

# Isle of Kent - 1631

*To Discover, Identify, Restore and Preserve the Heritage of Kent Island*

NEWSLETTER OF THE KENT ISLAND HERITAGE SOCIETY, INC.

FALL 2021

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## President's Message

This past quarter has continued the challenges of the pandemic with a couple of curve balls thrown in. We were optimistic in June with the improving public health situation but have grown cautious again through July and early August with the growing spread of the Covid Delta variant. We decided to cancel our August and September site openings and will decide on future openings as conditions dictate. We also have cancelled our fall picnic in September for similar

reasons. We'll keep our options open for the possibility of our December Annual Brunch

However, we remain quite busy in support of our mission. The Board continues to meet virtually and expand our presence in the virtual world, both within our heritage related activities and on the broader community level. We are committed to making physical repairs and improvements to our historic properties in Stevensville and repairs to the damaged Kirwan fence.

We suffered two major disappointments in our plans this summer. One involved our effort to acquire the Historic Stevensville Bank through a grant. The other involved our participation in the planned archaeological dig on Parsons Island.

We were notified in early July that we did not receive the grant from the Maryland Historical Trust (MHT) for acquisition of the Historic Stevensville Bank. MHT informed us that they "received a large number of worthy applications and consequently competition for grant applications was very high." However, that dark cloud may have a silver lining.

A new potential buyer stepped up at the eleventh hour with an offer in the event the grant did not go through. The current owner is hopeful that the prospective new owner can continue the same type of relationship with KIHS -- to continue to preserve the bank. The prospective new owner has expressed a similar vision -- to preserve the bank as a historic site with KIHS in the front portion of the building, but with a part-time business office in the rear board room. Negotiations are promising, but the contract is still pending as of this newsletter. We will keep you informed.

We want to express our appreciation for the backing of our State and local leaders who supported our grant request. We offer our thanks to our VP, Bob Lowe, for his noble "heart and soul" effort in pursuit of the grant, and to Lynne Riley-Coleman and Leslie Moore for their shared wisdom in the effort. At this point we are optimistic.

*(Continued on page 2)*

## **KIHS Committees**

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### **Budget**

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Jay Gibson

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Gary Haigley

Chris Kilian

Carmen Mendez

Fran Peters

Hanna Wall

Marilyn Wilson

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## **PROGRAMS**

### **Kent Island Day**

Jack Broderick, *Chair*

John Conley

Nancy Cook

Carole Frederick

Bob Lowe

### **Picnic**

Carole Frederick, *Chair*

Toni and Jay Gibson

Linda and Butch Collier

### **June General Meeting**

Jack Broderick, *Chair*

### **Annual Election Brunch**

Toni Gibson, *Chair*

With respect to the Parson's Island archaeological project, after the project was just two weeks underway in June, we were notified by our colleague Dr. Darrin Lowery that his partner in the project, from the Texas A&M Center for the Study of the First Americans, had a family emergency and had to depart immediately. His presence is required for the student researchers / workers who are key to the project.

Dr. Lowery hopes to continue the effort next year, with planned KIHS support and involvement. We still hope to arrange a visit for KIHS members to Parson's this season for an on-site tour of the location and discussion of their findings to date. Information will be on our KIHS website and Facebook. Also, in a separate effort in support of our Native American heritage, Dr. Lowery is working to document and finalize the exhibit of the Marks Collection of Native artifacts, the largest collection ever amassed from Kent Island. We anticipate that work as part of a larger display depicting the full scope of our Island's Native American heritage.

On a positive note, we participated, at the invitation of the QA County Historical Society, in a project in Centreville sponsored by the Smithsonian Institution which involved a large travelling exhibit set up at the Kennard Center in Centreville, mid-June through July. The exhibit entitled "Voices and Votes" featured stories and examples of citizens' participation in our American democracy to influence government, make a difference, and affect public decisions.

The exhibit also included a local focus with displays telling stories of people making a difference. Our display told the Kirwan Story – the saving of Kent Island by our local hero, Senator James Kirwan in 1917. It provided a good opportunity share our great story and helped build rapport with the QA County Historical Society. Thanks to Linda Collier, John Conley, and Nancy Cook for our success. Check out the picture of our Kirwan display in this newsletter.

In support of efforts to enhance historic Stevensville, where most of our sites are located, we have continued our active engagement with the Stevensville Arts and Entertainment District, in coordination with QA Tourism, KI Federation of the Arts, and local artists and businesses in Stevensville.

Over at the Kirwan property, we've still had some critter adventures – raccoons again, groundhogs, snakes, and ticks! They were not as dramatic as the adventure articulated in our last newsletter, but still disconcerting. So, we called in the "big guns" of pest control – Dave Lee of Recon / Del Sadler out of St. Michaels. They worked under and around the Kirwan House and dairy – sealing, spraying, barrier-wiring, tick tubing. We are confident that we are safe from the "bad" critters, at least for a while.

In the "good" critter category, we received a lot of positive responses about the story of the Kirwan property Monarch butterflies in our last newsletter. We're happy to share that the milkweeds are thriving in the field and the Monarchs are returning to lay their eggs and repeat their fascinating cycle. Our butterfly advisor, Andi Pupke, reports that she has observed numerous Monarchs in the past several weeks in August laying eggs on our plants. There is one correction that she has asked us to pass on from our last article. The baby Monarch caterpillars actually feed on the milkweed plants themselves as their sole diet rather than drinking the milkweed sap. Thank you, Andi.

Meanwhile, we continue to expand into the virtual world. Our efforts include online presentations of stories and characters of Kent Island's history. Just contact us and we can tailor the presentation to your group and your interests. We are awaiting the final products from QACTV - video presentations of visits to each of our historic sites, with docents sharing the history and stories from each site. The visits will be shown on QACTV and made available on our website, You Tube, Facebook, and other social media outlets. We want to expand our social media presence and welcome your ideas and suggestions.

On the broader community level, we remain actively involved in the update of the County Comprehensive Master Plan to enhance protection for our important historic and cultural resources, through virtual meetings and workshops. We offer our compliments to QAC planning professionals and their excellent contractors in this effort. We'll stay close to the process through the decision level at the Planning Commission and the County Commissioners' level. We are also working to help strengthen heritage tourism in QA County.

Although we have not opened our historic sites for visits, we were glad to offer our outdoor space at the Cray House Green in Stevensville for an outdoor event - a concert on August 26 sponsored by the QA County Center for the Arts as part of their summer "Concerts in the Park" series. At least 200 people attended. This was a first-time experience for us that we hope to be able to offer again next year.

It's an unusual year again for us with continued challenges, but as we look for ways to celebrate our Kent Island Heritage, we can't help but reflect on our long and unique history. Think about it - our history - William Claiborne, - Kent Fort - August, 1631 - exactly 390 years ago!

So, keep your spirits up and celebrate this great place!

**Happy Birthday Kent Island – 390 years!**

*Jack Broderick*



## MEMBERSHIP PICNIC CANCELLED

Due to our ongoing concern for the safety of our community and members, the KIHS Board of Directors has decided to cancel the September 26 Membership Picnic. Preparations for the picnic must be done well in advance of the event. Please check our website or Facebook page for information for future openings of our historic sites.

## MEMBERSHIP FORM

Enclosed is a check to cover dues for the membership indicated below:

- |   |          |  |         |
|---|----------|--|---------|
| <input type="checkbox"/> Individual Life Membership | \$250.00 | <input type="checkbox"/> Single Membership | \$15.00 |
| <input type="checkbox"/> Organization Membership    | \$40.00  | <input type="checkbox"/> Family Membership | \$25.00 |
| <input type="checkbox"/> Business Membership        | \$50.00  |  |         |

Name(s) \_\_\_\_\_

Address \_\_\_\_\_

Telephone (Home) \_\_\_\_\_

(Cell) \_\_\_\_\_

Email address \_\_\_\_\_

Your Interests:

History \_\_\_\_\_ Genealogy \_\_\_\_\_ Photography \_\_\_\_\_

Docent Program \_\_\_\_\_ Property Maintenance \_\_\_\_\_

Special Interest \_\_\_\_\_

*Dues and contributions are tax deductible to the fullest extent of the law.*

**Membership period:  
January 1 to December 31**

**The Kent Island Heritage Society, Inc  
P.O. Box 321, Stevensville, Maryland  
[www.kentislandheritagesociety.org](http://www.kentislandheritagesociety.org)**

# Juliana Biggam is Heritage Society Scholarship Recipient



Kent Island High School's graduated senior Juliana Biggam is the recipient of the 2021 Kent Island Heritage Society's \$1,000 scholarship. She will attend Florida Atlantic University in Boca Raton, Florida, where she will major in biological sciences.

**"Preserving the heritage is what makes a place more of a community,"**

Julia wrote in her essay. "The heritage of a place is what gives the community its uniqueness and character." Kent Island's heritage is important to people who move here because it makes them closer to the community and makes them want to stay, she wrote.

The one-year scholarship is awarded each year to a graduating Kent Island High School senior. To be eligible, applicants must have a 3.0 or higher GPA, have performed community service, have teacher or staff recommendations, and be at least a second-generation Kent Island native. They must complete an essay on the importance of preserving Kent Island History. Information on the 2022 KIHS Scholarship will be provided to the high school and in a future newsletter.

## Stevensville's Historic Christ Church Opens for Weddings and Community Events

The historic Christ Church in Stevensville will welcome weddings, meetings, and community events beginning in September. Improvements have been made to the church and parish hall meeting space to accommodate events.

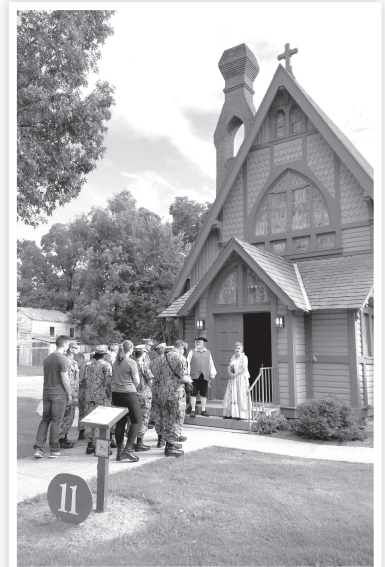
The Friends of Historic Christ Church (FHCC) received the historic property from the Queen Anne's County Government late in 2019. COVID delayed efforts to return the property to the community resource as which it had long served. Historic Christ Church was built around 1880 and was listed on the National Register of Historic Places in 1979. The church sanctuary has remained a popular feature of historic tours during different ownerships.

FHCC will use income from weddings and other events to maintain the property and for further investments in upgrading the church and hall, including repainting the church. FHCC is a 501 (c) (3) non-profit organization, so donations are tax deductible.

The church sanctuary has a capacity of 125 for weddings and presentations and the parish hall has space for 232 people for meetings. Tables and chairs can be provided. Meal catering and other services are available from local merchants.

The mission of the Friends of Historic Christ Church is to accomplish the restoration, renovation, and preservation of the historic 19th century church buildings and grounds while providing public facilities to accommodate fine arts and appropriate ceremonies.

*For information on use of the Historic Christ Church property contact Nancy Cook at (410) 758-2502.*





# A KENT ISLAND LIFE:

## Captain Harry Benton Porter (1918-2009)

The following article is based on an oral history conducted by a Kent Island Heritage Society member with Captain Harry Porter in May 1999 at his home on Benton's Pleasure Road, Chester. The interview was meant to depict life on Kent Island and the Chesapeake Bay in the early 20th Century as told by one of its life-long residents and sailors. The interview was transcribed by Captain Porter's daughter Jill Porter.



"My name is Harry B. Porter, and I was born in February 1918, down at Kent Point at a place called Mattapex. I always tell people I was born under a cigar tree in our front yard. There was a post office, a grocery store, and our house, all in a row. We rented that house from my father's sister who had raised my father. Rent was \$75 a year and most times we couldn't pay it. No plumbing, no electricity, kerosene lights only. Later years, we got a radio, an Atwater Kent, with earphones and we would listen to shows like Amos and Andy. Ice would be brought around from time to time, and we'd buy a chunk of ice of 25-50 lbs. You let the iceman know when to come by hanging a little card on the fence post. For refrigeration, we had an outside well. That provided all the water we needed, too. We hauled water into the house from that well. After every meal, Mother would put the milk and the butter in a bucket and lower it down the well on a line. Everything stayed cool that way. That's where I spent my childhood. Dust was ankle deep in the summertime and mud was knee deep in the wintertime."

Harry's family consisted of his father, John Harry, his mother, Rosie, and his sister, Imogene. He describes his father's vocation as a sailboat captain. "Everything was 'sail' in those days.... not much power around. I often heard my father tell stories of how he would bring barrels of molasses, and tons of coal and fertilizer down from Baltimore on his boat. He would deliver to farms around Kent Island. He would take the farmers' tomatoes and wheat to market in Baltimore. Everything was hauled to farmers on their own borrowed farm wagons with mules and horses.

That's all there was when I was growing up...farmland... in the '20s and '30s."

As a kid, Harry trapped, hunted, and set gill nets all over Mattapex. He hauled wood home from the woods and collected corn cobs and shelled them. A neighbor with a saw would come by in his wagon and offer to saw the wood into smaller pieces, which he and his father would then split for their stove. "We would do this, that, and the other for money. We went everywhere. Farmers never objected to us crossing their land. One fellow named Charlie, lived a half a mile below us. Charlie would come down in a horse-drawn Durbin to the store next to us. He was there to open the

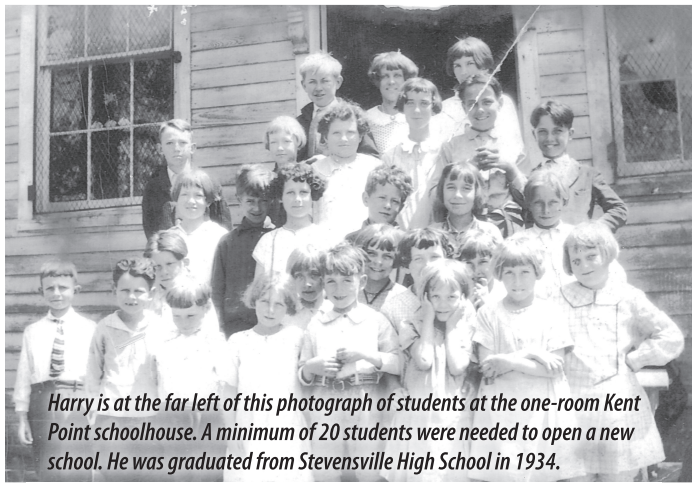
store, half day on Wednesday and half day on Saturday. That's where most folks got their groceries. We'd buy a loaf of white bread and a pound of hot dogs for supper on Saturday night and that was a treat! Other times, Mother would bake all the bread. Dad would buy a hog in the wintertime and cure it. Things kept better then than they do now-a-days. We used to have a food cellar out in the yard. We would hang meats up in there, like sausage. We bought our milk and eggs. My buddies and I would roam around the shoreline looking for empty milk bottles...you could get a cent or two for 'em. We'd head for the store every Wednesday to spend our pennies on candy, mostly buying chocolate babies. They would have pennies inside. Yes, indeed. We would have money and our candy, too! The store was a real gathering place, especially on Saturdays. One fellow loaned us an outboard motor and boat down at Kent Point. We liked to be

pulled on it 'til we were near dead to get it started. That old Evinrude. Heh, heh, heh. We'd take rifles and go



*Harry B. and Imogene Porter at home at Mattapex near Kent Point. Their father was a sailboat captain. The family rented this house for \$75 a year.*

(Continued on page 6)



*Harry is at the far left of this photograph of students at the one-room Kent Point schoolhouse. A minimum of 20 students were needed to open a new school. He was graduated from Stevensville High School in 1934.*

around the shoreline, shooting pigwitches and diving ducks. . . shouldn't have done it, but we did."

"We went to school in a one-room schoolhouse, and we walked to school. My sister was two years older than me. There was no transportation to the school which was in Stevensville. So, when she graduated from grammar school, she had to stay home until others were old enough to go on to high school. Children were so scarce, they let me go to high school a year early so they could have enough students to open the school. We got a school bus after that, so we only had to walk as far as Batts Neck. The bus driver would get us to help put the chains on the tires when we were headed toward a muddy piece of road. And we would help him take them off again when we reached dry parts. Think on that."

"I'd work on farms with my cousin, Joe Benton, for fifty cents a day...planting tomatoes. He was two years older and a big, strapping guy. I was small and scrawny, but he always helped me stay alongside him...catching me up. It was after dark when we would get home. In later years, he was killed by

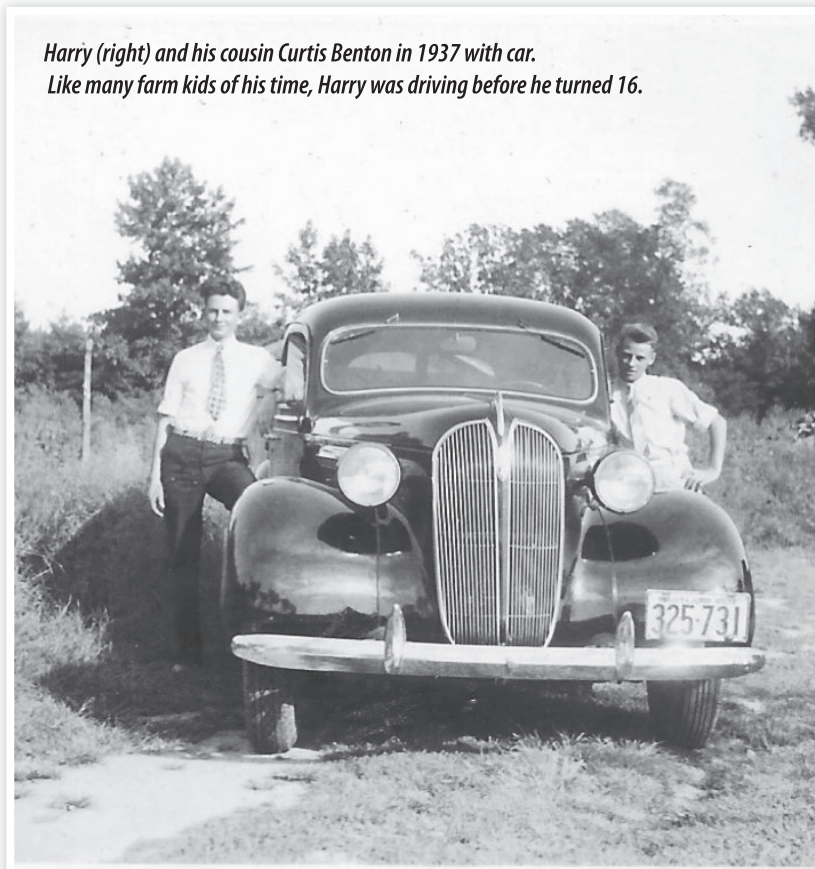
a stray bullet from a rifle by some other kid we knew. He was driving a wagon at the time that a farmer had loaned out to him for a job that involved building the ferry landing at Matapeake. He was taking the mules and wagon back home to the farmer. Joe was just nineteen. He was a good friend. It was an accident, but he was dead all the same."

"In the summertime when times were slack, we would sail as a family up to Baltimore on Dad's boat, stay for a week or two while the boat was in the railway for routine maintenance and repairs. He would take us to the Hippodrome, the Century, Lexington Market... we would ride the streetcars. It was a big time. No worries about going ashore... walk all between the lumber stacked up high over our heads. One time I fell overboard in Baltimore harbor. Dad fished me out and I still had hold of a handful of peanuts. It's funny how little things like that stick out in your mind. On some of those trips, my father would buy old cars and bring them home on the boat deck. Do you remember Moon cars? Channel cars? We always had an old car around. We'd sell the others. I was driving before I was 16, like most kids. I drove the car to the store one day and drove into the back of another car and bent

the crank on my car. I couldn't get it started. Dad came up and saved me. Heh. heh. Never yelled at me. He was a good man. He helped me buy my first bike on Broadway in Baltimore. I paid \$13 of the \$26 it cost. He came up with the rest."

"My father was a great man. He would rather give everything to me and not take anything for himself. You think back on how hard it was for him, hoisting big sails up the mast, getting the anchor up on the bow by hand and getting underway

by himself most times. It must have been terrible hard work. As I came along things got easier, more mechanized. Some captains would have engines on

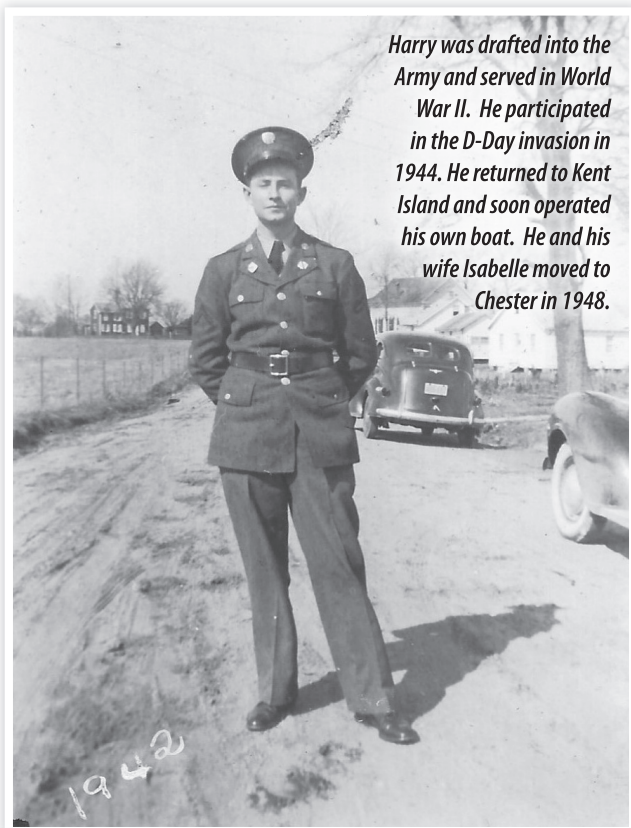


*Harry (right) and his cousin Curtis Benton in 1937 with car. Like many farm kids of his time, Harry was driving before he turned 16.*



deck to pull the sails up. And a yawl boat, what we called a 'push boat' was the only power you had. My father (born in 1892) and grandfather were born on Kent Island. I hardly remember my grandfather. We never did any family history tracing. I figured we came from England. One thing I regret. He sailed with me many years and I don't ever remember talking with him about his father. He worked with his father on old sailboats. I do remember an old bugeye, the 'Patrick Prendergast.' It was a sharp sterner boat . . . different from a skipjack, sloop, pudgy, schooners...like I was used to. There was not much room on the sterns of bugeyes, so they would build them out with a 'patent stern' designed to increase the deck space. My father told me the man that invented the patent stern got \$25. He and my grandfather added it to the 'Patrick Prendergast'."

As a teenager, Harry worked with his father in the summertime. In the winter, he culled oysters for tongers. When the ferry boats started running from Mattapeake in the early '30s, he worked behind the concession stand, always sure to offer a 'serviette' with each hot dog.



*Harry was drafted into the Army and served in World War II. He participated in the D-Day invasion in 1944. He returned to Kent Island and soon operated his own boat. He and his wife Isabelle moved to Chester in 1948.*

After being drafted into service prior to World War II and spending "four years, one month and nine days" in the Army, he returned to Kent Island. The island had changed as much as he had. He found employment once again with his father. "It wasn't long after I got out of the Army before I struck out on my own. Buyboats

were small in those days. The one I captained was 50-tons, meaning that is the amount of cargo it could carry. I bought oysters and ran them to packers all over the Bay. It took us four to five hours to go from the Narrows to Baltimore. I did that up to 1959. After that, I moved on to 100-150-200-ton boats, because that's where the work was...small freighter . . . soybeans, wheat and corn out of the Carolinas headed for Cargill's and Southern States, and Perdue. I made port in Moorehead City for deliveries to Norfolk, Onancock, Salisbury, and Baltimore. The boats were about 100 feet and ran on diesel. I sailed with one crew member most times -- somebody you'd pick up around the docks, looking for work."

"Sometimes out there on the Bay, you'd wonder if you'd ever get ashore again. Nothing but your compass, pocket watch and lead line (for measuring water depth). We had radios aboard for weather forecasting. But you had to figure out most things for yourself. I've seen plenty of days we would run through storms with waves running up over the bow and back out over the stern, sailing day and night. Many a time, when the weather got rough and I was making for port as hard as I could, I would say, 'give me five minutes more, Lord, just five minutes'."

Harry reminisced over the rough winters he had growing up. He remembered times when the Bay was "froze up" from Kent Island to Annapolis. "I've seen a picture of my father with an agent from state's road maintenance walking out into the middle of the Bay, to meet the ferry boat. The boat crew would put down a ladder and take them aboard for the rest of the ride into the terminal. When roads were blocked with snow, farmers would hitch up their wagons and plow through with their mules, after we had shoveled off the top crust. Everybody got together to help each other out, no matter what they needed."

"I remember another close call I had from falling overboard in Cambridge harbor. I was working for W.E. Valiant and Company. The boat I was operating was 142 feet long. It was winter and the ice was keeping us off the dock. We could only get close enough to put a ladder between the boat and the dock so we could get ashore. One day, I was down checking on the boat and fell off the ladder into the water, taking the ladder with me. Captain Buck Sherman saw me go down in all that ice, with my heavy jacket on and he shouted, 'Get the ladder!' Heh, heh, heh. But I made it out alright."

*(Continued on page 8)*

"Isabel and I got married and built a house in 1948 in Chester...lived there 20 years and then built this house on Cox Creek. I was away on the boat all the time... running up and down the bay...came home on Saturdays or Sundays for a day or two. I would put into port and Isabel and the kids would come get me, wherever."

By the sixties, things in the small freight boat business were petering out. New regulations were required. Master's licenses for ship boat captains were essential. If they wanted to comply, ship captains had to go to Gay Street Custom House in Baltimore to take both oral and written exams, and first aid courses. Harry got his Masters' license and continued his work on the Bay until the late sixties. He was loading a shipment of grain when he got a call from a colleague who asked him if he would be interested in becoming captain of Maryland's 118 feet state yacht.

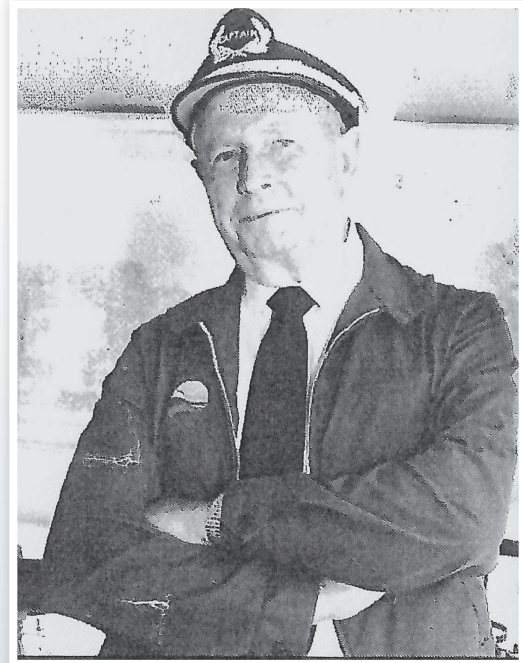
"Are you interested?" the person on the phone asked. He considered it for no more than a minute, thinking of the run from Moorehead City to Baltimore.... sailing 42 hours straight with a one-man crew to "spell him."

"Deed I am," Harry replied. He took up this new adventure in September 1967, serving first with the Tawes Administration until he retired twenty-two years later. He particularly enjoyed his friendship with fellow Eastern Shoreman, Governor Harry Hughes. It still continued through the time of this interview. The two Harrys met mostly during the winter holiday season, trading a quart of Cox Creek oysters for a bottle of Jack Daniels bourbon.

When asked if he liked the world as it was today and the changes that had come to his little island, he said, "Yes indeed. I could stay right here and be happy. Only thing is I don't have a boat right now, so when my hat blows overboard, I can't go get it. But Isabel likes to have wheels under her all the time, so I keep her car and bike and lawn mower in good shape so she's happy. Heh, heh, heh. A lot of nice people have moved over here."

Harry retired in 1989. He spent the final years of his life at a retirement community in the suburbs of Baltimore with his wife, Isabel who wanted to be closer to their daughters. It was hard for him to leave their friends, the Yacht Club, the Lion's Club, his church, Cox Creek, and the community he dearly loved, but he loved Isabel more, and it was what she wanted. When he died in 2009, he came back to Kent Island to be

buried in Stevensville cemetery. It is said he sat upright when crossing from the Western Shore to the Eastern Shore for the last time, just to get a good look at the Bay and his beloved Kent Island once more. I'd like to think he did.



*Harry earned his Masters' license and continued to work on the Bay until 1967 when he became captain of three Maryland state yachts, including the Lady Maryland. He served from the J. Millard Tawes Administration to that of Harry Hughes. He died in 2009 and is buried in the Stevensville Cemetery.*

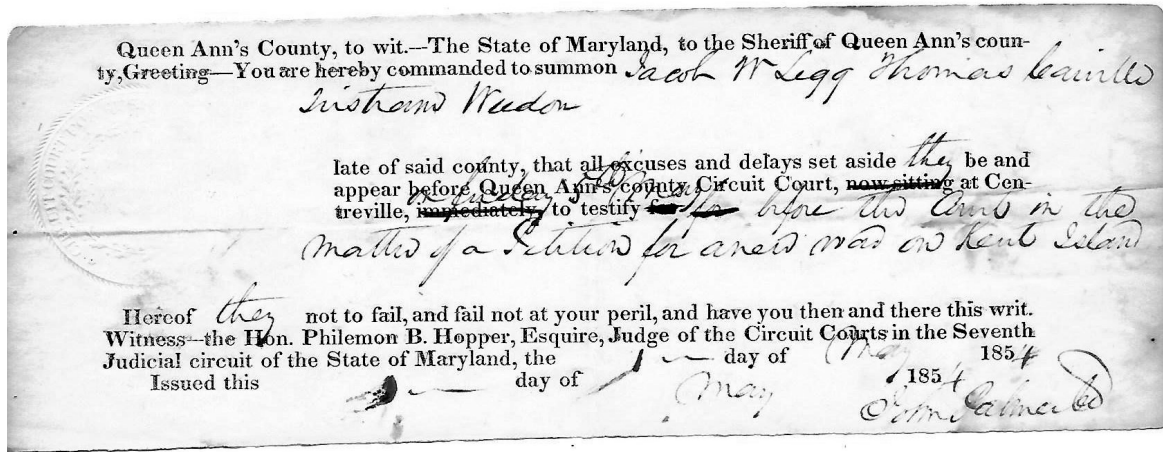
**EDITOR'S NOTE:** The following comments were made by Jill Porter when she transcribed the interview.

"I made several of those grain hauls to Baltimore aboard the boat, Lydia, with my father and grandfather. Loaded down with 4200 bushels of wheat, I would slip slide up and down the deck in ankle deep bay water washing in and out of the gunnels as we were underway. My father would be at the helm. He would let me take the wheel from time to time, teaching me how to keep on course and read the compass. My grandfather would be in the tiny galley making biscuits for our lunch. After making fast at the Pier 5 Pratt Street dock, I would take my father's hand and we would go in search of treasures on Broadway. Those memories are precious to me. Thanks for letting me share them with you, the reader."



# 1854 Summons to Crayford's Thomas Carville on Kent Island

By: John L. Conley



By an 1854 Summons from the State of Maryland, the Sheriff of Queen Anne's County was commanded to summon Jacob W. Legg, Thomas Carville, and Tristram Weeden to appear at the Circuit Court in Centreville in May 1854. The issue involved a petition "for a new road on Kent Island."

The Carville (also Carvel and Carvile) name is found related to several tracts of land on Kent Island on the Chesapeake Bay along today's Route 8. Crayford (sometimes Crayfford) was located near the unpaved landing strip just north of Kentmoor. The property has had several names over the years.

According to *Of History and Houses: A Kent Island Heritage* book by Mildred C. Schoch, the property was purchased by Edmund Carville in 1799 from the heirs of Jonathan Roberts for "1,700 pounds current money." Schoch wrote that the property is considered part of William Claiborne's personal plantation and was named for his birthplace Crayford Parish in Kent, England. It is thought that two millstones still on the farm were from Claiborne's time on the property.

Elbert N. Carvel, who served as governor of Delaware from 1949-1953, and his wife Ann spent their summers at Crayford and are buried there in the family cemetery. A 1953 obituary for Governor Carvel's father, Arnold W. Carvel, said that he "spent his early life farming in Kent Island until he moved to Baltimore in 1916." In 1951 "he returned to Kent Island and resumed supervision of his 400-acre farm which has been in the Carvel family's possession since 1799."

A 1950 article in the *Baltimore Sun* reported that Elbert Carvel and three of his relatives legally "own the 400-acre Chew farm on Kent Island." The court based its decision from rival claims "after examining the will left by Carvel's great-grandfather Thomas R. Carville." The Carvel family sold the property in 2010.

Governor Carvel wrote an article for the Kent Island Heritage Society in 1976. He said that a one and one-half story farmhouse, built in the 18th century, burned in the early 1880s. A new house was built shortly after that and eventually grew to three stories with sixteen rooms. It had Georgia pine floors throughout. That house was torn down a few years ago, but while the family home is gone, there are 19th Century buildings on the property which still is an active farm.

Another historic "lost to the ages" home linked to the Carville's included in the Mildred Schoch book is Carville House which was located on the west side of what is now Route 8. The house, which is pictured in the book, was built around 1780 by Jacob Winchester and the property was sold to Thomas C. Carville in 1858. Part of the property was sold by T. Roland Carville to the Claiborne-Annapolis Ferry in 1928. The house was destroyed by fire in the 1940s.

(Continued on page 10)

The other persons listed in the summons were Jacob W. Legg and Tristram Weedon. Legg is mentioned in Frederic Emory's 1950 history book *Queen Anne's County Maryland* as a delegate from Queen Anne's County in 1838 to the Democratic Party Convention in Baltimore to nominate a candidate for the first election of Governor by popular vote. William Grason of Queen Anne's County was nominated and later elected Governor that year.

There are several Weedens mentioned in the Emory book, but Tristram Weeden is not identified by name. However, The Schoch book does report that Tristram S. Weedon was buried in the Christ Church burial ground in 1860.

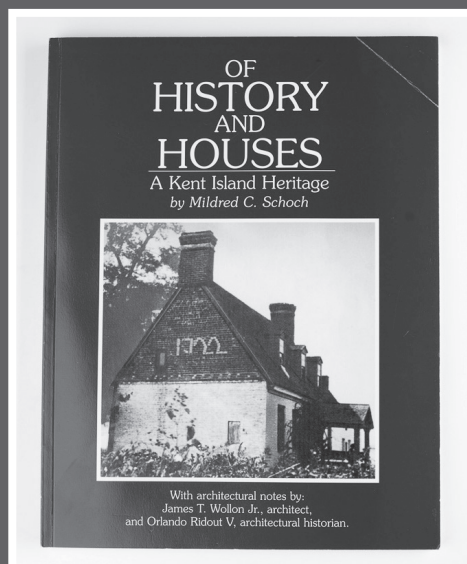
We appreciate the donation of this original document and pictures to the Kent Island Heritage Society by Lisa Palmer of Baltimore. She says she spent many happy summers on Kent Island and at Crayford with her grandparents Elbert and Ann Carvel. She is the great-great granddaughter of Thomas Carville. She said Emma Jean Carvel (Arnold's sister) and Clara Carvel lived in the Crafford house together through the 1960's (and Emma Jean into the 70's.)

The KIHS historic property Cray House was once owned by Mary E. Carville Legg. Her name includes two names in the 1854 Summons. We will save that possible family connection for a future investigation and encourage anyone with information on any of the people and places in this article to share the information with the Heritage Society.

*The Crayford property remains an active farm and included "outbuidings" that are over 200 years old.*



*Construction of the home at Crayford began after the original home burned. It was the summer home of former Governor of Delaware Elbert N. Carvel who died in 2005. The building was torn down a few years ago.*



## Of History and Houses: A Kent Island Heritage

*by Mildred C. Schoch*

IS AVAILABLE AT  
[kentislandheritagesociety.org](http://kentislandheritagesociety.org)  
or by mail to Kent Island Heritage Society  
P.O. Box 321, Stevensville MD 21666  
for \$20



# Smithsonian

The Kent Island Heritage Society display on "Saving Kent Island" was well received during the Smithsonian traveling exhibit "Voices and Votes" which was held in June and July at the historic Kennard School in Centreville.

Several visitors said it was the first time they had heard about Senator Kirwan and the citizens of Kent Island standing up to make a difference in 1917 to prevent Kent Island from becoming a weapons testing location. The facility was eventually built in Aberdeen, Maryland, and reverberations from tests at Aberdeen Proving Grounds today can sometimes be felt or heard on Kent Island. The KIHS display was one of the few to include historical items, in addition to pictures. It will be used at future events on Kent Island.



## NEW SOUNDS IN WHITE'S HERITAGE HOUSE

The call for a 2 a.m. feeding is being heard at the historic White's Heritage / Stoopley Gibson house in Chester for the first time in some 100 years. They are coming from Thomas Jeffrey Costello who was born on June 7. We know that "TJ" will learn a lot about his new surroundings from his parents, Andrew and Mackenzie Costello, active members of the Kent Island Heritage Society. They report that Sadie is happy to have a new two-legged playmate.

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## Welcome New Members

Sarah and Chris Bartlett-Mason  
Nancy Hedden-Kunkel and family  
William Hufnel - *Life Member*  
Robin Lanham - *Life Member*  
Tammy Punzel and family

## In Memoriam

Reginald "Reggie" Willard Jones  
Gordon Selby Crouch  
Ava Honeycut

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## POSTCARD from Kent Island: Stevensville Train Station

*Submitted by John L. Conley*

This postcard shows the Stevensville Train Station at its original location at State Street near Old Love Point Park, across from Kent Island High School. The station was one of four located on Kent Island when the railroad was a major commercial and passenger asset during the first half of the last century. The others, now long gone, were at Love Point, Chester, and Kent Narrows. Parts of the Cross Island Trail follow the old track bed.

The stations were built by the Queen Ann's Railroad which began operations from Love Point in 1902 after the railroad terminus was moved from Queenstown to Love Point which had a deeper harbor that was less susceptible to freezing and was closer to Baltimore. The 60-mile trip between Love Point and Lewes, Delaware, took about two hours. Passenger service was eventually halted in the 1930s as ferry boats carried cars to Matapeake and Claiborne. Freight rail service on Kent Island ended in 1953 after the Bay Bridge was opened. The Stevensville station was closed and fell into disrepair and was destined to the same fate as the other Kent Island stations and Grasonville stations. Fortunately for the thousands of people who have visited and will visit the train station in Stevensville off Cockey Road behind the Cray House, Skip Morgan donated the old station to the Kent Island Heritage Society in 1987. Under the guidance of then KIHS President Dr. Charles G. Dunn, volunteers restored the station which opened to the public in 1992. A 1920s era caboose was added to the property in 2006. The station currently is being repainted and upgraded for the many "passengers" we hope to soon see.



**LET US HEAR FROM YOU!!!!** Please contact KIHS if you have comments on items in [Isle of Kent 1631](#) or if you have questions about Kent Island history that we can try to answer. We welcome topics you would find of interest and especially information you can provide for future issues. Contact: John Conley: [jconcomm@gmail.com](mailto:jconcomm@gmail.com) | cell: 703-216-0449