Bicentennial celebrations never seem to end! Just when the events of 1776 (and the anniversary events of 1976) are fading from memory, the observance of the adoption of the United States Constitution captured our attention in 1987. But 1988 continues the observance of the constitution — this year with the anniversary of Maryland’s ratification of that important document. Much will appear in the papers and magazines about the events of April 1788 in Maryland.

As improbable as it may seem, there was a maritime aspect of that political event of two hundred years ago — an event linked indirectly to the Patuxent River through the involvement of that yet-to-be local hero of the War of 1812, Commodore Joshua Barney. Barney had been an important naval personage during the Revolutionary War, and in the years following that war had been involved in a number of activities for the newly-founded country. By 1784 he had settled in his native Baltimore and engaged in the commercial life of the growing port. So far as the adoption of the new constitution was concerned, Barney was clearly with the federalists, as attested to by his daughter-in-law’s account of the events of 1788:

In the state of Maryland, there was found a powerful party opposed to the adoption of the constitution, and in the election of delegates to a state convention, by whom the important question of concurrence was to be decided, the contest between the Federalists — or those who were in favor of adopting the constitution — and the Anti-federalists — or those who were for rejecting it — was carried on with a warmth and violence, that threatened to break asunder all social ties and relations. In this electioneering conflict, we may believe that Captain Barney was

(Continued on page 6)
FOSSIL FACTS
by Sandy Roberts

Fossil Geoduck Clam,
*Panopea americana*

Named after a Creek sea nymph and looking like a twisted shoe box, *Panopea americana* (Conrad) is the largest and most easily recognized of several species of *Panopea* found in the Maryland Miocene. It is especially abundant in the Choptank formation at Calvert Cliffs. *P. americana* is an aragonitic bivalve. Its two moderately thick valves are of equal size, roughly rhomboidal in shape, and gape open at both anterior and posterior ends to accommodate a large foot and siphon. (Because it was a deep-burrowing clam, it did not need the closely locked shells of surface or shallow clams for protection. The present-day soft-shell clam has much the same habitat.) The shells are hinged by a single tooth in each valve and are covered on the outside with irregular, concentric growth lines. The inner margins are smooth. The beak is low and placed forward. *P. americana* was a large animal: the average length of its shell appears to be around six-and-one-half inches, though much larger specimens have been reported.

Collectors have often wondered why this particular fossil nearly always appears in a living or perpendicular position when found in situ. *P. americana* was a deep-burrowing clam. Assuming that its life style was similar to that of its living relative, *P. generosa* (the geo-duck, pronounced "goo-ee-duck," of the Pacific Coast), the young mollusk would have upended itself at an early age and would have pressed the front end of its shell (containing a digging foot) into the sandy mud of a relatively cool coastal habitat. As the growing clam grew heavier and heavier, it sank deeper and deeper into the silty sea floor. It probably did not have to do much actual digging at all, since its own weight would have been sufficient to bury it three or more feet in the muddy burrow. From the posterior end of its shell two siphons (incurrent and excurrent), enclosed in a sack-like neck, would have extended upward like an elephant's trunk to the surface to bring in the fresh water that supplied needed food and oxygen. When death finally came, *P. americana* would have maintained its life-like stance, buried forever in a narrow entombing burrow, safe from predators and undisturbed by scattering ocean currents.

Little is known about the puzzling "Panopea Pearls" that grew in some specimens of *P. americana*. Called cancerous by some, and blister pearls by others, they appear to be dark, striated, amorphous masses that formed inside the valves near the beak at some time during the animal's life.

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CMM’S MOST SUCCESSFUL YEAR-END APPEAL

Members of the Calvert Marine Society and other supporters of the museum were most generous in their response to the Year-End Appeal this year, with the result that the contributions exceeded the planned goal by eleven percent and, even more significantly, exceeded last year's contributions by nearly fifty-seven percent! Over 310 gifts were received, totaling $16,630, compared with last year's 242 gifts totaling $10,600. The generosity of all contributors is very sincerely appreciated, particularly at this time when the museum is planning to move ahead with expanded programs as the new exhibition building and its new facilities are completed and occupied. The museum staff and board thank all of you.

When the Year-End Appeal was announced last fall, it was stated that the list of contributors would appear in this issue of the *Bugeye Times*. Since the museum's 1987 annual report will be in the hands of society members at about the same time as this issue, it has been decided to list contributors in only one of these two publications. The names will therefore be found in the annual report.
INCIDENT AT SOLOMONS
by Donald G. Shomette
Research Associate, Calvert Marine Museum

By the last quarter of the nineteenth century the canning industry of Maryland was coming of age. In Southern Maryland, one of the most successful canning operations was that of Isaac Solomons & Son in Calvert County. The Solomons plant had grown in reputation and output ever since its opening shortly after the close of the Civil War, and its economic impact was beginning to be felt — indeed, envied — throughout the Chesapeake Tidewater. The tiny islet just within the mouth of the Patuxent River, upon which Solomons Island was situated, was the Patuxent River oyster. A single succulent shellfish — the Patuxent River oyster — was considered to be among the most bountiful in the Tidewater. Extending upriver as far as the port of Benedict, the grounds were as coveted as any in Maryland or Virginia. Thus, illegal dredging of these rich grounds by concerns from elsewhere in the Bay did frequently occur. Such undertakings could be extremely profitable to interlopers, but were injurious to the local oystermen and the packing industry.

One such oystering raid, resulting in the so-called Dolphin Incident, very nearly ended the early oyster prosperity of Solomons Island while it was still in its infancy.

The affair, for Captain Beasey, commander of the Camden, New Jersey, steam tug Dolphin, began innocently enough.

At about the middle of March, 1870, the captain had taken his vessel out of Philadelphia bound for Richmond, via the Chesapeake and Delaware Canal and the Chesapeake Bay. While steam ing down the Bay, Dolphin encountered foul weather and adverse winds that made further progress questionable. Beasey wisely decided to put into the next sheltered harbor of convenience until the blow subsided. Little did the captain know that by turning into the Patuxent River he would be putting himself and his ship smack in the middle of a raging oyster feud.

On March 21, soon after dropping anchor at Solomons Island, Beasey was confronted by Calvert County Sheriff Allison and a posse of irate local citizens. The captain may have been more than a little shaken by the sudden presence of so many obviously angry men, but he was undoubtedly even more unhappy to learn of their intentions. It seemed that a fleet of pirate oyster schooners was illegally dredging in the Patuxent and Allison and his posse were pressing Dolphin into Maryland State service to apprehend the interlopers. Beasey had little choice in the matter. Thus, within a short time the speedy little tug was off up the river in merry pursuit of the pirate dredgers.

The chase was spirited as Dolphin soon closed with the schooners, maneuvering to corner as many as possible. It quickly became apparent that there were simply too many for a single vessel to manage. Allison then resolved to single out a lone dredger and dog her until she surrendered. His target turned out to be the schooner Orange, an elusive quarry which proved more than a little difficult to bring to heel. Finally, after hours of exhaustive pursuit, the schooner was overtaken and captured. Her captain was immediately arrested, and the ship impounded. The prisoner was then hauled up before Justice of the Peace Thomas R. Grover and fined $100 plus costs, after which Orange, her master, and crew were released. Dolphin returned to Solomons to take on coal with the fullest intention of proceeding on to Richmond the next day.

That night, the tug rested at her moorings adjacent to Isaac Solomons's packing plant. The early evening passed uneventfully enough, with only the residue of the excitement of the day's pursuit remaining. Soon, even that was lost as the ship's crew and Captain Beasey turned in for the night.

Suddenly, at 12:30 a.m., the cry of "Fire!" was raised. Dolphin was ablaze. How it got started was anyone's guess, but as there was water in the tug’s boiler, and a great danger of boiler explosion existed, everyone ran for their lives. Unable to safely approach the vessel, everyone was powerless to act, though their first inclination was to fight the blaze. Attention soon focused on the threat to the nearby packing plant, on whose survival the entire island's well-being depended.

Isaac Solomons's entire work force, and everyone else on the island, was soon on hand as the flames of the burning ship licked high into the crisp midnight sky. All were ready to do battle should the ship explode or the conflagration spread to the plant as expected. For several hours the issue (Continued on page 6)
New Building Progress

Despite the rigors of the winter, construction on the new exhibition building continued at a fair pace. Since December the post-and-beam framing has been completed, and much of the roof decking has been installed, making it possible to complete the roofing work early this spring. The next most apparent work this spring will be the installation of the board-and-batten siding, the placement of windows in the roof monitor (for which much of the framing has been started), and the completion of some of the exterior doors. All of this work will give a more finished look to the exterior of the building.

A great deal of work, of course, awaits inside. Preparations have started for pouring the concrete slab which forms the basic floor of the building. Following that, during the spring and summer months, will be the many details needed to complete the interior framing, to add the utility systems (plumbing, electrical wiring, and heating-ventilating), and to finish walls, floors, and ceilings. Much of the basic grading for the site has already been done, but the final preparation of walks, parking, and landscaping will most likely be deferred until the end of the summer. Under the present schedule, the building will be ready for museum use by early in the fall.

Since construction will still be in progress during the summer of 1988, access to the Drum Point Lighthouse, the small craft exhibits, and the Wm. B. Jennison may be difficult or even suspended at times. Every effort will be made — particularly on weekends — to have these popular facilities available to visitors.

Museum Promoted By Holiday Inn

Tourists in Solomons who use the facilities of the Holiday Inn will see, upon entering the lobby, a lighted case with an exhibit encouraging a visit to the museum. Developed by CMM's Bette Bumgarner, cabinetmaker Alan Manuel, and staff, the exhibit uses color photographs and descriptive text which feature museum sites and activities, including the exhibition building, the Drum Point Lighthouse, the Wm. B. Jennison, the J.C. Lore Oyster House, and the modelmaking and woodworking shop. Also included is a map locating these various facilities in the Solomons area. The Holiday Inn, clearly aware of its location in an area that has much of interest to offer tourists, displays brochures of the many attractions of Southern Maryland. CMM is the only attraction, however, that is accorded space for a promotional exhibit. The museum is most grateful to the Holiday Inn of Solomons for this courtesy.

Director's Reception

An atmosphere of festivity greeted guests arriving in the lobby of the museum on Saturday evening, March 5. The event was our second annual Director's Reception to thank individual members and friends of the museum who made contributions valued at $100 or more during 1987. Guests enjoyed good company, champagne and dessert, and an entertaining slide presentation from director Ralph Eshelman about the new building as well as his 1987 European trip. A special treat was having long-time friends of the museum, Joe and Virginia Lore, as our guests of honor.

Museum Store Now Accepts Credit Cards

In order to serve better the visitors to CMM and its Museum Store, especially visitors from out of the area and from visiting yachts, the store is now accepting MasterCharge and Visa credit cards for purchases in excess of $10.00. Mail orders for store items, such as books and prints, may also be charged. This service anticipates the move within a year to the expanded store facility in the new exhibition building.
Staff Changes

Craig A. DeTample has been appointed to fill the curator of education vacancy left by the resignation of Elizabeth Cornell last December. The new curator has been most recently employed at the New Jersey State Museum at Trenton as senior museum technician involved in planning, organizing, and giving classes in the natural sciences. Mr. DeTample took up his duties at CMM on March 21. Holding degrees in geology (B.A., Temple University) and vertebrate paleontology (M.S., South Dakota School of Mines and Technology), Mr. DeTample has had considerable experience in teaching at the college level, and has performed a variety of museum duties in addition to educational programs. His experience should qualify him well for his work at CMM.

Richard M. Roming, previously a museum interpreter, has been appointed as mate on the Wm. B. Tennison for the coming season. Dick replaces Melissa Kersey who also resigned in December.

Board of Governors In 1988

The Calvert County Commissioners last fall named three new members to the museum's seventeen-member Board of Governors for 1988: Joseph H. Gribble, Harold J. Kahl, and Mrs. Margaret S. King. These new members replace retiring board members Judge Perry G. Bowen, Jr., Laurence W.B. Cumberland, and Mrs. Ellen W. Zahniser. Present board members Paul L. Berry and John W. Williams, Jr., were reappointed for second terms. Mr. Gribble is president of the Calvert Well Drilling Company in Prince Frederick, a resident of Lusby, and a developer of property in Solomons. Mr. Kahl is president of the Calvert Bank — one of the local banks having offices throughout Calvert County — and an active community leader. Mrs. King is a prominent civic leader in the county. Officers for 1988 include: Paul L. Berry, chairman; John W. Williams, Jr., vice-chairman; Mrs. Linda McGilvery, secretary; and C.D. Bare, treasurer.

SELECTED RECENT ACQUISITIONS

Pearl English has donated a rocking chair and cane-seat chair from the Locust Inn, established as a rooming house in 1925 on Solomons Island. Dr. Steven Hittle collected and donated parts of the skeleton of an extinct peccary from Calvert Cliffs. Included are a partial skull, some vertebrae, and limb elements. This specimen represents one of the most complete peccaries ever collected from the Chesapeake Group.

The museum has acquired from L.F. Egger a 1956 "Angler" model, twenty-two foot Cruis-Along in very good, nearly original condition, including the original engine. The M.M. Davis shipyard built the Cruis-Along as one of, if not the first assembly-line boats for the moderate income family. It is planned to include this vessel in the maritime history exhibit in the new exhibition building.

LeRoy "Pepper" Langley, CMM staff member, has donated several Solomons Island boat racing paraphernalia, including driving jumpers, a racing helmet, and a scale model of Thunderbird, one of several racing boats he built. The Thunderbird was the first racing boat to exceed 100 miles per hour in a Solomons race. One of the jumpers and the helmet are also to be used in the new maritime history exhibit.

HARBOR AND BAY TRIPS FROM SOLOMONS

Aboard the Wm. B. Tennison

The museum will resume on May 1 the regular cruises offered by the converted 1899 log barge the Wm. B. Tennison. This vessel, operated by the museum, offers one-hour tours of Solomons harbor and adjacent Patuxent River areas at 2:00 p.m. Wednesdays through Sundays, weather permitting. The cost is $3.50 each for adults, $2.50 each for children, with a maximum family cost of $12.00. (Calvert Marine Society members are entitled to a discount of ten percent.) Tickets are obtainable on the Tennison at its pier, beneath the Drum Point Lighthouse, immediately prior to cruise times. The Tennison is also available for private charters at a cost of $125 per hour, with a maximum passenger capacity of forty-five. Further information may be obtained by calling the museum at (301) 326-2042.

Aboard the Mystique

Another cruise service, this one privately managed but featuring the museum's J.C. Lore & Sons Oyster House, is offered by the Chesapeake Bay ferry boat Mystique, a forty-foot, twenty-passenger, all mahogany vessel patterned after a New England lobster boat. Service in 1988 will start on April 3, weather permitting, and will accommodate passengers, bicycles, and freight from Solomons to Hoopers Island on the Eastern Shore three days a week, two round trips a day. The Mystique leaves at 9:00 a.m. Saturdays, Sundays, and Wednesdays from the Ship Point Research Park, Lusby (at the end of state route 760), arriving at Hoopers Island at 10:30 a.m. It leaves Hoopers Island at 11:00 a.m. and arrives at the Lore Oyster House dock at 12:30 p.m. It then leaves the Lore Oyster House at 3:00 p.m., arrives at Hoopers Island at 4:30 p.m., returns from Hoopers Island at 4:45 p.m., and arrives at Ship Point at 6:15 p.m.

Passengers from the Western Shore may arrange for optional bus tours of Cambridge, the Blackwater Wildlife Refuge, or Hoopers Island. The trip is ideal for bicyclists. Blackwater Wildlife Refuge is a thirteen-mile ride from the Hoopers Island dock, while shorter trips can provide ample opportunity to explore Hoopers Island. There is an excellent restaurant, Old Salty's, and an antique shop and country store to visit. Passengers from the Eastern Shore will be given an opportunity to visit restaurants, shops, and the museum at Solomons. The $15 round trip fare will include admission to the Lore Oyster House.

For further information about tour prices and for reservations, call the Chesapeake Bay Ferry Boat Company on (800) 638-1188 (Maryland) or (202) 855-1900 (DC).
Incident (Continued from page 3)

Incident

seemed in doubt, until finally the vessel was burned down to the water's edge and the flames extinguished. It had indeed been a miracle that the plant was spared.

For days the question of how the Dolphin fire began was on everyone's lips. Many claimed that it had been caused by an incendiary, perhaps even one of the oyster pirates hell-bent on revenge. Others dismissed the affair as an unfortunate accident. No one knew for sure, and the truth was never to be discovered. One thing was certain: the parade in New York harbor in July 1986 and later that summer called at Solomons.

Artist John MacLeod has donated two hundred signed and numbered copies of the print to CMM. These are being sold at $150 each, plus $7.50 for Maryland sales tax and $10 handling (sorry, no discounts for CMS members on this special offering). MasterCard and Visa will be accepted: please include your card number and expiration date. This is an unusual opportunity to obtain a MacLeod print of special relevance to Solomons and at the same time benefit the museum. For further details, call CMM on (301) 326-2042.

This article is reprinted, with permission, from Chesapeake Country Life for December 1981. Mr. Shomette is a staff member of the Library of Congress, a research associate of the museum, and the author of Flotilla: Battle for the Patuxent, published by the museum.
sea, and here among the captains and seamen, shipwrights, stay-makers and so on, rode the miniature ship Federalist on wheels drawn by four horses.

She was fifteen feet long and complete in every detail of rigging and sails — Captain Barney, who had superintended her building, would see to that. The Captain was in command now with a couple of other captains for crew, and at the word of command and the shrill pipe of his whistle, they smartly went through all the evolutions of making and taking in sail . . . .

The Federalist cast anchor on Federal Hill and here a collation was served to more than three thousand people . . . . “In the evening the rooms of Mr. Starck’s tavern were illuminated and an elegant ball tendered to the ladies of the town. In short, festivity and joy appeared in every part of Baltimore. The whole was concluded with a large bonfire on Federal Hill and a beautiful painting of transparent figures at the Courthouse.”

This show was a bit of propaganda, of course, directed at the states which had not yet ratified, and particularly at near-by Virginia. So far, Baltimore’s contribution was only a reduced copy of that staged in Boston three months earlier. Boston’s ship was mounted with guns and drawn by thirteen horses! Now, however, Joshua Barney with his flair for showmanship put on an act which rendered Maryland’s celebration unique amongst those before and after.

He launched the little Federalist in the harbor — she was a practicable ship, you see, no mere toy, and put out to sea in her; or to be exact, out on Chesapeake Bay, a sufficiently formidable body of water for a fifteen-foot vessel. Off Annapolis, thirty miles down, he “fell in” with a vessel bringing an invitation from the Governor to enter the harbor, which he accepted . . . . Governor Smallwood met him on the wharf and laid an embargo on his vessel for a week. Barney was lodged in the Governor’s mansion and a continuous round of dinners, teas and balls succeeded. Meanwhile the dainty little ship lying at the wharf was delighting the Annapolitans . . . .

Barney did not stay out the week, having bigger fish to fry; after two or three days, he continued his voyage, hugging the western shore of the Chesapeake as far down as the mouth of the Potomac. Then up that winding estuary for almost another hundred miles to Mount Vernon. His purpose was to present the Federalist to General George Washington in the name of the merchants of Baltimore.

Washington, who never forgot a good officer, received Barney with such kindness as to make him feel like a member of the family. The General was charmed with the little ship. He gave the whole day to Barney, and insisted that he spend the night and the following day at Mount Vernon . . . .

The pretty Federalist lay at Mount Vernon until July 24th. On that day, in a hurricane which lashed the whole seaboard and worked great damage to trees and the crops at Mount Vernon, she was driven from her moorings and sunk.

* * *

In honor of the events of 1788, donors (including Baltimore merchants) have had created a replica of the Federalist. This replica will endeavor to follow the route of the 1788 vessel from Baltimore to Mount Vernon, but with at least one exception: the Federalist will put into the port of Solomons which did not exist at the time of her 1788 voyage, although it might be assumed that the vessel would have sought shelter overnight near Drum Point at the mouth of the Patuxent River — known from early times as a safe refuge. At some time during the morning of June 1, 1988, the replica Federalist will tie up for the day at the Calvert Marine Museum pier at the present Drum Point Lighthouse, breaking its voyage from Baltimore to Mount Vernon.

In another hopeful departure from history, the Federalist will not be allowed to sink, but will continue her travels — this time on land on a trailer — to a number of points throughout Maryland to honor the ratified constitution. On September 12 to 17, 1988, the Federalist will again visit Calvert County and the Calvert Marine Museum; exact details will appear in local publications before that time.

Editor’s Note: The extracts quoted above are from the following two publications which may be consulted in the museum’s library: Mary Barney, A Biographical Memoir of the Late Commodore Joshua Barney from Autographical Notes and Journals . . . . (Boston: Gray and Bowen, 1832), 156-57; Hubert Footner, Sailor of Fortune: the Life and Adventures of Commodore Barney, U.S.N. (New York: Harper and Brothers, 1940), 162-66, quoted by permission.

CMM’S ANNUAL VOLUNTEER DINNER

It was a cold and frosty night, but the climate was warm and agreeable at the Solomons Island Yacht Club where sixty-six volunteers, guests, and museum staff gathered for the annual volunteer dinner on January 12, 1988. Beginning with a friendly cash bar and popcorn hour by the fire, volunteers came upstairs to a dinner of cream of spinach soup, salad bar, chicken marsala, and a choice of tempting desserts. CMM staff prepared salad bar items and all desserts, and acted as servers during the evening.

Following the meal, Volunteer Coordinator Layne Bergin and Museum Store Manager Dee Danzig made individual acknowledgments and awarded certificates to nineteen volunteers with 100 or more hours during 1987. Director Ralph Eshelman expressed thanks to the 120 volunteers for their 7,729 hours of service to CMM during 1987, valued at nearly $64,000. He then presented the annual Volunteer Achievement Award to one of our most active and valuable of the volunteer staff, Sandy Roberts. A “home movies” slide program, showing the volunteer year in review, completed the special evening.

Thanks go to Edgar Woodburn and Rustic Farms Restaurant for their kind donations to the volunteer dinner. Special thanks to Ellen Zahniser and Linda McGivern for much-appreciated assistance.

(See picture on page 8)
VOLUNTEER SPOTLIGHT
Bob Siemon, Special Projects Volunteer

Among the categories of volunteer participation at CMM is that of “special projects volunteer.” Loosely translated, this means “doing whatever it is we find out you’re good at!”

When Bob Siemon came to the museum in the spring of 1982 to fulfill a community service obligation, he was first assigned to artifact cataloging for registrar Dave Bohaska. Within a month, Bob was working with Alan Manuel and John Mister, CMM staff, on what was to become the popular Estuarium room on the lower level. “We dug up the floor, and then the plumbing, carpentry, and all the electrical work,” Bob says. “I helped out wherever I could.” And that’s how it started.

Since that time and the long ago fulfillment of his service obligation, Bob Siemon has continued to volunteer electrical work and electrical maintenance throughout the museum. He presently has a running total of nearly 500 hours of contributed time. From the Drum Point Lighthouse, Patuxent Small Craft Pavilion, and Lore Oyster House, to the museum attic, old and new woodworking shops, and exhibit areas, there is probably not a corner of CMM which has not been improved by Bob’s expertise. Those giving slide shows have Bob to thank for a simple circuitry discovery which now starts the projector without a steep climb into the projection room.

Why does he continue to volunteer? “Community,” says Bob. “It’s my little contribution,” adding the fact that he’s “an old islander.” Bob spends the rest of his time as maintenance engineer at the Locust Inn rooming house when not busy at the museum. To prospective volunteers, old islanders or not, Bob says, “Come on down!”

For more information about the volunteer program, activities, training, and opportunities, check the calendar or call Layne Bergin, volunteer coordinator, at (301) 326-2042.

Photo by Paula Johnson

Calvert Marine Museum volunteers awarded certificates of appreciation for 100 hours or more at Annual Volunteer Dinner. Standing: Paul Berry, Barbara Miller, Pepper Langley, Gladys Fafley, Clara Dixon, Ruth Showalter, Ellen Zahniser, Zelma Margolos, Eleanor Prince, and Paul Grisso. Seated are: Doris Berry, Margaret Saville, Linda McGilvery with Nicholas Bohaska, future volunteer, Dorothy Devlin, and Sandy Roberts. (Not present: John Darr, Richard Day, Mildred DeBo, Al Lavish, Margaret Moran, Joan Murray, and George Surgeon.)

Photo by Joe Means, Jr.