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John Stark
Engraved from the Painting by Chappel
The Stark family believes that this title, “our old friend, John Stark,” bestowed by the Colonial Assembly of New Hampshire on the hero of Bunker Hill, Trenton, and Bennington, was in the ears of the patriot the greatest of all his honors. On a certain day during the struggle, when the morale of the Continental Army was undeniably lowered—England had waked up and was spending her substance, Ticonderoga had fallen, the British were occupying Philadelphia, Burgoyne was advancing, and all New England trembled in the balance—the delegates to the New Hampshire Colonial Assembly rose in their seats in unanimous consent when one John Langdon cried, “Send our old friend John Stark to protect our border.”

The Starks had always come to the rescue. Their very name had been so won. As a lad, John Stark bothered more about catamounts than about family history, and as a man his only thought was Liberty. Very natural this, when his Scottish background is remembered. Historical records give the family as Muirheads originally, which family, with the Morays and Wallaces, composed a little club in Scotland whose watchword was Liberty. The Muirhead-Stark progenitors were members of an early Teuton tribe of whom Tacitus says that the love of liberty was so strong that there was no such thing as obedience among them. They sought it from the center of Europe to the edge of Scotland, where they rested a while.

For some years, between 1371 and 1389, Sir William de Muirhead occupied himself in rescuing Scotland from being overrun by that noted robber, Bertram de Schotts, for which service King Robert II gave him title to more lands, a new crest and a new motto, “Auxilio Deo.” Some years later, after the Battle of Homeidon Hill in 1402, this William was
sent as Commissioner to England to effect the ransoming of prisoners, an errand which he completed and returned to Scotland without having slept in the Tower of London, a feat very unusual in those days!

Some generations after this and about the year 1490, a Muirhead, while hunting with the King, James IV, in Cumberwauld Forest, saved his Majesty from a wild bull. In recognition of the Knight's great strength and prowess, the King gave him more heraldic decorations and a new name, a nice, plain name that epitomized these qualities—Stark! The new armorial bearings were: "Az., a chevron between three acorns in chief, or, and a bull's head, erased, in base of the second. For crest, a bull's head, erased, arg., distilling drops of blood, ppr. Motto, Fortiorum fortia, facta."

The Starks never stopped being independent. Helen Stark, under date of 1544, is recorded in Foxe's Book of Martyrs as being the first woman martyr of Scotland. When the Starks were not battling for political freedom they were fighting against religious oppression, but usually they mixed the two. John was a favored name quite early in the family history. There was John Stark of Auchinvole, County Dumbarton, and his sons, James, John and Thomas, are mentioned in 1629. John Stark of Killermont, Dumbarton County man too, had a son John whose birthday was in 1652. This last Killermont John was the Covenanter, in arms at Bothwell Bridge in 1679. The Killermont Johns were educated at the University of Glasgow.

Archibald Stark, the father of John Stark, the American patriot, was born at Glasgow in 1697, and was educated at the same old University. His parents moved to Ireland and settled at Londonderry with a number of other devoted Scotch Presbyterians. Here Archibald grew up and married Eleanor Nichols, one of this group from Scotland.

The new world was calling across the waters and in 1720 Archibald and Eleanor Stark, with their quiver full of arrows (family papers say there were six lads and lassies), set sail for the colony of Scotch-Irish established in New Hampshire. The voyage was frightful. Storm after storm set them back, and then smallpox broke out among them! The Starks saw the waves of the Atlantic close over the forms of all their children. At last reaching America, those who had survived were not permitted to land on the Massachusetts coast. The captain skirted the wild Maine shores and beached at a little fishing hamlet, near the site of the present town of Wiscasset. The settlers journeyed through the wilderness to their destination.

Archibald and Eleanor Stark settled on the shores of the Merrimac River, the little settlement being called Londonderry. Four sons were born to them there, William, Samuel, John, and Archibald, who were thus the first American Starks, our John's birthday being August 28, 1728. Losing their home by fire, the family moved up the river near the falls of Amoskeag to Harrietown, later called Derryfield, and the city of Manchester to-day. Each of the Stark
boys grew up to hold with distinction commissions in the British army during the Seven Years War.

In this frontier home, with the unnumbered beasts of the forest as well as the Indians for neighbors, and toughened into manhood by the incessant labors of the farm and forest, the boy John became quick of comprehension, fearless in danger, tireless in endurance and decisive in action.

During the Seven Years War Captain Stark fell in love. We read: “On the 20th of August, 1758, Captain John Stark, of his Britannic Majesty’s Corps of American Rangers, was married to Elizabeth, the daughter of Caleb Page, Esquire,” who was a Captain of Provincial Militia, and with the Starks one of the original grantees of Starkstown. However, before Elizabeth could become used to her new name of Molly, which her hardy soldier-husband had given her without rhyme or reason, on their wedding day, he had to leave her at her father’s and go back to war, to add new honors to the name by the part he performed in the Canadian trouble. After Canada capitulated in 1760, the Starks retired to their farm at little Derryfield, the outpost of the northern frontier, the home of Archibald and Eleanor Stark.

“Molly” must have been a capable woman, and a busy one at that. This couple hadn’t time for any but a happy life. There was no danger of unemployment for any one of the eleven children, for each of whom their father had a “nickname.” This custom was one of his lifelong traits, and extended even to nieces and nephews. Stark descendants find it difficult to keep them all straight, particularly on papers requiring legal exactitude. For this reason their names and marriages are given at the close of this article. There is also appended a list of descendants of Major-General Stark and his wife Elizabeth, showing the families into which their children and grandchildren married. This list is necessarily far from complete, but it may help to efface gaps in family records and to suggest sources of information to those interested in genealogy.
To this happy home in Derryfield one day the news of Lexington came swiftly rolling up the valley. John Stark was down at his saw mills, but it did not take ten minutes for him to be on his horse, spreading the news and gathering recruits on his way to Medford. In two days he had personally recruited thirteen full companies and was unanimously elected their colonel.

The eldest son, Caleb, was only a lad, but off he went to war, suddenly appearing before his father for detail at Bunker Hill. Molly Stark took a part in the war, too. At camp, when the forces under her husband were trying to fortify "Bunker's Hill," he instructed her to be mounted, patrol the neighborhood and watch for any activity among the nearby British and, if she saw the need, ride into the country, spread the alarm and arouse the people. The battle was something of a family affair for the Starks. Caleb was reported killed when the fighting was at its fiercest. Stark sent the messenger back to his company, saying, "This is not the time for personal matters when the enemy is in front." Caleb, however, came out of the war as a major and lived to tell his own eleven children about their grandfather and his men behind the rail fence at Bunker Hill. It was with wonder and deep thankfulness that Stark made his report of victory at Bunker Hill to Congress.

When Trenton was imminent, Stark's Brigade had finished their enlistment, but on his personal request they held over for six weeks and for this were rewarded with the position of vanguard and were the first to enter Trenton, also making a gallant record at Princeton.

The Battle of Bennington, Stark's own particular affair, was not fought on Vermont or New Hampshire soil, but on the New York side, and he always called it the Battle of the Walloomsac. But Bennington was the nearest town (settled by and named for Governor Benning Wentworth some twenty years before), and the battle has gone down in history under that name.

As noon approached on the day of battle, the Americans were massed
to receive orders, Colonel Hobart of the Eleventh New Hampshire, Colonel Stickney of the Twelfth, Colonel Nichols of the Sixth and Scouts under Colonel Emerson, Colonels Brush and Simmons, and the Green Mountain Rangers, with their “three hoots of an owl” countersign. The locality was a large field, the entrance to which was by sliding bars and tall posts. Stark leaped to the topmost rail and heartened his men with those sentences so well known to every schoolboy.

After the victory, John Stark carried to his beloved “Molly” a souvenir from the battle, one of the six brass cannon captured from the British, which was ever after known as Cannon Molly Stark. The bells were ringing in Boston and Philadelphia, patriotic furore was aroused and a nation gave thanks. John Hancock, as President of Congress, wrote a letter to Stark, transmitting the vote of thanks and congratulations of Congress and enclosing a commission as Brigadier-General. At the close of the Revolution New Hampshire welcomed the Starks back.

Once a year it was the invariable custom of the old warrior to gather at his house all the neighbors for a festival of goodwill and merrymaking. Those who had had trouble, or shrank from merrymaking for lack of a festive garment, found that a fairy godmother had smoothed the way. Fairy godmothers may on occasions be as substantial as Molly Stark, who had known trouble and grief too, but who, with her General, still believed in life, love and liberty.

But alas, there came a day when the General was just a lonely old man—for his Molly couldn’t wait for him. They had had a long, loving life together, fifty years and more, children and grandchildren and great-grandchildren to stay by him; but Molly was Molly. His grief was too overpowering for him to go to the nearby grave, for, like Abraham of old, the spot he had selected was in his own fields, with “trees in the borders.” When during the service in the house the minister referred to the General in complimentary terms, the old warrior rapped sharply on the floor with his stick, saying, “Tut, tut, no more of that, an’ it please you.”

Ninety-four years were allotted John Stark for service to his fellow men. A lifetime of service, of patriotism, the influence of which is a more living and lasting monument in the hearts and minds of Americans than the granite and marble memorials erected by a grateful nation.

Genealogical Notes on the Stark Family

Archibald Stark, born at Glasgow, Scotland, 1697, married Eleanor Nichols, born 169-. Came to America in 1720. Settled at Londonderry, N. H. Names of their children born in America were William, Samuel, John and Archibald.


Children of above:

Born
1759 Caleb, d. 1838, married Sarah, d. 1839, daughter of William McKinstry. They had eleven children.
1761 Archibald, died in early manhood. No issue.
1763 John, Jr., large family, see list of descendants.
1765 Eleanor, the first daughter, named for grandmother, died in infancy.
1767 Eleanor, 2nd, married Babson, see list of descendants.
1769 Sarah, married Blodget, see list of descendants.
1771 Elizabeth, married John Cameron, see list of descendants.
1773 Mary, married B. F. Stickney, see list of descendants.
1775 Charles, lost at sea in early manhood. Unmarried.
1777 Benjamin, see list of descendants.
1782 Sophy, married Dickey, see list of descendants.

List of descendants of Major-General John Stark, arranged in family groups, headed by the name of son or daughter from whom descended, and which groups are growing with time and our country:

<table>
<thead>
<tr>
<th>Descendants of Caleb Stark</th>
<th>Charles Morris</th>
<th>Charles Newell</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>John McNiel</td>
<td>Lt. Francis Winslow</td>
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<td></td>
<td>Charles S. Newell</td>
<td>Harriet Winslow</td>
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<td></td>
<td>Lt. Com. John S. Newell</td>
<td>Cameron McRay Winslow</td>
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<td></td>
<td>William C. Newell</td>
<td>Sarah Winslow</td>
</tr>
<tr>
<td></td>
<td>William S. Newell</td>
<td>Arthur Winslow</td>
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</table>

<table>
<thead>
<tr>
<th>Descendants of John Stark, Jr.</th>
<th>John S. Moore</th>
<th>George H. Ferguson</th>
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<tbody>
<tr>
<td>Hyman Moore</td>
<td>Mrs. John W. Porter</td>
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<tr>
<td>Charles Moore</td>
<td>Mrs. William Milkins</td>
<td></td>
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<td>John Milton</td>
<td>Mrs. Charles S. Jones</td>
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<tr>
<td>Henry B. Brown</td>
<td>Mrs. Josephine Howe</td>
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<tr>
<td>Annie P. Richardson</td>
<td>Mrs. Juliet Ayer</td>
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<tr>
<td>Bertha Amelia Moore</td>
<td>Henry C. Stark</td>
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<tr>
<td>Ethel O. Moore</td>
<td>Ellen D. Stark</td>
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<td>Mignonette Moore</td>
<td>Leonard Stark</td>
<td></td>
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<tr>
<td>Mrs. Annie C. Shattuck</td>
<td>Leonard Spaulding</td>
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<tr>
<td>Marion Elizabeth Shattuck</td>
<td>Fred Clifton</td>
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<tr>
<td>Florence Amelia Shattuck</td>
<td>Mrs. Ellen D. Lewis</td>
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<tr>
<td>Fred A. Shattuck</td>
<td>George H. Stark</td>
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<tr>
<td>Arthur Dinsmore</td>
<td>John S. Kidder</td>
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<tr>
<td>John A. Dinsmore</td>
<td>Joseph Kidder</td>
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<td>Lillian R. Dinsmore</td>
<td>Charles S. Kidder</td>
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<tr>
<td>Nathan P. Kidder</td>
<td>Samuel P. Kidder</td>
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<td>Sarah J. Kidder</td>
<td>Annie E. Kidder</td>
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<tr>
<td>Mary McC. Kidder</td>
<td>William H. Morrill</td>
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<td>Helen M. Morrill</td>
<td>Mrs. Charles Moore</td>
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<td>George Pisk</td>
<td>Elizabeth B. Stark</td>
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<td>Leonard R. Kidder</td>
<td>Augustus Stark</td>
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<td>Selwyn J. Kidder</td>
<td>Burke F. Stark</td>
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<td>Willie Kidder</td>
<td>George F. Stark</td>
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<tr>
<td>Frank V. Reynolds</td>
<td>John F. Stark</td>
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<td>Grace E. Reynolds</td>
<td>Mrs. Emma G. Towne</td>
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<td>Hattie Kidder</td>
<td>Charles J. Gillis</td>
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<td>Florence Kidder</td>
<td>Frederick S. Gillis</td>
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<td>Pannie Kidder</td>
<td>George S. Towse</td>
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<tr>
<td>Ruth Kidder</td>
<td>Mrs. Mary Marble</td>
<td></td>
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<td>Mary Catherine Walker</td>
<td>Fred P. Marble</td>
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<tr>
<td>Mrs. Harriet Ames</td>
<td>Mrs. Juliet S. Gowing</td>
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<tr>
<td>Henry Ames</td>
<td>Eleanor Gamble</td>
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<tr>
<td>Charles G. Ames</td>
<td>Susan A. Gamble</td>
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<tr>
<td>J. Newton Ames</td>
<td>John Gamble</td>
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<tr>
<td>John Stark</td>
<td>Mrs. Amanda M. Burk</td>
<td></td>
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<tr>
<td>Harriet Stark</td>
<td>Mrs. Sarah J. Richardson</td>
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<tr>
<td>Charles Stark</td>
<td>Mrs. N. P. Whittemore</td>
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<td>Jerome B. Stark</td>
<td>Lew Whittemore</td>
<td></td>
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<tr>
<td>John F. Stark</td>
<td>Samantha Ondway</td>
<td></td>
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<tr>
<td>Fred G. Stark</td>
<td>Mrs. Mary F. Mayne</td>
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<tr>
<td>Lavi B. Stark</td>
<td>Mrs. Louisa B. Robie</td>
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<tr>
<td>Charles Alvin Stark</td>
<td>Solon S. Robie</td>
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<tr>
<td>Fred Russell Stark</td>
<td>Royal H. Robie</td>
<td></td>
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<tr>
<td>Susan Augusta Stark</td>
<td>Maurice Albert Stark</td>
<td></td>
</tr>
<tr>
<td>Kirk Stark</td>
<td>Margaret Stark</td>
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</tbody>
</table>
Descendants of Eleanor Stark, 2nd, who married Mr. Babson
Mrs. J. B. Merrill
Mrs. Charlotte S. Sanborn
Mrs. Henrietta Warland
Mrs. Frances Johnson

Descendants of Sarah Stark, who married Mr. Blodget
John W. Ray

Descendants of Elizabeth Stark, who married John Cameron
William G. Cameron
John S. Cameron

Descendants of Mary Stark, who married B. F. Stickney
Frances Cone

Descendants of Benjamin Stark
Rebecca S. Hyde
Ruth Ann Hyde
George J. Harris
Wilmot L. Harris

Descendants of Sophia Stark, who married Mr. Dickey
Mrs. Mary J. Tenney
Mrs. Charlotte Campbell

John S. Hoitt
Thomas L. Hoitt
Mrs. Harriet Rand
Mrs. Sarah B. Thompson
Samuel Hall
Mrs. Elizabeth S. Williams
Charles Green
Antoinette Burgess
Charles H. Burgess
Antoinette Harris
Marjorie F. Harris
Mrs. Sarah P. Graves

EARLY WOODCUT, SHOWING STARK HOME AND BURIAL-PLACE "WITH TREES IN THE BORDERS" AND SHAFT ERECTED IN 1829
An OLD Persian proverb seems especially appropriate for this month of October when we are to consecrate Constitution Hall:

"I was common clay till roses were planted in me. When the narcissus and jonquil climb up to daylight; when the blue bird heralds the advent of Eden days—then new homes spring mushroomlike from the earth and so the erstwhile barren hillside is beautiful and domesticated and in the common clay roses thrive and bloom and fling their intoxicating fragrance to the passerby."

So we planted the seeds of patriotism and lo, in the undeveloped marshland of our beautiful Capital, there rose the stately walls of Constitution Hall!

We, the Daughters of the American Revolution, revere the authors of the Constitution of the United States of America. Our duty is to support that Constitution; to abide by the laws of the land which it safeguards, and to uphold the national defenses for its continuance.

In this regard I urge the universal observance of Navy Day, October the twenty-eighth. Let every D. A. R. Chapter sponsor Navy Day in its community.

On this subject, the Secretary of the Navy, Honorable Charles F. Adams, wrote me the following letter:
My dear Mrs. Hobart:

The annual observance of Navy Day, now in its eighth year, will be held on Monday, October 28, 1929. The purpose of the day, as you no doubt know, is to foster a better understanding of the purposes and needs of our Navy.

At the request of the Navy League of the United States which originally initiated the observance, I write to request your continued cooperation in the event. In several cities, chapters of the Daughters of the American Revolution have taken the leadership in local programs.

The Navy appreciates the active interest of the Daughters of the American Revolution and the valuable service they have rendered the cause of reasonable defense, and I hope that, through your machinery of organization and through "The Daughters of the American Revolution Magazine," members of the Daughters may be encouraged to join with the Navy League, and other patriotic associations, to take some thought of the Navy to the public.

Sincerely yours,

C. F. Adams.

In recognizing the needs and necessities of our Navy, in recalling its glorious traditions and upholding its prestige, we are but following the example set us by our forefathers who established this nation. We are not hostile to any other nation, but we do know that the power to defend our ever-expanding commerce abroad is a duty we owe to the American people. We have not abused our power in the past and we will not do so in the future.

Edith Irwin Hobart,

President General.
Grace Lincoln Hall Brosseau Bronze Window
on Grand Staircase to Library
THE NEW LIBRARY

by

Edith Scott Magna
Librarian General

The New Library in Constitution Hall is another building project of the Daughters of the American Revolution, but is by no means a new activity. Unknown to many the Society owns a very remarkable Library. It was begun in a small way to assist in obtaining new members, and at its beginning in 1896 had but one hundred and twenty-six volumes. Now the estimated number of books and pamphlets in it is eighteen thousand.

In many ways the library can be considered the keynote of the organization’s growth and is unique in that it specializes only in histories and genealogies. This feature alone makes it distinctive in the field of libraries. Another point is that, to date, it is philanthropic, a free library for all who would benefit by it. Again this marks it as individual and educational.

It maintains an adequate working force of capable, trained women, who have not only had much to do with its upbuilding but who are at the daily service of thousands of visitors and hundreds of individuals seeking knowledge in historical work.

The Genealogical and Historical Research Committees of the Society work in conjunction with the library; in fact we may consider that many activities of the Society have their basic beginning in the library. For as the library grows in volumes so the Society grows in members. This applies to other patriotic organizations as well as the Daughters of the American Revolution. It contains Town, County and State histories, military records of the Revolution, Bible, Church and Cemetery records, rejecting fiction and poetry and emphasizing only the essentially historic type of books.

Its functions are most definite and exceptional. Further, much interchangeable work is done with the Library of Congress. The personnel of the Daughters of the American Revolution Library works with and patterns much of its work along the lines of the Congressional Library.

As the organization has grown and the library increased in wealth of material and usefulness the need for a larger library became as imperative as the need for a new auditorium, and Constitution Hall has made this expansion possible. So much emphasis has been placed on the Hall that it is only of late that the importance of the new library was realized.

The new library is located on the second floor of Constitution Hall. It is reached from the main floor of the Administration Building by a monumental stairway which is lighted by day by a large decorative bronze window of exceptional beauty.

The architecture of the stair hall and the library is of the later colonial period, suggested in part by the work of the Adams brothers in England, featuring exquisite delicacy of
detail as well as grace in design. The approach creates at once the quiet dignity which should pervade in such a place.

In addition to the spacious marble stairway there is an elevator which also serves as a means of transporting books to and from the storage stacks in the basement.

When the head of the stairs is reached, one enters the library control room. This room is nineteen feet wide, seventy feet long and twenty-six feet high, and is the central feature of the entire library. Here the librarian and her assistants are located in an advantageous position where information can be conveniently given and books checked and registration made without disturbing those in the libraries proper. This control room will be one of beauty and will at the same time be equipped with the appointments necessary for its daily use. Together with the stair hall it will present to all a pleasing invitation to enter, and to then make use of the many valuable books the library contains.

There are two main library rooms, one situated at the north, the other at the south of the control room. These two rooms are each thirty-five feet wide by fifty feet long and are twenty-five feet high. They are lighted by windows and by a large ceiling light in each case. These ceiling lights, as well as those over the Auditorium, are equipped with “Ventilighters” so that the amount of natural light can be controlled.

The walls of these two libraries are lined with shelves to a height of about seven feet, any volume being quickly and easily obtained. These are divided into units and have adjustable shelves, there being forty units in each room. The free-standing stacks in the present library are also to be used in the north library room. The south library will be the general reading and reference room with the tables and chairs conveniently located for research and study. The furnishings and equipment will be of period design selected for grace of style, as well as finish and durability, so that work in the library may be carried on in the most expedient manner as well as in an atmosphere of quiet beauty which gives harmony of eye and mind.

The arrangement of the reading and reference rooms has been made after considering the most efficient manner of caring for the genealogists and their requirements and to provide them with working space and little interference, and on the other hand to have an ideal place for members and visitors. Much thought has been given to have the library equipment up-to-date, workable and suitable to its distinctive demands. Every need has been taken into consideration and experts consulted, so that it may be one of the leading genealogical libraries of the country, with indexing and cataloging of the latest and best.

Highly specialized, philanthropic and educational, it stands as one of the many fine achievements of the Daughters of the American Revolution in their helpful up-building of everything that pertains to America. The Society is untiring in its efforts to obtain books out of print, to collect through the states and chapters the volumes needed. Dupli-
cate books are exchanged, many are purchased, and daily efforts are expended in perfecting the accuracy and authority of the library.

The progress of the library depends, as do all other lines of activity, on the active interest of the entire membership. This very interest in the past has built the present library and the same interest will carry it on.

So, as Constitution Hall will soon fill the needs of the Society for its Congresses as well as those of the Capital for a musical center, while increasing the beauty of the city with its charm of architecture, so the new library will bring added credit to the work of this great organization, for, on its shelves, in the near future, will stand thousands of volumes, indeed twice the present number, many of which might otherwise be lost to posterity. It opens its doors to historians and genealogists for research, thus justifying the Society’s function as an educational one, and allowing it to carry out, in part, the injunction of Washington in his farewell address to the American people, “to promote, as an object of primary importance, institutions for the general diffusion of knowledge.”

The Navy League of the United States

The Navy League of the United States is eager to avail itself of this opportunity to invite the members of the Daughters of the American Revolution to join in the work and in the membership of the Navy League.

The object and purpose of the League, as stated in its Constitution, is to acquire and spread before the citizens of the United States information as to the condition of the naval forces and equipment of the United States and to awaken interest and cooperation in all matters tending to aid, improve or develop their efficiency.

The League was organized in 1901 by a group of citizens who were impressed with the lessons of the Spanish-American War. The founders of the Navy League met with the sympathetic support of President Roosevelt, who maintained his interest in the work of the League throughout his lifetime. President Roosevelt always looked upon the Navy as an instrument for preserving peace. The League feels it is a peace society. It is with great pride that the League recalls one of the last acts of President Roosevelt was to give part of the money he received from the Nobel Peace Prize to its treasury.

A considerable number of the Daughters of the American Revolution are already members of the League. Those who are not are most cordially urged to join.

WALTER BRUCE HOWE,
Chairman of the Board.
AN OLD CRAFT IN A NEW GUISE

by

Florence Seville Berryman

Pioneering in an art so ancient that its origins are lost in the mists of pre-history would seem to be well-nigh impossible in this generation. But such is the distinction of Katherine Penn Crawford, descendant of American pioneers and of a Signer of the Declaration. One's imagination is intrigued by the fact that she is aiding in the revival of a handicraft originated by the race which discovered this continent some six centuries before our English-speaking ancestors came to establish a permanent colony.

This Norse craft was called "billedvaev,"—"picture weaving," and such it literally was. While their adventurous lords were navigating the Atlantic, queens and ladies of the court and others of gentle birth occupied their time weaving history in the form of tapestries. These were used as wall decorations and as "doorways" or hangings in the openings between rooms, and they also provided warmth. These old Norse pictorial weavings are said to be the most ancient expression of the craft in Europe; and this statement appears to be substantiated by the fact that fragments have been found in Viking ships dating from the 5th and 6th centuries.

The most interesting feature of the old Norse weavings is that they were produced by a "lockstitch," which rendered them identical on both sides, and precluded broken threads and large openings. This "lockstitch" sets the Norse weavings apart from other European tapestries, and establishes their kinship with the tapestries produced by the Copts, by the pre-historic inhabitants of Peru, and by the American Indians: a tempting field for speculation.

But the Norse handicraft became extinct during the 17th century. The secrets of the dyes used, of the method of obtaining similarity on both sides, of construction of the looms, all were lost. Only in the last thirty years or so has the ancient craft been revived, chiefly through the tireless research of Mme. Frida Hansen of Oslo. Mme. Berthea Aské Bergh has also made exhaustive investigations as to the origins of the picture weavings, and has interpreted them to the American public, including the present writer.

This, then, is the ages-old beautiful craft which has engaged the interest of Katherine Penn Crawford for about twenty-five years. She received her first instruction from a pupil of Mme. Bergh, and subsequently wove under the latter's direction. Miss Crawford has produced many elaborate designs, landscapes, figures, animals, symbolic subjects, and most recently, heraldic emblems.

She is believed to have originated the woven coats-of-arms; so far as is known, she is the only artist in the United States producing them, a true pioneer in this branch of her craft. The idea occurred to her during her
study of old Flemish tapestries. Observing the heraldic emblems frequently incorporated in the designs, she determined to weave such devices as units. During the last two years, she has come to specialize in this work, and has completed a number of notable examples, two of which are reproduced herewith. The Page coat-of-arms was made for Mrs.
William Nelson Page of the Virginia family of that name; one wishes it might be reproduced in colors, for they are particularly rich and pleasing. The Ward coat-of-arms is a harmonious combination of soft grey, blue and silver.

Miss Crawford is a founder-member of the American Heraldic Society, and is preparing to weave for display in Heraldic Hall, New York City, the Hoover coat-of-arms, found by that Society, and published in the press prior to the President's inauguration.
The work she sends to Philadelphia is handled exclusively by Caldwell and Company.

She uses only imported wools prepared in Norway with vegetable dyes, the most brilliant and permanent for the purpose. Wool commonly in use has been "killed" by acid baths, heat, etc., to render it amenable to coal tar or mineral dyes. But the old Norse method preserves the natural oil in the wool, and the vegetable colors are mixed with it before spinning, which is the secret of the soft and lustrous texture and appearance.

To watch Miss Crawford at work is a fascinating occupation. Officials of the Smithsonian Institution, Washington, D.C., recognized the interest of this craft for the public, and invited her to install her large loom in the Textile Department of the Arts and Industries building, where she regularly weaves from time to time for the benefit of visitors. (Washington has been her home during most of her life.) Upon this loom, which remains at the National Museum at all times, she has woven her most important wall tapestries. No subject appears too complicated for her. She has made picture-weavings of Mount Vernon and of the Washington Cathedral, among the larger pieces; and many delightful landscapes, such as that reproduced herewith. The varied greens of the trees and hills, the blues and blue-violet of the sky, the brown and red of the chateau, form a most pleasing combination. This landscape and the heraldic weavings are made upon smaller looms which can be transported and set up wherever she desires them. All of her looms are of the "high warp" variety; no bobbins, shuttles or treadles are used, but each stitch is made by the fingers. A cartoon is drawn on a piece of cloth the size of the work to be done, the color is fixed, and it is laid back of the warp threads. The method of weaving appears to be identical with that of the American Indians in making their superb rugs and blankets, although they carry their patterns in their minds.

Miss Crawford's picture weavings have been exhibited in Chicago, Cincinnati, Pittsburgh, Buffalo, Boston, Baltimore, Washington, and elsewhere, and have won gratifying recognition. She is a descendant of John Penn, a Signer of the Declaration from North Carolina, thru her paternal grandmother, Ann Fox Drummond Penn. On her paternal grandfather's side, the first immigrant was John Crawford, youngest son of the Earl of Crawford and Balcarres, Scotland. Both the Penn and Crawford families were among the founders of the Commonwealth of Virginia. Miss Crawford's father, when a child, saw the parchment deeds to John Penn for large grants of land in Virginia. The Crawfords also received grants for many thousands of acres, near Sweet Briar. A member of the family bequeathed considerable property for Sweet Briar College.
WASHINGTON AND THE PATOWMACK COMPANY

by

Capt. John W. Davis

At the conclusion of the War of the American Revolution, and before the signing of the treaty of peace, General George Washington made a reconnoissance, the effects of which were far reaching. Better known as a soldier and a statesman, he was also an engineer, and it was an engineering question which was uppermost in his thoughts at this time.

Realizing that the colonies would soon be embarked on the ways of peace, routes to the West would be vital to properly insure the growth and the binding together of the new States. Be it remembered that the West of that day was considered to be the Allegheny Mountains and the upper Ohio River Valley. Likewise, the inland transportation was confined to navigable rivers, a few slightly improved roads near the seacoast and centers of population, and, for the greater portion of the country, mere pack trails through the vast forests which were beset with many dangers.

Having for some time past conceived the idea of the "Patowmack" River as a means of transportation to the West, General Washington resolved to examine another route which he clearly foresaw was to be a rival of the Potomac plan. He, therefore, departed from Newburg Camp in the summer of 1783 to undertake a long and perilous reconnoissance up the valley of the Mohawk River in New York to determine its possibilities for navigation. Dear to his heart as was the Potomac route, he put aside personal desires and prejudices and considered the relative merits of the two projects from a national viewpoint.

In a letter to Chevalier de Castel-lux, dated October 12, 1783, General Washington tells the results and impressions of his trip, and clearly reveals that he foresaw the great economic importance of the Mohawk Valley route, along which was ultimately built the Erie Canal. In this same letter he speaks of Detroit as the center through which all the trade of the Great Lakes must pass. It would seem as if his keen mind visualized the Detroit of today.

Desiring to anticipate the improvement of the Mohawk River for navigation, General Washington and his associates began in earnest the plan for the development of the Potomac as a trade route. An added incentive was given them, due to the fact that while on a trip to view his Ohio lands Washington had had an opportunity to observe the workings of a new form of steam engine as a motive power for boats. He mentions the name of a Mr. Rumsey as the inventor, stating as his belief that boats so powered would eventually breast swift currents with ease.

On the 20th day of December,
1784, a committee from the Virginia Legislature (Generals Washington and Gates) met in Baltimore with a committee from Maryland to arrange for cooperation in the proposed improvement of the Potomac. As a result of the committee’s work, the Maryland and Virginia Legislatures passed a joint act incorporating the “Patowmack Company” and a sum of money for opening and keeping in repair a road from the “highest practicable point of navigation on the Potomac to the Monongahela River,” in recognition of the fact that transportation routes were the great problem of the day.

Subscription books for the sale of stock in the Patowmack Company were opened in February, 1785, Virginia taking 266 shares and Maryland 137. The total capital subscribed was $201,500, which is a rather insignificant sum in these days of projects costing tens of millions, but was considered then an exceedingly large investment.

Actual work on the improvement of the Potomac began in the spring of 1785, consisting of the construction of canals around rapids and falls, particularly Great Falls, with the necessary locks for raising and lowering river barges to overcome differences of elevation. The channel of the river was improved in many places
also by removal of boulders and other obstructions. In several places small diversion dams were built to deepen channels. By far the greater portion of improvement work was done between Eads Mill (above Georgetown two and one-half miles) and the upper reaches of the Great Falls of the Potomac.

Three locks, the remains of which may be seen today near the site of Old Eads Mill, carried barges up into the beginning of the Patowmack Canal, which occupied a part of the site now covered by the Chesapeake and Ohio Canal, up to a point where the “feeder” comes in from the river. Entering the Potomac River again, the small river craft of that day followed close along the Maryland shore for a mile and a half until opposite to what is now known as Glen Echo, where another short section of canal was dug to pass around the rapids at that point.

Through various small channels cleared in obstructed rapid stretches, and through reaches of open river, boats passed up the river to a point one-fourth mile above Sandy Landing on the Virginia side of the gorge one mile below Great Falls. At this point one must look closely to discover the greatest of the works on the Potomac River improvement, and to realize the magnitude of the task which George Washington and
his Patowmack Company performed. What appears at first glance to be a narrow natural rift in the seventy-foot granite cliff is actually a fourteen-foot passage cut by the hands of man. In this cleft were the first two locks of a series of six which were a part of the canal around Great Falls. The lift, or distance, boats were raised (or lowered) in these two combined locks in the big cut was thirty-six feet and the total lift in surmounting the falls was a little over seventy-six feet.

Immediately above this first great cut is the next lock, two sides of which were cut into the solid rock, having a lift of ten or twelve feet. The canal made a half turn to the right, then ran in an almost north-west direction, and in a distance of seventy-five feet we find the fairly well preserved remains of the fourth lock. This one is built of cut stone and is twelve feet in width by a hundred feet long, with a lift of fourteen feet.

The fifth lock of the series, a short distance up stream, is also of cut stone and of the same dimensions as the fourth, but with a lesser lift of only seven feet. The last lock of the series of six is nearly obliterated with time and the action of the elements, and is located close by the ruins of an old brick jail which is a relic of the days when Great Falls, Virginia, was a thriving center of commerce. To one uninformed, it is scarcely recognizable as a work of man.

Upstream from the sixth lock and for a distance of several hundred feet there is today hardly a trace of the once useful canal, although it was originally twenty-five feet wide at the top and twenty feet wide at the bottom, carrying four feet of water. Farther upstream, in the vicinity of the old iron foundry and grist mill, for a distance of half a mile the visible remains of the canal are quite clearly defined, the portion above the grist mill site being watered to a shallow depth and now used for small pleasure boats. The intake for the canal was a short distance below the modern diversion dam which is a part of the National Capital's modern waterworks system.

In addition to those at Great Falls, and between that point and the city of Washington, there were other works which constituted a part of the Potomac River development. A canal three-quarters of a mile in length was dug around Seneca Falls, seven miles above Great Falls, and also one a mile long around Shenandoah Falls, just above Harpers Ferry. A very short one of fifty yards in length was required at Houses Falls, five miles above Harpers Ferry. None of these latter canals required locks, however.

It must not be supposed that this work went forward smoothly to completion. Labor troubles were frequent, and sickness among the workmen caused much delay and difficulty. Many references are made in the old records to "the fall fevers of the valley." The jail before mentioned was used to confine many of the most unruly of the workmen who were very largely low-grade immigrants, bound over to work out their passage money.

The financial difficulties of the Patowmack Company appeared soon
Top—CANAL CHANNEL PARTLY FILLED
Lower—SECTION OF CANAL NEAR SITE OF PAPER MILL
after the close of the first season's work. When it was found that the canal would not be completed at once, many defaulted on their stock payment installments. The popular demand was for the development of the Potomac route in a much shorter time than was possible without wholehearted financial support. Even so, had General Washington been able to follow the work through personally to completion, the Patowmack Company and its canal would have enjoyed a more successful career. As it was, the company soon felt his absence, due to his acceptance of the first Presidency of our country and his consequent concern over more important affairs of State.

Another factor operating to discourage the Patowmack Company in the later years of its work was the "wonderful new and improved mode of transportation," meaning the continuous slack-water canal and lock system, which was building at that time throughout continental Europe and the British Isles. Our sparsely settled and financially weak States were about thirty years behind the European development in such works, and it was this fact that delayed their practical operation beyond the time of the beginning of the railroad.

We should not feel moved to mirth at the thought of canal transportation being wonderful, improved or speedy, for it was all that, and more, to a populace which labored through wilderness and oceans of mud. The Quartermaster General of the Army, Thomas J. Jessup, in a letter dated Washington, D. C., January 16, 1824, presented the matter clearly when he said, among other things: "The force of contiguous nations of equal force is in proportion to the rapidity with which that force may be concentrated. It consequently follows that canals, as a means of military concentration, are preferable to even the best turnpike roads; for they enable a nation possessing them to concentrate its force with more certainty and rapidity, and less fatigue, than could be done by any other means whatsoever." This statement was made, of course, before the time of the railroad and steamship. Students of military history will find of interest the fact that canal barges were later drawn by "relays of swift horses" throughout the twenty-four hours of the day, on some of the best canals, and troops could arrive at their destination, fresh and in good spirits, with their baggage and ready for efficient service.

Before the War of 1812, while the Potomac River development was still in progress, the pressure of traffic or, more correctly, freight movement, between the coast cities and the West, was so great as to compel steps for its relief. Miserable as were most of the roads of that time, an unbelievably great volume of freight necessarily had to pass between the East and West. Many thousands of these wagons were constantly on the road and so great was the volume of freight between Baltimore and Wheeling, for instance, that it was estimated by Mr. James Shriver, a prominent citizen and surveyor of the time, that a saving of half a million dollars could be effected annually between these two centers, should they be connected by a
slack-water canal, which was a cheaper system of transportation.

By 1806 the awakening national pride of our country brought forth several bills for internal improvement. Government aid was sought that year for a bridge across the Potomac, the building of the National or Cumberland road, the Chesapeake and Delaware Canal, and the Ohio Canal in Kentucky. Only one project, the National Road, received support at that time, thirty thousand dollars being appropriated for work from Cumberland to the Ohio River. President Jefferson, in signing the bill, asked Congress for a constitutional amendment to permit such undertakings, as he doubted the authority of Congress to do so without it, but no action was taken on his suggestion.

A year later (1807) a really great plan of national development, as regards transportation, was conceived by Senator Thomas Worthington, of Ohio, and presented to Congress as a bill. This plan was called the "American System," and had it been carried out as planned, would have undoubtedly had a far-reaching effect on our political and economic development. The then Secretary of the Treasury, Mr. Gallatin, was charged with the collection of the preliminary data and preparation of estimates which he presented to Congress in 1808 in the form of a report (the Gallatin Report). The chief features covered in this plan are given, herewith, in order to show the relation of the Potomac route to the general scheme of improvement, as well as to express the irresistible urge for traffic routes due to the pressure of population and economic development.

### Canals to be built from

<table>
<thead>
<tr>
<th>Destination</th>
<th>Estimated cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnstable Bay to Buzzards Bay</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>Raritan River to Delaware Bay</td>
<td>$800,000</td>
</tr>
<tr>
<td>Chesapeake Bay to Delaware Bay</td>
<td>$750,000</td>
</tr>
<tr>
<td>Chesapeake Bay to Albemarle Sound</td>
<td>$250,000</td>
</tr>
<tr>
<td>Around Falls of the Ohio River</td>
<td>$300,000</td>
</tr>
<tr>
<td>Hudson River, via Mohawk River</td>
<td>$2,200,000</td>
</tr>
<tr>
<td>Lake Ontario</td>
<td>$2,400,000</td>
</tr>
</tbody>
</table>

To be spent in the improvement of the four principal Atlantic Rivers, namely, the Susquehanna, Potomac, James and Santee, $1,300,000 in addition to what had already been spent by private companies.

Rods to be built as follows: A turnpike road from Maine to Georgia along the Atlantic coast at an estimated cost of $4,800,000. Four roads from the headwaters of the principal Atlantic rivers to the headwaters of the nearest western river in each case, namely: Susquehanna to the Alleghany; Potomac to the Monongahela; James to the Kanawha; Santee to the Tennessee.

These connecting roads were to supplement the river navigation and totaled 400 miles in length. They were estimated to cost $7,000 per mile or a total of $2,800,000. Other improvements to roads between Detroit, St. Louis and New Orleans were mentioned, but details not given.

This Gallatin report, therefore, gave a grand total of $20,000,000 for these proposed works of a national character which were planned to be financed at the rate of $2,000,000 annually, by the subscription of the Federal Government to stock of private companies engaged on the work. It was thought that private companies would be "more diligent and less wasteful."

At the time of the Gallatin report the Federal Treasury was in excellent shape, and the prospective sale of a hundred million acres of public lands in Ohio furnished excellent backing for this ambitious program. It was planned to secure an amendment to the Constitution to permit Federal participation in the American Plan, but before this could be done foreign affairs occupied the attention of our people. Acts of violence and encroachments on rights of our citizens
by England were inevitably bringing on a war with that country.

Had our lawmakers then the vision to see that communications, as well as a trained army, are the backbone of any nation in peace or war, many millions of dollars, humiliating defeats and valuable lives might have been spared to this country. Had the American system been pushed to completion it would have been nearly ready on the outbreak of the War of 1812 and been of the greatest assistance to our Government. An idea of the great difficulties of transportation of that day may be had by mentioning that it cost as high as a hundred dollars to transport a barrel of flour from the mills in the settlements to the northern frontier, during that war.

After the war the country turned to ways of peace and the question of canals again occupied the public mind. The old Patowmack Company, which had been only moderately successful during the lifetime of General Washington, declined rapidly after his death. True, it had been indispensable to the Potomac river commerce, but, in addition to the fact that the Potomac is an unruly river to manage, a newer and better form of transportation was destined to supersede river transportation in this locality.

In 1819, after thirty-five years of moderately successful operations, and an expenditure of $700,000 in works, the Patowmack Company applied to the Virginia Board of Public Works for release from the terms of its charter. Six years later, May 16, 1825, the stockholders met at Semmes Tavern in Georgetown, and authorized the president of that company to surrender the charter and all rights and property to the more recently organized Chesapeake and Ohio Canal Company, which had been formed to take up the struggle with new weapons for the commerce of the valley of the Potowmack.

The Virginia Board of Public Works, soon after its creation in 1816, seems to have been the first government body to suggest a slack-water canal connection with the Ohio River up the Valley of the Potomac. This was undoubtedly due to the influence and ideas of General Washington. Many discussions and much letter writing were all that was accomplished until the work of Mr. James Shriver was made public in a book published in 1824, giving an account of his surveys and examinations of the two previous years for a canal from Georgetown to Lake Erie. The project as he surveyed it involved raising boats twenty-four hundred feet above sea level to cross the divide, lowering them again, by means of locks, seventeen hundred feet to the level of Lake Erie.

The year 1825 witnessed a number of notable events, which were of the greatest importance in the development of our country. The rich and commercially powerful State of New York, which had embarked on the building of the justly famous Erie Canal, in 1817, formally opened it for traffic with elaborate ceremonies on October 26, 1825.

On July 4th of the same year, ground was formally broken for the construction of the Chesapeake and Ohio Canal by President Monroe, attended by a large official party and due celebration. Construction was
begun at a point which is opposite what is now known as Glen Echo, near the existing works of George Washington’s Patowmack Company.

On the same day, namely, July 4, 1825, in Baltimore, Md., ground was broken with equally appropriate ceremonies by Mr. Charles Carroll, one of the signers of the Declaration of Independence, for the construction of the Baltimore and Ohio Railroad. A company had been formed to undertake this new and untried means of transportation. This railroad, as it was first built, was an elementary affair as we know railroads now. It had wooden rails and used horses as a motive power, but the germ of the idea was there, and the Baltimore and Ohio Railroad was destined to become the great pioneer in the development of the modern railroad, the greatest known means of modern transportation.

The detailed story of the Chesapeake and Ohio Company’s long and valiant struggle for the construction of a slack-water canal to Cumberland is another story in itself, too long to be given here. Unfortunately, this particular canal did not progress and expand as did the Erie, its greatest competitor. It has, therefore, failed in its original objective, that of being a through traffic route with its objective as Lake Erie. This was General Washington’s vision, and although it has not been realized, were he here today he would undoubtedly find an immense satisfaction in developing a new and better Potomac route, and seek ways to build an even greater work than the Erie Canal.

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**Announcement**

**NATIONAL CHAPTER CONTEST**

BEGINNING October 1, 1929, ending March 31, 1930, there will be a National Chapter Contest to secure subscriptions to the Daughters of the American Revolution Magazine.

Prizes are given through the generosity of the six National Vice Chairmen of the Magazine Committee and the National Chairman.

The prizes will be awarded to the Chairmen of the winning chapters at the Thirty-ninth Continental Congress, in Washington, D. C., April, 1930.

There will be six groups—pro-rated according to membership, the prize in each group going to the chapter securing the most subscriptions in proportion to its membership.

Renewals will count as new subscriptions.

- **First Prize** $10.00 to the Chapter having a membership of 25 or less.
- **Second Prize** $25.00 to the Chapter having a membership of 25 to 50.
- **Third Prize** $50.00 to the Chapter having a membership of 50 to 100.
- **Fourth Prize** $75.00 to the Chapter having a membership of 100 to 200.
- **Fifth Prize** $100.00 to the Chapter having a membership of 200 to 350.
- **Sixth Prize** $125.00 to the Chapter having a membership of 350 or more.

The name of the Chapter which is to receive credit must accompany each subscription.

Subscription blanks may be secured by applying to the Magazine Department, Memorial Continental Hall, Washington, D. C.

Subscriptions $2.00 per year.

Make checks and money orders payable to Treasurer General, N. S. D. A. R.

ELEANOR WHITE DONAHUE, National Chairman, Magazine Committee
Sitka—Alaska's Most Historic Spot

The Russian-American city of Sitka, Alaska, was begun upon the ruins of an Indian village in 1804. It was first called New Archangel by Alexander Baranoff, manager of the Russian-American Trading Company and leader of the expedition, but from 1820 on it has been known by its Indian name of Sitka.

By 1805, Baranoff Castle was completed. Later immense barracks, warehouses for furs, and cellars for storing food were added. A stockade was built, also steam bath-houses, blacksmith shops, kitchens and quarters for Company servants. The Castle dominated the scene from the hill in the center. Its cupola became the first lighthouse in the stormy northern ocean. Reflectors, erected back of wicks burning in cups filled with seal oil, threw light far out among the islands.

The building shown in the accompanying photograph was the second to occupy the site, having been erected in 1837 of solid "mast timber" hand-hewn smooth on the outside. Here the successive Governors dispensed justice and carried on trade. The strictest military discipline was maintained over the soldiers and the neighboring Indians.

Beautiful pictures, church ornaments, and vestments valued now at $300,000 were sent out from Russia. Surgical instruments for the hospital, and astronomical instruments for the observatory were provided, as well as an extensive library.

Fur hunting and ship building flourished, and trading extended even to California. Immense fortunes in furs were sent back to Russia, and the sea otter was practically exterminated.

On October 18th, 1867, with the Russian and American soldiers drawn up in front of the Castle, the Russian flag fluttered down and the American flag was raised, while the beautiful Princess Maksoutoff, the last mistress to preside over the Castle, wept bitter tears.

Most of the Russians returned to their native land, and the Castle became the headquarters of the military and naval rule of the United States. It was destroyed by fire in 1894, and the site is now occupied by the station of the United States Department of Agriculture.

Mrs. William Lewis Paul,
State Historian.
D. A. R. Motion Picture Guide
Mrs. Richard R. Rusel, National Chairman, Better Films Committee

The pictures listed here have been reviewed and graded by the Reviewing Committee of the National Society Daughters of the American Revolution. Through the courtesy of the Motion Picture Producers and Distributors of America (who handle about 95% of American pictures) one or more films are reviewed by five Committee members every morning in the projection room of the Academy of Arts and Sciences, in Hollywood. Five other national organizations send representatives also. Each of the thirty-five members of the D. A. R. group is chosen for her exceptional ability; fully twenty-three states are represented by these members.

Every Daughter should take full advantage of her opportunity to help guide this great attitude-forming force, the motion picture. Study the lists submitted; create a greater demand for better films; support the best pictures and those only.


The Drake Case (II)—Universal—Sound. Very well done mystery. Adults.


Lucky Star (II)—Fox—Sound. Charles Farrell and Janet Gaynor. A story of salvage; a crippled boy is re-created spiritually through love. Janet Gaynor is especially fine. Family.

Ticklish Business (IV)—Education. Intended for comedy; rather stupid.

Sailors' Holiday (II)—Pathé—Alan Hale and Sally Eilers. Clean fun. The escapades of two sailors. Family.


Why Leave Home (II)—Fox.—Sue Carol and Nick Stuart. Amusing farce based on the play, Cradle Snatchers. Adults.

Four Feathers (I)—Paramount. Sound. This picture holds the attention throughout. Scenes of English life and the Soudan are beautiful. Jungle life, animal and native scenes remarkable. Specially commended for character development from childhood into manhood. Excellent acting, directing, and interwoven historical background. Family.

Salute (I)—Fox—Sound. A very pleasing Annapolis story. Clean; highly entertaining. Family.


Sole Support (IV)—Educational.—Silent. Short comedy.

A Hint to Brides (I)—Christie-Para.—Dialogue. A most entertaining short comedy, with an unusual theme. Family.


Hungarian Rhapsody (II)—UFA-Para.—Beautiful scenery, excellent cast. The German technique is very different and interesting. The Harvest Festival is unusual in costume and custom. Adults.


The Awful Truth—Pathe—Based on stage play. Ina Claire. Comedy of divorce and reconciliation. Negative dramatic value. Adults.

Lady Fair (II)—Christie-Para.—Dialogue. Amusing comedy by Octavus Roy Cohen. Voices of the colored actors record very well. Family.


Big News (II)—Pathé.—Based on stage play by George S. Brooks. Newspaper story; murder mystery. Very good entertainment value. Mature for children.

West Point (III)—M. G. M.—Norma Shearer, Basil Rathbone, George Barraud. Dialogue. Based on play by Frederick Lonsdale. Excellent entertainment; splendid direction. Family.


Social Sinners (II)—Educational.—Dialogue. An amusing comedy, well cast. Family.

Half Marriage (III)—RKO.—Story of secret marriage. No real value. Adults.


The Lariat Kid (II)—Universal.—Western melodrama. Hoot Gibson. Good entertainment for all ages.


**MARRIAGE BONDS FILED IN MONONGALIA, VIRGINIA (NOW WEST VIRGINIA)**

*Copied by Thomas Ray Dille*

SECRETARY, SONS OF THE REVOLUTION, MORGANTOWN, WEST VIRGINIA

**PART VII**

The following is a complete list of the Marriage Bonds of Monongalia County, Virginia (now West Virginia), from 1796 to 1850. The list runs chronologically. The first name is the name of the contracting party, the second name under it being the female contracting party; the first name to the right of said contracting parties being the name of the father, mother, or in a few cases the name of the deceased husband of the female contracting party; and the name to the right of the last mentioned persons being the name of the bondsman.

The stars after the name of the parent indicate that they had by written consent agreed to the marriage or to a license to be issued.

<table>
<thead>
<tr>
<th>Date</th>
<th>Names</th>
<th>Daughter of</th>
<th>Surety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aug.  9</td>
<td>Poe, William*</td>
<td>Bailey, John</td>
<td>Bailey, William</td>
</tr>
<tr>
<td>Aug. 16</td>
<td>Leggett, Isaac</td>
<td>Musgrave, David B.</td>
<td>Musgrave, David B.</td>
</tr>
<tr>
<td>Aug. 20</td>
<td>Shuttlesworth, Archibald</td>
<td>Powell, Silas</td>
<td>Shuttlesworth, Joseph</td>
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<td>Bayard, John</td>
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REVOLUTIONARY LIST FILED AT HAMPShIRE, VIRGINIA (NOW WEST VIRGINIA)

Copied by Anne Waller Reddy
Secretary of the Old Dominion Chapter, D. A. R., Richmond, Virginia

The following list of Hampshire County names is taken from a manuscript book in the Virginia State Library at Richmond. To our knowledge it has not appeared in print. The following list shows the names of persons who furnished supplies for Continental Purposes under the Commissioners of Provisions Law. Descendants of those named in the list are eligible for membership in the D. A. R.

George Stump
Henry Munday Marrs
George Yoakum
John Rorebaugh
David Welton
Martin Shobe
Richard Seymour
Henry Kuykendall
Major Wood Jones
Major Charles Magill
William Cunningham
Michael Stump
Benjamin Parker
Thomas McCarty
William Buffington
Catherine Forman
Evan Hiett
Abraham Westfall
Nicholas Sholl
Henry Munday Marrs
James Largent
William Buffington
Jonathan Simson
Joseph Nevill
Christopher Ermentrout
Martin Shobe
Leonard Hier
William Welton
Jacob Boggard
Henry Munday Marrs
Ann Chesire
Joel Chesire
Nathaniel Parker
James Largent
Simon Taylor
Joel Berry
Valentine Switzer
John Kay
Jacob Boggard
John Stokes

The following claims are on account of the State of Virginia being certificates granted by sundry officers of the militia of Shenandoah, Frederick, Berkeley and Hampshire, who were employed in May and June, 1781, to suppress an insurrection in the county of Hampshire.

Daniel McNeil
Leonard Hier
Jacob Miller
Joseph Nevill
William Crawford
Michael Stump
Thomas Collins
Cornelius Vandivender
George Osburn
John Claypole
Valentine Power
Adam Mawzer
James Cunningham
Stephen Ruddell
Thomas McCarty
James Claypole
Michael Haun
Leonard Largent
John Wilson
George Stump
Michael Stump
John Rennick
James Largent
George Nixon
Thomas Parsons
Henry Lansardo
William House
Matthias Wilkins
John Campbell
Christopher Strader
Jacob Miller
Joel Chesire
Henry Fry
Nicholas Casey

The following claims were for troops marching to the west.

Garret Blue
James Cubberly
Nathaniel Parker

Moses Hutton
THE Naval Policy of the United States as framed by the General Board and approved by the Secretary of the Navy is fundamentally:

"The Navy of the United States should be maintained in sufficient strength to support its policies and its commerce, and to guard its continental and overseas possessions."

In regard to limitation it states:

"The Washington Treaty limiting naval armament is the supreme law of the powers party to the treaty governing their naval armaments as to capital ships, aircraft carriers and the size and armament of cruisers. The spirit of the treaty indicates two elements of international import: A general desire to avoid competition in naval armament and a partial recognition of a ratio in naval strengths as a means of avoiding competition. Should any power undertake a program of expansion in unrestricted classes of naval vessels or in personnel not consistent with the treaty ratios of capital ships, a new competition in naval strengths would thereby be initiated, until such time as other powers by inequitable conduct in international relations as to United States interests or by their departure from the idea of a suspended competition in naval armaments, indicate other procedure, the Navy of the United States may be governed in naval strengths by the spirit of the capital ship ratios, otherwise it will be necessary appropriately to readjust our naval policy."

The first of the items of general policy is:

"To create, maintain and operate a Navy second to none, and in conformity with the ratios for capital ships established by the Washington Treaty."

The principal types of combatant vessels are capital ships (battleships and battle cruisers), aircraft carriers, cruisers, destroyers, submarines.

The Washington Treaty limited by name of individual vessels the capital ships each nation was allowed to retain. It further provided that the total capital ship replacement tonnage of the contracting powers shall not exceed 525,000 tons for the United States and the British Empire, 315,000 tons for Japan, and 175,000 tons for France and Italy; that the size of capital ships hereafter built shall not exceed 35,000 tons displacement; that the caliber of gun mounted on capital ships shall not exceed 16 inches; that capital ships can not be replaced until 20 years of age.

The Washington Treaty established the 5:5:3 ratio for capital ships (i.e., battleships and battle cruisers) and aircraft carriers. The Naval Policy of the United States is to maintain this ratio in other types of combatant craft, such as cruisers, destroyers and submarines.

The Treaty limits the maximum size of aircraft carriers, the total tonnage each nation may have, to 135,000 tons for the United States and the British Empire, 81,000 tons for Japan and 60,000 tons for France and Italy.

The only limit on cruisers imposed by the Washington Treaty is that they can not exceed 10,000 tons displacement or mount a gun exceeding 8 inches in caliber. Destroyers and submarines are not mentioned in the Treaty and each nation is free to build as many as they wish.

The Navy Department has laid down that the effective age of capital ships, aircraft carriers and cruisers is 20 years, destroyers 16 years and submarines 13 years.

The following is the number of the United States vessels of the five principal combatant types within the effective ages before stated. It is apparent that vessels nearing the end of their effective life are not strictly modern as compared with new vessels but they are still within the effective age and therefore are included.
Contrasting the number of capital ships of the United States with those of the British Empire it is found that the United States has 18 with a total of 525,850 tons, and the British Empire has 20 with a total of 556,350 tons.

It will be observed that we are 42,500 tons of aircraft carriers behind our treaty allowance and 15,000 tons behind Great Britain.

When the cruisers now building or appropriated for are completed we will have 28 within the age of 20 years; in addition we have 5 authorized to be laid down in the fiscal year 1930-31. This fact should be memorized by patriotic citizens for it is frequently reported that we already have 40 cruisers.

In thus claiming 40 cruisers, the pacifists fail to state that the only way they can arrive at such a figure is by including all the obsolete cruisers of over 20 years of age. In other words, graphs depicting that the United States is alleged to have 40 cruisers are freely circulated by pacifists without making any distinction between obsolete cruisers and those which still can be classed within the effective age limit as built, building or appropriated for.

The United States has only 10 completed cruisers less than 20 years of age. It has 8 in process of building and the remaining 10 are in reality cruisers-to-be, for they have been appropriated for very recently.

If we complete all cruisers building, appropriated for and authorized, we will have, including the 10 Omahas now built, 33 cruisers of 305,000 tons, within the age of 20 years. The British Empire has built, building and appropriated for 62 cruisers of about 400,000 tons. If the British Empire maintains this cruiser tonnage the United States will be 100,000 tons of cruisers behind the British Empire; 23 of the 33 United States cruisers built, building and projected are 10,000-ton 8-inch-gun cruisers, and 10 are 7,500-ton 6-inch-gun cruisers. Of the 62 British cruisers built, building or appropriated for 16 are 10,000-ton 8-inch-gun, 2 are 8,300-ton 8-inch-gun, 4 are 9,750-ton 7.5-inch-gun, 2, possibly 4, are 7,500-ton 6-inch-gun cruisers and the remainder are smaller 6-inch-gun cruisers of 3,750 to 5,250 tons.

The United States believes than any limitation should be by total tonnage of each type; for example, that there should be a limit on the total tonnage of cruisers, the total tonnage of destroyers, the total tonnage of submarines, etc., and that each nation should be free to build the particular kind of cruisers, submarines, etc., it needs within the total tonnage allowed. It has been found impossible to secure an agreement on this basis as it is contended by those opposing that a number of small 6-inch-gun cruisers is not as potential a striking force as an equal tonnage of large 8-inch-gun cruisers. Mr. Gibson at Geneva put forth the idea of a naval yard-stick in order to find some method of evaluat-
ing cruisers of different sizes and different caliber of guns.

The replacement of capital ships is strictly governed by the Washington Treaty. We have all the capital ships allowed by the Treaty. Our first two replacement capital ships are scheduled by the Treaty to be laid down in 1931.

We are allowed 135,000 tons of aircraft carriers. We have 92,500 tons, of which 12,700 tons are experimental and can be replaced.

At present the United States has a great preponderance of destroyer tonnage over any other nation. This is a result of the war-time construction of destroyers to meet the submarine menace. There is no immediate need of construction of destroyers in large numbers. However, the construction of destroyers can not be delayed indefinitely as they will begin to pass the age limit at a rapidly increasing rate. By the end of 1936, 252 of our present 284 destroyers will have passed the effective age of 16 years. It is true that a great deal of the destroyer tonnage now built in other navies is also rapidly passing the effective age, but the other nations are gradually building and we are not.

Of the 113 submarines of the United States built, building or appropriated for, only 9 V-boats are of post-war design, although all of our S-boats have been completed since the war. By 1933, 62 of the 113 submarines will pass the effective age.

In general the ships of the United States compare favorably in size and equipment with those of other countries of corresponding age. The time required to build and equip ships depends on a number of factors, among which are:

(a) The type of ship, i.e., battleship, cruiser, destroyer, etc.
(b) The money (appropriations) available from year to year.
(c) Number of skilled shipbuilders available, and number of ships under construction.
(d) Urgency of demand for the ship, i.e., a ship constructed in time of national emergency will probably be rushed regardless of cost, where the same ship constructed in time of peace will be proceeded with at a normal rate.

The estimated time for completion of United States warships in peace time is:

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Time</th>
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<tbody>
<tr>
<td>Battleships</td>
<td>3 years</td>
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<tr>
<td>Aircraft carriers</td>
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<tr>
<td>Cruisers</td>
<td>3 years</td>
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<tr>
<td>Destroyers</td>
<td>2 years</td>
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<tr>
<td>Submarines</td>
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With such accurate facts regarding the Army and the Navy at our command all our members should be in a position to counteract utterances against the Army and the Navy. Attacks upon the Army and the Navy take many forms. Communists seem to be making their fiercest onslaughts against the C. M. T. C. and R. O. T. C. They urge the boys and girls of the Young Pioneers and the young people comprising the Young Workers League to combat military training in high schools and colleges and to resist the Boy and Girl Scout movement. Instances have been discovered of the penetration into the Army and the Navy and into military training camps for the purpose of infiltration and in the direct hope of obtaining special information of military tactics which they intend to use in revolutionary agitation.

War resisters, pacifists and socialists have their various methods of opposition to the adequate support of the Army and Navy.

If patriotic citizens expect to retain the provisions for common defense prescribed by the Constitution of the United States they must be willing to keep informed on the needs of the Army and the Navy, otherwise domestic tranquillity will vanish and world revolution will be accelerated at a rapid pace.
The 31st annual state conference of the Kansas Daughters was held March 26, 27, and 28, 1929, at Lawrence with the Betty Washington Chapter as hostess, the fourth time this chapter has acted in this capacity.

The Conference was formally opened on Tuesday evening in the Plymouth Congregational Church, followed by a reception in the Parish House, honoring our beloved State Regent, Mrs. Robert Bruce Campbell, and all visiting Daughters. On Wednesday morning, the reports of state officers were heard. Kansas now has 44 chapters with a membership of 2,669, five new chapters having been organized the last year. The Flag award for the past year went to the Phebe Dustin Chapter, Phillipsburg, who made a gain of 24% in membership. The report of the Constitution Hall Chairman showed all pledges paid and the Kansas Daughters have given a total of $10,534 to Constitution Hall. The Clerk’s Rest Room in Memorial Continental Hall has been refinished and redecorated by the Kansas Daughters at a cost of over $1,200. The reports from the state chairmen and Chapters Regents showed great progress and a most generous response from all chapters furthering both State and National work. The Student Loan fund shows $1,000 in the state fund and $2,800 in chapter loan funds, making a total of $3,800.

The Memorial monument for Kansas, “The Madonna of The Trail,” was dedicated with appropriate ceremonies on September 7, 1928, at Council Grove with an attendance of nearly ten thousand people. Kansas feels privileged to have this beautiful monument.

On Wednesday afternoon a memorial service was conducted by Miss Nettie M. Cox, state historian, for the thirty-two Daughters who died this year. Wednesday evening delegates and visiting Daughters attended the dinner extended by the hostess Chapter at the Memorial Union Building, University of Kansas, with Mrs. Henry W. Asher, regent of the hostess Chapter, as toastmistress. Here it was our privilege to listen to three most inspiring talks. One by Mrs. Robert Campbell, state regent, on “The D. A. R., Their Visions and Ideals.” Our own beloved Honorary President General, Mrs. George Thacher Guernsey, told us of “The Stand the D. A. R. takes on National Defense,” following this, Dr. E. H. Lindley, chancellor of the University of Kansas, addressed the conference on “Who Discovered America.” The music for the entire conference was furnished through the courtesy of the music department of the University of Kansas.

On Thursday morning the election of the state officers was held with the following results; Regent, Mrs. J. W. Kirkpatrick; Vice Regent, Mrs. E. P. Pendleton; Recording Secretary, Mrs. Jack Lawrence; Treasurer, Miss Marjorie A. Spaulding; Registrar, Mrs. Gilson; Historian, Miss Nettie M. Cox; Auditor, Mrs. F. L. Durland; Librarian, Mrs. Paul Klayder. Distinguished visitors for the conference were Mrs. George Thacher Guernsey, Honorary President General, and Miss Catherine Campbell, Honorary State Regent.

A lovely drive to the Haskell Indian Institute where the student’s had prepared a special program of music and field events for the afternoon, then back to the University of Kansas where a most fitting climax of a perfect conference was the tea at the Sponer-Thayer Museum where Colonial pewter, furniture, samplers, silver, clocks, etc., were on display through the courtesy of the University of Kansas.

MRS. JAMES FRANK IMES,
Chairman of Publicity.

This collection of unpublished letters, edited by Gilbert Chinard and covering some fifty pages, is one of the most illuminating contributions to the history of the Virginia campaign that has yet been published and throws a new light on LaFayette's value as a soldier.

His youth was sneered at, his military ability questioned or denied, his elegance jeered at, but the fact that "Washington loved him as a son" and gave him responsible commands was proof that the first was no handicap and that the second was undoubted. The third played an important part in the trying days outlined in the smart volume bound in buff and blue and bearing the seal of the Institute with its motto "Libertas Americana Galliae humanitas."

It is little short of marvellous, how he campaigned at all in a bare, disorganized country where his transportation was by oxen as horses could not and would not be given; where a commissary had to be created on the march; where the quartermaster had neither equipment nor clothing; where bare feet and naked bodies were the only uniform for the majority; where guns and munitions were lacking lamentably, and coordination and discipline were unknown to the majority of the militia.

But into this entered the young Frenchman, spending lavishly his own fortune for food and clothing; arguing patiently with the sullen and obstinate; substituting what must be had for what should have been offered; cheerfully going without what his men could not share; charming into gaiety the heavy-hearted; firing his soldiers with his zeal; shaming the reluctant with his courage to endure.

And so the weeks passed leading up to Yorktown, and "the boy" had, by his unfailing inner resources of courtesy, consideration and charm, stirred the sluggish, actuated the slow, fed the hungry, shod the bare-footed, drilled, shaped and organized the raw levies, and out of endless heart-breaking responsibility brought reputation and victory.

The preface by Chinard is a very finished piece of work, the style good and clear as crystal.

It is a valuable addition to any library, but of first value to the Daughters.

The Story of Thomas Duncan and his six sons. By Katherine Duncan Smith (Mrs. J. Morgan Smith) New York. Tobias A. Wright, Printer and Publisher. 1928.

Whatever Mrs. Morgan Smith does she does well, and therefore when she puts out a book it is bound to be of value.

The record of Thomas Duncan and his six sons is a case in point, for it proves that wherever one of these sturdy Scots or his descendants settled the country has benefited, as they achieved good citizenship always, and often rose to high honor in its military, naval and civil service.

Of this family Skene in his "History of the Highlanders" gives Duncan Canmore as the ancestor; but George Eyre-Todd, quoting from sundry authors and traditions, says that the Gaelic name of the clan Donached (Donachy) is translated Duncan and was derived from the ancestral Duncan, fourth in descent from the last of the Celtic Earls of Atholl. The survival of the legend of
Duncan's leap at Ericht and the tales of the dolorous isle of Rannock support his view. The Thomas Duncan with whom the Chart begins came to Pennsylvania about 1740 and is the subject of two histories and one surmise that seems proven, the latter being that he was the son of the Rev. William Duncan of Perthshire who suffered for his faith under three sovereigns, and the others the entirely reconcilable and traceable statements that he came to Maryland as early as 1690, to Virginia in 1722 and to Pennsylvania eighteen or twenty years later, settling in Hopewell township, Cumberland County.

The marriages and intermarriages of his descendants with Oliphants, Elliotts, Roses, McCulloughs, Irivines, Biddles, Bradleys, Keiths and McLures made the connection widespread. The first seventy-two pages of the book are devoted to these and other groups, the second half being made up of wills, deeds, excerpts from private and official correspondence, and a thrilling account of the storm that nearly cost us the Constitution of which Capt. Jesse D. Elliott was in command at the time, and aboard of which were Mr. Livingston, our Minister to France, and his family.

Captain Elliott was a son of Ann Duncan (who married Col. Robert Elliott of Hagers-town, Md.) and he and his brother St. Clair had a brilliant start in life, being gazetted in 1804, on the same day by Mr. Jefferson to the "Essex" and the "President" respectively. He commanded the "Niagara" at Perry's victory, and died full of years and honors while in command of the Philadelphia Navy Yard. His request to be buried at the foot of the flag staff was granted, and in the shadow of the flag he had honored and defended from boyhood to old age he rested for many years.

In frontier fighting, the long Indian wars, 1812, and in Mexico the men of this strong Scotch race added laurels to the name; and in the Civil War, while their allegiance was divided and they fought under two flags, the valor, the fidelity and the honor of the soldiers remained as sturdy as the Scotch thistle that is stamped on the book cover.

The coat-of-arms and its spirited motto "Vivat veritas" are presented. A good index helps the searcher, good type and good covers make it further acceptable. Mrs. Smith has made a valuable addition to the sort of genealogical work needed by patriotic men and women anxious to join those Societies and Orders of the country whose objects are the preservation of its history and the maintenance of its laws.


The young author's degree should have been Doctor of Laws instead of Bachelor of Philosophy, for this is certainly one of the best briefs ever presented in proof of a whole-hearted, generous service, which has been ruinously set aside and practically forgotten for a century or more, in spite of Alexander Hamilton's efforts and the Act of Aug. 4, 1790.

As in a Norse saga, the hero is presented in the first line of the Chart "Jacob De Haven who lent money to the U. S. Government during the American Revolution."

There is a scant, almost incidental, mention of the French ancestors and of the first members of the family who came into Pennsylvania in 1750, or thereabout, well provided with money, purchasing large portions of land in Penn's Tracts and inaugurating notable industries. But the whole interest naturally centers on the man who, on the direct appeal of Washington in the terrible Valley Forge winter, transformed his securities into species and lent $450,000.00 for the perishing army staggering in mortal hunger, cold and nakedness to defend the holy altar of liberty.

The after-career of this patriot, his continued generosity and services are noted, and conclude dispassionately, without reproof or comment, with the statement: "... the closing years were passed in deep pecuniary embarrassment, and he died of a broken heart, 1812... no tomb or monument marks his resting place."

The book contains thirty-six pages, and has six illustrations, two of which give excellent views of the old Swedes Church and its burial ground. It is dedicated to the author's mother, is an edition de luxe published as a 4th edition in answer to requests, and seems to be intended for private circulation as it has no price mark, or seller's address.

Biography in the form of letters is the most pleasing manner in which to meet friends, heroes, and strangers—even enemies, because here are the well-springs of action and reaction directly outlined by the chief actor, or his followers and intimates.

In the historic data the book covers familiar ground, but the letters, as selected, are so indicative of the wit, humor, patriotism and the abiding devotion of the Adams family to each other, there might well have been a second volume.

The inhibitions of the New England of tradition receive a wholesome shock and vanish before the tender family affection dominating the homes or following after each child who is absent. The intelligent reflection of foreign relations and the glimpses of personages and personalities, the fashions in three countries, the adventures in sentiment of the hero and heroine, their idyllic love affair, the glimpses of the LaFayettes, Franklin and Jefferson, the friendship between the daughter of the latter and the Adams household, the new and interesting lights on the White House life, the years of honor, love and social distinction that came before the decade of agony and slow-dying, all are vividly set forth.

The dark shadows of the book are Pickering and Miranda Pickering to whose enmity to Adams the latter charges the persistent turning aside of the honors urged by Washington for his young and loved aide-de-camp. Miranda of whom Napoleon said "He is Quixot, but not crazy. The man has a sacred fire in his soul."

In the trial that followed this tragedy the Colonel was of course acquitted, for, as Jefferson said of him to Madison, "In his honesty he is like Monroe. Turn his soul wrong side out and you will not find a speck."

The "energetic malignity" of politics bore heavily on Mr. Adams; even the relations with Jefferson, though cemented by the friendship between the daughters (which never failed) were broken for years, and it was only Mrs. Adams' tender sympathy on the death of his beloved child that healed the open wound.

John Quincy Adams is given a new claim on the interest of students of biography in the beautiful love he bore his sister. The poem he wrote on her death and the little note to his niece, as to the Copley portrait, are full of pathos.

To soldiers the verdict of Sarsfield on Colonel Smith's military talents, the report of the latter makes of the military manoeuvres of the armies of Frederick the Great at Potsdam, 1785, and the comments of Von Steuben, Lafayette and Washington as to his attainments and services are valuable.

The illustrations are an essential part of the worth of the book. The Gilbert Stuart portrait (1794) is the best, the other two of the Colonel (by Mather Brown and the Yale portrait by Stuart) give different expressions and impressions. On the other hand, Mather Brown has produced the portrait of his Lady in brilliant style, following successfully the manner of Sir Joshua Reynolds. There is no copy of the Copley portrait given, but the engraving of that portrait shows her at twenty-one—a high type of beauty and faultless in feature. The portraits of the Colonel's mother and sister, one at least of which is credited to Copley; the Trumbull picture of the capture of the Hessians, including a dismounted picture of the Colonel who supports with sympathy the wounded commander of the Hessians who is surrendering his command; the return of Frederick the Great from the manoeuvres, with a mounted picture of the Colonel at his left hand, and fac-similes of priceless letters from private collections complete the list, and the publishers have maintained their standard of excellence in type, paper, margins, and severe elegance of binding.

It is a book to read and, after laying aside, to pick up and re-read; for, in spite of some faults in style, it is a book whose people were "lovely in life, and in death are not divided."
To insure accuracy in the reading of names and promptness in publication, Chapter reports must be typewritten. They should not exceed 400 words in length and must be signed by a Chapter officer.—Barron.

Alta Mira Chapter (Lindsay, Calif.), fittingly dedicated a marker to General John Charles Fremont, the pathfinder who is known to have passed twice this way on his famous journey.

There were some unusual features in connection with the ceremony, one being the presence of a pioneer woman, Mrs. Mack Sherman, whose uncle, Willis Hunt, ran away from his home in Missouri to accompany General Fremont to California. Mrs. Sherman gave her recollections of this relative and of the trip as told her. The invocation was given by Dr. E. B. Newcomb, one of the few sons of the American Revolution in the valley. Mrs. W. E. Wright, a former regent, gave a short description of the life of General Fremont, and local traditions of the Fremont Trail were given by Basil Pryor. Dedication of the marker was by the State Regent, Mrs. Theodore J. Hoover.

A Reciprocity luncheon followed the ceremony at which Mrs. Hoover and other officers were guests of honor. Mrs. J. C. Owen, Regent, presided and welcomed visitors from Bakersfield and Fresno Chapters, and thanked the California Granite Company of Porterville, who gave the granite marker, five feet in height, upon which the bronze plaque is placed, Basil Prior who assisted in placing the marker and Miss Winifred Prior who gave the plot of ground upon which the marker is erected.

Mrs. R. W. Penn, Local Chairman of Preservation of Historic Spots, was introduced as toastmistress and in turn introduced Mrs. W. E. Wright, State Chairman of Indian Welfare, who urged greater activity by D. A. R. chapters in this work.

The State Regent, Mrs. Theodore Hoover, guest of honor and speaker of the day, spoke informally of the last Continental Congress in Washington, and especially commended the California Chapters on their work for the Student Loan fund, their papers on Historical Research and their work for immigrants.

William and Mary Alexander Chapter (Island of Maui, Territory of Hawaii). On the slopes of the extinct crater Haleakala, which rises 10,000 feet from the floor of the Island, stands Pokela Church, its white walls of stone and its deep windows and wide doors, their thresholds worn by the feet of worshippers of many years, reminiscent of the churches of New England. Here, on June 23, took place the unveiling of a bronze tablet, placed by the Chapter to honor the memory of Rev. Jonathan Green, an early Missionary, a community builder, and teacher. To him must go the credit for the idea of manual training, which is now a regular part of public school curriculums. The regular congregation and the members of the Chapter were seated at the doorway where the tablet had been placed. Almost directly at their feet a pineapple field dropped down abruptly; beyond stretched mile after mile of fields of pine and cane lands down to the very rim of the blue Pacific, 2000 feet below.

The program was as follows: Invocation, Rev. W. E. Rowan. Address, Mrs. T. B. Linton, Regent. Unveiling of the tablet, Mrs. H. P. Baldwin, to whose father and mother the Chapter is indebted for its name. Address, “Father Green, the Pioneer,” Rev. E. E. Pleasant. Benediction by the Hawaiian Pastor, the Rev. Moses Kahiapo.

Ursula Wolcott Chapter (Toledo, Ohio), has always been interested in the work of the Sons and Daughters of the Republic. As a result we now have in Toledo, 25 clubs numbering 829 members. Last year the Committee on Historic Sites planned a trip for the children which led to some splendid work in the clubs. On Columbus Day a 40 mile trip through the Maumee Valley was made in busses generously provided by Mr. Alfred H. Koch. Shortly before this interesting pilgrimage was made the clubs had

ROSAS M. FAUS, Historian.
POSTERS MADE BY CHILDREN OF THE SONS AND DAUGHTERS OF THE REPUBLIC, SPONSORED BY THE URSULA WOLCOTT CHAPTER, TOLEDO, OHIO

MEMBERS OF SAN ANTONIO CHAPTER, SAN BERNARDINO COUNTY, CALIFORNIA
been given a list of historic places in this vicinity and had become familiar with the tales of old Fort Miami, established by the French in 1680, and of other famous battle grounds and Indian strongholds, down to the final success of William Henry Harrison at Fort Meigs and Oliver H. Perry at Put-in-Bay, which secured the great Northwest Territory to the Union.

This wonderful ride so impressed the children that they were anxious to bring it to the attention of the ladies who attended the state meeting held in Toledo in March. Each club decided to send in a poster of one of the places seen on the trip. Many chose Fort Meigs, so historically important, and Turkey Foot Rock where old Chief Turkey Foot held his powwows and was finally slain. Others represented such scenes as the Battle of Fallen Timbers, Dudley's Massacre, the Battle of Lake Erie, Old Indian Trail, Sentinel Point, Fort Industry, Fort Miami and Old Indian Pine. The children showed considerable originality and imagination in making their posters. Some pictured the scenes as they are today with their monuments and markers; others represented them as in the long ago, fighting in the woods and following the trails. One child combined the two periods, the billboard of today standing by the roadside, while an Indian scalped a settler in the clouds above. The posters were so fine that they were not only exhibited at a reception given to the Daughters, but were later placed in a window of one of the department stores where they attracted much attention. This fall they will be displayed at the Teachers' Institute of this district.

One fact impressed us all. If you wish to instil love of country in a child there is no better way to accomplish it than to interest him in that part of it in which he makes his home.

Jessica Marshall, Historian.

Panama Canal Chapter (Canal Zone), was organized December 14, 1925, by (Mrs. Lewis C.) Ann Rogers Prieto. The first meeting, held at the Governor's House, Balboa Heights, with Mrs. Merriweather L. Walker as hostess, was attended by twenty charter members. At present our enrollment includes twenty-seven active and eight associate members. Regular meetings are held on the last Monday of each month. Special Chapter meetings include our joint birthday and Christmas meeting on December 14, and our Flag Day luncheon on June 14th. Mrs. Walker and Mrs. Burgess, the wives of our former and present Governors, are charter members of the Chapter, and due to their generous hospitality, most of these special meetings have been held at the Governor's House. On Memorial Day and Independence Day we are represented by a committee at the community exercises.

We have paid for one chair in Constitution Hall and furnished a girls' dormitory in the Children's Home in Panama City. This home is under the direction of the American Episcopal Church, for needy children of all nationalities and religions. A cash prize is awarded by the Chapter each year to the student having the highest marks in American history in each of the two Canal Zone high schools, in Balboa and Cristobal. We also contribute to the local Y. W. C. A. and to the various activities sponsored by the D. A. R. in the United States.

As the Canal Zone has no official flag we have designed one to be carried by our delegate in the processional at the Continental Congress. This flag has been approved by our Governor, Colonel Harry Burgess, and it is our hope that it will eventually be adopted by the United States Congress as the official emblem of the Canal Zone.

Life never becomes monotonous here at "the world's cross-roads." Although separated by many miles from our native land, we are fortunate in living in one of the garden spots of the world, where tropical beauty has been rendered doubly attractive by modern conveniences and sanitation. The membership of our Chapter changes more rapidly than most of those in the States, but our purpose remains steadfast; to uphold the traditions and to aid in carrying on the work of the D. A. R.

Mary Winslow Welch Luce, Treasurer.

San Antonio Chapter (Ontario and Upland, San Bernardino County, Calif.), is the oldest chapter in this vicinity. The most important activity of San Antonio Chapter this year was the assistance they rendered in the installation of the Madonna of the Trail.
at Upland, California. Through the efforts of Mrs. F. R. Lemon, Regent, and Mrs. C. V. Barr, Past-Regent, nearly $1200 was raised to defray the expenses of transportation and placing the monument. We entertained at luncheon the day of the dedication about 150 guests, National and State Officers, and leaders of organizations of this community. The Presentation of Monument, by Mrs. John Trigg Moss, Chairman National Old Trails Road, was most stirring and the occasion will linger long in our memories.

Our Colonial Washington Birthday Tea is an annual event and was held this year in a Colonial home of one of our members, Mrs. L. D. Temple. This home is furnished throughout in Colonial furnishings and made a beautiful setting for our Colonial Tea and for the picture which was taken that day in front of the house.

Francis A. Barr, Historian.

Polly Sumner Chapter, (Quincy, Ill.). On Saturday, February twenty-third, gave a Martha Washington Musical Tea. It was a delightful function, attracting a patronage of one hundred. The affair was given for the Washington Memorial at Valley Forge to be erected by the D. A. R.

Some of the best musical talent of Quincy furnished the program and Tea was served during the afternoon from three until five o'clock.

A large portrait of George Washington held a place of prominence in the dining room, the tea table was adorned in patriotic style, with a cluster of American flags as a centerpiece and candles of red, white and blue. The ladies that poured tea were in quaint Colonial costumes.

Red, white and blue streamers were draped over the stairway and fireplace. The Polly Sumner "Betsy Ross" Flag was near the piano. Colonial costumes were worn by the hostesses and several
of the artists who gave the program. Every one had a very enjoyable time and the afternoon proved quite profitable.

MRS. THEO URBAN,
Vice Regent.

Chief Shaubena Chapter (Roseville, Ill.), was organized Sept. 6, 1921, with Mrs. Eli Dixson, now National Chairman Student Loan Fund, as Regent. Since that time we have taken part in all of the activities of the Society and had many memorable days, both in our own Chapter and as entertainers and guests of other Chapters, but none of these days as far as our own village is concerned has made a more lasting impression than the Flag Day Picnic held in Eldridge Park, June 14, 1928.

At this picnic, composed of the members of the Chapter and their families and prominent citizens of the town, Mrs. Arthur O'Neal, our Regent, in behalf of the Chapter, presented a flag pole, together with a large flag, and bronze tablet (in the cement base of the pole), marking the park as one of the oldest sites in the village, to the town board. Dr. G. G. Nielson, Village President, gave the speech of acceptance and raised the flag to the top of the pole as a quartette sang The Star Spangled Banner. A Salute to the Flag was then given. This part of the program was very impressive.

After a short paper on The Flag, by Mrs. J. G. Anderson, the address of the day was given by Dr. McMichael, President of Monmouth College, on Our Flag and What it Means to Us. This address was most interesting and greatly appreciated by the large audience. After the singing of America the Beautiful, and the Benediction, we went to our homes happy in the possession of a beloved country and a Flag that means so much to us, and glad that we as a Chapter were the means of so honoring our Nation's most precious emblem.

RHODA B. HOPE,
Historian.

Richard Henry Lee Chapter (Covington, Ind.). October 21, 1928, a Memorial and
drinking fountain, was dedicated and presented to Fountain County by the Chapter. This beautiful memorial was purchased and erected from funds derived from the proceeds of the Fountain County Centennial and Historical Pageant, which was sponsored by the Richard Henry Lee Chapter. Through the hearty cooperation of the Ouibahee Chapter of Attica and the Veedersburg Chapter, the several other organizations of the county, the entire citizenship and the untiring efforts of the committee in charge, the celebration was a wonderful success, both as a celebration and financially.

The Chapter is very proud of their success of such an enormous undertaking and of the fact that the whole Centennial was planned and executed by the committee in charge and members of the Chapter. The Old Melodies Concert, the Homecoming Day, the parade, the publicity, the writing and directing of the Pageant and the Centennial Books were all the product of Fountain County talent, and the cast of the Historical Pageant, including about one thousand persons, was selected, as nearly as possible, from descendants of Pioneers of the county.

The committee in charge of the Centennial and also of the erection and dedication of the memorial was composed of the following members: Mrs. C. W. Dice, Regent, Mrs. H. K. Bilsland, General Chairman, Miss Verna Glasscock, Mrs. William N. White, Mrs. A. M. DeHaven, Mrs. W. B. Coffing, Mrs. J. Earl Romine, Miss Jess DeHaven, Mrs. O. R. Kerr.

The memorial is of white Georgia Marble and is located on the Public Square facing the Dixie Highway with a beautiful background of native trees and shrubbery, and is dedicated to the memory of the pioneers and the soldiers in all wars from Fountain County.

The program of the dedication and unveiling was witnessed by 2,500 people and was most interesting. Mrs. William N. White, Publicity Chairman.

Encinitas Chapter (Monrovia, Calif.) held its twentieth birthday anniversary, April 8, 1929. In connection with the celebration and forming an interesting part of it was a tree planting ceremony in Recreation Park. After the salute to the flag, Mrs. C. H. Reed, our Organizing Regent, turned the first shovelful of earth and Mrs. W. L. Hanna read the poem "Trees."

The members and visitors then adjourned to the home of Mrs. A. B. Lawrie, where the program for the afternoon was in charge of Mrs. J. J. Radford, chairman of the program committee, who cleverly introduced each speaker.

Mrs. Alice Castillo, the first historian, read the minutes of the first meeting. Mrs. Reed, Mrs. Clark Marsh and Mrs. E. D. Northup, the only other charter members present, gave reminiscences of the early days of the organization. This was followed by short talks by Past Regents. Mrs. George Kalb told of what impressed her most when she was Regent. Mrs. J. P. Seymour gave a résumé of happenings when she was in office. Mrs. S. O. Beckman responded with the lighter items and Mrs. E. M. Orth told of the most important accomplishments and aims of the D. A. R. as a whole.

Mrs. Leonard M. Dolde gave the history of the accomplishments of the Chapter by
years. Misses Dorothy and Mary Catharine Marsh, daughters of a charter member, entertained with a short musical program and letters were read from absent charter members.

Special features of the tea following were the beautiful birthday cakes, one with its twenty lighted candles, prepared by Mrs. Lawrie and her two assisting hostesses, Mrs. Nellie Bronson and Mrs. Frank Luqueer, and the other a birthday box in the form of a small cake, in which members dropped a birthday offering, as Mrs. Caroline Clark read an original poem.

Emma Swope Dolde, Historian.

Colonel Timothy Bigelow Chapter (Worcester, Mass.). Among the outstanding memories of interesting meetings of the past year is that of the Shawl Pageant, given at the regular February meeting. The Pageant was presented by the members and some beautiful and antique shawls, owned by the members, were shown, starting with the ancient Syrian shawl wearer and ending with the modern girl of nineteen hundred and twenty-nine. Before each shawl was exhibited, a short sketch, descriptive of its period, was read, and during the exhibition an appropriate song was sung. Gowns corresponding with the period of the shawls were worn. Nothing as charming as the Pageant has been presented by the chapter for some time.

Edith C. Delphos, Historian.

Catherine Schuyler Chapter (Allegany County, N. Y.) presented some time ago for its members an historic play entitled "The Women Who Did." The characters of Catherine Schuyler and Mary Jamison were added to the caste, as they were of real interest to the members. The play has been repeated for the benefit of the Wellsville Parent-Teachers' Association, together with some musical numbers and was considered very entertaining as well as instructive.

Martha Elston Howe, Regent.
ABSTRACTS OF WILLS


SMOOT, JOHN.—Prince George County, Maryland. Will dated 1747. Mentions son John—land called “Beals” 100 acres; son Edward 100 acres land called “Brumford”; daughter Mary. Children to be of age at 18 years or the day of marriage. Wife Mary.


Test: Elizabeth Onge, James Smith, William Cannon, Beauchamp Turpin.


**Eaton, Anderton**.—Caroline County, Maryland. Will dated 13 March 1792, probated 14 May 1792. Recorded Denton Court House, Caroline County, Md. Liber J. R. #B folio 205. Mentions wife Sarah.


**Darby, Walter**.—Somerset County, Maryland. Will dated 4 June 1762. Probated 7 March 1763. Recorded Will Book E. B. 4 folio 100 Princess Anne, Somerset County, Maryland. Mentions wife Sarah. Sons William, Thomas, Daniel, John and Benjamin. Daughters Mary More (indistinct, but she was the wife of Levin Moore), Margaret Rider, and Elizabeth Wright.


**Answers**

10733. Korn-Baker.—I am a direct descendant of this family & would be glad to hear from you.—Mrs. L. D. Chamberlin. 2807 E. Admira Place. Tulsa, Okla.

13170. Prince.—John Prince married Sara Berry & their daughter Mary Prince married Baylis Earle. In the list of John & Sara Berry Prince’s other children there appears
the name of Henry born in Va. 6 Feb. 1749 but have no further data of him.—Mrs. Anne Mays Miller, 532 Cambridge Ave., Youngstown, Ohio.

13178. BEALL.—Col. F. M. M. Beall, 6710 Brookville Road, Chevy Chase, Md. has compiled & is having printed a genealogy of the Prince George County, Maryland Bealls and you might be able to find out from him where you could obtain a copy of this publication.—Mrs. Eleanor B. Cooch, Cooch’s Bridge, Delaware.

13183. WATTS.—On May 25th 1738, Prince William County, Virginia—indenture between Mary Waugh and Peter Mauezy of Co. of Stafford to Francis Watts & Ann his wife & Thomas their son.—30 May 1765 Thomas Machen & Thomas Watts of Fuquier Co. tract of land in Augusta Co., since made into Frederick.—Thomas Watts, son & heir of Francis Watts, deceased.—22 May 1749 Francis Watts to Thomas Calvert—lease—Prince William Co., records.—Thomas Watts, adm. to Francis Watts deceased, 23 Sept. 1754. These are evidently the Watts family wanted.—Mrs. Martha Draper, 731 University Ave., Palo Alto, Calif.

13192. WALLACE.—Chambersburg, Pa. Court records:—Deed Book #1 p 203, quoting the will of John Wallace, “To my sons George Wallace & John Wallace I bequeath my plantation adjoining the Rev James Long & James McLene to be equally divided between them.” “Also page 263, date 26 Feb 1786, George Wallace & wife Rebekah to John Wallace, both of Franklin Co., Pa.—A certain John Wallace by will dated 26 July 1777, did bequeath to his son Robert Wallace 200 acres of land “of this my dwelling Plantation.” said Robert & wife Jean on 9 January 1779, conveyed their right of 200 acres to George Wallace who now sells to John Wallace.—The will of John Wallace Sr. filed at Carlisle Pa. Land Warrants to pioneer John Wallace were dated 1749 & 1751.—The town of Waynesboro was laid out by John Wallace and the name of Helm, Halm, Holm, belonged in that vicinity.—Mrs. Virginia S. Fendrick, Mercersburg, Pa.

13196. DUTCHER • MANCHESTER. — “The Dutcher Family” reprinted from the New York Genealogical & Biographical Record, by Walter Kenneth Griffin pages 36-37 gives:—“Gideon Duystscher, son of David De Duystscher (Dirk-Jan-Willem) & Nelly or Paternella Van Vreedenburg, bapt 22 Aug 1736 (Lower Rhinebeck) wit: Johannes De Duyster, Catrina Bogardus. Jannetie Vreedenburg. No children given. “History of Dutchess County, N. Y.” from 1609 to 1876, pub 1877 by Philip H. Smith—Pawling—states that Gideon Dutcher located on farm occupied in 1877 by Patrick Whalen (Dover Plains). Henry Whittemore’s “Our Colonial Ancestors & Their Descendants” 1902, The Dutcher Family, does not mention a Gideon. He carries the Dutcher line back to Lyon, France & gives Coat-of-Arms, but has left out some data. Believe that Foelof de Duyster & Jannatje Bressi were the ancestors of the Dutcher family in America.—Mrs. Ella S. McLanahan, 819 Allegheny St., Hollidaysburg, Penna.

13196. DUTCHER.—Records from Dutch Church, Rhinebeck (Flatts)—David Davidsen de Duyster & Aage Freer, daughter Catherine, 23 March 1735; Abraham 26 Oct 1735. David de Duyster born in Hurley; Petronelle (Nellie) Van Vradenburg born in Hurley married 1 May 1735. Son Gideon born 22 Aug 1736. Gideon de Duyster born in Dover, Janeetje Vredenburg born at the Flatts (Rhinebeck) living in Dover. married 6 November 1756. Catherine b 4 February 1759. No further Dutcher records in Rhinebeck, family all removed to eastern Dutchess. Look in Dover records.—Mrs. Helen R. de Laporte, Rhinebeck, N. Y.

13198. MATHEWS.—Might this Joseph be a cousin? Joseph Matthews b 2 Oct 1796 died 4 Oct. 1848 mar 30 Jan 1823 Rebecca Brotherline b 7 June 1802 d 9 Feb 1874. Children Charles, Ard, Robert, Matilda, Rebecca and Eliza.—Miss Mary Law Selheimer, Old Academy Hill, Lewistown, Penna.

QUERIES

13222. LOMAX.—Wanted date of marriage of Lunsford, son of John Lomax of Caroline Co., Va. to Judith Micou, also names of their children with their dates of birth, & whom they married, and copy of will of this Lunsford who died 10 June 1772.—G. C. B.

13223. STORM.—Wanted parentage of Deborah Ann Storm b 1805 & of her sis Catherine, of Dutch desc. 1830 they lived in Rochester, N. Y. where Deborah Ann
married Lewis Seelye & had chil William & Josephine. Wanted also names of wife & chil of James Storm (of John & Catherine van Endine, of Thomas, of Gregorus, of Dirck) mentioned in Delamater Genealogy as settling in Monroe Co., N. Y.—A. C. C.


(a) McCoy.—Wanted infor of John McCoy b in Scotland removed to Penna bef the Rev & mar Sarah Tatum Coffey. Was Rev soldier. His dau Jane was b 1771. Where is he buried? Had he bros & sis in this country?

(b) GRAY-JONES.—Wanted parentage of Ann Gray b 1802 d 1891 mar Abraham Jones abt 1829/30 & lived in N. J. Wanted also Jones ances.

c) PEACH-SMILES.—Wanted parentage of Charles Peach b 1800 in Fayette Co. Pa. mar abt 1822 Jane Smiles who d 1824/5. Had one chil Hugh. Charles mar 2nd Katherine Ann Wood Springer & had chil Joseph b 1828, Sarah b 1830, Charles b 1835, Alfred b 1838. Would like to corres with desc. Wanted also Smiles gen.—L. A.

13225. RIEBSON-RIPSOME.—Wanted ances & desc of Matthias Riebson who was killed in action at Oriskanie Aug 1777. Wanted also maiden name of his wife Elizabeth with her dates & ances. She was listed as head of a family at Canajoharie, N. Y. 1790.—L. A.

13226. BRUCE.—Wanted parentage of Roxanna Marsh Bruce b 26 March 1818 died 7 Aug 1855 mar 29 Mch 1837 Charles Hewitt Drake

(a) PRATT-BREWSTER.—Wanted parentage of Mary Pratt who mar Isaac Fuller 20 Oct 1709. Wanted also parentage of Elizabeth Brewster who died 11 Nov 1713 at Plymouth. She mar Rev Samuel Fuller, Jr.—H. G.

13227. ASHBroOK-WestRope.—Elizabeth Boone 1753-1814, is buried in the Grant family cemetery, Fayette County, Ky. Her inscription is as follows:—Sacred to the memory of Elizabeth Boon consort of William Grant. Sr. & daughter of Squire & Sarah Boon, who was born 5 Feb 1733 & departed this life 25 Feb 1814 aged 81 years & 20 days.” No record of Wm. Grant Sr but Wm. jr & his wife Sally are buried in this cemetery. See Ardery’s Ky. Records page 178. Abner Westrope born in eastern Ky prob nr Licking River, 15 May 1799 his wife Sarah Ashbrook born on Licking River 1805. Tombstones in old Westrope cemetery near Belmont Wisconsin give this record. “Abner Westrope born in Ky died 25 March 1860 aged 60, 10 mo., 10 days. Sarah Westrope born 4 June 1805 died 25 Feb 1873 The Westrope cemetery was about one mile north of Cottage Inn, Wisconsin on the family farm. Mrs. Spraker in “Boone Family” does not give this exact line. The Draper Mss gives the fact that Eliz. Boone mar in N. Car. 1752 Wm. Grant; removed to Ky 1779; Col John Grant their eldest son founded Grant Station, nr Lexington. Their dau Sarah mar John Saunders & her dau Dorcas Saunders mar an Ashbrook. The chil of Wm. & Eliz Boone Grant were Mary b 1753 mar Moses Mitchell died 1816; John b 1754 mar Molly Mosby d 1824; Israel b 1756 mar Rebecca Bryan; Sarah b 1759 mar John Saunders died Pendleton Co. Ky Wm. Jr. b 1761 mar Sally Mosby; Samuel b 1762 mar Lydia Craig, killed by Indian Squire b 1754 mar Agnes Harm; Moses b 1768 unmar.; Elizabeth b 1765 mar John Mosby; Rebecca b 1774 mar James Lamond; Hannah Grant b 1771; Wanted parentage of Sarah Ashbrook Westrope b 1805, and her direct desc from Eliz Boone Grant.—J. K. H.

13228. COLLINS, BOHANNON. — Wanted parentage & gen of Josiah Collins b 2 May 1757 Halifax Co. Va. and given name & gen of his wife—Bohannon.—M. B. E.


(a) King.—Wanted parentage & all infor possible of Benjamin King who lived in Bracken Co., Ky born abt 1773-’80 pos. in Pa.

(b) ARNOLD.—Wanted parentage & other infor of Henry Arnold b 1781 in Pa or Va.
d 1853 in Preble Co., O. Mar abt 1820
Barbara Harshey Baker, a widow.

(c) Dye.—Wanted parentage of Ezekiel
Dye b Cranbury N. J. 1751 d Noble Co.
Ohio 1830. Moved to Westmoreland Co.,
Pa. prior to 1758 & in 1807 set in Noble Co.
O. Mar 1st Elizabeth, dau of Thos & Sarah
Cox; mar 2nd Mrs. Sarah (Egbert) Paul—
O. E. F.

13330. Napier.—Wanted parentage &
gen of William Napier prob of Albemarle Co.,
Va. on Meacham River. His name occurs
in Augusta Co. abt 1764 & later in Rock-
bridge Co. from which place he served in
Rev in Capt. Dickinson’s Company of
Rangers 1779. Thos., John & Wm. were
all in Rockbridge Co. Wm. Napier was
plaintiff in suit against Thomas Bates 1783.
Washington Co. Recs. His dau Nancy
mar Richard Churchwell in Lincoln Co., Ky
1792. The will of William is in Nelson Co.
Ky dated 1814.

(a) Roscow.—Wanted gen of Katherine
Roscow, wife of Rev William Williams who
lived on Chowan River N. Car. She mar
1st George W. Sessums b 1774 & had chil
James and George Wynn Sessums. By the
Rev. Wm. Williams she had dau Elizabeth
who mar Rev Wm. Chalk; Billie who mar
and had dau Josephine who mar Odom Hill
of N. Car.; and Polly who mar Charles Sowell
& lived in Tenn. The following is from
Bertie Co., N. C. 1778-‘92. “Ordered that
Wm. Roscoe & Josiah Harrell be app. guar-
dians to Obed Rountree & Jessie Harrell
1783, deed from Sara Roscoe, Aaron Askew,
Charity Askew one of the subscribing wit-
nesses. Alexander Roscoe of Edenton Dist.
Hertford Co., N. C. 1790 Wm. Roscoe
was one of committee of three to build Court
House at Raleigh 1835—H. H.

13331. Watts.—Wanted parentage of
John Watts b 1766, removed to Kentucky
aft the Rev. & married there 1794 Elizabeth
Jacoby.—M. D.

13332. Mason.—Was Mary Mason who
married 1st — Fitzhugh and 2nd Benjamin
Strother a sister or daughter of George
Mason, author of the “Bill of Rights” of
Va.? Wanted gen of this Mary Mason.—
R. C. S.

13333. Parkinson.—Wanted any infor-
mation of the desc of Edward & Diana
Parkinson who came from Eng & set in
Frederick Co., Md abt 1760. They had
eight children, son Thomas P. b 6 Oct 1762
in Frederick Co. mar 5 Jan 1784 Elizabeth
Shife & was Capt of Alleghany Co., Militia
1795-1798. Did he have Rev. Rec.?—
M. R. P.

13334. Westcott.—Wanted parentage of
Ira Westcott b 1808 at Malone, New York
& mar Clarissa Alvord. He was a desc of
Stukely Westcott b Devonshire Eng abt
1592 & came to Providence with Rober
Williams 1636, removed to Warwick R. I.
& died at Portsmouth 12 Jan 1676. Wanted
the line of ances between Ira & Stukely
Westcott.—N. E. W. E.

13335. Tutt.—Wanted all infor possible
of the life of Capt. James Tutt who served
in Rev. war.—F. W. H.

13336. Mitchell.—Wanted parentage &
all infor possible of David Mitchell & his
wife who lived in Trigg Co., Ky abt 1810
Prob born in N. C. or Tenn. Some of their
chil were David C. who mar 1830 Celia
Holly; Jane who mar—Cunningham; George
who mar—Creekmur; James; Gusta; Fruisia

(a) Bell.—Wanted parentage & all infor
possible of Aaron Bell & his wife who was
prob Rebecca Elliott (her bros were M. E.
preachers) Aaron & Wife lived in Musking-
gum Co., Ohio bef 1810 coming from Va.
Their chil were Joseph who mar Susan—;
Wm. mar Martha Huffman; Benjamin; Tom;
Charles A. mar Mary Ann Killpatrick 1851;
Rebecca mar Arthur North; Mary mar her
cousin James Rafferty; Agnes mar—Hunter;
James mar—McFarland.

(b) Pearl.—Wanted ances of Edward Peel
& of his wife Sarah—. They lived in
Martin Co. N. Car. in 1779.—C. M. D.

13337. Dustin.—Wanted parentage &
date of place of birth of Lydia Dustin who
mar 8 April 1773 at Newbury, Mass.
Nathaniel Low Chase. She died at West
Newbury, Mass 15 Jan 1842.—L. D. W.
## D. A. R. State Membership

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| Totals | 2,341 | 163,950* | 168,467 | 1,932 |

* At Large Membership, 4,517
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Seventeenth and D Streets N. W., Washington, D. C.

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1929-1930

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