points of the Enemy.

The Loire having only three weeks Provisions on board I shall take a Months from the Narcissus, that was intended for the Niemen, which I trust will meet with your approbation. I have &c (signed) Thos. Brown Captain

(Captain Thomas Brown to Rear Admiral George Cockburn, June 23, 1814, Papers of Admiral George Cockburn, Container 14, Vol. 38, pp. 341-43 (Reel 9), Library of Congress).

[War of 1812] British Return to Benedict

flotilla off Nottingham July 13th. 1814

Sir: On Monday evg. 10 PM. I received Possitive information that a frigate 2 small Schooners & 6 Barges were off Benidict, that the boats had been up a few miles above, into the mouth of Hunting Creek knowing that there was a Warehouse at the head of that creek with Tobacco, I concluded they intended to rob & distroy it. I then determined on moving down with the flotilla, at 2 AM we began our movements, at ½ past 5 we were off the mouth of the creek, where I was in hopes of catching the schooner & Boats, but saw

nothing, We continued down to Benidict, when I was informed that the Ship &c. had gonedown early in the morning and was then off St. Leonards, that they had landed about 100 men on the afternoon before at Benidict & burnt 8 hogsheads of Tobacco, and carried off three more in a Scow which they brought with them, this confirmed me that their Object was Huntington warehouse, as the schooners could not get up, & the Scow was for the purpose of taking Tobacco off—In going down the river, (some how or other) a Gun went off in one of my barges, the report of which was heard at Benidict, of course onboard the frigate, and the people informed me that in ten minutes afterwards the frigate got under way, I returned to my station this morning, and have just received your letter of yesterday. The situation of the flotilla, in my opinion will not admit of absence at this time, Mr. Frazier second in command (& the only officer) is now on shore in bad health, The enemy are below in force, One tide brings them up to us . . .

(Captain Joshua Barney to Secretary of the Navy William Jones, July 13, 1814, RG45, MLR, 1814, Vol. 5, No. 53 (M124, Roll No. 64), National Archives and Record Services).

[War of 1812] Benedict Considered as Landing Site for British Invasion

Albion Saturday Morning 16 July 1814 off Drum Point
Dear Barrie . . . The Commander in Chief tells me he is coming in Mighty and overbearing Strength, but when seems a question he is not himself able to solve, I confess I do not expect him for some time and intend therefore sending the St. Lawrence to Bermuda with my Letters & Despatches for him—in the Mean Time I have positive Orders only to make Play with the advanced Force now sent to me & on no account to attempt any Thing of Importance before the Army arrives, which is to be Thirty Thousand Strong (this however you are to consider as a Secret Communication) to be sure such an Army here will only have to chuse where it will go & what it will occupy & take Possession of I shall strongly advocate their seizing in the first Instance the Capital as that is always a hard Blow to begin with and is in this instance so easy to be effected within 48 Hours after Landing such a Force at Benedict—to facilitate which I am now going to move from this River leaving in it only two Frigates & a Brig, that my Views respecting it may only appear to have reference to the Blockade of the Flotilla—and to further this Idea I have directed them to lay chiefly off Drum Point after having made one Haul up the River at a Place I have just received Information of as containing some extensive Stores . . .

(Rear Admiral George Cockburn to Captain Robert Barrie, July 16, 1814, Robert Barrie Papers, William L. Clements Library, University of Michigan, Ann Arbor).

[War of 1812] Penetration of Benedict Environs By the Royal Navy

Albion off Jerome Point Chesapeake 17 July 1814.

Sir . . . on the 12th. Instt. the Severn returned, Captain Nourse carried that Ship without difficulty nearly as high as Benedict (forty five Miles from Washington) and I enclose No. 2 the Plan he delivered to me of the River, he sent his Boats four Miles above Benedict but could neither see nor learn any thing of Commodore Barney, excepting that the People told him the Commodore would for the future take care to keep where he would be secure from the possibility of our getting at him—Captain Nourse reports the whole Country bordering the River as high as he went, to be in the same defenceless and deserted State that it is hereabouts, and indeed the only People who venture now to inhabit the Houses around, are such as have applied for and obtained our Permission and Protection

(Rear Admiral Sir George Cockburn to Vice Admiral Sir Alexander F. I. Cochrane, July 17, 1814, Alexander F. I. Cochrane Papers, MS 2333, fols. 179-84, LS, UKENL).

[War of 1812] Benedict Selected as Landing Site for British Invasion of the United States:

Albion off Jerome Point Chesapeake the 17th July 1814 [Secret Copy]

Sir In Answer to that Part of your Secret Letter of the 1st. Instant' which regards the Landing and commencing of Operations of the English Army, which you inform me is to be so soon expected in this Country, and on which Points You desire me to communicate to You my opinion—I feel no Hesitation in stating to You that I consider the Town of Benedict in the Patuxent, to offer us advantages for this Purpose beyond any other Spot within the United States.— It is I am informed only 44 or 45 Miles from Washington and there is a high Road between the two Places which tho' hilly is good, it passes through Piscataway and no nearer to Fort Washington than four Miles, which Fortification is sixteen Miles below the City of Washington, and is the only one the Army would have to pass, I therefore most firmly believe that within forty eight Hours after the Arrival in the Patuxent of such a Force as You expect, the City of Washington might be possessed without Difficulty or Opposition of any kind; As You will observe by my public Letter of this Day, the Ships of the Fleet could cover a landing at Benedict, the Safety of the Ships and the Smoothness of the Water in the River would render us entirely independent of the

Wind or Weather in all our projected Movements, (an Object of considerable Importance when we recollect how fast the Season is advancing to that Period when the Weather becomes so unsteady on all this Coast) The Army on its Arrival would be sure of good Quarters in the Town of Benedict, and a rich Country around it to afford the necessary immediate Supplies, and as many Horses as might be wanted to transport Cannon &ca; which Advantages might certainly now be obtained without meeting with the slightest Opposition or requiring any Sacrifice from us whatever, & as I have quitted the Patuxent and (on this Account) do not intend again to visit it until you arrive with the Army or I hear further from You;—I trust and believe every thing will remain till then, in the Neighbourhood of that River exactly as I have now left it—The Facility and Rapidity, after its being first discoverd, with which an Army landing at Benedict might possess itself of the Capitol—always so great a Blow to the Government of a Country as well on Account of the Resources, as of the Documents and Records the invading Army is almost sure to obtain thereby, must strongly I should think urge the Propriety of the Plan here proposed, and the more particularly as the other Places

(Rear Admiral George Cockburn to Vice Admiral Sir Alexander F.I. Cochrane, July 17, 1814, Papers of Admiral George Cockburn, Container 10, Vol. 38, pp. 183-95 (Reel 6), Library of Congress).

[War of 1812] Captain Joseph Nourse Raids Near Benedict

. . . On Wednesday morning I landed about 2 miles below Benedict St. Marys side—burnt a Store of 29 Hogsheads of Tobacco about four miles in the Country and brought off ten found in the woods.

(Captain Joseph Nourse to rear Admiral George Cockburn, July 23, 1814, Papers of Admiral George Cockburn, Container 14, Vol. 38, pp. 368.70 (Reel 9), Library of Congress).

[War of 1812] Road from Benedict to Washington Open to British

I have this instant received yours of 7 AM this day. I am informed by gentlemen who have frequently travelled from this to Benedict that there is a very good and direct road of 35 Miles. Should the enemy dash for this place he will probably take this road, unless he should follow the Bank of the river to Nottingham with his advance guard to drive back your flotilla and bring up his main body by water. This will have been decided before you receive this, and you will immediately send the flotilla up to queen arms with as few men

as possible and a trusty officer to remain there and in the event of the enemy advancing upon the flotilla in force to destroy the whole effectually and proceed with his men to this place. Having given these directions you will retire before the enemy toward this place opposing his progress as well by your arms, as by falling trees across the road removing Bridges, and presenting every other possible obstacle to his march

(Secretary of the Navy William Jones to Captain Joshua Barney, August 20, 1814, 11 ¼ AM, Papers of Joshua Barney, Historical Society of Pennsylvania).

[War of 1812] British Army Landing at Benedict.

On board the Resolution Tender off Mount Calvert

Monday Night 22nd August 1814

Sir: I have the honor to inform you that after parting from you at Benedict on the Evening of the 20th. Inst. I proceeded up the Patuxent with the Boats and Tenders the Marines of the Ships being embarked in them under the Command of Captain Robyns (the Senior Officer of that Corps in the Fleet) and the Marine Artillery under Captain Harrison in their Two Tenders—The Severn and Hebrus Frigates and the Manly Sloop being directed to follow us up the River as far as might prove practicable.

The Boats and Tenders I placed in three Divisions, the first under the immediate Command of Captains Sullivan (the Senior Commander employed on the occasion) and Badcock, the Second under Captains Money and Somerville, the third under Captain Ramsay—The whole under the Superintendency and immediate management of Captain Wainwright of the Tonnant, Lieutenant James Scott (1st. of the Albion) attending as my Aid-de-Camp.

(Rear Admiral George Cockburn to Vice Admiral Sir Alexander F. I. Cochrane, August 22, 1814, Papers of Admiral George Cockburn, Container 10, Vol. 24, pp. 246-53 (Reel 6), Library of Congress).

[War of 1812] British Army Landing at Benedict

Tonnant in the Patuxent 30th August 1814.

My Lord, I have the honour to Communicate to your Lordship that on the night of the 24th Instant after Defeating the Army of the United States on that day the Troops under my Command entered and took possession of the City of Washington.—

In compliance with Your Lordships Instructions to attract the attention of the Government of the United States and to cause a Diversion in favour of the Army in

Canada it was determined between Sir Alexr. Cochrane and myself to disembark the Army at the Village of Benedict on the Right Bank of the Patuxent with the intention of co-operating with Rear Admiral Cockburn in an Attack upon a Flotilla of the Enemy's Gun Boats under the Command of Commodore Barney. On the 20th. Instant the Army commenced its March having landed the previous day without opposition, on the 21st it reached Nottingham and on the 22nd. moved on to Upper Marlborough a few Miles distant from Pig Point on the Patuxent where Admiral Cockburn fell in with and defeated the Flotilla taking and destroying the whole. Having advanced to within Sixteen Miles of Washington and ascertaining the Force of the Enemy to be such as might authorize an attempt at carrying his Capital I determined to make it and accordingly put the Troops in Movement on the Evening of the 23rd. A Corps of about Twelve hundred Men appeared to oppose us but retired after firing a few Shots.—On the 24th. the Troops resumed their March and reached Bladensburg a Village situated on the Left Bank of the Eastern Branch of the Potowmack about five Miles from Washington

(Major General Robert Ross to Secretary of State for War and the Colonies Earl Bathurst, August 30, 1814, *Naval War of 1812*, vol. 3, 223-24).

[War of 1812]. British Army Begins March on Washington from Benedict

Pig Point. Aug. 21st. noon

Sir, Yesterday about 11 AM I received information that the Enemy had left Benedict, and was marching up, with Intention of taking the Nottingham road; knowing that they could reach Nottingham in the Evening, I determined to move up the river, which I did to this place,— leaving a boat to bring me information; in the night my boat returned and said that the enemy had not moved from Benedict, such was the information at Nottingham; I have just recd. Your dispatch of yesterday, and have concluded to land 400 men this afternoon and march to upper Malborough, a distance of two miles from us. I shall leave Mr. Frazier with about 120 men including, Sick & wounded, with orders to proceed up towards Queen Ann, and to destroy the flotilla in case of necessity, and join me with his men — I have also wrote to Captn Miller informing him the road I shall take from upper Malborough, which I suppose will be by the Wood yard for him to meet us in that direction, I shall do every thing in my Power to meet your Wishes and orders....

(Captain Joshua Barney to Secretary of the Navy William Jones, August 21, 1814, RG45, MLR, 1814, Vol. 6, No. 36 (M124, Roll No. 65), National Archive and Record Service).

[War of 1812] Secretary of State Monroe Observes British Shipping

Aquasco Miles, seven miles from Benedict

August 20, 1814, one o'clock, P.M.

Dear Sir: I arrived here this morning at eight o'clock, and have been since within four miles of Benedict, at Butler's mill, where it was reported the enemy, on their march, had arrived. The report was unfounded. The enemy landed yesterday at Benedict, and had advanced their pickets within a mile and a half of that mill, for security only. From a height between that mill and the Patuxent, I had a view of their shipping; but being at the distance of three miles, and having no glass, we could not count them. We shall take better views in the course of the evening, and should any thing be seen, material, I will immediately advise you of it. The general idea is, that they are still debarking their troops, the number of which I have not obtained any satisfactory information of. The general idea also is, that Washington is their object, but of this I can form no opinion at this time. The best security against this attempt is an adequate preparation to repel it.

Respectfully, your friend and servant, James Monroe.

(Secretary of State James Monroe to President James Monroe, August 20, 1814, *American State Papers: Military Affairs*, Washington: Gales and Seaton, 537).

[War of 1812] Secretary of State Monroe Observes British at Benedict

Augt. 21—1814 5 miles from Aquasco mills. 1/2 after 3. P.M.

Dear Sir: I have just received your letter of this date. I quartered last night near Charlotte Hall, & took a view at 8. this morning from a commanding height below Benedict creek, of the enemy's shipping near the town, & below it 10 or 12 miles down the river. I counted 23. square Rigged vessels, & no others were to be seen, & very few barges. I inferred from the latter circumstance that the enemy had mov'd up the river, either against Com: Barney's flotilla solely or against the city, taking the flotilla in the way, by a combin'd mov'ment with the force on the Potowk. I had, when I left Aquasco mills last night, intended, to have pass'd over to the Potowk., after giving you an account of their vessels from the height below Benedict—but on observing the tranquil scene which I have mention'd, I hastend back to take a view of the enemy's movments in this quarter, which it might be most important to the govt, to [he] made acquainted with. I am now on the main road from Washington to Benedict 12 miles from the latter & find that no troops have passed in this direction. Reports make it probable that a force by land & water, has been sent against the flotilla. I shall proceed immediately to Nottingham with Captn.

Thorntons troop, & write you thence whatever may be deserving of attention.

Of the real form of the enemy, I think it would be prudent, from every thing that I can collect to estimate it at about 6,000. Of that on the Potowk., your intelligence will be more correct than mine.

They have plunderd the country of all the stock &c to the distance of 3 or 4 miles from Benedict.

with respectful regard Jas Monroe

(Secretary of State James Monroe to Secretary of the Navy William Jones, August 21, 1814, RG45, MLR, 1814, Vol. 6, No. 35 (M124, Roll No. 65), National Archive and Record Service. Monroe sent a similar letter, also dated 21 August, to James Madison; James Monroe Papers, Series I (Roll No. 5), Library of Congress).

[War of 1812]. Outrages Against Inhabitants

Iphigenia [off Benedict] Patuxent 25th. Augt. 14 Genl. Memo. Great outrages having been committed upon the Houses and property of Inhabitants in this Neighbourhood who have remained peaceably in their Houses by persons belonging to the Fleet, unaccompanied by any Officer to restrain and regulate their conduct.—It is the direction of the Commander in Chief that no Stewards or Servants be permitted to go onshore under the pretence of procuring Stock without being accompanied by a Midshipman or some other Officer.—And as a warning to others the following order for the punishment of persons guilty of Robbery in a House near Benedict is to be read to the Crews of the respective Ships and Vessels in the River Patuxent/

(Signed) E. Codrington Captain of the Fleet

(Papers of Sir Edward Codrington, COD/6/4, LB, UKLNMM, reprinted in *Naval War of 1812*, 3: 230).

[War of 1812] Punishment for Outrages Against Benedict Residents

Iphigenia [off Benedict] Patuxent 25th. Augt. 1814 Memo. The Persons named in the Margin having been found guilty of Robbery on shore, and as the Service will not admit of my immediately assembling a Court Martial for their Trial,— in order that the Inhabitants may be assured that their property will be protected from indiscriminate plunder. You are to cause the Persons to be taken onshore to the Village of Benedict and there, in the presence of the Inhabitant whose House they robbed cause the Captains-Steward to receive in the usual manner four Dozen Lashes, and the

Gun Room Steward three dozen Lashes making the Boys who accompanied them and who acted under their directions witness this Punishment that they may be deterred from aiding such practices in future.—The Surgeon of the Trave is to attend to see that no more of this Punishment be inflicted at one period than the Parties can well bear.

(Signed) A. Cochrane Vice Admiral and Commander in Chief

(Papers of Sir Edward Codrington, COD/6/4, LB, UklNMM, reprinted in *Naval War of 1812*, 3:230-31).

[War of 1812] Log of H.M.S. *Severn*

		Mo.	
Week Days	Days	Winds	
			A.M. Light Bzs. & fine Wr. All the Fleet came in Weigh'd & made Sail up the River to lead the Fleet up vaiable winds Anchor occasly. Noon Light and Vble at Anchor Above Point Patience
Thursday	18 th .	Variable	Slaughter'd 2 Bullocks weigh'd 282 pounds_ Recevd. Troops on bd. water 131 Tons. P.M. A Breeze from the Southwd. weigh'd & made Sail up the River & Anchor'd in 6 fms. Water half way between Sandy Island point & the point below Benedict Midnight Light Airs & fine wr.
<hr/>			
			A.M. Light Bzs. & fine began landing Troops and variously Empd. Weigh'd made Sail & work'd up at the point below Benedict Anchor'd in 6 fms. Water.
Friday	19 th .	Vble	Noon Modt. & fair weigh'd Empd. Landing troops water 126½ Tuns P.M. Light Bzs. & fair weigh'd and Anchor'd 1 Mile above the Sandy point in 5½ fms. Water. Empd. As necessary Sent on Shore order of the Adml. To Supply the Army 50 bags Bread & 202 Galls. Rum in 1 hhd. & 3 Barrls.

Midnight Calm & fine Weather.

A.M. fresh Bzs. Weigh'd & went higher up
Empd. Variously supplied the Commissary for
WSW Troops with 307 Galls. Rum. Noon fresh Bzs.
& fine Wr. Water 123 Tuns P.M. Modt. & fine
Saturday 20th. WNW Recvd. From the Lloyds Transport 31 Cask Beef
& 36 Pork boats and Marines went up the
River war'd the Ship higher up & Empd. as
needful Midngt. Modt.

A.M. fresh Bzs. At NW Recvd. From H.M.S.
Albion 180 Bags bread 10 Puncheons Rum 28
WNW Cask Flour 3 Suet 2 Sugar 8 Peas 1
Vinegar Empd. Stowing the Holds and variously
Sunday 21st. Vble as most necessary. Noon fine wr. Water 121
Tuns. P.M. warp'd higher up Depart'd this
Life George Cedger boy Midnight Calm & fine
weather.

A.M. Buried the deceas'd—Empd. Variously
As necessary Noon Modt. & fine Wr. Water 119
Vble Tuns P.M. Do. Wr. Empd. Occaly. Recvd. An Acct.
of Comdr. Barneys Flotilla being blown up.
Monday 22nd. NW warp'd above benedict and Anchor'd in 5½ fms.
water Moored Ship with Small anchor & hawser.
Calm Midnight Calm & fine weather Supplied 307
Gals. Rum Flotilla.

A.M. Dop'd higher up about ½ Mile above

Benedict anchored in 9 fms. Water & moored
 Ship Wash and scrub Cloaths. Recvd. 30 half
 Calm Barrels Rice from the Lloyds Transport. Empd.
 variously as most needful Noon Calm & fine
 Tuesay 23rd. Vble Wr. 117 Tuns water. P.M. Ship'd 10 hhds.
 Tobacco in our Schnr. For the Lloyds transport
 And empd. As most Necessary Recevd. From the
 Adml. 200 Dollars to Purchase Cattle Midnight modt.
 & fine Weather.

A.M. Empd. Washing Cleaning the Ship and
 variously as needful &c. Past up the
 River with provisions Recvd. 1 black man from
 the Shore Noon Light Bzs. & fine pleasant Wr.
 SW b S water 115½ Tuns P.M. Supplied the Army
 Flotilla Royal Oaks boat 25 Bags Bread 310
 Wednesday 24th Vble Galls. Rm in 4 hhds. 1 Barrl. Albions Boat
 Beef 6 Barrels 1792 pounds Bread Thames boat
 1008 Hs. Bread Recvd. From the Boats 10
 N.W. Prisoners—from Lloyds Transport 21 Cask
 Beef 15 Pork—Recvd. 7 Bullks. Sent our Schooner
 Up the River to Load Tobacco. Midnight Light
 Bzs. & Cloudy weather.

A.M. Empd. Variously as most necessary
 Slaughter'd 2 Bullocks weigh'd 257 pounds
 Vble Noon light Bzs. & fine water 113½ Tuns.
 P.M. A heavy Squall with hard rain Thunder
 Thursday 25th. NW. & lightning let go the Best Bower under
 Foot 5 Modt. Empd. Heaving up 2d. Anchor &
 Southwd. fresh Birthing Ship (having drove)
 Midnight Light Bzs. & rain.

[No entry for Friday, August 26]

Saturday 27th. A.M. Modt. & Cloudy Empd. Sendng Tobacco
in various Ships boats to the Lloyds Transport
Lieut. Gammon with a party of Carpenters &
S.E. Seamen. Empd. On Shore at Benedict—Slaughter'd
2 Bullock weigh'd 231 Pounds Noon Light Bzs.
SS.E & fine Wr. Water 111 Tuns P.M. Empd. As
Needful Recvd. Several men from various
Regiments—
Midnight Light Bzs. & fine weather.

Sunday 28th. A.M. Empd. As needful Receiving Tobacco &c.
Slaughter'd 2 Bullocks weigh'd 258 Hs. Recvd.
SSE. Men from various regiments. Recvd. 5268 Hs.
Vble. Bread in 50 Bags. Noon fine Wr. Water 112 Tuns
Midnight Light Bzs. And fine.

Monday 29th. A.M. Empd. Variously sending wounded men &
Others from the Ship order—Slaughter'd
2 Bullocks 234 pounds Recvd. Oxen
Noon light Bzs. & fine Wr. Water 113 Tuns
Vble. P.M. Supplied H.M.S. Henrus 85 Galls. Rum
Recvd. 6 Bullocks. Empd. Watering & variously
As Needful the Flotilla Retd. Down the river
Midnight fine weather.

A.M. Modt. & fine Empd. Loading Schooners

with Tobacco Boats Embarking troops getting
off Schooners aground on the Middle Bank
Buried a black Man Empd. Filling water recvd.
Tuesday 30th. Vble. Horses on bd. Recvd. From the Commissary
90 Gs. Rum & from the Flotilla 186 Galls.
Noon fine Wr. Water 115 Tuns. P.M. Empd.
variously as most Necessary Slaughter'd
2 Bullocks weigh'd 232 pounds Midnight
Light Bzs. & fine weather

A.M. Light Bzs. & fine Wr. Empd. Occsly.
supplied H.M.S. Hebres 5 Casks Beef Recvd.
from the Flotilla 3800 pounds Bread
weigh'd & Drop'd down towds. Benedict
Wednesday 31st. Vb.e. Empd. Getting off a Schooner watering &c
Noon fine Wr. Water 128 Tuns P.M. light
Bzs. & fine Wr. Weigh'd & followed the Fleet
Vble. Down the River at 7 Anchor'd in 6 fms. Water
Abrest the Old windmill Midnight Light Bzs.
& fineweather.

September 1814 A.M. at dayloght weigh'd & made Sail down
the river at 11 Anchor'd Abrest Colnl.
Platers in 5 fms. Water Noon Light Bzs.
& Vble with fine Wr. Water 125½ Tuns.
Thursday 1st. Variable Slaughter'd 2 Bullocks weigh'd 346 pounds
P.M. Modt. & fine Empd. As Necessary loaded
A Schooner with 24 Hhds Tobacco Midnight
Light Bzs. & fine Wr.

(*Chronicles of St. Mary's*, June 1966, Volume 14, No. 6, p. 8, and August 1966, Volume
14, No. 8, pp. 4-6).

[War of 1812] Log of H.M.S. *Royal Oak*

Course	Distce.	Lat.	Long.	Bearings ad Distances at Noon
				At Single Anchor

1) At Single Anchor				P.M. Light airs variable. Melpomone
2) Off Point Patience				joining Co. supplied the Albion with
3)		ENE		Warrant Officers Stores 4 Light breeze
4)				from the East weighed and made sail in
5)				Co. with the Fleet and Transports, and
6) [Thursday, August 18 th]				run further up the River Patuxent
7)				at 8 shortened sail and came too with
8)				the Bt. Bower in 5 fms. soft muddy bottom
9) At Single				furled sails
10)				Midnight Light breezes and fine.
11) Anchor				
12)		Vble		

Mo.	Week	Da	Winds	Signals	Remarks &c. H.M.S. <i>Royal Oak</i> .
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August 1814					A.M. Light breezes and fine Wr.
			NE		at disembarked the Light Division of Royal
					Artillery with two Pieces of Artillery
					Fleet and Convoy at Anchor in Co. all Boats
					employed disembarking troops Carpenters
					making a new flying Jib Boom the former
			Vble		carried away by a Transport Armourers at
Friday 19 th .					the Forge sailmakers making Main Deck
			NE		awning and Bags for the use of the
At anchor to the Northwd.					Artillery at 10 weighed and shifted our
Of Sandy Point it bearing					birth further out and came too in 7 fms.

ESE
 water remg. 135 Tons

Water
 P.M. Moderate and fine disembarked the remainder of the troops and two Howitzers per Launch and Boats at Benedict at 10 Boats retd.
 Midnight calm and fine weather.

Saturday 20th

Vble
 A.M. Light sirs variable, sent Boats to disembark Troops Washed Cloaths at 8 Do. Wr. Washed Lower Deck sailmakers making Bags for the use of the Artillery
 Noon fresh breezes
 P.M. Moderate and Cloudy armourers at work at the Forge sent Boats manned and armed with Marines and Ordnance Stores per Schooner 7.30 squally with Lightning and heavy rain sent down top Gallant Yards and struck the Masts at 10 more moderate with Lightening and rain
 Midnight fresh breezes and Cloudy Wr.

Westy.
 NW.

Sunday 21st.

Westy.
 A.M. Moderate and fine at 2 sent Cutters manned and armed to Benedict Do Wr. Fidded top Gallant Masts loosed sails
 Noon light breezes and fine
 P.M. Do. Wr. furled sails—received one Brigade of Artillery, with two Pieces of Ordnance Midnight Light breezes and fine
 Water remg. 133 Tons Wr.

North
 A.M. Moderate breezes and fine Do. We.

Monday 22 nd .	NNE	sent a party of Men on shore for water and Wood 8 Do. Wr. sail makers employed making a new foresail for the Anna Maria Schooner. Ships Company employed watering and Wooding the Ship
Water recd. 9½ Tons		P.M. Do. Wr. Midnight light breezes and fine weather.
Water remg. 140 Tons		

	Vble	A.M. Light breezes and fine weather
Tuesday 23 rd . Calm		4 Do. Weather sent a party of Seamen and Artillery men Armed on shore for water and Wood 8 Calm and fine weather— employed stowing away water &c. Watch fitting a New fore topmast stay sailmakers employed making a New foresail for the Anna Maria Schooner.
	SE	P.M. employed as above Passed up the River H.M. Ship Surprise received 13 Tons of Water
Water remg. 151 Tons		Midnight light airs and variable

August 1814

	SSW	A.M. fresh breezes end clear Wr. sent a party on shore for Water and Wood at 8 Do. Wr. disembarked one Brigade of Royal Artillery Men per Signal per Cutters and flat Boat armourers at work
Wednesday 24 th .	WSW	at the forge sailmakers making a Main Deck awning and foresail for the Schooner Noon fresh breezes and fine employed fitting a new fore topmast stay

Water remg. 150 Tons.

P.M. Do. Wr. employed as before received
Water per Boats sent a Cutter to assist
in getting of a Schooner on shore
Midnight Moderate and Cloudy.

[NOTE: No entry for Thursday, August 25]

Friday 26th.

Vble.	A.M. Moderate and Cloudy 4 Do. Wr. Sent Flat Boat up to the Commander in Chief employed watering and wooding at 8 light breezes and fine sailmakers employed making a new foresail for Schooner Cooper repairing Casks Noon Calm and fine
ENE	P.M. employed as above sailmakers making an Awning for the Gig Midnight moderate and fine weather.
SE	

Saturday 27th.

South	A.M. Moderate and Cloudy Wr. sent Flat Boat to the Commander in Chief Cutters and Jolly Boat watering and wooding the Ship arrived H.M. Ships Madagascar Majestic and Fairy Noon moderate and cloudy P.M. fresh breezes and Cloudy with heavy showers of rain at times Carpenters on shore cutting wood, Cutters and Jolly Boat watering and wooding the Ship, sailed H.M.S. Fairy veered a half Cable service struck top Gallant Masts. Midnight moderate and Cloudy.
SSW	
SW	

	SWbW	A.M. fresh breezes and Cloudy sent Flat Boat up to the Commander in Chief and Ships Boats on shore for water and wood.
Sunday 28th	WSW Answd. <u>216.</u>	Do. Wr. arrived H.M. Brig L'Espoir at 10 Mastered by Divisions Noon fresh breezes and fine P.M. Do. Wr. Carpenters on shore cutting wood and a party of seamen filling water at 4 moderate and fine clear weather.
	NW	
	Calm	Midnight Calm and fine weather.

	ENE	A.M. Light breezes and fine 4 Do. Wr.' Sent Boats to the Commander in Chief received water per Jolly Boat and Gig sailmakers employed side and accomodation ropes and fnaking a sail for the Gig
Monday 29 th .	East	Noon Do. Wr. moderate and fine Wr. received voter per Jolly Boat Cooper employed unkind breakers and repairing Casks Watch and Artificers employed as most useful embarked 46 Artillery men
Water remg. 217 Tons		Midnight fresh breezes with rain.

	NW	A.M. Moderate and fine sent Boats to embark Troops 4 Do. Wr. 8 moderate and Cloudy Armourers at Work at the Forge embarked Officers & Artillery men
Tuesday 30 th .	SE	P.M. Light breezes and fine employed as most necessary
Water remg. 214 Tons		Midnight light and fine Wr.

NW	A.M. Light airs and fine Wr. 4 Do. Wr.
	Crossed top Gallast Yards
Vble	at 8 light airs variable
	Draught of Water (aft 22 — 8)
	(forwd. 21 — 6)
	by the Stern 1 — 2)
	Midship Port 5 — 8)

Wednesday 31 st .	NE	9 weighed and made sail down the River in so. with the Fleet and Convoy 10.30 Calm came too with the small Br. in 6½ fm off Island Point Noon Calm arid fine At 1 Departed this life Jno. Adams. S. P.M. Light airs variable at 1 weighed and made sail down the River, Fleet and Convoy in Co. at 7.30 Calm shortened sail and came too with the small Br. in 10 fms. water above Point Patience. furlled sails.
Water remg. 211 Tons		

(Chronicles of St. Mary's, February 1967, Volume 15, No. 25, pp. 2-5).

[War of 1812] British Leave Benedict

From Benedict we learn, that in the course of Thursday night and yesterday morning all the vessels in the Patuxent got under way, and proceeded down that river, destination unknown.

(National Intelligencer, Washington City, Saturday, September 3, 1814).

[1888] Building Boom at Benedict

The village of Benedict, in our sister county of Charles, is just now experiencing

something of a boom in the way of improvements. A fine hotel, the first ever erected in Benedict is among the improvements which Mr. E. Gill Bowling is making upon his property in that village. The hotel, which is nearly completed, will be a handsome building, two and a-half stories, and will be open to the public the coming season. Besides the hotel, Mr. Bowling is erecting a row of neat cottages on the left of the street leading out of the village. Three of these buildings have been completed and rented to tenants. The demand for dwelling-houses in Benedict is said to be at all times active, owing to the advantages the town possesses as a place of residence for those engaged in the oyster trade in the upper Patuxent. The village affords three well stocked stores, which do a thriving business, especially during the tonging season, a large share of the trade coming from the Calvert side of the river. In addition to the improvements already mentioned, Mr. Flint, of Prince George's county, has transformed what was recently a delapidated warehouse near the water's edge into a very commodious and convenient storehouse, in which he is now doing a general merchandise business.

But Mr. Bowling proposes to add other attractions than handsome cottages and a fine hotel (the later to be supplied with all the delicacies that the Patuxent and a fertile garden can furnish) to the little village of Benedict. He has workmen now engaged in laying out and grading a half-mile race track for the level field adjacent to the village, upon which it is proposed to have running and trotting races each spring and fall. The track will be enclosed by a high plank fence and kept in good order for training purposes as well as for racing. We hope this new enterprise of Mr. Bowling's may prove a grand success. If it shall tend to encourage an introduction of new and pure blood to supplant the prevalent "broom sedge" horse of this section of the State Mr. Bowling's permanent training and race track will, in some respect at least, be filling a "long felt want" in Southern Maryland. (Calvert Gazette, April 21, 1888).

[1909] The Great Benedict Fire

Benedict Suffers By Fire. Sixteen Buildings destroyed, The Loss Amounting to About \$25,000. The town of Benedict, in Charles county, was visited by a fire on Monday afternoon last at 3 o'clock which destroyed about half of the town, the loss being in the neighborhood of \$25,000. Sixteen buildings were burned. The fire was one of the most destructive that has ever visited ths section of the State.

The town, which is situated opposite Calvert county, lies directly back from the shore of the Patuxent, the buildings being along both sides of a road running north and

south. The fire broke out in a building in the southwest end of town, and a stiff wind blowing from that quarter carried the flames from one building to another. At the far end they leaped across the road and destroyed the Methodist Episcopal Church South and Captain Henderson's dwelling.

The fire started in the building in which Hiram Wishinsky, of Baltimore, kept store. It is said to have been started by the upsetting of an oil stove on which a girl was warming milk for the baby of Nathan Bettieman, the clerk for Mr. Wishinsky. This building and several dwellings burned were owned by A.M. Bowling, of Baltimore, who is said to have been the heaviest loser.

Capt. B.F. Henderson lost his dwelling and store, valued at about \$7,000 with stock of about \$3,000; Melvin T. Johnson, a dwelling and store, valued at \$3,000; J. Edward Stewart, dwelling valued at \$3,000, and R. E. Farrall, Peter Morgan and William Roach dwellings, valued at from \$2,500 to \$3,000. Captain Henderson's dwelling was one of the best in that section of Charles. When it was seen that the homes burned were doomed, persons began getting out their household effects, and much of these were saved, the occupant of the last house burned having time to take out the window frames and doors. Most of the property destroyed was insured.

Benedict is a historic little town, being the place where Admiral Cockburn, of the British Navy, landed marines and sailors in August, 1814, preparatory to attacking Washington. A considerable oyster industry is carried on at Benedict in the oyster season and many oysters are packed. Besides fishing the biggest industry is the canning of tomatoes, corn, etc. the cannery being operated by Messrs. Numsen & Co. of Baltimore (Calvert Journal, May 8, 1909).

[1917] Visitor Description

The road from Patuxent [City] eastward was narrow and sandy. Suddenly it began to descend and coming to the edge of a hill we left the woods and were in the open. There before us was a gentle slope of open country stretching away to the east and in the distance about a mile away could be seen the beautiful Patuxent River and nestling among green trees at its edge a little village . . . The road as it lay before us extended straight to the river but made a gentle curve as it entered Benedict. . . Benedict is only a fishing place now. Fishermen come down here from Washington and fine catches are made in season. It is also quite a place for oysters. There is no railroad. The steamboat from Baltimore stops daily and there is considerable shipping of tobacco and other farm

*products. Arriving in the town, which consists of a few houses on each side of the road. A sort of street could be seen running along the water's front. Two or three wharves and piles of oyster shells occupied the shore. A considerable number of sailing and small motor crafts were riding lazily at anchor. [a man sitting on the porch of a store talked about where the British had camped in 1814] "they camped up on the hill yonder by the side of the road where yu must ha' seen the old tree lyin' over on the edge of the field. When I was a boy in these parts there used to be a big hole thereabouts where folks said the Britishers made a camp" . . . rode leisurely out of Benedict and back up the road to the place where on [sic] old tree trunk on the left [south side] had fallen over in a vacant field. [this places it approximately where the British engineer map places it] (Wilfred M. Barton, *The Road to Washington* (Boston: Gorham Press, 1919), 117-23).*

Appendix B

Benedict Research Resources

Maps and Charts

- 1. Nautical chart of Patuxent River from Drum Point to Benedict, August 1814**, probably from data gathered by Captain Joseph Nourse during his forays up the river. (Line drawing, Library of Congress; original color chart, Putney Malcolm Papers; William L. Clements Library, University of Michigan)
- 2. American 1816 map depicts British landing at Benedict from vessels offshore.** The dotted line depicts the route taken by the British invasion troops to their first and second night encampments after departing Benedict. The first encampment is several miles north of that shown in a contemporaneous British map made in 1814. (Detail of James Wilkinson map; Ft. McHenry National Historic Monument collections)
- 3. British 1814 sketch map depicts the Patuxent River to the right and the village of Benedict and the British encampment** immediately below the heights on both sides of what today is Route 231. (Lt. Robert Smith, 44th Regiment, "Sketch of the march of the British army under M. Genl. Ross from the 19th to the 29th Augt 1814;" courtesy Beinecke Rare Book and Manuscript Library, Yale University)
- 4. "Map of the Patuxent & St. Mary's Rivers, Maryland"** drawn in 1824, printed 1857. (Copy from Calvert Marine Museum archives)

5. **Map A, topography of southern Maryland drawn by John Henry Alexandre, J.H. Ducatel Report on the New Map of Maryland, 1836.** (Copy from Calvert Marine Museum archives)
6. **Patuxent River From God's Grace Point to Horse Landing Creek, U.S. Coast Survey, scale 1/10,000, 1860.** (Copy from Calvert Marine Museum archives)
7. **Patuxent Folio, Geological Atlas of the United States, 1907.** (Copy from Calvert Marine Museum archives)
8. **Natural Oyster Bars, Calvert, St. Mary's and Charles Counties, Maryland,** surveyed by Maryland Shell Fish Commission, 1908; Chart No. 19 includes Benedict. (Copy from Calvert Marine Museum archives)
9. **Prince Frederick, U.S. Geological Survey topographic map 1910,** reprinted 1921 (includes Benedict). (Copy from Calvert Marine Museum archives)
10. **Prince Frederick topographic maps of 1938** (reprinted in 1946). (Copy from Calvert Marine Museum archives)
11. **Benedict, U.S. Geological Survey topographic map 1953.** (Copy from Calvert Marine Museum archives)
12. **Charles County, Maryland Geological Survey Topographic Map, topographic base 1950,** revised culture 1969. (Copy from Calvert Marine Museum archives)

Photographs and Slides

1. **Calvert Marine Museum, Solomons.** Photographs of Benedict including wharf ca. 1912, patent tong boat at Shorter's Place pier, copy of photograph from Mariners' Museum, Newport News, Virginia, of *Anne Arundel* at wharf. There are also five color slides of Benedict taken in August 1986 (numbers 2503, 2242, 2501, 2502, 2504).
2. **Chesapeake Beach Railway Museum.** Photograph of Sunday school picnic on the banks of the Patuxent below Benedict 1942. This photograph is reproduced in Alain Y. Dessaint and Lou Rose, *Southern Maryland: Yesterday and Today: Crab Pots and Sotweed Fields* (La Plata, MD: Southern Maryland Regional Library Association, 1983), 95.
3. **National Archives.** Five 1941 images of a boats, one a charter fishing boat tied up a dock at Benedict, two of a Hooper Island Drake Tail boat and two general views of fishing boats with Benedict in background (photos by Irving Rusinow, digitized and available online).
4. **S. Shaffer, Waldorf.** Photograph aboard ferry looking at Benedict, 1951. This photograph is reproduced in Alain Y. Dessaint and Lou Rose, *Southern Maryland: Yesterday and Today: Crab Pots and Sotweed Fields* (La Plata, MD: Southern Maryland Regional Library Association, 1983), 95.

5. **Southern Maryland Studies Center, College of Southern Maryland, La Plata.** 26 photographs of Benedict including fisherman in front of Shorter's Place, oysterboat, William T. Shorter, Harry and Pearl Shorter, several images of *Dear Bought*, Benedict Pier in winter with two tonging boats, four shots of Harry Shorter, Jr. (unidentified in captions) working pound net, and ca. 1930 image of Aunt Harriett Thomas (see search result for Benedict printout). In the George Howard Post Collection (850193) are undeveloped 1926 films of Benedict, copies of original photographs including view of wharf from the deck of the steamboat *Anne Arundel* ca. 1916, and original photographs including *Anne Arundel* at Benedict ca. 1907. In the Makle-Yates Family History Collection (850174) is information about James Makle, a volunteer in the United States Colored Troops at Camp Stanton. In the Benedict, Maryland Collection (850180) are photocopies of photos of the Shorter family. There are also copies of photographs from the Rambler Collection, Columbia Historical Society, Washington, D.C. of a steamboat at Benedict 1906 (850195#129) and family in front of an unidentified house (850195#127).
6. **George Howard Post Collection.** George Howard Post has a family collection of photographs and other miscellanea from Benedict in his personal collection.
7. **Camp Stanton.** The only known photograph of Camp Stanton showing three black soldiers surrounded by two white officers was sold on eBay in March 2007 and its present location unknown. Fortunately, Dennis Weidner reproduced the image in his Webb page about Historical Boy's Clothing which has a large section on the Civil War and slavery; see <http://histcol.com/essay/war/cwa/sold/black/cwas-b;acl01/html>. You It is necessary to register for a fee to see the image as well as letter written from Camp Stanton that accompanied the photograph.

Oral Histories and Interviews

1. **Calvert Marine Museum.** Interview with Adolph Welch and Brother Leroy "Dusty" Welch, November 10, 2004. Summary of interview in Benedict vertical file.
2. **Oral History.** Harry Shorter Jr. 11/24/1981 (part of the Patuxent River Folklife Project)
oral history - Adolph Welch 12/15/1981 (part of the Patuxent River Folklife Project) oral history – Thomas Leroy "Dusty" Welch 2/23/2005
3. **Southern Maryland Studies Center.** Ten oral histories of persons dealing with Benedict (see search results for Benedict printout).

Documents

1. **Maryland Archives.** Three historic plats of Benedict are obtainable from Plates.Net, a resource of the Maryland Archives. They are “Hills Addition,” 1923; “Standard Oil Corporation of New Jersey,” 1925, and “Breshanhan’s Addition,” 1926. Copies appended.
2. **Maryland Historical Trust.** Three letters between Jack C. Northam formerly of Benedict and William F. Grovermann of the Maryland Historical Trust concerning Northam’s remembrance of the home of his father Captain William E. Northam and adjacent canning factory. A summary of the MHT sites recorded for the Benedict area is found in Appendix C.
3. **Historical Boys Clothing Webb Site.** <http://histcol.com/essay/war/cwa/sold/black/cwas-b;acl01/html> has a copy of a letter written from Camp Stanton by Capt. Joseph Prime to his wife with picture (see above) dated February 28, 1864.

Artifacts and Memorabilia

1. **Calvert Marine Museum.** One oyster shipping can from “Patuxent Oyster Co., Benedict MD 104;” one gallon retail oyster can “Shorters Freshly Shucked Patuxent River Oysters;” one gallon retail oyster can “Harry Messick Benedict MD;” one gallon retail oyster can Chappellear Bros, Benedict, MD.” Photos appended. The museum also has the paddlewheel box eagle carving which fell off the steamboat *St. Mary’s* during its burning just off Benedict. They also have several artifacts from the steamer such as a room key, brass cabin number, etc.
2. **Charles County Historical Society.** One small caliber cannonball collected by Bill Kennon at Benedict and collection of Minnie balls from Camp Stanton collected by Mr. Saporito.
3. **Southern Maryland Studies Center.** Two commemorative envelopes and a menu from Shorter’s Place Restaurant (see search results for Benedict printout).
4. **T.K. Lund Collection.** The following artifacts were collected at the Camp Stanton site in the 1980s: backpack hooks, uniform infantry buttons, a uniform eagle infantry button, naval officer buttons, plain vest buttons, several hundred bullets, bullets carved into checker and chess pieces, coins, Enfield trigger guard, eyelets from common “A” tent, mess kit fork and knife, pocket knives, strap buckles and/or shoe buckles, glassware fragments, back off pocket watch, and shoulder strap clips. Supposedly these artifacts were collected with permission of the property owner prior to its acquisition by the State of Maryland. Unfortunately Mr. Lund has disappeared along with his collection and its whereabouts is unknown. The area from which this collection was made is shown on a

copy of the Benedict Quad appended to his unpublished summary paper “Camp Stanton and United States Colored Troops,” December 12, 1988.

5. Miscellaneous. Several residents of Benedict have collections such as Barnsley Warfield (coins). Clay pipes from the Union soldiers at Camp Stanton as well as Minnie balls are relatively common finds.

Appendix C

Maryland Historical Trust Archeological Sites Inventory Summary

Twenty-three archeological sites have been recorded by the Maryland Historical Trust in the Benedict area (Swanson Creek on the north to Indian Creek on the south). Four of these sites are historic and the remaining nineteen per-historic sites. Detailed information about these sites can found in the MHT Library. FCR = fire cracked rock. Below is a summary:

- 18 CH 100 - Chalk Point - 2 shell middens
- 18 CH 101 - Swanson Creek - shell midden
- 18 CH 102 - Indian Creek North - shell midden
- 18 CH 301 - *St. Mary's Steamboat* site - wood
- 18 CH 304 - FCR, 2 quartz flakes
- 18 CH 305 - light scatter of 19th century glass and ceramic, pipe parts, brick and shell
- 18 CH 306 - quartz and quartzite debitage, FCR, quartz core fragments, shell
- 18 CH 307 – 19th century transfer-printed pearlware, hand painted pearlware, Chinese porcelain, pipe stem
- 18 CH 308 - Two Friends, ca 1740-1780 wine bottle necks, hand-wrought nails, Staffordshire slipware, creamware, Delftware, white salt-glazed stoneware
- 18 CH 309 - Late Archaic/Early Woodland, FCR, shell, quartz flakes
- 18 CH 310 - quartz flakes and small hammerstone
- 18 CH 311 - quartz flakes, FCR
- 18 CH 312 - quartz core, hammerstone, shell
- 18 CH 313 - rhyolite flakes, FCR, hammerstone, rhyolite biface, shell
- 18 CH 314 - seasonal camp?, FCR
- 18 CH 315 - FCR, quartz flake, quartzite flakes
- 18 CH 316 - shell midden, rhyolite core fragment, FCR
- 18 CH 317 - shell midden, quartz, quartzite and rhyolite debitage, shell
- 18 CH 318 - transient hunting camp, FCR, quartz core, quartz and quartzite flakes
- 18 CH 319 - FCR, quartz, quartzite flakes, shell

18 CH 320 - quartz, quartzite flakes, FCR, shell

18 CH 321 - FCR, possible hammerstone, shell

18 CH 322 - quartz flake, FCR, shell

Appendix D

Benedict Related Personalities

Samuel C. Armstrong (1839-1893). Born in Hawaii, Armstrong commanded the 9th Regiment, United States Colored Troops which trained in Benedict in 1863. He was an American educator best remembered for his work after the Civil War as the founder of the first principal of the normal school which now Hampton University. Armstrong volunteered in the Union Army and recruited a company near Troy, New York. He was appointed a captain in the 125th New York Infantry. He was among the 12,000 men captured at Harpers Ferry in September 1862. He rose to the rank of lieutenant colonel and was assigned to the 9th USCT in late 1863. He assumed command of the 8th USCT when its previous commander was disabled from wounds. This regiment was among the first Union troops to enter Petersburg and participated in the Appomattox Campaign. His experience with these regiments aroused his interest in the welfare of African-Americans. While stationed at Camp Stanton he established a school to educate the black soldiers, most of whom were uneducated slaves. After the war Armstrong joined the Freedmen's Bureau and, with the help of the American Missionary Association, established the Hampton Normal and Agricultural Institute in Hampton, Virginia in 1868. Now known as Hampton University, students could receive post-secondary education to become teachers and training in useful job skills while paying for the education through manual labor. Booker T. Washington was perhaps Armstrong's best student and became, upon his recommendation, the first principal of a new normal school in Alabama, which is now known as Tuskegee University. Armstrong died at Hampton Institute and is buried in the school cemetery.

Commodore Joshua Barney (1759-1818). Born in Baltimore County, Barney was present several times at Benedict during the summer of 1814. He went to sea at the age of 13. After a distinguished naval and privateering career in the American Revolution, Barney served his country again at sea during the War of 1812, commanding the successful privateer *Rossie*, the first such vessel to go to sea early in the conflict. Later he was appointed commodore of the United States Chesapeake Flotilla, a squadron of gunboats and barges that he persuaded the federal government to build to protect the Tidewater region from Royal Navy depredations. This

squadron took part in several battles, including two at St. Leonard Creek, before the flotilla was blown up to prevent it from falling into British hands. Barney also played a conspicuous part in the Battle of Bladensburg. Wounded during that contest, he was paroled by the British and returned to service soon afterwards. Three years after the war, he decided to move to Kentucky but died at Pittsburg while en route when the leg wound he had sustained at Bladensburg flared up.

Rear Admiral Sir George Cockburn (1772-1853). Cockburn commanded the naval operations on the Patuxent River, was present at Benedict during the British landing and joined General Robert Ross at Upper Marlboro for their attempt on Washington. Cockburn began his naval career at age 10, having served under and admired by England's greatest naval hero Horatio Nelson. He was daring, resourceful, and overrode Ross' concerns about an attack on Washington. Cockburn was present and under fire at both the battle of Bladensburg and Baltimore. As commander of the Chesapeake Squadron in 1813 and 1814 he methodically destroyed the will of the inhabitants to resist. He would appear without warning and if there was no resistance he would seize all public stores and property and forced inhabitants to sell him produce and livestock as needed. If he met resistance he retaliated by burning the town or plantation and seizing private property. Using this technique, by the summer of 1814 he met little resistance. Cockburn became known as the "man who burned the nation's capitol."

Brigadier General Leonard Covington (1768-1813). Born in Aquasco, Maryland, Covington lived near and visited Benedict frequently. He served as a junior officer in the U.S. Army in the early 1790s, distinguishing himself at the Battle of Fallen Timbers in 1794. Resigning in 1795, he rejoined the army in 1808 as a lieutenant colonel of the Light Dragoons. Sent to New Orleans, he took part in the occupation of West Florida in 1810 and remained in the South during the first year of the War of 1812. Dispatched to the northern frontier and appointed a brigadier general in 1813, he was mortally wounded in the Battle of Crysler's Farm on November 11. He died three days later at French Mills, New York, and was buried there, although his remains were moved to Sackets Harbor in 1820. Fort Covington in Baltimore harbor, built in the spring of 1814, was named in his honor.

Sergeant William Sanunders Crowdy (1847-1908). Born into slavery at Chilsy Hills Farm, Charlotte Hall, St. Mary's County, Crowdy trained at Camp Stanton, Benedict. He became a soldier, preacher, entrepreneur and theologian. Escaping from his master at age 17, he enlisted in

the Union Army as a quartermaster's cook. He joined the United States Colored Troops 19th Maryland Regiment which was raised at Camp Stanton on December 19, 1863. The 19th Regiment fought at the Battle of Wilderness in 1864. After the war Crowdy became a Buffalo Soldier and in 1867 was promoted to quartermaster sergeant in the Fifth Cavalry. He was discharged in 1872 and became a cook with the Santa Fe railroad. On September 13, 1892, on his farm in Guthrie, Oklahoma, he had a vision that he believed to be a calling from God. He began preaching and eventually established Tabernacles in Emporia, Lawrence, and Topeka, Kansas; as well as Sedalia, Missouri; Chicago, Illinois; and several cities in New York. In 1899 he moved to Philadelphia where he established his headquarters. His congregation reached more than 1300 members in 1901. He also established a general store, barbershop, restaurant and print shop. In 1903 he bought 40 acres in Suffolk, Virginia that he called "Canaan Land." This is now the headquarters of the Church of God and Saints of Christ, the oldest living Hebrew Israelite congregation started in the United States. In 1905 he sent missionaries to South Africa. He died in Newark, New Jersey and is buried at Belleville, Virginia.

Major William Clement Dorsey (1778-1848). Born near Oaklands, Anne Arundel County, he married Dicandia Smith of Benedict, and was present during the infamous poison incident with the British in 1814. Dorsey attended St. John's College, Annapolis, studied law and was admitted to the bar and commenced practice. He served as a major in the Maryland Militia 1812-1818 and Representative from Maryland to the Nineteenth and Twentieth Congresses, and was re-elected as an Anti-Jacksonian to the Twenty-first Congress (March 4, 1825-March 3, 1831). Following his service in Congress he resumed his law practice, became a judge of the fifth circuit court of Maryland, serving in that capacity until his death in Leonardtown, August 6, 1848. He is buried at "Summerseat," near Laurel Grove, Maryland.

James Monroe (1758-1831). Born in Westmoreland County, Virginia, Monroe reconnoitered and reported back to Washington the British landing at Benedict. He served in the American Revolution and held various public offices in the 1780s and 1790s. As the U.S. minister to Great Britain during Jefferson's presidency, he negotiated a treaty with William Pinkney in 1806 that the administration refused to ratify. Returning home, Monroe was alienated from the administration until just before the war, when he agreed to serve as President James Madison's secretary of state, a position he held from 1811 to 1817. He also served as secretary of war in 1814-15. Although Monroe never got the high-level combat command that he coveted, before the Battle of Bladensburg he weakened the American defensive position by redeploying some

elements of the militia without authorization. Elected president in the quieter and less partisan period that followed the war, he was the last member of the Virginia Dynasty.

Major General Sir Robert Ross (1766-1814). Ross commanded the expeditionary forces that landed at Benedict. With twenty-five years experience as an officer, he led the British forces at the battles of Bladensburg and Baltimore. Wounded twice before, he was mortally wounded on September 12, 1814, while riding forward to inspect an American advance at the Battle of North Point. He was placed in a barrel of rum and taken to then-British soil in Halifax for burial. He was the only man in history to ever successfully lead a foreign army onto the shores of the United States.

George Washington (1732-1799). Washington visited Benedict in the summer of 1760 where he had a boat made for his use. He was the commander of the Continental Army in the American Revolutionary War (1775–1783) and served as the first President of the United States of America (1789–1797).

Major General James Wilkinson (1757-1825). Born only three miles from Benedict, Wilkinson served in the Revolutionary War, earning a brevet promotion to the rank of brigadier general in the Continental Army before his 21st birthday. Dogged by a reputation for intrigue and corruption, he was forced out of the army before the end of the war but returned in the 1790s. By 1796 he had become the senior officer in the army, a position he still held when war with Great Britain was declared in 1812. While holding this command, he served as a Spanish spy and took part in Aaron Burr's notorious western conspiracy of 1806. Unwilling to trust Wilkinson with a major combat command, the Madison administration allowed him to languish in New Orleans after war was declared in 1812. But the following year local Republicans became so infuriated with his intrigues that Louisiana's two U.S. Senators threatened to go into opposition if he were not transferred out of the state. Ordered to the Saint Lawrence River, Wilkinson was consumed by dysentery and thus watched from afar as his army was decisively defeated in the Battle of Crysler's Farm in November of 1813. After a failed attempt to capture Lacolle Mill in Lower Canada in 1814, he was removed from command. In 1816 he published his *Memoirs of My Own Times*, a self-serving narrative of his military career. In 1821, he traveled to Mexico in pursuit of a Texas land grant. He died in Mexico City and was buried there.

Appendix E
Economic Benefits of Historic Preservation and Tourism

Travel and tourism expenditures totaled \$11.4 billion in 2006. Charles County made approximately \$4,450,000 in travel/ tourism tax revenue, directly employed 1,020 people in the travel/tourism industry and generated a payroll of \$22,550,000 in 2006. Heritage Tourism is an economic plus in Maryland and can be an economic benefit to Benedict and Charles County with proper planning and implementation.

Though dated there are two studies that address the benefits of heritage tourism in Maryland: Donovan D. Rypkema *The Value of Historic Preservation in Maryland* (Preservation Maryland, Baltimore, 1999), is the best summary available (copy attached); and *Preserving a Quality of Life: The Governor's Task Force on the Preservation and Enhancement of Maryland's Heritage Resources* (Maryland Historical Trust, 2000).

2004 Maryland's Tourism Impacts ranked 2nd in the State in terms of economic impact.

	Heritage Tourists	All Visitors
Stay longer	5.2 nights	3.4 nights
Spend more	\$623/ trip	\$457/trip
Spend \$1,000 per trip	19%	12%
Stay in taxable lodging	62%	55%
Are older	49	47
Are retired	20%	16%
Have graduate degrees	21%	19%

T Each dollar of Maryland’s historic preservation tax credit leverages \$6.70 of economic activity within that state.

T Each dollar that Maryland spends toward tourism development generated over \$4 in revenue.

Other general sources:

Donovan D. Rypkema, *The Economics of Historic Preservation: A Community Leader’s Guide*, available at www.PreservationBooks.org.

Other sources available from National Trust for Historical Preservation include: *Share Your Heritage: Cultural Heritage Tourism Success Stories*; *New Directions in Heritage Tourism*; *Welcoming Visitors to Your Community: Training Tour Guides and Other Hospitality Ambassadors*; and *Touring Historic Places* (marketing and hosting effective heritage tourism programs).

NOTES

1. Loyalist burnt some of the buildings in 1783, a fire in 1909 destroyed sixteen buildings (about half the town), the Catholic Church burned in 1924, the Catholic Church parish burned in 1943, the old Benedict Hotel was deliberately burned in 1984, the Benedict Pier burned in 1989. Hurricanes that have caused substantial loss include the unnamed hurricane of 1933, Hurricane Hazel in 1954, Hurricane Agnes in 1972 and Hurricane Isabelle in 2003.
2. The *Inventory of Historic Sites in Calvert County, Charles County and St. Mary's County* (Annapolis, MD: Maryland Historical Trust, 1973, revised 1980), 100, calls the house Benedict Hill House or Higdon as a ca. 1840 late-Federal two-story structure. Donald Shomette, *Lost Towns of Tidewater Maryland* (Centreville, MD: Tidewater Publishers, 2000), 135, based upon photographic identification, calls it the Slye House. The house was moved from Benedict in June 1972 by Perry Van Vleck by first building an over three mile temporary board road through fields and then transferring it to a barge to be towed to Lower Marlboro. During the tow Hurricane Agnes struck. The barge was sunk to keep the house and vessel from being blown away.
3. William F. Grovermann letter to Jack C. Northam, February 24, 1975, Benedict Vertical File, Maryland Historical Trust Library.
4. Margaret Brown Klapthor and Paul Dennis Brown, *The History of Charles County, Maryland* (La Plata, MD: Charles County Tercentenary, Inc, 1958), 33.
5. *Archives of Maryland*, 7:540-1, 612-18.
6. Alain Y. Dessaint, *Historical Tours through Southern Maryland: The Lower Potomac [sic Patuxent]*(La Plata, MD: Southern Maryland Regional Library Association, 1983), 38.
7. Jack D. Brown et. al, *Charles County Maryland: A History Bicentennial Edition* (Hackensack, NJ: Charles County Bicentennial Committee, 1976), 59-60.
8. John W. Reps, *Tidewater Towns: City Planning in Colonial Virginia and Maryland* (Charlottesville, VA: Colonial Williamsburg Foundation and University Press of Virginia, 1972), 114.
9. Donald G. Shomette, *Lost Towns of Tidewater Maryland* (Centreville, MD: Tidewater Publishers, 2000), appendix.
10. Lee, Jean B., *The Price of Nationhood: The American Revolution in Charles County* (New York: W.W. Norton & Company, 1994), 35, table 8 appendix.

11. *Laws of the United States of America, from the 4th of March, 1789, to the 4th of March, 1815* (Washington: John Bioren and John Duane, 1815), 3: 143-144.
12. Tide mills were relatively rare in the Chesapeake region due the minimum difference between low and high tides. However when a large backwater or bay with narrow entrance could be found such as at the mouth of Mill Creek, sufficient water volume could be utilized to make such a mill feasible. Richard Dolesh, formerly director of Patuxent Park, had a piece of wood which reputedly came from the Mill Creek tide mill. A mill, presumably the same as the tide mill is reported as having been built on the east mouth of Mill Creek by Roland Birnn, "Benedict and the Patuxent," *Chesapeake Skipper*, March 1951, 16.
13. Brown, et. al, 64.
14. "Minutes of the Board of Patuxent Associators," *Maryland Historical Magazine*, vol. VI, September 1911, 305-17.
15. Lee, 144; William Paca in Council to His Excellency General Washington, February 21, 1783, *Archives of Maryland*, Vol. 48, 366.
16. Marshall Booker, "Privateering from the Bay, Including Admiralty Courts and Tory as well as Patriot Operations," in *Chesapeake Bay in the American Revolution* (Centreville, MD: Tidewater Publishers, 1981), 245; and Edwin M. Jameson, "Tory Operations on the Bay from Dunmore's Departure to the End of the War," *ibid*, 394; *Calendar of Maryland State Papers, The Red Books, No. 3, Part 4* (nos 1301-1305), 202, Maryland State Archives, Annapolis, Maryland; see also Donald G. Shomette, *Pirates on the Chesapeake: Being a True History of Pirates, Picaroons, and Raiders on Chesapeake Bay 1610-1807* (Centreville, MD: Tidewater Publishers, 1985), 300-01.
17. *Maryland Gazette*, April
18. Charles Francis Stein, *A History of Calvert County Maryland* (Baltimore: Schneidereith & Sons, 1976), 37.
19. Kathy Warren, "Benedict: A Gem on the Patuxent," *Southern Maryland This is Living* 6, no. 1 (2004):15-18, <http://somdthisisliving.somd.com/vol6num1/benedict.html>; and Katherine Scarborough, "Benedict — 135 Years Later: Now in a Deep Dream of Peace, This Patuxent River Town Once Had a Day Far From Serene," *Baltimore Sun*, April 3, 1949. The Papers of George Washington have an entry for August 21, 1760, in his Cash Accounts for that year, "in part expenses at Benedict £ 0.1.6." See also "Routes Traveled by George Washington in Maryland prepared by Maryland Commission for the celebration of the 200th Anniversary of the birth of George Washington (no date, copy in Benedict Vertical File, Calvert Marine Museum).

20. *Inventory of Historic Sites in Calvert County, Charles County and St. Mary's County*, 84, 91.
21. Articles specific to Benedict include: Barnsley E. Warfield, "The British in Benedict – 1814," *The Record* (no. 61, October 1993) an extract from a research paper entitled "A History of Benedict, Peaceful Part;" Elsie Schultz Dent, "Henry Canter's Account of the British at Benedict," *The Record* (no. 61, October 1993). Fuller accounts of the British activities can be found in Donald G. Shomette, *Flotilla: The Patuxent Naval Campaign In The War Of 1812* (Baltimore: Johns Hopkins University Press, 2009), and Ralph E. Eshelman, Scott S. Sheads, and Donald R. Hickey, *The War of 1812 in the Chesapeake: A Reference Guide to Historic Sites in Maryland, Virginia, and the District of Columbia* (Baltimore: Johns Hopkins University Press, 2009).
22. Captain Robert Barrie to Rear Admiral George Cockburn, June 19, 1814, Alexander F. I. Cochrane Papers, MS 2333, fols. 106-10, UkENL, reprinted in *The Naval War of 1812: A Documentary History*, William S. Dudley and Michael J. Crawford, eds., 3 vols. (Naval Historical Center, Department of the Navy, Washington, D.C., 2002), 3:111-14.
23. Barrie to Cockburn, June 19, 1814.
24. Clement Dorsey to Brig. Gen. Philip Stuart, Annapolis *Maryland Gazette and Political Intelligencer*, June 23, 1814, reprinted from *Washington Daily National Intelligencer*, June 20, 1814
25. Log of H.M. Schooner *St. Lawrence*, June 21, 1814, *Chronicles of St. Mary's*, April 1965, Volume 14, No. 5, p. 2; Captain Thomas Brown to Rear Admiral George Cockburn, June 23, 1814, Papers of Admiral George Cockburn, Container 14, Vol. 38, pp. 341-43 (Reel 9), Library of Congress.
26. Rear Admiral Sir George Cockburn to Vice Admiral Sir Alexander F. I. Cochrane, July 17, 1814, Alexander F. I. Cochrane Papers, MS 2333, fols. 179-84, LS, UkENL, reprinted in *The Naval War of 1812: A Documentary History*, 3:137-39.
27. State of the Troops under the Command of Major G. I. Robt. Ross Head Quarters, Benedict 20 Aug 1814, National Library of Scotland, photocopy from Fort McHenry National Monument Library, Baltimore, Md.
28. Secretary of State James Monroe to Secretary of the Navy William Jones, August 21, 1814, RG45, MLR, 1814, Vol. 6, No. 35 (M124, Roll No. 65), National Archive and Record Service.
29. Brown, et. al, 62.
30. Scarborough, "Benedict — 135 Years Later."
31. *Record of the Services of the Seventh Regiment, U.S. Colored Troops, from September, 1863*,

- to November, 1866, By an Officer of the Regiment* (Freeport, NY: Books for Libraries Press, 1971 reprint of first publication 1878), 16. Edelmiro Mayer was born in Argentina of German immigrant parents. He fought for Argentina before immigrating to the United States in 1861 to teach at West Point. He advocated abolition and joined the USCT in 1863. Following the war's conclusion, he moved on to Mexico in support of the Mexican Revolution. (Martin W. Oefe. *German-Speaking Officers in the U.S. Colored Troops, 1863-1867*. Gainesville: University Press of Florida, 2004).
32. Agnes Kane Callum, *Colored Volunteers of Maryland Civil War, 7th Regiment U.S. Colored Troops* (Baltimore, MD: Mullac, 1990). See also John W. Blassingame, "The Recruitment of Negro Troops in Maryland," *Maryland Historical Magazine* 50 (1963): 20-29.
33. Brown, et. al, 63.
34. *Record of the Services of the Seventh Regiment, U.S. Colored Troops* (Freeport, NY: Books for Libraries Press, 1971), 10-11.
35. *Record of the Services of the Seventh Regiment, U.S. Colored Troops*, 11-12.
36. "April 2001, Confiscation of Southern Maryland Plantations: The Plains" http://users.erols.com/Ireno/articles-files/april_plantations.htm
37. *Port Tobacco Times*, July 2, 1868.
38. See Frederick H. Dyer, *A Compendium of the War of the Rebellion*, vol. 2 (Dayton, OH: Morningside, 1979), 1725 for a concise summary of regiment service, and also www.itd.nps.gov/swss.
39. www.dnr.state.nd.us/publiclands/aapaxstanton.html.
40. www.dnr.state.nd.us/publiclands/aapaxstanton.html.
41. www.dnr.state.nd.us/publiclands/aapaxstanton.html.
42. www.dnr.state.nd.us/publiclands/aapaxstanton.html.
43. Richard J. Dodds and Robert J. Hurry, "*It Ain't Like It Was Then*" *The Seafood Packing industry of Southern Maryland* (Solomons, Md.: Calvert Marine Museum, nd), 13.
44. *Calvert Gazette*, October 6, 1894.
45. *Calvert Gazette*, April 21, 1888 (see also Appendix A).
46. Shomette, 2000, 127.
47. Scarborough, "Benedict — 135 Years Later." See also "Benedict Suffers By Fire," *Calvert Journal*, May 8, 1909 in Appendix A.
48. Eugene L. Meyer, "Benedict, Md., Still a Sleepy River Town," *Washington Post*, March 11,

- 1989.
49. Brown, et. al, 64.
 50. Quote in Brown, et. al, 63.
 51. Brochure from the Steamship Historical Society of America, Inc.
 52. Stein, 37.
 53. Ralph Eshelman, "Calvert County Steamboat Wharves and Landings: Architectural Level Survey and Inventory," prepared for the Calvert County Government, 1996, 37-38.
 54. David C. Holly, *Tidewater by Steamboat: A Saga of the Chesapeake* (Baltimore: John Hopkins University Press, 1991), 187. Anne M. Sundermann, *Harbours, Creeks & Places: The Steamboat Wharves & Landings of Calvert County, Maryland* (Prince Frederick, MD: Calvert County Historic District Commission, 2001), 52-53, repeats this story but confuses some of the facts. The reader is directed to Holly for the most accurate account.
 55. J.L. Michael, "Bridge Dedication to Idle Ferryman," *Washington Star*, November 12, 1951; Birnn, 16. One second hand report states Peter C. Warfield at one time operated the ferry using a boat named *Sea Turtle*. But no documentation for this has been found.
 56. Brown, et. al, 63.
 57. Michael, 1951.
 58. Personal communication with George Howard Post, Waldorf, Maryland, July 6, 2009.
 59. Meyer, 1989.
 60. "THE COUNTY RAMBLER: Visits Benedict," *The Southern Maryland Times*, August 30, 1946, and Scarborough, "Benedict — 135 Years Later."
 61. George G. Carey, "Waterman: Culture Heroes in Workboats," in Paula J. Johnson (editor) *Working the Water: The Commercial Fisheries of Maryland's Patuxent River* (Charlottesville, VA: University Press of Virginia and Calvert Marine Museum, 1988) 29-30, see also 65; and Brown, et. al, 64-65.
 62. O.W. Ferguson, "Department of Commerce and Labor, Coast and Geodetic Survey, Descriptive Report, Patuxent River, 1908," (copy at Calvert Marine Museum); Brown, et. al, 64. See also "Benedict Suffers By Fire," *Calvert Journal*, May 8, 1909 in Appendix A.
 63. Dodds and Hurry, 14, 15.
 64. O.W. Ferguson, "Department of Commerce and Labor, Coast and Geodetic Survey, Descriptive Report, Patuxent River, 1908."
 65. Murrey Marder, "Hearing Bursts Benedict Deep Port 'Bubble': Rep. Sasscer Only Advocate

- to Appear; Villages Just Want To Go on Oystering” *The Washington Post*, October 16, 1948.
66. John Gatski, “Benedict thrives despite history,” unidentified newspaper article, no date, Benedict Vertical File, Calvert Marine Museum.
67. Swepson Earle, *The Chesapeake Bay Country* (Baltimore: Remington-Putnam, 1938), 161.
68. John Gatski, “Benedict thrives despite history,” unidentified newspaper article, no date, Benedict Vertical File, Calvert Marine Museum.
69. Repts, 114.
70. Brown, et. al, 64-65, and Warren, “Benedict: A Gem on the Patuxent.”
71. Scarborough, “Benedict — 135 Years Later.”
72. Beth Foster, “Benedict hotels knew heydays of 20s-30s,” *Maryland Independent*, May 11, 1983; Warren, “Benedict: A Gem on the Patuxent,” states cock fighting was held in the Thomas Hotel. It is unclear which or if both hotels participated in this activity.
73. *Maryland Independent*, February 29, 1984.
74. Shorter’s Place was owned by Roy Shorter and his mother Pearl, Welch’s Place was owned by Kenneth Welch.
75. “New Playground,” *Southern Maryland Times*,” June 25, 1959; Lee Stephens,” Benedict Pier burns,” unidentified newspaper, 1989.
76. Birnn, 16.
77. Rose Houser, “History of St. Francis de Sales Parish,” (1978) copy in Benedict vertical file, Calvert Marine Museum, 1-15. This small volume includes a copy of a 1898 photograph of the original church structure.
78. Houser, 13.
79. Franklin Robinson, Jr., “Serenity Farm: A Brief History, 1608-2000,” ms attached.
80. Warren, “Benedict: A Gem on the Patuxent,” and Scarborough “Benedict — 135 Years Later.”
81. Information from inscription on photograph copy of the George T. Horsman home in the George Howard Post Collection (Mss 850193) at Southern Maryland Studies Center.

Principal Investigators

Ralph Eshelman has over 35 years of cultural resource management experience. He was director of the Calvert Marine Museum, Solomons, Maryland, from 1974 to 1990 and presently principal of the cultural resource management consulting firm, Eshelman & Associates, Lusby, Maryland. His work includes researching and writing the Historic Context Study for the oystering industry of the United States for the National Maritime Initiative of the National Park Service. Eshelman prepared the Cultural Resource Management Plan for the United States Coast Guard and wrote the *Recommended Criteria for the Selection of the Principal Museum for the Monitor Collection of Artifacts and Papers*. Eshelman served as historian for the team that wrote the “Historic Lighthouse Preservation Handbook” for the United States Coast Guard and the National Park Service. He was co-director of the Patuxent River Cultural Resource Survey, which discovered and partially excavated a War of 1812 military vessel from the U.S. Chesapeake Flotilla. In 1999-2000 he served as the senior investigator for a holistic inventory of War of 1812 sites in Maryland for the National Park Service’s American Battlefield Protection Program. In 2001 Eshelman served as historian and cultural resource management consultant for the National Park Service’s “Star-Spangled Banner National Historic Trail” Study Team.

Donald Grady Shomette completed his undergraduate work at Pratt Institute in 1965, and received an honorary PhD from the University of Baltimore in 1997 for his contributions to the arts, science, and literature. For twenty-three years he served on the staff of the Library of Congress as the head of the Graphic Arts Unit, and simultaneously as director of Nautical Archaeological Associates, a non-profit marine archaeological research organization that conducted, among others, the first underwater archaeological surveys in Maryland, New Jersey, and Arkansas. He was co-director of the Patuxent River Cultural Resource Survey (1976-1981) and the Chesapeake Flotilla Project (1996-1997). As a historian he has served as a cultural resources management consultant for numerous states, various agencies of the U.S. government, museums and universities, and non-profit research institutions. As a marine archaeologist he has worked in the U.S., Western Europe, and Central America under the sponsorship of such institutions as the National Geographic Society, the National Park Service, the U.S. Navy, and various educational foundations and museums. He is currently CEO of Cultural Resources Management. He is the author of fifteen books, the most recent being *Flotilla: The Patuxent*

Naval Campaign in the War of 1812,” published by Johns Hopkins University Press in June 2009. His many scientific and popular articles have appeared in such publications as *National Geographic Magazine*, *History and Technology*, and *American Neptune*. He is twice winner of the John Lyman Book Award for Best American Maritime History. He was also awarded the Calvert Prize, the highest award in Maryland for historic preservation.

George Howard Post was born in 1949 and grew up in Benedict with his maternal grandparents, George Horsman and Mildred Shorter Horsman. His grandfather was a waterman and boat builder and his grandmother ran the family restaurant, Horsman’s Inn. Much of his youth was spent amid the family’s restaurant and boat rental businesses, both of which catered to the tourist trade during Benedict’s “boom” years of the 1950’s and 60’s. Post graduated from the University of Maryland, College Park, with a degree in history in 1971 and taught for a number of years in the public schools. He is a member of the Historical Society of Charles County and is currently working on a history of the village of Benedict. He presently resides in Waldorf.

Maps



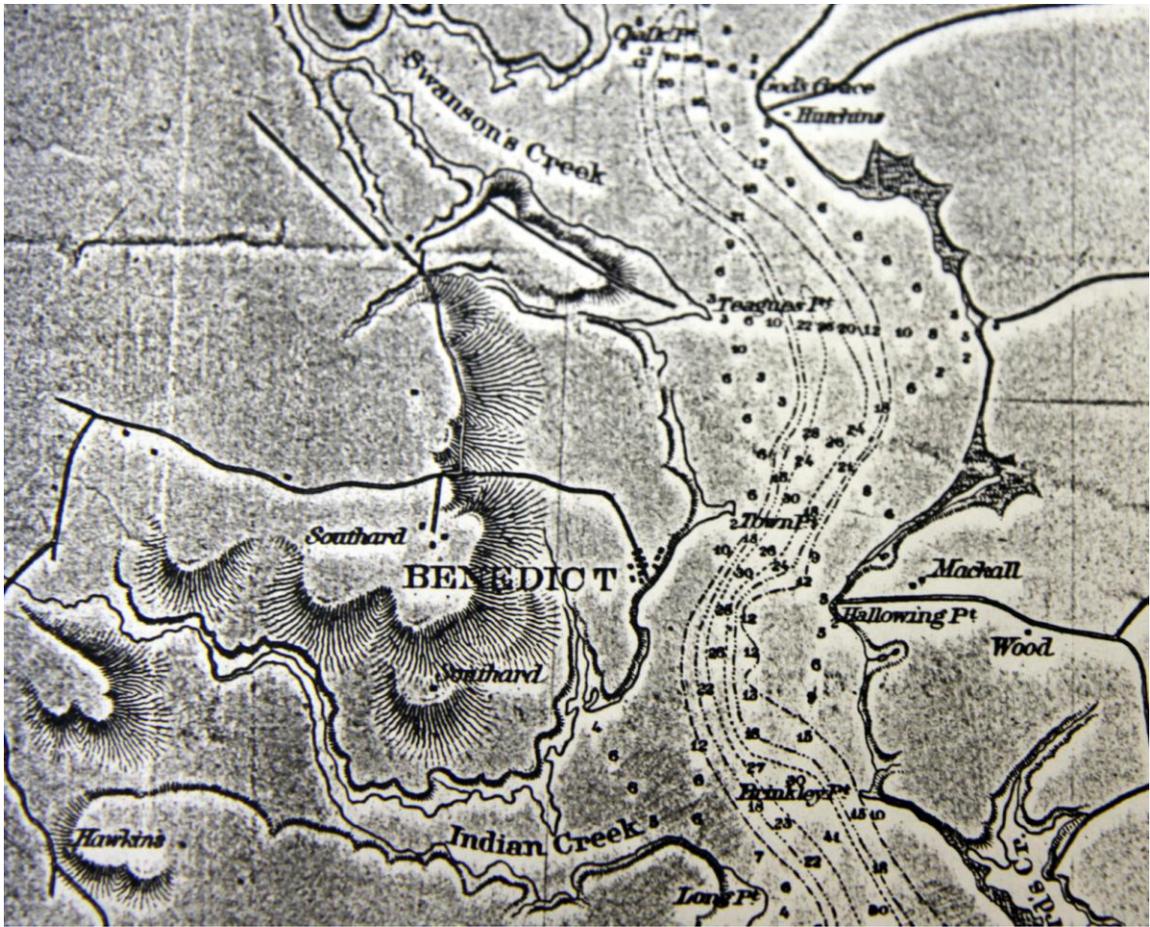
Denis Griffith, *Maryland*, 1794 (1795) [detail showing Benedict area]. Maryland Hall of Records.



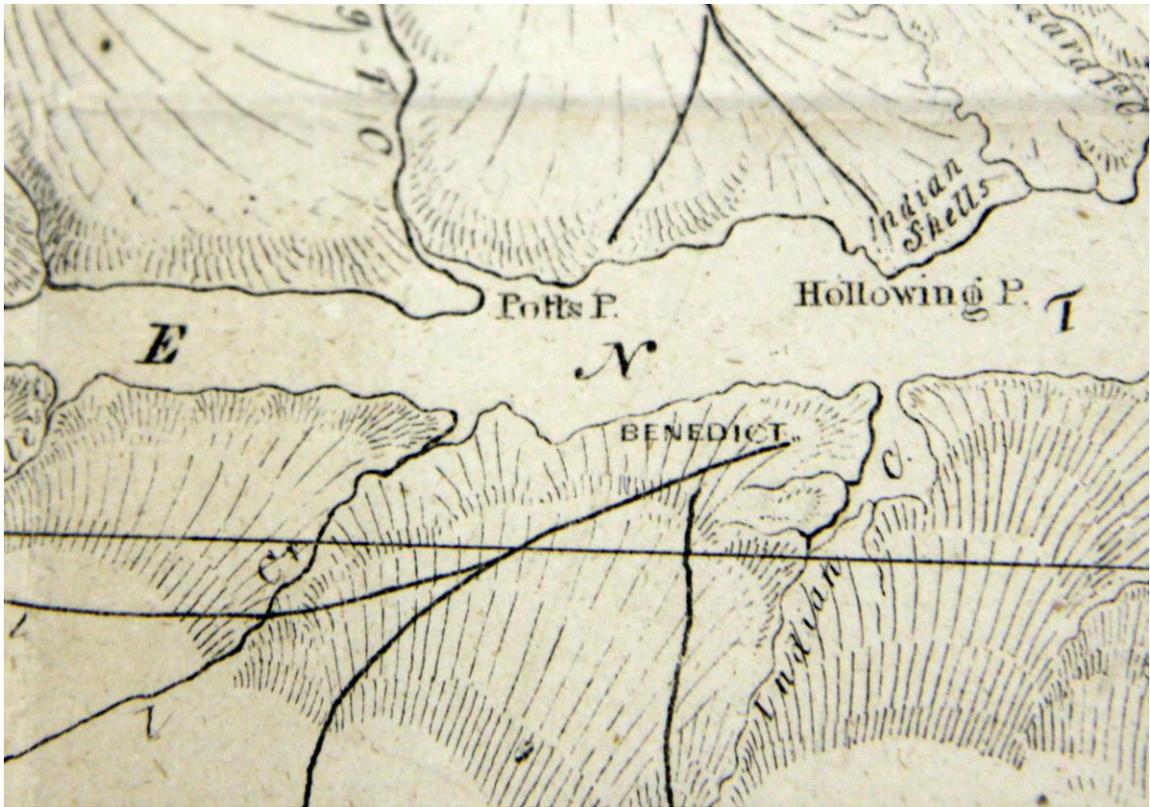
Matthew Carey, *Maryland*, 1814 [detail showing Benedict area]. Maryland Hall of Records.



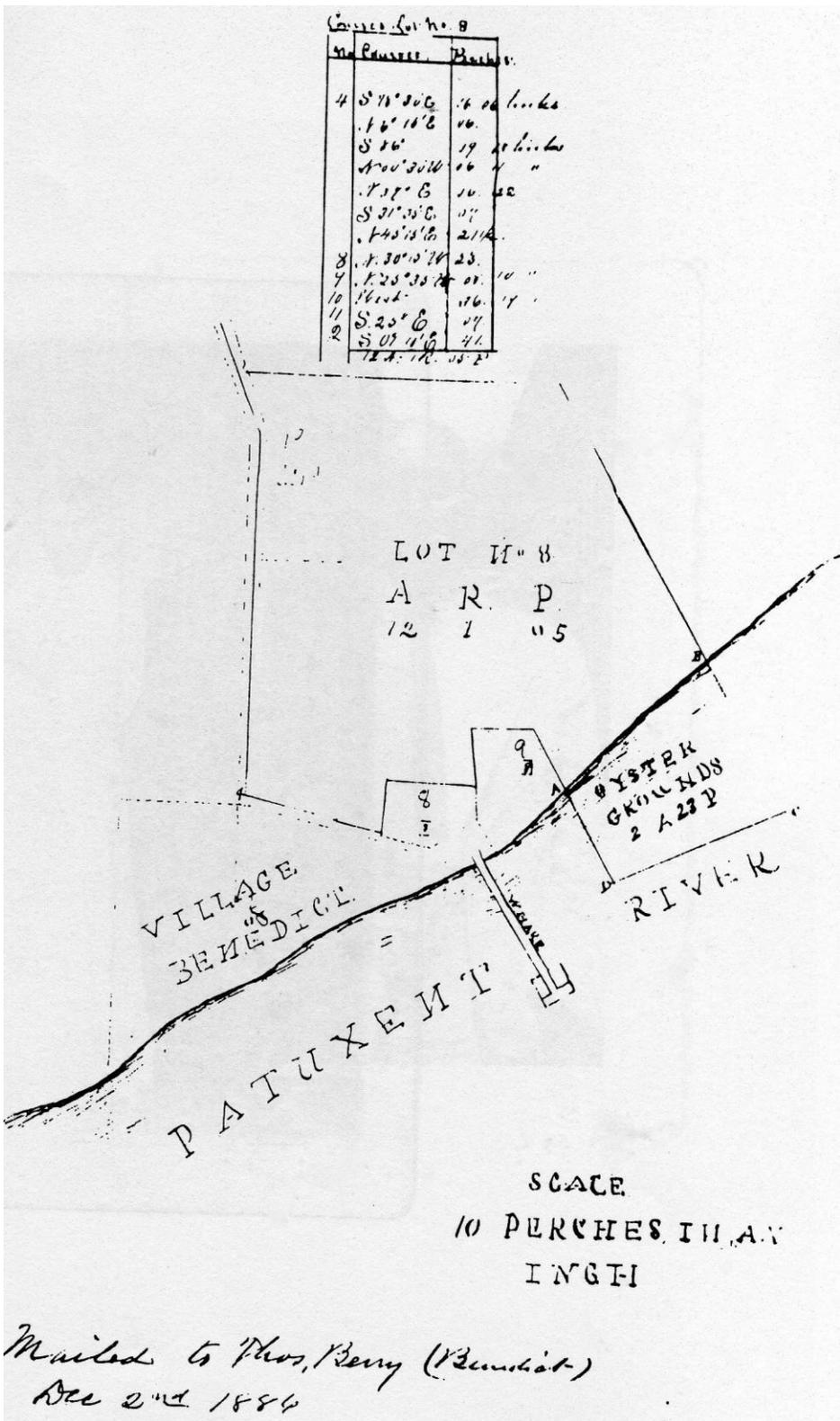
Detail from map by James Wilkinson, showing the Benedict region, ca. 1816.



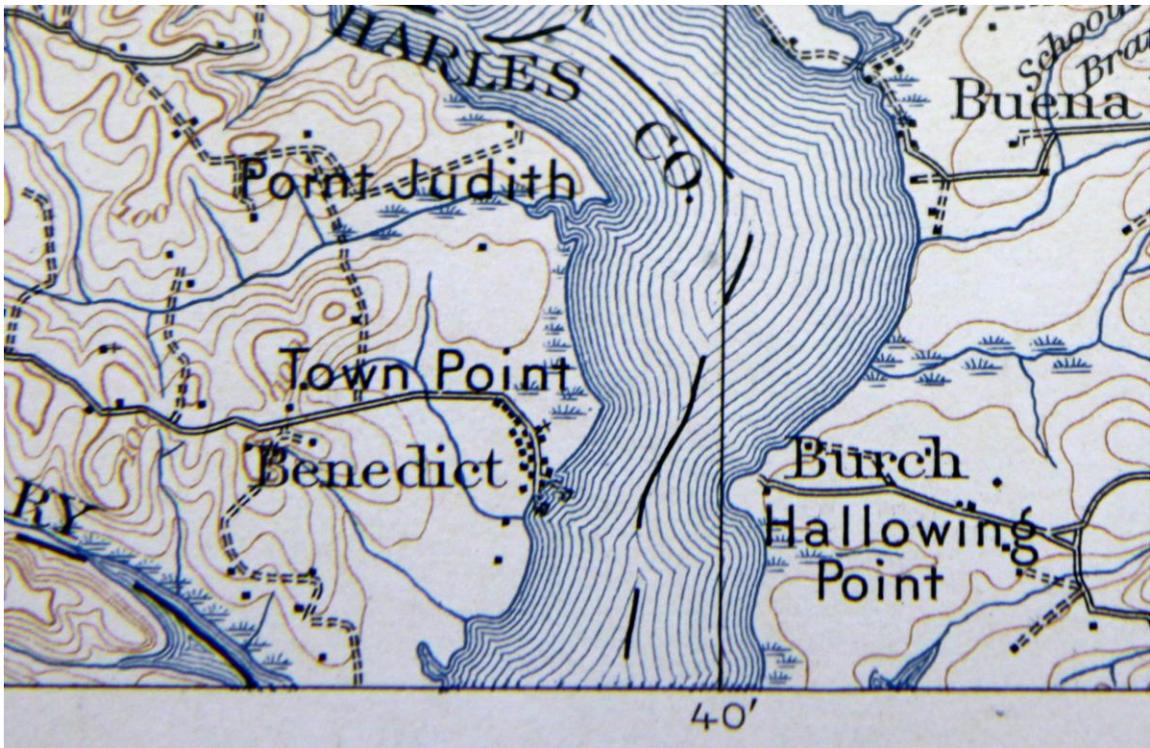
Map of the Patuxent River and St. Mary's County, Maryland, 1824, reprinted 1957 [detail of Benedict area], Calvert Marine Museum.



Map A Ducatel's Report, 1836 [detail of Benedict area], Calvert Marine Museum.



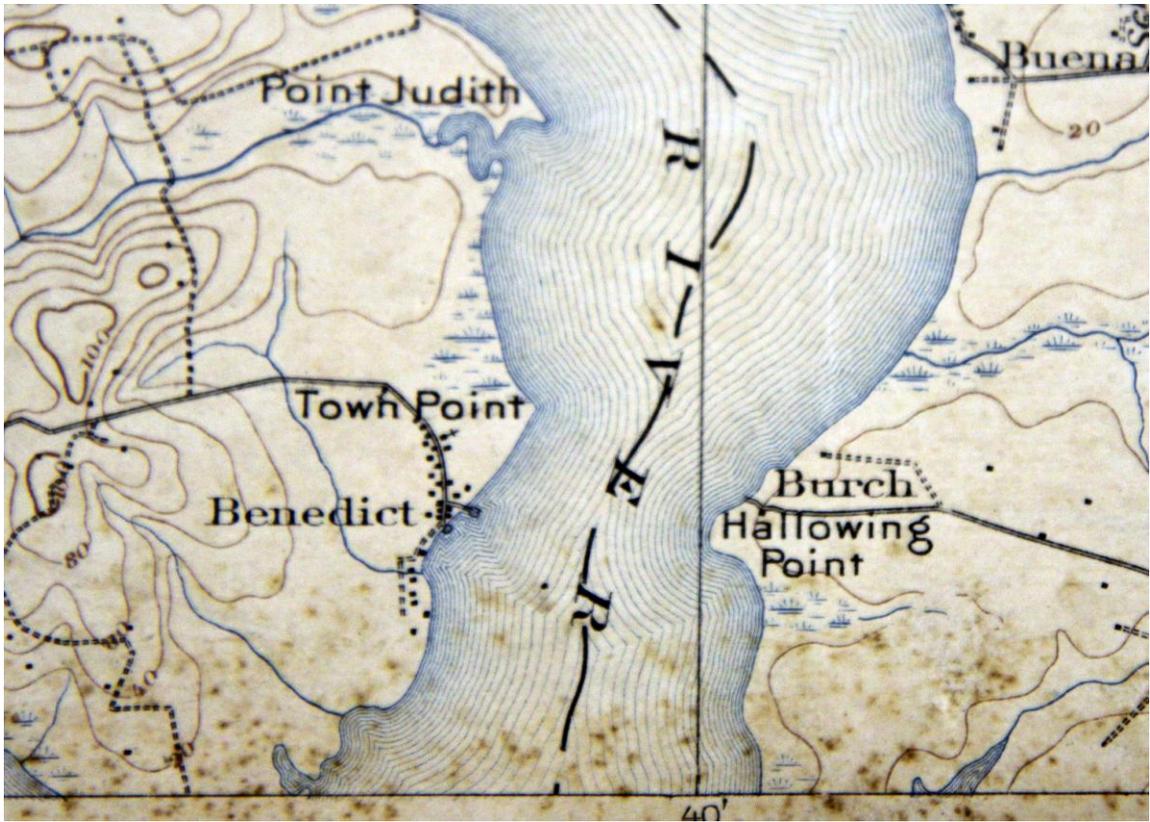
The original 1706 dedicated Benedict town boundaries are indicated on this 1886 plat for Lot No. 8, which was sent to Thomas Berry, of Benedict on December 2, 1886.



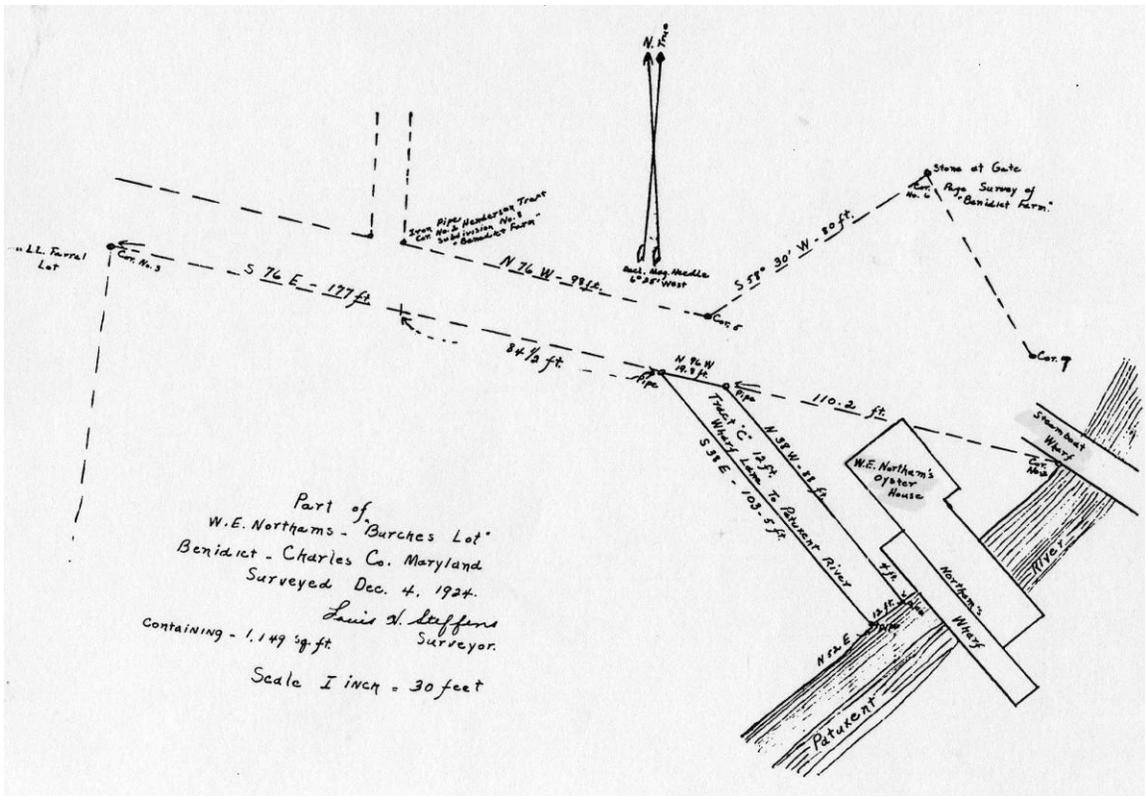
Geologic Atlas of the United States, Patuxent Folio, United States Geological Survey, 1907
[detail of Benedict area], Calvert Marine Museum.



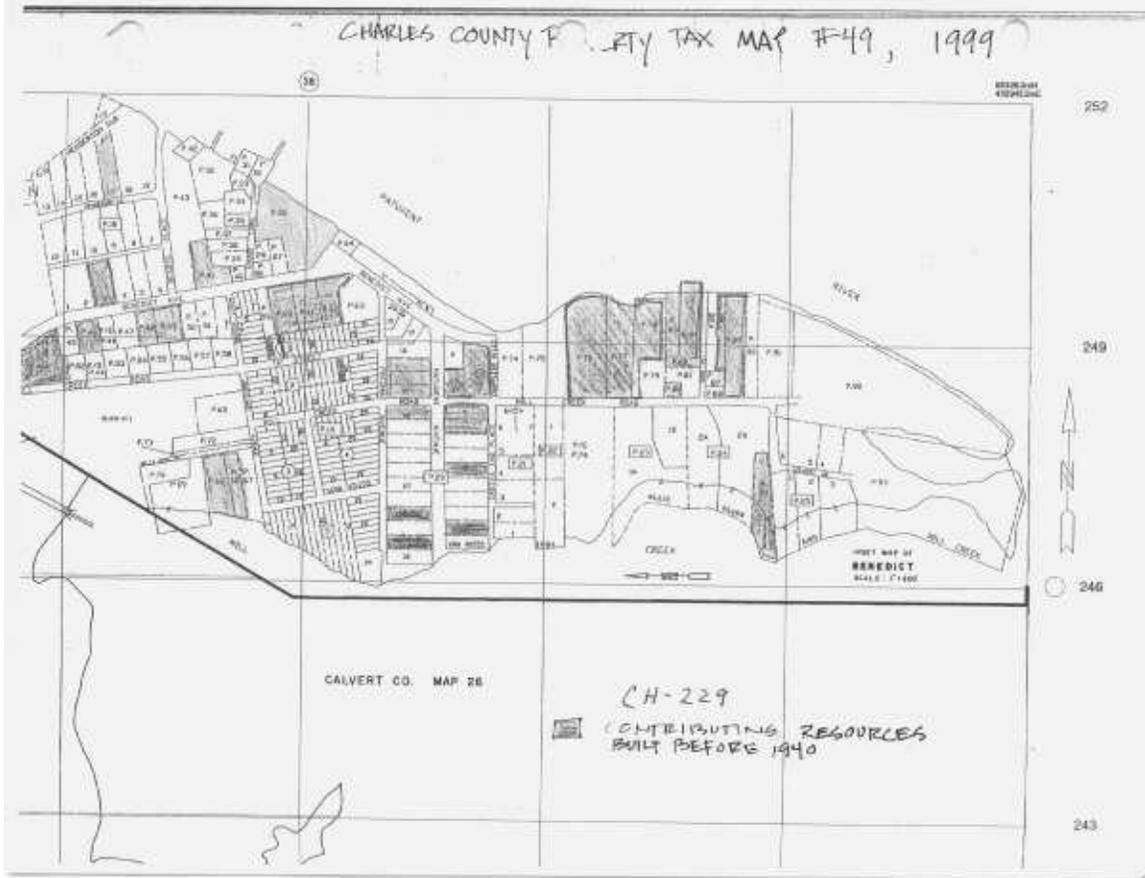
Chart No. 19. Natural Oyster Bars, Calvert, St. Marys, and Charles Counties, Maryland, United States Coast and Geodetic Survey, 1908 [detail of Benedict area], Calvert Marine Museum.



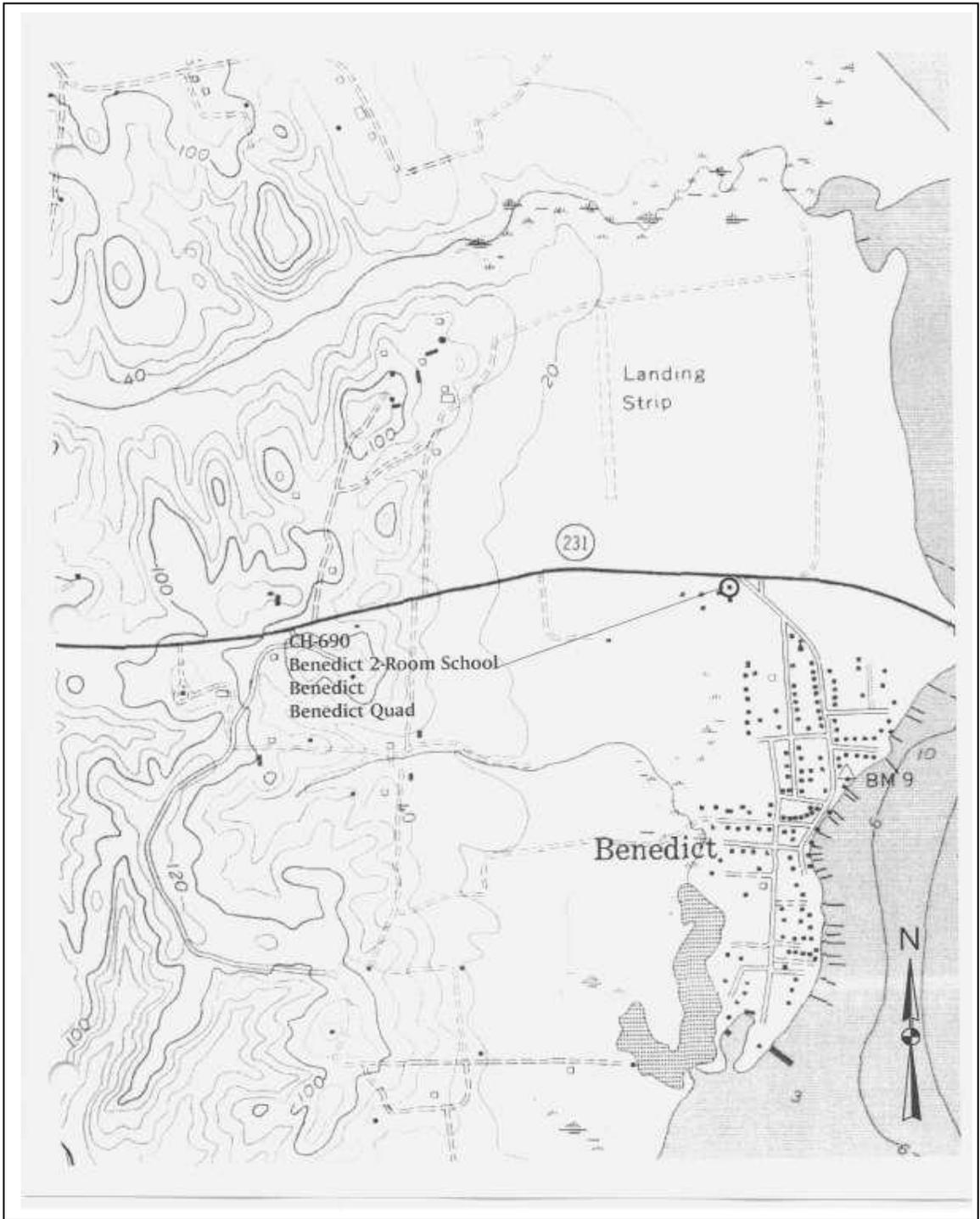
Prince Frederick Quadrangle, U.S. Geological Survey, 1910 [detail of Benedict area], Calvert Marine Museum.



Property plat showing "Part of W.E. Northam's - 'Burches Lot', Benedict - Charles Co. Maryland." Surveyed December 4, 1924.



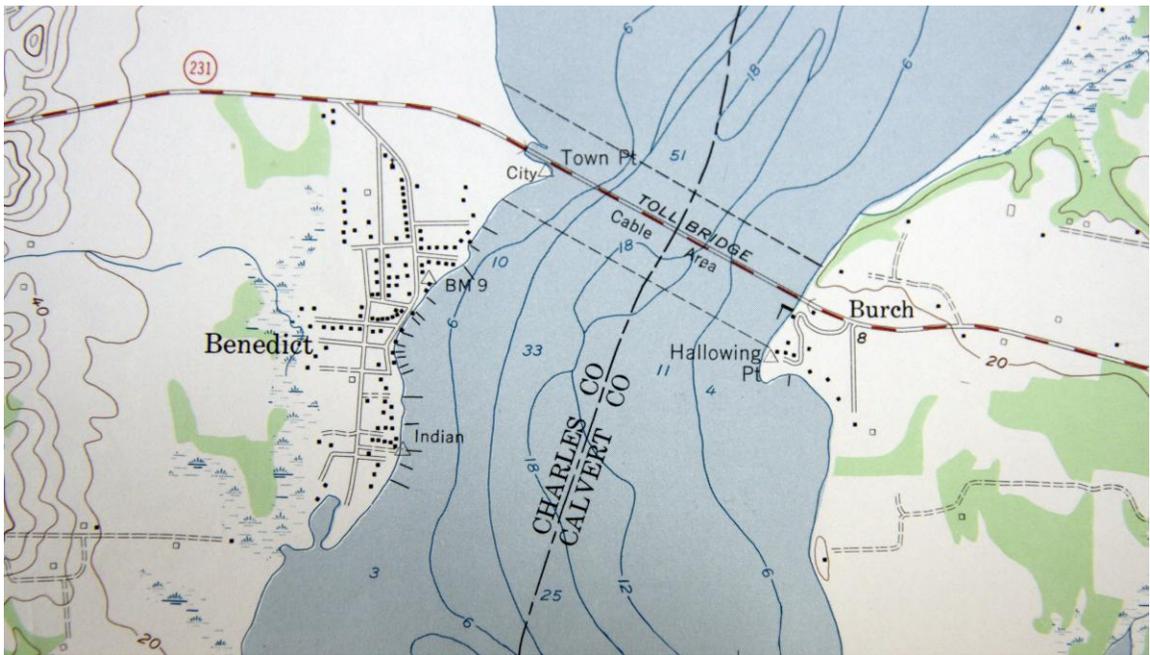
Charles County, Maryland Tax Map No. 49, 1999, showing distribution of then known pre-1940 cultural resources and architecture.



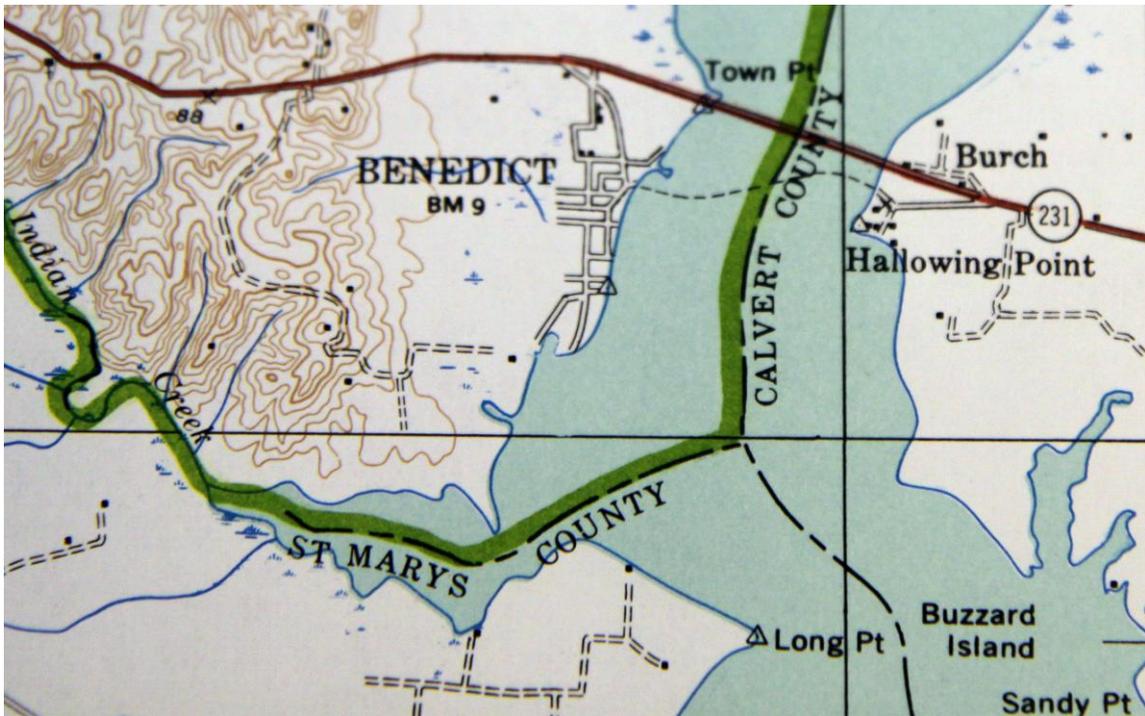
Benedict, Maryland, location map for CH-690 (Benedict 2-room schoolhouse).



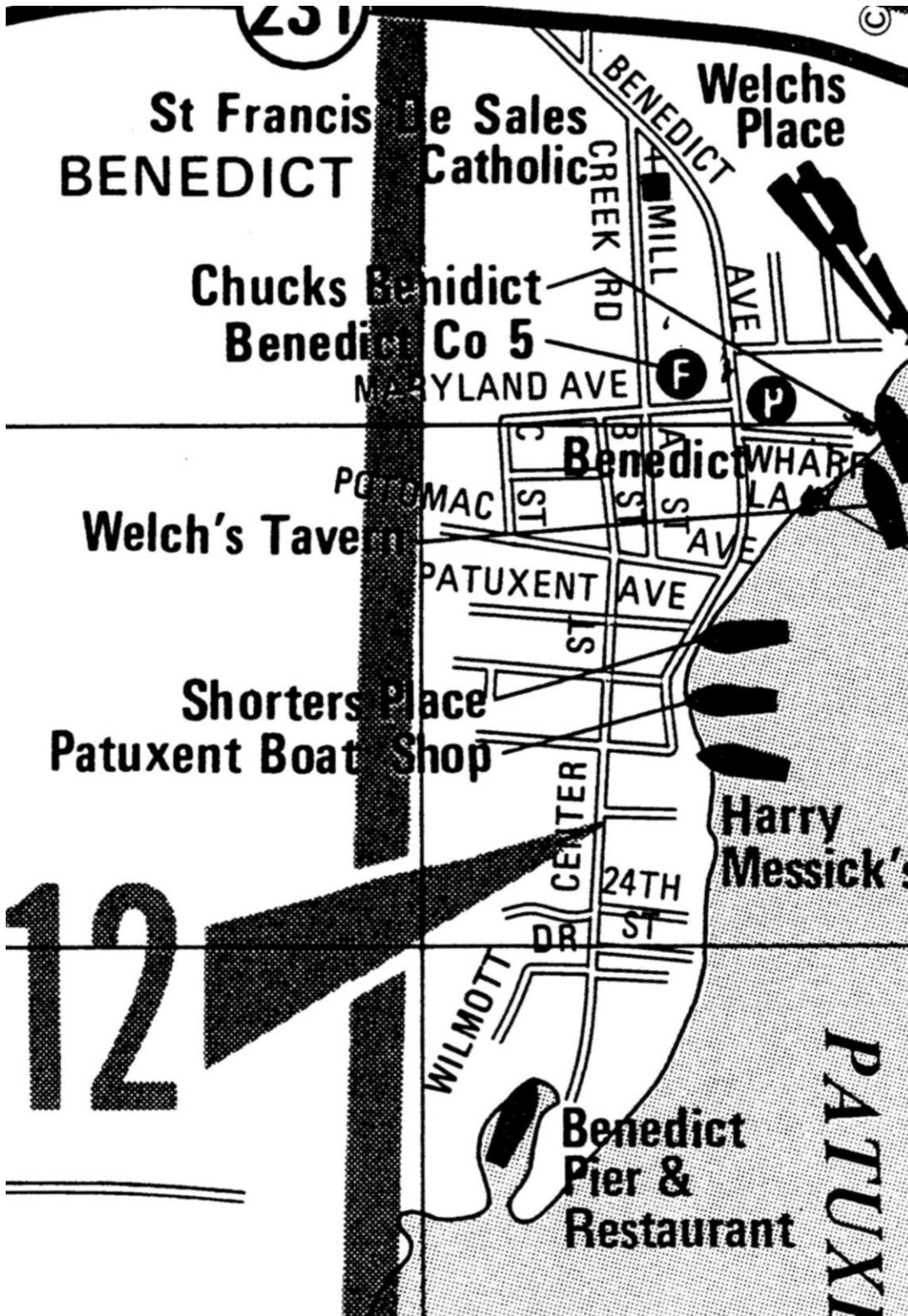
Prince Frederick Quadrangle, U.S. Geological Survey, 1938 [detail of Benedict area], Calvert Marine Museum.



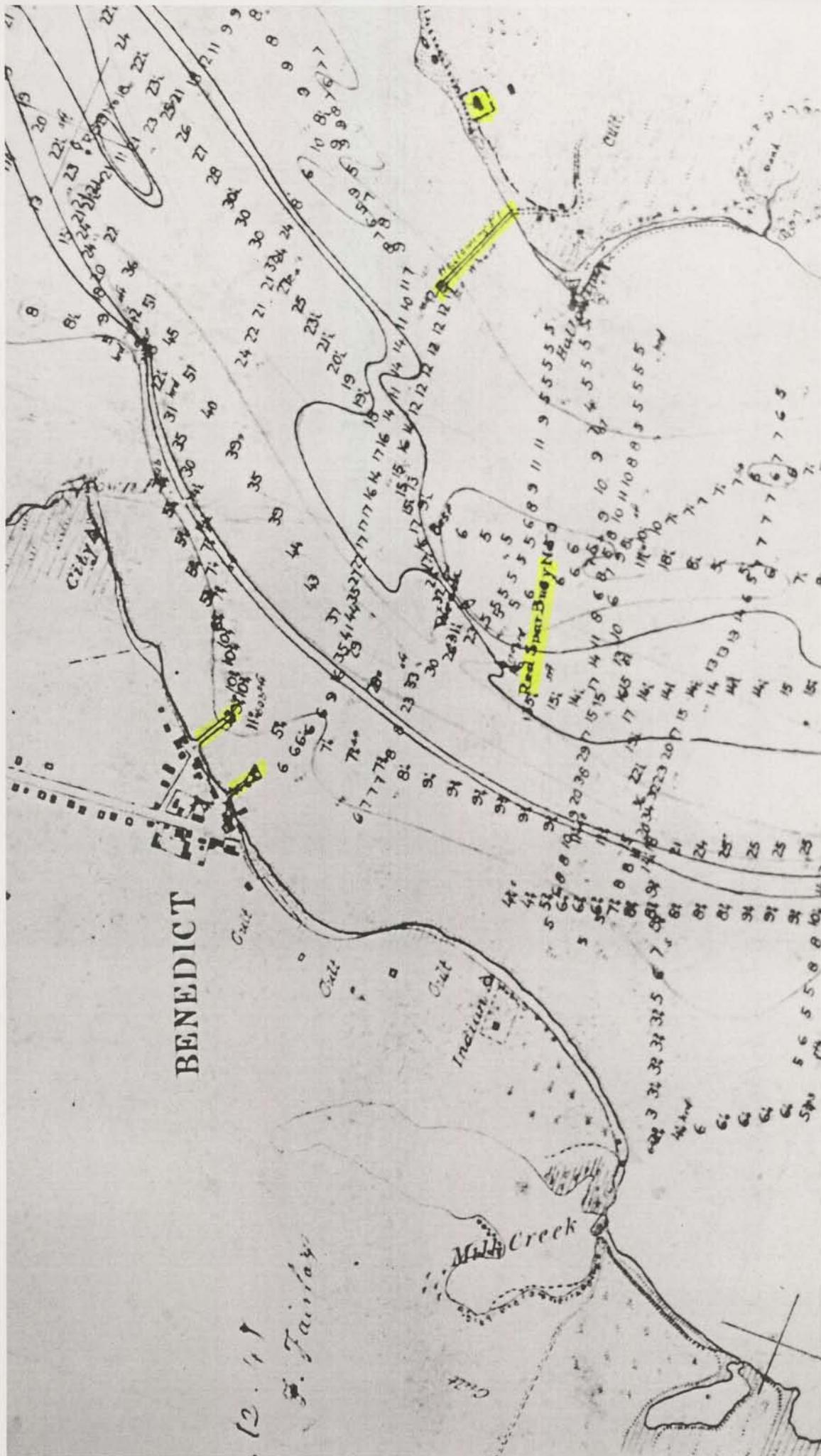
Benedict Quadrangle, U.S. Geological Survey, 1953 [detail of Benedict area], Calvert Marine Museum.



Charles County, Maryland Geological Survey, 1950, revised 1969 [detail of Benedict area], Calvert Marine Museum.



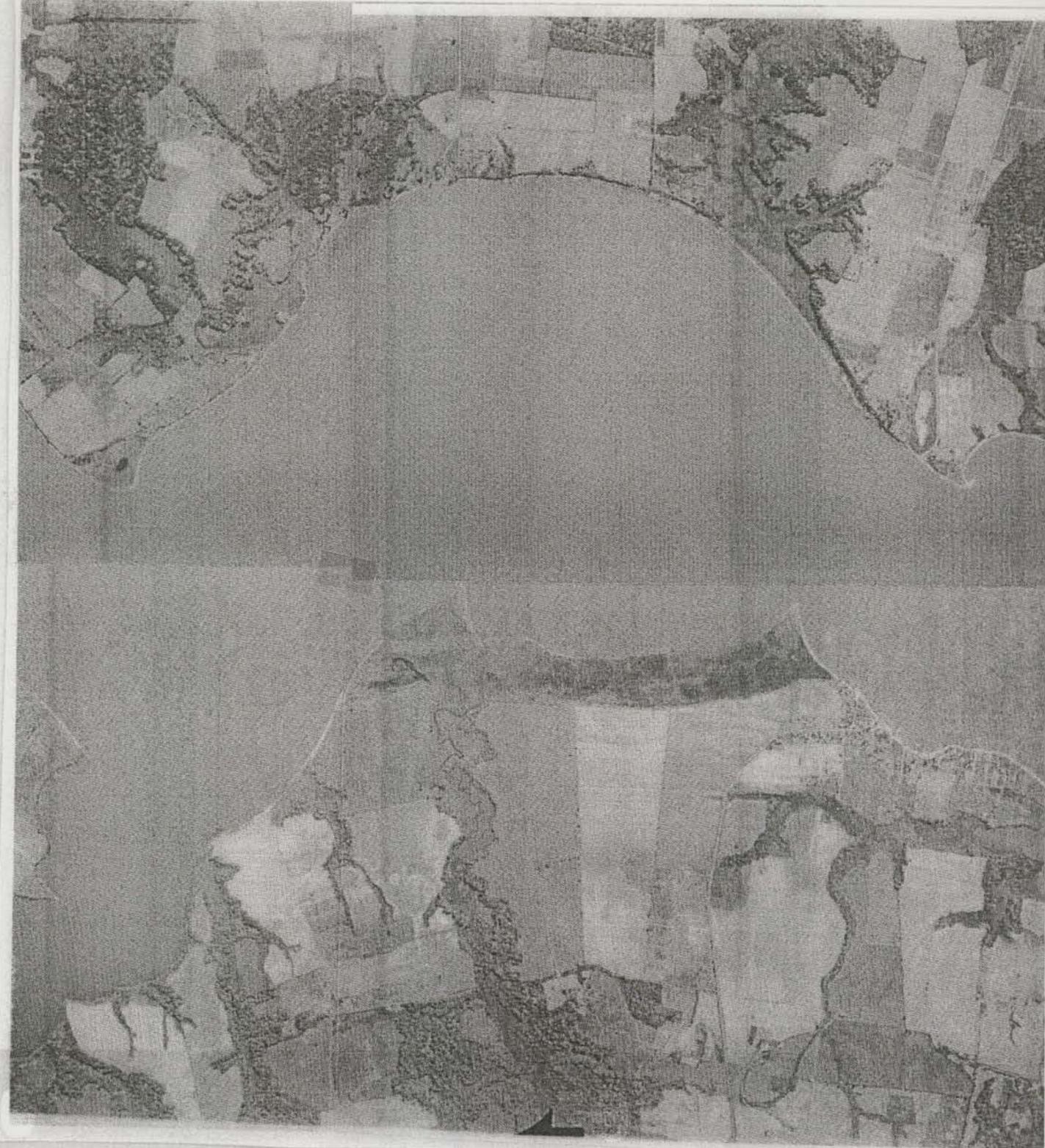
Detail map of Benedict waterfront. *Charles County, Maryland. Street Map Book.* Alexandria Drafting Company. Alexandria, Va. 1997.



U.S. Coast Survey, Potomac River
 from God's Grace Pt. to Horse Landing Creek.
 scale 1/10,000 1860

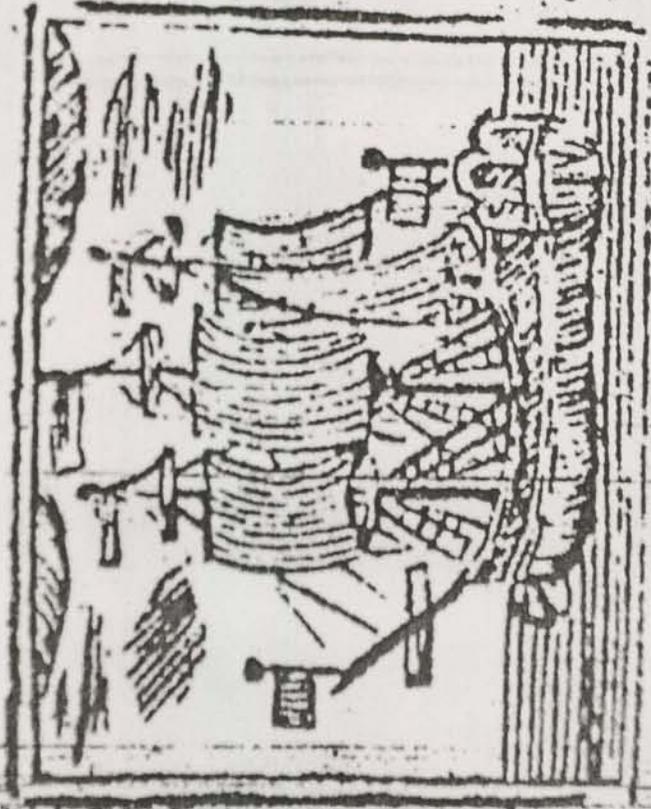


P-11497



P-11498

For PORTSMOUTH,
And from thence to
ROTTERDAM, directly,



The Ship FRIENDSHIP,

JOHN RATTRAY,
Commander,

WILL sail in 10

Days at farthest. Any
Persons inclinable to take
their Passage to either of
the above Places, may
apply to Alexander Lawson, at the Nottingham
Iron Works, James Johnson, at Annapolis, or said
Commander on board the Ship, lying at Benedict-
Town, on Patuxent River.

Wm. Brewster Esq. 200 1/2 Broadway

Dear Sir,

I was very much gratified this evening to receive your letter of the 14th inst. in regard to our transaction. We are waiting out our winter with great patience and I have not much doubt but must finish them tomorrow or next Monday in our winter day being about that of April (I mean I believe) and I have been here some time since we were in the case of our affairs. I have not yet been able to get up till the middle of the day and some great amounts must be in our hands. I have not yet been able to do so but I would not occupy too much time by writing to you by the way you felt your that if I am able to be so solving I shall have to come up there

Arch. Wash. Price Letter from Lewis Brewster Feb 28 1860

Camp
Stanley
Feb. 28
1964



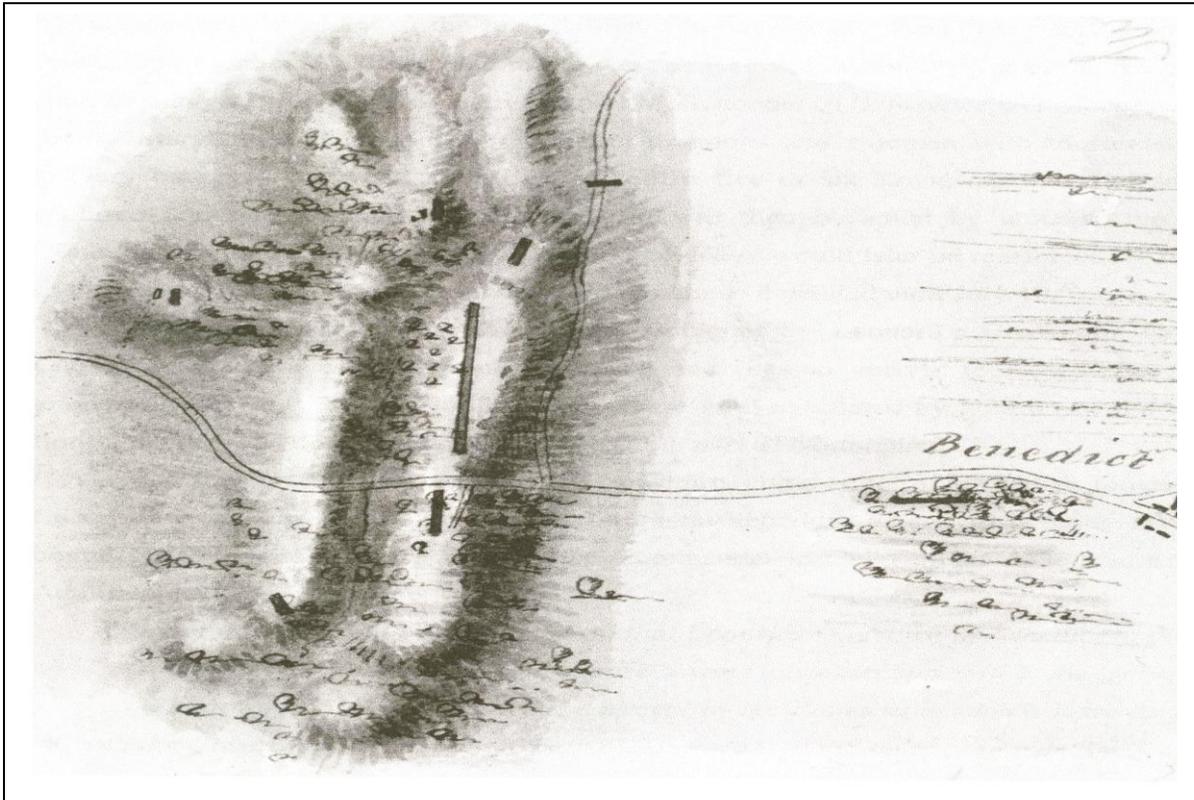
Capt Joseph Prime and others



A U.S. Army Colored regimental encampment at Petersburg, Va. Note the composite log and tent structure on the right, which would have been similar to those erected at Camp Stanton.

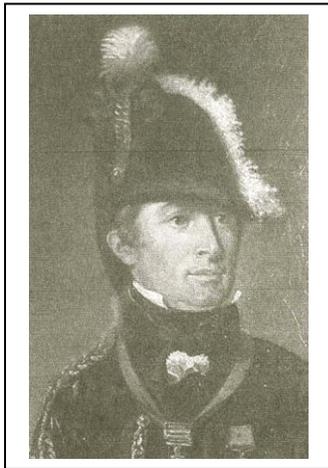


An 18th century tidemill in Virginia, undoubtedly similar to the Benedict Mill.



A map of the British encampment position at Benedict on August 20, 1814, prior to the march on Washington, D.C.

Bieneke Collection, Yale University Library



*Major General Robert Ross,
commander of the British Army
During the Invasion of Maryland.*

Benedict mentions in *Calvert Gazette*

- 04/21/1888 Building boom at Benedict.
- 06/15/1889 Free excursions offered across Patuxent to grog shop at Benedict.
- 10/06/1894 Shark caught near Benedict.
- 05/08/1909 Benedict fire.
- 11/13/1915 Mention of William Northam's oyster canning house at Benedict.
- 02/10/1917 Patuxent River frozen over; foot traffic between Benedict and Buena Vista.

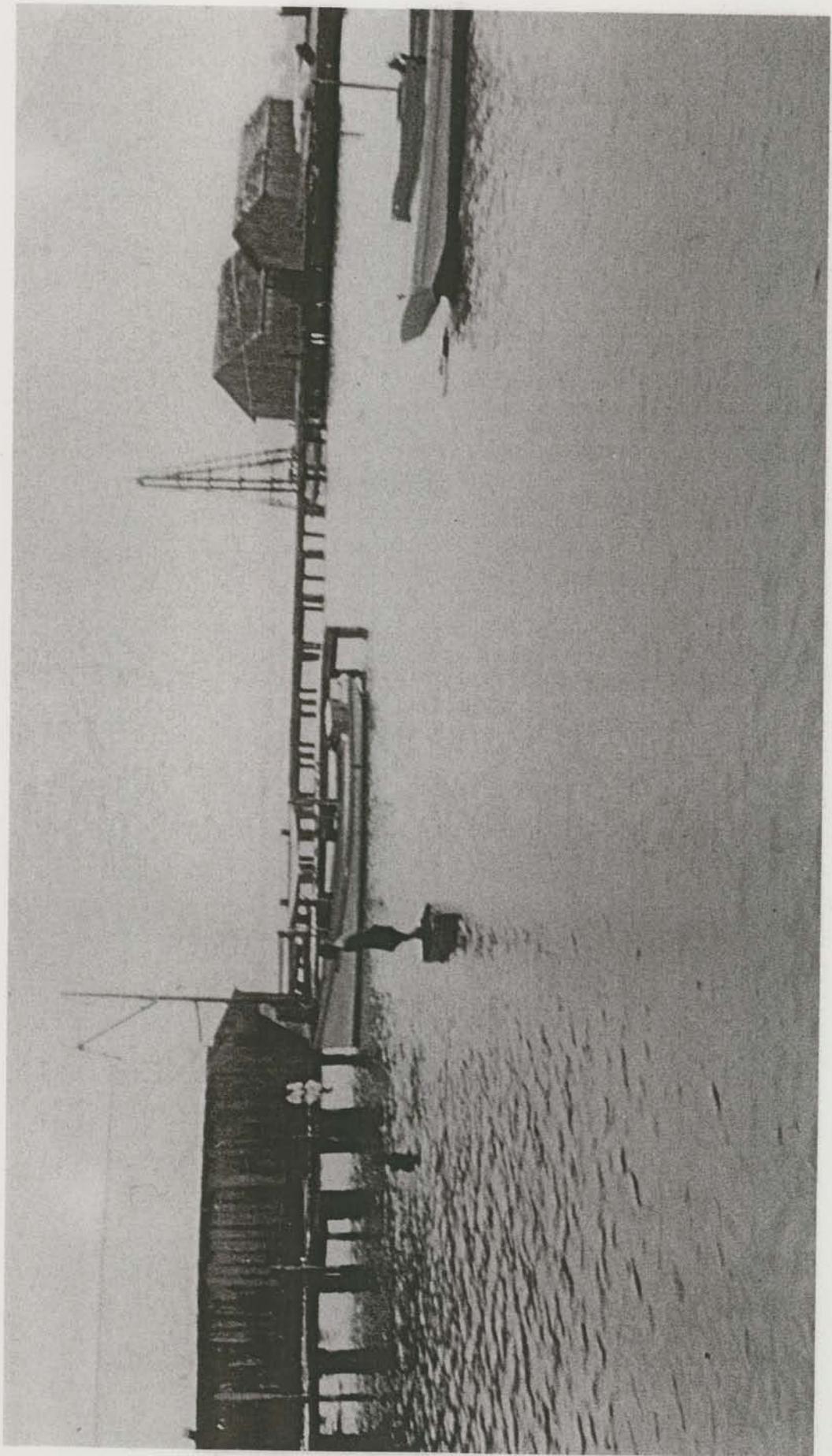


P-4891

P-1001

CALVERT MARINE MUSEUM
Sideman, Md. 20688

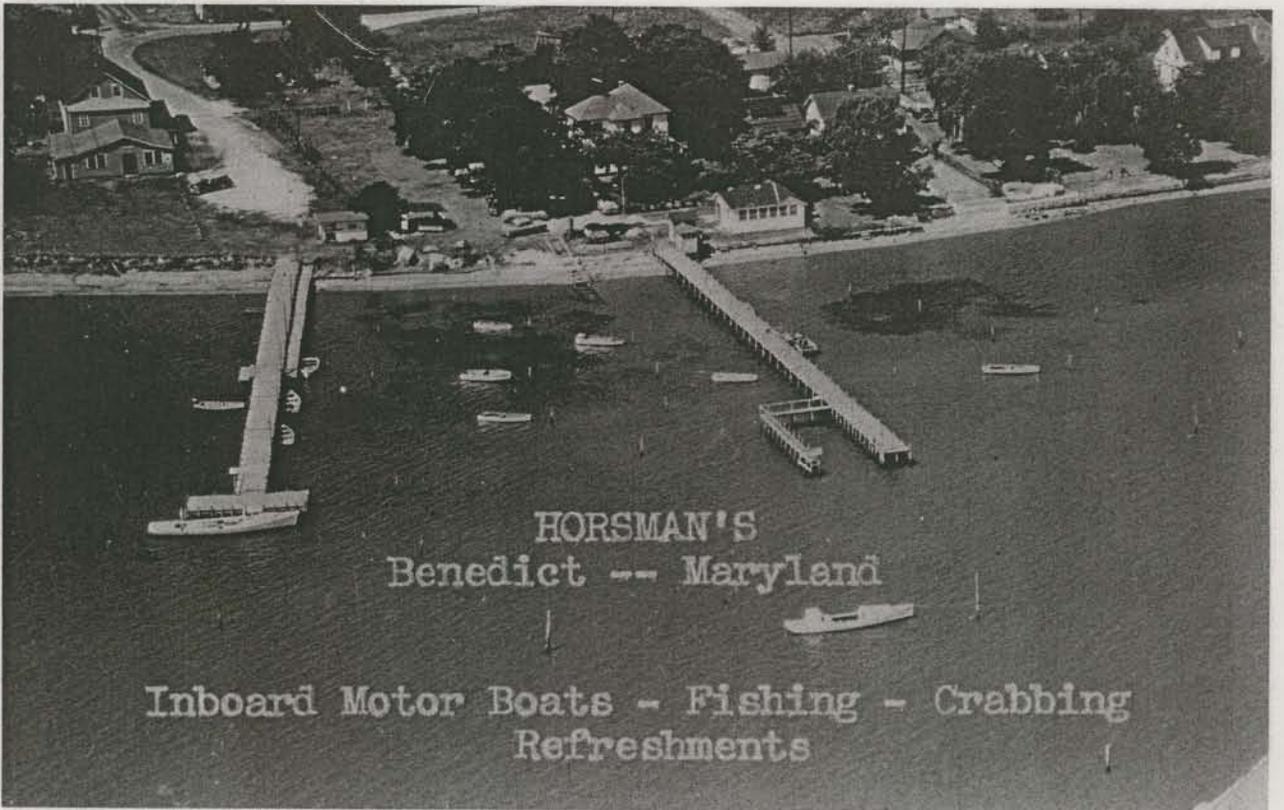
962



P-4892

260

CALVERT MARINE MUSEUM
Solomons, Md. 20688



P-10560

23

CALVERT MARINE MUSEUM
SOLOMONS, MD 20688

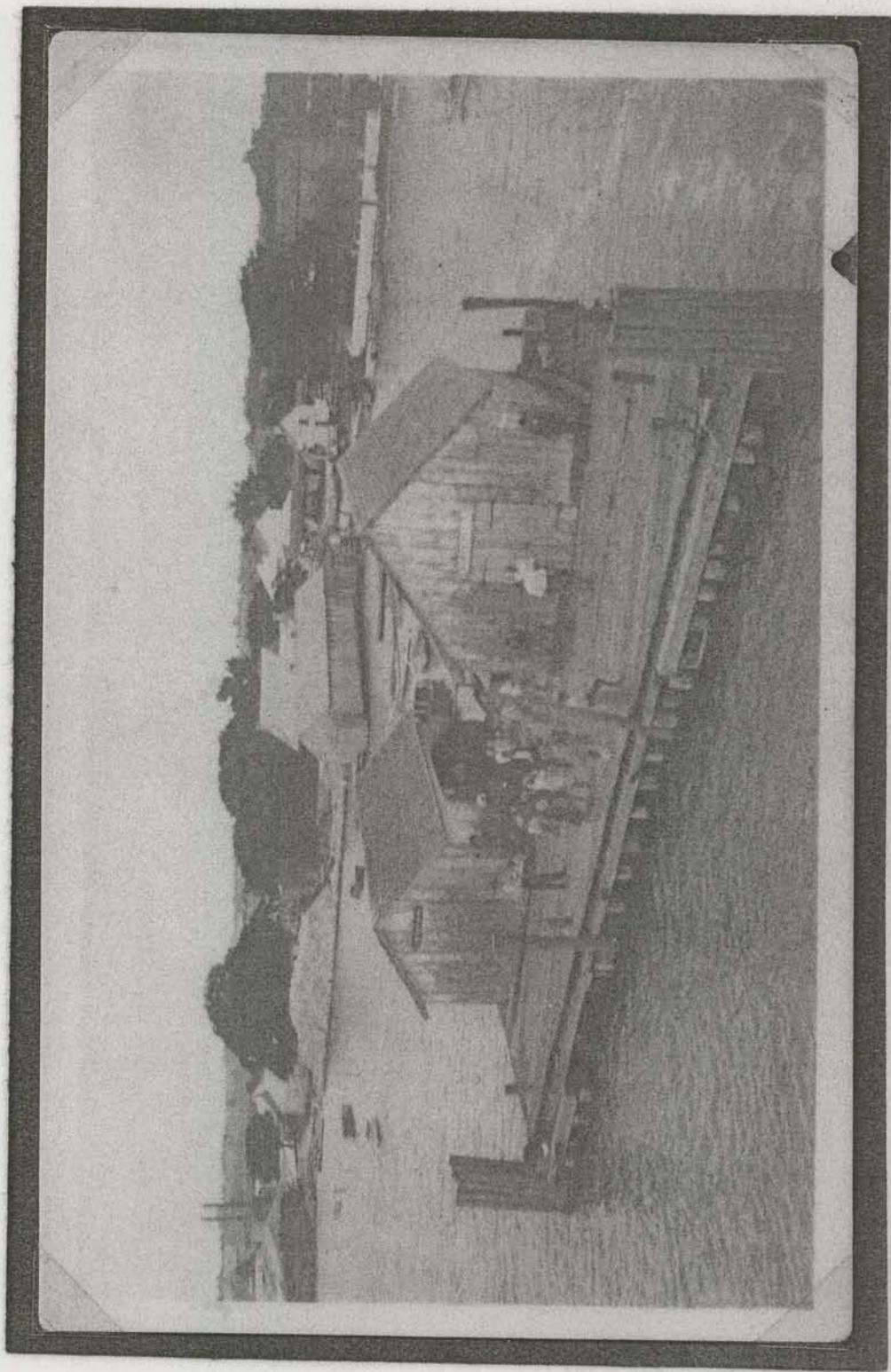
2099-1/23

Acq. 4279

2099-2 P-10561

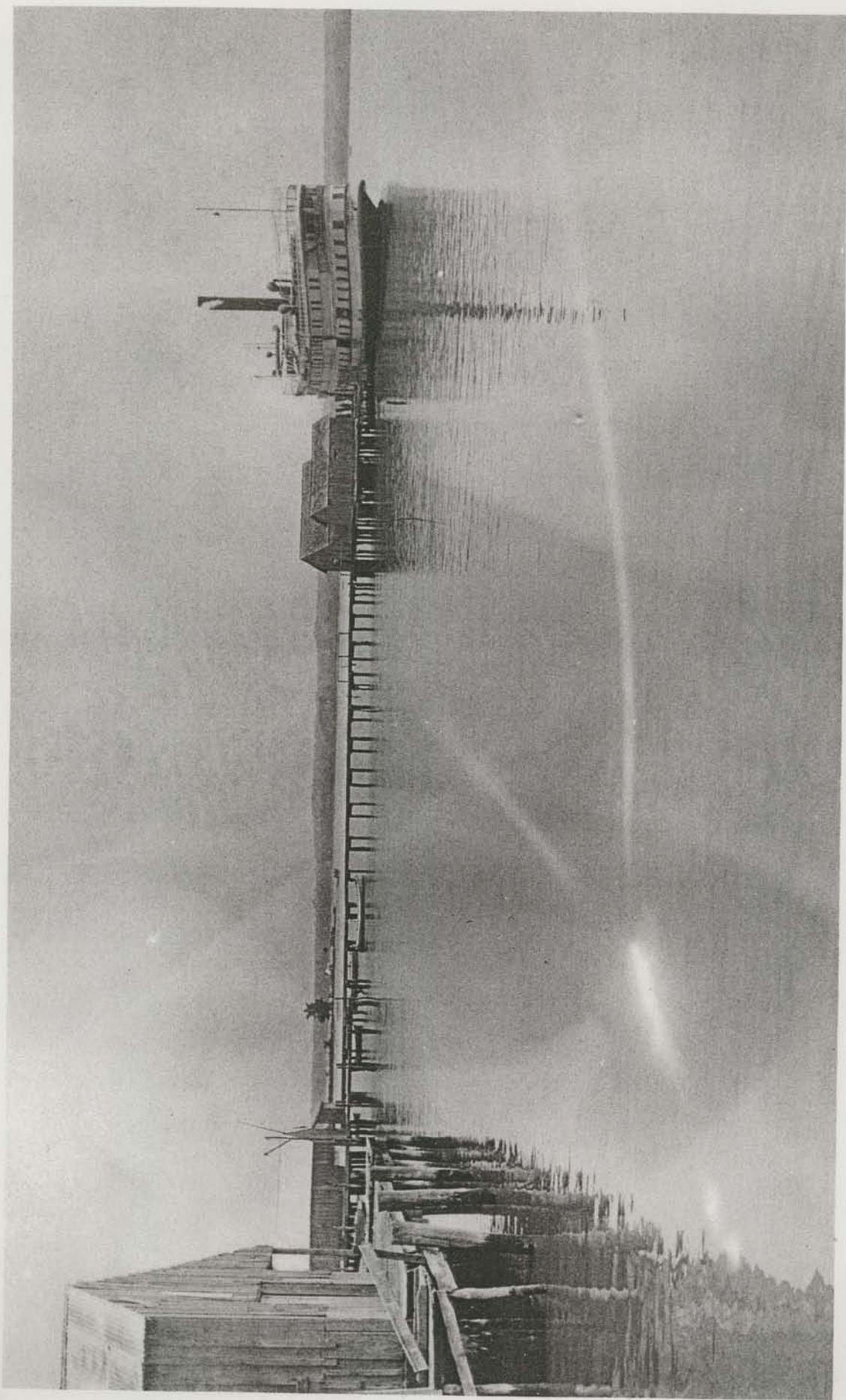
CALVERT MARINE MUSEUM
SOLOMONS, MD 20688

Acq. 4279



P-11767
(2 of 2)

CALVERT MARINE MUSEUM
SOLOMONS, MD 20688



P.104

Acq. 2599 (2)

Fig. F.6 Top

Anne Arundel alongside the
wharf at Benedict on the Patuxent.
H. Graham Wood Collection, Courtesy
of the Mariners' Museum.



Fig 2656-RP

5th

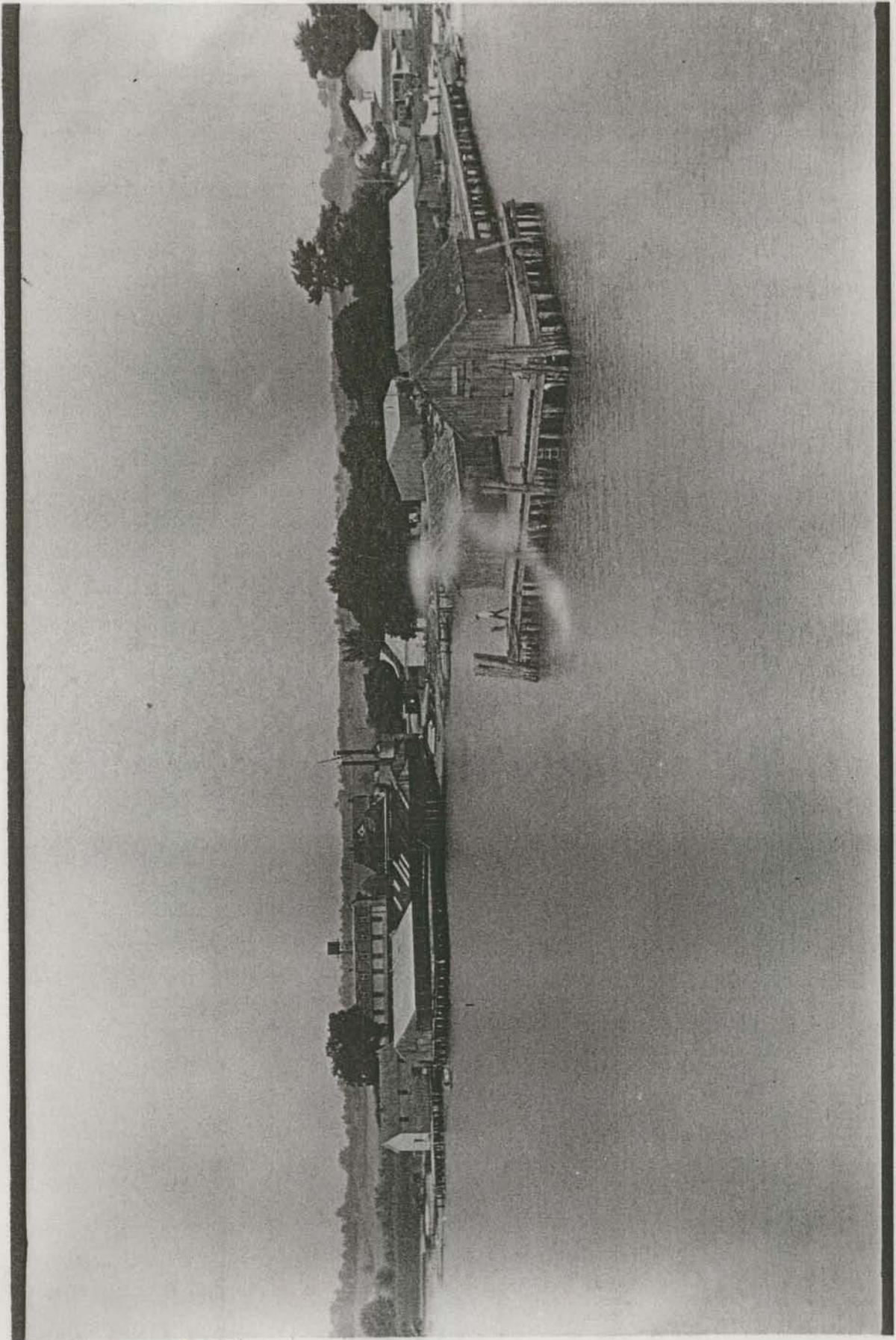
PH 98 51

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THE MARINERS MUSEUM
NEWPORT NEWS, VIRGINIA

CALVERT MARINE MUSEUM
Solomons, Md. 20688

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Print Date _____
Source _____
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should read "Courtesy of the Mariners
Museum, Newport News, Virginia."

Patuxent R. Ferry



BENEDICT, md. PATUXENT RIVER
NEGATIVE LOANED by GRAHAM WOOD

P-103

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NEWPORT NEWS, VIRGINIA

From P-103
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BENEDICT, M.D. NOVEMBER 16, 1948

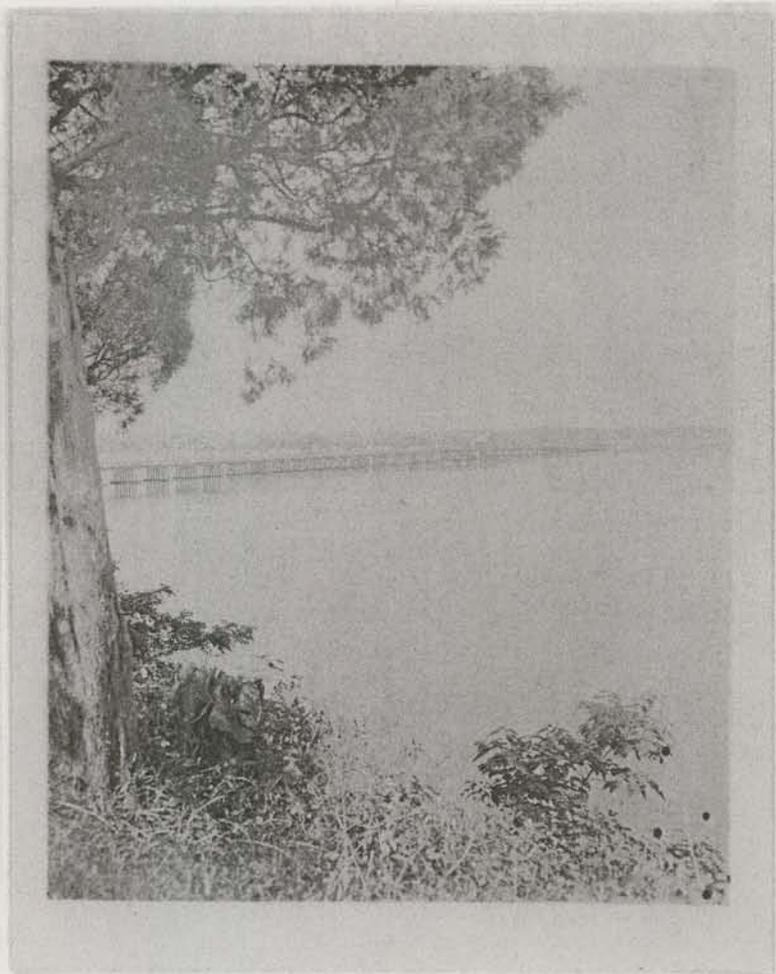
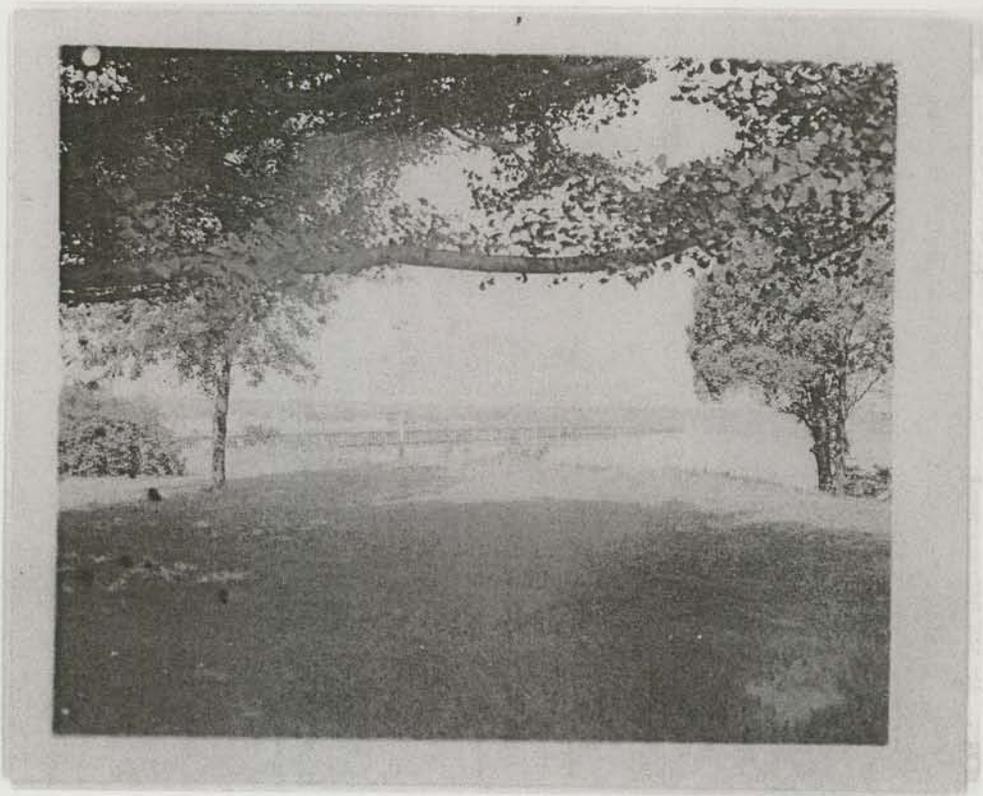
PHOTOGRAPH FOR THE AUBREY BOODINE COLL.

**THE A. AUBREY BOODINE COLL.
THE PEALE MUSEUM**

CREDIT LINE:

THE PEALE MUSEUM, BALTIMORE

This picture may not be reproduced in any form without the express permission of the Board of Trustees of the museum.
225 N. Holliday Street, Baltimore, Maryland 21202



P-2394

CALVERT MARINE MUSEUM
Solomons, Md. 20688

1105-021-4

P-2395

CALVERT MARINE MUSEUM
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1105-021-2



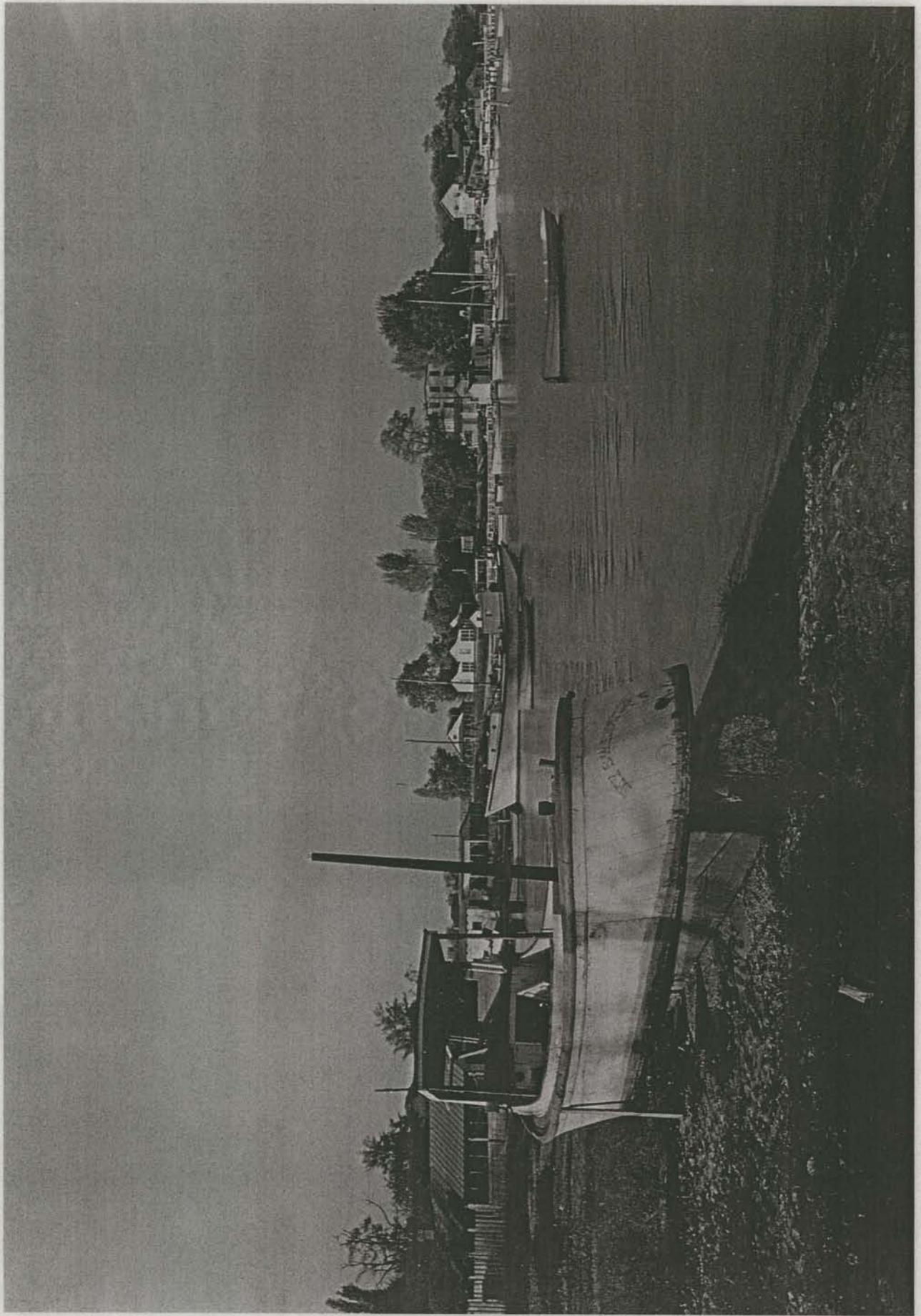
20992-8

P-10564

8

CALVERT MARINE MUSEUM
SOLOMONS, MD 20588

Aug. 4279



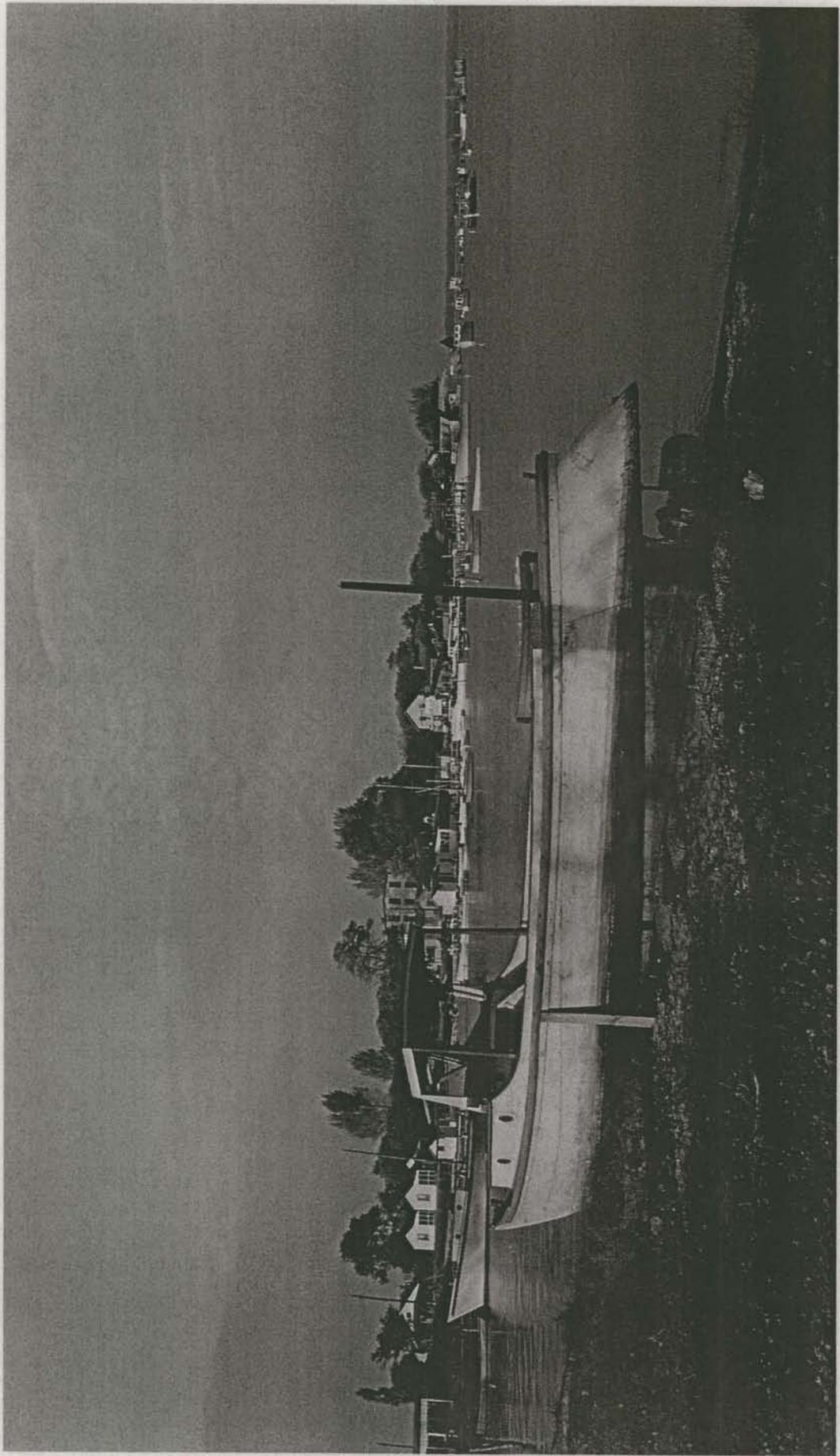
Date: 1941

T-11625

**CALVERT MARINE MUSEUM
SOLOMONS, MD 20688**

National Archives 41306-BAE

Arch. 5241



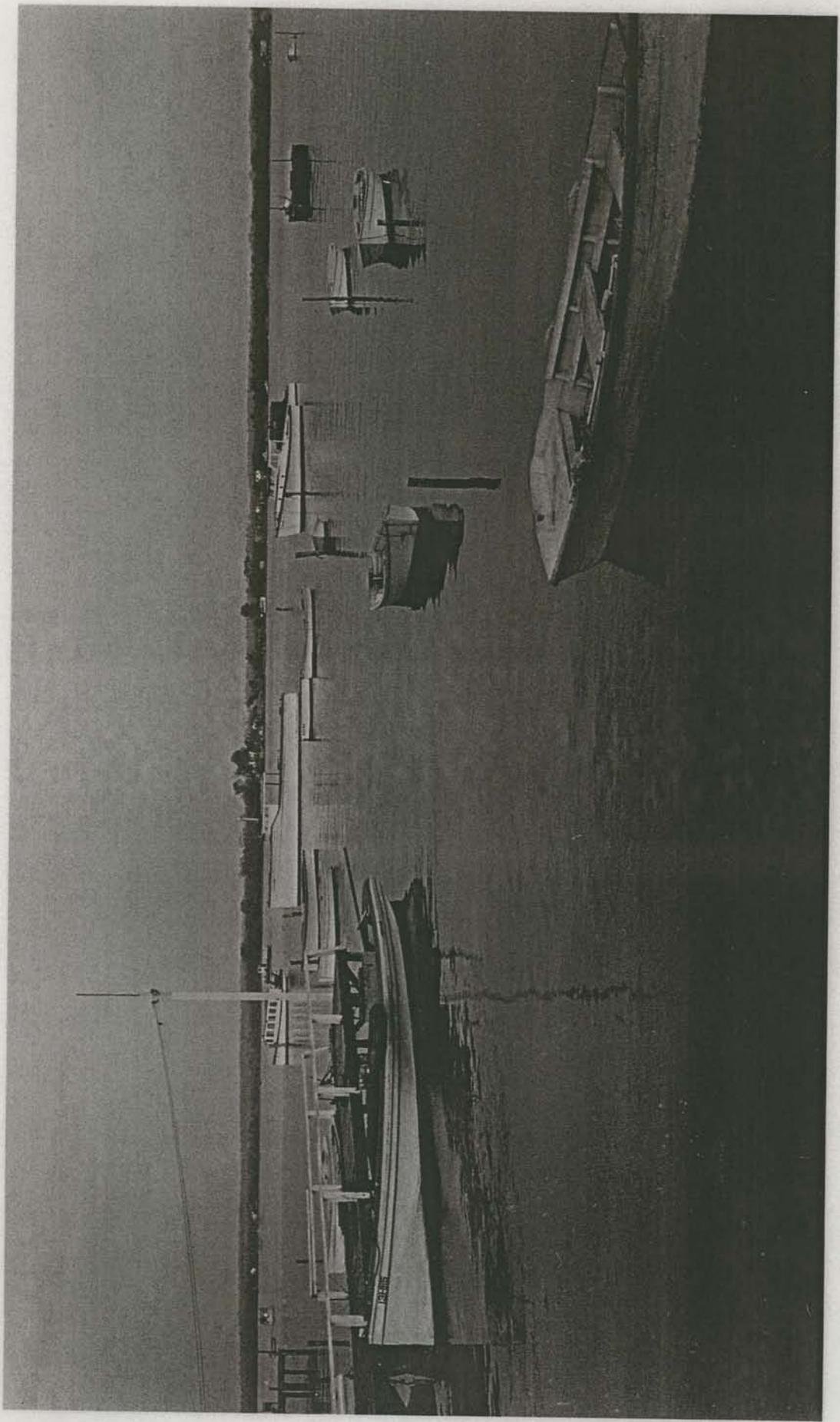
Date: 1941

No 11626

CARLETON MARINE MUSEUM
SOLOMONS, MD 20688

National Archives 41325-BAE

Acc. 5241



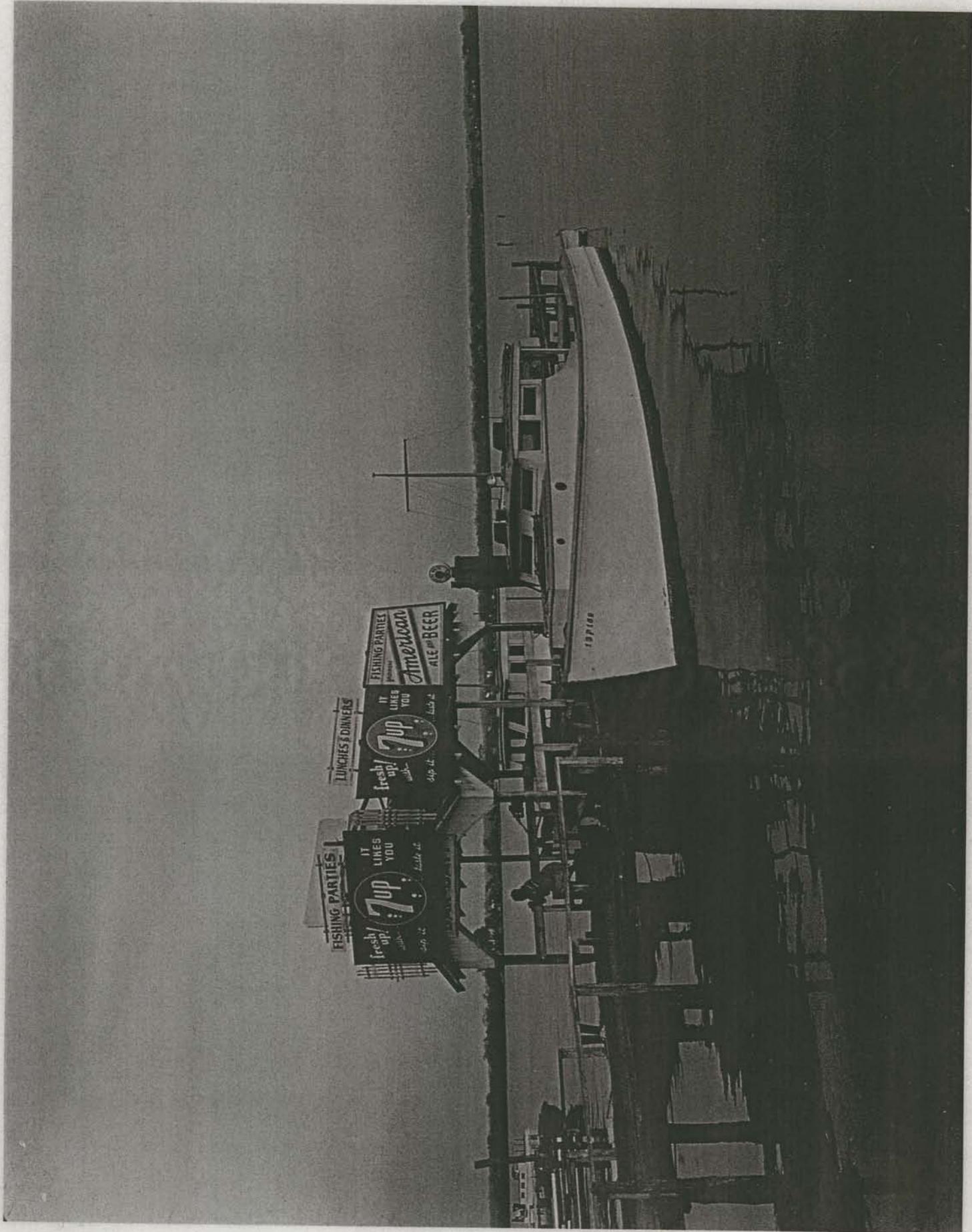
P-11627

date: 1941

CALVERT MARINE MUSEUM
SOLOMONS, MD 20688

National Archives 11324-BAE

Acq. 5241



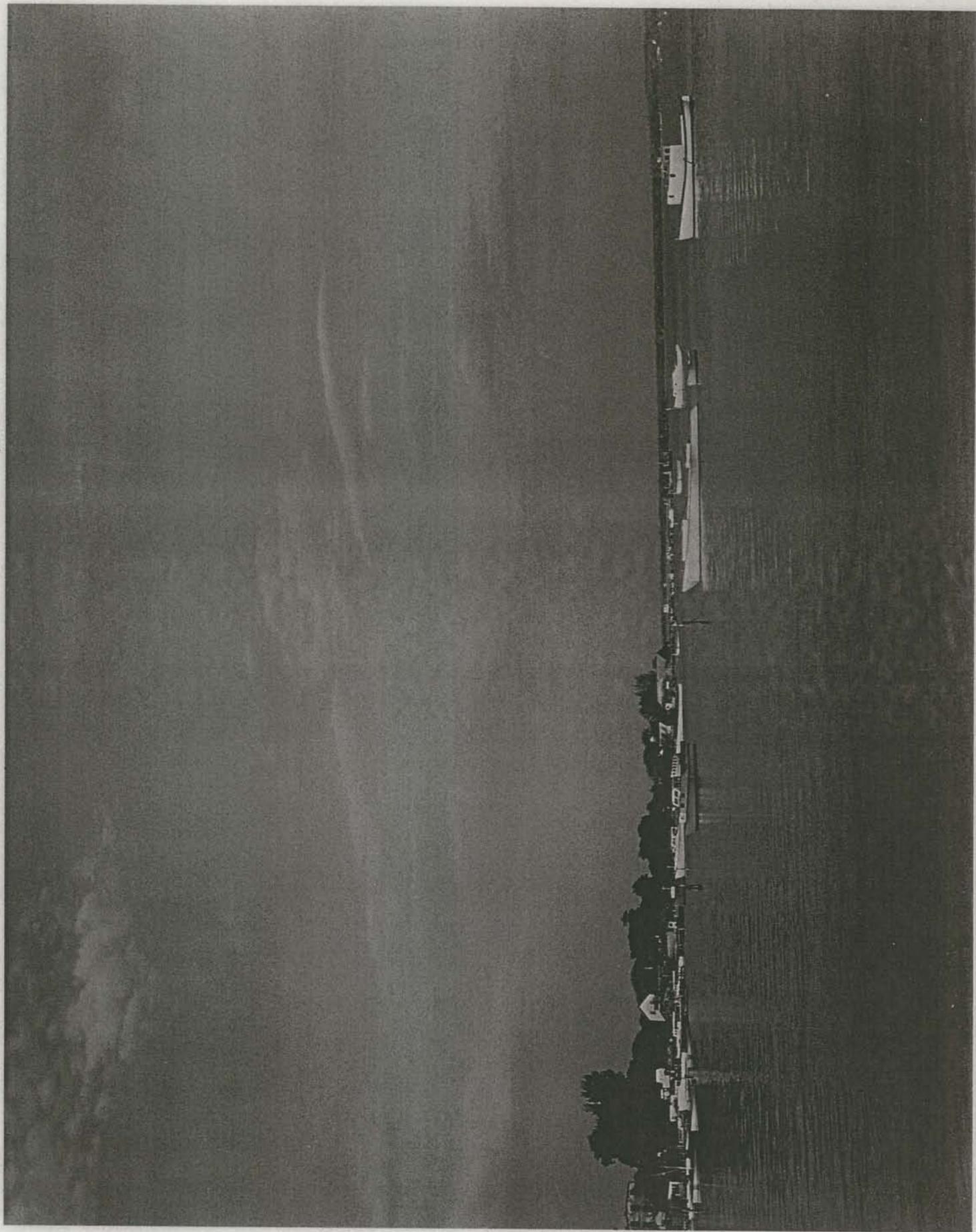
Date: 1941

P. 11628

CADWERT MARINE MUSEUM
SOLOMONS, MD 20688

National Archives H1323-BAE

Ag. 5241



dat. 1-1941

P-11629

CALVERT MARINE MUSEUM
SOLOMONS, MD 20688

National Archives 41322-BAE

Acq. 5241



P-3491

JOHN W. WALKER MUSEUM
LATHAM, N.Y. 14853

Benedict, Charles G. Water-front (1934)



BENEDICT, W.D. DECEMBER 10, 1942

PHOTOGRAPH BY AUBREY BODINE

K 1045

**THE A. AUBREY BODINE COLL.
THE PEALE MUSEUM**

CREDIT LINE:

THE PEALE MUSEUM, BALTIMORE

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725 N. Calverley Street, Baltimore, Maryland 21202

CALVERLEY MARINE MUSEUM
Baltimore, Md. 21202

P-2501



P-2503

BENEDICT, M.C. DECEMBER 12, 1948

PHOTOGRAPH BY AUBREY BOODINE

B 1045

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225 N. Holliday Street, Baltimore, Maryland 21202



P-2502

BENEDICT, MD. DECEMBER 12, 1942

PHOTOGRAPHS BY A. AUBREY BODINE

Q 1043

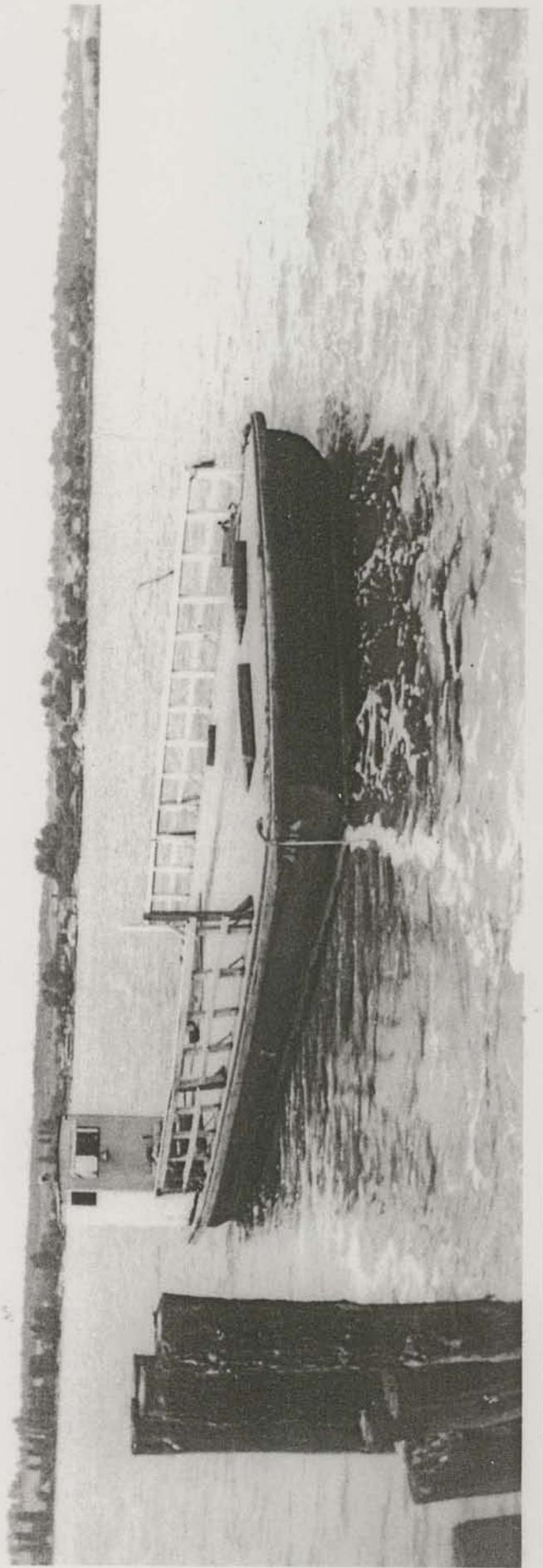
**THE A. AUBREY BODINE COLL.
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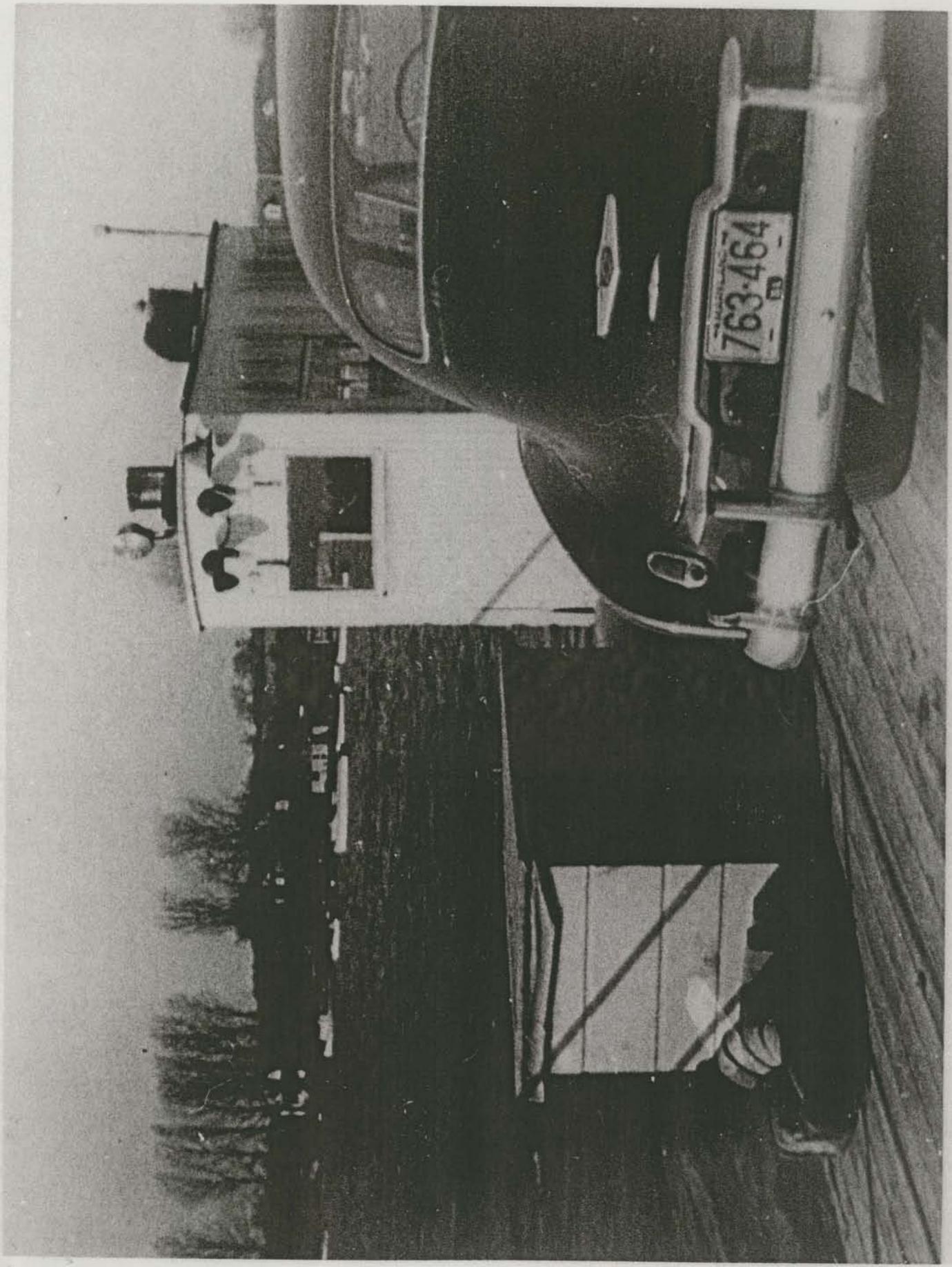
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225 N. Holliday Street, Baltimore, Maryland 21202



P-3486

Patuxent River — Ferry, Benedict (1941)



P-4894

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Pete & Novak

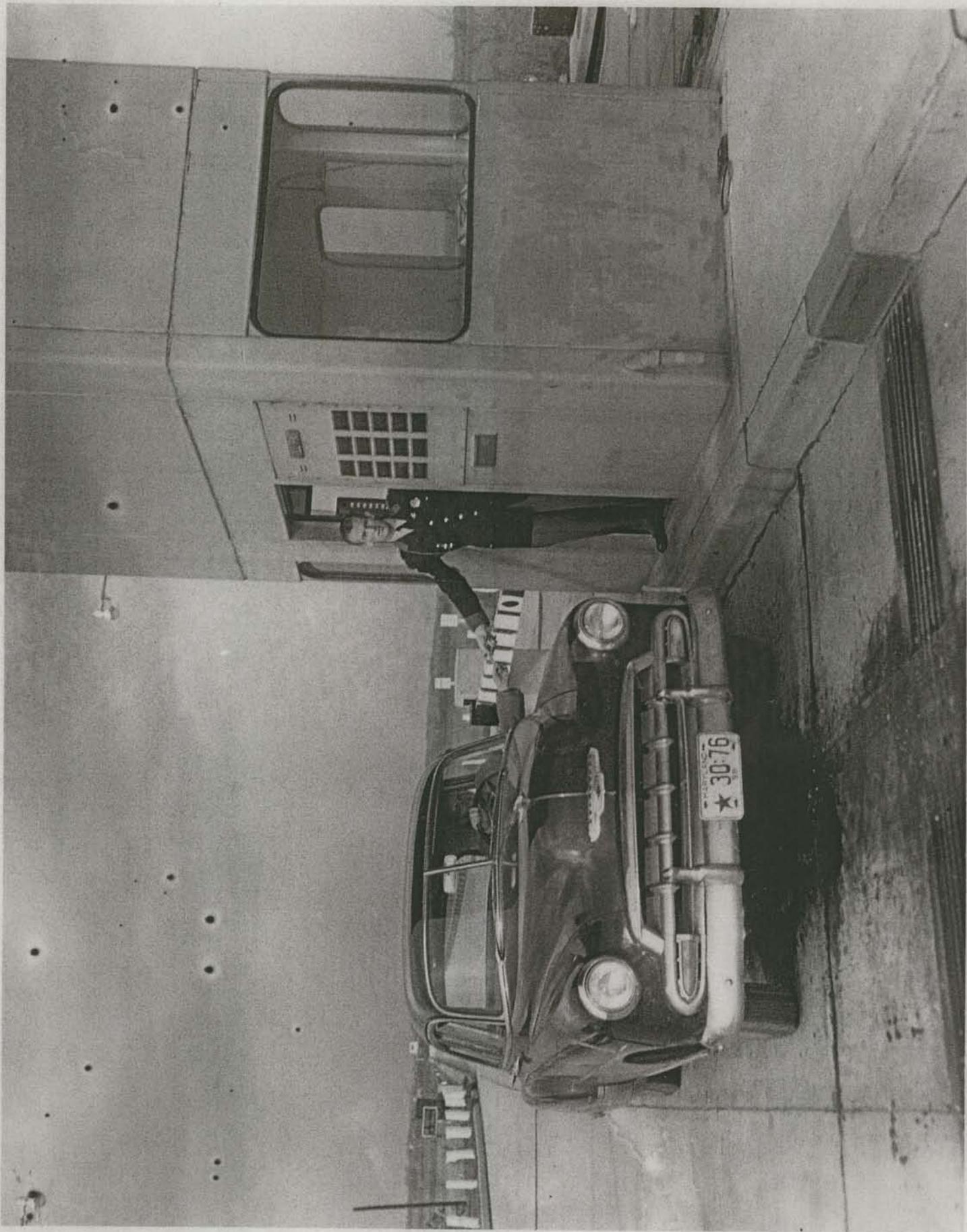
P-4355

1 of 2

(Acc# 302)

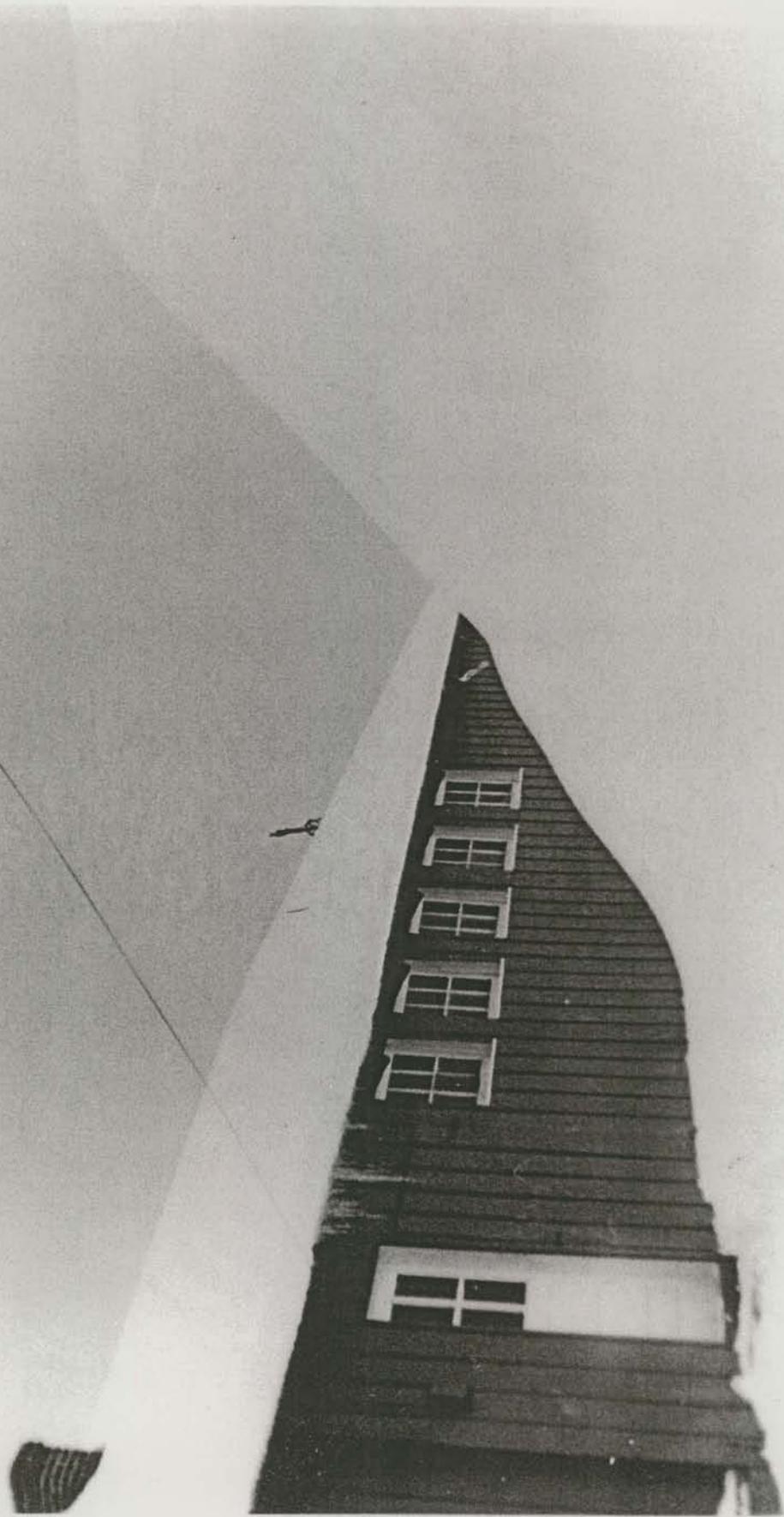
N05-020-3

CALVERT MARINE MUSEUM
Solomons, D. I. 20088



P-6264

N65 020 1

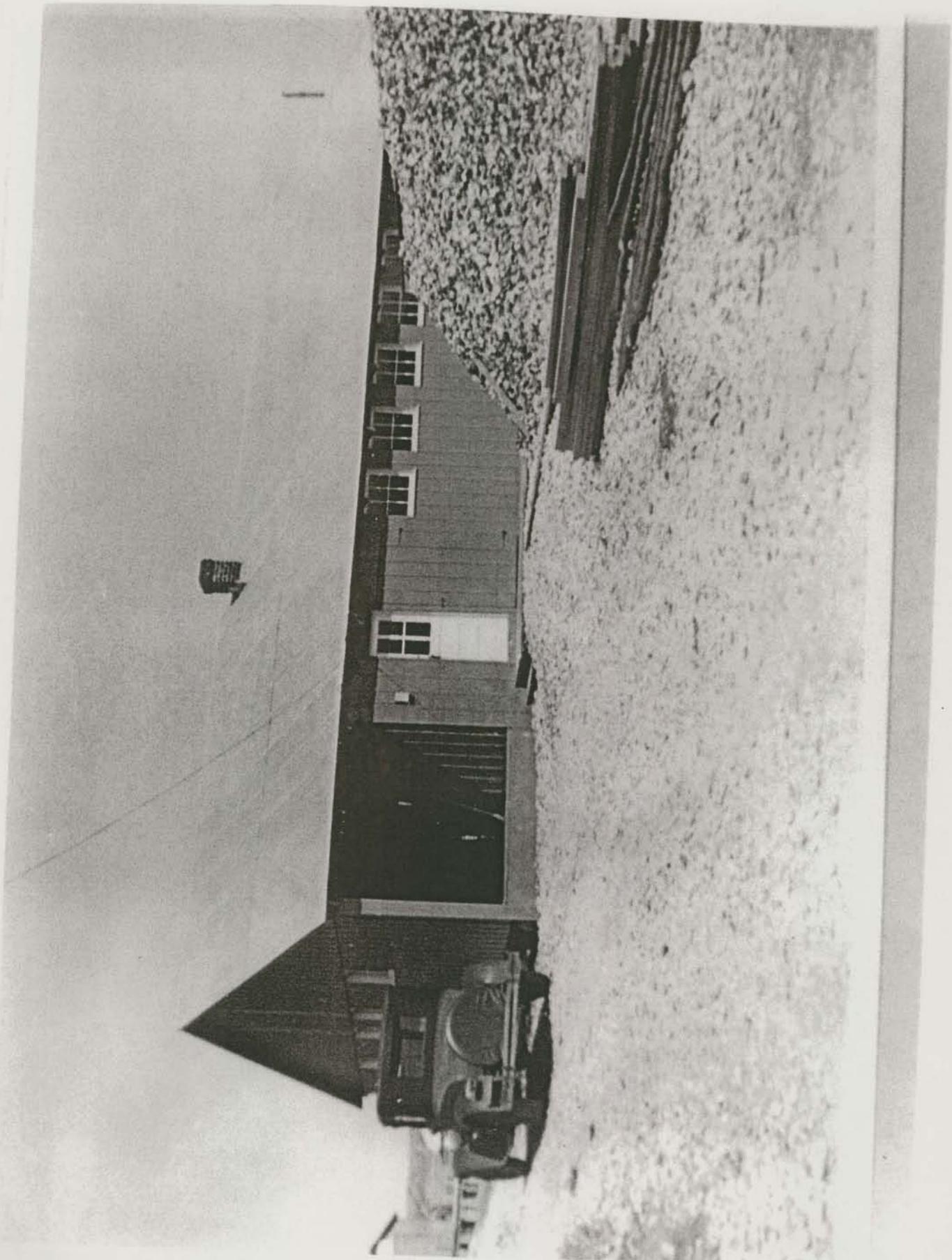


P-12392

Apr. 6/87

2206-3/28. VA

**CALVERT MARINE MUSEUM,
SOLOMONS, MD 20688**



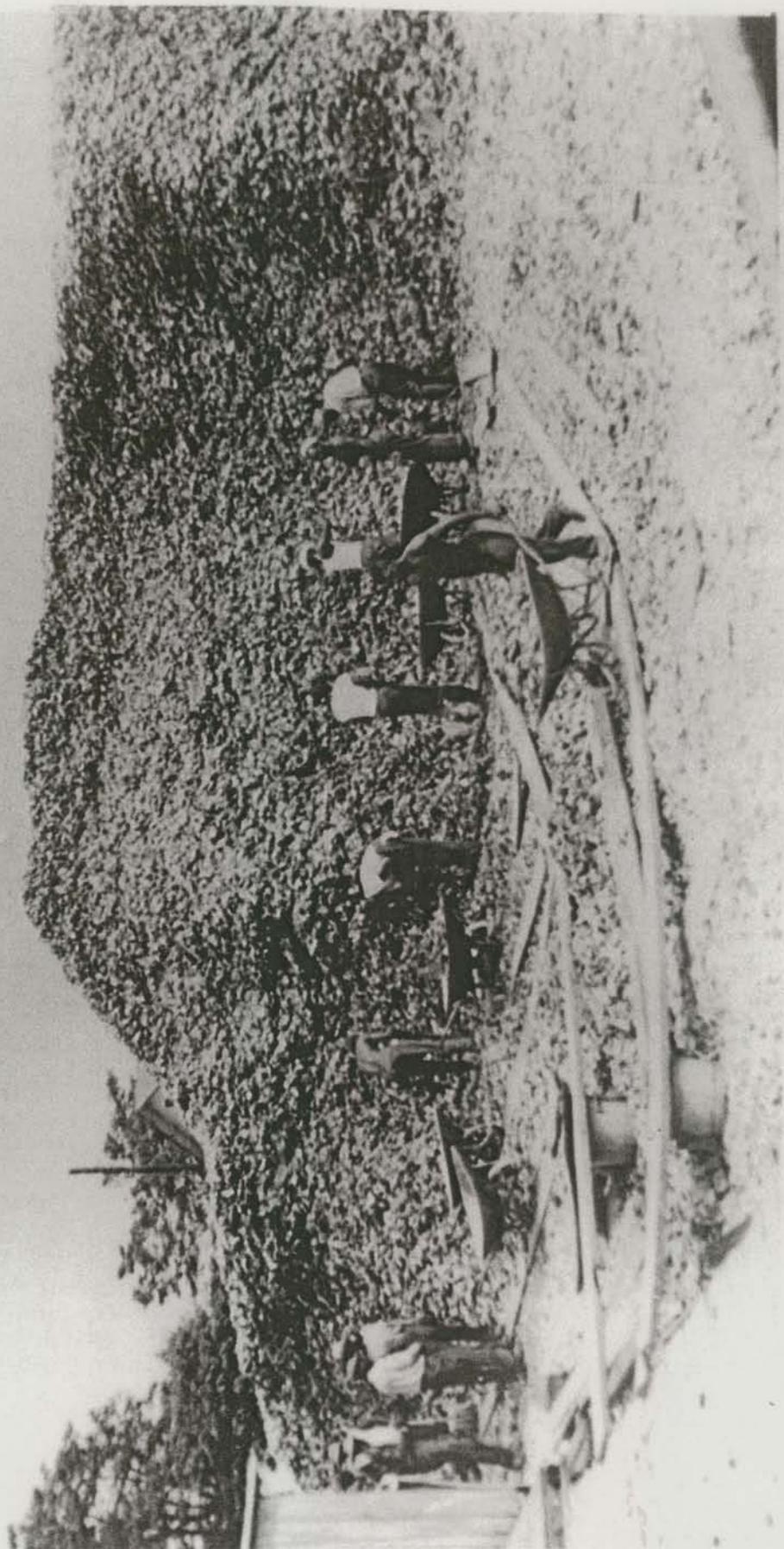


P-12394

Acc. 6187

2206-3/8A+0F

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SOLOMONS, MD 20688**

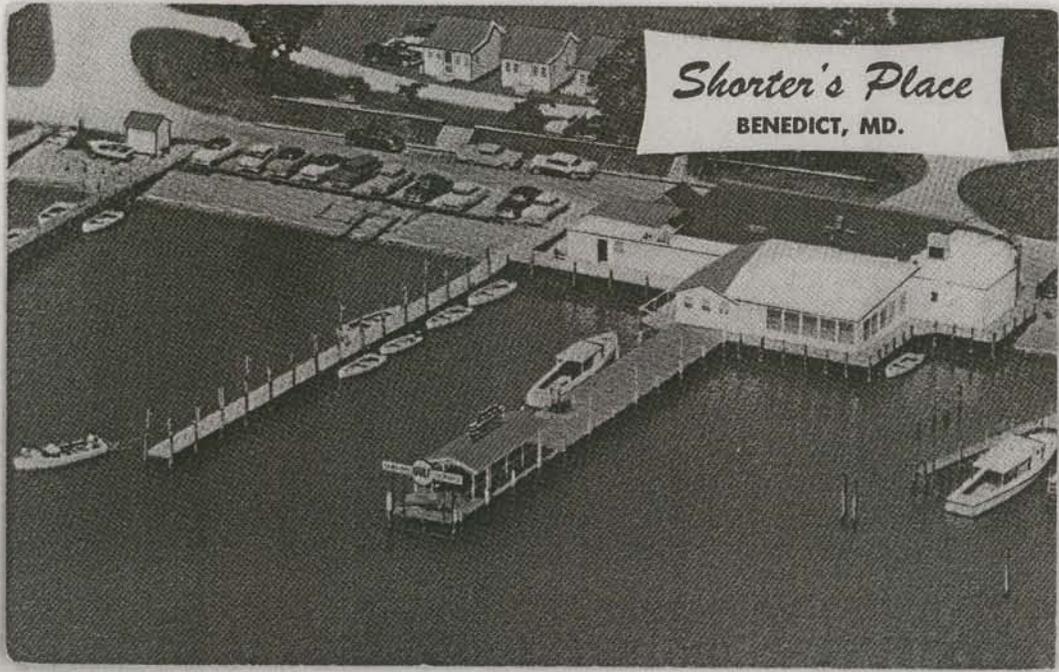


P-12393

Dec. 6 1967

2206-3 SA-74

CALVERT MARINE MUSEUM
SOLOMONS, MD 20688



Beer - Whiskey and Wine
Chicken and Seafood Dinners
SHORTER'S PLACE
We Specialize In
Motor Boats - Fishing Parties and Inboard Boats
Benedict, Md. - Phone BRidge 4-3284

29,580F

P-12473

PLACE
STAMP
HERE

Post Card

Nyberg Co., Baltimore, Md.

**CALVERT MARINE MUSEUM
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Acq. 6378

Post Card

PLACE
STAMP HERE
DOMESTIC
ONE CENT
FOREIGN
TWO CENTS

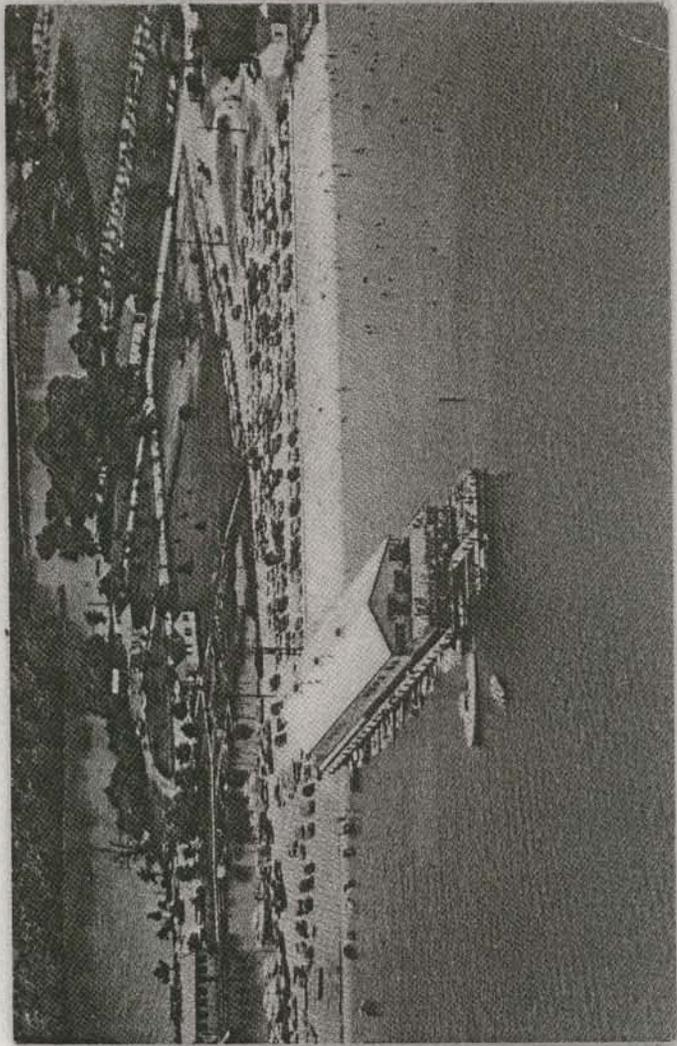
MESSAGE

ADDRESS

**CALVERT MARINE MUSEUM
SOLOMONS, MD 20688**

Plate 5111

Acq. 6378
Pub. by H. E. Thomas, Lowry, Md.



P-12780

PLACE
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Post Card

28,973F

Pub. by The Lewis Company, Washington, D. C.

BENEDICT PIER & RESTAURANT

Benedict, Maryland

Open all year around, featuring a modern Restaurant built over the beautiful Patuxent river, featuring cocktails, dining, dancing and Casino room. Docking facilities and boating also on a year round basis. In season for swimming and the picnic grounds, located at Benedict, Maryland. It is only 35 miles from Washington. Follow Route 5 into Hughesville and turn on Route 231 to Benedict, Maryland. For information you may call Bridge 4-3125.

Ac 6580

**CALVERT MARINE MUSEUM
SOLOMONS, MD 20688**

2006.27



SHORTER'S PLACE

We Specialize in

Motor Boats — Fishing Parties — Chicken and Seafood Dinners

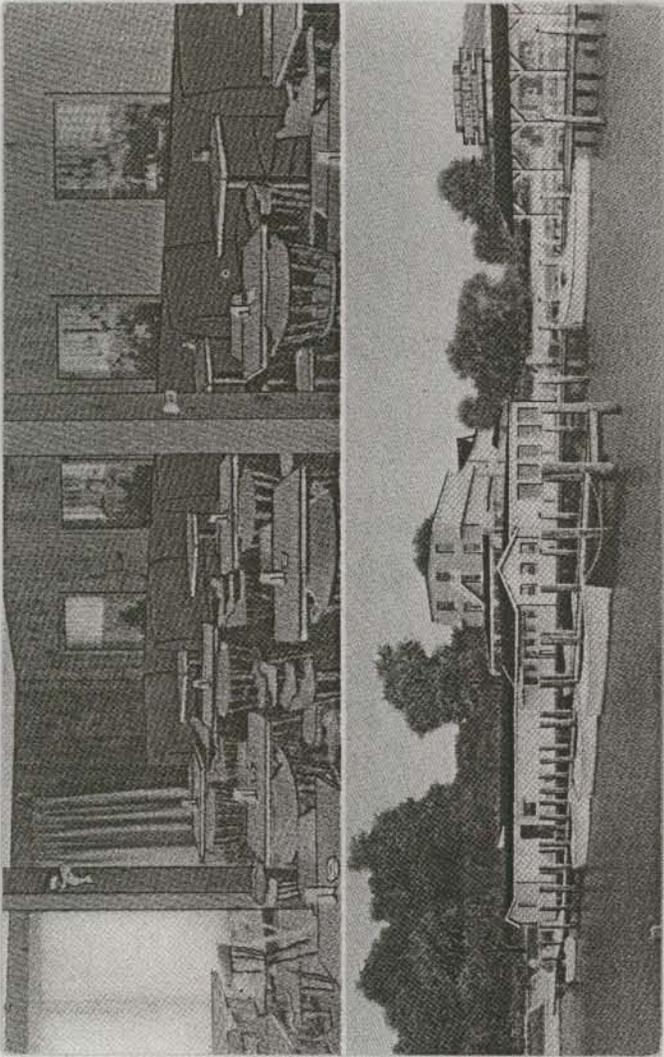
BENEDICT, MARYLAND PHONE: BRIDGE 4-3284

P-12390

CALVERT MARINE MUSEUM
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2006-3/2008-2007

Aug. 6199



P-12097

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Post Card

29,099F

Pub. by Leon S. Ballance Co., Washington, D. C.

SHORTER'S PLACE

Rt. 5 to Hughesville - Left on 231 to Benedict, Md.
Chicken and Seafood Dinners - Oysters in Season
We Specialize in Motor Boats - Fishing Parties
and Inboard Boats.
Phone BRidge 4-3284

A 08 0855 5

**CALVERT MARINE MUSEUM
SOLOMONS, MD 20688**



P-10562

2099-17
P-6608

CALVERT MARINE MUSEUM
SOLOMONS, MD 20608

Acq. 4279

P-10563

2099-25

42

CALVERT MARINE MUSEUM
SOLOMONS, MD 20608

Acq. 4279

P-6245

NOS-022-12



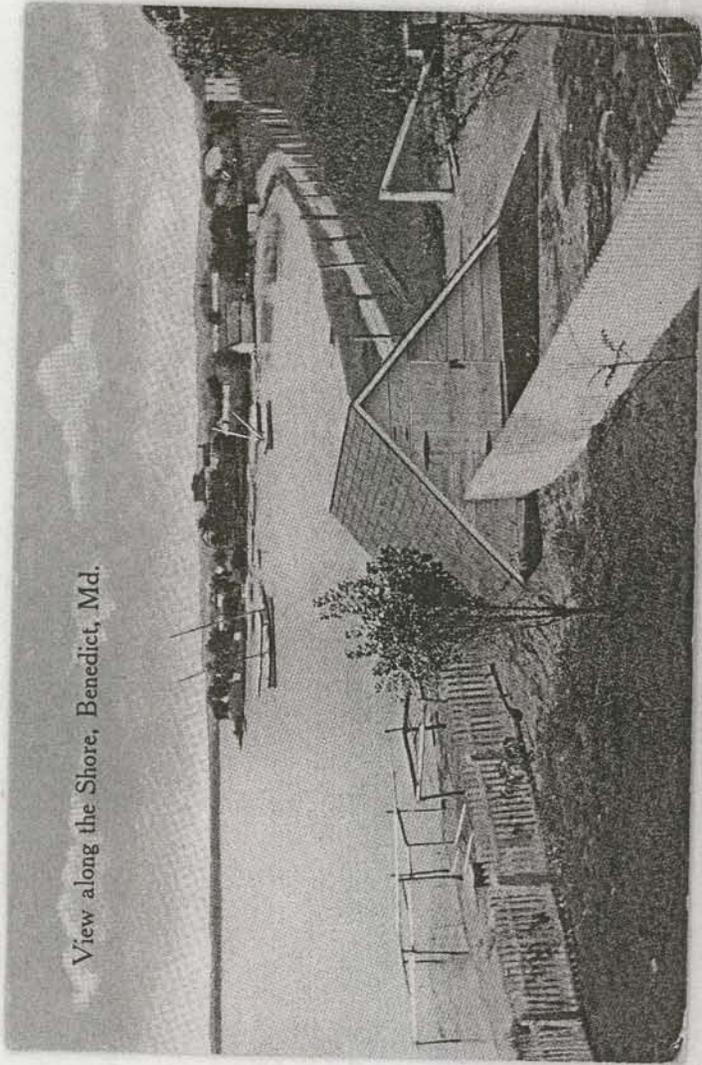
27' BaySwit fishing boat built in the 1940s by Cornelius Welch of Benedict (died 1996)
Boat shown laid-up at Benedict, 1997. Owned by Aubry Humbert of Benedict.

P-9195

2070-1

1A

View along the Shore, Benedict, Md.



P-5428
(2 of 2)

PLACE
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DOMESTIC
ONE CENT
FOREIGN
TWO CENTS

Post Card

ADDRESS

MESSAGE

CALVERT MARINE MUSEUM
SOLOMONS, MD 20688

Printed by H. E. Thomas, Towry, Md.

Plate 5110



P-6249

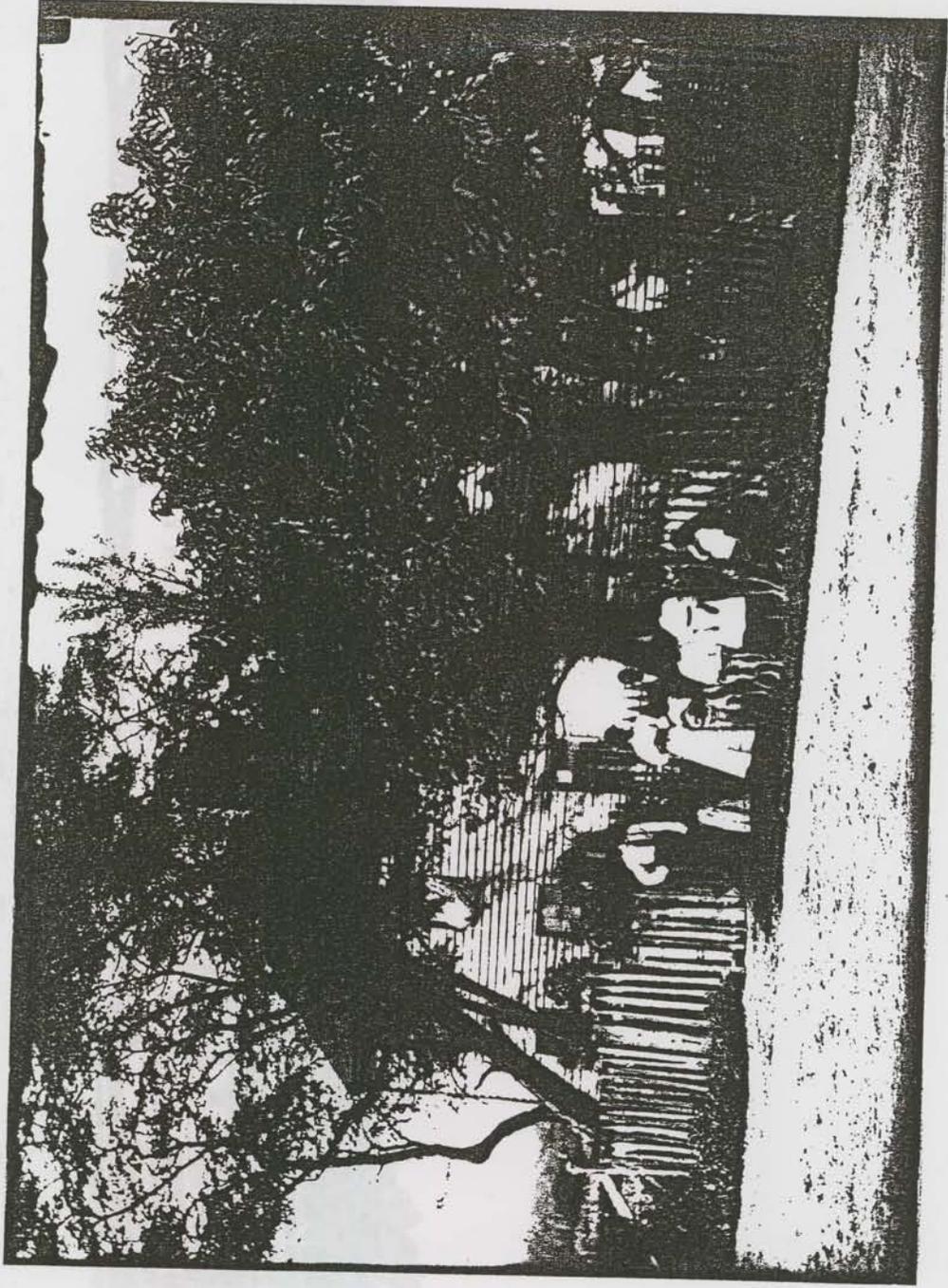
N05-022-3

Staff Roombler Collection SMSC-General-Scenes: Benedict 850195# 127

Columbia Historical Society

Wash. D.C.

~~Aug~~ Aug. 14, 1987

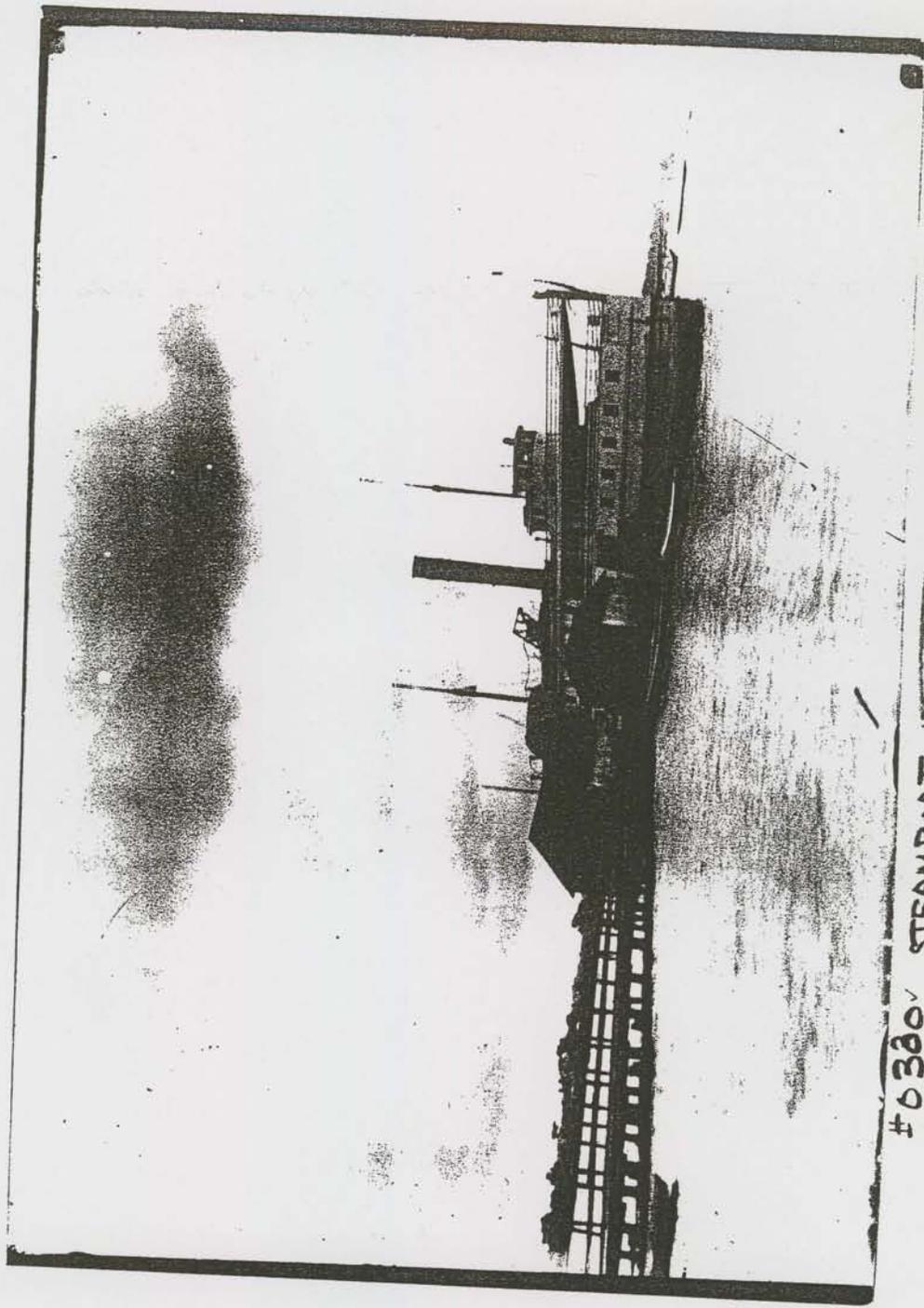


SMSC - General - Scenes: Benedict

850195

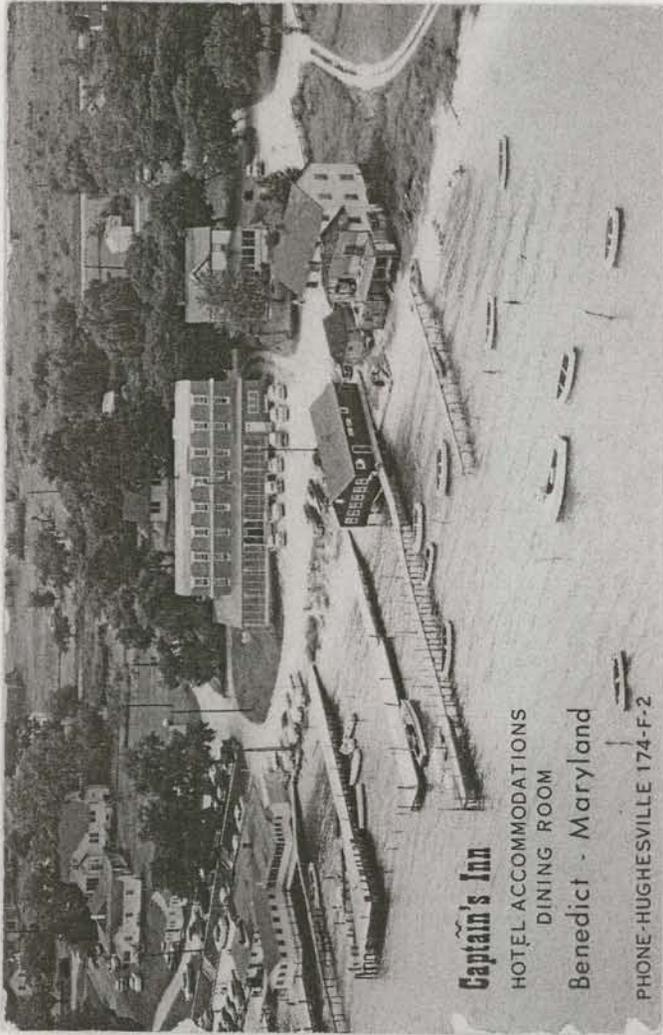
129

from Columbia Historical Society



#0380 STEAMBOAT ~~AT BENE~~
 AT BENE^{DICT} 1906

"Benedict" 0330



Captain's Inn

HOTEL ACCOMMODATIONS
DINING ROOM

Benedict - Maryland

PHONE-HUGHESVILLE 174-F-2

1134

Donated by:
Mr. E.H. Waldecker
RT 2 Box 239A
California, MD, 20619
14 Jan 1985
(Details in file)

P-2399



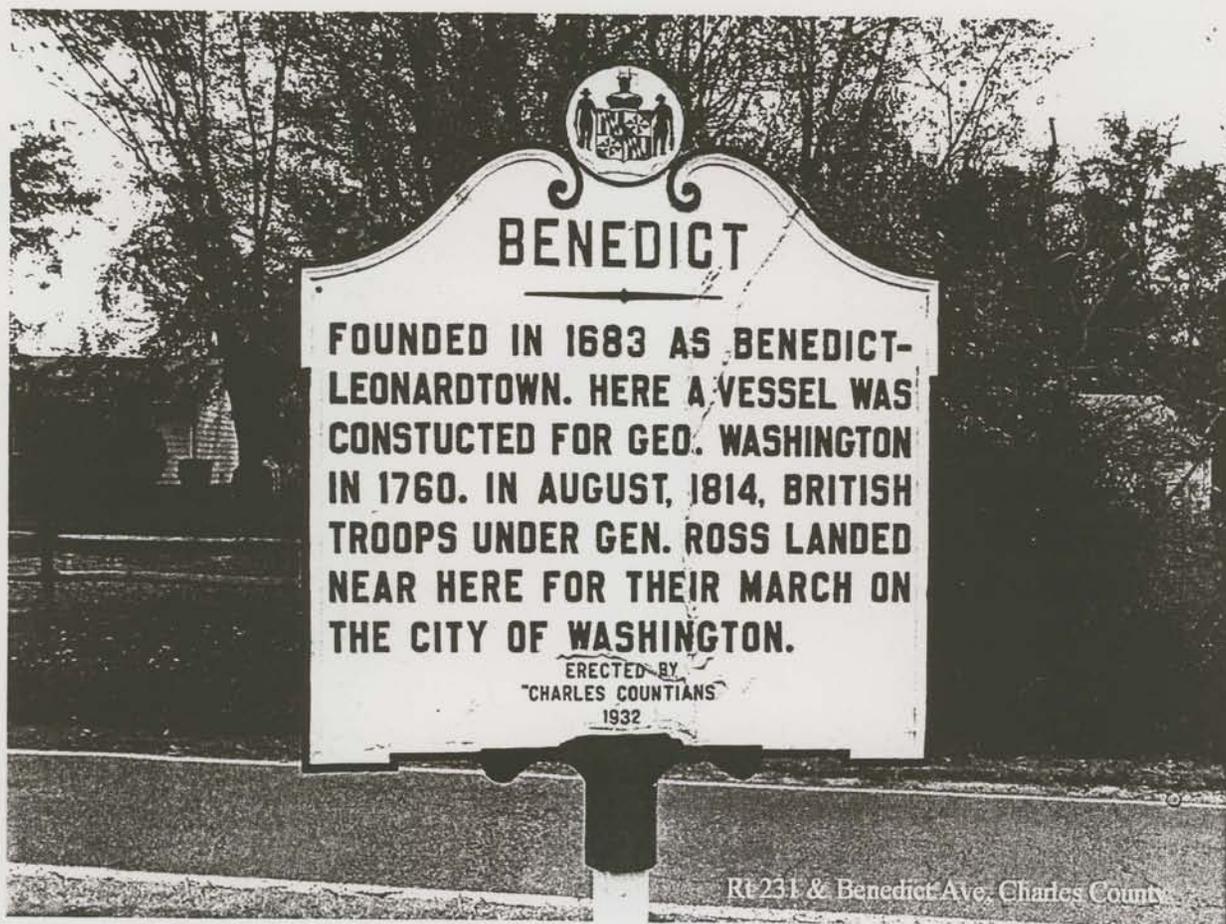
CAMP STANTON

WAS ESTABLISHED IN THIS AREA,
OCTOBER, 1863, FOR THE RECRUITING
AND TRAINING OF THE SEVENTH, NINTH,
NINETEENTH AND THIRTIETH UNITED
STATES COLORED INFANTRY.

CHARLES COUNTY
CIVIL WAR CENTENNIAL COMMISSION

2004 Stephen Blackpool, Inc.

Rt 231 & Benedict Ave, Charles County



BENEDICT

FOUNDED IN 1683 AS BENEDICT-LEONARDTOWN. HERE A VESSEL WAS CONSTRUCTED FOR GEO. WASHINGTON IN 1760. IN AUGUST, 1814, BRITISH TROOPS UNDER GEN. ROSS LANDED NEAR HERE FOR THEIR MARCH ON THE CITY OF WASHINGTON.

**ERECTED BY
"CHARLES COUNTIANS"
1932**

Rt 231 & Benedict Ave. Charles County



Gassy Thompson Joe Lawrence
Archie Fippett Bernard Lawrence
Jr. Thompson Roy Thompson
Patuxent River, MD

PHOTO LOG

Holder number: 3-98018

**Calvert Marine Museum
Solomons, Maryland 20688**

**Subjects: Banagan loan, Acq. 6266
Thompson loan, Acq. 6317**

Date copied: June, July 2005

Photographer: R. Hurry

Frame #	Description
	Begin Jim Banagan loan, Acq. 6266
2 - 4	Waterfront scene showing boats owned by Banagan family, 1960
5 - 7	Joseph Herman Gass, left, with brother William Cullins Gass.
8 - 10	Joseph Herman Gass
11 - 13	Joseph Herman Gass
	Begin James G. "Junior" Thompson and Marie Thompson loan, Acq. 6317
14 - 15	Portrait of James Golden Thompson, Sr.
16 - 17	J.G. "Junior" Thompson participating in oyster shucking competition.
18 - 19	J.G. "Junior" Thompson, center, with Francis Herbert, left, and Jimmy Gass holding striped bass behind Thompson Seafood on St. Patrick Creek.
20 - 21	Men posing with shark at Benedict, MD. (L-bottom to top: Junior Thompson, Archie Tippett, Gussy Thompson. R-bottom to top: Roy Thompson, Bernard Lawrence, Joe Lawrence.)
22 - 23	Mr. and Mrs. James Golden Thompson, Sr.
24 - 25	Paul Thompson, right, and Jimmy Morris on pier behind old Thompson Seafood building on St. Patrick Creek.

Southern Maryland Studies Center Collections

Collection Number 850174
Collection Title Makle-Yates Family History Collection
Ownership MD State Archives
Donor Louise D. Hutchinson, George F. Jones
Century 19th
Format Documents, audiotape, videotape
Restricted Check with MD State Archives.

Scope and Content The collection contains information about James Makle, a volunteer in the United States Colored Troops in 1864, Benedict, Maryland. A videotape of a conversation with Louise Hutchinson and George Jones in the reading room of the studies center in February, 1993, concerning, "A Walk to Freedom", (Makle-Yates exhibit). A 54 minute audiotape, "Person to Person", WSMD radio, February 28, 1993, in which George F. Jones, Sr. and Louise Hutchinson are interviewed about their research into the life of James Makle, his relatives and descendants.

Memo One folder, one tape, multi-collection box #5.

Keywords Makle; Yates; Civil War; African-Americans

Location Aisle H4-5.

Collection Number 850180
Collection Title The Benedict, Maryland Collection
Ownership CSM
Donor Barnsley Warfield, Charles E. Shorter
Century 20th
Format Documents, photos
Restricted No

Scope and Content The collection contains a script titled, "That Day at Benedict", written by Marion Swann; photographs (copies) of Mr. and Mrs. T. Shorter, c. 1958, William T. Shorter, Harry Shorter, Sr. on the dock, Mr. and Mrs. Harry Shorter, Sr., and the Benedict Pier in winter.

Miscellaneous items include: a Benedict Post Office Centennial envelope; obituary of Captain Shorter (copy); and a menu from Shorter's Place.

Memo Multi-collection box #5. Deed of gift.

Keywords Shorter; Benedict

Location Aisle H4-5.

Southern Maryland Studies Center Collections

Collection Number 850193

Collection Title George Howard Post Collection

Ownership CSM

Donor George H. Post

Century 19th, 20th

Format Documents, photographs

Restricted No

Scope and Content The collection contains "The Negro in Charles County, Maryland, 1870 to 1895", the senior thesis by George H. Post, University of Maryland, May, 1971. Research notes for the thesis; 1950's Hughesville school banner; copies of original photographs, negatives and proof sheet, original photographs; photocopies of genealogy chart, newspaper stories, 1916 automobile guide, plan for Bresnahan's addition, Benedict, 1926 (never developed), survey of an oyster bed, 1886.

Memo One standard box. Deed of gift and inventory.

Keywords Hughesville; Negroes; African-Americans; genealogy

Southern Maryland Studies Center Collections

Collection Number 850212

Collection Title Timothy Bladen Photographic Collection: Portraits of Southern Maryland

Ownership Charles County Heritage Commission

Donor Timothy Bladen, Phyllis C. Taylor, Jewell A. Crandell

Century 20th

Format Photographs

Restricted Yes, copyright is retained by the photographer until his death plus 25 years.

Scope and Content The collection contains 36 black and white individual portraits of Southern Maryland residents engaged in occupations that are beginning to disappear from the economic landscape (primarily watermen and farmers).

Memo The collection is housed in one standard box. According to the artists deed of gift, the artist allows distribution, but will retain approval of resolution of images (3 images have this restriction). Proceeds from finished work go to SMSC. There is a printout of the database.

Keywords farming; occupations; agriculture

Location Aisle I and J.

Collection Calvert Marine Museum Collection
Other#
Old#
Accession# 1976.423
Received as Gift
Category 4: T&E For Materials
Subcategory Seafood Processing T&E
Othername
Received date 08-26-1976
Cataloged by
Catalog date
Source Steinlein, Jr., Eric J. & Chaney, W. Calvert & Benning, Elmer & Chaney, E. Stewart
Creditline Gift: Eric J. Steinlein, Jr., Calvert W. Chaney, Elmer Benning, and Stewart E. Chaney

002\1976423110.JPG



Home loc OH L1
Description Large galvanized metal can with one side seam, fitted lid (lid: CMM76.423.121) and metal side handles. Can contains brass label plate: Patuxent Oyster Co., Benedict MD 104"

Date
Year Range 0 - 0
Condition
Status date
Status by
Status

Height 13.125 in
Length 0.000 in
Diameter 11.500 in
Weight 0.000 oz
Width 0.000 in
Depth 0.000 in
Circum 0.000 in
Count
Dim Notes

Collector
Site
Pl origin
Coll date / /
Site#

Event
Material Galvanized metal, brass

Found
Used
Made
Owned

Title
Provenance
Artist

Makers mark
Inscription type
Inscrip techq
Inscrip lang
Inscription text
Inscription position
Inscription translation

Updated/by 05/29/2008 11:06 AM Robert Hurry

1976.423.110 Can, oyster shipping

Calvert Marine Museum

Copyright Calvert Marine Museum



Description

Large galvanized metal can with one side seam, fitted lid (lid: CMM76.423.121) and metal side handles. Can contains brass label plate: Patuxent Oyster Co., Benedict MD 104"

1976.423.110 Can, oyster shipping

Calvert Marine Museum

Copyright Calvert Marine Museum

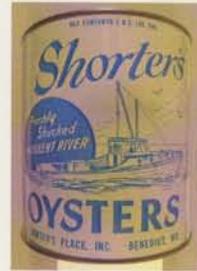


Description

Large galvanized metal can with one side seam, fitted lid (lid: CMM76.423.121) and metal side handles. Can contains brass label plate: Patuxent Oyster Co., Benedict MD 104"

Collection Calvert Marine Museum Collection
Other#
Old#
Accession# 1987.04.
Received as Gift
Cataloged by
Source Lore, Joseph C.
Creditline Gift: Joseph C. Lore
Home loc AB MS C11B

001\19870401.JPG



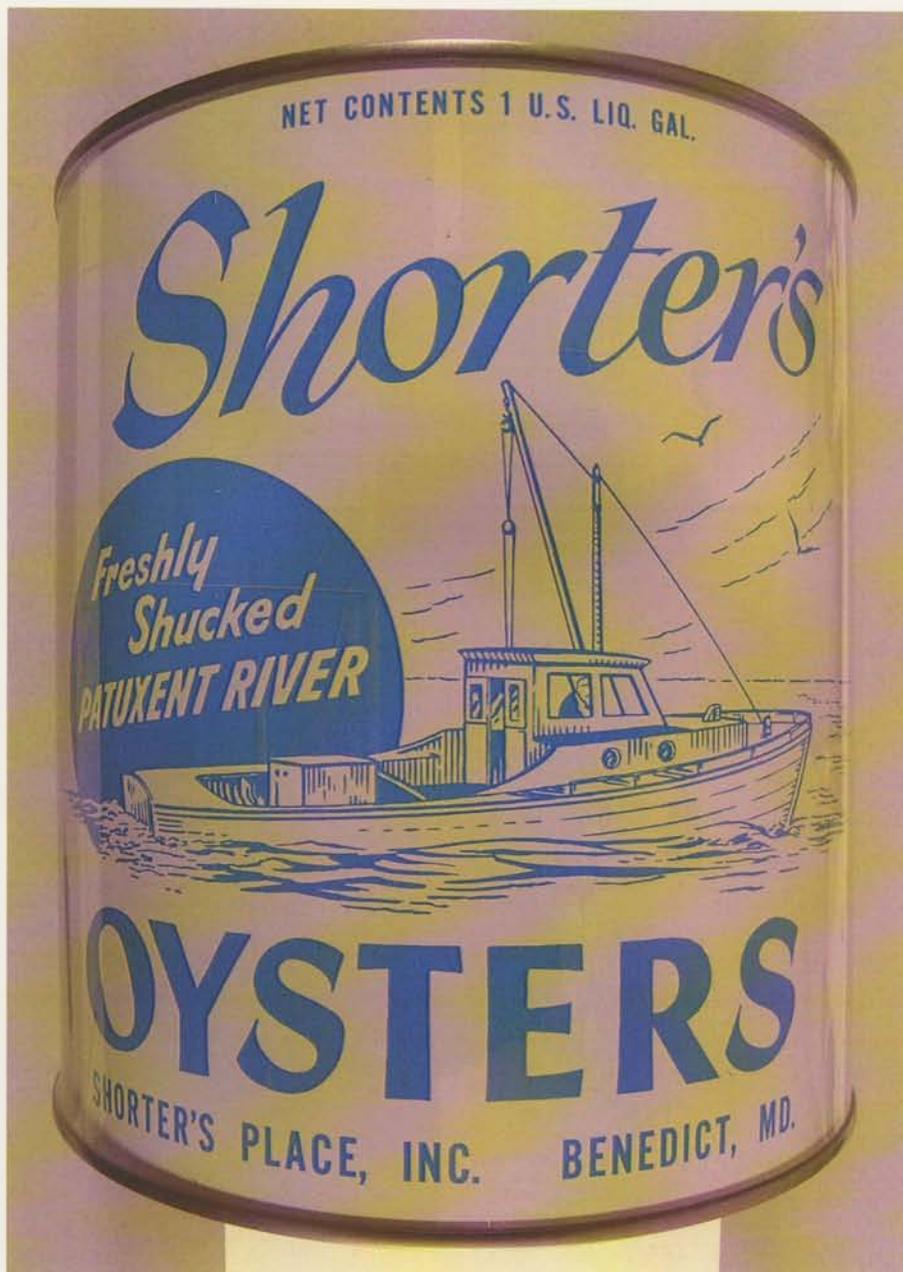
Can, retail oyster

Description Retail oyster can, one gallon capacity, made of metal with metal lid. Blue and white label lettering: "Shorters Freshly Shucked Patuxent River Oysters," "Shorter's Place, Inc., Benedict, MD." and "MD 103." Can has "Selects" lid.
 NOTE: Can given to J.C. Lore by Independent Can Co., Baltimore, MD, just prior to donation to CMM.

Date		Status date	
Year Range	0 - 0	Status by	
Condition		Status	
Height	7.250 in	Width	0.000 in
Length	0.000 in	Depth	0.000 in
Diameter	6.625 in	Circum	0.000 in
Weight	0.000 oz	Count	
Collector		Coll date	/ /
Site		Site#	
Pl origin			
Event			
Material	Steel		
Found			
Used			
Made	Independent Can Co., Baltimore, MD		
Owned			
Title		Artist	
Provenance			
Makers mark			
Inscription type		Inscription text	
Inscrip techq		Inscription position	
Inscrip lang		Inscription translation	
Updated/by	09/20/2007 02:55 PM Jennifer Pitts		

1987.04.01 Can, retail oyster

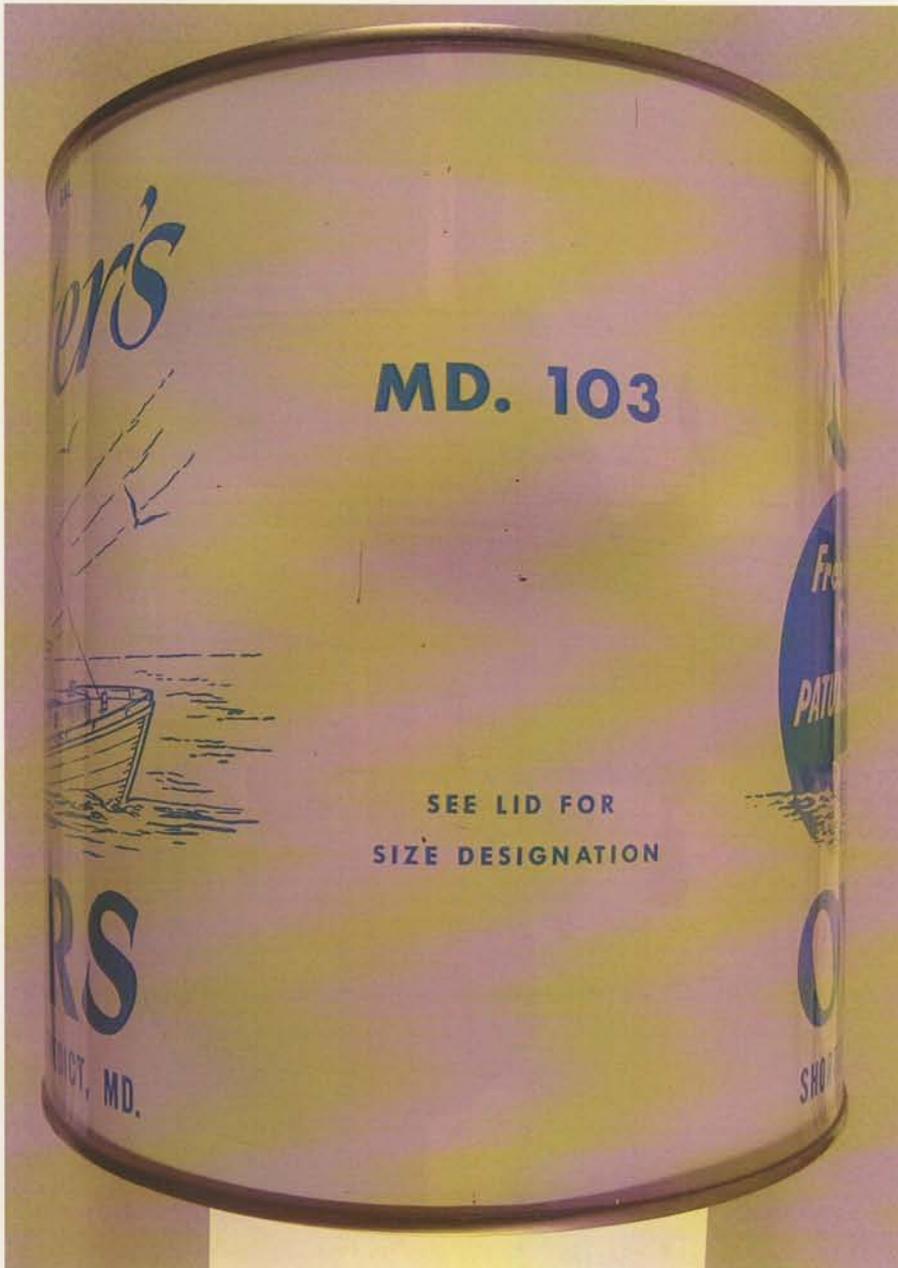
Calvert Marine Museum



Description

Retail oyster can, one gallon capacity, made of metal with metal lid. Blue and white label lettering: "Shorter's Freshly Shucked Patuxent River Oysters," "Shorter's Place, Inc., Benedict, MD." and "MD 103." Can has "Selects" lid.

NOTE: Can given to J.C. Lore by Independent Can Co., Baltimore, MD, just prior to donation to CMM.



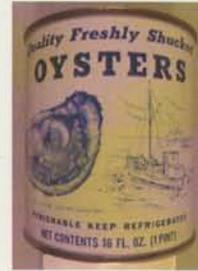
Description

Retail oyster can, one gallon capacity, made of metal with metal lid. Blue and white label lettering: "Shorter's Freshly Shucked Patuxent River Oysters," "Shorter's Place, Inc., Benedict, MD." and "MD 103." Can has "Selects" lid.

NOTE: Can given to J.C. Lore by Independent Can Co., Baltimore, MD, just prior to donation to CMM.

Collection Calvert Marine Museum Collection
Other#
Old#
Accession# 1984.37.
Received as Gift
Cataloged by
Source Messick, Harry, Jr.
Creditline Gift: Harry Messick, Jr.
Home loc AB MS C01B

001\1984372.JPG



Can, retail oyster

Description Retail oyster stock can, one pint capacity. White and blue label lettering, embossed: "Harry Messick Benedict MD MD 105." Can has no lid.

Date
Year Range 0 - 0
Condition
Status date
Status by
Status

Height 3.750 in
Length 0.000 in
Diameter 3.375 in
Weight 0.000 oz
Width 0.000 in
Depth 0.000 in
Circum 0.000 in
Count
Dim Notes

Collector
Site
Pl origin
Coll date / /
Site#

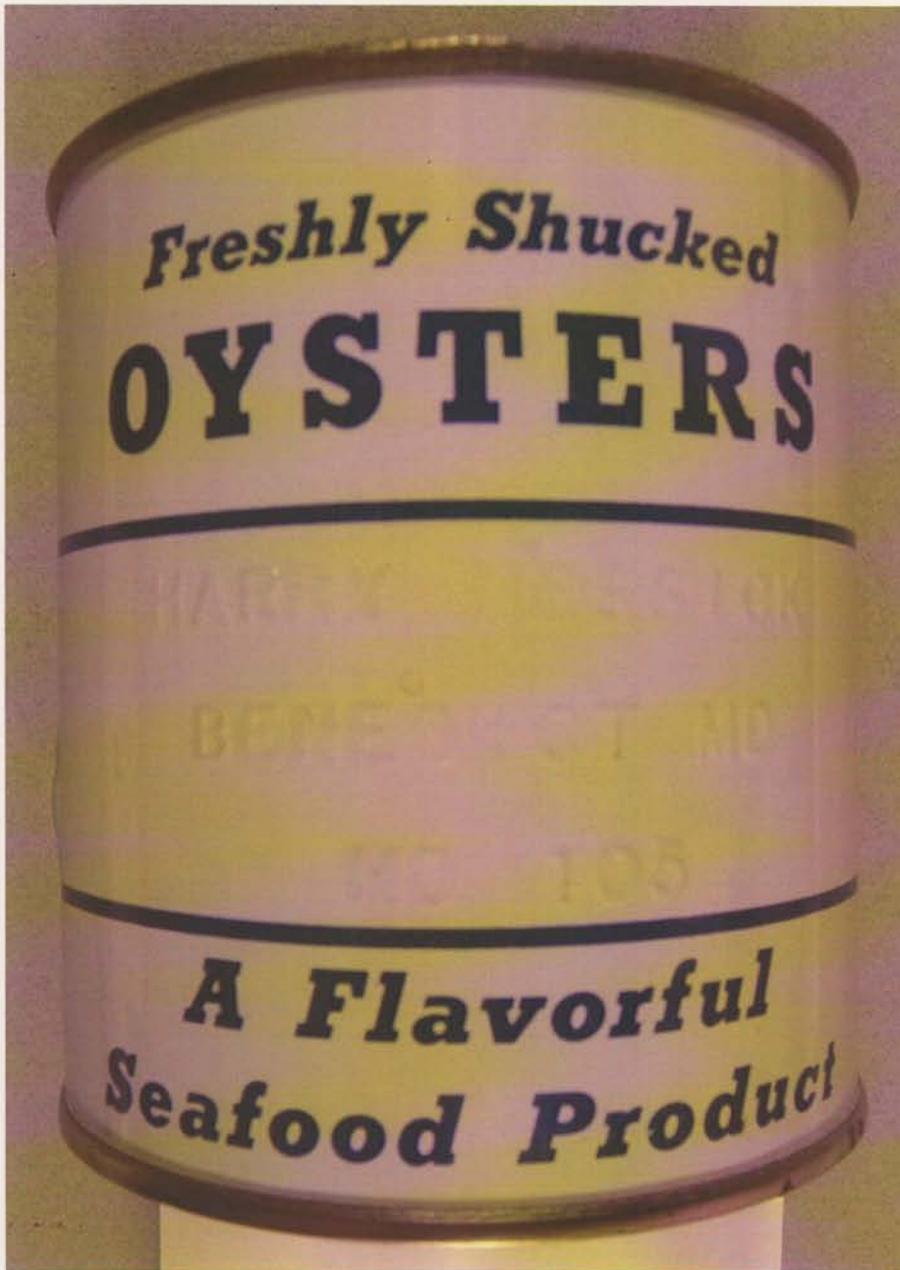
Event
Material Steel

Found
Used
Made Independent Can Co.
Owned

Title
Provenance
Artist

Makers mark
Inscription type
Inscrip techq
Inscrip lang
Inscription text
Inscription position
Inscription translation

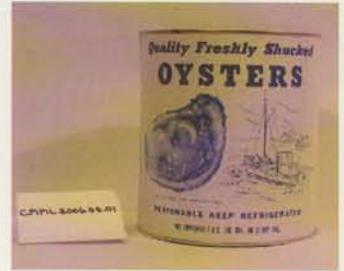
Updated/by 09/20/2007 02:55 PM Jennifer Pitts



Description

Retail oyster stock can, one pint capacity. White and blue label lettering, embossed: "Harry Messick Benedict MD MD 105." Can has no lid.

002\CMML 20060501.JPG



Collection
Other#
Old#
Accession#
Loanin# CMML 2006.05
Cataloged by Jennifer Pitts
Source Schlagel, Ruth
Creditline Loan: Ruth Ann Schlagel
Category 4: T&E For Materials
Subcategory Seafood Processing T&E
Othername
Loan from -to 05/11/2006 - / /
Catalog date 05/17/2006

Home loc EB MZ

Description Retail stock oyster can, one gallon capacity. White can with blue lettering. Graphic images on the front of the can include a photograph of an oyster on the half shell and an illustration of an oyster boat. Text above images reads: "Quality Freshly Shucked OYSTERS." "Chappelear Bros, Benedict, MD MD107" is embossed inside a blue rectangle box centered on the back of the can. Text above the box reads: "Freshly Shucked OYSTERS." Text below the box reads: "A Flavorful Seafood Product". Lid is blue with silver letters. Text reads: "Oysters Extra Selects".

Date
Year Range 0 - 0
Condition
Status date 05/17/2006
Status by Jennifer Pitts
Status OK

Height 7.250 in
Length 0.000 in
Diameter 6.750 in
Weight 0.000 oz
Width 0.000 in
Depth 0.000 in
Circum 0.000 in
Count
Dim Notes

Collector
Site
Pl origin
Coll date / /
Site#

Event
Material Metal

Found
Used
Made
Owned

Title
Provenance
Artist

Makers mark
Inscription type
Inscrip techq
Inscrip lang
Inscription text
Inscription position
Inscription translation

Updated/by 07/19/2006 12:31 PM Unknown



Description

Retail stock oyster can, one gallon capacity. White can with blue lettering. Graphic images on the front of the can include a photograph of an oyster on the half shell and an illustration of an oyster boat. Text above images reads: "Quality Freshly Shucked OYSTERS." "Chappelear Bros, Benedict, MD MD107" is embossed inside a blue rectangle box centered on the back of the can. Text above the box reads: "Freshly Shucked OYSTERS." Text below the box reads: "A Flavorful Seafood Product". Lid is blue with silver letters. Text reads: "Oysters Extra Selects".



CALVERT MARINE MUSEUM

P. O. Box 97, Solomons, Maryland 20688

(410) 326-2042 • FAX (410) 326-6691

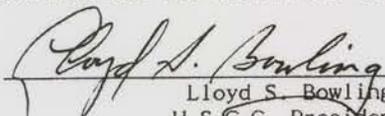
RECEIPT

The Calvert Marine Museum transfers to The Historical Society of Charles County the following artifacts:

One small caliber solid cannonball, recovered at Benedict, Maryland by Bill Kennon.

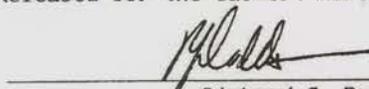
One collection of Minnie balls recovered from Camp Stanton, Charles County, Maryland, by Mr. Saporita.

Received for The Historical Society of Charles County by:


Lloyd S. Bowling
H.S.C.C. President

1-14-98
(Date)

Released for the Calvert Marine Museum by:


Richard J. Dodds
Maritime History Curator

1/14/98
(Date)

MUSEUM DIRECTOR - C. Douglass Alves Jr.

BOARD OF GOVERNORS - John W. Williams Jr., *Chairman*, Karen H. Abrams, Esq., J. Ernest Bell, Donald L. Brown, Dr. Mark R. Frazer, J. Matthew Gambrell, William B. Glascock II, Carl M. Loffler Jr., Jodie Lee Marinelli, Michael J. Moore, Shery D. Reid, Margaret W. Reynolds, Carmen Nance Sanders, John A. Simpson Jr., John C. Smith, and George C. Tilghman

TDD (410) 535-6355



COLLECTIONS AND RECORDS DELIVERY RECEIPT

Maryland Archaeological Conservation Laboratory
Jefferson Patterson Park and Museum
Maryland Historical Trust

Consultant or Donor Historical Society of Charles County

Name of Project _____

Site No.(s) 1 cannon ball from Patuxent River near Benedict
253 minie balls from Camp Stanton

No. of boxes of artifacts _____

No. of boxes of associated records _____

- | | | | |
|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|---------------------------------------|-------------------------------|
| <input type="checkbox"/> Washed | <input type="checkbox"/> Field records | <input type="checkbox"/> Lab records | <input type="checkbox"/> Maps |
| <input type="checkbox"/> Marked | <input type="checkbox"/> Artifact Catalog (2 copies) | | |
| <input type="checkbox"/> Acid free tags | <input type="checkbox"/> black and white photos | <input type="checkbox"/> color slides | |
| <input type="checkbox"/> Bags labeled | <input type="checkbox"/> black and white negatives | <input type="checkbox"/> color photos | |
| <input type="checkbox"/> Artifacts packaging meets standards
(Technical Update No. 1, Seifert) | <input type="checkbox"/> Photologs for all photographic documentation | | |
| <input type="checkbox"/> Other _____ | <input type="checkbox"/> List of Associated Records | | |

Comments: Cannon bullets recovered from Benedict by Mr Saporita
Clinton MD brought to CUM by Peter Sushenk

Delivered to MAC Lab by R Wayne Winkler Date 5/1/2000
Received at MAC Lab by St. Elmer Jones Date 5/01/00

This acknowledges delivery of the collection **only**. An acknowledgement of acceptance of the collection will be sent within 20 working days if no further compliance problems are encountered in the accessioning of the collection.