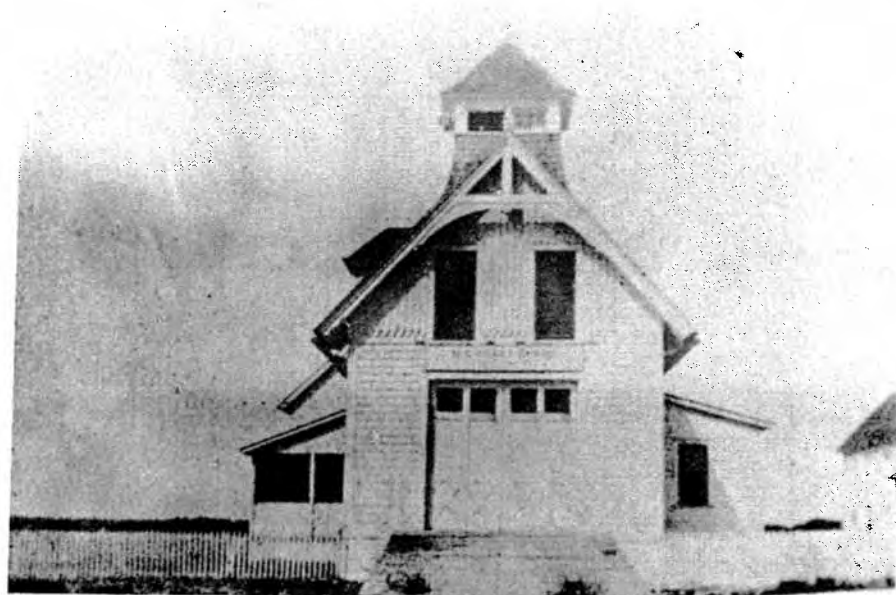


GENERAL BACKGROUND STUDY and HISTORICAL BASE MAP

**Assateague Island National Seashore
Maryland - Virginia**

By
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DIVISION OF HISTORY
Office of Archeology and Historic Preservation
December 18, 1968

BASIC DATA STUDY

HISTORY

Assateague Island National Seashore

December 31, 1968

Prepared by Edwin C. Bearss

Approved by Regional Director, NE

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FOREWORD

This report has been prepared to satisfy the research needs as enumerated in RSP-H-1, General Historical Survey and Historical Base Map, Assateague Island National Seashore. The area's historic sites have been identified, evaluated, and plotted on the Historical Base Map. Structures that are to appear on the List of Classified Structures have been identified, as well as the lands and resources to be designated Class VI in the Land Classification Plan.

A number of persons have assisted in the preparation of this report. Particular thanks are due Superintendent Bertrum Roberts and the following members of his staff: Miss Lynn McGrath, Gordon Noreau, John Hunter, and Gunner Guardipee. Information secured from long-time residents of the area: Judge Walter Price and Ralph Watson of Snow Hill; Mrs. Addie Carey, Mrs. Indiana Henry, and James Quillen of Berlin; and Miss Melvina Shepherd and Norman Jones of Chincoteague was of great assistance. Dr. Reginald Truitt of Stevensville, Maryland, was also helpful. I wish to extend special recognition to William B. Marye of Baltimore. Besides having prepared the best single article on

the area, "The Seacoast of Maryland," published in the Maryland Historical Magazine, Mr. Marye has cheerfully shared with me his vast knowledge of Assateague Island and has made a number of trips to the Maryland Hall of Records to secure data on the original land grants. To Frank Sarles I wish to extend thanks for proof-reading the final draft; to James Sheire my appreciation for translating the logs of the German submarines U-117 and U-151; and to F. Ross Holland for his suggestions as to source materials for the chapter dealing with Assateague Light. Finally, I wish to thank Mrs. Sarah Smith for the many hours she put in typing the manuscript.

E. C. B.

Washington, D. C.
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CHAPTER I

Geographic Setting

The Eastern Shore of Chesapeake Bay embraces three main physiographic regions: (a) the mainland, (b) the coastal islands, and (c) the marshes. Of these, Assateague Island National Seashore includes only one: the coastal islands. These islands, low and sandy, occur as a chain along the Atlantic Ocean, paralleling the area throughout its length, and varying from one and one-half to eight miles in distance from the mainland. The islands, bars which vary in width from several hundred feet to about one-half mile, form an almost continuous barrier, broken only by narrow inlets leading into bays, channels, and salt marshes lying between them and the mainland.¹

Today Assateague Island extends 36 miles from Ocean City Inlet in the north to Chincoteague Inlet in the south. In the past the island was divided into several barrier islands by inlets, but at present these are all closed. Assateague Island is separated from the mainland by Sinepuxent

1. The Eastern Shore of Maryland and Virginia, Charles S. Clark (ed.), 3 vols. (New York, 1950), 1, 30.

Bay in the north and Chincoteague Bay in the south. Assateague Channel and Assateague Bay separate the southwestern portion of the island from Chincoteague Island. Assateague, as well as the other coastal islands, possesses many sand dunes which are often shifted and altered by the winds. These dunes are seldom more than ten or 15 feet in height. On the landward side of the island there is a belt of salt marsh.²

2. Ibid., 33. The dune sand is composed of shifting, incoherent sand built up into dunes by wind action. Ibid., 36.

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CHAPTER II

Giovanni da Verrazzano and Assateague

The first Europeans to set foot on the Eastern Shore of Chesapeake Bay belonged to the crew of Dauphine commanded by Giovanni da Verrazzano, a Florentine navigator in the service of King Francis I of France. In 1523 at Dieppe, France, Verrazzano outfitted Dauphine and shipped a 50-man crew. Leaving the Madeira Islands on January 17, 1524, the ship made her first landfall on March 7 in latitude 34° , near Cape Fear. Cruising the coast east and north, Verrazzano mistook the North Carolina outer banks for an isthmus, separating the Atlantic Ocean from a supposed Oriental Sea. He now coasted northward about 50 leagues, to where he came "to another land which appeared much more beautiful and full of the largest forests." Here he put ashore a landing party of 20 men, who penetrated eight miles inland.¹ After remaining off the coast for three days, Dauphine resumed her run up the coast as far as 50° latitude.

1. Harry F. Covington, "The Discovery of Maryland or Verrazzano's Visit to the Eastern Shore," Maryland Historical Magazine, 10, No. 3, 204-205.

Nothing in Verrazzano's descriptions of Arcadia, as he called the area, discloses the point where the landing party from Dauphine came ashore. But inasmuch as the landing party went inland eight miles without encountering Chesapeake Bay, it may be inferred that the point of disembarkation was well to the north of Cape Charles. Harry F. Covington, who made an exhaustive study of the subject, has concluded that Verrazzano "may have sailed into Assateague Bay through the southern opening, known to us as Chincoteague 'inlet;' here lay at anchor; and then departed by way of the opening off Sinepuxent Neck." If he had cruised the coast of Assateague Island, it would have been impossible for him to have observed the wooded mainland across the intervening spit and bay, seven miles across. Above Sinepuxent Neck, however, the bay narrows, and the wooded mainland is visible from the sea. Covington concluded that in all probability Verrazzano "landed at the lower end of Assateague Bay, somewhere opposite Chincoteague Island, and then passed through the bay, and also landed at the upper end of the bay on Sinepuxent Neck."²

Verrazzano, on going ashore in the new-found land, sighted a naked Indian youth, his hair "fastened in a knot," who on seeing the white men, appeared terrified and "stood

2. Ibid., 207-211.

hesitating and ready for flight." As a gesture of friendship, he lifted a burning torch "as if to offer us a fire." A shot inadvertently fired into the air by one of the explorers panicked the Indian, who fled into the woods. The landing party determined to follow in hopes of locating an Indian village. After they had proceeded about eight miles, they found their way impeded by the swamps of the upper Pocomoke River. Nowhere were any signs of human habitations to be seen. Finally, a squaw and a young girl were sighted, each carrying three small children on their backs. One of the children was seized and taken back to Dauphine.

When he filed his report of his voyage of discovery on his return to France, Verrazzano reported that the Indians of the region were lighter in color than those previously encountered, and they used mossy foliage (apparently collected from the cypress trees along the Pocomoke) as clothing. They subsisted on "pulse" or wild peas, and by hunting and fishing. As the area was barren of rocks and metals, the Indians used arrows with shafts of reeds and tipped with sharpened animal and fish bones. Their boats were large dugouts, hollowed out with fire.³

3. Ibid., 211-212; Eastern Shore of Maryland and Virginia, 1, 5-6.

Site Evaluation and Recommendations

Although Verrazzano navigated Chincoteague Inlet, Chincoteague Bay, and Sinepuxent Bay, he did not land on Assateague Island. Consequently, the Verrazzano story cannot be tied to any specific site on the island, and will have to be interpreted to the public in the Visitor Center.

#

CHAPTER III

First Settlements

A. In Virginia

The lower peninsula, called Accawmacke by the Indians of the Eastern Shore, was first settled by whites in 1614, and in the early years of the 17th Century Crown messages were sent, "To our faithful subjects of ye Colonie of Virginia and ye Kingdon of Accawmacke." Accomac was one of the eight shires into which Virginia was divided in 1634.

In 1659 the settlers of Accomac determined to take action against the Assateague Indians of the lower Maryland Shore in reprisal for their depredations upon scattered settlements in the upper part of Northampton County and the lower part of Maryland (then claimed by Virginia).¹ A punitive expedition to be led by Col. Edmund Scarborough was sanctioned by Governor Samuel Matthews. Both the Governor and Scarborough wrote the governor of Maryland soliciting

1. When the county that formerly embraced all the Virginia Eastern Shore and was first called Accawmacke (Accomac) was divided, the new upper county assumed the old name, and the lower county was designated Northampton.

cooperation, but it was not forthcoming. In Scarborough's letter, dated August 28, he wrote, "In ten days I shall leave here with three hundred men and sixty horses, sloops, and all other things necessary for the campaign, and arrangements have been made for a similar supporting party." Although no record of the expedition is available, it must have been a success, because in 1660 the Assembly at Jamestown:

Ordered that seventy thousand five hundred pounds of tobacco, the same allowance of the soldiers that were carried over to Accomack, be also paid to the inhabitants of Accomack for the full charge of all the late warr, Provided that twenty-two thousand six hundred eight-one pounds of tobacco be deducted out of the same, It being paid for the debt long since due from the said county to the publique.

From the above, it appears that some of the men constituting Scarborough's force came from the Western Shore. That such a step was necessary seems unlikely, because the Assateagues could not have numbered more than 200 worriers. Colonel Scarborough, however, loved war as the Indians' loved vengeance, and he was determined to extirpate the Indians, and undoubtedly employed his influence at Jamestown to secure the government's assistance.²

2. Ralph T. Whitelaw, Virginia's Eastern Shore: A History of Northampton and Accomack Counties, 2 vols. (Gloucester, Mass., 1968), 1, 31-32, 631; Jennings C. Wise, Ye Kingdome of Accawmacke on the Eastern Shore of Virginia in the Seventeenth Century (Richmond, 1911), 159-161.

Although the power of the Assateagues to harass the settlers of Accomack had been broken by the Scarborough expedition of 1659, almost 30 years were to pass before the first claim to Assateague Island was made. As the final decade of the 17th Century approached, the lands on the Eastern Shore, near the Virginia-Maryland boundary as established in 1668, were patented. Capt. Daniel Jenifer in 1687 was granted a patent for 3,500 acres, being all of Assateague Island up to the Maryland line.³

The haste of Jenifer and others to patent the islands and marsh lands was the result of restrictions that the Virginia General Assembly had placed on permitting livestock to run in the woods. Wild horses had become a menace in parts of Virginia, including the Eastern Shore. The importation of horses was stopped, and persons catching a wild horse were entitled to keep it under certain conditions. Horse hunting became a sport, but it was prohibited on Sunday. Horses and cattle were put on the islands as soon as they were patented and rounded up once a year for branding, where more than one man owned an island.⁴

3. Whitelaw, Virginia's Eastern Shore, 2, 1384.

4. Nora M. Turman, The Eastern Shore of Virginia, 1603-1964 (Onancock, 1964), 72.

To hold his patent on the barrier islands, the owner was required to keep only four men on it and pay the King's rent. Thus a small number of men could tend a large herd of livestock, where no fences were needed.

Where two or three men owned the entire island, they prorated the breeding stock put on the island, then prorated the increase. In this manner there was no need for a spring roundup to mark the young, while they were with their mothers as was the case on the mainland. The men employed to serve as livestock rangers presumably did some slaughtering and curing of meat and prepared the hides for market. Such products required inspection at one of the ports on the mainland before they could be shipped out of Virginia.⁵

Jenifer in 1689 sold to Maximilian Gore, for 12,000 pounds of tobacco, "3,500 acres of sandy and marshy and swampish land on Assateague Island." In 1691, 250 acres on a marsh, called Wildcat Island, were patented, and a year or two later purchased by John Curtis III. A decade later, another "marshy island with some trees on it," containing 300 acres and lying near Oyster Creek in Assateague Inlet, was purchased by Curtis, payment being made in cattle.⁶

5. Ibid., 104-105.

6. Susie M. Ames, Studies of the Virginia Eastern Shore in the Seventeenth Century (Richmond, 1940), 33-34.

Maximilian Gore and his wife (Joyce) in 1696 left to his three sons-in-laws (stepsons) and a son, as follows: to James Smith, 500 acres; to John Smith, 500 acres; to Thomas Smith, 300 acres, and to his son Daniel Gore the balance as a residuary legatee.

In 1709 James Smith left his part as 644 acres to his sons John, Thomas, and James. The estate of Thomas Smith was administered in 1710 to Francis Benston as having married the widow Ann, but a son, John, succeeded to the title.

Daniel Gore in 1720 bequeathed to his son William, Ragged Point Neck, Little Neck, and one-third of 500 acres he had bought from John Smith; to his son Selby, Great Neck; and the balance to them jointly.

William Gore in 1737 sold to William Chance and his daughter, Patience, 200 acres which he said had been sold his father, Daniel, by John Smith of Somerset.

The estate of William Gore in 1752 was administered to his brother Daniel, who inherited the unsold part of the land, and he was succeeded by a son, Thomas, who in 1792 made two sales to Daniel Mifflin; one for 163 acres opposite Piney Island, and the other for 358 acres called Ragged Point.

John Smith in 1765 left 300 acres to his son John, and 100 acres each to his daughters, Leah Welburn and Esther Savage.

As the years passed and the component parts became more broken up, they gradually reverted to the State because of failure to pay taxes, and beginning in 1841 land warrants were granted to a number of individuals. Unlike many of the barrier islands, Assateague has been "making up," so that today it is considerably larger than the acreage called for in Captain Jenifer's patent. As the increments became available, land warrants were granted by the State to many persons, but as time passed, practically all the island in Virginia was acquired by Samuel B. Fields of Baltimore, who in 1930 left it to his sister Nellie, at that time the wife of Dr. W. M. Burnwell. In 1943 Mr. ^{Nellie Fields} Burnwell sold 8,808 1/2 acres to the Federal government for development as the Chincoteague National Wildlife Refuge.⁷

B. In Maryland

The Indians who inhabited the barrier islands and adjacent mainland were related to the Nanticokes and not connected with the Powhatan Confederacy of the lower peninsula. Being warlike, they resisted the encroachments of the Accomac settlers from the first. On May 6, 1686, the Kings of Pocomoke and Assateague, with other important men of the northern Indians, appeared before the Maryland Land

7. Whitelaw, Virginia's Eastern Shore, 2, 1384.

Office Commissioners, and, after exchanging gifts, they complained that Charles Scarburgh of Accomac and others had seated on part of their lands called Askiminokonson Neck; that Captains Osbourne and William Whittington had taken up land within their bounds; and that their crops were constantly being injured by the white men's cattle which crossed the two bridges over the Pocomoke.⁸

The Indians chiefs had good reason to be alarmed. Two months before, on March 7, at a meeting of the Council of Maryland, Captain Whittington of Somerset had presented a memorial concerning

a certain Isthmus or Peninsula of Marish & Piney Hummocks called and known by the name of Asseateague Island lying and being on the Seaboard side within this Province containing at the least 15000 Acres the southward end of which is reputed to be within the bounds of Virga by which pretence some persons are about to take up or Pattent a considerable quantity thereof in the right of Virga.⁹

At this time the boundary between Maryland and Virginia had not been delineated, and enroachments by the Virginians were feared.

The next day, March 8, the Council, in accordance with the request of Cols. Vincent Lowe and William Diggs that

8. Archives of Maryland, Proceedings of the Council, 1667-1687-8, William H. Browne, ed. (Baltimore, 1887), p. 480.

9. *Ibid.*, 536.

Assateague Island be laid out in their names, ordered Captain Whittington to survey the same, to report the number of acres which were found to be contained within the bounds of the aforesaid "island," and to apprise the Council as to whether or not any earlier surveys had been made within the area.¹⁰ If Whittington made his survey and report as the Council expected, it has been lost.¹¹

On September 16, 1702, Captain Whittington patented a 1,000-acre tract on Assateague Island, calling it "Baltimore's Gift."¹² Elizabeth Diggs, the widow of William Diggs, on October 18, 1704, signed over to Whittington all of her interest in that "Peninsula of land and marshes" called Assateague, which had been granted to her husband by Lord Baltimore.¹³

Before another ten years had passed, much of the beach was disposed of by Captain Whittington under the aforesaid

10. Ibid., 538.

11. William B. Marye, "The Sea Coast of Maryland," The Maryland Historical Magazine, 40, No. 2, 95.

12. Land Office of Maryland, Patent Records for Land, Liber W.D., folio 407.

13. Land Office, Warrant, Liber A, 1694-1706, folio 231. It has been impossible to document the intermediate changes in the title, if any. Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 96.

warrant in the names of several individuals, including himself. On Assateague Island proper two earlier surveys were encountered-- "Baltimore's Gift" and "Winter Pasture."¹⁴ The latter seems to have been popularly known as Winter Quarter, a place name still attached to a section of shore on the bay side of the island. Here, too, is found Winter Quarter Creek and Winter Quarter Shoals.¹⁵

From Fenwick Island southward, between the Atlantic Ocean and the sound as far as the inlet which was located four miles below today's Ocean City Inlet, Whittington laid out a continuous chain of surveys varying in area from 110 to 500 acres.¹⁶ For many years thereafter these beach lands, like those on the Virginia section of the coast, were bought, sold, and inherited,

14. Land Office, Patent Records for Land, Liber 22, folio 286. "Winter Pasture is called "Winter Quarter" in Whittington's certificate of survey. A rent-roll for Somerset County (Calvert Papers No. 885) contains the following entry (folio 126), "500 acres--Winter Pasture survd. 5 May 1686 for Coll. William Stevens."

15. Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 96. "Winter Quarter" and "Baltimore's Gift" are entered on James B. Robins' MS Map of Worcester County, circa 1800. "Privilege," patented to Adam Spence and William Fassett, Nov. 16, 1769, began at a tree standing near the mouth of Winter Quarter Creek, opposite Beacon Clump. "Fishing Camp," surveyed for the same individuals, June 13, 1772, lay on Winter Quarter Beach, on the west side of Winter Quarter Creek. Winter Quarter Shoals are indicated on a map designated, "Chart of Delaware and Chesapeake Bays and the Sea Coast from Cape May to Cape Henry," revised edition, 1882. A copy of Robins' Map is on file in the Map Division of the Library of Congress.

16. William B. Marye has prepared a plat of these lands, a copy of which accompanies this report. From south to north

until "little by little, one by one, the titles to these properties were apparently abandoned." In the years, before the advent of cheap public transportation and leisure time, the beaches were not thought of as "resorts" of vacationists. Nevertheless, it is difficult to see why these lands came to be regarded as valueless. Years later, in the 1870s and 1880s, when "the great vacation and 'tripper' era began" to draw people to the Eastern Shore, and speculators moved into patent vast reaches of the beach all the way from Fenwick's Island to Cape Charles, these early 18th Century land-grants were ignored, and the sand and marshes so taken up were described in the patents, not as escheat, as was proper, but as 'vacant' lands and surveyed under common warrants.¹⁷

the patents ran: "Bald Beach," "Assoteague" (site of Ocean City)," "Adam's Fall" (site of Ocean City)," "Winter Range," "Spence's Lot," "Sand Beach," "Tower's Pasture," "Portland Hills," "The Cellar," "Hudson's Purchase," and "The Upper Pines." The certificate of survey of "Bald Beach" (1706) called for an inlet as its southern boundary. "The Upper Pines," surveyed for William Whittington (1714) and patented to his daughter, Hannah Hough (1736), included the grove of woods known as "The Upper Pines." In his will, February 28, 1718/19, Whittington left his land to his daughter, describing it as "joining on the north with the beach of Henry Hudson," by which "Hudson's Purchase" is meant. This chain of surveys occupies about 11 and one-half miles of beach from "The Upper Pines" to the inlet. The northern boundary of "The Upper Pines" was located a short distance below Fenwick Island.

The old inlet which bounded Sinepuxent Island on the north was situated between three and three and three-quarters miles south of Ocean City Inlet. Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 96-97.

17. Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 96-97.

The identity of the first white man to settle on the Maryland barrier islands is unknown. It seems likely that the persons whose lands on the beach were surveyed by Whittington between 1704 and 1714 were not slow "in setting up quarters" on those properties. We can be certain that whites were living on northern Assateague Island in 1711. Whittington's survey of Assateague Beach called for a boundary beginning near a cove or gut called the Three Run Cove, which issued out of the sound "to the eastward of the new dwelling house, being also a boundary of another tract of land surveyed for the said Whittington called Baltimore's Gift." (This "dwelling house" undoubtedly stood on "Baltimore's Gift.")¹⁸

C. Site Evaluation and Recommendations

Information about the settlements made on Assateague Island, in the last decade of the 17th Century and the early 18th Century, will have to be interpreted in the Park's Visitor Centers, as no physical evidence of the structures erected have survived. Utilizing information contained in the original patents, it would be possible to mark on the ground the surveys run by Whittington, but this would be of no interest to the visitor.

18. Maryland Land Office, Patent Records for Land, Liber EE, No. 6, Folio, 291.



CHAPTER IV

The Pasturage of Horses and Cattle

A. The Introduction of Horses in Virginia

A popular tradition is that the first settlers found large numbers of wild horses on the meadows of Assateague and Chincoteague Islands, the parent stock having come ashore from a shipwrecked Spanish galleon. There is no documentary foundation for this tale. If there had been horses on these islands, some mention or use of them would have been made by the first settlers. When Chincoteague Island was granted to one of the colonists in 1670 by King James II, no mention of horses is made. Again, while Col. Henry Norwood was shipwreck on the nearby coast in 1649 and spent some time in the neighborhood as a guest of a hospitable Kickotanke chieftan, he wrote of the presence of large numbers of hogs in the marshes near Chincoteague, but he made no mention of horses.¹

It has also been claimed that the wild ponies of Assateague were descended from horses left there by pirates, but this too is improbable. Dr. Philip H. Bruce in his Economic History of

1. Wise, Ye Kingdome of Accawmacke, 307-308.

Virginia in the 17th Century has pointed out that the number of horses in the colony in 1631 was very small, and prior to 1649 references in the records of Virginia to horses are rare.²

The first descriptions of the economic activity on the Eastern Shore, published in London in 1634, reported that

of Hoggs wee have already got from Achomack [a plantation in Virginia], to the number of 100 and more; and some 30 coews; and more wee expect daily, with Gootes and Hennes; our Horses and Sheepe wee must have out of England, or some other place by the way, for wee can have none in Virginia.

In an effort to increase the number of horses, the Quarter Court convened at Jamestown in March 1639 granted Thomas Stegge and Jeremy Blackman the right to import horses into the colony, and a few years later the Assembly passed laws to encourage their further importation.³

In 1649 there were only 300 horses in the colony, but by 1669 so many had been imported, and the natural increase had been so rapid, that horses had become a burden by reason of their depredations, and consequently their further importation was prohibited.⁴

2. Philip A. Bruce, Economic History of Virginia in the Seventeenth Century . . . , 2 vols (New York, 1895), 1, 335.

3. Covington, "The Discovery of the Eastern Shore," Maryland Historical Magazines, 10, No. 3, 200-201; Bruce, Economic History of Virginia, 1, 335; Wise, Ye Kingdome of Accawmacke, 307-308.

4. Bruce, Economic History of Virginia, 1, 374-375.

A tax in 1669 was imposed on horses, and the owners were requested to pen them between July 20 and October 20. Confronted by this legislation some of the planters on the peninsula, to avoid the expense of fencing off the marshes on the mainland, transported their stock to the nearby barrier islands, and thus the Assateague and Chincoteague ponies evolved. The coarse provender of the salt marshes and continual exposure to the elements would account for their stunted growth, which feature had become so marked among the horses in other parts of Virginia by 1686, that laws were enacted to improve the breed. By this time the wild horses were so numerous that one of the principal sports of the young planters was to hunt them with dogs, as all unbranded stock belonged to its captor. Prior to 1691, the owner of land under cultivation was not permitted to harm the horses of his neighbor, no matter how much they trespassed on his land and damaged his crops. But in that year a law was passed, which permitted the planter, if protected by a legal pale, to kill horses found for the third time committing depredations.

B. Horse Penning in Virginia

It was also customary for a number of planters to pool their resources for the confinement of their horses on a neck of land, where they might feed without injury to the ripening crops. These horses were periodically rounded up and driven

into a pen and the colts branded. To prevent any secret encroachments upon the rights of others, it was generally required that notice of the penning should be posted at the parish church two weeks before the roundup.⁵

C. Horses in Maryland

By 1671 "horses, geldings, mares and colts" had so increased and were so destructive to cornfields that their importation into the province was forbidden for three years by an Act of the Maryland Assembly. Unwanted horses of Somerset County were turned loose in large numbers to range over the island marshes. The outlying beaches, not having been patented, belonged to the county, and as such they were leased by the occupants of bayside farms to be "held by the Manor of Somerset." These beaches were long used as a sort of pasture commons, to which livestock was transported from the mainland on barges or scows; though, occasionally, in narrow places, such as above Sinepuxent Neck, and at low water, wading was possible. Domestic animals permitted to run at large were generally branded for identification by their owners.⁶

5. Wise, Ye Kingdome of Accawmacke, 308-310.

6. Ibid., 307; Covington, "The Discovery of the Eastern Shore," Maryland Historical Magazine, 10, No. 3, 200-201.

The first economic pursuit to focus attention on the rather desolate and not easily accessible area was the pasturage of horses and cattle. This is apparent from the names of three of the early Maryland land-grants: "Tower's Pasture," "Winter Quarter" or "Winter Pasture," and "Winter Range."

D. The Chincoteague Pony Penning

During the last week of July the Assateague ponies, the descendants of these horses, are rounded up for the swim to Chincoteague for Pony Penning, one of the best publicized carnivals on the Atlantic Seaboard. On Tuesday horsemen enter the Chincoteague National Wildlife Refuge on saddle horses and roundup the ponies. On Wednesday the ponies are swum across to Chincoteague and spend the night in a pound in the center of the carnival grounds. On Thursday some of the ponies are auctioned off to the highest bidders, and the proceeds are used to help finance the activities of the Chincoteague Volunteer Fire Department, which owns all the ponies on the Refuge. On Friday the old stock and ponies that have not been sold are returned to Assateague.

Pony Penning had its origin in Colonial days when livestock owners were required to mark the colts in the presence of the neighbors. The roundup on Assateague was called "Horse Penning" in 1924, and the entertainment was a baseball game between

the Chincoteague and Cape Charles teams. At that time the ponies were privately owned.⁷

E. Pony Pennings at Green Run Inlet

Mr. Ralph Watson of Snow Hill, Maryland, recalls that in the first decade of the 20th Century there were "pony pennings" at Green Run Inlet. In fact, the first "pony penning" he witnessed was at that point. The ponies were rounded up by cowboys, corraled, and branded.⁸

F. Sheep Penning Day

Large numbers of sheep were raised on the Virginia portion of Assateague Island at the turn of the century. Wool from these sheep provided the islanders with much of their clothing. The sheep were allowed to roam, and were penned once a year in the spring. "Sheep Penning Day" was a big day, and people would come over from Chincoteague and other nearby communities for the celebration. A big dinner was prepared, consisting of chicken pie and gravy. While the women and children prepared the meal, the men rounded

7. Turman's The Eastern Shore of Virginia, 260.

8. Personal Interview, Watson with Bearss, Dec. 12, 1968. Mr. Watson is a life-long resident of the area, and spent considerable time on Assateague Island in the years after the turn of the century.

up the sheep. After the sheep were penned, they were sheared and marked.⁹

G. Site Evaluation and Recommendations

The horse story and the annual Chincoteague "pony penning" have tremendous visitor appeal. To insure that the visitor is made aware of the origin of the Assateague and Chincoteague horses, this element of the Park story will have to be told in the Visitor Center and Park publications. Visitors to Assateague Island will be able to see the ponies in the environment that produced the breed. The ponies will provide an object lesson on the effects of inbreeding and environment.

9. Personal Interviews, Mrs. Dale Henry with Bearss, Dec. 12, and Melvina Shepherd with Bearss, Dec. 13, 1968. Mrs. Indiana Jones Henry, the widow of Dale Henry, grew up on Chincoteague and was a frequent visitor to Assateague in the first decade of the 20th Century. Melvina Shepherd, who grew up on Assateague Island, is well-versed and has written extensively on the history of Assateague and Chincoteague.

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CHAPTER V

Inlets

A. Chincoteague Inlet

The inlet separating Assateague and Wallops Islands and providing access to Chincoteague Bay from the south is known as Chincoteague Inlet. To enter Chincoteague Bay, the small boat captain of today has his choice of navigating either Queen Sound Channel or Chincoteague Channel. In the 18th and 19th Centuries, the cartographers, however, used the term Chincoteague Inlet for both the inlet and the channel. It was through this inlet that Verrazzano sailed Dauphine in 1524.

John H. Alexander, Maryland State Topographical Engineer, in 1837 reported to Governor Thomas W. Veazey that there was no inlet between Indian River Inlet and Chincoteague Inlet, a distance of nearly 50 miles. According to Alexander, Chincoteague Inlet had such a winding channel that vessels had been known to lay to for two or three weeks awaiting a favorable wind and tide. As for Indian River Inlet, the depth of water rarely exceeded six feet at flood tide, and was sometimes not more

than three feet at ebb tide.¹ Neither of these inlets were of much commerical importance at the time of Alexander's study.

B. Green Run Inlet

Green Run Inlet cut across Assateague Island about four miles north of the Virginia line, and for which one of the Life-Saving Stations was named. This inlet appears on a map titled, "General Chart of Delaware and Chesapeake Bay and Seacoast from Cape May to Cape Henry," 1855; but on the revised edition of the same chart (1882) it is marked "closed." It is also marked "closed" on Martinet's Atlas of Maryland--section "Worcester County," 1866. It is not mentioned in Alexander's report, 1837, to Governor Veazey. From this we may infer that Green Run Inlet, as a useful passage, lasted less than 30 years. Dr. R. V. Truitt informed William B. Marye on February 3, 1945, that there was formerly a beach settlement at Green Run, and in the early 1880s there was a summer hotel at that place called "Scott's Ocean House."²

C. Sinepuxent Inlet

Alexander in 1837 reported, "There used to be an inlet [Sinepuxent] off against South Point about 30 miles below Indian

1. John G. Alexander to Veazey, 1837, pp. 76-78.

2. William B. Marye, "The Sea Coast of Maryland," The Maryland Historical Magazine, 40, No. 2, 100.

river inlet, but this has been, since 1819, closed up entirely¹

His investigations had shown

that the main-land of the eastern shore of Worcester County does not reach the ocean; but that it is protected by a beach, consisting originally [by that is meant hardly 100 years ago] of a number of small islands.... At present that original arrangement is broken up to a certain degree by the junction into one of all the islands, and their connection with the main-land at the northern end, so that in/fact from Indian river inlet down to Chincoteague the beach is a long peninsula of 50 miles, varying in width from one hundred yards to nearly a mile....The ancient names, which were attributed to the different islands, when they were islands, are still in a good many places retained for different portions of the peninsula. Thus we have Assatique Island, now the southernmost extremity of the peninsula; Sinepuxent, against Sinepuxent Neck, and joining on to Assatique--the Rocking Islands, the middle Pines, Fenwick's Island, and others whose names will occur to those familiar with those localities³

Ignoring Green Run Inlet, which came into being later, Assateague Island had a length of about 25 miles, more than one-half of which lay in Virginia. Its northern limit was the south shore of Old Sinepuxent Inlet, nearly opposite the southern end of Tingles Island. Sinepuxent Island extended from Sinepuxent Inlet, about one-half mile below the site of the North Beach Life-Saving Station, northward five and one-half miles. North

3. Alexander to Veazey, 78.

and South Beach were so designated, because of their position relative to Sinepuxent Inlet, which separated them.⁴

Sinepuxent Inlet appears on a number of maps: Lewis Evan's "General Map of the Middle British Colonies in America, 1755"; on Griffith's "Map of Maryland, 1794"; on a "Map of the States of Maryland and Delaware from the Latest Surveys," published by Weyland, Reid, and Smith, 1795; and on an unpublished map of Worcester County, Maryland, drawn about 1800 by James Bowdoin Robins. Griffith's map shows a break in the barrier island nearly four miles in width. The channel of the inlet, according to the same authority, had a width of only three-quarters of a mile. It was bounded on the north by shoals or quicksands that were three miles across. Shallows or quaking sands of less extent separated it from South Beach. The main channel of Sinepuxent Inlet lay almost due east of the southeastern tip of Tingles

4. On Robin's Map of Worcester County, both "S. Beach" and "North Beach" are pinpointed. A reference to South Beach as well as the inlet, is found in the certificate of survey of "Addition to Mount Pleasant." In running the survey, the point of beginning was "a marked sassafras post set up on the west side of the South Beach bearing north, north east thirty yards from a salt house built by Thomas Selby and Moses Johnson and now owned by Thomas Purnell . . . and running . . . to the waters of the bay at the edge of a channel called the South Channel makeing round a part of Beach from Synapuxen Inlet." Land Office of Maryland, Unpatented Certificate No. 89, Worcester County.

Island.⁵ The northern point of its entrance from the sound seems to have been east of Lumber Marsh.

The first mention of Sinepuxent Inlet occurred on September 3, 1698, when the Justices of the Peace of the town of Lewes, Delaware, informed the Governor of Pennsylvania that their settlement had been plundered by 50 armed men from a "snug-ship" and a sloop. England at this time was at war with France. The justices added that the sloop was presumed to be the property of John Redwood of Philadelphia and had been boarded and "taken coming out of Cinnepuxon Inlett."⁶ Here is evidence of trade between Philadelphia, itself only 16 years old, and the Eastern Shore plantations, via Sinepuxent Inlet.

In 1744 the inhabitants of the upper parishes of Worcester County petitioned the Maryland Assembly "to erect a Town near Synapuxon Inlett and the Indian River."⁷ Nothing came of this petition, as its main object was to encourage settlement, so "the Inhabitants may be the better enabled to repel any Enemy's Landing on the Sea-Side of the said County."⁸

5. Tingles Island was patented by Capt. Daniel Tingle on February 19, 1813, under the name of "Tingles Discovery." Land Office, Patented Certificate No. 2520, Worcester County.

6. Some Records of Sussex County, Delaware, compiled by the Rev. C.H.B. Turner (Lewes, 1909), 41.

7. Archives of Maryland, 42, 457. The town on Indian River was to be situated at John Massey's and Thomas Eydolat's plantations.

8. Ibid., 625.

On March 6, 1776, Cumberland Dugan, a well-to-do Baltimore merchant, proposed to the Council of Maryland that it give its approval of his shipping a quantity of corn to Maryland in a brig currently tied-up at Boston, of which he was the owner. Should His Majesty's navy be blockading Chesapeake Bay, when the brig arrived off the capes, her master would be able to put in at "Chincoteague, Sinnepuxent, or some other inlet there."⁹ One year later, Sinepuxent Inlet was fortified and a company of militia posted there.¹⁰ In 1780 the Council directed the Justices of Worcester County to ship stores of corn, which had been requisitioned in that county, to the Quartermaster General at Trenton, New Jersey, via Sinepuxent Inlet.¹¹

The commission named to survey the ocean sounds of Maryland, Delaware, and Virginia reported in 1834:

Violent storms, north-easters, as they are familiarly termed by those who frequently witness and suffer from their invasions, occasionally pass the ocean waters and sand across the line of the beach and open for a short period old Sinepuxent Inlet, which has not been, since 1819, of any continued importance. And its present openings, so far from affording any advantages, seem only to precede, as they afford a better opportunity for, new and harassing changes in the channel of the sound. Attempts have been several times, and again of late, made to open

9. Ibid., 9, 204.

10. Ibid., 16, 286.

11. Ibid., 48, 151.

by artificial means, an inlet rather higher up the point than the point of Old Inlet.¹²

D. Sandy Point Inlet

The site of Sandy Point Inlet is about three and one-half miles below Ocean City Inlet. In 1920, during a violent storm, the ocean broke through the barrier island at this point, thus recreating until it was closed by a nor'easter on May 9, 1928, a passage navigable by craft of light-draft, mostly fish-pound dories. In the storm of March 1962 this inlet was reopened, but it was of little commercial value because of its shallow entrances. It soon closed, however. Near this point in 1907 an artificial inlet was opened by a corporation financed by Berlin business interests, who hoped to profit from its commercial use. The artificial inlet soon closed, and those who had invested in it lost their capital.¹³

E. Ocean City Inlet

The inlet at Ocean City was opened by the hurricane of 1933. The "city fathers" recognized the potential value of this cutthrough

12. Report of a Commission for the Survey of Sounds . . . (1834), 11.

13. Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 99-102; Reginald T. Truitt, High Winds . . . High Tides (Annapolis, 1967), 24-25; Personal Interview, Mrs. Addie Carey with Bearss, Dec. 12, 1968. Mrs. Carey, who is 96 years old, has lived in Worcester County her entire life. Her husband, Ethan Allen Carey, was an experienced waterman, who was very familiar with the upper end of Assateague Island and Sinepuxent Bay.

for commercial and recreational purposes and successfully rallied public support to have it kept opened by the Corps of Engineers.¹⁴

F. Fox Hill and Winter Quarter Inlets

Four inlets, all of short duration, were cut through Assateague Island between Sugar Point Cove and Winter Quarter Gut in the latter part of the 19th Century. The area hereabout and southward to below Fox Hill is a flat beach, known as Fox Hill Levels, over which the surf sweeps whenever a severe storm buffets the coast.¹⁵

G. Slough Inlet

Conxsaxrge and Shaniadarade's Map of 1766 locates this inlet north of Green Run and near the lower end of Fox Hill Levels. Its course to Chincoteague Bay still is extant and is referred to as Inlet Slough, a shallow watercourse probably indicating a short-lived inlet.¹⁶

H. Pope Island Inlet

An inlet at Pope Island was mapped in the 1850s, and in 1877 the Coast and Geodetic Survey charted a new inlet here,

14. Truitt, High Winds . . . High Tides, 24.

15. Ibid., 28.

16. Ibid.

although it was designated "Green Run Inlet." The bayside connection of Pope Island Inlet, like that at Green Run, is open and navigable today through its channels — the Ditch and Bay.¹⁷

I. Site Evaluation and Recommendations

The inlet story is one that can be interpreted at the Visitor Center and on the sites. It is recommended that a trailside exhibit be erected at Sinepuxent Inlet to identify the site and interpret it to the public. According to Covington, Verrazzano, when he left Chincoteague Bay, sailed out this inlet.

17. Ibid., 28-29.

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CHAPTER VI

The Life-Saving Service and United States Coast Guard

A. Wreck Commissioners and Wreck Masters

In 1750 a Spanish ship, The Greyhound, came ashore, on Assateague Island in Maryland, less than twice her length above the Virginia line. Word of her plight soon drew people to the scene both from Maryland and Virginia, who cut up her decks and carried away everything of value they could lay their hands on, except 200 planks of mahogany. These planks, on being cast ashore during the storm that broke up the hull of the ship, were carted into Snow Hill and sold to a local merchant.¹

With the establishment of the office of Commissioner of Wrecks in 1782, Virginia assumed a virtuous attitude toward Marylanders, who were late in creating a similar post. The county of Accomac is held in great odium on account of the "robberies made on Wrecked vessels," wrote John Teackle, Commissioner of Wrecks, to the Governor of Virginia, on April 8, 1784. This ill-repute of his county he blamed on the Marylanders, who seem to consider themselves privileged to embezzle from wrecked vessels

1. Archives of Maryland, 28, 493, 494. In August 1778 the British frigate, Mermaid, stranded and was broken up, near Sinepuxent Inlet. Maryland Journal and Baltimore Advertiser, Aug. 18 & 25, 1778.

"for which nefarious business the island of Assateague, famous for its shoals, and on which three valuable ships have lately been stranded, affords all too many opportunities." Notice of shipwrecks, he claimed, was sent to Marylanders on the mainland, involved in these illicit practices, by the island people, their confederates.²

In 1799, 17 years after Virginia, the Maryland Assembly enacted legislation appointing a wreck-master for Worcester County.³ Reviewing the conditions which called for this appointment, the legislators took cognizance of the fact that "from the exposure of the south east bounds of Worcester County to the Atlantic Ocean many vessels have been and may hereafter be stranded on the seacoast of the county . . . , and the goods and other property belonging to such vessels may be embezzled and stolen to the great injury of the owners and insurers." The county wreck-master was empowered, upon notice of a shipwreck or of the imminence of such a disaster, to command constables to press as many men into service as might be needed, and was further authorized to demand assistance of commanders of vessels which might be riding in the vicinity of the disaster, under forfeit of £100. The law provided further that persons found stealing from vessels

2. Virginia State Papers, 1782-1784, 3, 572.

3. Acts of the Maryland Assembly, November Session, 1799, Chapter 82.

in distress pumps or other articles, the loss of which could contribute to a shipwreck, should suffer death without benefit of clergy.⁴

B. The Life-Saving Service Comes To Assateague

The barrier islands of the Eastern Shore, despite the actions taken by the states of Virginia and Maryland, continued to claim a heavy toll of shipping that skirted the coast. In the years immediately after the Civil War, pressure for the organization of a Federal Life-Saving Service mounted. It was pointed out by its advocates that the Atlantic coast from the eastern point of Long Island to Cape Fear, North Carolina, had "a remarkable and uniform feature." Along nearly this entire reach of 600 miles, except where interrupted by New York, Delaware, and Chesapeake Bays, the coastline was a strand of sand-beach from a quarter of a mile to five miles wide. It was intersected and broken up into islands, at varying distances by narrow inlets, and separated from the mainland by long, narrow bays, except in North Carolina, where the intervening waters expanded into Albemarle and Pamlico Sounds. Few of the inlets were navigable, and many of them were constantly shifting position. New ones suddenly appeared after violent storms, and old ones closed. In some localities the beaches, during a series of years, would advance considerably

4. Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 113.

into the sea, and in return suffer, during another series of years, encroachments by the sea. At numerous points outside of this cordon of beaches dangerous shoals extended considerable distances, while all along it were shifting sand bars over which in storms the surf broke in wild tumult.

Until the establishment of the Life-Saving Service in 1871, the most dangerous section of the Atlantic seaboard was the Long Island and New Jersey coasts. Flanking the approaches to New York Harbor, they annually levied "a terrible tribute" upon passing commerce. Similarly, the shipping passing to and from Philadelphia, Baltimore, and Norfolk contributed "its proportion to make up the record of disasters on the coasts of Delaware, Virginia, and North Carolina."⁵

On April 20, 1871, Congress appropriated \$200,000, and authorized the Secretary of the Treasury to employ crews of experienced surfmen at such stations and for such periods as he might deem necessary and proper. To secure information about conditions in the then existing service, Capt. John Faunce, an experienced officer of the Revenue Marine, was detailed to visit the coasts of Long Island and New Jersey and make a thorough study of its buildings, equipment, and personnel. Captain Faunce was a rapid and skillful worker, and he was back in Washington by August 9, 1871, when he submitted his report.

5. Annual Reports of the Operations of the United States Life-Saving Service for the Fiscal Year Ending June 30, 1876 (Washington, 1876), 36.

His report, on being studied and evaluated, resulted in a decision to undertake a thorough reorganization of the service.

The removal of incompetent officers and their replacement with capable men, the repair of the stations and their equipment, the employment of selected crews, and "the promulgation of a series of instructions specifically setting forth the duties required of officers and men," were the first steps taken to insure that the new Life-Saving Service be placed upon as efficient a footing as possible for the approaching winter's work.⁶

Twelve new stations were established on the coast of New Jersey and six on that of Long Island. and the old ones were either rebuilt or enlarged. In March 1871 Congress made provision for the establishment of two stations on the coast of Rhode Island, and in June 1872 authorized the extension of the service to Cape Cod. Nine stations, similar in construction and equipment to those built the previous year on the coasts of Long Island and New Jersey, were built during the autumn of 1872 between Race Point and Monomoy Point.⁷

Congress in March 1873, to further extend the system, appropriated \$100,000 to be expended upon such portions of the

6. Ibid., 48-50.

7. Ibid., 51.

coast as the Department might determine,"and directed the Secretary of the Treasury to report to the House at the next session of Congress the points on the sea and lake coasts of the United States at which the establishment of life-saving stations would best subserve the interests of commerce and humanity," with a detailed estimate of the cost of such stations.⁸

With this appropriation five stations were established on the coast of Maine, one on the coast of New Hampshire, five on the coast of Massachusetts, one on Block Island, three on the coast of Virginia, and seven on the coast of North Carolina. This expansion of the Life-Saving Service necessitated the constitution of two new districts, in addition to the three previously organized. The first of these embraced the coasts of Maine and New Hampshire, and the other the coasts of Virginia and North Carolina, from Cape Henry to Cape Hatteras.⁹

To enable himself to make the required report, as to the points where the establishment of stations would "subserve the interests of commerce and humanity," Secretary of the Treasury William Richardson on March 24, 1873, designated a three-man commission to obtain and report the requisite information. This commission was to make a detailed estimate of the cost of the

8. Ibid., 53.

9. Ibid.

stations they should find it advisable to recommend the establishment of.¹⁰

The commission recommended the establishment of three classes of stations: life-saving stations, life-boat stations, and houses of refuge. The first class was intended for exposed localities, destitute of inhabitants, where crews to render assistance in rescuing the shipwrecked could not be readily collected, and where means of sheltering and succoring the latter were not at hand; and also, for flat beaches with outlying bars. These stations were to be provided with surf-boats, rocket and mortar apparatus, life-cars, and other appliances adapted to the saving of life from stranded vessels, and were to be so constructed as to supply accommodations for these, and for housing the crews to be employed and such shipwrecked persons as might be temporarily detained at them, for which purpose they were also to be furnished with the necessary cooking utensils, bedding, etc.

This class of stations was recommended to be established upon that portion of the Atlantic seacoast embraced between Cape Henlopen, Delaware, and Cape Charles, Virginia, and upon the Great Lakes and Pacific coast at the few points where such protection seemed requisite.¹¹

10. Ibid.

11. Ibid., 54.

It was estimated that a Life-Saving Station, including its equipment, would cost \$5,302.15.¹²

Secretary of the Treasury Richardson transmitted the subject report to the House of Representatives on January 29, 1874, accompanied by a letter, in which he expressed his concurrence. The Committee on Commerce, to which the report was referred, reported a bill based thereon and upon subsequent recommendations of the Department. This legislation became a law on June 20, 1874. It authorized the establishment on the coast between Cape Henlopen and Cape Charles "eight complete life-saving stations." Two were to be located on the coast of Delaware, one on the coast of Maryland, and five on the coast of Virginia. Of these stations, only two (Green Run Inlet and Assateague Beach) were located within what is today Assateague Island NS. In addition, this act authorized the establishment of a number of other life-saving stations, life-boat stations, and houses of refuge along the Atlantic, Pacific, and Gulf coasts, as well as on the Great Lakes. The eight stations on the Eastern Shore would be assigned to the Fifth Life-Saving District.¹³

The first stations authorized by the Act of June 20, 1874, to be completed, equipped, and manned were those on the Delmarva

12. Ibid., 55.

13. Ibid.

Peninsula, six of which were put in operation during the winter of 1875-1876. Among these were the stations located at Green Run Inlet and Assateague Beach.¹⁴ During the season, personnel posted at these two stations afforded succor to the crews of three vessels.

Among the stations authorized by legislation enacted by Congress on June 17, 1878, were three on the Eastern Shore. One of these, Pope's Island, would be on land within today's Assateague Island National Seashore.¹⁵

The fourth life-saving station to be located within today's National Seashore was established, built, and manned during the 1883-1884 season. This station was located at North Beach.¹⁶

These four stations were located as follows:

<u>Station</u>	<u>State</u>	<u>Location</u>	<u>Latitude</u>	<u>Longitude</u>
North Beach	Maryland	10 mi. south of Ocean City	38 11 30	75 09 20
Green Run Inlet	Maryland	North of inlet	38 04 30	75 12 50

14. Ibid., 6, 57. The Keeper of the Green Run Inlet Station was John Evans, while John A. Jones was Keeper at Assateague Beach.

15. Annual Reports of the Operations of the United States Life-Saving Service for Fiscal Year Ending June 30, 1878 (Washington, 1878), 35.

16. Annual Reports of the Operations of the United States Life-Saving Service for the Fiscal Year Ending June 30, 1884 (Washington, 1885), 57.

<u>Station</u>	<u>State</u>	<u>Location</u>	<u>Latitude</u>	<u>Longitude</u>
Pope's Island	Maryland	2 mi. south of Green Run Inlet	38 00 20	75 15 40
Assateague Beach	Virginia	1 1/8 mi. south of Assateague Light	37 53 40	75 21 40 ¹⁷

In the period of their greatest activity, 1875-1915, the surfmen from these stations answered 261 calls for assistance from vessels in distress. The crew of Assateague handled 174 of these, that of North Beach 39, that of Green Run Inlet 33, and that of Pope's Island 15. (See Appendix A for a list of vessels requiring assistance in the period 1875-1915.) Although the surfmen of the Assateague Island stations responded to as many calls of assistance as any four stations on the North Carolina Outer Banks, the rescues effected were not as spectacular, and no Gold Life-Saving Medals were issued to the crews. This, however, does not detract from the gallantry of these men who risked their lives to succor others. In the period 1875-1915 there were only two shipwrecks off the beaches, for which these stations were responsible, that resulted in loss of life. Before the stations were manned in the fall of 1877, the brig Ossipee stranded at Rugged Point, with the loss of two of the crew. The sloop Dauntless grounded near Fox Shoal in February 1882 with the loss of two men, including her captain.

17. Ibid., 331.

B. Site Evaluation--Life-Saving Stations

The sites of the four Life-Saving (Coast Guard) Stations were visited on December 10. All that remains of the North Beach Station is rubble from its foundation. This station was decommissioned in 1952 and the main building burned by vandals in 1962, soon after the March storm. The other structures have likewise disappeared.

The site of the Green Run Station, decommissioned on June 10, 1937, is difficult to pinpoint on the ground. The buildings were sold, dismantled, and moved to the mainland many years ago. So far it has been impossible to locate a photograph of the Green Run Station, but according to Norman Jones, who helped decommission the station, the structures were similar to those at the first Assateague Beach Station. The fact that those two stations were built in the same year and by the same contractor reinforces Jones' recollection.¹⁸

At Pope's Island Coast Guard Station, which was decommissioned in 1953, all the buildings are extant, although they are deteriorating rapidly. The boathouse and station date back to 1878. Until a historic structures report is prepared it will be impossible to positively date the five other station buildings, although

18. Personal Interview, Norman Jones with Bearss, Dec. 13, 1968. Norman Jones was born on Assateague Island and has spent many years in the Coast Guard. He was one of the two men who "locked up" the Green Run Station and turned the key over to the Keeper of the Pope's Island Station.

all probably date back to the turn of the century. Ex-Coast Guardsman Jones, who spent eight years at the station, stated that the galley was rebuilt in the early 1930s.¹⁹

All that remains of the 1st Assateague Beach Life-Saving Station is the crumbling remains of the cistern. This cistern stood in rear of the station galley. On December 1, 1922, the old station was decommissioned, and the personnel were transferred to the new station on the opposite side of Toms Cove.²⁰

The 2d Assateague Beach Coast Guard Station was in operation from December 1, 1922, until January 17, 1967, when the crew was transferred and the buildings and reservation turned over to the National Park Service.²¹

Recommendations

The sites of the North Beach, Green Run Inlet, and old Assateague Beach Life-Saving Stations should be identified and the remains stabilized.

Steps should be taken to restore and preserve the buildings at the Pope's Island Station to their appearance in the 1920s. The station should then be equipped and furnished to this period.

19. Ibid.

20. Ibid.

21. Personal Interview, John Hunter with Bearss, Dec. 10, 1968. Hunter is the District Ranger.

It will then constitute an in place exhibit to tell the story of the peacetime activities of the Life-Saving Service and the Coast Guard on Assateague Island. Stories to be interpreted would include, in addition to rescues and shipwrecks, the war against the rum-runners and their effect on the communities.

As the buildings are deteriorating rapidly funds should be programmed as soon as possible for their stabilization and restoration. The necessary RSPs and PCPs should be programmed to enable the Office of Archeology and Historic Preservation to prepare the Historic Structures Reports, Parts I and II, for Pope's Island Coast Guard Station.

The Assateague Beach Coast Guard Station, in commission from 1922 to 1967, is a good example of a facility of this period located on a cove, bay, or sound. This was opposed to a station, such as Pope's Island, located on the beach. During storms, in answering calls for assistance, it was frequently impossible for the crews of the beach stations to launch their surfboats through the roaring breakers, while the Coast Guardsmen posted at an inlet station, such as Assateague Beach, could take their craft out through the comparatively calmer waters of the cove.

The Assateague Beach Coast Guard Station is a valuable historical resource, and as such nothing should be done to modify the exterior appearance of the structures. Surfaced parking facilities should be kept at a discreet distance from the grounds adjacent to the structures.

C. Site Evaluation--Wrecks

Scattered along the beach is the wreckage of a number of ships that came ashore and broke up. According to Norman Jones, the most interesting wrecks in the vicinity of Assateague Beach were Rose, Lambert Ayres, and the "coconut wreck." A close check of the Reports of Assistance for the Assateague Beach Life-Saving Station for the period 1875-1915 shows that the schooner L.A. Rose stranded on October 25, 1897, one mile south of the station. There is no data on the Lambert Ayres, which leads to the assumption that she may have stranded before the station was established. The "coconut wreck" could be anyone of a number of vessels stranded on this beach.

The Reports of Assistance for Green Run Inlet Station fail to bear out a statement made by Ed Winbrow in 1964. In his television interview he stated that a number of schooners came ashore near Green Run Inlet in 1903. A check of the Reports of Assistance, however, show that two schooners (Elizabeth M. Buehler and Julia Grace) came ashore on January 12, 1883, several miles north of Green Run Inlet Station. These could have been the ships Mr. Winbrow had reference to.

Recommendation

The wrecks will be of great interest to the visitor to Assateague Island NS, and they should be protected and preserved as a valuable historical resource.

CHAPTER VII

Assateague Light

A. The First Light

The need for lighthouses on the Eastern Shore had been evident since colonial days, but a construction program did not get under way until the 1830s. Congress on March 3, 1831, appropriated \$7,750 to enable the Secretary of the Treasury "to provide by contract, for building a light-house on one of the Chincoteague Islands in the State of Virginia." ¹

Conway Whittle was assigned the task of selecting the site and securing land for the lighthouse by Stephen Pleasonton, Fifth Auditor of the Treasury and general superintendent of lights. On December 10, 1831, Pleasonton approved the site chosen and the steps Whittle had taken for securing it. It was May 4, 1832, before the transaction was consummated, and the United States acquired from John H. and Susan Winder for \$439.99 a 50-acre tract on Assateague Island. About one-half the tract was marsh, and the remainder principally "sand hills partly covered with trees." ²

1. Clip File, Assateague, National Archives, Clipping File, RG 12.

2. Pleasonton to Whittle, Dec. 10, 1831, National Archives Lighthouse Ltrs., July 12, 1831-May 6, 1833, 5th Auditor's Office, RG 26.

Pleasanton's next move was to have David Henshaw, Collector for the Port of Boston, to have published in "a Boston paper of general circulation" invitations for interested contractors to submit proposals for the construction of a lighthouse on Assateague Island. These advertisements were to be allowed to run until July 1.³

The low bid for the lighthouse was submitted by Noah Porter of Massachusetts. Porter would build the lighthouse and Keeper's quarters for \$4,000, and outfit the former for \$400.⁴ On being notified that Porter was ready to begin construction, Pleasanton on August 13 notified Whittle to send a man to point out to Porter the site and to superintend the work.⁵ Porter's crew was capable, and by mid-December Pleasanton called on the Secretary of the Treasury for recommendations for the position of lighthouse keeper, as the structure would probably be completed before the end of the year.⁶ On January 19, 1833, David Watson was named Keeper

John H. Winder was paid \$333.33 for his interest in the 50-acre tract, while N. J. Winder received \$106.66 in behalf of Susan Winder.

3. Pleasanton to Henshaw, May 24, 1832, found in *ibid*.
4. Pleasanton to Henshaw, July 6, 1832, found in *ibid*.
5. Pleasanton to Whittle, Aug. 13, 1832, found in *ibid*.
6. Pleasanton to Secretary of the Treasury, Dec. 18, 1832, found in *ibid*.

of the Assateague Island Lighthouse.⁷ Watson's appointment indicates that the Assateague Lighthouse was completed and in operation by the end of January 1833.

In 1852 the Light-House Board, appointed by Secretary of the Treasury Thomas Corwin, after making an exhaustive study "into the condition of the light-house establishment of the United States," made its report. The Board found that Assateague Lighthouse was located in latitude 37° 54' 36" North, and longitude 75° 21' 45" West. It was a fixed light, "fitted with only eleven lamps and fourteen-inch reflectors." The shoals off the southeastern coast of Assateague Island made it mandatory that this light be improved. This could be done, the Board reported, "by elevating the tower to 150 feet, and placing in it a first order lens apparatus." The dangerous shoals which extended along this entire coast at "a considerable distance" from the low lying barrier islands, at distances ranging from five to 12 miles, made it the government's duty to see that Assateague Light was "increased in power and range to rank of the first-class sea-coast light, without delay."⁸

B. The Second Light

Eight years were to pass before the Congress acted on the Board's recommendation in regard to Assateague Light. On June 20,

7. Pleasonton to Whittle, Jan. 19, 1833, found in *ibid*.

8. Report of the Officers Constituting the Light-House Board . . . , February 5, 1851, found in Executive Documents, Printed

1860, Congress appropriated \$50,000 "for the construction of a first-class light-house at Assateague in lieu of the present light-house." In Fiscal Year 1861 a crew was turned out and \$3,108.50 expended to select a site, construct a wharf, build a plank road from the landing to the site, and to erect quarters for the labor force. The outbreak of the Civil War in 1861 caused the unexpended funds to be impounded, and the construction crew to be laid off.

Upon the end of the War in 1865, the Lighthouse Board announced that the "increasing dilapidation" of the tower of the Assateague Lighthouse had obliged it "to take measures for building a new one as authorized by Congress in 1860." Now that the Confederate armies had been disbanded, it was recommended that there be no further delay. Measures were taken by the Board to erect "a new first class tower for this important sea-coast station." The project engineer, G. Castor Smith, Acting Engineer of the 4th Lighthouse District, soon discovered that the \$50,000 voted by Congress, five years before, would be "insufficient," because of the inflation that had caused wages and prices paid for building materials to skyrocket. Congress accordingly on July 28, 1866, voted an additional \$25,000 for the project.⁹

by Order of the Senate of the United States, During the 1st Session of the 32d Congress (Washington, 1852) 6, 136-137.

9. Clip File, Assateague, National Archives, Clipping File, RG 12.

In 1866 the structures and roadway built in Fiscal Year 1861, which had decayed, were repaired. The old tower was razed, new foundations laid, and by September 1, the new brick tower had reached a height of 37 feet. The brick was brought in by boat and hauled to the crest of the sand ridge in carts pulled by oxen. The oyster shell lime was burned near the site. By December 13, when construction was suspended for the season, it was at the 95-foot level. After the materials and tools had been secured and left in charge of a watchman, the workmen returned to the mainland for the winter.

Construction was resumed on March 1, 1867. The tower was completed by the end of summer and the lantern put up. By September 25 the oil-house and Keeper's quarters were ready for occupancy. The illuminating apparatus was adjusted, and "the first-order light shown . . . for the first time on the evening of October 1, 1867." On the 31st the lighthouse station was inspected and accepted by the Lighthouse Board, and after the tools had been secured the labor force was discharged.¹⁰

The tower, when accepted by the Board, was 113 feet from its base to the watchroom floor. It rested on a foundation of stone masonry ten feet thick, and it had an "exterior conical and an interior cylindrical wall with air spaces between." The cone wall had a thickness of 27 inches at the base and 18 inches at

10. Ibid.

the top; the cylindrical wall was 18 inches thick at the base and nine inches at the top, with an interior diameter of ten feet six inches, through which space passed a cast-iron spiral stairway to the watch-room. The tower was entered through a single-storied vestibule, divided into an oil-room and workroom, with a loft for storage.¹¹

The Keeper's quarters was a duplex, the front of which was frame and the rear brick, being the quarters build by Porter in 1832 and converted into a kitchen. This structure was under one roof and divided through the center by a partition, one section for the principal Keeper and the other for the assistant Keepers. The first floor of each was divided into two rooms with entry and stairway, and piazza eight feet wide across the front. On the second floor, the principal Keeper's apartment was divided into three rooms and the assistants' into two rooms.¹²

In 1868 the Lighthouse Service undertook several minor projects that use had shown were necessary. An iron hand-rail was put up in the tower as a safety feature, while the tower and oil-house were washed with brick-colored cement. A brass tablet with

11. Ibid. Assateague Lighthouse was equipped with a 1st Order Barbier & Fenestre lens, fixed, which illuminated 225° of the horizon. This lens, with a focal plane 153 feet above sea level, was lighted with three mechanical lamps.

12. Ibid.

the name of the station was positioned on the tower. The next year, 1869, it was necessary to install wire gauze screens to keep wild fowl from flying into the lantern.¹³

The brick walk from the Keeper's quarters to the tower was replaced by a plank walk in 1880, and the bricks that had been taken up used to pave the tower yard. Other projects undertaken at this time were: (a) the brickwork around the cellar windows was repaired; (b) hoods were provided for the windows; (c) the lining of the watch-room was renewed; (d) the steps to the lantern repaired; (e) the stove pipe from the watch-room was carried through the lantern roof; and (f) the tower and oil-room were brick-washed on the exterior.¹⁴

In 1885 additional funds were allotted by the Lighthouse Service for maintenance of the Assateague Station. A new plank walk was laid from the Keeper's quarters to the tower, and a new pump placed in the kitchen. Four years later, in 1889, a well was dug and pipes laid for supplying the station with water, while a new electric three-call bell was placed in the tower with connections to the quarters.¹⁵

13. Ibid. The brass tablet reads, "Assateague Light House, Rebuilt 1866-1867, by the Light House Board, under Acts of Congress of June 20, 1860 and July 28, 1866."

14. Ibid.

15. Ibid.

The hurricane of September 1889 wrecked the station wharf, and in the following year it was rebuilt. A new iron door in 1891 was hung in the passage leading from the watch-room to the gallery. Meanwhile, a crew was employed to renew the fences and plank walks on the station, and to build a 14 by 18-foot brick oil-house.¹⁶

An inspection made at this time disclosed that the two assistant Keepers were quartered in two rooms each. In these they were required to "perform all the ordinary acts of life, such as sleeping, dressing, eating, and cooking in winter." To ease this situation, it was recommended that \$4,000 be budgeted for new quarters for the principal Keeper, and, after this structure had been built, his former quarters would be made available to one of the assistants.

Congress, however, refused to appropriate the necessary funds, and it was necessary in 1892 and 93 to remodel the Keeper's quarters. Additions were built to the structure to provide the assistants with "proper and necessary living rooms." As rebuilt the quarters contained three six-room apartments.¹⁷

The Lighthouse Service took advantage of the "Appropriation for National Defense," voted by Congress in 1898 to prepare for war with Spain to place a telephone in the Keeper's quarters.

16. Ibid.

17. Ibid; Personal Interview, Melvina Shepherd with Bearss, Dec. 13, 1968. Melvina Shepherd, besides being exceptionally well-informed on the history of Assateague and Chincoteague, is the granddaughter of one of the lighthouse Keepers--Samuel E. Quillen.

The telephone was connected with the line linking the Assateague Island Life-Saving Stations.¹⁸

In 1900 a crew was employed to reset the "boundary monuments" north of the tower to correspond with the property line as re-surveyed in 1896. Next, the laborers were turned to enclosing the reservation with 4,210 feet of board fencing, while the barnyard was fenced with 800 feet of board and wire-net fence. A brick walkway was laid from the west side of the quarters down the side of the hill and connecting with the road leading to the landing. About 725 cubic yards of grading was done around the tower and quarters, and 108,900 square feet of marsh sod laid in the core-area to prevent the sandy soil from being eroded by the wind. Two-hundred and eighty ornamental shrubs were set out as landscaping. Finally, an inch and one-quarter well, 26 feet in depth, was drilled in rear of the quarters occupied by the assistant Keepers.¹⁹

Two years later, in 1902, a crew was turned out to extend the shell road from the station to the south boundary of the reservation. The road's berms were dressed, and adjacent beds of loose sand covered with pine needle beds. In 1907 frames for ruby glass were installed, and on February 20, the red sector light was exhibited for the first time.²⁰

¹⁸. Clip File, Assateague, National Archives, Clipping File, RG 12.

¹⁹. Ibid.

²⁰. Ibid.

In 1910 the government built quarters for a third assistant Keeper, who had been assigned to the lighthouse. This building, known as the bungalow, was located on the ridge about 175 yards west of the tower. Electricity was introduced into the tower in 1932 and the oil lamps were dispensed with. This innovation enabled the Lighthouse Service to reduce the staff necessary to man the light, and the old quarters were declared surplus. In 1933 the old building, part of which dated back to 1832, was sold and dismantled. The steps to the old quarters are still in evidence, 125 yards west of the tower. The bungalow built in 1910 still stands and serves as quarters for the manager, Chincoteague National Wildlife Refuge.²¹

C. Site Evaluation and Recommendations

The Assateague Light is one of the area's most important historical resources, and it would complement the story of the Life-Saving Service on Assateague Island. While the structure possesses historical significance and should be entered on the National Register, the National Park Service will have no control over its use. At present, the United States Coast Guard retains title to the Assateague Lighthouse Station, and according to a decision made by Assistant Secretary Stanley Cain, the Fish

21. Personal Interview, Shepherd with Bearss, Dec. 13, 1968. Employees of the Wildlife Refuge, when erecting the pole and rail fence east of the bungalow, encountered the foundation of the old Keeper's quarters.

and Wildlife Service, not the National Park Service, will have the responsibility of interpretating the tower and its significance to visitors to the area.

In view of Dr. Cain's decision, the National Park Service, if it determines to tell the story of the Lighthouse Service on Assateague Island, will have to do so in one of its Visitor Centers rather than at the site. If and when the Coast Guard concurs, the Fish and Wildlife Service will open the tower and interpret it for the benefit of the visitor to the area.

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CHAPTER VIII

German Submarines Off Assateague

A. In World War I

Germany in 1918 sent submarines across the Atlantic to attack shipping off the coast of the United States. These attacks provided the American public with its most vivid and immediate war threat. In France, Erst Generalquartiermeister Erich von Ludendorff had launched a series of massive offensives designed to win the war before American manpower could tip the scales against the Central Powers. The great question was whether the allies could holdout. Then in the first week of June came the headlines, "German U-boat Raid on American Coast."

The United States having entered the conflict, Admiral Alfred von Tirpitz determined to have some of his submarines cross the Atlantic and operate off American ports. Deutschland had already made the voyage twice, as a merchantman, but she had found American waters a haven of refuge. Bremen, a sister ship, had been lost on a similar trip. The first submarine to leave Germany to attack shipping in the western Atlantic was U-151. The big mine laying U-boat sailed from Kiel on April 18, 1918. In addition to laying mines in American waters and attacking shipping, she was to cut the trans-Atlantic cables off New York City.

May 25, 1918, found U-151 in American waters about 35 miles southeast of Assateague Light. Earlier in the day, Korvettenkapitän von Nostitz und Janckendorf had taken his vessel nearer the coast. While his vessel ran along on the surface, the crew laid six mines. Along toward noon at latitude 37° 05', the lookout sighted a three-masted schooner on the horizon. Von Nostitz ordered the crew below and took the submarine down to periscope depth and tracked the schooner. When within 5,000 meters of the sailing ship, U-151 surfaced and the crew manned the deck guns. One shot was fired across the schooner's bow, and the signal "Leave the ship immediately!" flashed.¹

The three-masted schooner encountered by the U-boat was Hattie Dunn, of 435 tons, bound from New York to Charleston, South Carolina. The last thing in the world that Capt. Charles E. Holbrook of the sailing ship expected to encounter in American coastal waters was a German submarine, and he and his crew mistook U-151 for a United States sub-chaser. Even when the German opened fire, Holbrook believed it was target practice by naval reservists. It was not until a second shell burst a quarter mile astern and a third struck just off the weather quarter that he realized something was amiss. The schooner was brought into the wind and now the crew could see that the newcomer was a submarine. As she came up on Hattie Dunn,

1. Log of U-151, May 25, 1918, NA, Microcopy T-1022, Roll No. 30.

the German hoisted from her stern the flag of the German Navy, a black cross on a field of white. As U-151 closed to within 200 yards, a small boat, manned by an officer and three men, put off from the submarine. There was a slight swell, and the craft soon made fast to Hattie Dunn, and the boarding party clambered aboard intent on securing the ship's papers and some foodstuffs. Meanwhile, Captain Holbrook and his seven-man crew had launched the schooner's lifeboat. Von Nostitz ordered the Americans to come alongside, while bombs were placed in the schooner's hold.²

While the boarding party was still checking the American ship, which they found to be in ballast, the lookouts aboard U-151 sighted a four-masted schooner at a distance of 10,000 meters. The newcomer was holding a course toward the coast. Von Nostitz, after hailing his boarding party and the crew of Hattie Dunn and ordering them to follow his ship, started in pursuit of the schooner.

The crew of the new four-masted steel schooner Hauppauge, 1,446 tons, had heard U-151 shell Hattie Dunn. But not until they saw the submarine, however, were they aware they were to be attacked. Capt. John Sweeney, after it was too late, tried to escape by

2. Ibid.

tacking ship and driving her northwest for the shore at a speed of five knots. The first shot from the submarine at a range of 8,000 meters fell astern, the second ripped through the ship's beam about five feet above the waterline, and the third dropped into her wake 75 feet astern. Captain Sweeney now called for his crew to heave to, and U-151 closed to within 100 feet, while one of the officers shouted, "Leave your ship immediately!" The 10-man crew launched a boat, and came alongside U-151 without their ship's papers. When Captain Sweeney was taken back aboard to secure them, a boarding party accompanied him with three bombs. Several coast and geodetic charts were taken from the schooner, which proved valuable to the Germans who planned to operate in comparatively shallow coastal waters.³

At 11:30 a.m. the bombs were detonated, and Hauppauge rolled over on her beam, but continued to float, her keel upward. The deck guns were trained on her and several shells thrown into her. U-151, however, had no time to delay with derelicts for her lookouts had sighted on the horizon another schooner approaching with all sails set. The prize crew and the American sailors from Hattie Dunn and Hauppauge having been taken aboard, the submarine started in pursuit of her next victim. Meanwhile, the bombs placed aboard Hattie Dunn had exploded, shattering her hull. The

3. Hauppauge was bound from New York to Portland, Oregon, and she, like Hattie Dunn, was in ballast.

submarine's third prize was destined to be Edna, a vessel of 325 tons. She had sailed from Philadelphia several days before, bound for Santiago-de-Cuba, with 6,000 cases of oil and 4,000 crates of gasoline. Edna was intercepted about 15 miles south of Winter Quarter Lightship. Firing had been heard by the crew of Edna, but they had mistaken it for American naval vessels at target practice. Three shells were sent whistling across the schooner's track. The peremptory command to "Leave Ship Immediately!" brought the American to a halt, but not before one of the crew had mistaken the German flag for St. George's Cross of Great Britain. A boarding party put out from the submarine, and, midway to Edna, the officer in the boat cupped his hands and shouted, "Put your ladder down. Throw us a line. We are coming on board!" Enoch Roker, a member of the crew, recalled:

We lost no time in obeying and the whole boat-load of Germans came tumbling on board. The first thing the lieutenant did was bawl out; "Lower that flag," pointing to an American ensign which was fluttering aloft. None of us made a move so a German seaman was sent to haul it down. The young German officer seemed to be peeved. He turned to the captain and exclaimed; "You people don't seem to be very active. This is what you Americans need--something to stir you up a little bit. You need more U-boats on your coast." 4

4. Philadelphia Evening Bulletin, June 4, 1918; Henry J. James, German Subs in Yankee Waters: First World War (New York, 1940), 22-24; Log of U-151, May 25, 1918.

The German officer, Fredrick Körner, informed Capt. Charles N. Gilmore, master of Edna, that he and his six-man crew had ten minutes in which to abandon ship, and then, as Gilmore was directing his sailors how to get their boat clear, the German told him to come below. Subsequently, Gilmore told the press:

I suppose I acted as if I was in a hurry to get away from the ship, for when he got below the Lieutenant said, "Don't get excited, Captain. Take your time. We'll be around here an hour and a half." So I picked up everything I could think of that belonged to me, and when I got over to the submarine I found I'd left my new silk umbrella. After they blew up the schooner the Germans rowed back to the submarine and I found that besides the few things they had picked up themselves they brought me my umbrella. They took but a few cases of oil.⁵

The captain and crew of Edna were ordered into U-151. This swelled the passenger list to 26, which, when considering the cramped interior of the vessel, made crowded quarters for both crew and prisoners. The crew of Hattie Dunn consisted of elderly men. The youngest was a man of 40, and the oldest, the cook, was 72. He was a jovial fellow, a German by birth. In 1914 and 1915 he had sailed in ships of various nationalities in British waters. He had been torpedoed twice and once had been taken prisoner. Upon his release he had signed on an American ship to escape torpedoes and submarines. He had reshipped on Hattie Dunn, sailing to a southern port to get as far away as possible from the

5. New York Herald, June 4, 1918.

war zone. Now, once again, he found himself a prisoner on a U-boat.⁶ The crew of Hauppauge were all young Dames and Norwegians; Edna's crew was mostly Negro.

The captain of Edna, on going below, encountered the master of Hattie Dunn. Neither could speak for a moment, then they shook hands, slapped each other on the back, and shouted each other's name. They hadn't seen each other for 30 years. They had been boyhood friends back in Saint George, Maine. Both still lived in that community, and their wives were close friends and saw each other almost every day. But for 30 years, the paths of these friends had not crossed. Their brief visits to Saint George had never coincided. Now the fortunes of war had brought them together for their first reunion--as prisoners-of-war on a German U-boat.⁷

The three captains were permitted the liberty of the entire ship, except when U-151 submerged, at which time they were compelled to remain in whatever compartment they happened to be. They used this privilege to good advantage, and were able, after their release, to give United States naval intelligence officers a good description of the hostile craft. They found the submarine to be 213 feet in length, 29 feet in breadth, with a surface

6. Lowell Thomas, Raiders of the Deep (New York, 1928), 298.

7. Ibid., 298-299.

draught of 14 feet, and a displacement on the surface of 1,700 tons, and submerged of 2,100 tons. She had 1,300 horsepower engines, with a surface speed of 11.5 knots and a speed submerged of eight knots. Her fuel storage capacity was 250 tons, sufficient to take her 17,000 miles at a surface speed of six knots. U-151's armament consisted of two 6-inch deck guns, two 22-pounders, one machine gun, six torpedo tubes, four in the bow and two in the stern, 12 torpedoes, 400 rounds of ammunition for each gun, and equipment to carry and lay 40 mines. On her deck she had a cable cutter. The complement was eight officers and 65 enlisted men.⁸

While aboard the U-boat, the Americans were given the same food as their captors. The rations consisted of black bread, poor coffee, stewed fruit, and potato soup.

Von Nostitz, after closely questioning the three captains, was satisfied that as yet the American authorities knew nothing of his presence off their coast. No fears had been voiced in the press and shipping circles that the Germans, despite the voyages of Deutschland, would be able to send submarines across the Atlantic on hostile missions. In addition, the men on the wireless, when they tuned in on American wave lengths, reported that the stations continued to send, "No war warnings." Von Nostitz accordingly determined to hold the crews of the three ships for as long as

8. William Bell Clark, When the U-Boats Came to America (Boston, 1929), 31-32.

possible and then to release them. Two of the small boats were lashed to the deck of U-151 to be used, when the opportunity was presented, to send the merchant sailors ashore.⁹

A course was now set for Delaware Bay. As the U-boat ran up the coast, she held a course about 30 miles to the seaward and parallel to Assateague Island. During the evening, a small vessel, probably a coast guard cutter, was sighted and evaded. U-151 by noon on May 25 had passed Ocean City. Still seeking to veil his mission in secrecy, Von Nostitz on the 25th sighted and avoided attacking four steamers. Three of these were evaded by submerging, while the Germans took advantage of the sunset to slip by a big 10,000-ton vessel. At 9:50 p.m. the Germans were within sight of the Cape May Light.¹⁰ It was a beautiful night, with a bright moon and unlimited visibility, so Von Nostitz took his craft down to periscope depth and steered a course toward the Overfall Lightship. Oberleutnant Frederick Körner recalled:

We crept into Delaware Bay submerged, but not without difficulty. We were caught in strong currents that made our craft at times unmanageable. Once we struck bottom which frightened us badly, so we came to the surface. There were three steamers close by, so down we went again. We were not far from the lightship [600 meters] when we came to the surface again.

9. Log of U- 151, May 25, 1918.

10. Ibid., May 26, 1918.

Our men worked feverishly to drop our mines we had lashed on deck. These we placed in the main ship channel. Laying mines is a nerve-wracking job. A single slip and we would all be blown to Kingdom Come. With this part of our job done we submerged again to prepare the rest of our mines, which we launched while submerged.

When we came to the surface about 3 a.m. on . . . the 27th, a dense fog enshrouded the sea. We were not sure of our position. The currents had carried us this way and that during the night. We had cruised far up into Delaware Bay. Soundings indicated it would be hazardous to find our way out submerged. The water was shoal, and the traffic on the surface heavy.¹¹

Von Nostitz thereupon determined to make a run for the ocean on the surface, trusting to the fog to hide his ship. The sound of sirens, foghorns, and ships' whistles seemed everywhere. Guided by the foghorns of the enemy ships, U-151 made her way down the bay. As the submarine passed the lightship, Captain Nostitz was heard to chuckle. At 10 a.m. U-151 submerged to avoid a large steamer and to permit the crew to get a few hours rest. As one of the Germans recalled, as the submarine lay on the bottom in 46 meters of water, "Our distraught prisoners hadn't slept a wink during the exciting night. Now they too had a comfortable sleep. We were at the bottom of the sea, to be sure, but all was tranquil, all was peace. Our troubles, for the present at any rate, had been left behind on the surface of Delaware Bay."¹²

11. James, German Subs in Yankee Waters, 31-32.

12. Thomas, Raiders of the Deep, 300-303; Log of U-151, May 26-27, 1918.

The U-boat's next mission was to cut the cables off New York Harbor. Making her way up the New Jersey coast, U-151 arrived off Fire Island just after sundown on the 27th. The morning of the 28th was misty, with a gentle west wind, and calm sea. From the conning tower the Germans could see Fire Island beach, with the white houses standing out against the low green hills. The cable-cutting shears were dropped overboard, attached to a long wire rope. Back and forth, the submarine cruised, "trolling not for fish, but for any of the cables we might run across." When night closed in, the Germans could see the lights of Broadway. From the morning of the 27th until the 30th, U-151 crossed and re-crossed what Von Nostitz hoped were the areas where the trans-Atlantic cables lay.

Two cables were cut by the submarine. The first of these was one owned by the Commercial Cable Company, linking New York and Canso, Nova Scotia. It was snapped at 12:35 p.m. on the 28th, being severed at a depth of 25 fathoms. Captain Holbrook recalled how the submarine had given a sudden lurch and listed on her beam end on that day, and he attributed the maneuver to the effort to work the cable cutter. About three hours later, the U-boat cut the Central and South American Cable Company's New York-Colon cable at a point 28 miles south of where the first cable had been severed.¹³

13. Clark, When the U-Boats Came to America, 34-35; James, German Subs in Yankee Waters, 32-34; Thomas, Raiders of the Deep, 304-305; Log U-151, May 27-31, 1918.

On the morning of May 30, the cable shears were hauled in, and the submarine made a run toward the Fire Island Lightship. Taking position near the lightship, the submarine lay submerged until 1:35 as Von Nostitz and his officers used the periscope to study passing shipping. The vessel then headed northeastward and surfaced at sunset. A crash dive was made at 8:40 when the look-outs spotted an American destroyer. The Germans planned to spend the last day of May and June 1 observing shipping lanes between Fire Island and Nantucket Island. It was foggy on the 31st, and Von Nostitz conned a course toward Nantucket, from where he planned to proceed to attack shipping off the coast of Maine.

It was still foggy on June 1, and Von Nostitz, after being informed by his captured captains that this condition would continue as long as the wind was from the southwest, determine to head down the coast and to destroy as much shipping as possible before returning to Germany. By 8:40 a.m. on June 2, U-151 had reached latitude 39° 20' N and longitude 73° 14' W, and the fog had cleared. Hunting was good during the day as she sent to the bottom off the New Jersey and Delaware coasts six vessels--three steamers and a similar number of schooners--of 14,518 gross tons. The captains and crews of the three vessels attacked off Assateague on May 25 were called on deck and released at this time. After being provided with fresh water and provisions, they were distributed among the lifeboats of the ships sent to the bottom on the 2d.

The next day, the 3d, found the U-boat in position a safe distance off the entrance to Chesapeake Bay. In the period, June 3-10, the submarine, as she made her way southward as far as Cape Hatteras, sent to the bottom eight more vessels. One of these was the Norwegian steamer Vindeggan sent to the bottom on June 10. Aboard Vindeggan was a helmsman with a wife and child. While some of the copper Vindeggan carried was being transferred to U-151, Mrs. Ugland and her daughter, Eva, were transferred to the submarine and given use of the officers' quarters. The German sailors, particularly the cook, did their utmost to please the child with delicacies. They bounced her on their knees, and sought to entertain her in their rough fashion. A superabundance of sweets, together with jostling and rolling of the ship made it necessary for the mother to intervene until Eva recovered from her over-indulgence in German submarine hospitality. After about 80 tons of copper ingots had been transferred, Vindeggan was sent to the bottom. The submarine then started for the North Carolina coast towing the lifeboats, into one of which Mrs. Ugland and her daughter had been placed. About 5 p.m. a smoke cloud was sighted on the horizon, and, after the boats were cut adrift, U-151 started in pursuit.¹⁴

14. Thomas, Raiders of the Deep, 308-322; James, German Subs in Yankee Waters, 32-58; Log of U-151, June 3-10, 1918.

Two more vessels (both barks) were sunk off the coast of the United States, before the U-boat started back to Germany. While en route back to Kiel, she sent three steamers to the bottom. Skirting the Shetland Islands, U-151 cut across the North Sea, passed through the Skagerrack and down the Kattegat, to avoid the British minefield. On July 20 she was met outside Kiel by the submarine flotilla commander and his staff, including the Kaiser's son, Prince Adalbert. During her three-month cruise, U-151 had successfully attacked 23 ships, of which three were subsequently salvaged. The gross tonnage of the vessels destroyed was 50,885.¹⁵ (See Appendix B for table listing vessels destroyed by U-151.)

Five other U-boats crossed the Atlantic before the end of World War I and raided along the Atlantic coast of the United States. These vessels and their captains were:

- (a) U-156, Comdr. Richard Feldt, left Germany about June 15, 1918, and operated along the Atlantic seaboard from July 5 to September 1. While en route back to Germany, she struck a mine in the North Sea barrage and was lost with all hands. While in American waters, U-156 destroyed 34 vessels of 33,582 gross tons.
- (b) U-140, Comdr. Kophamel, left Germany on June 22, 1918, and raided in American waters from July 14 to September 1. During this period she sent to the bottom seven vessels of 30,594 gross tons.
- (c) U-117, Comdr. Dröscher, left Germany in July 1918 and returned in company with U-140. Twenty-three vessels of 27,485 gross tons were destroyed by U-117 in American waters.

15. Thomas, Raiders of the Deep, 332; Clark, When The U-Boats Came to America, 315.

- (d) U-155, Comdr. Eckelmann, left Germany in August 1918, and was off the American coast from September 7 to October 20, and returned to Germany a few days after the Armistice. While in American waters, she destroyed 7 vessels of 17,485 gross tons.
- (e) U-152, Comdr. Franz, left Germany in August 1918, and was in American waters from September 29 to October 20, and arrived back in Germany after the Armistice. She, while in American waters, destroyed two vessels of 6,876 gross tons.

One of these vessels, U-117, was off the coast of Assateague Island at the beginning of the third week of August. As she ran down the coast, she laid seven mines a short distance south of Fenwick Island Lighthouse and eight more south of Winter Quarter Shoal Lightship. Having completed her task by the morning of August 15, she at 7:15 a.m. came upon the American motor schooner Madrugada of 1,613 tons, in 37° 30' N., 74° 38' W., a short distance southwest of Winter Quarter Shoal. U-117 surfaced about two miles away and opened fire. The first shot fell 100 feet over the starboard bow; the second, 20 feet ahead; the third, slightly off the port bow; while the fourth struck the engine-room. After the third shot, Capt. Frederick Rouse and his 20-man crew cleared a lifeboat over the starboard rail and kept in lee of the ship until the submarine ceased fire. Not so Frederick L. Cook, a navy electrician on board. Cook stuck to the ship under shell fire until he had sent out a wireless call for help. Then, with the vessel sinking under him, he leaped overboard and swam to the lifeboat.

While Cook remained on board, two more shots were fired at Madrugada. Then U-117 moved up closer and fired three projectiles into the stern and cabin at pointblank range. An oil tank caught fire and Madrugada was ablaze as she sank. Four hours later, the steamer Taunton picked up the crew. They had saved nothing, many of them being half-dressed and shoeless. The schooner, as a result of 1,000 tons of cement in her hold which settled into the stern, remained a menace to navigation for more than a week, with her bowsprit sticking out of the water. The hulk was then destroyed by the Coast Guard cutter Gresham.¹⁶

The last vessel to be sunk off the Atlantic coast in World War I occurred on November 9, just two days before the Armistice. The victim was U.S.S. Saetia, an army cargo carrier of 2,458 tons. Saetia was headed for the Delaware and at 9:05 a.m., she struck one of the mines laid in August by U-117, ten miles south-southeast of Fenwick Island Light. After the explosion, the vessel listed violently, settling heavily at the stern. A second explosion occurred in the boilers, after which the water flooded into the ship until only the bow remained above the surface. Four boats got away with 47 men. Nineteen of the crew took to a life raft and the remainder jumped overboard. Two of the boats reached Cape Henlopen, and the crew of the Ocean City Coast Guard Station

16. Clark, When U-Boats Came to America, 220-221; Log of U-117, Aug. 15, 1918, NA, Microcopy T-1022, Roll No. 30.

put out in their power surfboat. The cutter picked up as many of those floating on the sea as she could carry and headed back toward the beach, but she was swamped a mile from shore. All on board were rescued. Additional survivors were brought to land until 57 had been accounted for. Later that night 28 more were rescued. Thirteen of the survivors reported various types of injuries, the majority of which resulted from being hurled against the wreckage or rafts by the waves.¹⁷

The site of the sinking of Saetia would be about ten miles northeast of Assateague Island National Seashore. Mr. Quillen was assigned to the Ocean City Coast Guard Station and participated in the rescue of the survivors.

B. In World War II

In World War II German submarines were also active off Assateague Island. Several vessels were sunk within sight of the Pope's Island Coast Guard Station.¹⁸ On December 12, 1941, the day after Germany declared war on the United States, Reichsführer Adolf Hitler met with Grossadmiral Erich Raeder, and the decision to send U-boats to operate in the western Atlantic was made. It

17. Clark, When U-boats Came to America, 306-307; Personal Interview, Quillen with Bearss, Dec. 11, 1968.

18. Personal Interview, Norman Jones with Bearss Dec. 13, 1968. Jones who was stationed at Pope's Island Coast Guard Station during World War II, saw two ships torpedoed during the submarine blitzkrieg of 1942. The crews of these vessels were rescued by a 75-foot Coast Guard patrol boat.

took Admiral Karl Doenitz a month to redeploy his submarines. The first attack was made on January 12, 1942, when U-123 sent the British steamer Cyclops to the bottom, 300 miles east of Cape Cod. Two days after Cyclops went down, German submarines moved into the area off Capt Hatteras. A large Panamanian tanker, Norness, was sunk on January 14. U-boats were also active off Assateague Island. On April 12 the unarmed collier David H. Atwater was sunk by a submarine's gunfire at a range of about 600 yards. Her crew of 27, given no opportunity to abandon ship, were sprayed with machine gun fire; only three sailors survived.¹⁹

In the period January-June 1942 enemy submarines sunk 360 merchants ships, totaling 2,250,000 gross tons, in the western Atlantic and Caribbean. During the same period allied forces in these same waters accounted for eight U-boats--about as many new submarines were being launched every ten days. Admiral Doenitz boasted at this time, "Our submarines are operating close inshore along the coast of the United States of America, so that bathers and sometimes entire coastal cities are witnesses to the drama of war, whose visual climaxes are constituted by the red glorioles of blazing tankers." ²⁰

19. Samuel Eliot Morison, The Battle of the Atlantic, September 1939-May 1943 (Boston, 1950), 126-127, 133. David H. Atwater was sunk at 37° 46' N, 75° 05' W.

20. Ibid., 156-157.

Gen. George C. Marshall at the same time was complaining to Admiral Ernest J. King that "the losses by submarines off our Atlantic seaboard and in the Caribbean now threatens our entire war effort." 21

The tide now began to turn, as anti-submarine measures worked out by the United States and her British allies began to take effect. At the same time, the Germans recalled most of their submarines operating off the coast of the United States. When the German U-boats returned to our coasts in force in 1943, the United States was ready. In 1943 allied losses to submarines were announced by the United States and His Majesty's government as 40% under 1942; the greatest part of this radically reduced loss was suffered in the first quarter of 1943.²² In the second half of 1943 more U-boats were sunk than allied ships torpedoed, and in 1944 and 1945, despite brief, desperate rallies by submarine "wolfpacks," the discrepancy widened.

C. Recommendations

It is recommended that the story of submarine warfare in World Wars I and II along the Atlantic Coast of the United States, be interpreted to the Visitor to Assateague Island National Seashore.

21. Morison, The Two-Ocean War: A Short History of the United States Navy in the Second World War (Boston, 1963), 135.

22. Walter Karig, Earl Burton, and Stephen L. Freeland, Battle Report: The Atlantic War (New York, 1946), 98.

This is a vital story that has received slight, if any attention, in other areas of the National Park System. To point up its importance, we have only to realize that Germany's policy of unrestricted submarine warfare was the single most important cause for America's declaration of war against Germany in 1917. To strike back at the United States, Germany in 1918 sent U-boats across the Atlantic to carry the war to our shores. The first successful attacks by a U-boat in United States coastal waters occurred about 30 miles southeast of the Toms Cove area of the National Seashore. The last ship to be sent to the bottom off our coast in 1918 was within ten miles of Assateague Island.

In World War II German submarines returned to the coast of the United States. Ships were torpedoed within sight of Assateague Island. The U-boats in the first six months of 1942 took a terrible toll, but then the United States and her allies gained the upperhand. Many military historians consider the battle of the Atlantic as one of the decisive actions of World War II.

The story of German submarine attacks on shipping and the counter-measures adopted by the United States to cope with and defeat this threat is dynamic. It will command great human interest, as many visitors will be veterans of the battle of the Atlantic or can vividly recall World War I and II reports of these actions carried by the news media. Sufficient research is available to interpret the actions of German U-boats off Assateague in World War I, but information on their World War II activities off the

National Seashore is deficient. Consequently, the Division of History, Office of Archeology and Historic Preservation, should prepare a study of German submarine activities in World War II off Assateague and American counter-measures centering on the island.

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CHAPTER IX

Villages And Communities

A. North Beach

The North Beach community never consisted of more than a few cottages, in addition to the Life-Saving Station and Birch's Salt-Works. James Quillen, who was stationed at North Beach from 1907-1909, reported that he was married at that time, and when not on duty he lived with his wife in a house several hundred yards south of the station. Two other married men assigned to the station, Dave Smallwood and Ephraim Townsend, also lived at home when not on duty. Their cottages were south of the Quillens. The Keeper, John Hudson, lived with his family farther down the island. It was during the inactive season, while Quillen was assigned to North Beach and living nearby, that Captain Hudson drowned in the station cistern.¹

The Quillens and the other families fenced their lots and kept gardens. To supplement his income from the Life-Saving Service, Quillen trapped muskrats.²

1. Personal Interview, Mr. & Mrs. James Quillen with Bearss, Dec. 11, 1968. James Quillen served in the Life-Saving Service and Coast Guard from 1907-1929.

2. Ibid.

Mrs. Addie Carey recalled that in her youth, the young people from Sinepuxent Neck picnicked at North Beach. In the summer, when only the Keeper was at the station, he would let the young people stay in the quarters. When they visited the island, the boats on which they came over from the mainland tied up at the station landing, located on a gut, near Little Egging Beach. This would be in the same area as the ferry landing, which served the island before the construction of the Sandy Point bridge.³

When the North Beach Station was built in 1883-84, there was at least one dwelling house nearby. The deed conveying the one-half acre of ground on which the station was to be located, recorded that James Birch's "dwelling house on the beach" was situated to the southwest.⁴

A one-room school (School No. 6) was located in the community. The school was located near the middle of the island, a short distance north of Birch's salt-works.⁵

B. Green Run Inlet

1. Scott's Ocean House

The most important and best known business in this village was James (Captain Jimmy) Scott's Ocean House. Built on the bay

3. Personal Interview, Mrs. Carey with Bearss, Dec. 12, 1968.

4. Deed, James & Elizabeth Birch to United States, June 1883, Deed Record, Liber No. 9, ITM, Worcester County Courthouse.

5. Lake, Griffing, and Stevenson, Atlas of Worcester County, 1877; Personal Interview, Mrs. Carey with Bearss, Dec. 12, 1968.

side of the island, in the 1870s, the hotel was enlarged as business boomed. Judge Walter Price of Snow Hill recalled that the Ocean House was a large two-story structure, with about 20 bedrooms upstairs. As the structure fronted on three sides of a quadrangle, all the bedrooms faced to the outside. On the first floor of the building were found the lobby, bar, dance hall, kitchen, and privies. The bedrooms were furnished with highboys, lowboys, and beds of mahogany. Later brass bedsteads were substituted for those of mahogany. The bar was a solid block of mahogany 2 feet X 30 inches X 20 feet.⁶

In the 1880s the hotel was so popular that reservations for rooms had to be made weeks in advance. It was famous for its menu, which featured fish, crabs, and oysters. Musicians played nightly in a large dance hall.

To reach the hotel from Snow Hill, guests would take a hack to Scott's Landing. From there, Capt. Frederick Conner's sailing sloop Fairfield made frequent trips across the bay to the dock at the Ocean House.

It was fashionable in the late 1880s for large parties of young people to book in at the hotel under the chaperonage of a young married woman. According to The Democratic Messenger:

6. Personal Interview, Judge Walter Price of Snow Hill, Maryland, with Bearss, Dec. 12, 1968. Judge Price's father was administrator for James Scott's estate. In 1870 James Scott listed his occupation as a farmer, but in 1880 he listed himself as a hotel keeper. This would indicate that he built the Ocean House in the 1870s.

There was no selfishness or clannishness existing. All mingled with each other, each one endeavoring to make the other as happy as possible. The young ladies were all sweet, pretty and attractive . . .; the young men were just as attentive and ardent in their wooings . . ., the sun shown just as brightly. . . and all went "as merry as a marriage bell."

These young people were in the habit of catching an ox cart for the ocean beach just at sun-up, before the older people were about to spoil the fun.

The Ocean House also became a popular vacation spot for the clergy. The Catholic Bishop of Wheeling, West Virginia, came each year with many of his priests, and other men of the cloth came from as far off as Ohio. They found the bathing delightful, enjoyed the simple quiet island scenes, and stuffed themselves with seafood.⁷

The Ocean House remained in operation until about 1913. Mrs. Indiana Henry recalled that in 1912 she married Dale Henry, who was assigned to the Green Run Inlet Life-Saving Station. The newly weds lived in a cottage near the station. The hotel at this time was still booking guests, she reported. She recalled the structure as a handsome two-story gray building, with white trimming.⁸

Judge Price recalled that when he first saw the hotel it was vacant. He had gone out to Green Run to hunt, and the only

7. Personal Interview, Watson and Price with Bearss, Dec. 12, 1968; Undated article, Saulsbury Times "Favorite Beach Century Ago was Green Run," found in files Assateague Island National Seashore.

8. Personal Interview, Mrs. Henry with Bearss, Dec. 12, 1968.

occupants of the Ocean House were a sow and her nine pigs.⁹ The Ocean House was subsequently razed, the lumber salvaged, and shipped to the mainland.

2. The Village

In the 1870s and 1880s the village at Green Run consisted of a number of families. The Historical Atlas of Worcester County, published in 1877, shows ten families residing in the community. Judge Price reported that there were never more than 30 families in the area. While some of these people were employed at the Ocean House, most of them made their living as watermen, or served as surfmen in the Life-Saving Service.

By the beginning of the 20th Century, the village was dying. Most of the structures were removed to the mainland. The houses that remained were rented to the families of the Life-Savers. Mrs. Henry recalled that in 1912 her husband's cottage was near the station. Another cottage, occupied by another Life-Saver's family, was nearby. By the time Green Run Inlet Coast Guard Station was decommissioned in 1937 these cottages had disappeared.¹⁰

3. Green Run Inlet Cemetery

Today only one stone marker remains to identify the community cemetery. This stone is inscribed, "Emma F., 1st Wife of

9. Personal Interview, Price with Bearss, Dec. 12, 1968.

10. Personal Interviews, Mrs. Henry, Mr. Watson, Judge Price, and Norman Jones with Bearss, Dec. 12 & 13, 1968.

Jesse J. Truitt, Departed This Life, Dec. 12th, 1874, Aged 16 years, 2 mos. & 28 days." Emma F. Truitt was the daughter of Captain Scott, and she met death when en route from the mainland out to the island in her husband's catboat. A sudden and unexpected shift in the wind caused a jibboom to swing wildly, and she was knocked overboard and drowned.

In 1946 when Reginald Truitt first visited the cemetery there were at least 24 additional headboards. These headboards, along with the smaller footboards, were made of teak and had been carved by island craftsmen with mallet and chisel. By 1965, when Assateague Island National Seashore was established, only six of these hand carved markers remained. These have now been carried off by vandals.¹¹

C. Pope's Island

The Pope's Island community never achieved the importance of the settlement at Green Run Inlet. Mr. Watson, whose family came from Pope's Island, could recall the name of only one family, besides his own, which had lived there at the time of the Civil War.

11. Personal Interviews, Reginald Truitt with Bearss, Dec. 9, 1968, and Watson and Price with Bearss, Dec. 12, 1968; Truitt to Wickware, March 27, 1968, file Assateague Island NS. Dr. Truitt, besides being a local historian, was Professor of Zoology and Agriculture at the University of Maryland.

This family's surname was Powell.¹² Ex-Coast Guardsman Norman Jones stated that at the time he was stationed at Pope's Island in the 1930s there were no families living in the vicinity of the station. In his father's day, there had been a few scattered settlements near the Virginia-Maryland line. Names which he could recall were: Pope and Babbitt.¹³

D. Assateague Village

1. The Village

Life on Assateague Island was not easy. The islanders' homes were constructed with a view toward protection from the elements more than comfort. Clean white sand, which was washed at periodic intervals, served as flooring. Heat was obtained from wood, light from fish oil, which was burned in oyster and clam shells.

The village was located north and east of the 50-acre Lighthouse Reservation. At the turn of the century, the population of the village was about 225. By 1915, not counting the lighthouse Keepers' and their households, there were 25 to 30 families in Assateague Village. The village's decline commenced about 1922, after Dr. Samuel B. Fields of Baltimore acquired most of the land on the Virginia portion of Assateague Island. Fields had his

12. Personal interview, Watson with Bearss, Dec. 12, 1968.

13. Personal interview, Jones with Bearss, Dec. 13, 1968.

land east of the reservation fenced and posted. His overseer, Oliphant, who lived in a bungalow across the road from the old Life-Saving Station, refused to permit the villagers to cross Field's property to get to Toms Cove. With their access over the shell road to the cove closed, the villagers began to move off the island. Their houses were jacked up, placed on skids, and taken to the waterfront. There they were placed on barges and floated across Assateague Channel to be relocated on Chincoteague Island.

The last person to leave the village was Bill Scott, who had operated the village's one general store. Scott's house still stands, but his store has collapsed.¹⁴

2. Village School

In 1890 the Accomack County School Board built a one-room school and hired a teacher for all the grades through the sixth. The first year there were 40 pupils, the number required by state law to operate a school with public funds. Some as young as three years old were sent by their parents to insure that the attendance requirement was met. The villagers provided wood to heat the school, while the Lighthouse people supplied coal oil for lighting.

14. Personal Interviews, Melvina Shepherd and Norman Jones with Bearss, Dec. 13, 1968.

Until 1919 the school also served the community as a church. Prayer meetings were held on Thursday nights and on Sundays the regular services and Sunday School.¹⁵

3. Village Church

In 1919 the Union Baptist Church of Chincoteague and its pastor, Reverend O. W. Sawyer, got the residents of Assateague to pledge enough money to build a small church.¹⁶

4. Village Cemetery

The village cemetery is located on a sandy ridge about 100 yards northeast of the Assateague Island end of the bridge spanning Assateague Channel. Today only three of the graves are marked. Two of these stones (one marking the grave of Arah1 Jones and the other that of her husband, John Assateague Jones) are enclosed by a wire fence. Mr. and Mrs. J. A. Jones are the paternal grand parents of Norman Jones.¹⁷ The other stone, is a military marker, and identifies the grave of a Civil War soldier, Thomas Watson of Company A, Loyal Eastern Virginia Volunteers. A

15. Ibid.

16. Ibid.

17. Arah1 Jones was born in May 1831 and died February 21, 1877, while John A. Jones was born October 6, 1830, and died May 30, 1911. Personal Interview, Jones with Bearss, Dec. 13, 1968.

reconnaissance of the ridge disclosed the outlines of other graves, but the headboards have been carried off by vandals or knocked down by livestock.

5. Structures Found on Typical Village Lot

The village was never platted so the lots varied in size and configuration. All lots were fenced, but there were no gates, stiles being used instead. Some fences were of wire, others of boards. In addition to their frame house, each family had an outbuilding, which served a multitude of functions--smoke-house, toolshed, barn, etc; a privy; and chicken house. Besides chickens, each family kept ducks and geese.¹⁸

6. Gardens

Each family kept a garden. A number of gardens were on the tract between the shell road and the village. In their gardens, the villagers raised potatoes, onions, corn, snap beans, and other garden vegetables. The potatoes and onions were planted in March. To insure a supply of vegetables in the winter, the villagers kept shadow boxes.¹⁹

7. Livestock

The villagers kept and butchered hogs. Unlike the horses and sheep which were permitted to run on the open range,

18. Personal Interview, Melvina Shepherd and Norman Jones with Bearss, Dec. 13, 1968.

19. Ibid.

the hogs were kept penned. The hogs were always butchered on Sunday.

There were very few cattle in the community. Scott kept a cow for use by members of the community who were sick and required a milk diet.²⁰

E. Site Evaluation and Recommendations

Of the four villages or communities formerly located within the boundary of the National Seashore, only two (Green Run Inlet and Assateague Village) were of any significance. Of these two, Assateague Village is situated in an area for which the Fish and Wildlife Service has administrative responsibility, and as such that agency will oversee its interpretation and protection. The National Park Service will be responsible for the interpretation, development, and protection of the other village sites. Markers identifying the sites will suffice at North Beach and Pope's Island, but more extensive development is warranted at Green Run Inlet. Here the Service should tell the story of Scott's Ocean House, the watermen, and life on the island in the period 1860-1915. The Cemetery should be protected, and an archeological project programmed to relocate and mark the other grave-sites. The site of the Ocean House and the schoolhouse should be marked and interpreted.

20. Ibid.

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CHAPTER X

Economic Activities Other Than Livestock Raising and Hunting

A. Egging

Among the minor occupations that drew people to the barrier islands was that of gathering sea birds' eggs in season. The center of this activity appears to have been two sandy islands off the south point of Sinepuxent Neck, but near the beach. These islands, the breeding places of a multitude of sea birds, are known as Great Egg Beach and Little Egg Beach, or as they are sometimes referred to as Great and Little Egging Beaches. In the 1890s and earlier, they were the goal of annual picnics organized on the nearby mainland. Other "egging" areas were: (a) in the Green Run Beach section; and (b) near North Beach. Individuals living in the old beach communities regularly supplemented their diet in season with eggs from these beaches.

How early this practice originated, it is impossible to determine. But on April 1, 1772, there was surveyed for James Purnell Robins a tract designated "Robins' Convenience," beginning "at the North West end of the Highest Sand hill on an Island or beach called the Egg Beach."¹

1. Land Office, Unpatented Certificate No. 1129, Worcester County. This land was resurveyed for James B. Robins, June 4, 1807,

B. Gathering Driftwood

Another beach "crop" was driftwood and ships' timbers cast up by the waves." An island, Lumber Marsh, is located in the sound at the old entrance to Sinepuxent Inlet, where in times past it intercepted much floating debris drawn into, or toward, that inlet on the tides.²

C. Salt-Works

An important industry of the barrier islands was salt-working. As early as 1628 the Virginia Council took steps to locate sites

and called "Egg Beach Island." (Land Office, Patented Certificate No. 856A, Worcester County). It is described as lying off the thoroughfare (inlet?) at South Point. On June 21, 1809, Benjamin Purnell took up "Burnt Island," 2 1/2 acres, situated "between the Islands called the large Egg Beach Island and the Lumber Marsh." (Land Office, Unpatented Certificate No. 225, Worcester County.) "Purnell's Choice," 3 acres, surveyed for Benjamin Purnell and Nathaniel Davis, on June 21, 1809, lay between Brant Island and Large Egg Beach Island. (Land Office, Unpatented Certificate No. 1091, Worcester County.) On his chart of the "Waters between Chincoteague Inlet and Fenwick's Island," 1835, J. H. Alexander refers to Egg Islands as "Sinepuxent Hummock." Martinet's Atlas of Maryland, 1866, has "Egging Beach," while Great and Little Egging Beach are both depicted on Lake, Griffing, and Stevenson's Atlas of Worcester County, 1877; Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 109-110; Personal Interview, Mrs. Carey with Bearss, Dec. 12, 1968. Mrs. Carey, who is 96 years old, vividly recalls the pinics to Great and Little Egg Beaches and that they would bring home great numbers of eggs, both wild-fowl and turtle.

2. Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 110.

on the Eastern Shore convenient "for experimenting in making salt by the sun," ³ and by 1630 a salt-works was operating "at Accomack." ⁴ As late as 1852 there were salt-works on Chincoteague Inlet, at the southern end of Assateague Island.⁵

The history of salt-making in Maryland is obscure. During the first half of the 18th Century salt was scarce in Maryland, being insufficient in quantity to meet the demands of its fisheries and the needs of the stock belonging to the planters. More than once the Assembly took steps with a view of securing permission of Parliament to import salt from Europe, particularly from Portugal, where it was cheap.⁶ But there is no evidence that this demand resulted in the establishment of salt-works on the Maryland barrier islands.

With much of their European supply of salt cut off by the Revolutionary War, the Baltimore Salt Company established a salt-works at Sinepuxent Inlet. On December 14, 1777, the Council directed Capt. Alexander Furnival to take nine Hessian prisoners-

3. Minutes of the Council of Colonial Virginia, 174.

4. Ibid., 480.

5. Fielding Lucas, Map of Maryland, 1852.

6. Archives of Maryland, Vol. 27, 27, 457; Vol. 29, 3 6; Vol 45, 2; Vol 46, 68, 80, 81; Vol 50, 266, 267.

of-war to the "Salt Works at Sinnepuxent" under an order of the Board of War, or as many of them as were willing to go.⁷ Alexander's chart of 1835 shows these salt-works as located on the beach due east of Lumber Marsh, while maps of a later date, 1877 and 1885, show them in approximately the same location.⁸

Mrs. Addie Carey recalled seeing the remains of Birch's salt-works near North Beach in the 1920s. She recalled the rusting iron evaporating troughs on Salt-Works Creek.⁹

In 1964 Mr. Ed Winbrow (now deceased), accompanied by a TV camera crew, visited the site of an old salt-works, which he called Jones'. The rusted wrought iron salt pans and brick footings were still in evidence. I questioned the park staff as to the whereabouts of this site, but they, as yet, have been unable to pinpoint it.¹⁰

7. Archives of Maryland, 16, 435; 45, 48. Dr. Truitt in 1945 informed Marye, "I remember quite well being told about the colonists or the British (it was always indefinite and seemingly far removed) having run tremendous evaporating plants on that area [North Beach]. The story was that the salt was lightered across the Bay and freighted by ox cart up the Peninsula, on the one hand, or shipped to New York by schooner on the other." Truitt to Marye, Feb. 3, 1945, found in Marye, "The Sea Coast of Maryland," Maryland Historical Magazine, 40, No. 2, 111.

8. Lake, Griffing, and Stevenson's Atlas of Worcester County, 1877, 50-51, shows Birch's Salt Works south of east of Lumber Marsh. Martinet's Map of Maryland, 1885, shows the works south-east of Lumber Marsh.

9. Personal Interview, Mrs. Carey with Bearss, Dec. 12, 1968.

10. Personal Interview, Gordon Noreau with Bearss, Dec. 10, 1968.

D. Fish Factories on Toms Cove

In May 1912 the Seaboard Oil and Guano Company of Reedville, Virginia, opened a fish oil plant on Toms Cove. Thomas Jett was the plant manager. The factory operated on a seasonal basis from May to November. Two shifts were employed--50 men in the daytime and 25 at night. Generally, the night crew unloaded the ships which tied up at the company dock. The fish were carried on a conveyor up onto an elevated platform and shoveled into hoppers. After being cooked, the fish were pressed, the oil extracted, and the scrap (bones, skins, meat, and entrails) was moved by a conveyor into a drying shed. The oil was barreled and the dried scrap sacked in 100-pound bags, preparatory to shipment aboard schooners which tied up at the wharf. The factory owned by the Seaboard Oil and Guano Company burned in 1916.

A second fish factory was built on Toms Cove in 1919 by the Conant Brothers of Chincoteague. This plant was located on the cove about one-fourth mile west of the ruins of Seaboard Oil and Guano Company's plant. The Conant's plant closed in 1928 or 1929, because the cove had silted up so badly that ships could no longer tie up at the dock.¹¹

The remains of the factory owned by the Seaboard Oil and Guano Company are impressive, while those of the Conant's plant, which was dismantled, can only be pinpointed with difficulty.

11. Personal Interviews with Melvina Shepherd and Norman Jones, Dec. 13, 1968.

E. Hunting and Fishing

Most of the persons who resided on Assateague Island or earned a living there, not employed by the Federal Government as Life-Savers (Coast Guard) or Lighthouse Keepers, made their living as watermen. Those living in Assateague Village worked the Toms Cove oyster and clam beds, while those residing at Pope's Island, Green Run Inlet, and North Beach fished the waters of Chincoteague Bay and Sinepuxent Inlet. When not on duty, the surfmen assigned to the Life-Saving Stations relaxed and supplemented their rations by hunting and fishing.

With the construction of the railroad through Snow Hill in the 1870s, Assateague Island became a mecca for duck and geese hunters from all parts of the Middle Atlantic States. Many of the islanders and those living on the Maryland and Virginia shores of the bay found employment as guides and in other occupations catering to the wants of hunters. Blinds and hunting camps were erected at strategic points along the bay side of Assateague Island.¹²

F. Site Evaluation and Recommendations

1. Salt-Works

It is urged that an effort be made by Rangers assigned to the Park staff to locate Jones' Salt-Works. When these works

12. Personal Interviews Mrs. Carey, Judge Price, and Mr. Watson with Bearss, Dec. 12, 1968.

have been pinpointed, they should be marked and interpreted for the benefit of the visitor.

2. Fish Factories

The remains of the factory operated by the Seaboard Oil and Guano Company are impressive. These remains should be identified and stabilized. The story of the Toms Cove fish factories should be interpreted in a nearby Visitor Center.

3. Hunting and Fishing

The blinds and hunting camps located in the Maryland section of Assateague Island National Seashore constitute a resource to be used in interpreting this phase of the area's history and the role of the watermen.

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CHAPTER XI

THE EXTENSION OF THE HOOK AT TOMS COVE

The silting-in process in Toms Cove has changed the environmental factors so that it is now becoming submarginal for the clam and oyster industry which played a major role in the area's economy for over 100 years. It was also the prime reason for closing down the fish factory operation and the Assateague Coast Guard Station.

Coast and Geodetic charts dating to the 1850s do not show Toms Cove. The hook area on Assateague was formed when the littoral currents, carrying large amounts of sediment, encountered strong conflicting tidal currents. In the 1850s the charts show no hook and the shore line near the present Ranger Station. By the time the fish factories were built, the hook had extended over two miles in a southwesterly direction and Toms Cove had been formed. Assateague Coast Guard Station was built near the tip of the hook in 1922; and by 1968 the hook had extended another two miles to the west.¹

1. Personal Interviews with John Hunter and Norman Jones, Dec. 10, 11, & 13, 1968. John Hunter is District Ranger.

Site Evaluation and Recommendations

The creation and extension of the hook and Toms Cove is a vital and interesting story. Here the Service has an outstanding example of the effect of geography on man.

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CHAPTER XII

Chincoteague National Wildlife Refuge

In 1943 the United States government established the Chincoteague National Wildlife Refuge, a wildlife haven of more than 9,000 acres of beach, dunes, and marshes "to save a significant portion of coastal wetlands with their unique vegetation and animal life." The refuge occupies the Virginia portion of Assateague Island and about 400 acres in Maryland. More than 275 kinds of birdlife have been identified, which reflects the variety of habitat at Chincoteague Refuge. Wild ponies owned by the Chincoteague Volunteer Fire Department were permitted to remain in the wildlife area and firemen were given permission to round them up for the annual swim to Chincoteague for "Pony Penning." ¹

1. "Chincoteague National Wildlife Refuge," Dept. of the Interior, Fish and Wildlife Service (Washington, 1967); Turman, The Eastern Shore of Virginia, 247-248.

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CHAPTER XIII

Assateague Island National Seashore

Assateague Island National Seashore was authorized on September 21, 1965. The Department of the Interior administers the area under a combined management plan designed to make the island available for the recreational enjoyment of both present and future generations and to protect the scenic, scientific, and historical values. Chincoteague National Wildlife Refuge will continue to serve the purposes for which it was established.¹

1. "Assateague Island National Seashore", Dept. of the Interior Natl. Park Service (Washington, 1967).

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APPENDIX A

ASSATEAGUE BEACH LIFE-SAVING STATION

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
June 30, 1875	Assawaman Inlet	(Sc) Geo. F. Wright	Onancock, Va.	X	Messongo, Va.	New York City	X	5	
Jan. 24, 1877	Ship Shoal	(Sc) H. Prescott	Portland, Me.	101	Chesapeake Bay	Portland, Me.	oysters	6	
Jan. 27, 1877	Chincoteague Shoals	(Sc) Geo. L. Treadwell	Portsmouth, N.H.	113	Norfolk, Va.	New York City	corn	5	
Nov. 25, 1877	7 1/2 miles from sta.	(Br) Ossipee	New York City	365	Denia, Spain	New York City	almonds & raisins	9	2
Jan. 4, 1878	1 1/4 miles S.W. of sta.	(Sc) Osborn Curtis	Perth Amboy	48	Assawaman, Va.	New York City	pinewood	4	
March 7, 1878	3/4 miles S. of Point Bluff	(St) North Point	Kingston, Jamaica	455	Kingston	Philadelphia	fruit & logwood	20	
Nov. 24, 1879	3/4 miles S. of Fishing Point	(Sc) Ellie	Chincoteague	8	Chincoteague	Indian River, Del.	X	3	
Dec. 25, 1879	1/4 miles S. of sta.	(Sc) Ellie Bodine	Tuckerton, N.J.	67	York River, Va.	New York City	wood	5	
Feb. 1, 1880	New Inlet Bar	(SL) J. F. Knape	Smith's Landing, N.J.	16	Philadelphia	Chincoteague	X	3	
March 11, 1880	Williams Shoal	(Sc) Osborn Curtis	Squan, N.J.	48	Chincoteague	New York City	wood	4	
April 13, 1880	Williams Shoal	(Sc) Charles H. Malleson	Perth Amboy	48	Philadelphia	Norfolk	—	3	
Dec. 19, 1880	Fox Shoal	(Sc) Madora Frances	Chincoteague	24	Philadelphia	Chincoteague	merchandise	5	
Jan. 26, 1881	Turner's Shoal	(Sc) D. Ellie	Rockland, Me.	70	Norfolk	New York City	corn	4	

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
March 10, 1881	Ship Shoal	(Sc) <u>William Allen</u>	Perth Amboy	316	Norfolk	Hoboken	coal	7	
March 28, 1881	Turner's Shoal	(Sc) <u>Nabel Thomas</u>	New Haven	335	Baltimore	Boston	coal	7	
Oct. 30, 1881	Assawanam, Beach	(Sc) <u>Katie Collins</u>	Philadelphia	286	Jacksonville, Fla.	Perth Amboy	lumber	8	
Jan. 31, 1882	Sheep Pen Hills	(Sc) <u>Dolly Varden</u>	Somer's Point	11	New Inlet, Va.	Great Egg Harbor	oysters	3	
Feb. 21, 1882	Fox Shoal	(Sc) <u>Dauntless</u>	Chincoteague	13	Hog Island	Chincoteague	oysters	3	2
March 11, 1882	Hummock Beach	(Sc) <u>Alviria</u>	Millville, N.J.	82	Pocomoke City	Millville	lumber	5	
March 7, 1883	Turner's Shoal	(bark) <u>Wolverton</u>	Portland, Me.	620	Cardenas, Cuba	New York City	sugar	10	
April 30, 1883	Chincoteague Bar	(SL) <u>Edith Fowle</u>	Chincoteague	23	James River	Chincoteague	oysters	4	
August 28, 1883	2 3/4 miles E/SE of sta.	sailboat	X	X	Winter Quarter Shoal, Va.	Chincoteague	X	2	
Nov. 6, 1883	2 miles S.W. of sta.	scow	Chincoteague	8	Hog Island, Va.	Chincoteague	X	3	
Dec. 23, 1883	South Shoal near Chincoteague Bar	(Sc) <u>Lillie A. Warford</u>	Perth Amboy	171	Nansemond River	New York City	wood	6	
Dec. 28, 1883	Eastern Beach	(Sc) <u>Frank</u>	Onancock	16	New Inlet, Va.	Chincoteague	X	4	
April 10, 1884	Ship Shoals	(St) <u>Ocean Star</u>	Somers Point, N.J.	13	Somers Point	Chincoteague	X	2	

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
June 17, 1884	Chincoteague Beach	(Sc) James B. Johnson	Somers Point, N.J.	148	Mattaponi River, Va.	Philadelphia	railroad ties	10	
Nov. 6, 1884	1/2 miles SE of sta.	(SL) John M. Rogers	Chincoteague	19	X	X	X	2	
Dec. 15, 1884	1/2 miles SW of sta.	(Sc) Peter J. Hart	Chincoteague	40	New York City	Franklin City, Va.	coal	4	
April 12, 1885	Chincoteague Bar	(Sc) Rescue	Bridgeton	68	Washington, D. C.	Millvale, N.J.	lumber	4	
Dec. 21, 1885	3/4 miles SB of sta.	(SL) Harriet E. Lowndes	Chincoteague	13	Hog Island	Tom's Cove, Va.	oysters	3	
Jan. 9, 1886	1 mile SB of sta.	(Sc) Lillie Ernestine	Patchogue, N.Y.	54	New York City	York River	X	5	
March 15, 1886	Tom's Inlet Bar	(SL) John M. Price	Chincoteague	26	Hog Island	Tom's Cove	oysters	4	
April 2, 1886	Chincoteague Inlet Bar	(SL) Julia A. Roe	Baltimore	32	Deal's Island, Md.	Maurice River, N.J.	oysters	4	
June 2, 1886	New Inlet Bar	(SL) J. C. Wood	Chincoteague	5	Assateague, Island	Chincoteague	oysters	4	
Aug. 5, 1886	Williams Shoal	(Sc) Edwin J. Palmer	Providence, R.I.	197	Providence, R.I.	Philadelphia	scrap iron	6	
Dec. 12, 1886	2 miles SSE of sta.	(SL) Lizzie Jane	Chincoteague	11	Cobbs Island	Chincoteague	oysters	2	
April 7, 1887	Chincoteague Bar	(Sc) George L. Garlick	Somers Point	22	Chincoteague	Atlantic City	oysters	3	
April 26, 1887	1 mile SE of sta.	(SL) John H. Savage	Chincoteague	X	Fiske Cove	Chincoteague	clams	2	

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
April 28, 1887	1 mile SE of sta.	(SL) William C. Pruitt	Chincoteague	9	Hog Island	Chincoteague	oysters	3	
April 23, 1888	Williams Shoal	(Sc) James Rothwell	Boston	498	Boston	Philadelphia	X	7	
Dec. 11, 1888	1/2 mile E. of sta.	(Sc) Morning Light	Chincoteague	X	Chincoteague	Fiske Cove	oysters	3	
Aug. 25, 1889	1 mile W. of sta.	(SL) Prohibition	Chincoteague	6	adrift	X	furniture	X	
Dec. 30, 1889	3 1/2 miles NE/E of Wallops Beach	(Sc) Annie E. Pierce	Wilmington, Del.	93	Newborn, N.C.	New York City	lumber	7	
April 7, 1890	1 mile N/W of sta.	(SL) Josie Smith	Chincoteague	12	Hog Island	Chincoteague	X	2	
July 18, 1890	Fox Shoal	(SL) Lizzie Jane	Chincoteague	11	Norfolk	Chincoteague	shingle & laths	2	
Sept. 27, 1890	2 3/4 miles SW of sta.	(Sc) John R. Walters	Chincoteague	9	Hog Island	Chincoteague	oysters	3	
Oct. 10, 1891	2 1/2 E/N of sta.	(St) Despatch	U. S. Government	730	Washington, D. C.	New York City	X	79	
Dec. 29, 1891	2 miles N. of sta.	Boat belonging to Winter Quarter Light Ship						4	
April 25, 1892	Williams Shoal	(Sc) William E. Hewlett	Bridgeton, N.J.	23	Hog Island	Cape May	oysters	4	
July 18, 1892	Fox Shoal	(Sc) L. B. Chandler	Chincoteague	39	Chincoteague	New York City	wood	3	
Aug. 6, 1892	Fox Shoal	(Sc) Palestine	Chincoteague	31	Chincoteague	New York City	wood	5	

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
Sept. 30, 1892	2 1/2 miles SSE of sta.	(St) <u>Absecon</u>	Chincoteague	53	Delaware Capes	Chincoteague	fish	3	
Dec. 25, 1892	Turner's Shoal	(Sc) <u>Willie L. Newton</u>	Bangor, Me.	286	Newport News, Va.	Allyns Point, Conn.	coal	7	
April 12, 1892	3 miles W/SW	(Sc) <u>Anna Homan</u>	Crisfield, Md.	16	Chincoteague	Norfolk		4	
Nov. 15, 1893	1 mile S/SE of Sta.	(Sc) <u>J. H. Elliott</u>	Philadelphia	71	Hampton, Va.	New York City	wood	4	
Nov. 15, 1893	1 mile S/SE of sta.	(Sc) <u>J. H. Elliott</u>	Philadelphia	71	Hampton, Va.	New York City	wood	4	
March 19, 1894	Williams Shoal	(Sc) <u>Emma Robinson</u>	Chincoteague	64	James River	Baltimore		4	
April 6, 1894	2 1/2 miles S/SE of station	(SL) <u>Helen F. Leaman</u>	Cape May	14	Wachapreague, Va.	Cape May	oysters	2	
Sept. 1, 1894	7 miles NE of station	(Sc) <u>Sarah C. Smith</u>	Philadelphia	297	Georgetown, S. C.	Boston	lumber	7	
Jan. 18, 1895	1 mile S of station	(Sc) <u>Sophia Godfrey</u>	Bridgeton	257	New York City	Suffolk	salt	6	
Feb. 8, 1895	2 miles SE of station	(Sc) <u>Sunbeam</u>	Tuckerton	22	Wachapreague, Va.	New York City	oysters	3	
Feb. 8, 1895	2 1/2 miles S. of station	(Sc) <u>Water Lily</u>	New York City	37	Norfolk	New York City		4	
March 2, 1895	3 miles NE of station	(St) <u>Oakdene</u>	Sunderland, U.K.	1,594	Hamburg, Ger.	Baltimore	salt & cement	20	
May 3, 1896	3 miles S. of station	(Sc) <u>John S. Beacham</u>	Richmond	234	Richmond	New York City	pig iron	5	

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
Sept. 1, 1896	2 1/2 miles E/SE of station	(Sc) L. A. Rose	Somers Point	145	Claremont, Va.	New York City	wood	5	
Oct. 2, 1896	2 1/2 miles S/SE of station	(Sc) Maggie E. Davis	Chincoteague	44	New York City	Chincoteague	coal	5	
Oct. 2, 1896	1 1/2 miles S/SB of station	fishing boat	Chincoteague			capized		2	
Oct. 25, 1897	1 mile south of station	(Sc) L. A. Rose	Somers Point	145	James River	New York City	wood	7	
Nov. 17, 1897	5 miles south of station	(Sc) Theresa Wolf	Somers Point	307	Bermuda Hundred	Philadelphia	wood	6	
Nov. 23, 1897	1 1/2 miles south of station	(Sc) M. B. Millen	New York City	336	James River	New York City	wood	7	
Dec. 24, 1897	2 miles south of station	(Sc) Lizzie S. James	Philadelphia	182	Newbern	New York City	lumber	6	
Dec. 24, 1897	1 1/2 miles south of station	(Sc) Samuel C. Holmes	Wilmington, Del.	79	York River	New York City	wood	5	
Dec. 24, 1897	1 1/2 miles south of station	(Sc) Mary J. Robbins	Port Norris, N.J.	24	James River	Port Norris	oysters	3	
Dec. 25, 1897	5 miles south of station	(Sc) Virginia Rulon	New York City	280	Bermuda Hundred	Elizabeth, N.J.	railroad ties	7	
Jan. 9, 1898	5 miles south of station	(Br) Manson	New Bedford, Mass.	264	Bermuda Hundred	Philadelphia	railroad ties	6	
March 4, 1898	1 1/2 miles south of station	(Sc) Sea Queen	Tuckerton	13	dragged anchor & stranded		oysters	2	
May 8, 1898	4 miles west of Wallops Island sta.	(Sc) Mary S. Ewing	Wilmington, Del.	59	James River	Egg Harbor	oysters	4	

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
Dec. 7, 1898	1 1/2 miles S. of station	(Sc) <u>Puritan</u>	Belfast, Me.	116	Charleston, D.C.	New York City	lumber	4	
Jan. 17, 1899	2 miles S. of station	(Sc) <u>James M. Hall</u>	Perth Anboy	87	Philadelphia	Chincoteague	coal	4	
March 7, 1899	1 1/4 miles S/SE of station	(SL) <u>Mascott</u>	Somers Point	13	James River	Chincoteague	oysters	2	
March 7, 1899	3 miles NE of sta.	(SL) <u>Belle</u>	Bridgeton	16	Herefort Inlet, N.J.	Hog Island	X	2	
March 8, 1899	1 1/2 miles S. of sta.	(Sc) <u>Mary Gaillard</u>	Somers Point	45	James River	Little Egg Harbor	oysters	4	
March 17, 1899	Fox Shoal	(Sc) <u>Maggie Davis</u>	Chincoteague	44	Chincoteague	James River	X	4	
Sept. 5, 1899	3 miles W/SW of station	(SL) <u>Maude S.</u>	Bridgeton	7	Sea Isle City	Chincoteague	X	2	
Oct. 31, 1899	2 miles S. of station	(Sc) <u>Anna L. Ponder</u>	Wilmington, Del.	17	Atlantic City	Norfolk	X	5	
Dec. 5, 1899	5 miles W. of station	(Sc) <u>Maggie Davis</u>	Chincoteague	44	Chincoteague	James River	X	4	
Dec. 19, 1899	1 1/2 miles S/SE of station	(Sc) <u>Helen M.</u>	Chincoteague	30	Franklin City, Va.	Philadelphia	oysters	3	
Dec. 24, 1899	3 miles W/SW of station	(Sc) <u>Fred Jackson</u>	New York City	292	New York City	Norfolk	brick	5	
Dec. 26, 1899	2 1/1 miles S. of station	(Sc) <u>Rebecca</u>	Norfolk	141	Norfolk	New York City	lumber	6	
March 23, 1900	4 miles W. of station	(SL) <u>Crown</u>	Chincoteague	9	Franklin City	Wachapreague	X	2	

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
April 5, 1900	2 1/2 miles S/SW of station	(Sc) D. P. Mulford	Norfolk	30	James River	Maurice River, N. J.	oysters	3	
Dec. 9, 1900	4 miles NE of station	(SL) Sagitta	New York City	27	New York City	North Carolina	X	2	
Dec. 18, 1900	3 miles W. of station	(Sc) Joseph Allen	Norfolk	27	Chincoteague	Norfolk	oysters	4	
Dec. 23, 1900	4 miles S. of station	(Sc) Howell Leeds	Philadelphia	414	Philadelphia	Wilmington, N.C.	fertilizer	7	
Jan. 4, 1901	Turner's Shoal	(Sc) James Young	Thomaston, Me.	261	Bermuda Hundred	New York City	lumber	6	
Jan 13, 1901	Turner's Shoal	(Sc) Annie B. Mitchell	New London	463	Norfolk	New Haven	pig iron	7	
March 11, 1901	1 mile W. of station	(Sc) Mary Standish	Boston	272	New York City	City Point	X	6	
April 4, 1901	3 miles S. of station	(Sc) Early Bird	Baltimore	58	James River	Maurice River	oysters	4	
July 26, 1901	2 miles S/SE of station	(Sc) Monhegan	New York City	23	New York City	Annapolis	X	3	
Sept. 16, 1901	1 1/2 miles S/SE of station	(Sc) Joseph J. Pharo	New York City	261	New York City	Bermuda Hundred	X	8	
Feb. 25, 1902	2 1/2 miles SE of station	(BK) Alice & Isabella	Sables d' Orlonne	647	Sables d' Orlonne	Philadelphia	X	15	
Feb. 27, 1902	2 1/4 miles S. of station	(Sc) Emma M. Robinson	Chincoteague	63	James River	New York City	wood	4	
March 4, 1902	5 1/2 miles of station	(Sc) Daniel Brown	New York City	204	Norfolk	New York City	lumber	7	

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
April 21, 1902	2 1/2 miles S. of station	(Sc) Nettie R. Willing	Newport News	55	James River	Maurice River	Oysters	4	
June 7, 1902	2 miles S. of station	(Sc) Celeste	Norfolk	41	North Carolina	New York City	X	5	
Sept. 13, 1902	2 1/2 miles S. of station	(Sc) Lucie Wheatley	New York City	189	Suffolk, Va.	New York City	lumber	7	
Sept. 26, 1902	Ship Shoal	(Sc) Florence	Gloucester, Mass.	67	Fishing trip			11	
Oct. 23, 1902	3 miles S.W. of station	(Sc) C. R. Bennett	Chincoteague	32	Chincoteague	Norfolk	Oysters	2	
Nov. 7, 1902	2 1/2 miles N. of station	(Sc) Protector	Camden, N. J.	31	Battery Park, Va.	Maurice River	X	2	
Nov. 27, 1902	2 miles E/NE of Wallops Is. station	(Sc) Maggie Davis	Chincoteague	44	Chincoteague	Philadelphia	Oysters	4	
Nov. 28, 1902	1 7/8 miles S/SE of station	(Sc) Claudia V.	Chincoteague	22	Chincoteague	Norfolk	Oysters	2	
Nov. 28, 1902	1 3/4 miles S/SE of station	(SL) Pittsburgh	Somers Point	15	Atlantic City	Rappahannock River	X	2	
Nov. 28, 1902	1 3/4 miles S/SE of station	(Sc) Maggie Davis	Chincoteague	44	Chincoteague	Philadelphia	Oysters	4	
Nov. 29, 1902	2 1/2 miles W/SW of station	(Sc) R. B. Leeds	Chincoteague	34	Chincoteague	Norfolk	Oysters	3	
Dec. 5, 1902	1 mile S. of station	(Sc) Virginia Rulon	Tuckerton	28	Suffolk	New York City	lumber	6	
Dec. 25, 1902	1 1/2 mile S. of station	(Sc) John Russell	Bridgeton	156	Bogue Island, N.C.	New York City	lumber	6	

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
Feb. 23, 1903	1 1/2 miles SE of station	(SL) <u>Ida Frank</u>	Cold Spring, N.Y.	10	Elizabeth City, N.C.	Oyster Bay		2	
March 23, 1903	2 miles S. of station	(Sc) <u>William & James</u>	Seaford, Del.	81	North River, Va.	Millville	lumber	4	
April 24, 1903	4 1/2 miles SE of station	(Sc) <u>Lewis K. Cottingham</u>	Philadelphia	524	James River	Boston	lumber	8	
Oct. 11, 1903	2 miles S. of station	(Sc) <u>E. A. Cramer</u>	Chincoteague	23	Cobbs Island	Chincoteague	oysters	2	
Oct. 11, 1903	2 miles S. of station	(SL) <u>Alberta</u>	Somers Point	19	Fishing Trip		fish	6	
Oct. 18, 1903	1 3/4 miles S/E of station	(SL) <u>Athene</u>	New York City	26	Mrytle Inlet	Folly Creek, Va.	oysters	2	
Nov. 6, 1903	1 3/4 miles S. of station	(Sc) <u>Benjamin W. Latham</u>	Stonington	72	Fishing Trip		fish	13	
Dec. 22, 1903	2 miles NE/W of station	(Sc) <u>Eureka</u>	Cape Charles	18	Metomkin	Chincoteague	X	2	
Jan. 3, 1904	1 1/2 miles SE of station	(Sc) <u>S. J. Delan</u>	Chincoteague	36	Chincoteague	Norfolk	oysters	3	
March 22, 1904	1 1/4 miles SW of station	(Sc) <u>Mattie W. Porter</u>	Tuckerton, N.J.	28	Egg Harbor	Hog Island		3	
April 10, 1904	1 1/4 miles SE of station	(Sc) <u>William D. Hilton</u>	Providence	324	Claremont, Va.	Pawtawket	lumber	6	
Sept. 15, 1904	1 mile SE of sta.	(Sc) <u>Maggie Davis</u>	Chincoteague	44	Philadelphia	Chincoteague	coal	5	
Sept. 15, 1904	1 mile SE of sta.	(Sc) <u>Polanoket</u>	Camden	319	Washington, D. C.	Penns Grove	X	14	

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
Nov. 17, 1904	5 miles SE of station	(Sc) J. Howell Leeds	Philadelphia	414	Long Cove, Me.	Philadelphia	paving stone	7	
Jan. 25, 1905	1 1/2 miles SE of station	(Sc) White Wing	Chincoteague	15	Chincoteague	Cobbs Island	X	2	
Jan. 30, 1905	2 miles S. of station	(Sc) Onley	Chincoteague	26	North Carolina	Johnson's Bay, Md.	oysters	3	
April 8, 1905	4 miles SE of station	(Sc) M. P. Howlett	Philadelphia	46	James River	Philadelphia	oysters	4	
May 31, 1905	2 1/2 miles S. of station	(Sc) Addie Jordan	Saco, Me.	376	Norfolk	Bridgeport	lumber	6	
Oct. 11, 1905	1 3/4 miles SE of station	S (Sc) Ada R. Terry	New York City	69	New York City	Assateague		14	
Nov. 2, 1905	6 1/2 miles SE of station	(Sc) Thomas L. James	New York City	396	Norfolk	New York City	wood	7	
March 24, 1906	5 miles SW of station	(Sc) Norfolk	Baltimore	589	New York City	Norfolk	X	3	
March 24, 1906	Williams Shoal	(Str) Margaret	Baltimore	203	New York City	Norfolk	X	11	
May 7, 1906	1/2 miles E/NE of station	(Sc) Alice	Baltimore	61	Hampton	Maurice River	oysters	4	
Dec. 13, 1906	1/2 miles SE of station	(SL) Three Sisters	Chincoteague		Dragged anchor & stranded		lumber	2	
Feb. 15, 1907	1 1/4 miles SE of station	(SL) Sally	Norfolk	29	North Carolina	Chincoteague	oysters	3	
April 24, 1907	1 1/2 miles SE of station	(SL) Lizzie M. Jones	Chincoteague	21	Hampton	Atlantic City	oysters	2	

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
April 24, 1907	1 1/2 miles SE of station	(SL) Edith Louise	Chincoteague						
Aug. 2, 1907	2 miles S, 1/2 miles W. of station	(Sc) Aylville H. Perry	New York City	311	Virginia	New York City	lumber	7	
Sept. 12, 1907	1 1/4 miles S. of station	(Sc) Annie May	Cape Charles	29	Machipongo	New York City	wood	3	
Oct. 3, 1907	1 mile N. of station	yacht Foam	New York City	64	New York City	Tarpon Springs	general	6	
Oct. 24, 1907	2 1/4 miles SE of station	gas launch. Annie Godfrey	Somers Point	21	Fishing Trip		fish	6	
Nov. 7, 1907	1 miles S/SE of station	(Str) Wicomico	Tappahannock	141	In harbor		coal	28	
Jan. 7, 1908	1/2 miles SE of station	(Sc) D. J. Whealton	Chincoteague	48	Chincoteague	Assateague	wrecking outfit	5	
Jan. 7, 1908	3/8 miles SE of station	launch (no name)	Norfolk	X	Norfolk	Chincoteague	X	X	
Jan. 8, 1908	1/2 mile SE of sta.	(Sc) Robt. J. Paulson	Cape Charles	29	not on voyage	Not on voyage	X	2	
Jan. 8, 1908	1 1/2 miles SW of station	(Sc) Millville	Philadelphia	365	Norfolk	New Haven	X	6	
Feb. 3, 1908	1 1/2 miles S. of station	(Str) Asher J. Hudson	Philadelphia	136		New York City	X	9	
Sept. 30, 1908	2 miles E/NE of Wallops Beach	(Sch) Alberta	Chincoteague	77	Chincoteague	York River	oysters	3	
Dec. 8, 1908	2 miles SW of station	(Str) Kenosha	Marquette	1,272	Baltimore	Boston	coal	19	

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
Feb. 24, 1909	3 1/2 miles S/SW of station	(Sc) <u>Helen Benedict</u>	New Haven	770	New port News, Va.	Portland, Me.	coal	8	
March 16, 1909	1 5/8 N. of sta.	(Sc) <u>Charley C. Weaver</u>	West Point, Va.	27	Hampton	Sheepshead Bay	oysters	3	
April 2, 1909	2 1/2 miles SE of station	(gas str) <u>Mary E. Hart</u>	Gloucester	122	Gloucester	Assateague	X	19	
Dec. 22, 1909	1 3/8 miles SE of station	(Sc) <u>Sadie</u>	Philadelphia	51	Virginia	Cape May	lumber	3	
April 10, 1910	3 miles NE of station	(gas launch) <u>Hazel Moore</u>	Chincoteague	14	Somers Point	Assateague	X	3	
Dec. 15, 1910	1 mile SE of sta.	(gas str) <u>Rae</u>	Philadelphia	29	Freeport	Florida	X	3	
April 27, 1911	3 miles E of sta	(gas str) <u>Uncle Sam</u>	Boston	10	Chincoteague	fishing grounds	X	3	
Jan. 5, 1912	2 miles SW of sta.	(gas str) <u>Corsair</u>		14	New York City	Florida	X	2	
Jan. 5, 1912	1 1/2 miles SE of sta.	(Sc) <u>Alberta</u>	Chincoteague	77	Virginia	New York City	wood	5	
Jan. 8, 1912	3 miles SW of sta.	(Sc) <u>Columbia</u>	Norfolk	55	Virginia	Atlantic City	lumber	3	
Feb. 9, 1912	7 miles SE of sta.	(Sc) <u>Victor C. Records</u>	Seaford	243	Charleston	New York City	lumber	6	
Feb. 22, 1912	1 mile S/SE of station	(gas str.) <u>Eva Blanche</u>	Norfolk	23	Chincoteague	Norfolk	oysters	2	
March 21, 1912	2 miles S/SW of station	(gas str.) <u>Onley</u>	Somers Point	26	Atlantic City	Hampton	X	2	

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
April 7, 1912	1 5/8 miles SE of station	(gas str) Olive	Atlantic City	7	Chincoteague	Atlantic City	X	2	
May 10, 1912	1 1/2 miles S/W of station	(SL) John Wesley	Chincoteague	15	Beck Creek, N.J.	Tucker Bay, Md.	oysters	3	
Aug. 3, 1912	3 miles E of sta.	(Sc) Carrie S. Morse	Crisfield	56	York River	New York City	wood	5	
Nov. 5, 1912	1 3/4 miles SE of station	(Sc) Joseph Allen	Chincoteague	39	York River	New York City	wood	4	
Jan. 14, 1913	2 1/2 miles S/W of station	(Sc) Margaret M. Ford	Boston	365	New York City	Jacksonville, Fla.	cement	6	
April 7, 1913	3/8 miles SW of station	(SL) Jordan	Somers Point	25	Hog Island	Atlantic City	oysters	3	
Feb. 8, 1914	6 miles SE of sta.	(Sc) Edwina	Charleston, S.C.	459	James River	New York City	lumber	7	
May 5, 1914	8 miles SW of sta.	(Sc) Ruth Decker	Elizabeth City, N.C.	122	Norfolk	Chincoteague	coal	4	
July 9, 1915	Williams Shoal	(Sc) Lizzie Godfrey	X	73	X	X	oysters shells	4	

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APPENDIX A

GREEN RUN INLET LIFE-SAVING STATION

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
Nov. 28, 1875	Abreast Winter Quarter Shoal	Yacht Rambler	Philadelphia	88	Jamaica	Philadelphia	Bananas & Rum	9	
Jan. 20, 1876	2 miles S. of Chincoteague Shoal	(Sc) Maria & Elizabeth	Philadelphia	203	Nansemond	New York City	wood	8	
Dec. 1, 1876	Green Run Beach	(Sc) Ocean Bell	Rockland, Me.	142	Georgetown, D.C.	Bridgeport, Conn.	coal	5	
March 10, 1877	5 miles S. of sta.	(Sc) Andrew Nebinger	Philadelphia	294	Doboy Island, Ga.	Philadelphia	lumber	7	
May 23, 1877	2 1/2 miles S., SW of station	(Sc) Mary E. Curtin	Tuckerton, N.J.	26	Hog Island, Va.	Little Egg Harbor	salt	3	
Sept. 8, 1877	9 miles N. of sta.	(Sc) Sidney Monsel	Patchogue, N.Y.	48	Watchpague, Va.	New York City	sweet potatoes	4	
Jan. 3, 1878	3 3/4 miles N. of sta.	(Sc) Francis French	New York City	119	Fredericksburg, Va.	New York City	tan bark & oak	5	
Jan. 4, 1879	1/4 mile N. of sta.	(Sc) Rebecca Knight	New York City	108	James River, Va.	New York City	pinewood	4	
July 16, 1879	2 1/4 miles N. of sta.	(Sc) John Rose	New York City	223	New York City	Bermuda	general	7	
Aug. 22, 1879	5 miles N. of sta.	(Sc) Henry Adelbert	Gardiner, Me.	272	Bath, Me.	Washington, D.C.	ice	3	
Dec. 31, 1880	3 1/2 miles N. of sta.	(Sc) Mary D. Ireland	Philadelphia	265	Richmond	New York City	coal	6	
March 3, 1881	3 1/2 miles N. of sta.	(Bk) Syringa	Scarborough, Great Britain	379	Pernambuco	Philadelphia	sugar	13	
Jan. 24, 1882	1 1/2 miles N. of sta.	(Sc) Chancellor	New Haven, Conn.	93	Cartagena, Sp.				

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TUNNAGE</u>	<u>WHERE FROM</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
Jan. 24, 1882	2 1/2 miles N. of station	(Sc) <u>Abbie & Eva</u>	Camden, N.J.	322	Philadelphia	Wilmington, N.C.	steel rails	8
May 5, 1882	Wallop's Beach	(Sc) <u>Maggie Bell</u>	Chincoteague	5	Hog Island	Chincoteague	oysters	2
Jan. 8, 1883	5 1/2 miles N. of station	(Sc) <u>Wyoming</u>	Roston	197	Azua, Santo Domingo	New York	Lignum vitae & sugar	6
Jan. 12, 1883	3 1/2 miles N. of station	(Sc) <u>Elizabeth M. Buehler</u>	Philadelphia	491	Baltimore	Harlem, N.Y.	coal	8
Jan. 12, 1883	4 1/2 miles N. of station	(Sc) <u>Julia Grace</u>	Halifax	149	Bon-Air, West Indies	New York City	salt	7
Jan. 20, 1883	3 miles N. of station	(str) <u>Alpin</u>	Bilbao, Sp.	833	Inagua, Bahamas	New York City	general	29
Dec. 25, 1887	400 yards SE of station	(Sc) <u>Jesse Murdock</u>	Warcham, Mass.	360	Warcham	Norfolk	X	6
Feb. 16, 1889	1 1/2 miles NE of station	(Sc) <u>Taylor & Mathis</u>	Philadelphia	28	Ship Shoals Inlet	Norfolk	oysters	5
Nov. 11, 1892	Winter Quarter Beach	(Bk) <u>Copsefield</u>	London, England	454	Glasgow, Scotland	New York City	X	13
Oct. 5, 1896	1/2 mile S. of station	Fishing boat	Green Run Inlet			capsized		3
March 4, 1897	2 1/4 miles N/NE of station	(Brig) <u>Emma L. Shaw</u>	Windsor, N.S.	567	Turks Island	Philadelphia	salt	11
May 8, 1900	3 miles N/NE of station	(Sc) <u>Luella Wood</u>	Rockland, Me.	556	Boston	Fernandina	X	8

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
March 12, 1902	2 miles N/NW of station	(Scow) Hatty Powell	North Beach, Md.	X	Green Run Inlet	North Beach	fertilizer	1	
June 3, 1902	1 mile N/NE of station	(Sc) Elsie M. Harris	New York City	50	New York City	Virginia	fish	12	
June 10, 1903	1 3/4 miles N/NE of station	(Sc) Celeste	Tampa	341	New York City	Baltimore	guano	7	
Dec. 20, 1905	1 1/2 miles SE of station	(gas lch.) May	Wildwood	X	Wildwood	Florida	X	7	
Oct. 22, 1906	3 miles west of station	(gas lch.) Lillian			Pleasure Trip				
Jan. 12, 1911	4 miles SE of station	(gas str) Nedera	New York City	35	New York City	Norfolk	X	4	
May 1, 1912	2 1/2 miles N/NE of station	(gas str.) Elizabeth B.	Somers Point	20	Hampton	Atlantic City	oysters	3	

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APPENDIX A

POPE'S ISLAND LIFE-SAVING STATION

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TUNNAGE	WHERE FROM	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
March 1, 1882	1 mile E/NE	(Sc) Hannah M. Lollis	Wilmington, Del.	299	Savannah	lumber	8	
Jan. 3, 1883	1 mile S. of sta	(Sc) Samuel Ober	Provincetown, Mass.	68	Baltimore	pig iron	4	
Jan. 9, 1883	1 mile S. of sta. Mud Scow No. 1		X	X	Philadelphia	X	X	
April 16, 1886	2 miles S/SW of station	(Sc) Betha Watts	Lunenburg, N.S.	146	Cienfuegos	molasses	6	
Oct. 15, 1889	2 1/2 miles NW of station	sloop	X	X	Philadelphia	X	X	
Nov. 18, 1890	2 1/2 miles S. of station	(Sc) Lehman Blew	Camden	275	Virginia	wood	6	
April 29, 1891	3 miles S/SW	(Sc) William M. Bird	Somers Point	808	Kennebec River	ice	7	
Jan. 12, 1892	4 miles S/SW of station	(str) Miranda	West Hartlepool, England	1,668	West Hartlepool	X	22	
Feb. 15, 1893	2 miles N. of station	(Sc) R. F. Pettigrew	Portland, Me.	931	Boston	X	9	
Jan. 22, 1895	1 mile W. of sta. (Sailboat) Gertie		Boxiron	X	X	X	1	
March 25, 1895	1 mile W/NW of station	(Sailboat) Richard	Chincoteague	X	Chincoteague	X	1	
Nov. 26, 1902	4 miles SW of station	(SL) Avalon	Chincoteague	9	Chincoteague	X	2	
Oct. 11, 1903	2 miles N. of sta. (SL) Minnie Francis		Girdletree, Md.	X	parted cable and stranded	X	5	

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
Jan. 9, 1906	5 miles S. of sta.	(Sc) Robert McClintock	Baltimore	154	Baltimore	X			
Sept. 25, 1906	4 1/2 miles S/SW of station	(Sc) Marion Grimes	New York City	72	Fishing Trip	fish		7	15

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APPENDIX A

NORTH BEACH LIFE-SAVING STATION

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
March 29, 1886	3 1/2 miles S/SW of station	(St) Tonawanda	Philadelphia	1,504	London	Philadelphia	barrels	19	
Sept. 2, 1886	4 miles NE of station	(Sc) Meyer & Miller	Belfast, Me.	421	Union Island, Ge.	New York City	lumber	9	
Jan. 4, 1887	3 3/4 miles S/SW of station	(Sc) Helena	New London	96	New York City	Norfolk	coal	6	
Sept. 10, 1889	1 1/2 miles NE of station	(Sc) Anna & Ella Benton	Somers Point	137	New York City	Norfolk	X	5	
Sept. 21, 1889	1 1/2 miles NW of station	(SL) Curlew	Berlin, Md.	X	X	Fishing Trip	X	3	
Aug. 6, 1890	1 1/2 mile S. of station	(Sc) W. Wallace Ward	New Haven			Norfolk	X	11	
April 1, 1891	3 1/4 miles S/SW of station	(Bark) Admiral	Christiana, Norway	774	Rio de Janeiro	Halifax, N.S.	X	10	
Aug. 11, 1891	1 1/4 miles SW of station	(Sc) Seth & Ishmael	Richmond	61	Philadelphia	Washington, D. C.	coal	6	
June 18, 1894	Davis Shoal	(SL) Viola	Chincoteague	5	Chincoteague	St. Martins River, Md.	oysters	2	
July 21, 1894	2 1/2 miles W/NW of station	(Sc) Tuckahoe	Bishopville, Md.	X	George's Island Landing	St. Martins River	shells	3	
July 10, 1895	1 mile S/SE of station	(str) Lota	Norfolk	167	Norfolk	New York City	X	13	
July 21, 1895	1 1/4 miles SW of station	(SL) Lillie	Chincoteague	6	Pleasure Trip			11	
Feb. 15, 1896	1 1/2 miles W/NW of station	(Catboat) Shoc Fly	Bassett's Creek, Md.	X	Dragged Anchor			2	

DATE	PLACE	NAME OF VESSEL	WHERE REGISTERED	TONNAGE	WHERE FROM	WHERE BOUND	CARGO	NO. OF LIVES SAVED	NO. OF LIVES LOST
Feb. 26, 1896	1 3/4 miles SW of station	(SL) <u>Vigilant</u>	Chincoteague	X	Hog Island	Ocean City	X	2	
July 23, 1897	1 3/8 miles SW/S of station	(SL) <u>Sallie Mary</u>	Chincoteague	6	Dragged anchor & stranded			X	
May 21, 1898	1 1/8 miles S. of station	(Sc) <u>I. Harris Kirk</u>	New York City	264	Chickahominy	Philadelphia	railroad ties	6	
May 16, 1899	1 mile SW of station	(SL) <u>Vigilant</u>	Chincoteague	X	Chincoteague	North Beach	X	3	
July 30, 1899	1 mile W/NW of station	(Sc) <u>Lelia Collins</u>	Franklin City, Va.	X	Franklin City	Ocean City	X	3	
Aug. 22, 1899	4 1/2 miles N/NE of station	(Sc) <u>Lem Meta</u>	Wilmington, Del.	38	Lewes, Del.	Assateague Beach	lumber	3	
Sept. 26, 1899	2 1/2 miles N. of station	Shanty Boat	Turvells Creek, Md.	X	North Beach	Turvells Creek	X	1	
Dec. 7, 1899	1 mile NW of sta.	Shanty Boat	Ocean City	X	Ocean City	North Beach	X	1	
Dec. 20, 1900	1 1/2 N/NW of station	Shanty Boat	Ocean City	X	Winter Quarter	Ocean City	X	X	
Jan 24, 1901	1 3/4 miles N/NE of station	(str) <u>Starcross</u>	Cardiff, Wales	2,823	Daker, Senegal	Philadelphia	X	2	
April 9, 1901	3 1/2 miles SW/S of station	(Sharpie) <u>Wave</u>	Conners Point, Md.	X	Green Run	Ocean City	fish	1	
Oct. 19, 1901	4 miles NE of	(Sharpie) <u>Annie S.</u>	Chincoteague	X	Chincoteague	X	X	1	
Sept. 16, 1903	4 1/2 miles S/SW of station	(Catboat) <u>Nellie Jones</u>	Turpin's Pond, Md.	X	Fishing Trip		X	2	

<u>DATE</u>	<u>PLACE</u>	<u>NAME OF VESSEL</u>	<u>WHERE REGISTERED</u>	<u>TONNAGE</u>	<u>WHERE FROM</u>	<u>WHERE BOUND</u>	<u>CARGO</u>	<u>NO. OF LIVES SAVED</u>	<u>NO. OF LIVES LOST</u>
Sept. 16, 1903	1 1/2 miles SW/S of sta.	(Catboat) <u>Bettie Dennis</u>	Emmis Creek, Md.	X	Fishing Trip		X	X	
Dec. 2, 1903	1 1/8 miles NE of station	(SL) <u>Dharwal</u>	Geffe, Sweden	1,392	Hong Kong	New York City	matting	21	
March 12, 1904	3 1/2 miles NW of station	(yacht) <u>Maawinda</u>	Ocean City	X	Ocean City		plies	2	
April 16, 1905	3 miles NW of station	(sharpie) <u>Wm. McKinley</u>	Ocean City	X	capsized		X	5	
April 16, 1905	2 miles N. of station	(sharpie) <u>Charles Simpson</u>	Ocean City	X	Ocean City	Winter Quarter Beach	X	2	
Feb. 22, 1906	3 miles S/SW of station	(Sc) <u>Ida B. Gibson</u>	Seaford, Del.	235	City Point	New York City	lumber	6	
April 21, 1906	1 1/2 miles NW of station	(Sharpie) <u>Anna Held</u>	Chincoteague	X	capsized			2	
Dec. 8, 1906	3 1/2 miles W. of station	(gas launch) <u>S. I. Kimball</u>	X	X	Chincoteague			1	
Jan. 28, 1909	2 3/4 miles S. of station	(Sc) <u>P. E. Wharton</u>	Chincoteague	79	Rappahannock	Atlantic City	lumber	5	
Sept. 28, 1909	1 3/4 miles NW of station	gas launch	White's Island, Md.		Engine disabled			3	
Dec. 12, 1909	3 miles N. of station	(SL) <u>Flying Cloud</u>	Franklin City, Va.		unmasted in gale			2	
Dec. 22, 1909	1 mile SW of station	(Catboat) <u>Nadine Showell</u>	Smoke House Creek, Md.		stranded			2	
April 17, 1914	2 miles NE of station	(gas str) <u>Pittsburgh</u>	Somers Point	23	Atlantic City	James River	X	2	

APPENDIX B

VESSELS DESTROYED BY U-151

<u>NAME & REGISTER</u>	<u>CLASS</u>	<u>GROSS TONNAGE</u>	<u>HOW DESTROYED</u>	<u>DATE</u>	<u>POSITION</u>
<u>Hattie Dunn</u> (A)	schooner	435	bombed	May 25	37° 24' N 75° 05' W
<u>Hauppauge</u> (A)	schooner	1,446 1/2	bombed	May 25	37° 27' N 75° 09' W
<u>Edna</u> (A)	schooner	325	bombed	May 25	37° 30' N 74° 32' W
<u>Winneconne</u> (A)	steamer	1,869	bombed	June 2	39° 20' N 73° 14' W
<u>Isabel B. Wiley</u> (A)	schooner	776	bombed	June 2	39° 20' N 73° 13' W
<u>Jacob M. Haskell</u> (A)	schooner	1,778	bombed	June 2	39° 20' N 73° 13' W
<u>Edward H. Cole</u> (A)	schooner	1,792	bombed	June 2	38° 58' N 73° 12' W
<u>Texel</u> (A)	steamer	3,210	bombed	June 2	38° 58' N 73° 12' W
<u>Carolina</u> (A)	steamer	5,093	shellfire	June 2	38° 51' N 73° 16' W
<u>Herbert L. Pratt</u> (A)	tanker	5,372	mined	June 3	2 1/2 miles from Overfall Light
<u>Samuel C. Mengel</u> (A)	schooner	915	bombed	June 3	38° 21' N 73° 23' W
<u>Edward R. Baird, Jr.</u> (A)	schooner	279	bombed	June 4	37° 35' N 74° 40' W
<u>Eidsvold</u> (Nor.)	steamer	1,570	shellfire	June 4	37° 12' N 73° 55' W

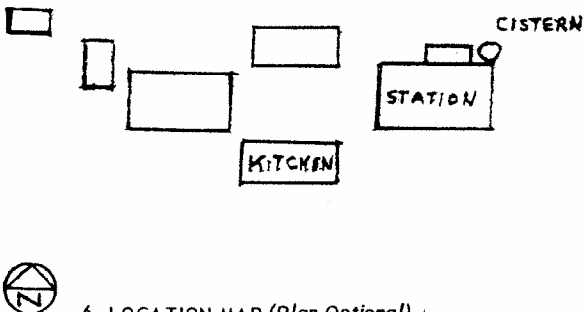
<u>NAME & REGISTER</u>	<u>CLASS</u>	<u>GROSS TONNAGE</u>	<u>HOW DESTROYED</u>	<u>DATE</u>	<u>POSITION</u>
<u>Harpathan</u> (Br.)	steamer	4,588	torpedoed	June 5	36° 30' N 75° 00' W
<u>Vinland</u> (Nor.)	steamer	1,143	bombed	June 5	36° 35' N 73° 58' W
<u>Pinar del Rio</u> (A)	steamer	2,504	shellfire	June 8	36° 16' N 73° 50' W
<u>Vindeggan</u> (Nor.)	steamer	3,179	bombed	June 10	36° 25' N 73° 20' W
<u>Henrik Lund</u> (Nor.)	steamer	4,322	bombed	June 10	36° 30' N 71° 29' W
<u>Samoa</u> (Nor.)	bark	1,138	shellfire	June 14	37° 30' N 72° 10' W
<u>Kringsjaa</u> (Nor.)	bark	1,750	shellfire	June 14	38° 02' N 71° 40' W
<u>Dwinsk</u> (Br.)	steamer	8,173	torpedoed	June 18	38° 30' N 61° 15' W
<u>Chilier</u> (Bel.)	steamer	2,966	bombed	June 22	39° 30' N 53° 40' W
<u>Augwald</u> (Nor.)	steamer	3,406	shellfire	June 23	39° 30' N 53° 42' W

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APPENDIX C

LIST OF CLASSIFIED STRUCTURES
ASSATEAGUE NATIONAL SEASHORE

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

1. STATE Virginia COUNTY Accomack TOWN X VICINITY 10 miles NE STREET NO. X of Chincoteague ORIGINAL OWNER U.S. Treasury Dept. ORIGINAL USE Life-Saving Station PRESENT OWNER U.S. National Park Service PRESENT USE Adandoned WALL CONSTRUCTION wood NO. OF STORIES Two (Main Building)		HISTORIC AMERICAN BUILDINGS SURVEY INVENTORY 2. NAME Pope's Island Life-Saving Station DATE OR PERIOD 1878-79 STYLE Victorian ARCHITECT U.S. Life-Saving Service BUILDER same 3. FOR LIBRARY OF CONGRESS USE AA	
4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC No Among the historical resources of Assateague Island National Seashore are the sites of the four Life-Saving Stations, built in the period 1875-1883. Only one of these stations has survived, and that is the one at Pope's Island. The boathouse and quarters, erected in 1878-79, are an excellent example of a life-boat station. Only a few of these structures have survived. The other station buildings, the kitchen, stable, and storehouse (all built before 1930) complement the station and must be preserved. The Pope's Island Coast Guard Station was decommissioned in 1953, and since the storm of March 1962, the structures have deteriorated rapidly. Unless steps are taken to stabilize and restore the structures, they will soon disappear.			
5. PHYSICAL CONDITION OF STRUCTURE Endangered yes Interior poor Exterior poor			
 6. LOCATION MAP (Plan Optional)		 7. PHOTOGRAPH	
8. PUBLISHED SOURCES (Author, Title, Pages) INTERVIEWS, RECORDS, PHOTOS, ETC. Bearss, General Background Study and Historical Base Map, NPS, 1969; Personal Interview, Norman Jones with Bearss, Dec, 13, 1968.		9. NAME, ADDRESS AND TITLE OF RECORDER Mr. Edwin C. Bearss Historian Office of Archeology and Historic Preservation DATE OF RECORD Dec. 1968	

SUPPLEMENTAL INFORMATION AND PHOTOGRAPHS MAY BE ADDED ON SHEET OF SAME SIZE

1. STATE Virginia COUNTY Accomack TOWN X VICINITY 6 miles S of STREET NO. X Chincoteague ORIGINAL OWNER U.S. Treasury Dept. ORIGINAL USE coast Guard Lifeboat Sta. PRESENT OWNER National Park Service PRESENT USE Storage WALL CONSTRUCTION wood NO. OF STORIES Two (Main Building)		HISTORIC AMERICAN BUILDINGS SURVEY INVENTORY	
2. NAME Assateague Beach Coast Guard Station DATE OR PERIOD 1922 STYLE Creek Revival ARCHITECT U.S. Coast Guard BUILDER same		3. FOR LIBRARY OF CONGRESS USE BBB	
4. NOTABLE FEATURES, HISTORICAL SIGNIFICANCE AND DESCRIPTION OPEN TO PUBLIC No The Assateague Beach Coast Guard Station was erected in 1922 to replace the 1875-76 structure on Toms Cove. The extension of the Toms Cove Hook had made the task of launching the power and surfboats from the old station too time-consuming. The Assateague Beach Station is a good example of a facility of this period located on a cove, bay or sound. This was opposed to a station, such as Pope's Island, located on a beach. During storms, in answering calls for assistance, it was frequently impossible for crews of beach stations to launch their surfboats through the breakers, while Coast Guardsmen posted at a station, such as Assateague Beach, could take their craft out through the comparatively calm waters of Toms Cove. This station was decommissioned on January 17, 1967, and turned over to the National Park Service. As the other structures, the wharf, walks, boathouse, tower, watertank, and garage, complement the station, they must be preserved.			
5. PHYSICAL CONDITION OF STRUCTURE Endangered no Interior good Exterior good			
6. LOCATION MAP (Plan Optional)		7. PHOTOGRAPH	
8. PUBLISHED SOURCES (Author, Title, Pages) INTERVIEWS, RECORDS, PHOTOS, ETC. Bearss, General Background Study and Historical Base Map, NPS, 1969. Personal Interview, Norman Jones and John Hunter with Bearss, Dec. 13, 1968		9. NAME, ADDRESS AND TITLE OF RECORDER Edwin C. Bearss Historian Office of Archeology and Historic Preservation. DATE OF RECORD Dec. 1968	

APPENDIX D

Land Classification

It is the recommendation of the Office of Archeology and Historic Preservation that certain lands in Assateague Island National Seashore be designated Class VI. Lands within the Park recommended for designation as Class VI Lands are:

(a) The ground on which is located the structures of the Assateague Beach Coast Guard Station (1922-1967) and the site of the Seaboard Oil and Guano Company (1912-1916). Using as reference U.S.G.S. Quadrangle, Chincoteague East, 1965, the boundary of the land recommended for designation as Class VI should begin on Toms Cove at the old boundary of the reservation, west of the wharf; then running south with the boundary 1,500 feet; then on a line due east to the east boundary of the former Coast Guard Reservation; then northeast 2,500 feet, reaching Toms Cove at a point 400 feet east of the ruins of the Seaboard Oil and Guano Company plant; and returning to the point of beginning to include the cove fronting the beach to a distance of 200 feet.

(b) The ground on which is located the structures of the Pope's Island Coast Guard Station (1878-1953). Using as reference U.S.G.S. Quadrangle, Whittington Point, 1964, the boundary of the land recommended for designation as Class VI should begin on the Atlantic Ocean at a point 1,200 feet south

of the Virginia-Maryland boundary; then northeast 1,600 feet to the Virginia line; then southwest 1,200 feet; then southeast 1,600 feet to the Atlantic Ocean; and then northeast with the beach to the beginning. Included within this tract is the reservation of the former Pope's Island Coast Guard Station.

(c) At Green Run Inlet there are three sites that should be designated Class VI Land. They are: the site of the Green Run Inlet Coast Guard Station (1876-1937); the Green Run Inlet Cemetery; and the site of Scott's Ocean House. These structures and cemetery are located on the Assateague Island NS Historical Base Map. The site of the Green Run Coast Guard Station also appears on U.S.G.S. Quadrangle, Whittington Point, 1964. The land involved would be limited and would include only the sites.

(d) At North Beach there is one site that should be designated Class VI Land. This is the site of the North Beach Coast Guard Station, 1883-1952. This structure is located on the Assateague Island NS Historical Base Map, and its site also appears on U.S.G.S. Quadrangle, Tingles Island, 1964.

##

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Mrs. Indiana Henry, the widow of Dale Henry, of Berlin, Md.

Mr. Norman Jones, retired Coast Guardsman, of Chincoteague, Va.

Judge Walter Price, 103 North Morris Street, Snow Hill, Md.

Mr. James Quillen, 85 years old, Friendship Road, Berlin, Md.

Miss Melvinia Shepherd, local historian, Chincoteague, Va.

Dr. Reginald Truitt of Stevensville, Md.

Mr. Ralph Watson, 107 West Martin Street, Snow Hill, Md.

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PLATE I

Historical Base Map
Assateague Island National Seashore

HISTORICAL BASE MAP
ASSATEAGUE ISLAND NATIONAL SEASHORE

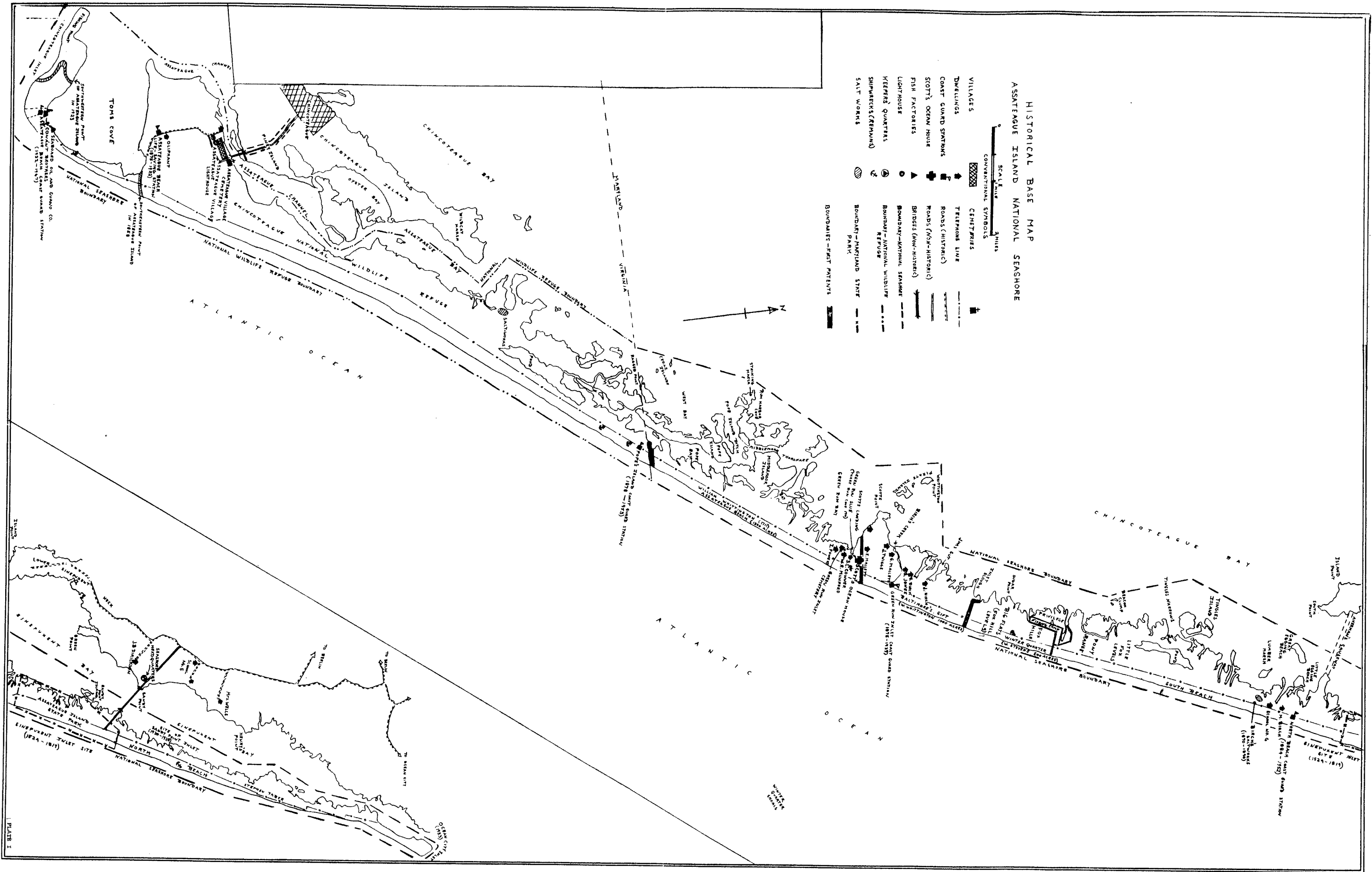
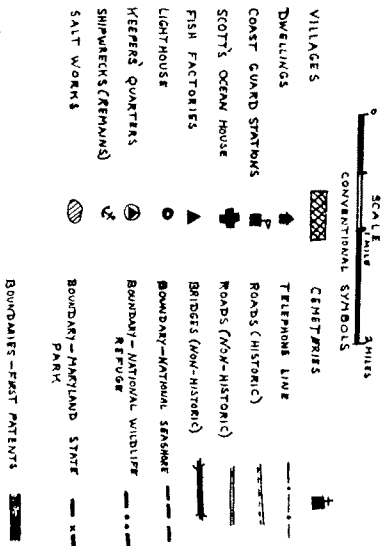


PLATE II

North Beach Coast Guard Station,
circa 1920, from files Assateague Island NS.

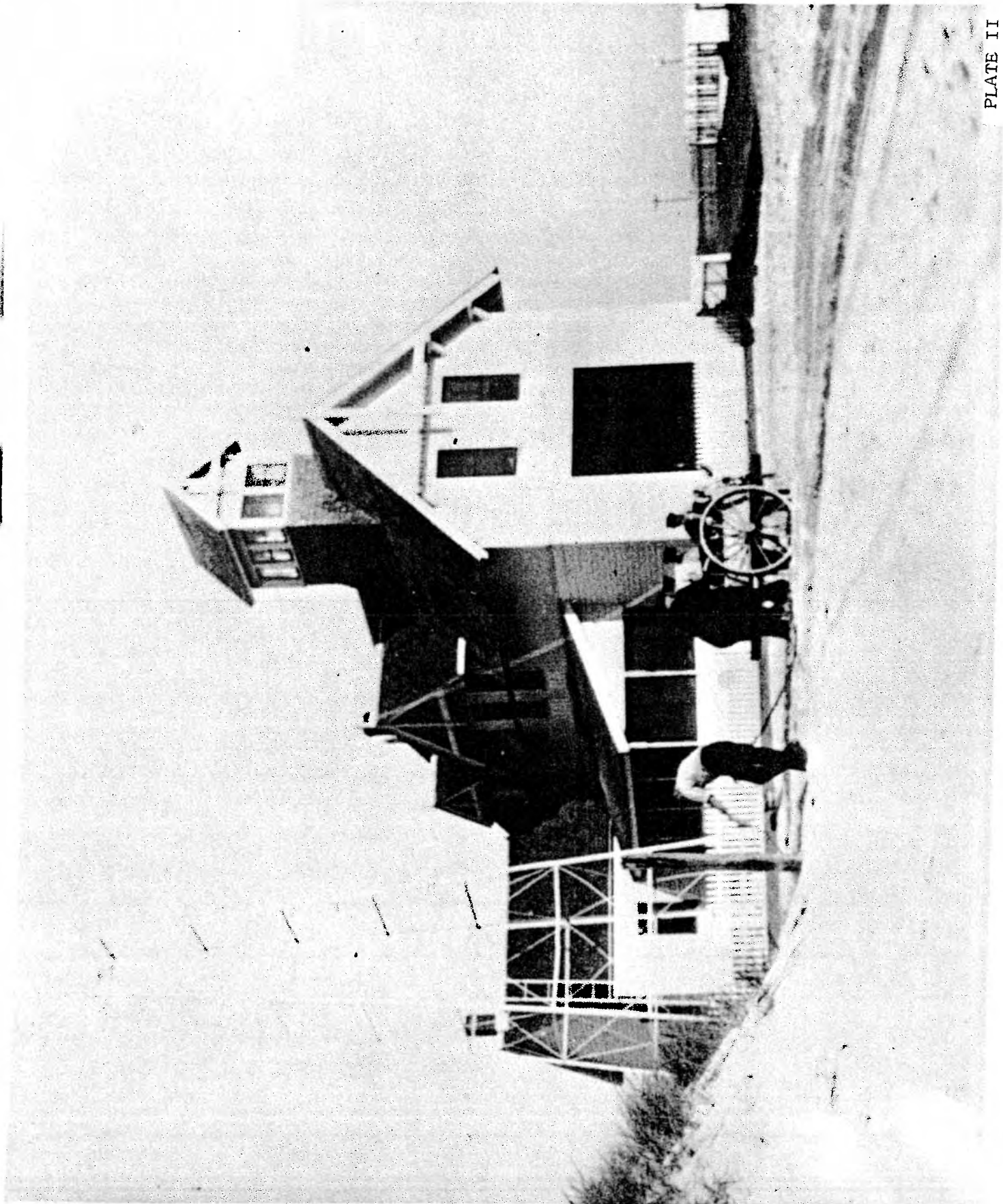


PLATE III

Crew of the Pope's Island Life-Saving Station, circa 1910, from
Norman Jones Collection. Norman Jones has identified No. 1 surfmen as
Daniel Birch, No. 2 surfman as William Booth, No. 5 surfman as Elmer Merritt,
and No. 6 surfman as Charles C. Jones.

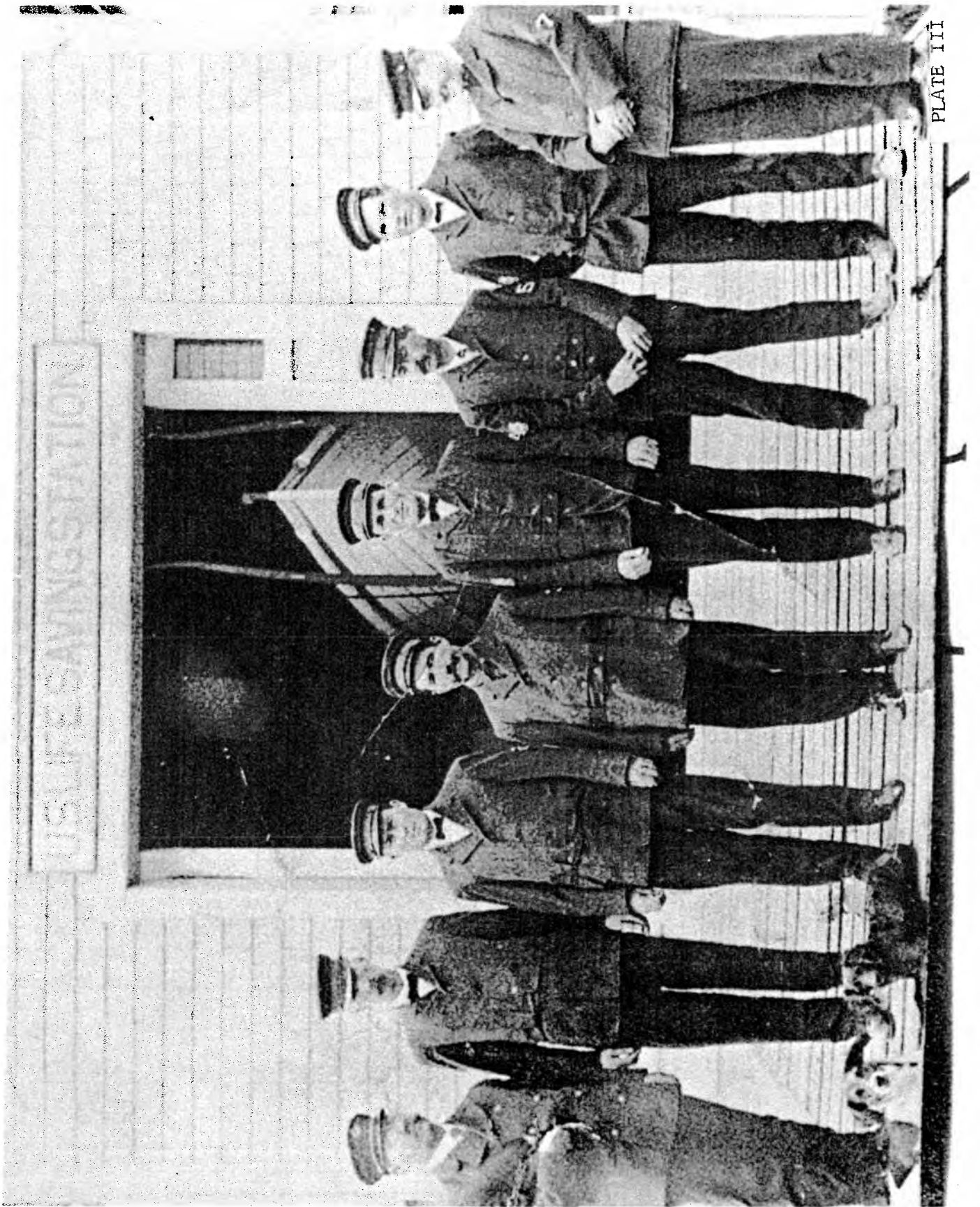


PLATE III

PLATE IV

Front Elevation of Pope's Island Coast Guard Station,
circa 1925, from Norman Jones' Collection.

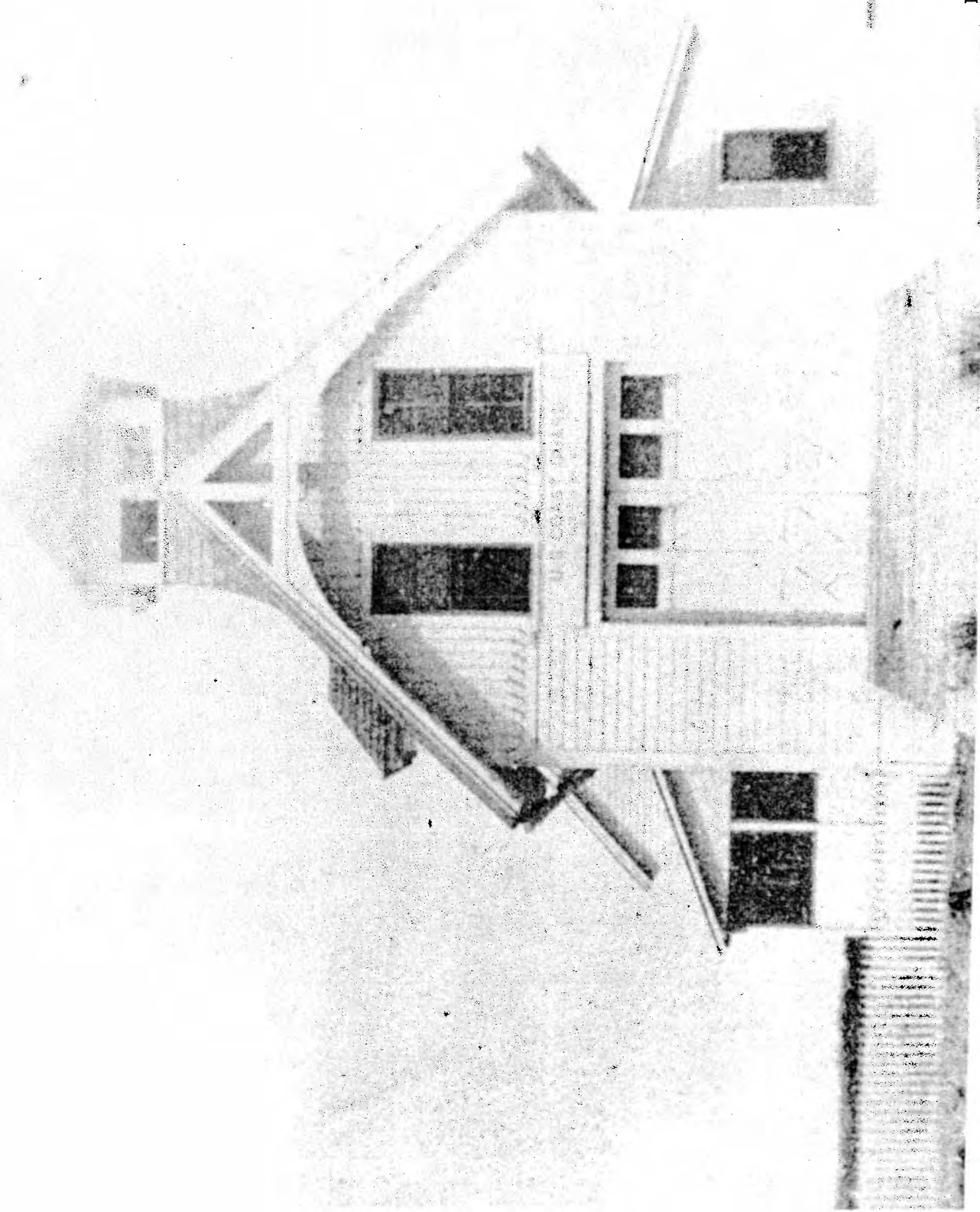


PLATE V

West Elevation of Boathouse and Kitchen of Pope's Island Coast
Guard Station, circa 1930, courtesy of Norman Jones.

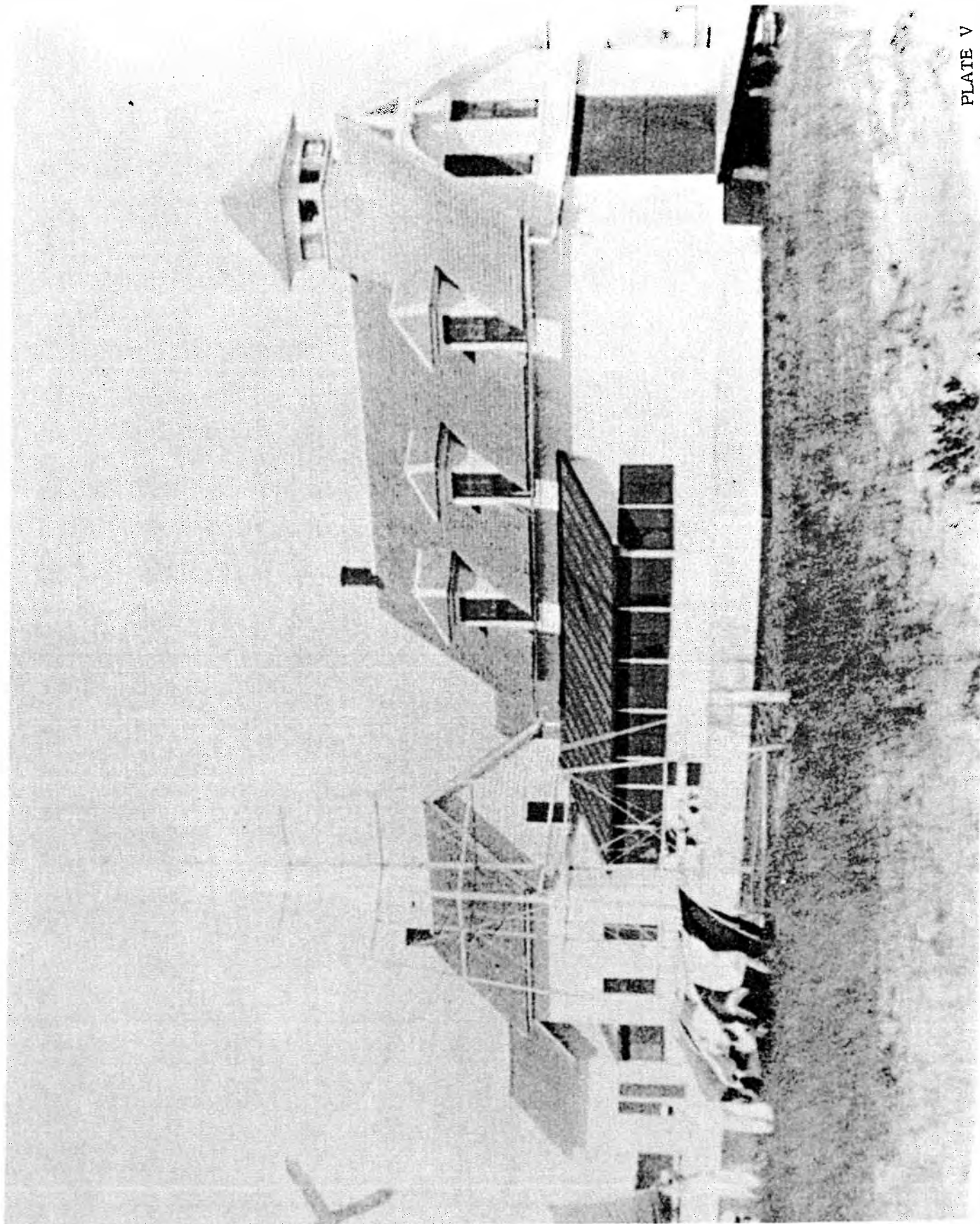


PLATE V

PLATE VI

Crew of Assateague Beach Life-Saving Station in Front of
Boathouse, circa 1905, from Norman Jones Collection.

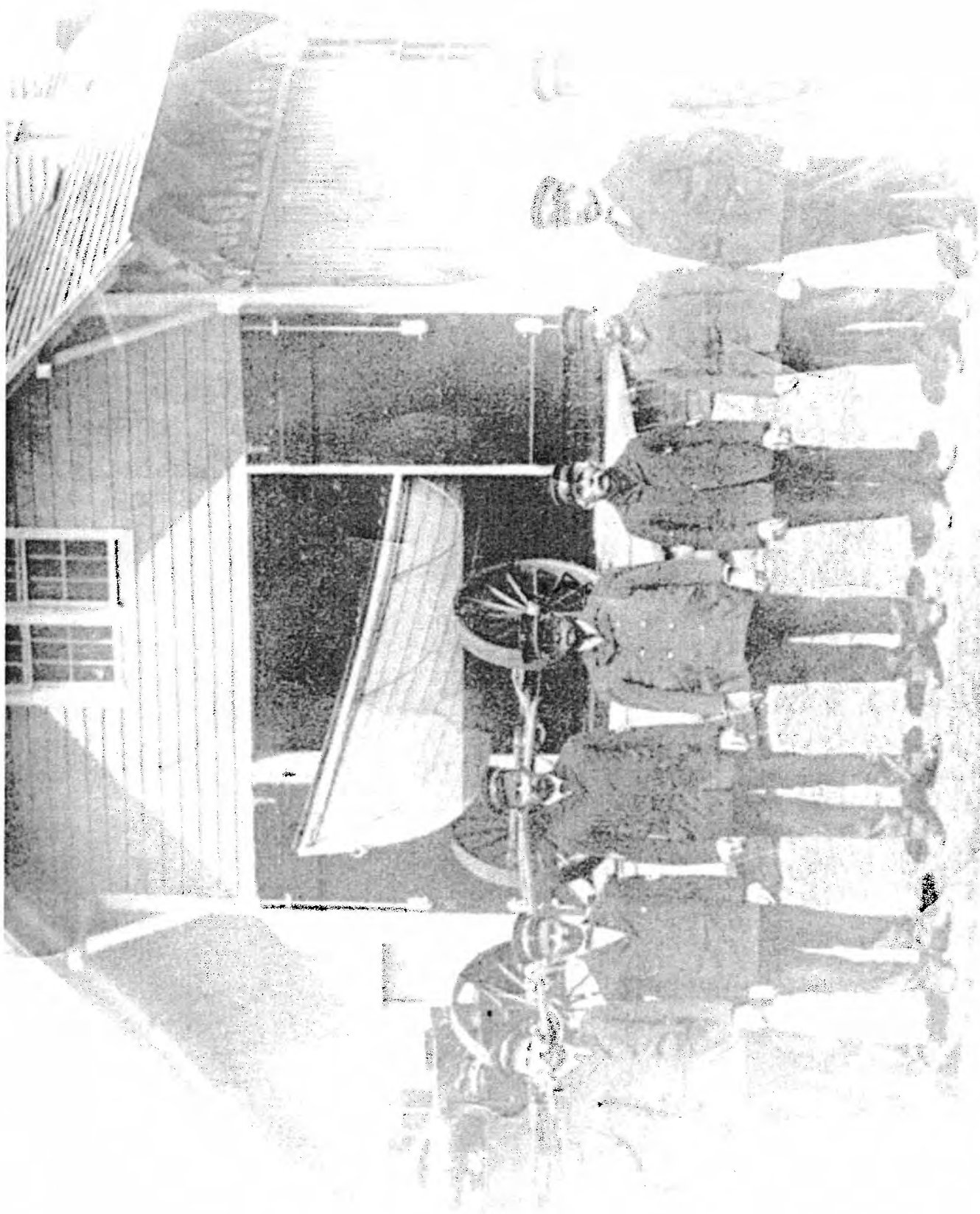


PLATE VI

PLATE VII

Assateague Light, circa 1890,
from Norman Jones Collection.



PLATE VII

PLATE VIII

Wharf at the Seaboard Oil and Guano Company,
circa 1915, files Assateague Island NS.

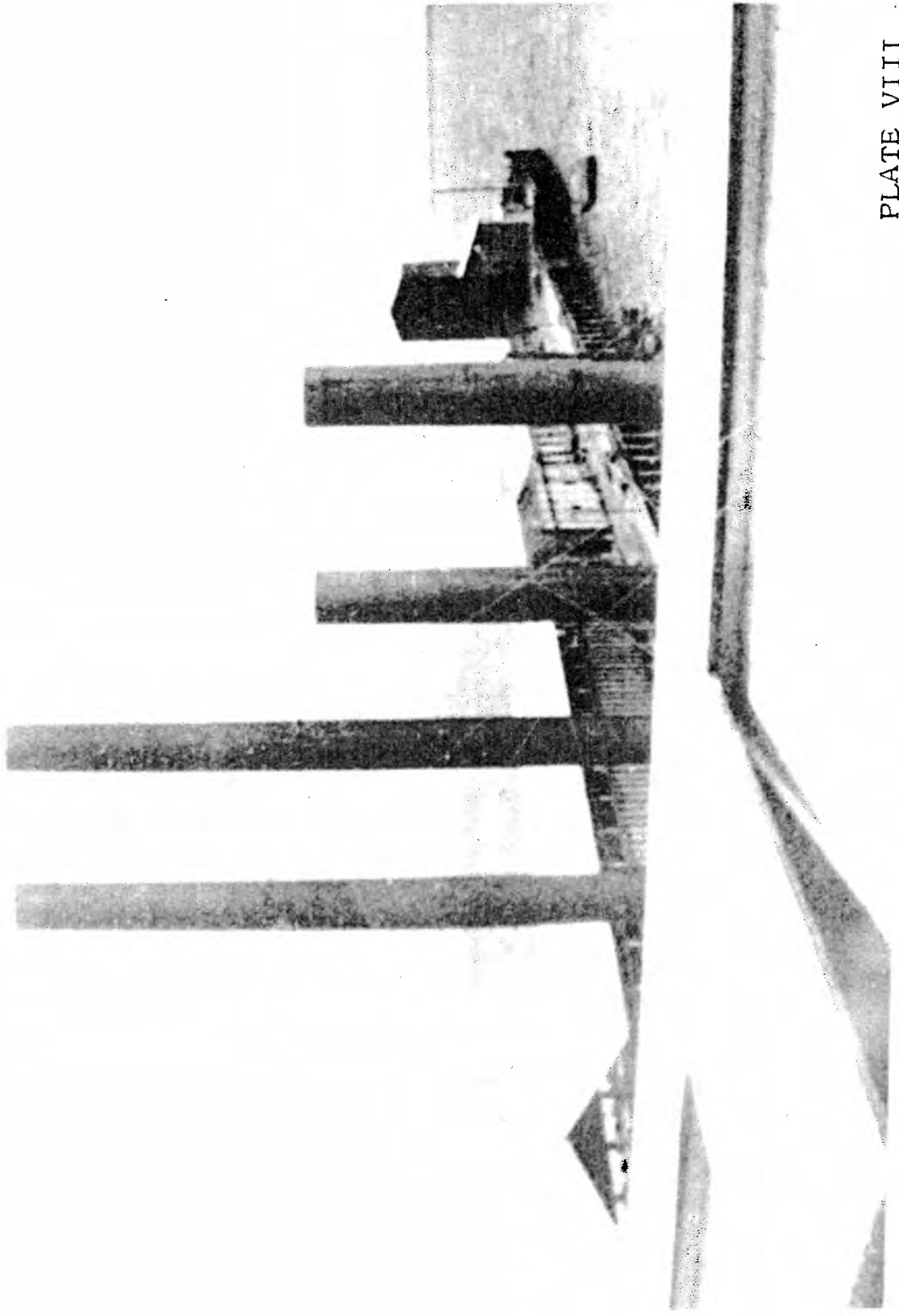
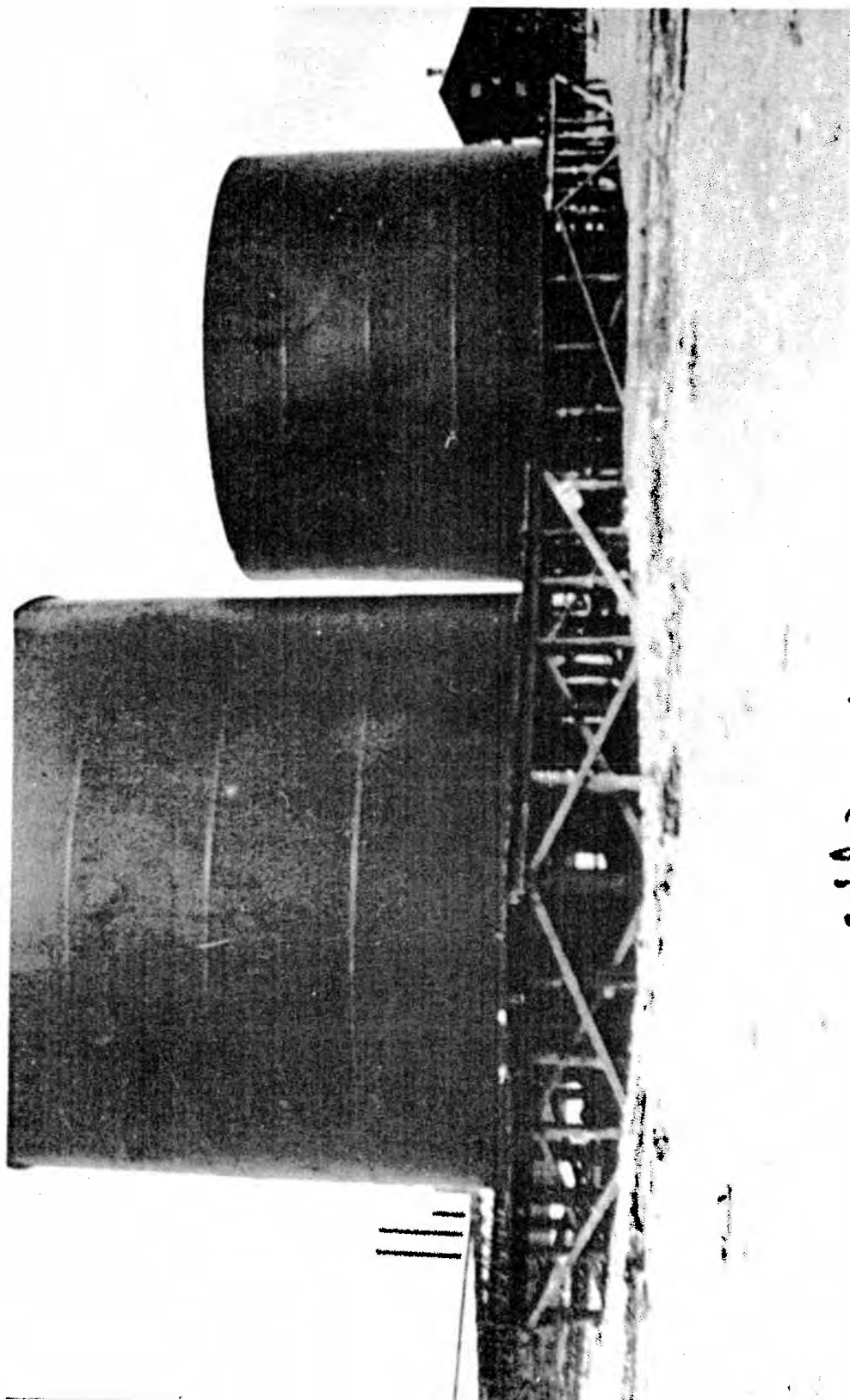


PLATE VIII

PLATE IX

Oil Tanks at the Seaboard Oil and Guano Company,
circa 1915, from files Assateague Island NS.



Shipyard

PLATE IX

PLATE X

Employees and Structures of Seaboard Oil and Guano Company,
circa 1915, files Assateague Island NS.



Plate X

PLATE X

PLATE XI

Seaboard Oil and Guano Company, circa 1915,
files Assateague Island NS.

PLATE XI

Quartzite

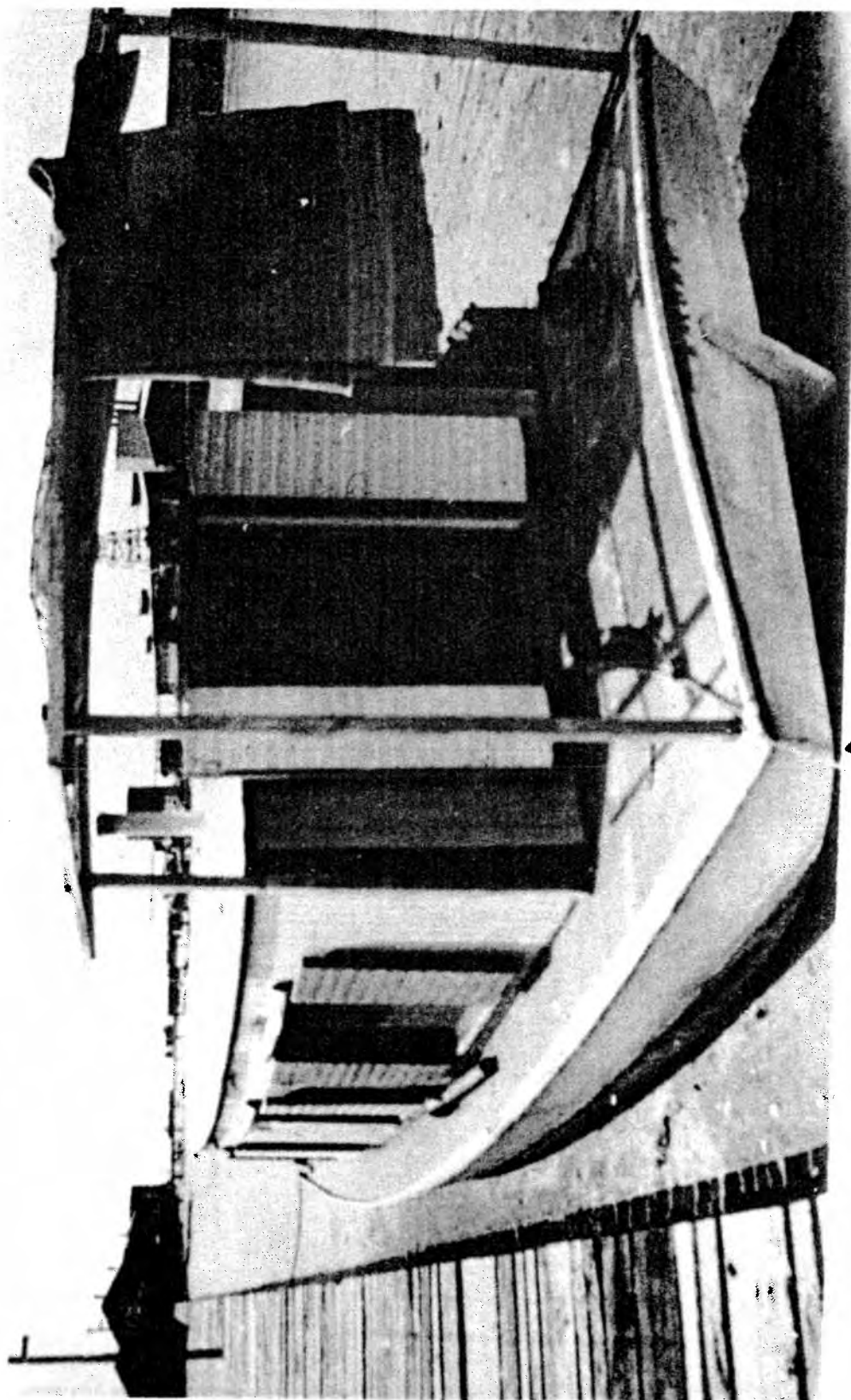


PLATE XII

Keeper's Quarters, Assateague Light, part of this structure
built in 1833, remodeled and enlarged in 1892-93.
Photograph circa 1915, files Assateague Island NS.

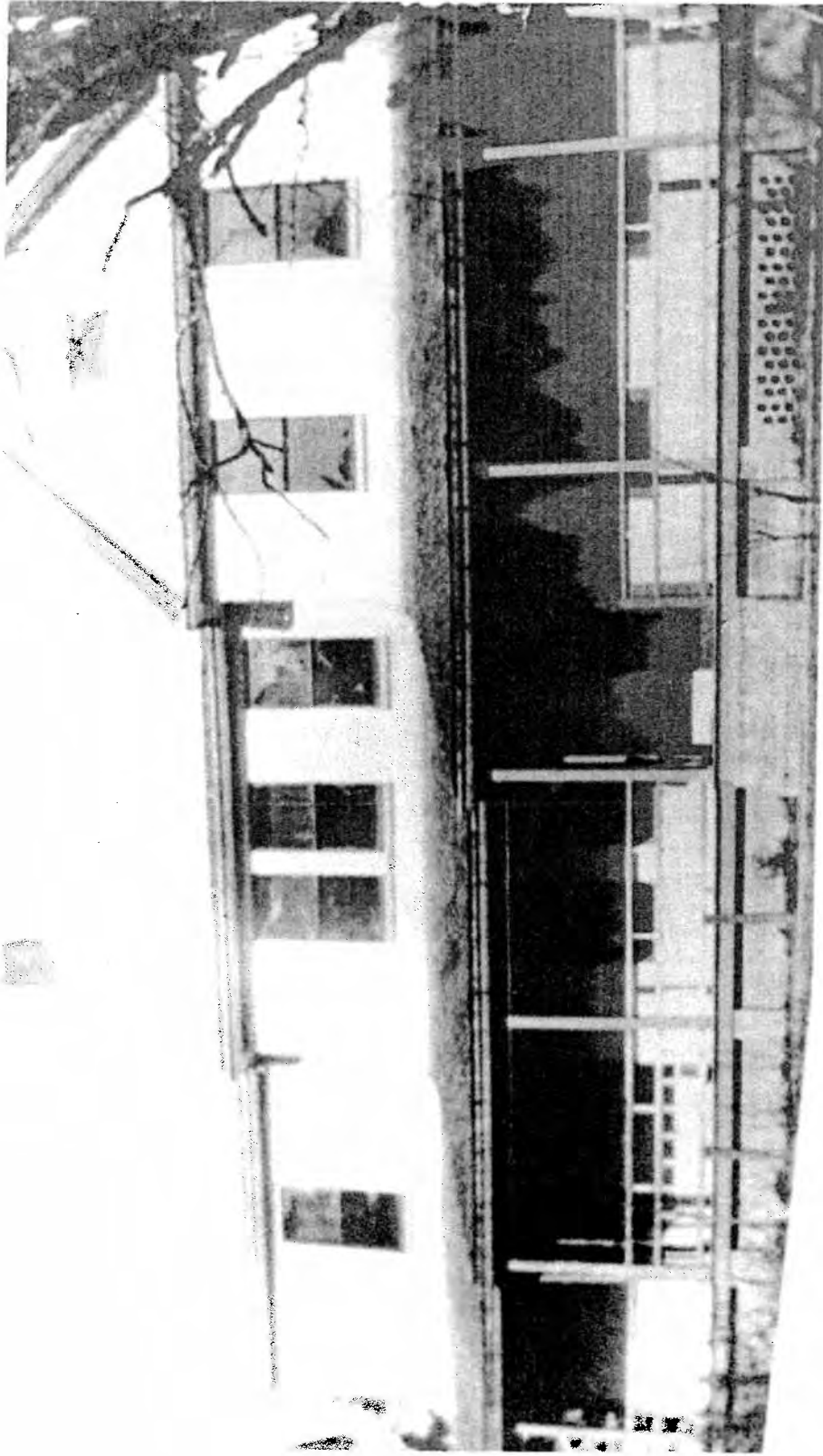


PLATE XII

GPO 876-403

PLATE XIII

Assateague Village Schoolhouse, built 1890, photograph circa 1910,
from files Assateague Island NS.

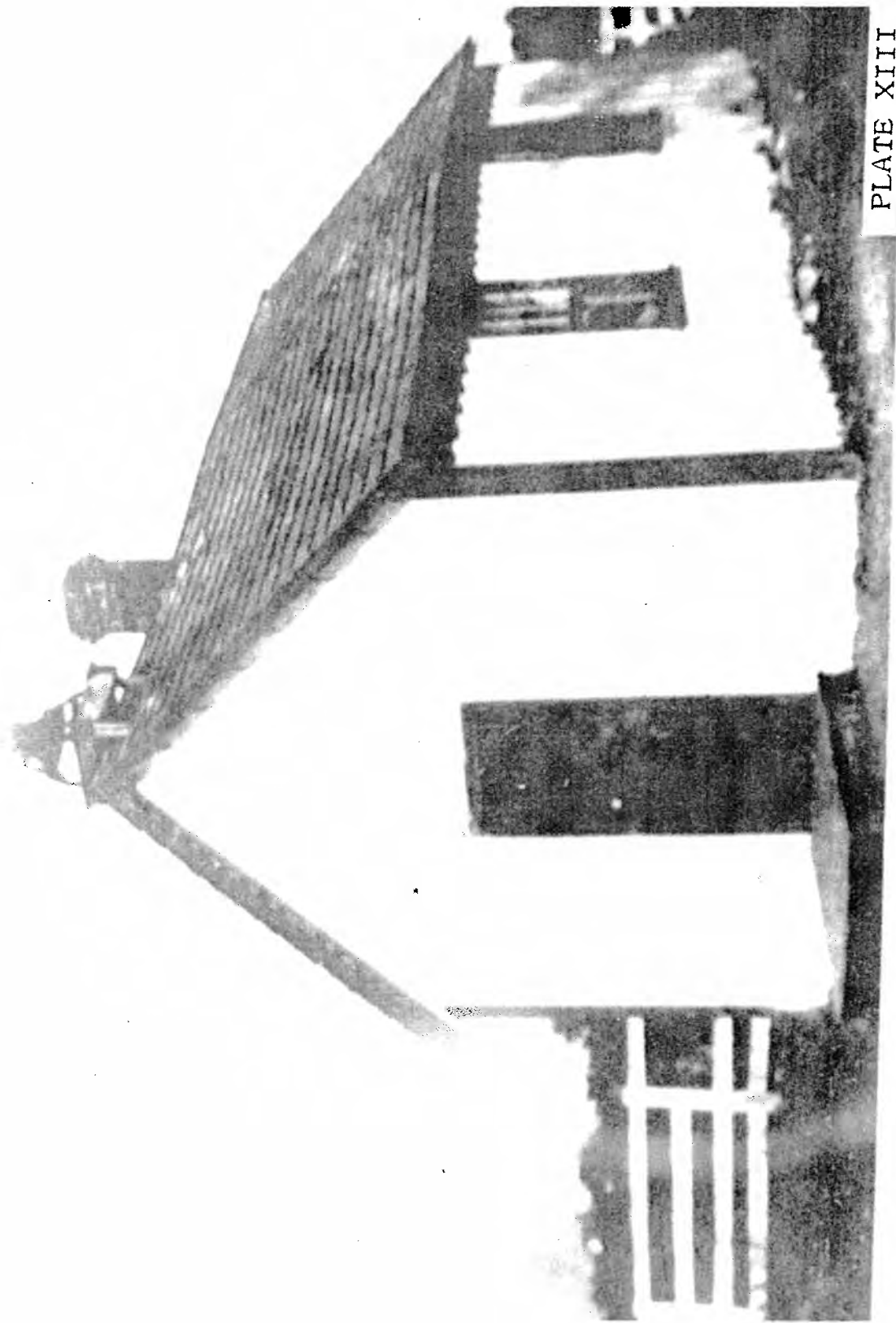


PLATE XIII