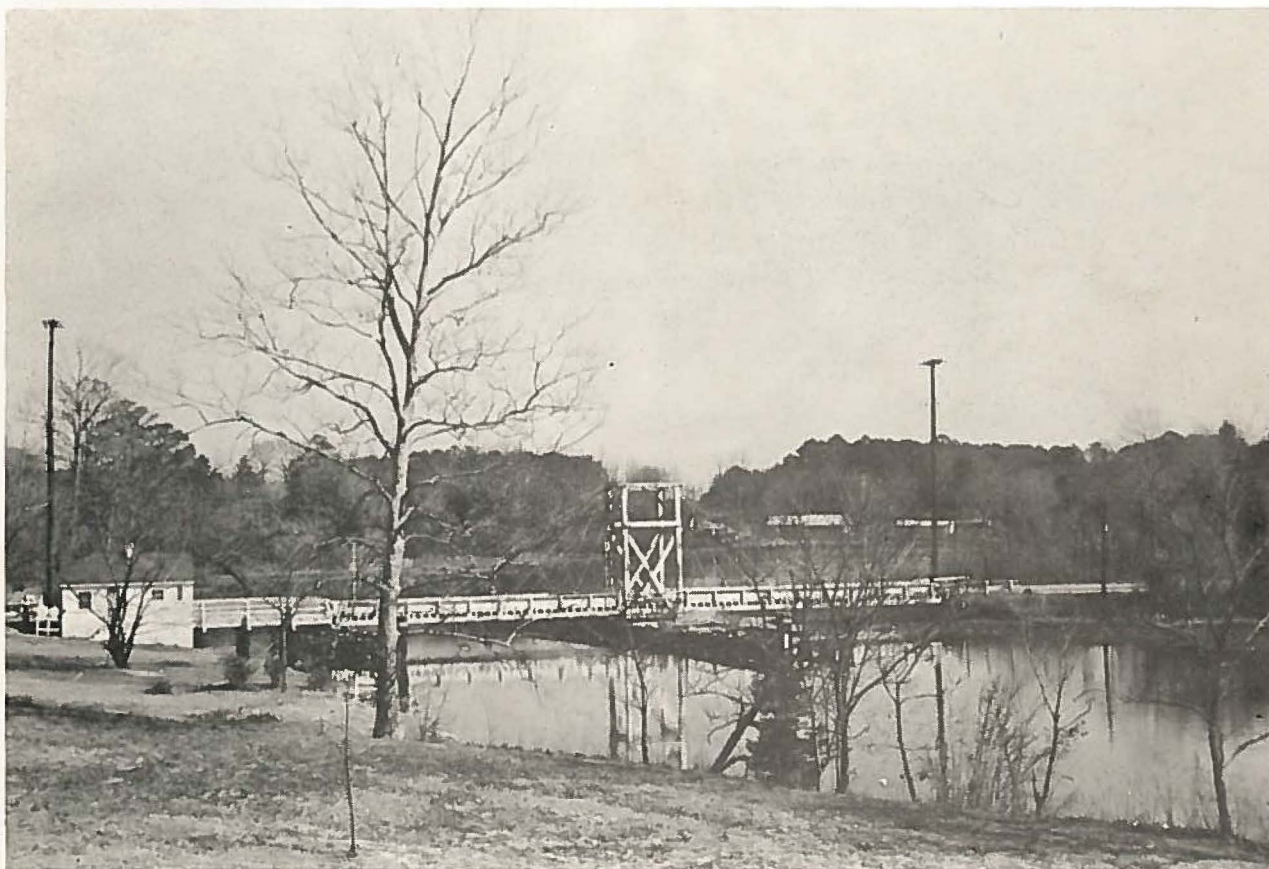


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THE ARCHEOLOG

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DELAWARE



1887- OLD DRAWBRIDGE, BETHEL, DELAWARE.- 1967

PRICE \$1.50

EARLY LAND GRANTS BETHEL or LEWISVILLE DELAWARE

STREETS & TOWN LIMITS FROM
A MAP RECORDED FEB. 25, 1893
H.M.H. 1965.

STREETS ----- (1893)
TOWN LIMITS ----- A, A', B', B.
LAND BOUNDRIES -----
BEGINNING OF JOBS LOT - X
BROAD CREEK or LAUREL RIVER

SCALE 0 100 200 300 400 500 600 700 FEET
POLES or RODS

N

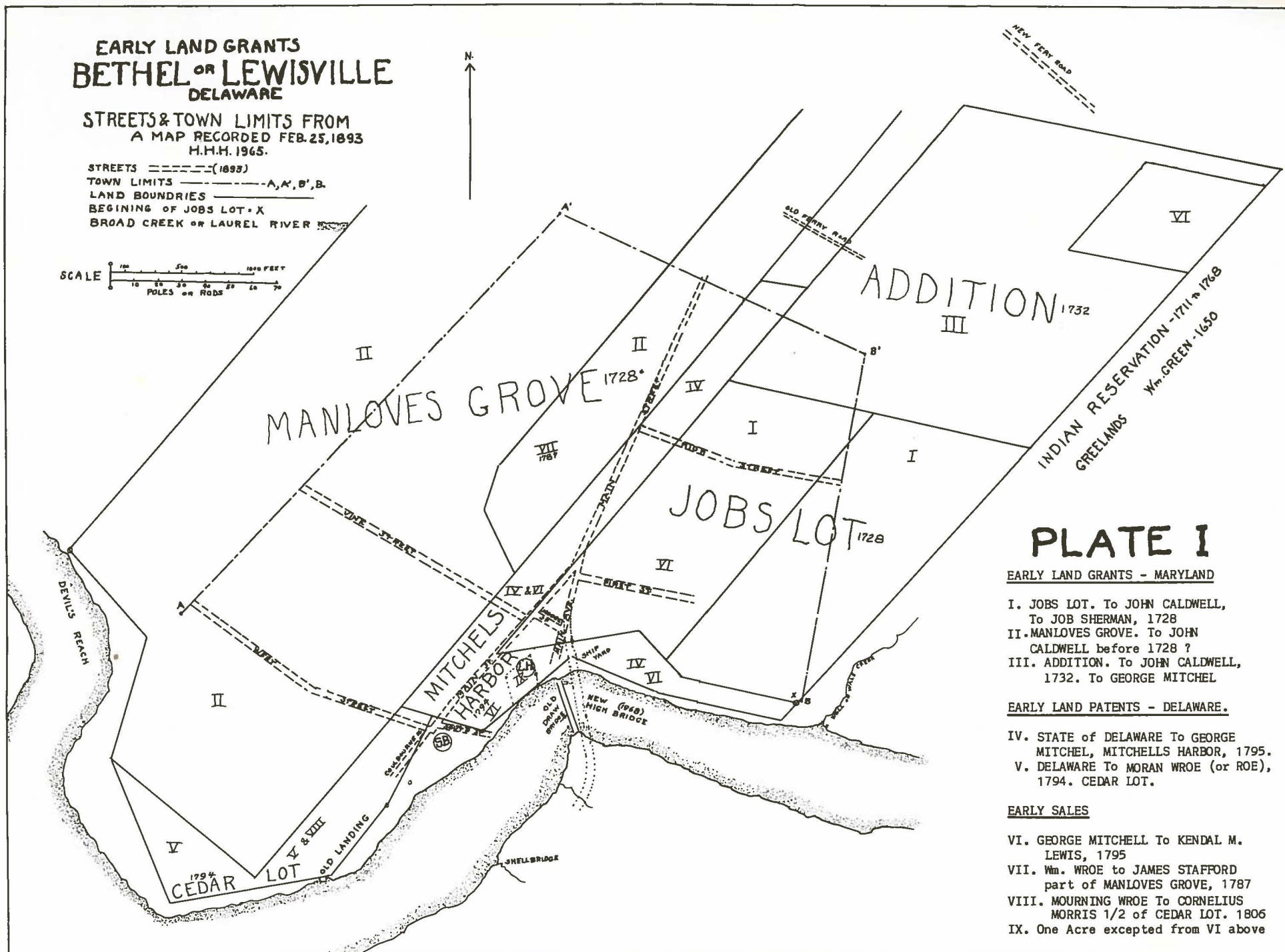


PLATE I

EARLY LAND GRANTS - MARYLAND

- I. JOBS LOT. To JOHN CALDWELL,
To JOB SHERMAN, 1728
- II. MANLOVES GROVE. To JOHN
CALDWELL before 1728 ?
- III. ADDITION. To JOHN CALDWELL,
1732. To GEORGE MITCHEL

EARLY LAND PATENTS - DELAWARE.

- IV. STATE of DELAWARE To GEORGE
MITCHEL, MITCHELLS HARBOR, 1795.
- V. DELAWARE To MORAN WROE (or ROE),
1794. CEDAR LOT.

EARLY SALES

- VI. GEORGE MITCHELL To KENDAL M.
LEWIS, 1795
- VII. Wm. WROE To JAMES STAFFORD
part of MANLOVES GROVE, 1787
- VIII. MOURNING WROE To CORNELIUS
MORRIS 1/2 of CEDAR LOT. 1806
- IX. One Acre excepted from VI above

COLLECTED NOTES

on

BETHEL, (Formerly LEWISVILLE) Del.

Its LANDS, FOUNDER, DEVELOPMENT, and PEOPLE.

As collected from dusty archives, dim manuscripts,
dreary libraries and delightful memories of old
residents.

by

Henry H. Hutchinson

T H E A R C H E O L O G

Sussex Society of Archeology and History

March 1969

COLLECTED NOTES ON THE HISTORY OF
BETHEL (Formerly LEWISVILLE), DELA.

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PREFACE

Bethel is not a ghost town, but it may well have become one about 1917, had it not had a certain inherent charm that held its families through a long stage of lack of home-town employment that started when the booming sailing ship building industry faded out due to the modern steel boats supplanting wooden ships. It still does not have any large modern industries within its bounds, but modern transportation makes it easy to live there and work in neighboring towns with plenty of industry and business concerns. And it is an attractive place for those who want to be away from the activities of a city, but still be within easy access of markets and industry.

As one who has adopted this town as his home, we herein try to record some of the background of the town and its history, not claiming that we have all of its interesting past, but recording just what we have been able to accumulate in about twenty years of enjoying the atmosphere and its wholesome inhabitants. May it never become industrialized, or lose its present residents.

We want to express our appreciation for the help of the many persons who have directly and indirectly helped to accumulate the information herein. They are too numerous to mention or list them all; everyone has been most accommodating in giving me their recollections, and sometimes their records to examine. Especial thanks go to those mentioned in "The Bibliography and Other Sources" at the end of this paper.

On the Map (Plate I) Roman numerals indicate tracts of land referred to in the text. In the text, modern numerals indicate reference to the list of sources or Bibliography at the end of this paper.

We have dawdled over submitting these notes for publication for several years, in the hope that we could be inspired to compose and arrange them to be more interesting reading, but we now realize that our age and mental limitations handicap us in such attempts, so here are my notes. Many facts are here, if you can recognize them.

BETHEL nee LEWISVILLE

THE INDIANS

It seems to be customary to pay tribute to the pre-historic people who lived in an area before the European occupation. This I now do for in many ways their habits and customs were better than the ways of the white man that supplanted him. I want to mention one custom particularly: that is, they usually dug refuse pits near their wigwams or shelters to bury their refuse in, rather than carry it off and dump it in the highways and byways. The Bethel area undoubtedly was a good hunting area and camping spot because their stone tools and broken pottery have been found in kitchen gardens and on creek banks within the town limits. The Indians who lived and hunted this land when Capt. John Smith first explored the lower reaches of the Nanticoke River, were known locally as the Nanticokes. They

were of the same language groups (Algonkin) as the Powhatan Confederacy in Virginia, the Choptank in Maryland, and the Delawares or Lenni-Lenape in upper Delaware and New Jersey, so were probably of the same origin.²⁸

When the white man's settlements crowded the Indians on this peninsula too much, the Maryland Colony set aside for the Nanticokes a reservation between what is now Vienna, Maryland, and the Marshyhope Creek in 1698, and in that Act said that the Nanticoke Indians had "lived in peace and concord with the English for many years and were entitled to land of their own," however, the Indians had to pay one beaver skin per year rental.²⁹ In 1711 these Indians petitioned the Maryland Assembly for additional lands, as their present lands were worn out and insufficient for their needs, so they were granted another reservation of 3000 acres on Broad Creek. This reservation extended from "Wale Creek" (just east of the Bethel Town limits) to above "the wading place" (now Laurel) and included some land on the south side of Broad Creek. The Nanticoke Indians lived there until 1768 when the Assembly paid the few Indians still living there a small sum and they moved to the upper Susquehanna River in Pennsylvania. All as described in detail in the ARCHEOLOG Vol. 13, No. 2.¹¹ By the time the early settlers came to their grants of land in what is now Bethel, the Indians had become semi-civilized and were dependant upon the English for many of their necessities of life, and had adopted many of the white man's ways of life and had lost most of their admirable characteristics and native customs.

THE LANDS

The beginning of recorded history, that I can find, about Bethel, goes back to 1728 when the Maryland Colony granted a certain tract of land "situated on the east side of the Nanticoke River and on the north bank of Broad Creek" containing 500 acres in Somerset County, Maryland, to John Caldwell.¹ On June 4, 1729 John Caldwell transferred part of this grant containing 50 acres to Job Sherman and this tract was called "Jobs Lot".¹ This "Jobs Lot" was described as starting on the north bank of Broad Creek about 100 yards from "Wale Creek, the western boundry of the Indian lands." These Indian lands were the Reservation set aside for the Nanticoke Indians in 1711 and are described and located in THE ARCHEOLOG Vol. XIII, No. 2.¹¹ This locates and places "Jobs Lot" where it includes much of the eastern half of Bethel. (I on map, Plate I)

Another large tract adjacent to "Jobs Lot" on the west was "Manloves Grove" originally part of the grant of 500 acres to John Caldwell (see above) in 1728. Part of this "Manlove Grove" was sold by William Wroe in 1787 to James Stafford and it was adjacent to "Jobs Lot" on the east. An undated and unsigned map accompanying the Wroe-Stafford deed in the Bell manuscripts¹² indicates this "Manloves Grove" to have contained at least 200 acres or more. (II on Map, Plate I)

The next large tract of land in Bethel was a tract called "Addition," adjacent on the south to "Jobs Lot" and on the west to "Manloves Grove." This was also part of the original grant by Maryland to John Caldwell in 1728¹, but was not surveyed until after 1732. (III on Map, Plate I)

Part or all of these three tracts came into the possession of James Stafford before 1793 for in that year the High Sheriff of Sussex County sold parts of these three tracts and "Mitchel's Harbor" to pay the debts of the said James Stafford.⁶ (IV and VI on Map, Plate I)

In 1794 the State of Delaware patented to Moran Wroe a small tract of land on the south of "Manloves Grove" called "Cedar Lot," it being near a landing on Point Prospect near where Southy Bloxam now lived.¹⁵ This was unclaimed and uncultivated land including cripples. (V on Map, Plate I)

The land between "Jobs Lot" and Broad Creek was patented to William Tunnell Bell who transferred his rights to George Mitchell and legalized the Patent in May, 1795 and sold to George Mitchell. This was probably done to clear the title to lands which had been sold by the High Sheriff in 1795 (see above). (IV on Map, Plate I)¹²

In June, 1795, George Mitchell sold parts of "Manloves Grove," "Jobs Lot" and Mitchell's Harbor" to Kendal Major Lewis⁵ with the exception of one acre "where Sara Stafford lately lived" and now occupied (1795) by Leonard Houston. (IX on Map)

In 1806 Mourning Wroe sold about one half of "Cedar Lot" to Cornelius Morris of Worchester County, Maryland. This later passed to Elijah Coulbourn in 1845¹⁵. (VIII on Map, Plate I)

Kendal Major Lewis sold to Bayard Moore about 40 acres in 1842, no meets and bounds given, but excluded one quarter acre "where my graveyard now is."^{18,12} As Kendal Lewis's grave, and several other Lewis headstones are in the present Bethel M.E. Church yard, it locates in a general way this property.

Apparently the earliest surveyors of the original grants to John Caldwell located the desired acreage only on high (fast) land, disregarding the "cripples" along the banks of Broad Creek. Thus "Jobs Lot" and Manloves Grove" left vacant lands between their surveys and the shores of Broad Creek. After the State of Delaware took control of the lands, these tracts between "Jobs Lot" and the Creek, and between "Manloves Grove" and the stream, were without title or owner. Thus "Mitchel's Harbor" and "Cedar Lot" could be established by Delaware patent.

The accompanying Map (Plate I) shows the location of the above grants and patents, based on the original surveys, which, to say the least, were not very accurate, and sometimes were impossible as recorded, unless one makes certain assumptions in order to make the boundary close. For instance - when they record "thence down with the creek N75°E 50 poles," when obviously "down with the creek" is actually S75°W, we plotted the line as it obviously was intended. Also several surveys of the same tract of land will give a different direction of a certain line varying as much as 9 degrees. Here again we had to choose the direction which would bring the lines nearest to closing. Therefore, the tracts as laid out on our Map can only be considered as approximately correct, but we feel that they are within a few yards of the original boundaries.

It is impracticable to more accurately trace these lands to the present day, but the map will give one a reasonable idea of any location in Bethel. However, it may be appropriate to call attention to some of the persons mentioned in these grants, patents and deeds.

PEOPLE CONNECTED WITH EARLY LAND GRANTS AND PATENTS AND DEEDS

George Mitchell's attorney in the sale of lands to Kendal Major Lewis was Nathaniel Mitchell who lived in Laurel in the old mansion on Delaware Avenue. He was Prothonotary at Georgetown, later a Governor of Delaware (1805-1808), and is buried in the graveyard behind Old Christ Church, Broad Creek, near "Old Parson Bell."

Among the witnesses to the marking of a boundry tree was William Tunnell Bell, who had a Patent to what later was called "Mitchel's Harbor" and lived about three miles west on the Nanticoke River, and whose collateral descendants still live and own land in and near Bethel.¹³ Another witness was Levin Collins who lived across Broad Creek about two miles toward Laurel. He was a well known surveyor on his own, and was the owner of a schooner "Sally" which was "high-jacked" on the Chesapeake Bay about 1812. His own written account of this was published in THE ARCHEOLOG, Vol. XI, No. 1, 1959.¹¹

George Mitchell was one of the Commissioners who laid out the town of Georgetown, Delaware in 1791 to be the County Seat. Some say that town was named after him.

Bayard Moore, to whom Kendal M. Lewis sold about 40 acres in 1842 mentioned above, was the son of Mathias Moore who had a large family of children, grand-children and great grand-children who had a great deal to do with making Bethel a permanent settlement by their industry and local interest, especially in the ship building connections. Namely: hissons, Bayard and Jonathan, his grandson, J. M. C. Moore, and great grandsons, John M. C. Moore and Capt. Orlando Moore. Many other descendants of his still grace our town and county with their presence.¹⁸

Mr. Charles E. Cordrey, Jr. of Bethel who lives in the old house on Colbourn St. has a Fire Insurance policy that is still in force, taken out January 1, 1868 with the Kent County Mutual Insurance Co. of Dover, Del., for the amount of \$500.00 which is fully paid up "Fire Insurance in Perpetuity." It was first taken out by Elijah Colbourn, of Lewisville, Sussex County, Dela., and transferred from owner to owner of the property until it came to Mr. Cordrey by purchase of the property. (Location of the house is shown on the Beers Map, Plate II, with the name Mrs. F. Colbourn.)

Who says these old houses are "fire traps?"

Kendal Major Lewis is the man we look upon as the founder of the town now called Bethel, Del., but originally called Lewis's Wharf or Lewis's Landing, then later it was called Lewisville until about 1880 when the town applied for its own post-office, but as there was then another "Lewisville" in Delaware, it had to adopt a new name, and they chose their new name from "Sailors Bethel" M. E. Church, and so it is known today.¹⁰ The other "Lewisville" was located almost west of the town of Camden, Del., near the State line, and is shown on an old map reproduced in John A. Monroe's book "The Delaware Federalist."

In buying his first land, Kendal M. Lewis probably selected this location because it was at the head of navigation (for heavy freight) on Broad Creek, and may also have been influenced by its proximity to where his sister Phamey Bloxam lived. He was a sailor and had been Captain of an old sloop at age seventeen, and he was twenty-four years old when he bought this "Mitchel's Harbor" tract on Broad Creek

(1794). He soon established a brisk trade between his Landing on Broad Creek and Baltimore, Annapolis, Georgetown (Md.) and the West Indies. He had several schooners from time to time, at least one of which he built or had built (but we don't know where), some of which are mentioned by name in the following Section of this study. Another Schooner named the "Sailor" (76 tons burden) was registered in his name at the Custom House in Vienna, Maryland, from Lewisville in 1833, but we have no record where it was built.

With his thriving business, Lewisville grew up near Lewis's Landing, and in 1844 Kendal Lewis laid out twelve houses on land which he had sold to Mathias Moore in 1842.^{14,10}

Some of Kendal M. Lewis's descendants have been very prominent locally and nationally. He was the father of twenty-one children, seven of which survived him.²⁶ Among his descendants we might mention the following; Henry Clay Lewis, a son by his third wife, was a highly respected and prosperous business man of Laurel, Delaware, and is remembered by some of the "old-timers" as wearing a high "stove-pipe" hat and being known as a "black republican." Dr. Warren Kendal Lewis, a son of Henry Clay Lewis, became a widely known Professor at the Massachusetts Institute of Technology (M.I.T.) is a nationally known scientist and is credited by many as being the "Father of Chemical Engineering in America." And Dr. H. Clay Lewis (son of Warren Kendal Lewis) is now carrying on the family tradition at the Georgia Institute of Technology (Georgia Tech.).

Kendal M. Lewis died in 1862, age 90 years, and is buried with many of his family in "Sailors Bethel M.E. Church" yard.

INCIDENTS IN THE LIFE OF CAPT. KENDAL MAJOR LEWIS BY LEVIN LEWIS

The following article was written by a son of Kendal Major Lewis about 1890 when Levin Lewis was about 80 years old. The original manuscript is in the possession of Dr. Warren K. Lewis, grandson of Kendal M. Lewis, and the copy we use was given us by Dr. H. Clay Lewis of Georgia Institute of Technology. The following copy was made from a photographic reproduction of the original transcript, hence retains all the original wording, spelling and mistakes. We have, however inserted notes referring to explanatory comments.

- - - - -

"Captain Lewis was born on the thirteenth day of November 1771 in Dorchester County, State of Maryland, on the Warporamanda plantation, seven miles below Vienna on the Nanticoke River. His father, Levin Lewis and his wife "Peggy" had moved from Accomac County, Virginia and settled on this plantation five years previous to the birth of the subject of this sketch.

This plantation contained five hundred acres of valuable land, and was leased for ten years for the consideration of one thousand pounds of merchantable tobacco per annum.

Levin Lewis and Peggy his wife had three sons older than the subject of this sketch, Levin, John, and Major. Levin was sent to school, and studied surveying, and in practicing his art on the lands for which his father had paid rent for many years, found to his great

surprise that it was "vacant land" and belonged to the Government. He concealed his discovery until he could obtain a little money, when he hastened to Washington (Note 1. The use of the word "Washington" is obviously a mistake by Levin Lewis. When Levin Lewis made this discovery the City of Washington, D.C. was not in existence (1766 to 1776). Levin Lewis must have meant Annapolis, Md. where jurisdiction over Maryland lands rested at that time.), entered the land, obtained a patent, returned home, and advised the lessor that henceforth he must look elsewhere for his tobacco. So far as the writer is advised this plantation is still in the hands of one of the family of the young surveyor.

As has allready been intimated, Kendall was the youngest of four sons, His brother John was taken prisoner on shipboard during the war of the Revolution and died in his twenty-fourth year on an old prison ship in New York harbor. It was believed that the British gave these prisoners poisoned bread to eat, as they died on board the old hulk by scores and hundreds. The other two brothers, Levin and Major, became quite wealthy and lived to a good old age, and both died on the plantation above alluded to. The latter lived and lied a batchelor. They formed a co-partnership when quite young and never had a separate interest in any of their vast estates during their lives.

Kendall had two sisters, Phamey and Polly. Phamey married John Bloxam, a farmer who lived and died near Cannon's Ferry; Of this man we shall have more to say farther on. Polly died in her twentieth year unmarried. (Note 2. John Bloxam who married Kendal M. Lewis's sister Phamey Lewis, is possibly the man called "Southy" Bloxam who was living where the town of Bethel now stands, when Kendal M. Lewis bought lands in 1795 near "Southy's" house.)

Kendall's father and mother died when he was ten years old. His mother maiden name was Major-hence the "M" in his name. He was at once taken by his brothers and placed on board one of their vessels (of which they owned several, as Cabin Boy, in which capacity he continued until he was seventeen when they made him captain of an old sloop, which he continued to sail until he was twenty-one years old, without wages or salary except the clothes he wore.

He had been tendered command of large, fine vessels, with interest in profits, but his brothers had held out glittering propositions to him if he remained with them until he became of age (21); So, when he became of age he called on them to know what they had concluded to do for him?

They replied they had talked the matter over and had agreed to offer him one-half of the old sloop for his services. He asked-What will you do with the other half?. "We have conditionally sold it to Rode Riggins." Then-said he, you may sell the whole vessel to Riggins, for I will have no drinking man for a partner". Riggins was wealthy, but gambled, and was dissipated. "Well, then-said the brothers-we will give you the other half for your portion of your father's estate" which proposition he then accepted.

Never before had he an intimation that his father's estate was worth anything, but found out when too late to remedy the matter, that his interest in the estate was worth very much more than the vessel they gave him. But he determined to make the best of a bad

bargain and soon found freight for the old sloop, and he ran her up and down the Chesapeake Bay in all sorts of weather for a year or more, and made money rapidly, until with the money he had made and the proceeds of sale of the sloop, he had money enough-lacking One Thousand Dollars-to purchase one-half interest in a large, fine, full-rigged, sea-going schooner, he to have full command of her.

So confident was he that he could borrow the needed \$1,000.00 of his brothers by asking them for it, that he closed the bargain before calling on them; and to his great mortification and disappointment they refused him on the ground-as they said- that they did not like his partner, who was a wealthy and highly respected gentleman.

In his distress and trouble over this unkind treatment of his brother and his great need of money, on a sabbath evening he left his brother's house to walk twenty miles to see his brother-in-law John Bloxam, above alluded to, to counsel with him regarding the best way to extricate himself from the difficulty.

Now, Bloxam was a small farmer and not regarded as a business man at all, but a man of good judgment, and a safe and wise counsellor. Kendall arrived at the little farm-house at the dusk of evening and met the farmer at the barnyard feeding his stock. They soon went into the house where supper was waiting, greeted his sister with a kiss, and, as soon as the evening meal was finished, the whole story was related to the farmer and his counsel asked.

After lighting his pipe and taking a whiff or two the farmer said-Kendall, I think I can see a way for you out of this trouble. In that old chest is a bag with a \$1,000.00; it is a badly mixed lot of money, all sizes and sorts of coins, of all nationalities. If you will take it and use it, and return it to me in one year from date in Spanish milled Dollars you can have it without interest and it will oblige both you and me. The young man was greatly surprised as well as rejoiced, not at all looking or expecting help from such a quarter. The proposition was at once accepted, the fine new schooner paid for, and the Captain stood upon her quarter-deck enjoying one of the happiest moments of his life. He had no trouble securing freight or cargo for one of the West India Islands and was soon on the ocean. In two months he returned with a cargo of sugar and molasses, having cleared Three Thousand Dollars, of which One Thousand Five hundred Dollars he paid over to his partner, and One Thousand he took at once in spanish milled dollars to the farmer, Bloxam, his brother-in-law, who was greatly astonished at having the money so soon returned, and said at length-"Kendall, my boy, I dont want this money; I want you to keep it as long as I live and pay it to my youngest child when she marries or becomes of age." The request was granted and carried out, and Captain Lewis was custodian of this money for nearly thirty years, and loaned it out from year to year, and at length paid it over to Mahala Bloxam the youngest daughter. This money was always regarded as a sacred trust, and the interest annually paid on the day it was due.

Shortly after the purchase of the schooner the Captain bought his first slave, Mashack, who sailed with him more than forty years. The purchase came about in this wise; The Captain's vessel was loaded and at anchor in the Nanticoke River and he had gone to the house of a wealthy farmer, a Capt Fitchett to spend the evening with his pretty and accomplished daughters, of which he had three. During the evening

Capt Fritchett told the Captain he had a likely negro boy he would like to sell but he was then over at a neighbor's where he was working for his board only. While this conversation was in progress one of the family came in and informed Capt Fritchett the boy had come home. Send him in then, said Fritchett. The boy came into his master's room where the farmer and his wife were sitting and where a light was but dimly burning, and was at once ordered to go into the parlor and show himself to the gentlemen there. The boy obeyed, squared himself around, and looked the Captain in the face. Why-exclaimed the Captain-is this the handsome, likely boy you spoke of? Yes,-said the farmer, and you never saw a more likely one.

"I never saw an uglier one" said the Captain; Go in to your master and let him see you". The boy obeyed.

"What is the matter with your lips? said his master, for they were swollen as thick as the back of a man's hand. "Captain Riggins burnt them with a red hot shovel, said the boy, because he said I ate too much meat."

Well, well, said the Captain, I will buy him. I like him the better for being a good meat eater. So he took him on board that night, and the two weathered many a storm together. No negro, perhaps, ever passed a more eventful life. The writer has often heard the Captain say he would cheerfully pay One Hundred Dollars for a volume of a history of Mashack's life. Frozen to death on one occasion, knocked overboard while casting the lead in the dark on a stormy night, and drowned; but the lead line which was fastened at one end on board, had taken a hitch around the man's wrist and held him until he was rescued; and he was dead the third time, but the writer cannot now recall the circumstances.

He had been repeatedly offered his freedom but as often refused it, died a slave, and was buried very near his old master; Indeed it might be said that master and servant lie side by side after the storms of life have all blown over. (Note 3. In the Kendal M. Lewis plot in the Bethel Methodist Churchyard, at the end of a row of Kendal M. Lewis's family graves, are the head and foot stones of another grave. These two stones are unmarked and are rough uncut "ballast stones" and are probably the markers for the grave of the slave "Mashack.")

In his twenty-fourth year Captain Lewis was married to Miss Margaret Bestbridge, the daughter of Levin Bestbridge, a farmer in Dorchester County, State of Maryland.

At the date of his wedding his vessel lay at anchor in the Nanticoke but a mile from his bride's home, and, as the cargo and crew were all on board he expected to sail the next morning; but his sister Polly, heretofore alluded to, was taken ill that night and lingered for two weeks, when she died, in her twentieth year.

After the funeral he weighed anchor and pursued his voyage, leaving his young bride with her parents until his return. On his return he took his wife to his brother-in-law, Bloxam, where she boarded one year, when he purchased a house and a few acres of land on Broad Creek, where he first commenced housekeeping. (Note 2. John Bloxam who married Kendal M. Lewis's sister Phamey Lewis, is possibly the man called "Southy" Bloxam who was living where the town of Bethel now stands, when Kendal M. Lewis bought lands in 1795 near "Southy's" house.)

He was at home with his family but little. He had a partner in Georgetown, D.C., Frank Dodge, who was a large shipper to the West Indies. He would have cargoes in readiness for the vessel, and he would, on his arrival from the West Indies leave his vessel at Georgetown and take a yawl and one or two sailors, sail down the Potomac, cross the Chesapeake, and up the Nanticoke to his home. He has been heard to say that he was the only man that ever "sculled" a yawl across Chesapeake Bay, which he did one night while those who were with him slept.

He was at the old city of San Domingo in the island of that name when the sanguinary insurrection occurred. An embargo was laid upon all vessels in the port, and all the treasurers of both beligerent parties were placed on board the shipping. Eighteen bags of gold coin containing about a third of a bushel each, were placed on board of his vessel, which were called for when terms of peace were agreed upon. The fight lasted but five days. After quiet was restored President Tu Sang, a very black negro, invited all the captains and mates of the shipping in port to dine with him, which they did. The tables were loaded with silver and gold plate. The president Tu Sang and the chief general of the army did not sit at the table, but each took his stand at the head of the table and gave directions (Desalam was general). (Note 4. President "Tu Sang" was President Toussaint l'Ouverture, and Gen. "Desalam" was General Jean Jaques Dessalines. (c. 1798-1801)) The next morning they witnessed the shooting of twenty-one men and women tied back to back. Stephen Girard, a wealthy shipping merchant of Philadelphia, had two brigs in the port at the time, and the gold placed on his vessels was never called for. It was supposed the owners were all slain in battle.

Captain Lewis concluded at length, as his trade was principally between Georgetown D.C. and the West Indies, he would settle his family in the former place; so he bought lots and erected three residences, one of which he intended for his own occupancy. When completed he took his wife to see it. After a survey of the house and city surroundings, she said "the house is all very nice indeed, all that I could ask it to be; but I much prefer my old home on Broad Creek, and besides, I fear as my husband is so much from home, and the responsibility of training the children is upon me I very much fear a city life might be hazardous to them".

He replied, "I have nothing more to say"; so they remained on Broad Creek.

On his arrival at San Domingo upon one of his voyages, he found the yellow fever raging to a most fearful extent. His vessel was at once boarded by the American Consul of the port who gave him directions in regard to the sanitary rules to be observed in order to guard and protect the health of himself and crew. The Captain himself engaged lodging and board with the Consul. On the third morning after his arrival he awoke with a burning fever accompanied with pains in his head and back. He called for the Consul who at once repaired to his room, and after a brief examination pronounces it a genuine case of yellow jack, and now said the Consul "you are either a dead or a well man in three days". A Doctor cant help you, if you can be gotton into a free perspiration in six hours you will be safe, a servant shall supply you with hot lemonade, drink all you can and as hot as you can and as soon as a free perspiration is produced you are safe.

He followed the directions in full and at two oclock P.M. the Consul called and after examining him closely told him to continue the lemonade a few hours longer and he would be out of danger. In three days he was able to attend to business, but his throat and mouth was badly scalded by the hot drink.

When the war of 1812 was inaugurated Capt. Lewis was the owner of three schooners and the half owner of a fourth. The bays and rivers of the United States as well as the high seas abounded with British privateers and armed vessels which proved, as well they might, a terror to the merchant marines; so he deemed it advisable to risk but one of his vessels from home at a time. So soon as one returned safely he would have another ready to sail. In Dec. 1814, while his fine and fast sailing schooner, the "Saucy Will" commanded by Capt. Stanford Drain, homeward bound was chased on the Potomac by the British man-of-war "High Flyer" into the Machodack River where she grounded and was burned and sunk by the British Marines. She was his favorite vessel and the one he had always sailed himself and had made the most of his money. When the war was over he built another vessel and called her the "Saucy Will Jr."

About this time in his life the Captain began to cast a horescope of the future. He saw his family increasing, his mode of life a hazardous one, constantly exposed to the dangers of the ocean and diseases common to tropical climates and thought it time to place his family in a position in which they might gain a support. Two miles from where he then resided was a large farm owned by some heirs in New Jersey, which was known as the Greeland Farm. It was currently reported that this farm would soon be on the market and for sale for cash. He at once began to lay by money with which to purchase it but when he had accumulated as much money as he was willing to pay for it, it was ascertained that one of the heirs, a Miss Finman would not become of age for two years and a title could not be made until then. Caleb Ross had purchased a farm of William Huffington near Laurel called Spring Garden Farm. The Captain had bargained with Mr. Huffington for this farm some time before and Mrs. Laurica Huffington refused to sign the deed. Mr. Ross owned the farm but a year or more when Capt. Lewis stopped in at Ross's store on some business with him (the store was on the farm) when Ross said, "Capt. I want to sell my farm and move to Laurel". What will you take for it said the Capt. Picking up a slate which lay on the counter Mr. Ross said, "I will mark on one side of this slate what I will take and turn it over and you shall mark on the other side what you will give. Agreed said the Capt. Now give me your hand and it is a bargain. And so it was, and on this farm one of his sons still resides. The contract was made April 1813 and the family moved to the farm the following Christmas, 77 years ago. The purchasing power of one dollar when this farm was equal to the purchasing power of two and a half dollars today. In a short time after the purchase of the Spring Garden farm, the Greenland farm came on the market, but he had parted with all of his ready money but still desired to own this farm so made an arrangement with Mr. Benjiman Fooks, a merchant in Laurel to purchase in partnership. He loaded one of his vessels, the schooner "Orange" for Georgetown, Dela. (Note 5. "Georgetown, Del." is obviously a mistake, either by the author or by the copyist. It should be "Georgetown, D.C." as the text makes obvious.) intending to dispose of one or more of his houses there and apply the proceeds towards paying for half of Greenland farm. On his way up the Patomac he fell in company with a fine

Spanish brig and outsailed her and beat her into port. The next day the Spaniard came on board and offered the Capt. a large price in Spanish dollars for the schooner Orange, which he cheerfully accepted and went home without offering any of his Georgetown property for sale. Three years later he purchased Mr. Fooks interest in the Greenland farm and for many years he tilled and carried on both farms and kept two or three vessels running. The Capt. as we have already said was a slave holder. His farms were tilled and vessels sailed principally by his slaves and he was the largest slave holder in the state and yet he was an abolitionist. He claimed never to have purchased a slave but to better his condition and never sold one except for crime. At length wishing to retire from active business he sold his vessels and in order to get rid of his negroes without selling them to strangers he placed a small nominal price on each of the men and told each of them to go where he pleased but pay him a fixed sum once every three months and when the full sum agreed upon was paid he was to be free and all but one of them paid out in a very few years. One of them went to sea in a Spanish wrecker and in the course of one year his wages and share of the salvage money amounted to over 700 dollars. The Capt. said that to require them to pay for their freedom as they would be obliged to cultivate habits of economy in order to support themselves and meet the quarterly payment required of them.

The Captain followed a sea-faring life fifty years and for forty-two of those years he was not two months at one time on shore. He was never shipwrecked, never lost a man overboard nor had one die on board, he never swore a profane oath or suffered profane language on board his vessels; never was drunk with liquor but once, though he used liquor nearly all his life and gave it to his family and all his employees. He was elected seven times to the state legislature, five times to the house and twice to the senate, running every time ahead of his party ticket and yet he never asked for an office and would have lost an election sooner than solicit a vote of any man. He was even placed on the most important committees and was at one time speaker of the senate. He was by no means a reticent man but exceedingly communicative and used to say that he kept no secrets but told all he knew and some times a little more.

He was fond of a joke and if he ever got a funny thing on any man he would never hear the last of it. He delighted in telling and hearing funny stories and anecdotes, and when the legislature would be in session at Dover, of the long winter evenings the members and the judges of the courts would gather in the parlors of Mr. Cooks hotel, where he boarded, to listen to his sea stories and hear and enjoy his tales and anecdotes. Mr. Lincoln and him would have been boon companions and hale fellows well met. He was not an educated man yet he thought he could have navigated a ship around the globe, simply by the use of the rule of three. He was though a well read man; his cabin as well as home was stored with standard works principally of history and theology. In 1810 the first Methodist preacher was invited to his house, although neither him nor any of his family were members of that or any church. The preachers name was William and he baptised the writer of this sketch. The house continues to be the preachers home and stopping place to the present day.

He was thrice married; his first wife which has been already stated was Miss Margaret Bestbridge. He always called her Peggy, that being the name of his mother. His second wife was Mrs. Amelia Elliot Brown, sister to his first wife. His third wife was Miss Luranah Matthews, daughter of Philip Mathews, a farmer of Sussex County Del. Seven of his children are living, two sons by his first wife, one daughter by his second, and two sons and two daughters by the third wife. He buried more children than survived him. He lived to a good old age, four score and ten (90 years) retaining all his faculties and attending to his business in person up to within four days of his death, when the long perilous voyage came to a close and the old ship safely anchored in the haven of eternal repose.

There all the ship's company meet
Who sail with the Savior beneath
With shouting each other they greet
And triumph o'er sorrow and death.

The voyage of life's at an end,
The mortal affliction is past.
The age that in heaven we spend
Forever and ever shall last.

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Addenda

The father of the subject of these sketches had a neighbor living on an adjoining farm by the name of Hurley; "Capt. Jack Hurley", who had a son Jack and a negro man who called himself Jake Hurley.

Young Jack Hurley and the subject of our writing were playmates and when the matters we propose to relate, occurred were each about eight or nine years old. They being together on a certain occasion they proposed to visit the negro man's room, which they did, and finding the chest where he kept his wardrobe unlocked, went through it finding fourteen pennies (English), in our currency about twentyeight cents, which they divided, each taking seven of their ill gotten booty. Our hero took his part home and buried it and was never was able afterward to find the spot where he had hidden his unlawfully obtained treasure.

Years rolled on, he had left that part of the country, he had become a man, a sea captain, and providence has prospered him in all that he had set his hand to, and he began to make an inventory of his past life, and in every instance the negro, Jake Hurley, and his seven pennies would come up to trouble him, and he has said a thousand times in the presence of the writer "If I could meet that negro's great grandchild I would most cheerfully pay him his seven pennies with interest."

At length, only five years before his death, and then in his eightyfifth year, business called him to Cambridge, Dorchester

LEWISVILLE

BROAD CREEK,
SUSSEX COUNTY
DELAWARE.
MAP.

Copied and enlarged
from
D.G.Beers Atlas
Published 1868

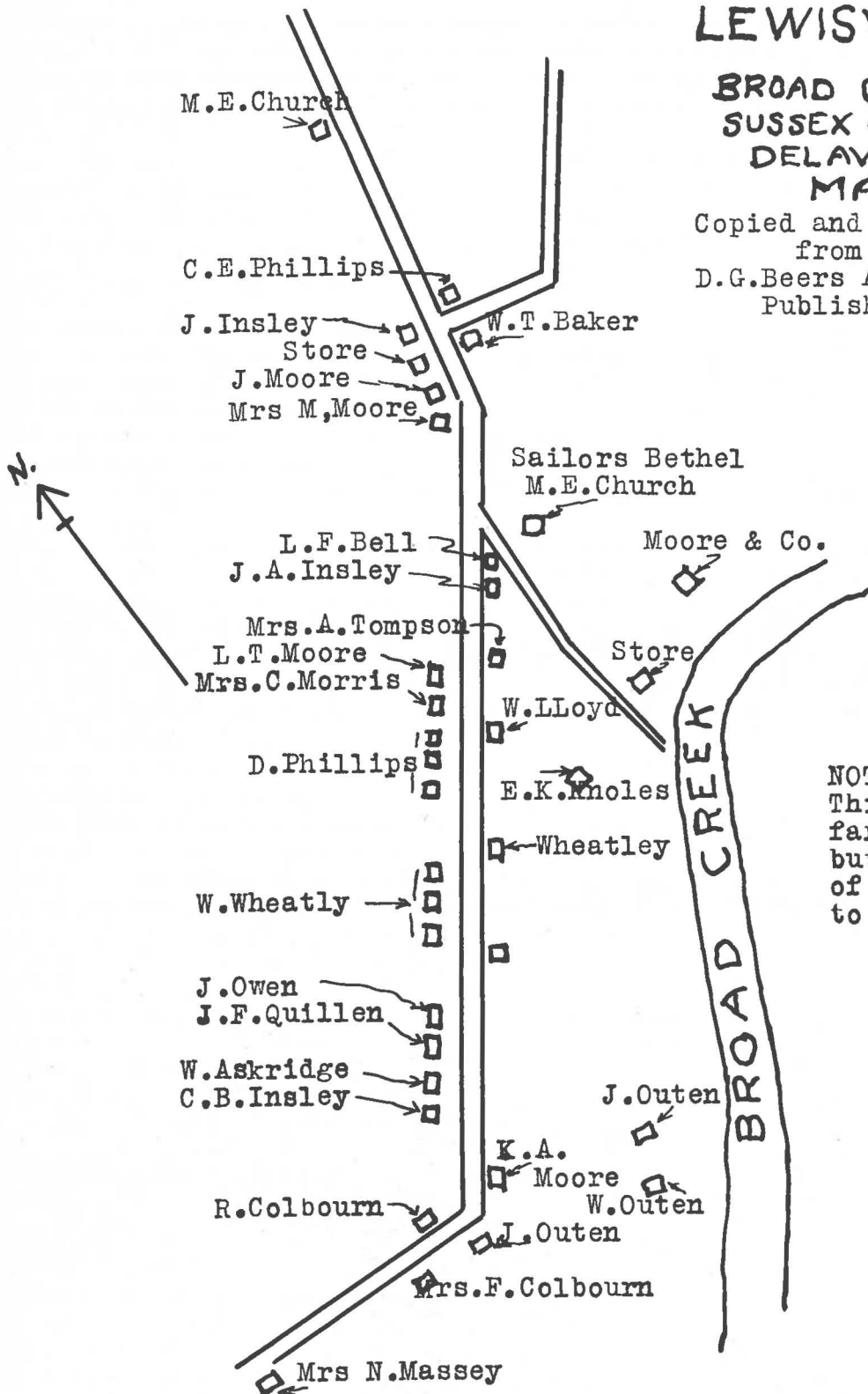


PLATE II

County Maryland, his native county; the day was warm and the road dusty; coming to lengthy piece of straight road he discovered in the distance what appeared to be, and indeed was, an aged, feeble old negro man with a muslin cap on his head and a very long staff in his hand, who, as the carriage drove up, stepped to the side of the road, took off his cap, making a very low bow, said "Sarvant Massa". The carriage halted and the following colloquy ensued. -

"You appear to be a very old man?; Yes, Massa, I is. How old are you?; Indeed Massa, I does'nt know, but de people says I'se away past 100 years old. What is your name?; Jake Hurley-Massa. To whom did you belong?; Captain Jack Hurley, Massa. Had he a son Jack?; Yes, Massa Do you remember a boy named Kendall Lewis who used to go to your Master's house to play with young Jack?; Mighty well, mighty well I 'member that air boy, Mighty well, Massa.

Well, Jake- for I believe you are Jake Hurley, do you remember having lost out of your chest fourteen pence at any time?; (scratching his old bald pate) No, Massa, old Jake cant 'member dat. Well, Jake, I am that boy, Kendall Lewis, and I did steal from you out of your chest one half of fourteen pence, and I owe you fourteen cents and interest for seventy five years and here is your money, and I am heartily glad to have found you."

And the old gentleman when relating to the writer the finding of Jake and his interview with him, remarked, that although it emptied his pocket book to pay the debt, yet he never was more glad to meet any man than he was to meet that poor old negro, Jake Hurley."

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SHIPBUILDING

The town of Bethel probably owes its survival as a town to the wooden ships that were built here. Its location at the head of navigation for deep draft boats and being in the midst of extensive forest of virgin pine, oak, cypress, etc. made it a natural place for such industry. We don't know when the first boat was built here but it is believed to be before 1835 when Kendal M. Lewis registered at Vienna, Md. Custom House his schooner "Sailor" as of Lewisville. It was a small schooner of only 76 net tons burden and is assumed that it was built here.

To collect all the records of the early days of Lewisville (Bethel) is impossible as many have been lost or destroyed, but Dr. James E. Marvil has over many years accumulated a tremendous amount of information in his book Sailing Rams, published in 1961.¹⁴ Since this book is already out of print, we take the liberty of summarizing a lot of his material about shipping and other facts about Bethel, for the benefit of those not so fortunate to have that beautifully compiled and illustrated book.

Between 1871 and 1918 the Lewisville (Bethel) shipyards produced 30 schooners and/or "Rams", converted 4 large barges to schooners, built 5 large barges, made repairs to 46 schooners, 17 pungies and 24 sloops.¹⁴ Most of the work on these boats was done by hand with hand tools, without modern power tools, so it required many skilled craftsmen. Many of the young men in the town followed their ships and "went to sea" and later became captains or mates of their ships. They retained their homes here so until recently Bethel

had a predominately seafaring atmosphere. The town still retains some of their families. Unfortunately very few of the old Captains remain but their character is still appreciated.

Just across the river from the southern tip of Bethel is the location of the former town of Portsville, where in 1779, Barkley Townsend¹⁰ owned a shipyard which was operated until about 1825 by Thomas Townsend. After that a few ships were built there; the last one being the "Thomas Bacon" in 1850.

There were boats and ships built in Laurel between 1833 and 1874, but the larger ones had to be lightened with pontoons and wait for exceptionally high tides in order to float them down the river as far as Lewisville.

Broad Creek, between Laurel and Bethel, sometimes called the Laurel River, was first dredged about 1845, with funds raised by a public lottery. Again dredged in 1883 by the Federal Government through the efforts of J.M.C. Moore of Bethel.¹⁴ Again in 1884 by the Federal Government.

In 1866 boats were being built in Lewisville by John Windsor, followed by Jonathan Cathel, and then by Jonathan Moore who built the marine railway in 1869. In 1870 the Lewisville Marine Railway Company was organized (Capt. George W. Phillips, Capt. W. T. Moore, J. M. C. Moore, with Jonathan Moore as superintendant).¹⁰

Scharf¹⁰ says that this was the only marine railway south of Wilmington and could handle ships up to 325 tons burden. (This was before 1888 when Scharf's history was published.)

Dr. Marvill¹⁴ says that the schooner Rams were built in 90 days. Men worked 10 hours a day and 5 or 6 hours on Saturday. They were paid 20¢ per hour, and the Superintendent was paid 30¢ per hour. Selected logs were hauled in from the woods and swamps by teams of six to eight mules. After the local supply of "sticks" for masts became scarce, they were brought from Oregon, shipped by railway using two freight cars to accommodate their length, to Philadelphia. There they were put in the water and bound in bundles of about six "sticks" and towed by water to Lewisville (Bethel). These "sticks" were then trimmed by hand with broadax and drawing knife to perfectly straight and round masts.

The Lewisville Marine Railway Co. became the George K. Phillips Company and early in the 1900's became the Bethel Marine Railway Co. In 1909 this was sold to Samuel J. Furniss and James M. Eskridge who built one ship, the Schooner Ram "Granville R. Bacon." Smith and Terry purchased the shipyard in 1916 and built two ocean going schooner barges, the "Smith & Terry No. 1" and "No. 2," after which the yard remained idle until dismantled about 1940. A few timbers of the old marine railway were still visible in 1965, just north of the drawbridge. (Picture 22.)

The boats built at Lewisville (Bethel) varied from 53 to 703 tons burden, most of them between 135 and 190 tons. In length from 60 to 155 feet; most being between 120 and 135 feet long.

The Chesapeake Ram, as many of these boats were familiarly called, was designed by J. M. C. Moore, Supt. of the Shipyards at Lewisville. It was designed primarily for the coastal freight trade. They were three masted "baldheaded" schooners (without topmast) and a width about 2" less than the width of the locks in The Chesapeake-Delaware Canal, and about 125 to 135 feet long. Lacking top sails,

they required a smaller crew so were economical to operate. They were of a relatively shallow draft and had a center-board keel raised and lowered by a block and fall on the mainmast.

Not all of these ships were built in the Lewisville (Bethel) yard. One is known to have been built on the south side of the river across from the yard and another on the "Devil's Reach" just west of the town, but since they were built by the Lewisville Company, they were registered as from Lewisville. As most of the work on these ships was done by hand with hand tools, they did not have to be built at the shop. A convenient launching site was all that was needed. It was not until about 1885¹⁰ that a steam engine was installed to operate a saw and planing mill, and to draw ships up on the marine railway for repairs, etc.

The only ship built near here known to have made trans-Atlantic voyages was the Schooner Ram "Joseph P. Cooper" built in Sharptown in 1905. Three masts, fore, top and jib boom. Crew of six (compared with crew of four on most Rams.) Three hundred fifteen gross tons; 150.4 ft. by 28.2 ft. On account of its width it could not pass through the Delaware-Chesapeake Canal. Lost at sea in 1918.¹⁴

One Bethel ship, according to the late Capt. Orlando Moore,¹⁹ was shelled by a German submarine in World War I off the Atlantic Coast and left as a direlect, the crew being put ashore at night. The ship was later salvaged and repaired. This was the "Jenny D. Bell," a schooner Ram built in 1898. She was in freight service until a few years ago and owned by Capt. Clarence Heath who with his wife, lived on it for many years. It is now (1965) resting on the bottom in the mud flats below Salisbury, Md. still standing up and proud, but disintegrating with age and lack of repairs.

In 1938, Robert H. Burgess, Curator of the Mariners Museum in Virginia, said in a newspaper article on "Sailing Rams," that the Jennie D. Bell was the largest commercial sailing vessel active in the American Merchant Marine, at that time. Capt. Heath was part or complete owner of the Jennie D. Bell for 55 years, and skipper of the same for 31 years. (Picture 28, Plate VIII of the vessel in it's resting place in 1968.)

Another Ram built in 1902 is believed to have been torpedoed during World War I, was the "Wm. Thomas Moore." Though not built for trans-Atlantic service, she was loaded with war cargo in Halifax, Nova Scotia, and sailed for Europe in 1916, and foundered in mid-Atlantic, and was believed to have been torpedoed by a German submarine.¹⁴

The only Bethel-built boat known to be still in commission (in 1969) is the "Victory Chimes" built as the "Edwin and Maud" at Bethel in 1900. In 1966 it was used as a vacation cruise ship off the coast of Maine and appeared to be good for many years. She is 126 ft. long, three masts (without topmast), width 23.8 ft., and registered as of 208 gross tons. (See pictures 34, 35 & 36, Plate X. These pictures were taken by Mr. Robert H. Burgess and published in the Sunday Sun Magazine August 7, 1966, and are reproduced here by permission of The Baltimore Sun.)

We have spoken of the ships being mostly built with hand tools. Many of these hand tools were illustrated in Dr. Marvil's book, Sailing Rams, but we have found a hand auger of unusual length said to have been used in the Bethel shipyard, which will bore a hole

1-1/16 inches in diameter and eight feet eleven inches long (or deep).

To try and get some picture of the relative importance of the Bethel (including Lewisville) built sailing vessels we have analyzed one year's registry of United States Merchant Vessels. We used the year book of 1915, that being a year probably just past the peak of sailing vessels use, and the beginning of their gradual and almost complete disappearance from our seas. Out of about 6,000 merchant sailing vessels listed for that year, Bethel had only an infinitesimal part, but if we compare Bethel with other Delaware shipbuilding points, she has a very creditable standing. The table of DELAWARE BUILT MERCHANT SAILING VESSELS herewith, gives a condensation of the data from all the Registered Merchant Sailing Vessels listed as being built in this State. Note that Delaware Sailing Vessels built in 1849, 1853, 1871 etc. were still active. Today (1969) we know of only one Bethel built boat that is still active and in good health - the "Victory Chimes" formerly the "Edwin and Maud" built in 1900. Sixty-nine years of age and still going strong and should be eligible for "social security!" Who wants to buy her, mover her to Bethel, and set her up here as a memorial museum? I am one, who else?

It is interesting to note that in comparing statistics from the Registers of 1915 and 1921, the total number of registered Merchant Sailing Vessels in the United States, dropped from about 6,000 to about 3,500, or approximately 41%. In Delaware alone the same dropped from 123 to 89, or only 27%; but for Bethel only, there was no drop in number of vessels registered. This indicates to me that our Bethel boats were better built and longer lasting, or were more profitable to operate than the average over the rest of the United States. One factor in favor of retaining Bethel Built boats was that 68% of them could use the Delaware and Chesapeake Canal, while (as an example) among the Wilmington built vessels only 12% (in 1921) could use it.

MERCHANT SAILING VESSELS BUILT IN DELAWARE
FROM
LIST OF MERCHANT SAILING VESSELS OF THE UNITED STATES, 1915.

Where Built	Number	Tonnage		Total	Date Built	
		Largest	Smallest		Earliest	Latest
Wilmington*	37*	2436	43	28907*	1872	1914
Milford	29	455	10	4431	1853	1909
Bethel**	22	657	9	5041	1871	1913
Milton	9	732	34	1870	1850	1891
Frederica	6	266	10	720	1864	1893
Lebanon	3	28	9	62	1881	1887
Seaford	3	836	10	950	1886	1910
Laurel	2	155	130	285	1872	1874
Sussex County	2	98	29	127	1873	1881
Smyrna	2	50	31	81	1877	1879
Little Creek	1	34	-	34	1871	-
Ocean View	1	12	-	12	1900	-
Indian River	1	34	-	34	1871	-
Magnolia	1	10	-	10	1869	-
Woodland	1	7	-	7	1897	-

(cont.)

MERCHANT SAILING VESSELS BUILT IN DELAWARE
FROM
LIST OF MERCHANT SAILING VESSELS OF THE UNITED STATES, 1915, Cont.

Where Built	Number	Tonnage		Total	Date Built	
		Largest	Smallest		Earliest	Latest
Jones Creek	1	52	-	52	1849	-
Drawbridge	1	41	-	41	1882	-
Barker's Landing	<u>1</u>	73	-	73	1868	-
Total Number Registered	123					

*Includes four large iron or steel vessels.

**There was also one Barge (unrigged vessel) of 226 tons built in Bethel NOT included in these figures. Also there were a number of "unrigged vessels" or barges built in Delaware in this registry which are not included in the above figures.

FROM THE RECORDS OF THE BETHEL TOWN COUNCIL

Unfortunately, like so many small places, official records are hard to find, but Bethel is lucky in that at least some of the old Council minutes have been preserved. There are none before 1907, or for 1930 through 1948, and 1950 through 1951 and 1953 through 1961. Since 1962 they are regular up to date (1965). From the available records we have gleaned a few interesting facts and implications.

It appears that Bethel had been incorporated sometime prior to the year 1907(?) as a Municipal Corporation known as "Commissioners of the Town of Bethel." A Bill was passed changing the name to "The Town of Bethel," and this bill also established a Charter therefor. Under this Charter the town would be governed by a Town Council of five members, all over 21 years old, and residents in the town, three of which must be freeholders in the town limits, and all must be taxpayers in the town and not delinquent in their taxes. The Town Council can elect the following officers who may or may not be members of the Council: Collector of Taxes, Assessor, Auditor, and an Alderman, Police Officer and Town Solicitor, all of whom are subject to dismissal at the discretion of the Council. The duties of these Officers are as their title implies. The Alderman is the equivalent to what we now know as a "Justice of the Peace" whose jurisdiction extends only to the Town limits. These Officers elected by the Town Council may receive a predetermined fee or commission, but the Councilmen receive no compensation for their office. The Charter itself, is otherwise about the same as for all small towns in Delaware.

Effective March 1st, 1908 there was a booklet printed entitled "Ordinances of the Town of Bethel." This canceled all previous ordinances, but covered the same in general principle, but in more detail, with most of the usual civic laws and ordinances needed for a small town. However we mention below several ordinances taken from the Council minute books, both before and after this booklet was issued, to give some idea of the temper of those days.

In 1907 an ordinance was passed to prohibit "any profane language on the streets of Bethel," and/or misbehaving in any way "that is not becoming to a gentleman." Also they approved the installation of 16 oil-burning street lamps. In 1909 they appointed a "lamplighter" and Bailiff at a salary of \$64.50 per year, but the duties of the Bailiff were not defined. Later this salary was raised to \$75.00 per year. Until Electric Lights were installed in 1915, bills for lamp oil were regular and paid to merchants: W. J. Sauerhoff & Co., K. A. Moore, Robert T. Spicer, C. L. Bell & Bro., Kendle A. Moore and Oscar L. Bell.

Other ordinances and acts in 1907 were: Any person having been seen with a sling-shot on his person would be subject to arrest. All property owners must trim their trees so that the streets were passable. Tax was 1/4 of 1% of the assessed value, and a Tax Collector appointed who was to receive 8% of moneys collected.

As mentioned elsewhere the streets were paved with oyster shell. We found payments for 31,889 bushels of oyster shell between 1908 and 1919 at rates from 4¢ to 6¢ per bushel. These seem to have been applied about every two years. They were purchased by the boat-load, about 4000 to 6000 bushels per load delivered to a Bethel wharf. They were unloaded with "tubs" rented from Laurel, dumped in carts or wagons and spread where required. Payment for spreading was 17½¢ per hour for carts or wagon and 10¢ per hour for hand labor.

In 1910 bathing was prohibited from the "upper part of Furness' lower wharf," but this was soon revised to prohibit "personal exposure," and to prohibit all bathing from the bridge.

The Bell Telephone Co. was given rights to run its lines on the streets of town in 1912.

Arrangements were made in 1914 with the Sussex Light and Power Co. to install street lights, and an order was issued to trim trees on the streets when the lights were installed, and to store the old oil street lamps. In March 1915 they paid \$87.00 for these electric lights for the first quarter.

In 1912 the Council ordered "Speed Boards" reading "6 miles per hour," and in 1916 they changed the limits to "Automobiles 12 M.P.H., Teams 8 M.P.H." The signs now (1965) read "25 M.P.H." (and "15 M.P.H. on some streets).

It is regrettable that the records do not go back to the heyday of shipbuilding for they may have given us more light on those activities. References to that industry are limited to an order in 1910 to the Bethel Marine Railway Co. to keep the road open 20 feet wide leading to the bridge, and in 1923 an attempt was made to retrieve a map of Bethel loaned to Smith and Terry, No. 1, Broadway, (N.Y.?).

The wharf at the east end of South Street was authorized and the water-front rights obtained from the adjacent land owners (Mrs. Eliza J. Outen and Mrs. Alverda S. Elzey) in 1912.²⁴ At that time there was still a lot of freight and passengers carried on the river boats to and from Baltimore and other river or bay ports. Freight handled over the landing on Capt. S. J. Furness' wharf in Bethel was charged a small fee which the residents naturally wanted to be exempt from. The new wharf was to be a "free" landing.

The cost of unloading the thousands of bushels of oyster shell for the streets of Bethel, must have been a heavy influence in deciding to build this new wharf or landing place.

The Steamer "Carrie" plied regularly between Bethel, Laurel, Seaford and Sharptown, connecting with the boats to and from Baltimore. This "Carrie" was converted to motor power in 1910 and continued in this service until 1920.¹⁴ After this the wharf at South Street was neglected until 1964 when the Town Council authorized it to be rebuilt for the use of the town's residents.

In 1912 the Council ordered all persons to move their fences to give a 30 foot width to the streets and allowed two months to get it done.

There were frequent bills paid between 1907 and 1915 for "fumigating houses" of various people, and in 1910 the Council authorized the employment of two physicians to consult with Dr. Jones relative to two cases of dyptheria. There is no other indication of why the frequent need to "fumigate" different houses, although the State Board of Health was apparently called in on the situation also.

In 1924 "Race Street" was ordered to be staked off 18 feet wide. (Where is "Race Street" now?)

The State Board of Education offered to give the old school house (Picture 25) to the Town of Bethel in 1952 but the offer was turned down by the Council.

An Ordinance was passed in 1963 to prohibit "trailer camps" and any other business of objectional nature within the town limits.

It would be nice if we could list all the men who have given their time and energy to the problems and affairs of managing the town, but the lack of official records makes this impossible. However, we list those appearing in the available minutes books, these are listed chronologically as they appear and with the years that they are recorded. Sometimes they are called Members of the Board, Councilmen or Commissioners, all of which we assume means the same thing. Those that were elected or appointed by the Council for special jobs have initials after their name, such as: A = Alderman; B = Bailiff; C = Commissioner or Councilman; L = Lamplighter; M = Mayor; P = President; PO = Police Officer; S = Secretary; T = Treasurer; Tc = Tax Collector; As = Assessor.

W. T. Moore, P '07-'12
 H. L. Spicer, ST '07-'10
 James H. Wright, As & Tc '07-'12
 J. M. Gootee, A '07-'10 & A '25
 John W. Massie, Tc '07 & '22-'25, & C '25-'28
 Clarence Cary, BL '08-'12
 Thomas O'Neal, A, Tc '08
 J.M.C. Moore, A, Tc '10-'14
 Jonathan M.C. Moore, '11-'18
 Jonathan G. Moore, C, Tc, S, '11-'18
 Robert T. Spicer, C, A, '11-'18
 Earl D. Hopkins, C, P, ST, '11-'24
 W. J. Brown, BL, 1913
 Kendle A. Moore, A, '14
 John M. C. Moore, C, '15
 John B. Messick, C, '15-'16
 Wm. J. Imsley, M, '19
 Wm. H. Smith, C, '16
 Henry Eskridge, M, '18

W. M. Massey, Tc, '19
 Geo. L. Wheatley, M, '20
 O. L. Bell, Tc, '20-'22
 Geo B. Insley, P, '20-'23
 R. E. Riggan, M, '21-'24
 Urie Smith, C, '22-'28
 Geo. F. Phillips, P, '23-'24
 H. G. Hastings, P, '25-'29 & '49
 R. J. Phillips, M, '25
 E. B. Shiles, ST, '25-'29
 W. T. Milbourn, C, '28
 Rhuben Quillen, C, '49
 Clarence Miller, ST, '49 & '52
 Raymond Davis, C, '49
 Harvey Spence, C, '49
 Rudolph Hastings, C, '52
 Howard Lecates, C, '52 & '62-'63
 Charles Cordrey, C, '52 & P, '62-'63
 Howard LeCates, P, '52
 John Joyce, T, '62-'65
 Andrew Givens, C, '62-'65
 Milton Tracy, S, '62-'65

Note: Where it is indicated that one person
 held several offices, or only one office,
 it does not always mean that they held that
 or those offices for their whole tenure.

In 1966, The Town Council honored the name of the founder of the town by changing the name of Main Street to Lewis Street. This street goes right past the graves of Kendal M. Lewis and his wives and other Lewis's resting places.

PEOPLE AND PLACES

Shell Bridge. Easterly across Broad Creek from the lower end of Bethel is a small stream spanned by a modern highway bridge. This locality has long been known as "Shell Bridge." The name is said to be derived from an old lime kiln where they burnt oyster shell to make lime for agricultural and construction purposes, and which was once located at the mouth of this small stream. About 1953 several small boys from the Bethel area were swimming here during an unusually low tide and their feet felt several hard round objects on the bed of the stream. These they dived for and recovered about ten round cast iron balls five inches in diameter and looking like solid cannon balls. We have found no historical reference to any military expedition, engagement or camp that would explain the presence of cannon balls at this spot. Speculative explanations are: They were cast at the foundry at "Old Forge"¹³ about 1½ miles east of Laurel on James Branch, loaded on a boat for shipment, and when the boat reached this point they struck heavy winds and had to jettison the balls to lighten the boat. Another suggested explanation is that they were used at the lime kiln at Shell Bridge in a "tumbling barrell" to break up and pulverize the lime. Both reasonable, take your choice. We don't know.

Captain Vernon Hopkins. Vernon was four years old in 1884 when the Schooner "Bessie Brown" was launched and he was with his father, Capt. Thomas Henry Hopkins, in a rowboat to watch the launching. The wash from the schooner as she slid into the water upset the rowboat and dumped them into the water. He has been on, in or near the water ever since. At the age of seven he and his grandfather were the first bridge tenders on the then new draw bridge at Bethel.²¹ At age 14 he first went to sea as a cook on a Ram, and by 1910 he had his Masters License for unlimited sail and steam, and has been almost continuously master of some merchant vessel until his recent retirement.¹⁴ His land home has been for over 65 years on West Street where he now lives.²¹ He told me he did not like being on land during a hurricane for there was nothing one could do, but at sea he would know how to ride it out without damage. While still a sailor at heart, he can turn his hand to anything. He is a philosopher, humorist or a grouch, depending on his temporary state of mind, and a skilled craftsman at whatever he tackles, --witness his beautiful scale ship models and paintings of vessels he has commanded. Unexpectedly, he is a poet too. See the accompanying verses recently published in the "State Register." May he stay with us a long time!

THE BALD TOP RAMS

By Vernon H. Hopkins

On canvassed wings like birds of prey
They plied the waters of Chesapeake Bay.
Born at Bethel on Delaware's shore
Built of staunch oak both aft and fore.

With flying jib and mainsail set
In childhood memories I see them yet.
The spruce and pine that was their mast
With riggin tightened to withstand the blast.

I've felt the spray that hits like hail
Driven by the wind in the tempest gale.
I've felt the list and kick of wheel
The timbers groan as the vessel reels.

In the binnacle's dim and faint light
You set your course in the darkest night,
Like a sheeted ghost with sails in reef
She flies along with a bone in her teeth.

From windmill point to seven-foot knoll
That guards the treacherous and dangerous shoal,
While through the darkness you can't see yet
The lighthouse beam from the Lazarette.

A seafaring man I have been
In many a calm and raging wind.
While the gallant ship of steel and oak
Cringed and reeled 'til its timber spoke.

These gallant "Rams" called old "Bald heads"
 Do they still survive? Are they all dead?
 Like the captains and crews that's gone before
 That sailed their "Rams" from Delaware's shore.

The men have gone yet in memories
 They sail their ships on calmer seas.
 Let the people of Bethel their ideals restore
 Let the "Rams" sail on from Delaware's shore.

"Cap" Will Massie, (now deceased) told me about 27 years ago, in his inimitable way, of his first automobile. Once it broke a crank bearing (or something inside the engine), so he got some horses and towed it to Laurel and stored it in a livery stable, for then there was no garage in Laurel or any nearer than Salisbury. They would not send a man to fix it nor could he find anyone else to work on it. Even the local blacksmith would not tackle it. It stayed in the livery stable until the storage charges were near making him bankrupt. So he got some horses and towed it to his home on West Street in Bethel. Then he dug a deep hole and rolled the auto astride and over the hole. He got two wash tubs and set one on each side, bought two balls of string and some shipping tags. He said he didn't know anything about engines but he was going to learn. He got under the car and in the hole in the ground with his tools, string and tags, and started to dismantle the bottom side of the engine. Each bolt, nut or part that he took off he tied one end of string to it and the other end of the string to where it came from. He put the nut, bolt or part in one of the wash tubs with a tag, numbering the tags in sequence as the piece was taken off. Eventually he found the broken part, removed and carefully packed it in a box which he sent off to the manufacturer to be replaced. He said the underside of that engine looked like a May Pole and it stayed that way for weeks until he finally received the replacement. He had looked at the engine everyday with tears in his eyes, for fear he would never get those strings untangled. But he did, and the engine ran smooth as butter! You can't keep a Bethel sailor down!

Bethel is the birthplace of the Archaeological Society of Delaware for on March 17, 1933 a number of well-known Delaware persons met in the home of Ralph Beers on South Street, organized themselves, elected officers, approved a constitution, and appointed various committees. Among those present were: H. Geiger Omwake of Dover; Anna T. Lincoln, Curator of Old Town Hall Museum, Wilmington; Albert Early, Sussex County Supt. of Schools; Leon deValinger, Asst. State Archivist, Dover; Dr. J. Alden Mason, an internationally known professional archaeologist; Dr. Donald A. Cadzow, Archaeologist of Pennsylvania; W. W. Mack, State Highway Dept.; William Taber, State Forester; Howard Stein, Seaford; Dr. H. V. Halloway, Delaware Board of Education; W. O. Cabbage, Wyoming, Del.; and a number of others.²³

Dr. W. M. Andres who has been living in Bethel for about ten years, is a veterinarian by education, profession and practice, but his hobby is raising and cross breeding of daffodils. His displays and exhibits and bulbs have received prizes and ribbons from a dozen or more States as well as in the United Kingdom and in Europe. His small yard is, in the spring, spectacular and beautiful, and he is spreading the fame of the town everywhere that daffodils are raised professionally.

Normal Coulbourn, the venerable mainstay of Bethel carpentry until his recent retirement, is a descendant of Col. William Coulbourn who came from England and was granted 1700 acres in Accomack County, Virginia and Somerset County, Maryland in 1665. The remains of that estate is now known as Pomfrett Plantation or Pomfrett House, which house remained in the Coulbourn family until 1920.²⁵ Normal Coulbourn's branch of that family bought land in what is now Bethel about 1844 when Elijah Coulbourn bought a tract of land, part of Cedar Lott from Cornelius and Nancy Morris.¹⁵ Part of this land called Lot No. 13 passed to George F. Coulbourn and Amelia E., his wife, in 1876. This Lot No. 13 was at the corner of what is today Main St., West St., Coulbourn St., then referred to as "the road leading from Lewisville to the Mansion House on the Capt. Pennel farm" (now the W. E. Davies farm). Mr. Normal Coulbourn helped build the Furness House (now W. K. Graves) and the James H. Wright house (now Harley Hastings) in 1906 and many other houses built here since then. He has altered, repaired and added to many (probably most) of the houses in Bethel. Since his retirement, we are lost. However we still enjoy his dry wit, accurate memory and genial presence.

Normal's father, James A. Coulbourn of Bethel, as a young man was a cook on a small sailing freighter during the Civil War. Once when they were off the mouth of the James River, a man from the shore signaled them that he wanted to be taken aboard. After considerable argument, he was taken aboard. Soon they were overhauled by a Yankee Patrol Boat and all were arrested for picking up the man from "Southern Territory." They were kept in prison for a few days in Washington and then released. What happened to the man they picked up, they never knew.²⁵

Capt. Reuben P. Quillin. Another most interesting old Sea Captain who, unfortunately we have recently lost for "calmer-seas" was Capt. Reuben P. Quillin. Born and raised in Bethel, went to sea at age 18, made Captain when 21, shipwrecked in mid-Atlantic when 26 and picked up after several stormy days in an open boat. Returned almost immediately to coastal trade and on a trip sailed from Cape Henry to Mayport, Florida with a cargo of coal in 65 hours--quite a record for sail. At age 32 he got his Masters License for Steam as well as Sail. In World War II he captained several different ships and was in the midst of the Battle of Layte Bay when ships on both sides of his were sunk, but his boat escaped with only superficial damage.¹⁴ He told me he had sailed in every principal sea on the globe except the Arctic run to Murmask, mostly with war material in World War II. An evening with him was a thrilling education in geography and adventure. His home in Bethel is shown in picture 19.

Champion. There was also a character around Bethel about 20 years ago named Ernie Lewis, who some think was of Kendal's family; others say Ernie came here from Elliot's Island. Anyhow, his claim to fame is that in the days before mechanical devices took all the picturesqueness out of the old fashioned "husking bee" where shucking corn was done by hand, is that after husking an ear he would toss it into a basket or bin and before that ear had landed he would have another shucked and tossed, so that there was one shucked ear of corn from his hands in the air all the time. Naturally he was known as the champion corn husker of the county.

BETHEL CHURCHES

Scharf¹⁰ says that in 1855 the members of the "Old Wesley" who lived in the vicinity of Lewisville erected the "Sailors Bethel M.E. Church" at a cost of \$1,100.00 which was used until 1884 when the building was moved to the back of the lot near Moore & Company's store (now the property of the late Wm. O. Bell) where it was used as a store house, and later as a barn. This building was destroyed by hurricane Hazel in 1954. We have no adequate description of it, but a few old "snap-shots" of children taken between 1910-1918 show the building very hazily in the background, but not well enough to reproduce. It was said to have contained a "slaves' gallery." From those "snap-shots" and the memory of some old-timers our artist, Mr. Henry M. Progar, has made a sketch which probably pictures the original building very much like it was in its original setting. (Picture A, Plate III.)

In 1872 the Trustees of "Sailors Bethel Church" bought from John M. Dale of Worchester Co., Maryland, a tract of land of unspecified acreage between the church and the County road leading to the wharf for the sum of \$50.00. The Trustees were at that time, William Wheatley, William T. Moore, William H. Hearn, Jeremiah Eskridge & John B. Quillen.¹⁶ (It is to be noted that although this sale was made in 1872 it was not recorded in the Court House until November 9, 1950. SEVENTY-EIGHT YEARS!)

In 1884 the new "Bethel M.E. Church" replaced the old "Sailors Bethel" at a cost of \$4,125.00,¹⁰ which with additions and improvements is still in use (Picture B, Plate III). Picture C, Plate III shows this same church from the east with a row of Kendal M. Lewis family grave-stones in the foreground.

St. Johns M. P. Church was built in 1858 at a cost of \$2,200.00 on land given by Jonathan Moore when they had a membership of twenty.¹⁰ (Picture D, Plate III.)

Bethel M.E. Church and St. Johns M.P. Church have since combined, and St. Johns is used as a Community House where we now often attend "suppers" and "benefits," much to our gastronomical and social pleasure.

In 1857 the Episcopal Rector of Old Christ Church, Broad Creek, the Rev. Richard F. Cadle, attempted to organize an Episcopal congregation in Lewisville, but he died in November of that year, and his efforts died with him.²⁷

SCHOOLS

Some of the older residents said that the "old Post office building" (Picture 24) was used as a school house before it was moved up to main street and became a store. Scharf¹⁰ says that in 1886 a fine new school-house was built at the end of First Street and had fifty scholars. Picture 25 shows this old building taken from a painting by Mrs. Margary Kellberg made shortly before the building was abandoned as a school and was moved to Laurel and converted to apartments about 1955. About that time a new school house for elementary classes was built (Picture 26) which is now used as a part of the Laurel Special School District. For many, many years Miss Estella F. Hitchens taught the Bethel School, both in the old two story building and in the new one-story brick building, teaching four to six grades in one room, and her students when they went on to the higher grades in Laurel



An artist's conception of the original Sailors Bethel Church in Lewisville. 1855

A



B

Two views of Bethel M.E. Church. Built 1884.



C



D

The Community House. Formerly St. Johns M.P. Church.

PLATE III

School, had the reputation of being the best prepared students in Laurel.

STORES

The Beers Map of Lewisville (Plate II) shows two "stores" in 1868. As noted under the Post Office notes we see that in 1890 the house now used (1969) by the Post Office was used as a drug store by Dr. Holden. Scharf¹⁰ says that at an early date William Whitely kept a store and before 1841 Bayard Moore who was succeeded by Thomas Knowles at that date, Knowles was succeeded by J. B. Quillen & Co. before 1856 at which time there were four general stores in Lewisville. During the height of ship-building under the several Moore's they also had a store. William T. Moore operated a store along with the Post Office when it was first on Main Street, later a Mr. Phillips and Miss Lutie Phillips operated a store and Post Office there. Later, Mr. Robert Spicer, then his son Harvey Spicer, and later "Miss Lutie" Mrs. Luzetta Spicer Phillips, were storekeepers there until the early 1950's when "Miss Lutie" closed the store and only kept the Post Office.

The building occupied by "Bells' Store" (Picture 27, Plate VIII) early after 1900. Built by Mr. Oscar Bell and his brother, Oliver Bell, who traded there until the business was taken over by William O. Bell, son of Oscar B., and operated by him until his death in March 1966, and then by his wife, Mrs. Isobell M. Bell until May 1968 when she sold the business to Mr. Wm. Emery Collins, formerly in the grocery business in Laurel, Delaware, who carries on the first class service and select stock established by the Bells. The first telephone in Bethel was installed in Bells' Store.

POST OFFICE

In 1880 the town wanted their own Post Office, and they found that they would have to change the name of the town as there was another Lewisville in the State, so they adopted the name "Bethel" from their church "Sailors Bethel." The "Old Post Office building" (Picture 24, Plate VIII) was in use as such until December 1967. This building was originally located on the low ground north-east of Mr. H. K. Graves home, but moved to its present location about 1894 where it became a general store, and in 1880 also a Post Office.²¹ William T. Moore was the first Postmaster. Mr. Moore was followed by Robert Spicer, then his son Harvey Spicer, then by Mrs. Luzetta Spicer Phillips ("Miss Lutie"). After "Miss Lutie's" death, about 1953, the Postmastership passed to Mrs. Inez E. Cordry who still holds that office (1969).

On December 11, 1967 the Post Office was moved from the "Old P.O." to a house on Main Street, second south of the intersection of Main and Lewis Streets. In 1890 this house was a one-story house occupied by a drug store run by a Dr. Holden. Later the second story was added.^{10,21,25}

In 1969 the Bethel Post Office was re-classified from a 4th Class to a 3rd Class office, thus (we hope) insuring the continuance of its good service to the area.

BETHEL HOUSES AND HOMES

Most of the old houses in Bethel were originally what we call the

"cottage type," that was generally a story and a half house with a small stairway to the upper part, and sometimes with a one-story wing or extension containing one or two rooms, as illustrated by the Spicer House (Picture 2). As the owners became more prosperous with the shipbuilding industry or as their families grew, more additions were made to the original house according to their needs and tastes. Sometimes the old house was moved on the original lot and became an addition to a new full two-story house. Many different arrangements resulted, but recognizable as "Little house-More house-Big house" assembly. Dates given with pictures of houses are generally for the original cottage type house, unless otherwise noted.

Since Bethel has no water system, sewerage system, garbage collection, regular police, postman or fire department, some families are prepared for emergency power shutdowns, etc. with old hand pitcher pumps and "necessary conveniences" as shown in Pictures 24, 25 and 26. Fortunately these are not often needed today.

In these houses one will occasionally see pieces of furniture that have been handed down from generation to generation in Bethel. Two chairs in this class are pictured, one a child's straight chair which has no turned rungs, legs, or back. It is whittled out of the rough. (The seat has been recently replaced using the original pattern of weaving. Picture 14.) I would like to say that this came from and was made by Southy Bloxam in 1795 before even Lewisville was founded or shipbuilding was started. Anyway, it came from a house standing near the survey corner which was said to be near where Southy Bloxam lived in 1775. However we can only conjecture as to by whom or when it was made. The other chair (Pictures 15 and 16) is larger and was traditionally said to have come from Africa. The seat in this chair is woven twisted rushes, twisted only on the top while under the seat they are not twisted, but only tied together. Both these chairs were in the Quillen family for several generations, and from the house pictured in 13.

The first mention of a house or home within the limits of Bethel, that I have found, is in the grant to George Mitchell from the State of Delaware of a part of "Mitchells Harbor" dated May 21, 1795, where the survey starts at a "marked pine a short distance above a landing... on Broad Creek where Southy Bloxam now lives and near the water, being a corner tree of a tract of land called Point Prospect." The same home is mentioned in much the same words in the deed from George Mitchell to Kendal Major Lewis, June 25, 1795. In this deed from Mitchell to Lewis it also mentions "the home where Sarah Stafford lately lived, now occupied by Leonard Houston." The approximate location of these two homes is shown on the map--S.B. in a small circle for Southy Bloxam, and L.H. in same for Leonard Houston.

BEER'S ATLAS⁹ published in 1868 gives a very small scale map of Lewisville with the names of householders. This map is reproduced on a much enlarged scale on page 15. It is useful in giving the relative location of homes at that time, but it is definitely not to accurate scale. (Plate II)

The houses in Bethel are an interesting assortment. Parts of many date back to before the "Beer's Map" was made, and show the handy-work of the skilled ship-carpenters with their low ceilings and exposed and aged beams. Some still use (in a modified way) the old fireplaces

where they cooked as well as kept warm. Quite a few still maintain the old picket fences to keep out the cows and pigs that no longer roam the streets. Up to 1940 the streets were still paved with oyster shells, but now they have been covered with asphaltic pavement, but with all the modernity the place still has the quiet charm of the old fashioned country village where neighbors are friendly and kind, but never intrude into your affairs.

The following list gives a few items known about the various houses that are pictured herein. These houses were selected for pictures mostly on account of their showing the "little-house, more-house, big-house" principle, and were generally taken in winter so the outline of the houses would be seen better when not hidden by foliage of trees and shrubbery.

PICTURES OF HOUSES, ETC.

On Front Cover - Bethel Bridge. Until 1968 one of the few remaining "swing" or pivot" bridges which was operated by hand. Authorized by the County Levy Court about 1887 and called "The County Bridge." About twenty years ago, some roving reporter visited Bethel and said he found the aged bridgetender half reclining in a straight chair propped against his little house reading a book. The book turned out to be all written in Latin--"Virgil by Cicero." Pictures 32 and 33, Plate IX, show this old drawbridge in its last days in 1968 with the new high level bridge under construction beyond it.

Picture

- | No. | (See Plates IV through X) |
|-----|---|
| 1 | Home of Harry M. Spicer. Built before 1890. (South Street) |
| 2 | Home of R. H. Myers. Built before 1890. Last home of Capt. Orlando Moore. (Shady Lane) |
| 3 | Home of Mrs. Blanche Peters. Built before 1868 by Caleb Insley. "Snug Harbor." (Main Street) |
| 4 | This has been the shore home of Capt. Vernon T. Hopkins for over 65 years. Built by Capt. Steel Tompson. (West Street) "Last Spar Buoy." |
| 5 | Owned by Carl Tompson. Former home of "Capt." Will Massey. Said to have been built by H. Clay Lewis (son of Kendall M. Lewis), who also built the house just beyond in the picture. (West Street) |
| 6 | Home of Henry H. Hutchinson. Front part (with chimney) built before 1868. (South Street) |
| 7 | Home of Capt. Bernard T. Robbins. Built by John Quillen before 1868. One of "The Twin Houses." (Main Street) |
| 8 | Home of Townsend Brown. Built by John Owens before 1868. One of the "Twin Houses." The other "Twin House" (Picture 7) is just beyond this, and the Capt. Elzy house is beyond that. (Main Street) |
| 9 | Home of Wm. E. Davies. Said to have been built by Townsend Williams about 1875. Referred to in 1876 as "the Mansion House on the Capt. Pennel Farm." |
| 10 | Home of Milton L. Tracy. Recently moved from Vine Street. Typical of the original story and a half houses. (First Street) |
| 11 | Home of Mrs. Lidia Melbourn. Built by Capt. Tom Moore. (Later he built the house across the street, and moved there.) |

Picture
No.

- 12 Home of H. K. Graves. Original house in the rear of this picture built before 1868 then enlarged by Dr. Jake Knowles. The main part of the present house added about 1906 by Capt. Furness. (Main Street)
- 13 Home of Nelson M. Spence, Jr. Formerly known as "The Quillen house." Original part to the left, built by Capt. George Coulbourn before 1868.
- 14 Child's Straight Chair. From "The Quillen House" and in that family for several generations. Entirely hand-made. Rungs, post and back hand whittled. Seat originally a rush similar to that in Picture 15. The seat shown is twisted cord woven in the same manner as the original.
- 15 Adult's Straight Chair. From "The Quillen House." Chair in the family for several generations and thought to have been brought from Africa by one of their many sea-faring relatives. Note that the rush seat is of twisted rushes on the top, but under the bottom the rushes are not twisted, but only tied, which was often done before commercial twisted rush cord was available.
- 16 Normal view of chair in Picture 15.
- 17 View looking upstream (north) from the Town Landing at the end of South Street.
- 18 Home of Arthur Phillips. Built before 1900. Originally a "cottage type" house built by Barton Insley. Shows the "little-house, more-house, big-house" assembly. (Vine Street)
- 19 Home of Nelson M. Spence, Sr. Original small house on this site before 1868. The front part of the house was built by Capt. Henry Williams before 1900, and later moved to this site and added to the original house. Occupied for many years by Captain Reuben P. Quillen and family. (Main Street) For some adventures of Capt. Reuben P. Quillen see page 26.
- 20 Home of Mrs. Neil Williams (widow of William Williams). House built shortly before 1900 by Jonathan Moore. Later owned by G. K. Phillips. Both Shipbuilders. (Main Street)
- 21 Home of Harley G. Hastings. Built for Jim Wright about 1906. (Main & First Streets)
- 22 Home of William Bell, seen through the trees on the high ground. Was formerly the offices of the shipbuilding industry, under its several ownerships. In the foreground are some timbers sticking out of the water which are the last remains of the once busy marine railway (arrow points them).
- 23 Looking downstream from the south end of the old swing bridge.
- 24 Old Post Office. (Post Office moved from here December 1967.)
- 25 Bethel Schoolhouse. (From a painting by Mrs. Margaret Kellberg.)



1.



2.



3.



4.



5.



6.

PLATE IV



7.



8.



9.



10.



11



12.

PLATE V



13.



14.



15.



16.



17.

PLATE
VI



18.



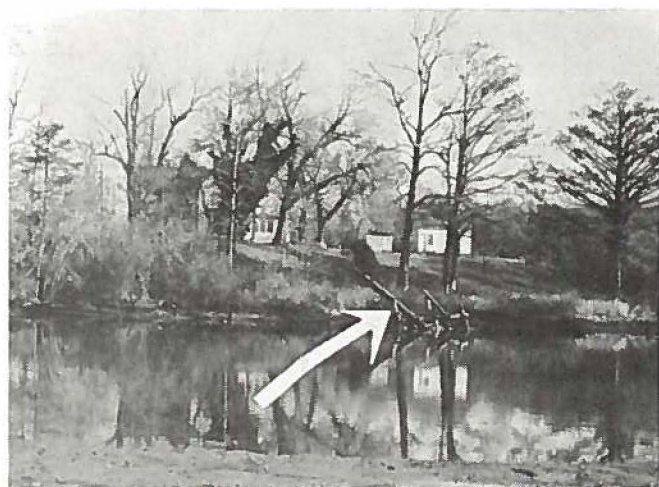
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20.



21.



22.



23.

PLATE VII



24



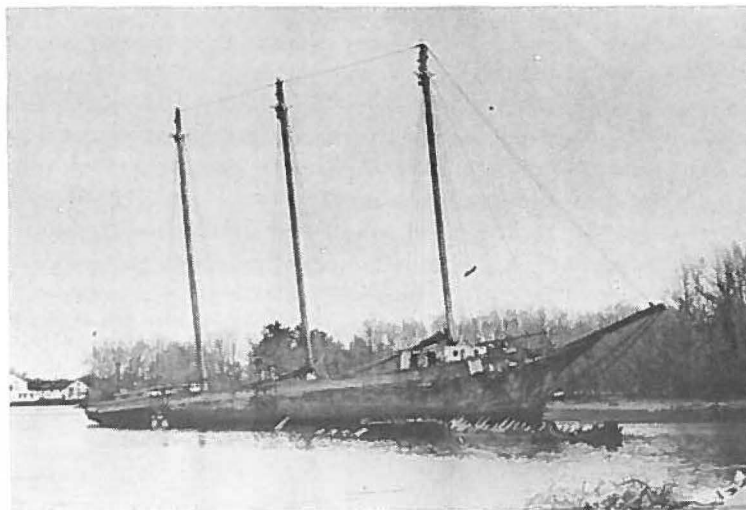
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26



27



28

PLATE VII



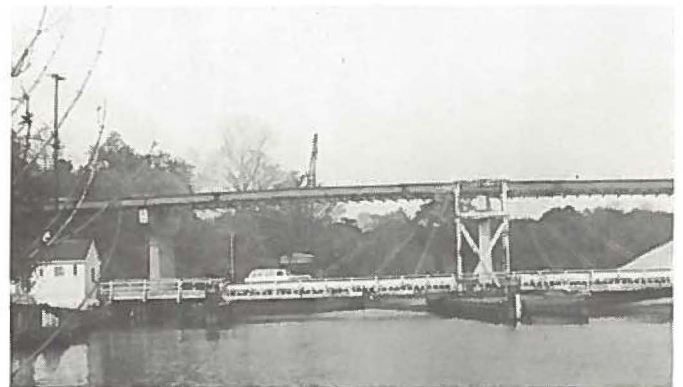
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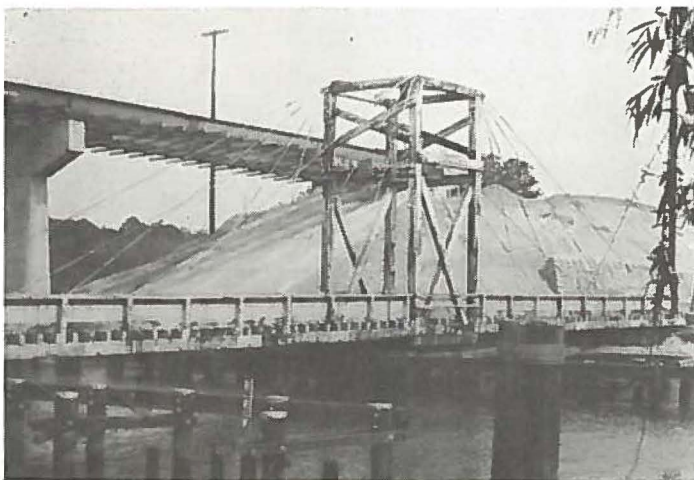
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31

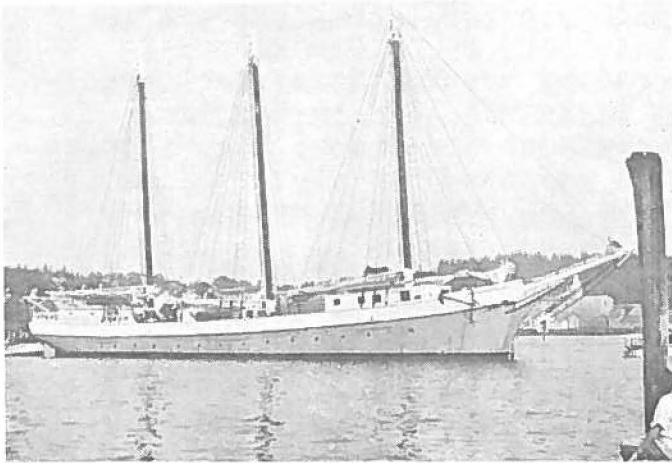


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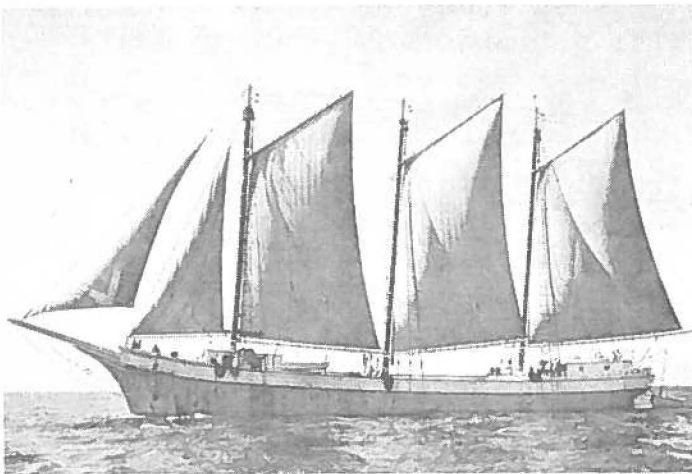


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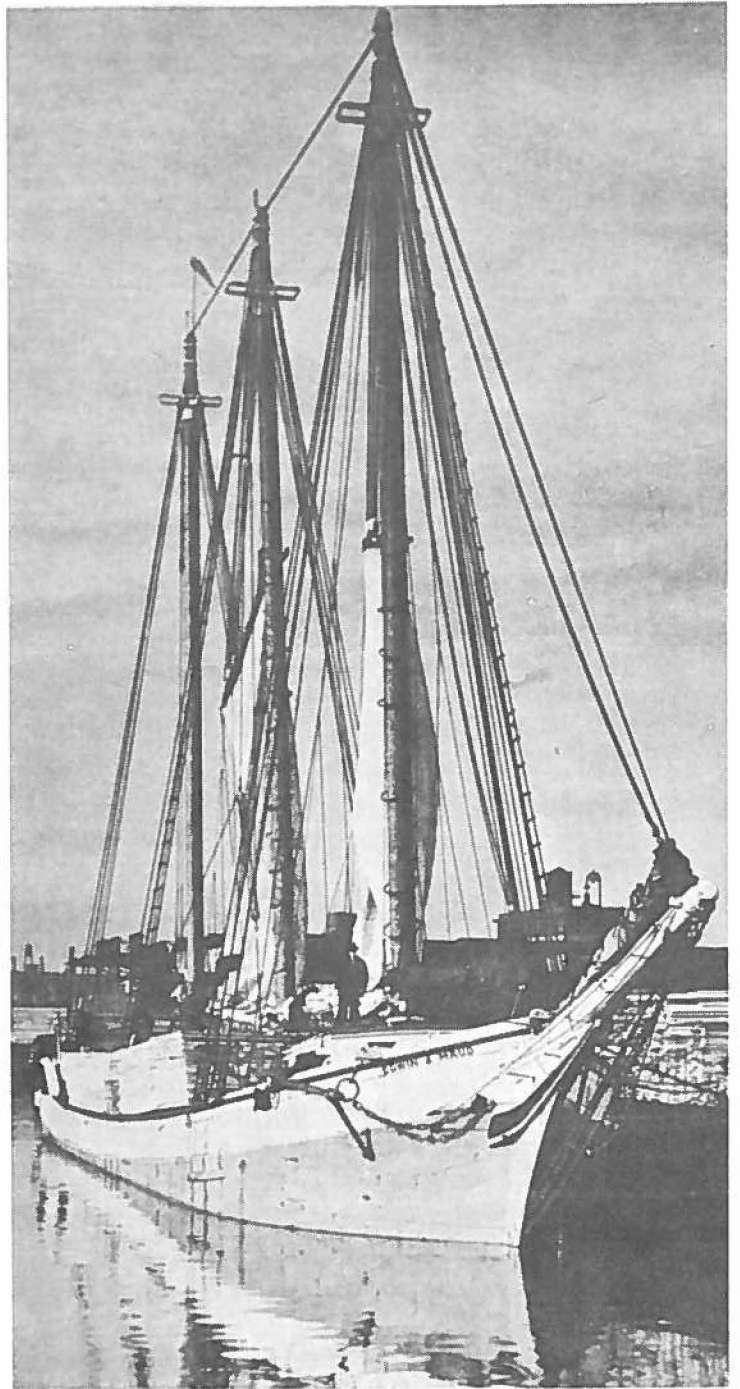
PLATE IX



Now the "dude cruiser" Victory Chimes, plying along the Maine coast, the one-time Chesapeake Bay craft is here shown at Boothbay Harbor.



Under sail on the Chesapeake in 1950 while she was still the Edwin and Maud. This picture and the one at the left are by Mr. Burgess.



The ram Edwin and Maud unloading lumber in Baltimore in 1937, during her freight-carrying career.

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PLATE X

Picture
No.

- 26 New Bethel elementary schoolhouse (replacing the one in Picture 25).
- 27 "Bells' Store". Now operated by Mr. Wm. Emery Collins.
- 28 The Jennie D. Bell. Built in Bethel 1898 in her last resting place in the backwaters and mud of the Wicomico River.
- 29 & 30 "Old-time conveniences" saved for emergency uses. (No. 30 disappeared 1968)
- 31 Another old-time convenience. The hand pump at the old drawbridge tender's house. Neighbors were glad to have this pump when the electricity went off.
- 32 & 33 The new high level bridge overlooking the old drawbridge shortly before the old bridge was removed in 1968.
- 34, 35 The Edwin & Maud. Built in Bethel in 1900. The picture
& 36 under sail was taken in 1950, the one from the front taken in 1937, and the one freshly painted about 1967 as the "Victory Chimes."

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¹MARYLAND grant of land to John Caldwell of Somerset Co. and transfer of same to Job Sherman, a tract named JOBS LOT. 1728. Maryland Commissioner Land Office, Annapolis, Md. Liber P.L. #8, Folio 536.

²BELL Manuscripts¹². Deed from Wm. Wroe to James Stafford 1787, part of a tract of land called MANLOVES GROVE. 50 acres. Adjacent to Jobs Lot.

³Cordry manuscripts,¹⁵ Land Warrant 20 acres on POINT PROSPECT of land and cripples joining Manloves Grove and Mitchells Harbor called CEDAR LOT. February 18, 1794.

⁴Conveyance Bond. Mourning Wroe to Cornelius Morris of Worchester Co., Maryland, about 1/2 of CEDAR LOT. September 12, 1806. This passed to Elijah Coulbourn September 6, 1843.¹⁵

⁵Deed. George Mitchell to Kendall Major Lewis June 26, 1795, parts of Manloves Grove, Jobs Lot, and Mitchells Harbor. Lands acquired in Sheriff's sale of Stafford's lands in 1794. Bell manuscripts.¹²

⁶Deed. Sheriff's Sale of lands of Henry Stafford January 29, 1793 to George Mitchell, parts of Manloves Grove, Jobs Lot, and Mitchells Harbor.¹²

⁷State of Delaware to George Mitchell, May 21, 1795, Tract called Mitchells Harbor, originally patented to WILLIAM TUNNELLBELL and assigned by him to George Mitchell. Thirty-six acres plus. May 21, 1795.¹²

⁸Deed. Kendall M. Lewis to Bayard Moore, about 40 acres excepting one-quarter acre "where my grave yard is." April 11, 1842.¹²

⁹BEERS' ATLAS OF DELAWARE, published in Philadelphia 1868, by Pomeroy and Beers.

¹⁰SCHARF'S HISTORY OF DELAWARE, published 1888 by T. J. Scharf.

¹¹The ARCHEOLOG, a publication of the Sussex Society of Archeology and History, Sussex County, Delaware.

¹²BELL Manuscripts consist of original old manuscripts and photocostatic copies of records, now in the possession of Robert R. Bell. (Some of these are specifically numbered above.)

¹³MOORE Manuscripts consist of original or photostatic copies of records, now in possession of Carmel Moore, Laurel, Delaware.

¹⁴MARVIL "SAILING RAMS" by Dr. James E. Marvil, 1961. Gives a comprehensive account of the ships built at Lewisville and Bethel, and of many of the Sailing Masters and seamen, and the men that designed and built the ships.

¹⁵CORDRY Manuscripts. Old Deeds and papers in possession of Mrs. Charles Cordry, the present Postmaster in Bethel.

¹⁶Court House records in Georgetown, Delaware.

¹⁷Map of Bethel made in 1913. Town boundries and some streets. In the possession of the Bethel Town Council.

¹⁸MARVIL. Unpublished manuscripts loaned by Dr. James E. Marvil.

¹⁹CAPT. ORLANDO MOORE. Notes taken during conversation between the writer and Dr. James E. Marvil and Capt. Orlando Moore, January 27, 1955.

²⁰WILLIAMS. Notes taken by the writer during conversation with Mrs. Ella Williams on February 9, 1949. Mrs. Williams was quite old at the time of this interview. She was the mother-in-law of Capt. Reuben Quillen and G. K. Phillips, both of Bethel.

²¹HOPKINS. Notes taken after conversations with Capt. Vernon Hopkins of Bethel on several different occasions. (July 12, 1965; April 8, 1965, and June 21, 1961.)

²²CAMPBELL. Notes taken from conversations with Mrs. Nan Campbell, of Laurel, Delaware, and whose first husband had held shares in Bethel-built ships.

²³Bulletin of the Archeological Society of Delaware, Vol. 1, No. 1, May 1933.

²⁴MINUTES of the Bethel Town Council.

²⁵COULBOURN. Notes taken by the writer in interview and conversations with Normal Coulbourn, July 9, 1965, and May 7, 1961.

²⁶DELAWARE HISTORY--PAST & PRESENT. Published 1929. Reference in the Laurel Public Library.

²⁷Annual Report of the Diocese of Delaware 1857.

²⁸DELAWARE'S BURIED PAST by C. A. Westlager

²⁹John Kilty, THE LANDHOLDERS ASSISTANT, 1808, Annapolis, Md., Archives.

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