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# PUBLIC PARKS OF BALTIMORE No. 1

DEPARTMENT OF  
CITY REFERENCE



FEDERAL HILL PARK

Compiled by 14502

BOARD OF PARK COMMISSIONERS

WILLIAM I. NORRIS, President.

September 10, 1927.

**Mayor of Baltimore**  
**WM. F. BROENING**

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**BOARD OF PARK COMMISSIONERS**

**WM. I. NORRIS, President,**  
8 East Lexington Street.

**EDWARD HANLON,**  
1401 Mount Royal Avenue.

**ADAM H. KROMM,**  
724 Light Street.

**WM. A. DICKEY, JR.,**  
Oella Mills, Oella, Md.

## FEDERAL HILL PARK.

### ORIGIN OF NAME.

historical significance, Federal Hill Park easily ranks all other units in the Baltimore Public Park System. It did not become a City Park until 1879, nearly one hundred years after the name "Federal" was fastened upon it to commemorate the adoption of the Federal Constitution, but it has been an outstanding landmark ever since sailing vessels tied up to the old log wharf at the foot of Calvert Street in Cole's Harbor. Its red clay banks then reared themselves up across the harbor from the water's very edge almost perpendicularly and visible doubtless from the mouth of the Patapsco River at Bodkin Point.

When Captain John Smith paddled up the strange waters in an open boat some four hundred years ago, he marked the river on his mappe "Bolus," which was explained by the scribe who wrote down the history of the voyage, as being due to the banks of red clay resembling "*bole armoniak*," which is to say, soft, gunny clay, containing iron oxide.

History does not fix the spot where the clay was examined, nor the extent of the Captain's knowledge of clays, so it seems logical to surmise that what actually suggested to Captain Smith a name for the unknown waters was the mammoth berg of red clay which loomed before him as he approached the fork in the river made by the extremity of land where Fort McHenry now stands.

But, keeping to the text of "Historie" that an analysis of clay suggested a name for the river, it is more than likely that the discovery of "bole" actually was at Federal Hill. Great quantities of the clay were taken out of the Hill earlier than can be explained by authentic records. What is more likely than that, early settlers and traders were guided by tradition into Cole's Harbor, to find the valuable clay in a hill marked by a high bank above the fork in the river?

It is well known that iron ore was gotten out of the clay on "Whetstone Point," afterwards called "Moale's

Point," and now known as "Locust Point," but the soft, gummy clay in Federal Hill was valuable in itself for potters' use, and it yielded also the raw pigment for Venitian red paint.

An old map dated 1801 shows the steep slopes of the Hill extending along the water's edge as far west as where Light Street is now, and early prints indicate the extent to which the Hill dominated both Baltimore Town lying west of Jones Falls and "Jones Town" lying to the east.

The Hill was the natural place for Baltimore's enthusiastic federalists of 1788 to congregate in celebrating the ratification by Congress of the Constitution of the United States. Many Baltimoreans were opposed to the Constitution as proposed and were greatly depressed when the State Convention, after animated debate, voted to adopt it *without amendments*. It was four months later that the celebration took place. In the meantime, animosities had cooled and the gathering on the Hill is said to have been marked by "fraternal harmony."

As written down in the "Chronicles of Baltimore" by Colonel Scharf:

"Intelligence having been received in Baltimore Town on Saturday, June 28th (1788), of the adoption of the Federal Constitution by the Virginia Convention, the news was received with the greatest demonstrations of patriotic joy. A discharge of artillery took place on Federal Hill and on board several vessels in the harbor with a display of fireworks from the Court House. After which a number of citizens partook of an elegant entertainment in the Fountain Inn where a number of patriotic toasts were drunk on the happy occasion.

"In July of the same year, eleven of the States having in the meantime declared in favor of the adoption, the instrument was confirmed and ratified by Congress. The people everywhere testified their joy at this happy event by some public demonstration. In Baltimore the mechanical trades, the liberal professions, and all united in a procession and respectively displayed their appropriate banners. Commodore Barney (the same Barney who, as second officer on the little sloop "Hornet," had unfurled the first Star-Spangled Banner seen in the State of Maryland, thereby promptly enlisting a crew to go forth against the British Navy in the Revolution), performed a conspicuous part on this occasion. He had a small boat fifteen feet in length completely rigged and perfectly equipped as a ship which was called the "Federalist," which being mounted upon four wheels and drawn by the same number of horses took its place in the procession; he commanded the ship and was honored with a crew of

captains who at his word and the boatswain's pipe went through all the various maneuvers of making and taking in sail, to the great delight of the crowded windows, doors and balconies by which they passed. The ship was immediately followed by all the captains, mates, and seamen at that time in the port of Baltimore. It was paraded through all the principal streets of Fell's Point (Old Town) and the other portions of the City and finally anchored on the beautiful and lofty banks southwest of the Basin which from that occurrence received, and has ever since borne, the name of 'Federal Hill.' On this spot a dinner had been provided to which four thousand persons sat down together, and made the welkin ring with shouts of Huzza for the Constitution! The evening was ushered in by a bonfire on Federal Hill and with fireworks."

It is further related in the "Chronicles" that Commodore Barney launched the miniature ship carried in the procession, and navigated it down the bay and up the Potomac to Mt. Vernon, where it was presented as a gift to General Washington.

#### MARINE SIGNAL TOWER ESTABLISHED.

At the time of these momentous events, Baltimore was already an important Atlantic seaport, although its limits were not extensive enough to include Federal Hill. The Hill was privately owned, but by whom is not certain. As yet, there were no improvements upon it, and practically no tree growth, simply a barren hill overlooking the "**Bason,**" as it was spelled in those days,

Eight years after the first recorded celebration on Federal Hill, and at about the time Baltimore Town and Old Town were incorporated as "The Mayor and City Council of Baltimore," one David Porter and others organized and incorporated a Marine Society, the members of which were masters of vessels and their friends. The purpose of the Society was fraternal and charitable, but it led to the establishment on Federal Hill of a signal house and observation tower from which the approach of public and private vessels to Bodkin and North Points might be seen and immediately made known. The first tower was wide at the base, resembling a light house in its construction, with a balcony about the turret on top. The establishment of this tower is credited to David Porter, who may possibly have owned some part of Federal Hill in 1797, when the tower was erected. David Porter became a United

States Naval Officer and trained on the United States frigate "Constellation," which was launched in Baltimore at the ship-yard of David Stodder. He was the Captain David Porter who commanded the "Essex" during the War of 1812 and who was subsequently made a Commodore.

The signal station operated a semaphore and each local shipping firm had its individual flag. When a ship belonging to any firm was sighted, the firm's flag was hoisted on the signal tower mast and an announcer at Gay and Water Streets notified the ship owners and sea-faring men who daily gathered there at what was known as the "Exchange." The watcher at the Federal Hill tower kept his spy-glass trained on Bodkin Point, where another watcher kept a lookout down the bay. When the vessel was sighted off Sandy Point the fact was signalled to the watcher on Federal Hill, who immediately hoisted the flag of the proper shipping house. The tower was in service continually until 1899, having been rebuilt and being at that time an imposing tower rising from the center of the present shelter pavilion at Federal Hill Park. The severe wind storm of July 20, 1902, so damaged the tower that it had to be taken down. In the meantime the Merchants Exchange, which operated the tower, was succeeded by the Baltimore Chamber of Commerce, which established telephone stations at Cove Point and North Point.

#### WELCOME TO LA FAYETTE.

Getting back to matters of historical significance in a civic sense, it is recorded that when the Marquis de la Fayette visited the United States in 1824, he was met at Frenchtown on the Eastern Shore of Maryland by a committee of prominent citizens with an elegant steamboat, called the "United States," and was landed at Fort McHenry. As he entered the gates of the City, at Charles and Montgomery Streets, just west of Federal Hill, artillery on the Hill saluted him with twenty-four guns. The Hill at this time continued to be private property, and the use of artillery in 1788 and again in 1924 does not signify military occupation of any character. It had changed since Captain John Smith's time from an elevation of perpendicular clay banks to a cone shaped hill flat on top, and its sides seamed with gulleys.

Before 1850 several houses had been erected on the Hill, an old print dated 1848 showing two square built brick houses side by side, facing south, with quite a large area fenced in about them. Near the signal tower was a large gabled roof building facing east with long first and second story porches across the front. The ground about was planted with trees and there was a shed-like building nearby. It was probably a pretentious residence, which later became the tavern or public house known as "Citizens Retreat." Mr. Thomas Nelson then owned the part of the Hill upon which the observatory stood. On the adjacent land of John S. Gittings there was a brick house and brick ten pin alley.

It is recorded that in 1850 several hundred indignant Baltimoreans paraded the streets with an effigy of the American Consul at Havana and afterwards congregated on Federal Hill, where the effigy was burned. The execution of fifty American citizens at Havana for the part they took in a Cuban Revolution was the occasion for this exhibition of public anger.

#### IN CIVIL WAR DAYS.

Then came the Civil War. Let the "Chronicles of Baltimore" tell the story:

"The eighteenth of April, 1861, was a day of much excitement in Baltimore. strong parties of union men and secessionists appearing on the streets and giving vent to their political sentiments. An attempt was made to display a secession flag on Federal Hill and to fire one hundred guns in honor of South Carolina, or, perhaps, more immediately of the secession of Virginia the day before. On the third round, however, the cannon was seized and with the powder thrown into the Basin while the gun-carriage was broken up and the flag torn to shreds. No other disturbance occurred there, although upward of two thousand persons had gathered at the scene.

"On the thirteen of May, General Butler, with a force under his command, composed of a portion of the Boston light artillery, Major Cook, a strong detachment of the Sixth Massachusetts Regiment, Colonel Jones and about five hundred of the Eighth New York Regiment, Lieutenant Colonel Waltenburg, marched by night to the City and took possession of Federal Hill, no one offering the slightest resistance. (There are old Baltimoreans living today who still say Butler 'sneaked in at night.')

He remained here in command until removed for acting without orders by an order of General Scott, and for this exploit, which was the most successful of his military achievements, was made Major General.

"The United States Government being resolved on permanently holding Baltimore during the continuance of the war, extensive additions to the fortifications were made. Federal Hill was crowned with strong bastions mounting upward of fifty heavy guns, and effectively commanding the City, as well as Fort McHenry being some 30 feet higher than that post. Colonel Brewerton of the United States Topographical Engineers designed the plans of the work which were carried out in construction by a New York Zouave Regiment. It enclosed the entire crown of the Hill. The angles of the bastions were so arranged that guns mounted on them would rake by an enfilading fire all the streets by which the Hill could be approached. As completed, the work was a very strong one, its huge cannons in close proximity to south Baltimore and effectively overlooking the City across the Basin and the shipping below."

The New York Zouaves referred to above, came to Federal Hill from Old Point Comfort and one of the companies was commanded by a young Frenchman named Felix Agnus, subsequently the owner and editor of the Baltimore American, and for several years a member of the Board of Park Commissioners, from which he resigned shortly before his death in 1925.

In a newspaper interview, a few years before his death, General Agnus gave some interesting anecdotes concerning the occupancy of Federal Hill by the Union forces. There must have been considerable sentiment for the Southern cause in Baltimore, because it was necessary for the soldiers to cultivate the friendship of the people, although General Agnus said they managed to get on such good terms with the community that a number of the young officers met their future wives while stationed at Federal Hill. "We had," said the General, "the best band in the army and our parades drew enormous crowds. The fortification of the Hill was almost all the work of our regiment of fourteen hundred men. All the bastions were built by Company H under my direction and the buildings were erected by our regiment. The guns were old dahlgreens, smooth bores that made a lot of noise, but did not carry very far. There were fifty of them. The Fort as we completed it, took in the entire crown of the Hill. As our men got to know the people, they stole off at night to visit them and many would get away by sliding down the Hill on a slip of tin, an old hat or anything. Whenever men who served on Federal Hill in those days met in later years.



they always laughed and joked about the night coasting down the hill slopes."

In 1864 Federal Hill was garrisoned by the Fifth Regiment of Massachusetts Volunteers. Barracks similar in construction to the hospital buildings erected at Fort McHenry during the World War, faced the quadrangle on the top from all sides. Within the enclosure was the Marine signal tower and also the tavern mentioned above.

#### BECOMES A PUBLIC PARK.

Before the Civil War an ordinance of the Mayor and City Council had been passed providing for the laying out of a "public square" on Federal Hill, and a resolution of the council approved May 3, 1853, provided for paying the City's proportion of benefits arising from the proposed public improvement. Then a delay of seven years, preceding the War, and another ten years thereafter. So that at the end of twenty-two years another ordinance was passed, and approved October 25, 1875, providing for the condemnation of the vacant ground lying between Johnson, Hughes, Covington and Warren Streets known as "Federal Hill" and the observatory buildings located thereon, for the purpose of a public square or park. Title was taken in pursuance of this ordinance and by Ordinance No. 88 of 1879 the square was placed under the control and jurisdiction of the Public Park Commission. The Commission immediately directed its Engineer, Mr. Faul, to make a contour plat of the property so that it might be determined how to proceed with the improvement of the Hill, seamed as it was with gulleys, and presenting many difficulties from a park standpoint. It was decided to do away with the bastion-fronted fortifications on the summit of the Hill and to plant trees, build walks, and put in flower beds. The plateau was found to be 82 feet above tide water. To make it accessible to the public it was planned to put in a flight of steps from Hughes Street, which was then the only street near the park which had been graded and paved.

It is recorded that the proprietors of the signal tower on the Hill expressed a willingness to construct a new

building at their own expense if permitted to continue its use and that this was agreed to by the Park Commission. At that time an unobstructed view of every part of the City was obtainable from the Hill, beginning with Fort Carroll on the east all the way around to Spring Gardens on the west. This was doubtless the principal circumstance leading to its selection as a public park. Park Engineer Faul found it would be necessary, in filling up the ravines and irregularities of the slopes of the Hill, to provide a retaining wall along the line of Hughes and Johnson Streets and part of Warren Street. The Engineer placed the costs of improvements at \$25,000.00. The following year a contract was let for building a stone retaining wall, and then the troubles began. Excavations for the wall uncovered caves, thought at the time to be sand pits, and plans had to be changed accordingly. It was also found that the peculiar character of the clay in the Hill made it treacherous. After the wall on Hughes Street had been strengthened, it was found that a portion of the Hill continued to slide. Not being able to overturn the wall, the earth curled over it. Along Johnson Street it was necessary to increase the depth of the wall foundation from three to twelve feet and to increase its width from six to eleven and one-half feet.

With difficulties apparently overcome, the slopes of the Hill, above the wall, were spread with top soil and sodded. But at the end of three years they were bulging out and caving in, as the soil in flux continued its movement. Piles were driven in the slopes and the adjacent level surfaces were paved to prevent the seepage of water from reaching the masses of potters' clay beneath. It was thought then that there would be no further trouble, but again in 1889 the City Council was appropriating \$2,000.00 for the purpose of driving piles in the slopes of Federal Hill Park. Piles were again driven as late as 1905, but the slopes of the Hill continue to slip and are irregular and unsightly at the time this is written.

#### ORIGIN OF TUNNELS UNCERTAIN.

There has been much speculation from time to time as to the extent and origin of the tunnels under Federal

Hill. Recent excavations for a manufacturing plant more than five hundred feet southeast from the Hill disclosed a central stone vaulted cavern from which tunnels radiated in all directions. One of these tunnels, with no reinforcement except slender brick piers at intervals, runs directly toward Federal Hill Park and another leads out under Key Highway toward the waterfront. It is known that in the old days there were several breweries in the neighborhood and it has been assumed that the tunnels were underground vaults for the storage of beer. Some old residents attribute the tunnels to General Butler, who made himself much disliked while in military control of the Hill. They say he intended to blow it up if taken from him. In his autobiography, however, General Butler relates finding a large cave directly under Federal Hill, and refers to it as only a sand pit.

The theory that the underground passages were only beer vaults is apparently refuted by the fact that the breweries were a considerable distance away from the part of the Hill within the present park boundaries and there would have been no reason for the brewers to extend their vaults that far. Nor was there any reason in Civil War times, as there might be now, why soldiers encamped on what is now Federal Hill Park would have to get their beverage supply underground. However, it is a fact that prior to 1860, underground vaults were used to a considerable extent in cooling beer, and the probabilities are that excavations made in earlier days in following up veins of particularly valuable potters' clay and paint pigments were improved and made use of by the breweries.

It must be borne in mind that the Hill in Captain John Smith's day reared its clay banks all along the waterfront on the line of the present Key Highway from Light Street to Fort Avenue and Jackson Street. Two hundred years later, ocean going vessels navigated the Patapsco as far up as Ellicott City and the water area of the Baltimore Harbor was much greater than at present. It is quite likely, therefore, that much of Federal Hill has been washed down in the intervening years to make the level land along the waterfront.

## AS RECENTLY DESCRIBED.

Writing in the Baltimore Sun, in 1925, Emily Emerson Lantz combined poetry and a bit of scientific and historical interest in the following symposium:

"Have you ever climbed the steep ascent to Federal Hill Park, saluted the Star-Spangled Banner waving majestically above its tree tops and, like Moses of Biblical days, viewed the landscape o'er

"It is well worth a motor ride or even a brisk walk to see it, because from this altitude a panoramic view of Baltimore and its harbor may be obtained, such as is possible from no other point.

"Somehow, at Federal Hill Park a stiff breeze seems always blowing among the branches of the trees shading greensward and walks, and 'The Hill,' as it is familiarly called by those residing nearby, has been and continues to this day the summer gathering place of the neighborhood.

"In the morning an observer glimpses the stimulating moving pageant incident to the commercial life of an important Atlantic seaport.

"At sunset every spire of the city and sail of the harbor is touched with rose and gold, while at night, what with picturesque towers and buildings aglow with electric lights and twinkling lower gleams of river craft coming and going, the scene from Federal Hill Park is more lovely, more foreign of aspect, than any view obtainable within the limits of Baltimore City.

"When the moon is overhead and the Park Band is playing a dreamy waltz, the visitor seated in some remote section of the park feels the spell of romance.

"A soft silence enfolds Federal Hill Park by day or night, for no trolley line approaches the park within several squares. Motor traffic on Key Highway is far below its leafy height, and only the whistles of vessels approaching or leaving Baltimore harbor break a stillness that is a delight to sound-weary ears.

"When boat whistles blow, the sound is repeated by echoes, softly and still more soft, until lost amid the river distances, like 'horns of elfland,' faintly blowing.

"Federal Hill Park is bounded on the north by Key Highway, south by Warren Avenue, east by Covington Street and west by Battery Avenue.

"On the north, east and west sides, the Hill arises, a green cliff with stone base from thoroughfares below. From the Battery Avenue side, the pedestrians ascend at the Montgomery Street entrance, up and up and up 106 steps set in the terrace to the crown of the Hill.

"Approach to the park is made through quiet residence streets, characterized by spotlessly white steps of marble or painted wood, shinningly clean window panes, and street beds and pavements scrupulously swept. A little beyond lie some of the quaintest streets and courts of the town.

"Federal Hill Park occupies a plateau 82 feet above tide-water. The base of the park covers eight acres, and the plateau that crowns it has a surface of four and one-half acres. There is a rise of 72 feet from the base of the park to the topmost level. Since the whole city encircles this park, the view is panoramic.

"The ancient ramparts constructed after General Benjamin Butler encamped upon the Hill have been cut down and converted into pleasant walks and drives. The entrance for vehicles is on Warren Avenue, the highest portion of which is on a level with the park. The park is almost square.

"Upon the highest point of one terrace overlooking the Patapsco River is an imposing monument to Col. George Armistead, who commanded the defense of Fort McHenry when it was bombarded by the British September 12, 1814.

"The whole is admirably tended, and here the Baltimorean meets again, with pleasure, some of the gigantic stone vases filled with flowers, that in years gone by adorned in such striking and picturesque fashion the long driveway at the Madison Avenue entrance to Druid Hill Park.

"To scientists Federal Hill always has possessed exceptional interest, because it is one of the most celebrated localities in the United States for the finding of fossil plants of the Lower Cretaceous Age.

"Older forms in cycads have been found here, and there is in the possession of a former State geologist, what is believed to be a dinosaurian footprint (known as the terrible lizard) in clay, which he discovered beneath Federal Hill.

"The Rittenhouse Company at one time manufactured terra cotta pipes of clay found beneath Federal Hill, and the Bennett Potteries evolved the celebrated Rebecca pitchers from drab-colored stratified clay taken from the same source.

"The late John DeGaw, a Frenchman, and Edwin Bennett learned the potter's art in Ohio and came together to Baltimore. There are in existence several pieces of unbaked pottery, among them a Rebecca pitcher, fashioned by Mr. DeGaw of clay taken from Federal Hill.

"Indeed, so valuable had the clay, the sand, the ore, etc., found beneath Federal Hill, proved to the commercial world that the Hill was honeycombed with caves from which these commodities were taken.

"'Thousands of dollars have been spent,' said one authority, 'to keep Federal Hill standing upright.'"

The last sentence above is literally true and many additional thousands will have to be spent before Federal Hill Park can be made a permanent beauty spot.

Travelers leaving Baltimore by boat inquire almost immediately after finding themselves afloat: "What is the green hill over there with the flag on it?" When told that it is Federal Hill Park, one of Baltimore's public parks, they little realize how much more might be told them if they made further inquiry about it.

In the foreground of the photograph accompanying this sketch will be noted some small children playing on the shaded lawn. This is significant of modern park utility—"For the Children." Below the Hill, to the right of the picture along Covington Street within the limits of Federal Hill Park is a children's playground fully equipped and supervised.

In the vista is Baltimore, now towering above its ancient Hill. "If you want to see New York City," said a wit, "go to Jersey City, and take a look." If you want to see Baltimore, go to Federal Hill Park.

# **PUBLIC PARKS OF BALTIMORE No. 2**



**PATTERSON PARK**

Compiled By  
**BOARD OF PARK COMMISSIONERS**

WILLIAM I. NORRIS, President.

December 10, 1927.





**Mayor of Baltimore**  
**WM. F. BROENING**

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## PATTERSON PARK

ONE HUNDRED YEARS OLD.

In the Pageant of Transportation at the "Fair of the Iron Horse," the outstanding event in Maryland, Anno Domini, 1927, were several characters representing the founders of the Baltimore & Ohio railroad. They were assembled upon a float built to symbolize the brick dwelling house of Mr. George Brown in Baltimore where the first meeting took place February 12, 1827. One of the pageant characters represented Mr. William Patterson. Mr. Patterson not only was present at the first meeting but was made Chairman of the organization meeting held some ten days later. Of the eleven men whose names will be recalled by the populace every hundred years as founders of the first railroad in America his is the only name that cannot be forgotten even for a day. It lives in "Patterson Park"—one time called "Patterson's Park."

Three weeks before the meeting of bankers and merchants at Mr. Brown's home, Mr. Patterson had originated, for Baltimore at least, the idea of giving land for urban embellishment and public recreation. On January 24, 1827 he had addressed a letter to Mayor Small offering to donate for public use two squares of ground on Hampstead Hill. Acceptance by the Mayor and Council followed promptly and the title deed was executed April 19, 1827. Thus Patterson Park measures its years with the first American railroad. And in size and facilities it is as unlike the infant park of a century ago as a modern locomotive is unlike the "Tom Thumb" engine.

Benefactions in emulation of Mr. Patterson's "Give a Park" idea have been few in Baltimore albeit opportunities always have offered in full scale with the City's age and size. The name Garrett and the name Leakin, it may be said, are names not to be forgotten when the history of other parks is written.

### A PUBLIC WALK.

The word "park" in Mr. Patterson's day had a popular meaning suggestive of restricted royal domains or of assembly places for human derelicts and undesirables,

so he did not give the land for a park. It was offered, and designated in the deed, as a "Public Walk," with obligation on the donor's part to provide a space 100 feet wide, inclusive of the existing streets, on each of the four sides. Thomas Scharf states in his History of the City that by reason of the varied and picturesque views, the park site was already a favorite promenade when given to the City. Thus a name was at hand more suitable to the times than the monarchial and European word "park." Very evident was the intent of the donor to enhance the desirability of the hill as a place of residence. He saw to it while he lived that trees were planted, and eventually more than two hundred, in a dozen varieties, were standing on the six acres. The planting was in straight rows to provide sylvan corridors for the "Public Walk." Mr. Patterson of course owned all of the surrounding property. The intelligence of his self-interest is attested by the fact that the city subsequently paid to his descendants more than two hundred and fifty thousand dollars for land needed to enlarge the area he gave. It had been his purpose in purchasing the land to benefit his posterity as witness the following from the sketch of his life with which he prefaced his last will and testament written when he was seventy-five years of age and five years before his death.

#### BIOGRAPHY OF DONOR.

Mr. Patterson tells of arriving in Baltimore from the Island of Martinique in the month of July, 1778, when twenty-six years old, with cash and merchandise valued at more than one hundred thousand dollars, and continues:

"The first thing I thought of after my arrival was to put my former resolution into practice, by investing about one-half the proceeds of my property in real estate, and this I accomplished as soon as practicable; and the purchases I then made remain in my possession to the present day, having made it a rule never to purchase real property on speculation or with a view to sell again and never but when I had the money to spare without running into debt..... I am perfectly sensible that had I placed my spare money at interest instead of investing it in real estate, that it would have been much more productive in my own life time. This, however, was not my object, because my life was uncertain and I might have a young family to take chance

in the world. Considering myself therefore, acting for my posterity, I have thought it better to leave them real estate than money and stocks; the two latter being too easily parted with, while the former is more likely to stick by them, and is the last thing that young people think of selling after everything else is disposed of."

In this unusual will there is much more of interest. Mr. Patterson tells of his parentage; his birth at a place called Fanat in the county of Donegal, Ireland; of being sent across the ocean to Philadelphia when he was fourteen; of learning the shipping business and venturing with a property interest of his own in ships after he became of age; his embarking for France in 1775 with all the fortune he then possessed invested in two ships, and of the safe return of one of them with powder and arms at a time so critical that it was said that General Washington, then before Boston with the army, "had not powder sufficient to fire a salute." He tells of his fortunes in the West Indies at St. Eustatia, St. Martins and Martinique, where he accumulated upward of eighty thousand dollars and lost, in little more than a month, nearly one-half of it by British captures and stormy seas; and of his coming to Baltimore, as related in 1778,—but the details are too lengthy for recital here. (Wills Libre DMP—15 folio 254-269.) Mr. Patterson died in 1835, internationally known as the father of Elizabeth ("Betsy") Patterson, and the grandsire of a Bonaparte, nephew of the Great Napoleon; also the great-grandsire of Jerome Napoleon Bonaparte then a child of four years.

#### TITLE HISTORY.

The history of the land he gave the City goes back to a time long before his birth, and the manner of his coming into possession of it discloses the interesting fact that Patterson and Druid Hill Parks are very closely akin, in that they come largely from the same family estate.

The story begins in the year 1667 when the high land over which Highlandtown stretches was one side of a stream valley and the Patterson Park hill was the other. Harris Creek, then called Collett's Creek, was wide enough and deep enough for some distance above its mouth to serve as a sheltered harbor for sailing vessels, although by the year 1850 it had dwindled to a small

rambling stream and by 1900 had been straightened out, covered over and made into a sewer.

Into the Creek in the summer of 1667, sailed one, Quinton Parker. He had with him, Mary Onley, Michael Onley, her brother, and Solomon Pimberton. Each was entitled, under the inducements held out to colonists, to "take up" fifty acres of land. What brother Michael and Solomon Pimberton did, is not a part of this narrative, but there is romance recorded on the old rent rolls at Annapolis where there appears a warrant issuing to Quinton Parker on May 24, 1669, for 100 acres of land along the west bank of Collett's Creek. Quinton had annexed Mary's 50 acres to his own, in matrimony. In another book of record is the assignment of the warrant to one John Kemp, Planter, who had the 100 acres surveyed and patented to himself as "Parker's Haven" in 1670. The strip of land extended from the North Branch of the Patapsco to a point somewhat above the present line of Baltimore Street. The land above Fell's Point had been, or was to be patented as "Fell's Prospect" and between this and "Parker's Haven" was another 100 acre tract which John Kemp acquired and had patented to himself as "Kemp's Addition" under survey of September 28, 1683.

#### OLD ROGERS PLANTATION.

Then by indenture, dated May 10, 1708, Richard Kemp, son and heir of John Kemp, with John Boreing and Mary, his wife, (daughter of John Kemp) conveyed both "Kemp's Addition" and "Parker's Haven"—two hundred acres in all, for 25 pounds sterling, to one Nicholas Rogers, Inholder, son of the Nicholas Rogers who came to Maryland from England in 1650, and who in 1667 acquired title to 500 acres of land at the upper end of "Whetstone Point" surveyed as "Upton Court." The younger Rogers acquired much other land, including two hundred acres within the present lines of Druid Hill Park, but he made the two hundred acres on Harris Creek his homestead, and with due respect for the old English law of primogeniture he bequeathed the property to his eldest son William, naming both "Kemp's Addition" and "Parker's Haven," and calling the two 100 acre tracts his "owne dwelling plantation." William Rogers in his turn made a will dated June 5, 1761, be-

queathing the two old Patents to his son Benjamin. Benjamin, it seems suffered reverses and became involved in debt—allowing a judgment to be entered against him in excess of 7,000 pounds. Sheriff Robert Gorsuch, put the Rogers plantation up for sale at public auction and the highest bid, 1,653£, 75s. and 6p., was that of William Patterson. This was in 1792, fourteen years after Mr. Patterson's arrival in Baltimore. The six acres given to the City thirty-five years later, were within the lines of "Parker's Haven," and in fact all of the present Patterson Park west of Luzerne Street is part of the old Rogers estate.

#### THE REVOLUTION AND 1812.

The view across the water from the highest point on the land was unobstructed and it was from here that six British warships, burning and plundering on both sides of the Chesapeake Bay during the Revolution, were seen standing off North Point on April 26, 1781, causing the citizens of Baltimore to assemble and appoint a committee to prepare for defense. Benjamin Rogers then owned the estate and his first cousin, Col. Nicholas Rogers was a member of the Defense Committee. Again, it was from the same hill that a number of British vessels were seen to approach the city on the eighth day of August, 1813, there having been a declaration of War in the spring of 1812. The count showed three ships of the line, five frigates, three brigs, two schooners, and a number of smaller craft—fifteen in all. They approached as if to land men and make an attack. Thomas Scharf in his History of Baltimore City and County (1881) tells of the assembly of cavalry and militia on Hampstead Hill, whence they proceeded to North Point to familiarize themselves with the ground in the event of having to offer resistance to troops; "while on the elevated grounds east of the City, now Patterson Park," continues the account, "forty pieces of mounted artillery were collected." This would indicate that the park hill and Hampstead Hill were not the same elevations. And in describing the chief fortifications constructed by the citizens, Scharf says "there were two long lines of breast-works extending from Harris Creek northward across Loudenslager's or Hampstead Hill, about a mile in length, along which at short distances, semi-circular

batteries were thrown up." So formidable were these earthworks that the enemy withdrew without attempting a landing, only to return in September of the year following to meet disaster at the Battle of North Point, notwithstanding they came with augmented forces under the leadership of General Ross. The "disaster" was limited to the death of General Ross at the hands of the fearless sharpshooters, Wells and McComas, and to the downpour of rain, which dampened both the powder and the spirits of the enemy, but the resulting loss of morale amply justifies the word. From the British point of view as recorded by the Reverend Mr. Gleig, Chaplain of the invading army, it was neither the death of General Ross at North Point, nor the torrential downpour, that saved Baltimore, but the fortifications and forces upon the ridge of hills east of the City, across the site of Patterson Park and beyond. As a matter of fact the invading forces, under the command of Colonel Brooke after Ross' death, were not halted until they came within sight of the fortifications. What they saw then chilled with fear the fighting blood of seasoned regulars and sent them back in defeat more abject than the failure of their ships to silence Fort McHenry.

If Hampstead Hill was the same as Loudenslager's Hill which old-timers of the present day remember as "Butcher's Hill" then the park hill is somewhat south and east of the hill called Hampstead and yet "Hampstead Hill" is the name used to designate the place in Ordinance No. 47 of 1829, appointing a keeper for the public square. It is certain, however, that the fortifications described extended across the hill which later was to be the "Public Walk." The ramparts may be seen today at Patterson Park, stretching the entire width of the original six acres just east of the observatory tower. There was a bastion at this point commanded by Commodore Rodgers and the spot is marked by an old cannon mounted upon a stone pedestal. Bronze tablets erected by the National Star Spangled Banner Centennial Commission in 1914, are inscribed as follows:

On one side—

"This cannon marks Rodgers' bastion which formed part of a chain of fortifications extending from the river front to and beyond the site of the present Johns Hopkins Hospital, manned in part by an auxiliary naval force under immediate command of Commodore John Rodgers.



These with other troops amounting in all to some twelve thousand men with one hundred guns were under General Samuel Smith, Commander-in-Chief of all forces in the field."

On the other side—

"This cannon marks Rodgers' Bastion. The advance of the invading forces September 13, 1814, was halted when in site of these works, when to their eyes appeared 'upon a ridge of hills, the Grand Army consisting of twenty thousand men entrenched in most formidable manner with no less than one hundred pieces of cannon.' The army at once retraced its march and without firing a shot re-embarked at North Point and were no more seen by our people. (Gleig) 'The Subaltern in America.'"

On a terrace below the Bastion, mounted on a rough boulder of granite, are the sturdy figures of a boy and a girl in bronze, so true to life in size and pose as to appear real. They are facing East, each holding a corner of a parchment, upon which is inscribed:

To Commemorate the Centennial of the writing of the "Star Spangled Banner," the pupils of the Public Schools of Baltimore have erected this Memorial upon Hampstead Hill where, in September, 1814, the Citizen Soldiers of Maryland stood ready to sacrifice their Lives in Defense of their homes and their Country—1914.

The bronze is the work of J. Maxwell Miller, the well known Baltimore sculptor. Patterson Park, no less than Fort McHenry, seems entitled to recognition as a National shrine.

#### EARLY PARK IMPROVEMENTS.

After taking title to the "Public Walk" the City did not proceed immediately with its improvement. All public work then was in the hands of three City Commissioners and a "Public Walk" was not one of the pressing necessities engaging their attention. To be sure a Keeper was authorized by the Council, and there is mention of the property in the City Commissioners' report for the year 1829, signed by John N. Murphy, John Dukehart and James Curley. The record is a single line in the report of moneys expended.

"Improving Public Square or Walk..... \$57.56"

Down to 1835 trees were planted but little grading or other work done, and luckily the historic fortifications remained intact. After Mr. Patterson's death there were no expenditures on the "Public Walk" until 1839, when Lombard Street was opened and graded to that point.

The first concern in connection with park development in the early days was to get a fence around the property, yet it was not until 1850 that the Public Walk was treated to a wooden fence out of an appropriation of \$600.00. At that date City work, under the Mayor and Council, was in the hands of a single Commissioner, John F. Hoss.

In the Commissioner's report for 1851 an expenditure is shown for "Improvements at Patterson's Park"; and in the report of Commissioner Edward Spedden, the year following, the possessive is dropped for "Patterson Park." In subsequent reports the possessive appears from time to time, but the name "Public Walk" officially disappeared after the fence went up. The improvements referred to were ten benches and a wooden shed in 1851; and the planting of trees and additional benches in 1852, as shown by Resolutions of the Council in the years mentioned.

#### "FORMALLY INTRODUCED."

On the evening of July 13, 1853 the park then twenty-six years old, was "formally introduced to the public," says Scharf, and the event was attended by a congregation of 20,000 citizens who gathered upon the hill to witness the display of fireworks. The limits, as in 1827, were Lombard Street (then called Pinkney) on the north; Milton Avenue (then called Cannon Street) on the East; Pratt Street on the South and Gist Street (now Patterson Park Avenue) on the West. After 1853 and down to 1861, when the property was turned over as Patterson's Park, to the Park Commission (created in 1860), the City expended an average of less than \$300 per year on it, including the grading and paving of streets around the six acres in 1860. In that year the City Commissioner, H. J. Bayly, reported that the street grading about the park and a railing in front of it, along Gist Street, were "improvements of a very decided character."

#### EAST BALTIMORE ALERT.

The records show that east Baltimore was on its toes in 1860 when it was proposed by the Mayor of the City and the Baltimore American and Commercial Advertiser, prompted by certain prominent citizens with far seeing idealism, to spend one-half million dollars for a five hundred acre park up in the northwest woods beyond

the city limits. This would have left the east end of Old Town with its ancient Public Walk containing, to be exact, just 5.96 acres! Even the plan to keep the big venture off of the tax bills by the "park cent" which was to be paid only by those who rode the horse-cars, did not satisfy the feeling that too much park was going west of Jones' Falls.

Early in June, 1860, the Council had authorized the Mayor to appoint "four discreet persons" to select a park or parks, councilmanic approval of the selection being required. After all available sites had been listed and were under consideration, including several tracts of land adjacent to and including the farm of George M. Wetter, south of the Philadelphia Road in the eastern section of the City and containing eight hundred acres, there appeared in the Baltimore American and Commercial Advertiser, July 17, 1860, the following news item:

"PATTERSON PARK—A petition numerously signed was presented to the Council last evening praying that Patterson's Park might be enlarged and that the offer of the Messrs. Patterson to sell to the City twenty-nine acres of ground at \$2,000.00 per acre might be accepted."

In the same issue of the paper were two lines telling a story in the last two words:

"PROCEEDINGS OF THE COUNCIL: Mr. Evans called up ordinance to provide for a public park or parks. Laid over."

#### THE FIRST EXTENSION.

So it came to pass that the Ordinance making Druid Hill Park possible resulted also in title being taken, November 2, 1860, to 29.21 acres binding on three sides of the original six acres of Patterson's Park. The transfer was from Edward and George Patterson and their wives; Joseph W. Patterson and the widow of Henry Patterson, and the consideration was \$42,642.55. The street spaces on three sides of the old Walk being added brought the area of the enlarged park to thirty-five and one-half acres. The east line then was at Luzerne Street and from Baltimore to Gough Street was the extent from north to south. The new area was described at the time as "a bare common intersected in many parts by great ravines and bounded by either cuts or embankments for projected streets." In the center stood rows of trees and about them, on three sides, were street cuts to be filled in, with steep banks to be graded

down on the west side. The wooden fence of 1850 seems not to have lasted ten years as the record of work done during 1860 is confined to "enclosing and grading" the new area without mention of a fence around the old.

#### DURING THE CIVIL WAR.

In the meantime the exigencies of Civil War resulted in military occupation. The advantages of the hill for such a purpose gave the Park Commission, pressed for funds then as now, an opportunity to say in its report for 1861, that the park had so "rarely been vacant of soldiers since the spring" that its improvement could not have proceeded "even had the very limited means at hand permitted." And in the report for the next year was the statement that the "continued occupation of these grounds for military purposes during the past year has effectually excluded the Commission from them."

The occupation at first was by the 10th Maine Regiment under Col. Geo. L. Beal, the Park being known as Camp Washburn. Later it became a large hospital base. In the corridors of the City Hall adjacent to the City Librarian's Office may be seen a number of old prints showing just what the appearance of the park was during the years of the Civil War.

For the year 1863 a special appropriation of \$18,000.00 was made available and the Park Engineer, August Faul, made a careful study and report on how this sum might best be expended. Refilling old street cuts, grading, spreading top soil and a new picket fence of wood would require more than half of the appropriation; the balance to go for a handsome gate at the Lombard Street entrance, a gravel drive along the boundaries of the park, removal of the old brick house and the erection of a lodge house north of the Lombard Street Entrance, and lastly the planting of 2,000 trees "at an average cost of 75c per tree!" Such were the good old days when the grandparents of the present adult population were boys and girls.

#### POST-WAR IMPROVEMENTS.

The initial grading gave shape and location to a lake in the southeast corner, wherefore the present Boat Lake dates from 1864. It was during this year that the 2,000 trees were planted. The last of the mili-

tary hospitals having been removed, the shaping up of the park was proceeded with according to plan the following summer. For a picture of the park and the conditions then prevailing, as to wandering live stock, witness the General Superintendent's report for 1864:

"The greatest trouble to contend with, was the numerous washes on a loose surface of great slopes, deprived of vegetable matter and roots to give consistency and hold vegetation. The first step taken to prevent the soil from being constantly washed away, was to surround the Park with a substantial picket fence which at once kept out both hogs and cattle. By this means we succeeded in covering the whole area with grass which was a most favorable contrast with its former rough and sterile appearance."

The year 1865 saw the completion of the marble Display Fountain a short distance within the Lombard Street entrance. In this year also earth from the sides of the Boat Lake was thrown in to enlarge the water area and to reduce its depth because of its extensive use for ice skating the previous winter. Joshua Johnson was the first local Superintendent of Patterson Park. His weekly wage was about the same as is paid now to a good stone mason for eight hours' work. The Superintendent's House, now occupied by Superintendent George LeBrun, was built in 1866, and described at the time as a "handsome gate house." Thirteen years later an addition was added for a kitchen to take the place of a room in the cellar used as such. The next building in the park was a "handsome music stand" in 1868. It was moved to and set up as a shelter over the Spring in 1869.

#### THE OLD SPRING.

The Spring was southeast of the old Battery and was an important accession when the park was enlarged. It had been long appropriated by the public as a source of excellent drinking water and was a meeting place for old cronies, as well as lads and lassies. Whether it bubbled up or gurgled forth under its "music stand" shelter is not recorded, but before 1876 it had been impounded and its water supplied through the "Tarus Fountain" which stood under the shelter at the north end of the promenade in front of the Conservatory for a period of fifty years. It was commonly known as the "Bull Head" Fountain, being a marble basin over which a Bull's head in metal projected, with water flowing from the nostrils. It was

designed by Peter Hamilton, the originator of the multi-faced sun dial in Druid Hill Park. In the course of time the Spring went the way of all springs in cities, and a supply from the City water mains took its place. The old music stand, octagonal in shape, came to be known as the "Tarus Fountain Pagoda." To obtain water it was necessary to enter the shelter and step down as into a grotto, and here in later years came mothers to wash out articles of babies' wear, as at home across the sea. Unsteady on its rusty iron legs the Pagoda, and the Fountain with it, was removed in 1924. A modern sanitary bubble fountain stands a few paces from the spot and ministers to the thirsty, being too exposed to serve any other purpose.

#### PARK CONCERTS.

A new bandstand built to replace the first concert pagoda was officially referred to in 1870 as "a shelter in the center of the park," though it served for more than fifty years as a theatre for park concerts. It is ahead of the story to mention it here, but it seems that the first regular season of park concerts at Patterson Park was in 1888, when twenty concerts were given by Professor Winter's band. "These concerts," wrote the General Superintendent of Parks at that time, "whilst much enjoyed by a number of quiet, well disposed people, do also attract a crowd of young people indifferent to the music and whose morals are not improved by the promiscuous associations into which they are drawn." "In my opinion," he writes, "these concerts if continued should be over before dark." Can it be that the "carrying on" of young people at the park concerts today traces back for cause to the laxity of the grandpas and grandmas of the sedate old days!

The Music Shelter was removed in 1925 following the completion of the present Concert and Dancing Pavilion in 1924 located near the Luzerne Street Entrance at Baltimore Street. The old site is now occupied by the "Kiddie Pool" and Roller Skating Rink, built in the spring of 1925 and dedicated with an elaborate playground pageant on July 4th of that year.

The Lombard Street gateway project of 1863 was not undertaken until 1869 when a special appropriation of \$10,000.00 by the Council made for that purpose, became available. Mr. George A. Fredericks, Architect,

made the design and the marble work was executed by Messrs. Whitelaw & Fenhagen. The ornamental iron was supplied by Mr. Pagels. The swinging gates are needed to give the effect intended, but even in the pylons that remain there is dignity and evidence of careful designing.

#### THE SECOND EXTENSION.

Concern began to be felt as early as 1867 that buildings south of Gough Street would cut off or interfere with the "unrivalled view of the Harbor and River" and further enlargement of the park was advocated. Five years later the demand for enlargement took the form of an appropriation of \$200,000.00 for the purpose, and the City Solicitor was directed to begin condemnation proceedings for extending the park in the first instance from Gough Street to Eastern Avenue, and, if any balance of the appropriation remained, to push the line east of Luzerne Street as far as possible. The park had added so much to the value of surrounding property that the owners were unwilling to sell except at a very high figure. Following the condemnation of 19.20 acres lying west of Luzerne and south of Gough Streets, at a cost of \$126,138.19, possession was taken by the Park Commission in the spring of 1873. There were only a few brick houses south of Gough Street to be removed. Little grading was needed but the area was barren of trees and there was little other vegetation. The first improvement was to double the size of the Lake by extending its area to the south to make the water cover about  $2\frac{1}{2}$  acres. There was a large sand pit opposite Bank Street and this was graded away in connection with the building of a wide promenade or "Mall" in 1874, south from the old spring for a distance of 800 feet. (This was paved with asphalt blocks in 1891.) The whole Park now contained 54.37 acres. Trees were planted in sizes larger than usual in an effort to match those in the older section. After the Lake was completed in practically its present size and shape, with an island in the center, an ice house was built into the south bank, and for many years hundreds of tons of ice were stored annually and used to cool the drinking water at the park fountains. There were four of these fountains in 1876, each with an ice chamber and pipe coils through which the water was drawn.

## FLORACULTURE INTRODUCED.

Prior to 1872 the City Council shared with the Park Commission the responsibility for the maintenance and improvement work at Patterson Park. In that year the Council put the management entirely in the hands of the Commission including the appointment of the Superintendent who was required by the Ordinance to be an experienced gardener. A young Scotchman who had come to America to visit his sister and remained to do gardening work on one of the old Baltimore County estates, applied for and obtained the position notwithstanding his non-residence and foreign birth, which at first were urged against him. His name was William Fraser and he may be seen today at the Conservatory in Druid Hill Park, watering and caring for the kind of exhibition plants with which he made the Patterson Park Conservatory widely known in Botanical circles fifty years ago.

The first flowers planted in Patterson Park were a few groups of cannas and yuccas introduced by Superintendent Fraser in the year 1874. Demand for a conservatory of rare exhibition plants followed, and on the site of the present Conservatory there was erected in 1876-77 a building of the same general type but with a framework of wood. The cost was less than \$5,000.00. It was stocked with a collection of rare and valuable plants from the National Conservatories at Washington. Contributions also were received from local florists and from private estates near the City. Then came the first park greenhouse, erected in 1878, a small affair 25 by 30 feet but ample to grow all the flowers needed. A new propagating house for flowers, twice the size of the greenhouse, was erected in 1882. Then in 1884 came tulips and hyacinths, a few hundred bulbs of each and the first used in the public parks. Sixteen years proved to be the life of the wood frame in the Conservatory. The decaying sills and ribs were largely replaced in 1893, but by the year 1900 the building was so unsafe that it had to be closed to the public. The present Conservatory has an all-iron frame. It was erected in 1905 at a cost of \$12,212.60, by the same nationally known firm of designers that executed the contract in



seventy-six. In the meantime popular interest in rare plants from the tropics had somewhat waned and the demand was for ornamental plants in flower beds—at least design planting became a vogue with those in charge. The result was more and larger greenhouses erected southeast of the Boat Lake. The propagating capacity in 1884 had been 20,000 plants. In 1901 it was in excess of 400,000 plants, and in 1903 more than 700,000. Then in 1904 it dropped to 300,000 plants. The opportunity to grow roses and other cut flowers for the executive personnel and for the cultivation of goodwill by those controlling the distribution, was a temptation too great to be resisted inasmuch as there was much unused space in the fall and early winter months, and gardeners had to be on hand in any event to care for seedlings and for the thousands of plants grown from cuttings. Gardeners had an opportunity to bring their skill more immediately to the attention of the officials. The practice spread to other parks. Growing capacity was overdone. Reduction became necessary. Such flowers as might be grown without appreciable cost were ordered sent to the hospitals. The range of glass at Patterson being a conglomerate growth of little houses and big, less sightly than the newer houses in other parks was allowed to become all but useless from neglect and disappeared entirely in 1913. The Conservatory remains. As this is written it is being restocked with palms and other tropical plants after the fashion of 1903, and earlier.

#### THE THIRD EXTENSION.

In 1873 the plan was, as stated, to extend the park east of Luzerne Street provided it could be done within the \$200,000.00 loan authorized by the Act of 1872. It could not be done; but the plan lived on for ten years and in 1882 Ordinance No. 120, provided for a second issue of bonds in the amount of \$200,000.00. The names of the property owners were ascertained and letters addressed to them to know at what prices they would sell. Only two replies were received—one from the Canton Company and one from Mr. Samuel Ellinger—both asking \$1,500.00 per acre. Condemnation was again resorted to and the awards in thirty-seven cases totalled \$120,863.00. This was increased to \$131,344.89 by court costs and expenses, so that the average cost per acre

was \$3,500.00. Thus in 1883 the improved 54.37 acres were increased to 112.11 acres, more than doubling the area and carrying the east line to Patuxent Street. It was about this time that Gist Street, along the west line, became known as Patterson Park Avenue.

The view from the park over the old picket fence along Luzerne Street did not suggest immediate removal of the fence. The stretch over to Patuxent Street, now Linwood Avenue, was a "wide unsightly and marshy ravine." The old bed of Harris Creek ran a crooked course through it and an abandoned railroad embankment partly traversed it along Eastern Avenue. Of the 57 acres 25 were described as "wet marshy bottom charged with decaying vegetation." The cost of reclaiming the area for park use was estimated at around \$250,000.00 including \$90,000.00 for a sewer tunnel to take care of Harris Creek, and its tributary Oseir's Run. The first plan included a lake with a water area of 19 acres and an average depth of 15 feet, the cost of reducing the size of the Lake to 13 acres being figured at \$10,000.00.

Making a long story short the work of reclamation, which started November 14, 1883, covered a period of twenty years; in fact filling material was being received upon the south end of the Extension as late as 1913. The cost, down to 1896, when the rough grading was practically completed, totalled \$293,000.00, not including the sewer-tunnel from Baltimore Street to Eastern Avenue, which cost an additional \$90,000.00. More than three-fourths of the area was filled ground, the depth of the fill varying from seven to fifteen feet. Ashes and refuse had been dumped in, over a period of ten years. The earth carted in on rails from the Highlandtown section exceeded one-half million cubic yards. And for 57 acres of new land in condition to be developed for park use, the cost had exceeded one-half million dollars.

The size of the new Lake when completed in 1892 was  $3\frac{3}{4}$  acres, with a uniform depth of seven feet. The Gate-valve Tower built upon piles was its only ornamental feature. This Tower housed the overflow and drain outlets. The only available source of water for the new Lake was the Boat Lake and when the supply was turned in, November 14, 1892, it required two weeks to fill the lower Lake to a depth of four feet.

## DAWN OF RECREATION ERA.

The planting of trees and shrubbery on the north end of the Extension and around the Lake was begun in 1893. That there is not a forest of trees there now is due to the dawn of the Recreation Era. As set forth in the Park Commissioners' report for 1899:

"There has been for some time an earnest desire expressed by many of our citizens that the Board should give a decided encouragement to the welfare of young people by providing athletic fields in some of the parks."

Public recreation was becoming professionally organized in the sense that private benefactions were providing a livelihood for workers vitally interested in widening the field of their operations, and fired with a zeal as ennobling as it was worthy. And they had a cause with an instant appeal. Nothing asked upon behalf of the rising generation could be denied. A new place had to be made at the municipal table, finances or no finances. The Children's Playground Association began to function in 1897—directing the play of children up to sixteen years of age, and Patterson Park had its playground set apart at the Storm Shelter near the Conservatory. But adolescent youth had also to be taken care of. It was quite apparent that the Patterson Park Extension was a natural theatre for the new idea in park development. So it was that Forestration gave way to Recreation. Running tracks, outdoor gymnasias, and all the facilities needed to make play educational and productive not only of physical health, but of character development, took the place of the trees and border plantations which would have been necessary to make a self-contained rural park for East Baltimore.

Read the report of the Superintendent of Patterson Park covering his work during the year 1900.

"An Athletic Field, almost perfect in every detail, has been laid out. A quarter-of-a-mile cinder track encircles the baseball and football field. One additional football field has been added. An athletic dressing-house has been placed upon the grounds, containing sanitary closets, baths and toilets. The drainage system has been perfected and a drinking fountain placed in position. Several wire back-stops have been placed upon the ball ground."

Jumping and vaulting pits were added in 1901 and the "perfect lay-out" of the previous year became a reality. On June 28, 1902, the first Municipal Athletic Games

were held at Patterson Park. Fifteen thousand people in attendance as spectators, was the Park Superintendent's estimate. In 1903 the children's playground was moved to the Extension. Swings, sliding boards, and other equipment took the place of the simple seesaws and sand boxes at the old location. Outdoor gymnasia was introduced in 1904, and the Open Air Gymnasium was dedicated with appropriate ceremonies on June 4th, with 8,000 people present. Patterson Park began to be talked about in Chicago. The Public Athletic League entered as a new supervising and directing agency in 1908. With the Playground Association increasing its activities the Park Board found itself holding the bag, open at both ends. And willingly—not only providing facilities but later contributing to the cost of supervision. An average of \$51,000.00 annually has been appropriated since 1919.

#### FIELD HOUSE AND POOL.

Park fences gradually had gone out of style and had disappeared entirely from Patterson Park in 1899, and with them the "watch boxes" at the gates—little, one-man houses not unlike the modern street vendor's kiosk. Within ten years the fences were back, around the Athletic Field and Playground, to separate the "supervised" from the unsupervised; and with the fences came a new type of building—the Field House, commodious and costly, with hot and cold showers, lockers, dressing rooms and comfort accommodations for crowds. In all of this Patterson Park was the pioneer.

And in the meantime had come the Free Public Bath Commission proposing an outdoor Swimming Pool. There was the Lake. Only a Pool Building would be needed. The Bath Commission would do the rest. So the north end of the Lake was graded to a beach-like slope in 1906 and filled in with sand. The same year and the year following, the present Pool Building and Field House was erected at a cost of \$55,000.00. The management of the Pool was in the hands of the Public Bath Commission until 1918. Including that year, the cost of maintenance and operation by the Park Department to date has totaled \$95,550.00, and the receipts have been \$61,139.00—an average annual net cost of \$3,437.00.

## INQUIRIES ANSWERED.

So much interest attaches to park buildings and other features, judging from the frequent inquiries concerning their origin and age that something may be recorded here of the improvements in Patterson Park, not already mentioned.

The period 1871 is represented by the small frame building with ginger bread eaves, across the drive west of the Observatory. It was built originally on the site of the Observatory as a place for the sale of refreshments. Lifted and moved to its present location in 1891, it had added to it then the little lean-to on the south. It has had various names—Refreshment Saloon; Ice Cream Saloon; Confectionery Stand, and now "Little Casino."

The group of service buildings some distance east of the Superintendent's house dates from 1881. In June of that year the original stable and sheds of 1870 were destroyed by fire. The blacksmith's shop was added in 1884. Other additions were made in 1886 and some improvements as late as 1915.

The little iron Pagoda antique near the entrance from Gough Street was put there in 1875. As a sample of ornamental iron work it was originally set up as an advertisement on the grass plot at Liberty and Lexington Streets. When it had served its purpose it was turned over to the Park Commission and with care and frequent painting remains a well preserved curiosity, except that the grill below the hand-rail has been broken away entirely.

When the United Singers of Baltimore went to the 24th National Saengerfest at Brooklyn, New York in 1915, they sang *Am Ammersee* by Langer so well that they won the first prize, a bust of Conradin Kreutzer. They presented the bust to the City and had it suitably mounted on a granite pedestal a short distance east of the Pagoda.

A new Landing Shelter was built at the Boat Lake in 1884 replacing the original of 1870. In the latter year a small frame building was erected near the Shelter for the accommodation of skaters. It was removed some fifteen years ago. The existing shelter at the Lake is the result of partial reconstruction from time to time, but is strictly an 1884 design.

A one-hundred-foot flag pole at the Lombard Street entrance went up in 1891, when the old flag staff on the Battery was moved to Johnson Square. The present all-steel pole is a replacement made in 1913.

#### A WORLD WAR MEMORIAL.

The Memorial Flag Staff in the circular plot at Eastern Avenue and Linwood Avenue was erected in 1923, for the Gold Star Mothers. The Memorial Tablet at the base was paid for by them and a fund provided by them, for decorating the Memorial annually in perpetuity. The Tablet is inscribed:

"IN LOVING MEMORY OF OUR BOYS FROM EAST BALTIMORE  
WHO MADE THE SUPREME SACRIFICE—1917-1918."

And below this are 154 names cast in relief, as imperishable as bronze can make them.

The two circular Storm Shelters, one north of the Conservatory and the other east of the Casino, were built in 1890, at a cost of \$4,300.00. They are twins, even to the clumsy weather vanes on their pinnacles.

Plans for an observatory to be erected on "Fort Hill" were submitted by General Superintendent, Charles H. Latrobe, in 1890. They were approved by the Park Commission in 1891, and construction was begun in June of that year under contract with Cornelius Sheehan, at his low bid of \$16,730.00. The work covered a period of six months. In 1892 the lower section was enclosed with glass and metal tread-plates were placed on the steps, bringing the total cost to \$18,475.00. Its height is sixty feet. The pinnacled roof and three projecting balconies or galleries all around, make the tower distinctly oriental in appearance. It is commonly known as the "Chinese Pagoda."

#### THE CASINO.

In 1892 the ambition of Patterson Park to have a "Mansion House" as imposing as the one at Druid Hill, took concrete shape. Plans by Superintendent Latrobe, designating the proposed structure as a Mansion House and not as a Casino, were submitted and approved early in the year. Again Cornelius Sheehan was the low bidder at \$31,445.00. Ground was broken in August but the work was stopped December 19th because of severe weather, which continued throughout the winter. The building was completed July 30, 1893.

Its use at first was as a place for refreshments under lease to Gottfried Lang, but even the name "Casino" then put upon it, did not make it a profitable public resort and the lease was not renewed. In 1899 the Park Administration Offices were moved there—the General Superintendent giving up his office in the Merchants Bank Building and the Secretary moving from the City Hall. Headquarters were transferred from there to the new Court House in 1900.

The opening and paving of the "Mall" diagonally from the Tarus Fountain to Baltimore Street at Luzerne was done in 1909, at a cost of \$10,000.00.

The rectangular glass enclosed shelter west of the Swimming Pool is the result of a growth beginning with the organization of the Patterson Park Quoit Club early in the present century. In 1909 the Club was appealing for a shelter in which to pitch quoits during the winter months, and before the greenhouses were removed in 1913, had obtained permission to use one of them as a Quoit Shelter. When the quoit grounds were laid out at the present location, shade was provided by a canvas covering more or less temporary and in 1922, the Park Board found it necessary to put up a substantially constructed pavilion. Finally when the winter of 1925 approached the advanced years of the Club's members made the glass enclosure a recognized need. The present building is the result. Heat is supplied; so that from youth to old age "play" is provided for in Patterson Park.

#### ODD ITEMS.

There are many odd bits of interest concerning Patterson Park in old park reports. From 1866 to 1886 the effort to maintain the parity between Patterson and Druid Hill, made necessary a little zoo of birds and animals. Deer roamed the park from 1862 to 1869, and from 1877 until 1886 there was one monkey, and sometimes as many as four, to delight the children. Chinese geese, ducks, wild geese, Egyptian geese, pea-fowl, guinea-fowl, swan, canaries, cockatoos, and macaws were listed. Also a fox, an ibis, an eagle, and several alligators. Thirteen sheep were grazing on the lawn in 1869. The first count of people in and out of the park was made in 1887. During the month of December 1,643 pedestrians went in at the Lombard Street Gate,

but only 1,400 came out! Four persons went in on bicycles, and one came out! No mention is made of a count at other gates.

At the time this is written there are twenty-five Entrances—five for pedestrians and vehicles and twenty for pedestrians only. Several of the footway entrances are unmarked, but seven of them have stone or concrete steps and six are embellished with pedestals and cluster lights. Each of the five "Carriage Entrances" is marked by pylons of either marble, granite or concrete.

Ten electric lights were put in service during 1887, but they were switched on only as might be needed during the summer months and never after midnight. When there was ice skating on the Lake, they might be used in the winter-time. Hay was harvested in the park as late as 1884, fourteen tons being the crop for that year.

The driveways in the Park now measure in excess of two miles. There are four miles of walks and 55 acres of lawn. Fourteen hundred benches give a seating capacity of 6,900.

#### THE 1907 EXTENSION.

It is a part of the history of Patterson Park that at the very time its development was under way as the foremost playground park in the country, it was being visualized by a firm of expert Landscape Architects, as a self-contained rural park, after the fashion of Central Park in New York.

When Messrs. Olmsted Brothers, at the instance of the Municipal Art Society of Baltimore, studied and reported upon the need for a more extensive park system in 1903, they had this to say for East Baltimore.

"Additions have been made to Patterson Park from time to time, and although this piece-meal procedure is a most uneconomical way of securing a large park, we are inclined to believe that the circumstances justify a further and very considerable increase, sufficient indeed to make possible the development of a self-contained rural park for the eastern section of the city. The extension which we suggest will not make quite as large a park as is desirable, but one upon which by the exercise of skill in planning, and by consistent application of improvement funds, a park may be created in the course of the next thirty years which will offer to the working people of East Baltimore a conveniently accessible body of refreshing scenery, retired to a great degree from the City's turmoil. The park would have to



be created upon a very unpromising foundation; but if proper means are employed this can be as successfully done as it was in Central Park, New York. And when done, the situation of the park in the midst of what is obviously to be the dwelling place of thousands of workers connected with manufacturing plants along the water front, and along the railroads in the flat southeastern part of the city, will be such as to render it of enormous benefit.

"The additions to the park should include the opposite side of the valley, upon the western slope of which it now lies, and should extend as far east as Highland Avenue, where the presence of existing buildings calls a halt. These lands are, with a few exceptions, vacant and relatively inexpensive, and their control will make possible, in connection with judicious planting along the north and south boundaries, the creation of a self-contained landscape of considerable extent. A very short distance to the southeast is the small and undeveloped Canton Square, which lies upon a southern extension of the high ground east of the valley..... The total area which it is proposed to add to Patterson Park is about 123 acres, a costly addition, but one the immediate acquisition of which we cannot urge too strongly. In hardly any other situation is there such pressing haste, because this area is just about to be encroached upon by houses, and its size is such that after its occupation by buildings the cost will probably become prohibitive. Any considerable contraction of the proposed boundaries would make it impossible to attain the purposes in view successfully and such a partial addition would be a wasteful expenditure of public funds."

And to the despair of park authorities it happened just like that. The State Legislature in 1904 authorized submission to the people of a one million dollars park loan, but the power of the City to expend the proceeds of this loan was hedged with the condition that equal amounts be spent in each of the four sections of the City, indicated by the intersection of Charles and Baltimore Streets. The stock sold at a slight discount so that the amount set apart for the Patterson Park section was \$247,239.83. The money became available in 1906. Early in the following year negotiations had been concluded with the Canton Company for about 20 acres lying north of Eastern Avenue between the old park line and Ellwood Avenue (then called Canton Street) at a cost of \$135,000.00. A number of smaller parcels to square out the line as far north as Pratt Street were purchased in 1908 at a cost of \$36,311.56. The cost of appraisements, title examinations, and other

acquisition expenses, left a balance of little more than \$73,000.00, entirely inadequate for carrying the extension from Pratt Street to Baltimore Street, much less completing the recommended purchase of 123 acres. The money could not be used in any other section of the City; nor could any transfer of loan funds from other sections be made, so the ambitious plans for East Baltimore came to naught. The gain of 22½ acres was a barren waste of dusty clay banks which became more and more a nuisance as the section thereabout became built up with houses. Finally, in 1913, it was decided that the balance of the acquisition fund might be used to improve the new area, and a contract for grading and lighting was awarded. The grading cost was in excess of \$50,000.00. During the years 1913 and 1914 the entire balance was exhausted and the improvement had to be completed out of the regular park funds.

The last addition is more of an Annex to, than an Extension of, Patterson Park, being separate from the main park by Linwood Avenue which is a City thoroughfare, but its development as an Athletic Field ties it closely to the old Extension. The one hundred and thirty-five acres in the whole area may be called, truly "A Million Dollar Park."

#### RADIO BROADCASTING.

The latest of Patterson Park's long list of "firsts" has been the radio broadcasting from its commodious new Music Pavilion in 1926 and 1927. Through the courtesy of station WBAL, concerts on Tuesday evenings by the Park Orchestra and on Friday evenings by the Municipal Band were put on the air from Patterson Park for a period of twelve weeks in 1926 and for the same number of concerts in 1927. The first program broadcast from the park was on June 11, 1926. Thereafter the constantly repeated announcement that the music was coming from Patterson Park, Baltimore, has made the park the most widely known unit in the Baltimore Park System. Then on Sunday, July 3, 1927, 10,000 people assembled at the Patterson Music Pavilion and listened for two and one-half hours to the regular broadcast program of WBAL, in its metropolitan hook-up, sent by wire from the Studio to the Pavilion and amplified there to concert volume. This was

the first public concert by invisible musicians given in any park in the country and was so successful that the experiment was repeated in other Baltimore Parks.

The picture on the cover hereof is illustrative of the Park's present use, apart from athletics, and of its early history when War was a matter of life and death to the Nation. The view of houses is typical of the openness of the Park on all sides, there being no place in it, except possibly from the Boat Lake toward the Battery, offering an outlook in any sense rural. It is a Park upon which the wear and tear of use is heavy, and yet in season, the beauty of the place shines through—a promise of what it might be were all its users conscious of their ownership and less mindful of their right to wear it out.

J. V. K.



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**DRUID HILL BEFORE THE REVOLUTION**

Compiled For  
**BOARD OF PARK COMMISSIONERS**  
WILLIAM I. NORRIS, President.

June 10, 1928

By J. V. KELLY

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**Mayor of Baltimore**  
**WM. F. BROENING**

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**BOARD OF PARK COMMISSIONERS**

**WM. I. NORRIS, President,**  
8 East Lexington Street.

**EDWARD HANLON,**  
1401 Mount Royal Avenue.

**ADAM H. KROMM,**  
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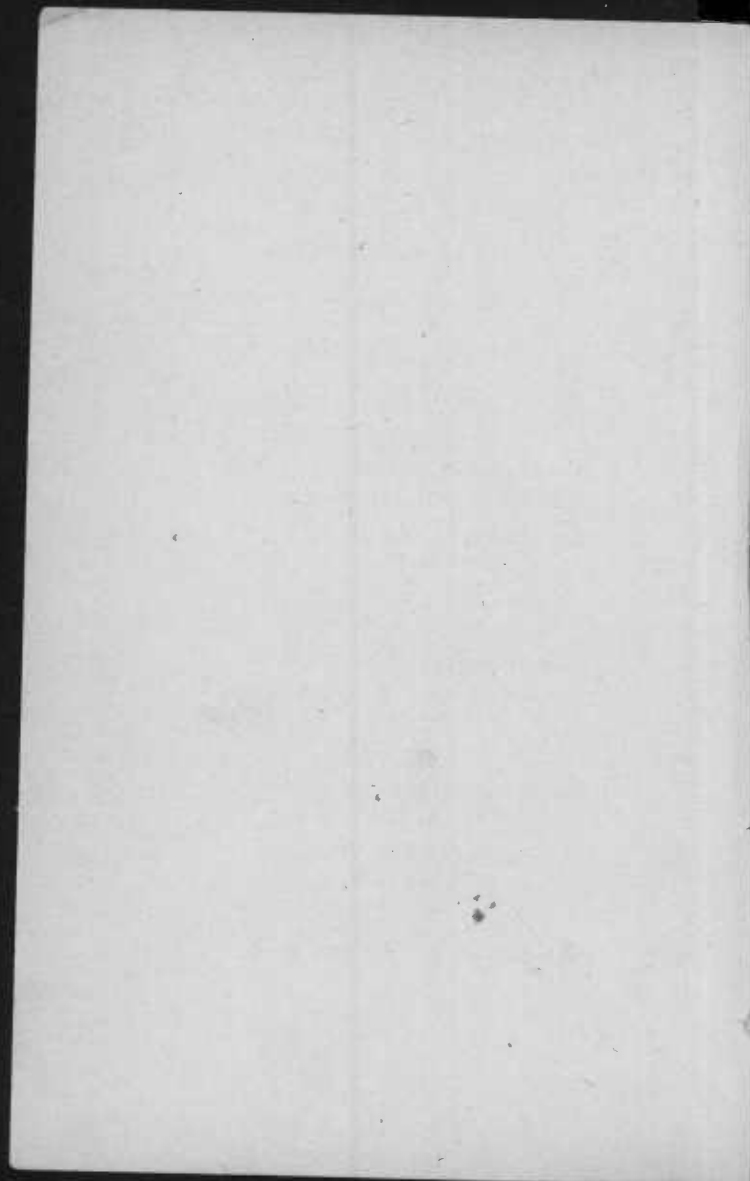
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**General Superintendent of Parks,**  
**GEORGE L. NICHOLS.**

**Secretary Park Board,**  
**J. V. KELLY.**

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**Park Office — Druid Hill Park.**





## DRUID HILL PARK

### THE LAND AND ITS PEOPLE DURING THE PERIOD OF PRIVATE OWNERSHIP

Unlike Federal Hill and Patterson Parks, there is nothing in the history of Druid Hill Park to associate it, as a place, with any of the outstanding events in the history of the Nation. Its one and only war-time relic is the embankment, west of and near the Madison Avenue entrance, which was thrown up by Federal troops during the Civil War as a link in the chain of numbered earthworks which encircled the City. It was known as No. 5. Not a shot was fired from it, nor were the guns sent there, ever mounted. It is shown on old park plats as "The Fort."

The history of the Estate, before it became a park, has to do with people rather than with events, and tends to become genealogical and biographical. But what old estate does not have its chief interest wrapped up in the story of the people who first owned and developed it? And in a very special way the genealogy connected with Druid Hill Park reflects the character of the settlement in which the City of Baltimore germinated and out of which it grew.

The way of the compiler has been along paths well known, little known, and unknown to the present generation. Facts and myths have been found intermingled. And the source of some of the myths appears in a review of the official records. The inaccuracies are largely inconsequential, but the facts, and the probabilities based upon them, are none the less interesting.

#### SOURCE OF THE NAME IS A SURMISE

To begin with, the search for a record fixing a definite time when the name Druid Hill first was used to designate the estate, has been unrewarded. Nor can any record be found crediting to any one of its owners through several generations the appropriateness of thus associating its venerable oaks and their mistletoe with a priesthood which revered the oak as sacred, and professed to see in the mistletoe a symbol of immortality. It

is written that the Celts in early Gaul and Britain, whose priests The Druids were, worshiped the Sun, the Wind, the Thunder—the great Forces of Nature, rather than its beauty—yet one who drives through, or luckier, has opportunity and leisure to stroll through Druid Hill Park when the dogwoods are in blossom or when the autumn leaves are in their glory, well may be pardoned a sensitiveness to God in Nature, quite apart from Revelation, and be something of an aesthetic pantheist, worshipful but unafraid. The name fits well. But why no record of its taking on?

Up in the northern section of the park, back of the tall spruce pines which hedge it in, is a full half acre to which the City has no title. It is rectangular in shape and was reserved by the grantor, September 27, 1860, to him and his heirs forever as a last resting place, with right of interment limited to himself and to his then living descendants. Of the graves in this burial ground and the lives of those who lie there a large volume might be written. It is enough to note here the inscription on the weather-stained marble over one of them:

“Here lies all that was mortal of Lloyd Nicholas Rogers, a ripe scholar and an accomplished gentleman who died November 12, 1860, Age 73. ‘The Park of Druid Hill’ which he inherited from the original patentee to whom it was granted by the Colony of Maryland in 1760, and which he conveyed in 1860 to the City of Baltimore, surrounds this spot, a part of the original grant; and he sleeps as was his wish with his ancestors and those whom he loved.”

#### EARLY RECORDS UNREVEALING.

It seemed akin to desecration to go to Annapolis and find no mention of Druid Hill in the Patent of August 9th, 1760. Then to examine the last will and testament of the Patentee and find neither the patent nor “Druid Hill” mentioned. Next to look over the last will and testament of Colonel Nicholas Rogers devising the estate to his only son, Lloyd Nicholas Rogers, without finding any reference to an estate patented or known as Druid Hill. Much interesting history of the old estate unfolded, yet the name Druid Hill was nowhere to be found, either in the land or in the testamentary records. But coming to the title deed, which was given to the

City in exchange for \$121,000.06, in cash and \$363,027.18, in City stock, there is found a clear record in the covenant that "the park to be established on the land and premises hereby granted shall be called and forever hereafter known by the name of "THE DRUID HILL PARK."

Why the article definite? Possibly only one of its several hills and not the whole estate had been named, "The" Druid Hill. When the address of Mayor Thomas Swann at the opening ceremonies is read, however, such a surmise is not sustained. The Mayor said in part: (October 19, 1860).

"'Druid Hill' is one of the most ancient estates in Maryland, having been settled at a very early period of our colonial history. The original patent bears date in 1688. Its name 'Druid,' I have been informed by a descendant of the last proprietor, was suggested by the large number of oaks which everywhere abound. Some of these, associated with certain marked localities of the estate, bear the evidence of great age, and have been appropriately named. One of them, the 'King of the Forest,' a rock chestnut oak, stands on the highest pinnacle of land on the top of 'Sugar Loaf Hill,' and commands a view of the entire property and the adjacent country and Bay for miles around. In 1709 this estate passed into the hands of Nicholas Rogers, whose grandson, of the same name, a soldier of the Revolution, and aide-de-camp to Baron De Kalb, attained considerable eminence as an architect, and left monuments of his taste, as well in the city, as in the grouping of the beautiful trees around you. The square-rigged vessel represented in the view of Baltimore in 1752, and comprising at that time nearly her whole commercial marine, was the property of the elder Nicholas Rogers. From its original settlement down to its transfer to the city of Baltimore, it has remained unchanged in its general outlines."

#### THE INITIAL SURVEYS.

A look into the records of 1688 did not turn up "Druid Hill" as a place name, but there was found a certificate dated June 30, 1688, recorded by George Burger, Deputy Surveyor, setting forth that certain land described therein and containing 350 acres had been laid out for Thomas Durbing, to whom the same had been assigned by Thomas Richardson out of a tract of 2,000 acres held by virtue of a warrant granted to Richardson by Charles, Lord Baltimore, under date of June 5, 1688. Who Thomas Richardson was and how he obtained a

warrant for land equivalent to the allotment for 40 emigrants does not appear, nor have the boundaries of the 2,000 acres been determined. It is certain only that the 350 acres assigned to Durbing (sometimes spelled Durbin), was all that part of the present Druid Hill Park described roughly as extending from the sheepfold to Woodberry Avenue and from the Boat Lake to the Northern Central Railroad. And the name of the Durbing tract in the survey certificate is not "Druid Hill," but "Hab Nab at a Venture." Under this name the land was patented to Thomas Durbing, May 6, 1689, at an annual rental of 14 shillings sterling, payable in silver or gold. In the recorded copy of this initial Patent, the name is spelled "Darbing" and the place name: "Hab Nab att a Venture," but the metes and bounds are identical with the 350 acre survey.

"Hab Nab at a Venture" is colloquial old English, variously defined as: "Hit or miss," "Gain or no gain, venturesome"; or (see Wright's English Dialect Dictionary) "In random fashion at great risk," and other phrases of like import.\*

The laying out of Baltimore Town was a generation in the future, and the measure of land value to the early settlers in Maryland being the tobacco the land would produce, Thomas Durbing, Planter, well may have felt uneasy as to the wisdom of his land owning venture in the new world when he viewed the mountainous contours of the assignment from Thomas Richardson.

West of the rugged and heavily wooded hills and dales of "Hab Nab" the land was comparatively level. To the extent of 200 acres it was surveyed, July 19, 1688, for Solomon Jones, of St. Mary's County, who took an assignment of 150 acres out of 614 acres held under warrant from Charles Lord Baltimore by Daniel Peverell, and of 40 acres out of 200, held in the same manner by Robert Benjor. The survey gave Jones a clear gain of 10 acres, so that the Patent, dated June 6, 1689, vested him with title to 200 acres designated by the place name of "Jones' Levil" (sic). Out of this initial patent was

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\* The significance of the words Hab and Nab is illustrated thus: A buyer pretending to walk away says, "Then you will take no less." The reply being, "No, not one warden;" then the buyer replies in an off-hand way, "Then I'll take it hab or nab."

to come that part of Druid Hill Park which is skirted roughly by the drive from the Columbus Statue around the east side of the Boat Lake past the zoo, then to the intersecting drives near the Shaarei Tefiloh Synagogue, and back past the Conservatory and the Rose Garden to the starting point.

#### THE BOUNDEN WHITE OAK.

If a line were extended through the Park from a point on Druid Hill Avenue equidistant from Evergreen Terrace and the Fulton Avenue entrance, to the southeast or front line of St. Paul's Lutheran Cemetery, back of the Sheepfold, it would mark quite accurately the southeast boundary of both "The Level" and "Hab Nab." Along this boundary line, in the course of time, ran Lawson's Lane, which was laid down on paper later as Newington Avenue. The sale of a four acre lot out of Hab Nab, fronting on this avenue, to the Trustees of the Second German Evangelical Lutheran Church of Baltimore, for a cemetery, (1854) and the failure of the City to take over the burial ground when the Park was acquired, fixes at the present day the original survey line of 240 years ago. The great oak tree from which the first line of the first survey was run must have been an outstanding landmark in its day. It was designated as a "bounden white oak on the south side of (branch of) Patapsco River called Jones his Falls, by a run off the said Falls." The course of the Run may be traced today from Edmund's Well to the Druid Lake Reservoir. A dam across the Run, made 175 years after the first survey, formed the present Boat Lake and the nubbin-like projection of Druid Lake toward the Columbus Monument marks where the Run descended into a rocky gorge now covered by the waters of the Reservoir. As late as 1863, the course of the Run above the gorge was described as a meadow into which fed "numerous and copious springs."

The old oak, if standing today, would have significance in connection with the history of Druid Hill not unlike that which Plymouth Rock has to the history of New England. It was referred to in the Patent of 1760, as "a bounden white oak now down," but its ap-

proximate location may be established by measuring back from Jones' Falls on the line of the Lutheran Cemetery a distance of 2,805 feet. This would fix the spot in the open lawn space directly ahead of a straight-away section of driveway north of Druid Lake, where the drive bends northward toward the five-way intersection of roads north of Columbus Monument. The white oaks which cluster, a dozen or more, in the space west of the bend are too young to have sprung from acorns off the old oak which for more than a century, was known as "the beginning tree of Thomas Durbings' land." So long has been the time, since then, that the young oaks may be "grand-seedlings," from parent trees cut short of normal life by lightning, wind or the un-sentimental axe that opened Lawson's Lane.

#### HAPPY BE LUCKY

Next to, and southeast of "Hab Nab," including that section of the park in which nearly all of Druid Lake is located, and extending to the Cedar Avenue Bridge and back over the sparsely wooded section north of the swimming pool, was the tract initially surveyed and patented for 126 acres, to John Cole, as "Happy Be Lucky." (September 14, 1704.)

West of "Happy Be Lucky" and binding on "The Level" were 300 acres initially patented to John Cole as "Hap Hazzard." (February 20, 1714.)

East of "Happy Be Lucky," and bordering also on the east line of "Hab Nab at a Venture," was the 282 acre tract patented to Daniel Richardson (November 24, 1694) as "Come by Chance." North of "Hab Nab" and "The Level," lay "Parrish's Range" and "Parrish's Fear," the former having been patented for 2,000 acres to Edward Parish of Anne Arundel County, October 5, 1678; and the latter for 380 acres to the same Edward Parish, March 25, 1714.

Out of the whole of "Hab Nab at a Venture;" the greater part of "The Level," and some parts of "Happy Be Lucky," "Hap Hazard," "Come by Chance," and the "Range" and "Fear" of Mr. Parish, came the whole of the area now municipally owned as Druid Hill Park.

#### OWNED BY CARPENTERS

As the records are dug into, it appears that Thomas Durbings may have feigned his fears, in the naming of

"Hab Nab at a Venture." His son, Christopher, became a carpenter and the whole of "Hab Nab," "The Level," "Happy Be Lucky" and "Hap Hazard," became carpenter owned well in advance of the building of Baltimore Town. "Up in the woods beyond George Wilson's place," or wording of like kind, was used to designate the location of "Hab Nab" in the early records, and at a time when carpenters had to find their own lumber, what could have been more likely to yield a sure profit than good timber land? Yet suspicion lurks that the naming of the first survey, and the others thereabouts, may reflect only a Surveyor's humor.

After the passing of Thomas Durbing, who more than likely built and lived in the dwelling known as the "Old Colonial House," which stood in an advanced stage of decay, near the burial ground in 1860, his son, Christopher Durbing, conveyed 46 acres of "Hab Nab" to John Eagleston, Carpenter, (March 7, 1703). Three months later (June 1, 1703) an additional 154 acres were sold to Eagleston, for six thousand pounds of tobacco, making him the owner of 200 acres, which he held for thirteen years and then conveyed for fifty pounds sterling (June 1, 1716), to Nicholas Rogers, Inn-Holder and Planter, the son of old Nicholas Rogers of Upton Court. The first Rogers, in writing his name, usually spelled it "Rogier," as is the spelling of the name in Doomesday Book.

In the meantime, (May 22, 1705), John Gardner, Carpenter, acquired from Christopher Durbing, the remaining 150 acres of "Hab Nab." Twenty-five years later, Gardner, purchased from the heirs of Solomon Jones, the adjoining 200 acres in "The Level" (October 2, 1725) and also from John Cole, the year following, the 126 acres of "Happy Be Lucky" and the 300 acres of "Hap Hazard" (January 21, 1726).

How the area purchased by the City in 1860, came to be shaped so largely out of the 200 acres held by Rogers and the 776 acres owned by Gardner, is a story going back for remote cause to the time when Captain John Smith, the 26 year old son of a Lincolnshire farmer, was laying claim for the English Crown, to all of the land along the Chesapeake, and with more direct relevancy to certain genealogical events taking place when these

lands were being vested by the Crown in the proprietorship of George, Lord Baltimore.

#### GENESIS OF THE ESTATE

Late in the sixteenth century there lived in the Highlands of Scotland, one Mungo Buchanan, of the ancient Clan Buchanan, who had acquired large estates. These estates had gone from eldest son to eldest son until they were vested in Mungo the great grandson of the first Mungo. The fourth Mungo's eldest son was Robert, who in turn, took the estates, leaving a third son, Mungo, without patrimony, but with more than a normal determination to possess estates of his own. He sought his fortune in Edinburgh, married Anna Barclay in 1687, and in 1695 was admitted a Writer to the Signet. His ambition was realized in 1709, when he acquired by purchase the estate called Auchentorlie in the parish of Old Kilpatrick and County of Dumbarton, near Glasgow. He had four sons, the third being George, born in 1698.\*

With no chance to inherit the lands of his father, George entered Glasgow University in 1717, studied medicine, and in 1723 at the age of twenty-five, came to Cole's Harbour, Maryland as Dr. George Buchanan.

Here was a Maryland Colonist with no direct interest in the growing of tobacco and no need for a plantation, but with an urge in the blood to own an estate and build a castle. And here enters material for the use of those skilled in the spinning of historical romances. (All cinema rights reserved). The young doctor found in the settlement a Miss of eighteen summers who well

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\* Credence is given here to the data contained in the "Historical and Genealogical Essay upon the Family and Surname of Buchanan," by William Buchanan of Auchmar, published in book form in 1723. The statement in Irving's "Dumbartonshire" (p. 479) that Auchentorlie, of the barony of Erskine, passed by purchase in 1737 from Mungo Buchanan, W. S. to Andrew Buchanan of Drumpeller, who sold it to his brother Archibald, raises some doubt because it is known that George Buchanan, born in 1698, was a minor at the time of his father's death in 1710. But it is certain that George had a brother named Archibald and that his father was Mungo Buchanan, W. S.



may have looked upon him as an immigrant foreigner of doubtful eligibility. Her personal charms may be assumed. The land records yield only the proof that she was born in the settlement, as had been her father before her. Upon her grandfather's 500 acres, (Upton Court) now all of south Baltimore east of Charles Street and south of Federal Hill, her father had grown up and later had prospered in the settlement as Nicholas Rogers, Inn-holder. Three years after his daughter's birth he had acquired "Parker's Haven" and "Kemp's Addition" and had founded the 200 acre Rogers' Plantation, a large part of which is now Patterson Park. Here Miss Eleanor Rogers and her elder brother William, were followed by Sarah,<sup>3</sup> Mary,<sup>4</sup> Elizabeth<sup>5</sup> and Catherine.<sup>6</sup> Then when Eleanor was sixteen, the Wheel of Fate revolved rapidly. Late in 1720 her father died. A few months later a baby brother was born (May 20, 1721) and, in old St. Paul's Church, was christened Nicholas Rogers. In less than two months (July 4, 1721) her mother took for a second husband a young Colonist of some consequence identified in the records as "Lloyd Harris, Gentleman." (Old St. Paul's Register, copy page 148). An event that follows attests the fact that Miss Eleanor greatly admired Lloyd Harris, but whether as a sweetheart lost, or simply as a step-father, is left to idle speculation.

#### FIRST BUCHANAN-ROGERS UNION

By her father's will, Eleanor Rogers became the owner of the 200 acres in "Hab Nab at a Venture." When two years had passed, came the young doctor from Glasgow with just such a dream place as the high land of Hab Nab, more than likely, in his mind. Dr. George Buchanan prospered, and acquired many acres of his own—Pitchcraft, Polecat-Ridge, Wansworth, Friendship, Martin's Nest, and others. But at length he won the heart and hand of Miss Rogers and became possessed of the 200 acres in "Hab Nab." The marriage took place about five years after his arrival in the Colony and the first born was a son (November 10, 1729), the year Balti-

<sup>3</sup> Married John Merryman.

<sup>4</sup> Married John Gill.

<sup>5</sup> <sup>6</sup> Did not marry.

more Town was laid out. He was christened, not Mungo nor George, nor even Nicholas, but Lloyd Buchanan.

In the Act of 1729, authorizing the Erection of Baltimore Town, Dr. George Buchanan was named as one of the seven Commissioners, and he was one of the four members who attended the first meeting (December 1, 1729) at which definite plans for laying out the Town were adopted. He is known to have been a magistrate, a Deputy Commissioner General of Baltimore County, a prominent member of the Colonial Assembly, and a man of much influence in the Cole's Harbor settlement, as well as in the Colony.

Old John Gardner, Carpenter, could not be separated from his property while he lived, but when he died in 1740, he directed his executors to bury him decently and to sell all of his property for the benefit of Robert Godwin of Portsmouth, Hampshire, in Old England. So the 150 acres of the original "Hab Nab," which Gardner had held for thirty-six years, as well as the 200 acres in "The Level," were acquired by Dr. Buchanan, January 14, 1741, for one hundred and fifty pounds sterling, the conveyance being from Luke Trotton and William Hamilton, Executors. Dr. Buchanan had the survey of the two old Patents corrected to include 28½ acres, for which he took out a Patent as "Addition to Hab Nab," increasing the whole estate to 578½ acres. Here was the birth of Druid Hill Park, but christened: "Auchentorlie" after the paternal estates in Scotland.

#### AUCHENTORLIE

The cut on the cover is from an old pen drawing or etching reproduced by A. Hoen and Company about 1835, when the firm began business, or possibly later. It shows the pretentious castle erected by Dr. Buchanan on the very site of the present building which is frequently but mistakenly referred to as the original "Mansion House" on the estate. The turrets on the side and on the main roof are suggestive, in a way, of the fourteenth century Castle Glamis or of Sir Walter Scott's Abbotsford at Melrose in the Eildon Hills and of the Castle Balmoral on the River Orr in the valley of the Dee, the favorite Scotland home of Queen Victoria.

No record has been found fixing the date of the drawing nor the year the Castle itself was built. Dr. and

Mrs. Buchanan reared a family of six sons and four daughters between 1729 and 1749, during the early part of which period the house warming doubtless took place. In the Maryland Gazette of July 30, 1752, the following news item proves the existence of the building at that time. It is known that after the Revolution the site was occupied by a one story building of colonial design.

"On Monday last in the afternoon there was a very violent gust of lightning and thunder in Baltimore County which struck the house of Mrs. Buchanan, wife of the late Dr. George Buchanan, about three miles from Baltimore Town, whereby Mrs. Buchanan was struck speechless and Mrs. Elizabeth Gill, who lived with her as a companion, was struck dead. Two negroes in the kitchen were killed but the building received no damage."

On the lithograph of the etching the name of the estate is spelled phonetically "Auchentoroly," attempting to roll the Scotch R, and indicating on the part of whoever had the work done, unfamiliarity with the correct Scotch spelling. In the Land Records of 1799 to 1846, Auchentorlie is spelled Auchentorley; Auchintorly, and Auchentorly. In an 1852 deed it is spelled Auchenterley. Johnston's Place Names of Scotland, defines "Auchen" as a field or "plough of land," and Auchintorlie (sic) as a "Field of Sorlie."

Dr. George Buchanan died April 23, 1750. His burial in the northwest section of Hab Nab, fixed the location of the Old Graveyard. In his will dated October 29, 1748, he refers to himself as a Surgeon, and devises the whole of Auchentorlie to his eldest son Lloyd, then a young attorney in the employ of the Commissioners of Baltimore Town, to prosecute the needy inhabitants who, during a hard winter, had taken and used for fire-wood, a large part of the stockade fence which had been placed about the Town against the possibility of attack by Indians. For title security, the original patent names were used in the will, and not "Auchentorlie."

#### ASSOCIATED GENEALOGY

The youngest son, William, an infant of two years when his father died, married Margaret Hill Dorsey, and after her death in 1797, married Hepzibah (Brown) the young widow of Moulden Perine. He lived at Homeland from 1799 to 1824, and was buried

there. The eldest daughter, Eleanor, married Richard Croxall, and her youngest sister, Elizabeth, married James Gittings of "Long Green" whose son, James, was the great grandfather of John S. Gittings, a member of the Board of Park Commissioners, 1903 to 1915. Men and women of Maryland who trace their ancestry back to the Auchentorlie that is Druid Hill would crowd the wide expanse of the Mansion House lawn.

So much of "Happy Be Lucky" is now a part of the Park that the story of the genesis of Druid Hill would be incomplete without a reference to what became of that jovially named Patent after it had served the land owning proclivities of the old fellow who died without kin even to bury him. And there is another reason. Alexander Lawson to whom the Executors of John Gardner sold the property in 1741, along with the 300 acres in Hap Hazard, had a daughter Rachael, then a child of four years. At this time the Auchentorlie youngsters were Lloyd, the eldest, age twelve, and Eleanor, Andrew, Archibald and George. Then followed Susan, James, Elizabeth, Catherine and William. There was a Lawson son, Alexander, about Rachael's age, and then came Susan, Izabella and Rebecca. Evidence here, that the estate was a playground long before it was a park.

Of the Lawson children only Rachael has a place in the story of Druid Hill, although the marriage of her sister, Susan, to young Andrew Buchanan of Auchentorlie resulted in another large family, the eldest son of which, Dr. George Buchanan, (who was urging a public park for Baltimore as early as 1790,) married Letitia McKean, daughter of Thomas McKean, Revolutionary Governor of Pennsylvania, and was the sire, grand-sire and great grand-sire of a distinguished line of officers in both the Army and the Navy.\* Andrew, the father, had been a victim of the Act of March 26, 1756, taxing bachelors. He became subject to the tax October 22, 1759, and married the following July. Twenty years later he was General Andrew Buchanan

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\* The second Dr. Buchanan was a Founder of the Medical and Chirurgical Faculty of Maryland, and besides urging the need of a public park, advocated the municipal registration of deaths and the establishment of a humane society in Baltimore.

of the Revolution. Commodore Franklin Buchanan who married Ann Katherine Lloyd, of Wye House, and who commanded the Merrimac when its triumphs as an iron-clad Man 'o War were cut short by the "Yankee cheese-box on a Raft," was the grand-son of Gen. Andrew Buchanan. Lieutenant George Buchanan Redwood, one of the young Baltimoreans who gave their lives in the World War, and for whom Redwood Street (one time Lovely Lane and then German Street) had its name changed, was a direct descendant of the first Buchanan-McKean union. Letitia McKean's younger sister Anne, married Andrew Buchanan, Jr., her husband's brother, who lived at No. 200 Baltimore Street, and was a prominent merchant with a warehouse on Lovely Lane between Calvert and South Streets. Anne and her husband are buried in Druid Hill Park. But there is a whole volume on the McKean Family in the libraries.

#### THE FATE OF LLOYD BUCHANAN

When Lloyd Buchanan became the master of Auchen-  
torlie he took for his wife Eleanor Darnall, probably  
of Prince George County, from whose father his mater-  
nal "step-grandfather," Lloyd Harris, held power of  
attorney for the transaction of business in Baltimore  
Town. He was successful in the practice of his pro-  
fession and in 1754 became one of the Town Commis-  
sioners. In the same year he was elected a member of  
the Maryland Assembly, but the following year he ac-  
cepted appointment as County Prosecutor and a writ  
had to be issued for the election of another assembly-  
man. His wife did not live long and at the age of  
27, he found himself a widower without either son or  
daughter. His second marriage is recorded in the  
Maryland Gazette of July 14, 1757, as being with "Miss  
Rachel Lawson, an agreeable young lady with a pretty  
fortune." Rachael was then nineteen. The first born  
was a girl and she was named Eleanor. Then tragedy  
was the lot of Lloyd Buchanan. On Christmas Eve,  
1759, his wife, age 22, died "in childbed of a son." The  
record is carved on a slab of marble alongside the  
tomb of Dr. George Buchanan in the old burial ground,  
back of the pines, in Druid Hill. His mother having  
died October 26, 1758, the child Eleanor was taken by

her maternal grandmother, Mrs. Lawson. During the three years that intervened before his own death, the cautious lawyer had Auchentorlie re-surveyed and "laid out for 625 acres to be held of the Manor of Baltimore by the name of Auchintorly," at an annual rental of 7 pounds 5 shillings sterling. The spelling is as shown in the quotation. The date of the re-survey was July 15, 1760, and of the new grant, August 9, 1760. The new Patent added the land in the elbow of the fat "L" formed by Hab Nab and the Level, which is the section of Druid Hill Park east and west of the Pimlico Drive north of Seven Oaks, including the Grove of Remembrance, the High Service Reservoir and the Locust Drive section. In his will dated April 23, 1761, Lloyd Buchanan, designated himself an "Attorney at Law," and asked that no funeral sermon be preached over his body. Without any mention of Auchentorlie, or the new Patent, he devised "Hab Nab at a Venture," the "Addition to Hab Nab" and "The Level" to his dear child "Elea." The child's education was left to Mrs. Dorothy Lawson, to whom was devised for the purpose an annuity, to be spent at her discretion. Mrs. Lawson was but recently a widow amply provided for out of the large estate of Alexander Lawson, Sr., whose death is of record in the Maryland Gazette of October 23, 1760, as having been "due to gout after a long course in business during which he acquired a very handsome fortune." One of the bequests to his widow was "twenty tons of pig iron per year."

And while we leave little four year old "Elea," sole owner of Auchentorlie, to grow up in the care of her grandmother, it is essentially a part of the genealogy associated with Druid Hill, to go back a half century and tell what became of Nicholas Rogers, the infant brother of Eleanor Rogers.

### THE THIRD NICHOLAS ROGERS

Unmentioned in the will of his father, because of his posthumus birth, the boy was nevertheless well cared for in the home of his step-father, Lloyd Harris, and had arrived at the age of eight years when the laying out of Baltimore Town was engaging the attention of his brother-in-law, Dr. George Buchanan. The place has been described as being at that time, land

"one half cleared and of middling quality upon which were three dwellings, a mill, tobacco houses and orchards."

Sixty town lots of one acre each were being made available upon payment of a "Sum of Tobacco" and the assumption of the obligation to build a house within eighteen months. First choice of lots was to go to the owners of the land upon which the layout was made, the remaining lots to be taken up by others. The lots along the waterfront were the first to be selected, reflecting the fact that water-borne traffic was the fertilizing agency which resulted in the birth of Baltimore Town, and suggesting for a centenary celebration a "Chesapeake Bay Pageant" with the whole population afloat to view the Ark and the Dove, the Philip and Charles, the Clipper Ships and the great ocean Leviathans of today—a Pageant which would mark the evolution of commercial water-craft over a period of nearly 300 years. In view of events to follow, it is of some interest to know that the Merchants Club, the Baltimore Stock Exchange, the Mercantile Trust, the Continental Trust, the American Building, and the Old Mechanics Bank Building, all stand upon land selected and first built upon by Lloyd Harris, who must have been a man of some judgment and foresight notwithstanding he had to make "his mark" in lieu of a signature. He held lucrative powers of attorney from London merchants and from men of means in the colony for the collection of charter rents and tobacco rents and his mark was of such importance that it is found registered in the Land Records (I. S. No. G folio 152). With such a man for a step-father it is not to be wondered that the boy Nicholas Rogers became a successful young merchant. And here again enters romance, the silken thread upon which the beads of genealogy string themselves. The Surveyor who laid out the Town lots was Philip Jones. He had a daughter, Henrietta, who on her seventeenth birthday (August 18, 1745) was met at the altar in Old St. Paul's, by Nicholas Rogers, then in his twenty-fourth year.

#### A FOUR GENERATION CYCLE

As the young man prospered he became the owner of the square rigged vessel "the good Brig, Philip and

Charles" represented in the Moale-Bowley sketch of Baltimore Town and referred to by Mayor Swann at the ceremonial opening of Druid Hill Park. At the time the original sketch was made by Moale, Nicholas Rogers was also the Town Surveyor, and had recently purchased from the Town Commissioners all that was left of the old stockade fence, toward the upkeep of which he had contributed ten shillings in 1748. In 1753 he and his brother William were managers of a scheme to raise funds by lottery for building a public wharf in the Town. He was of some importance also as a father. James and Philip Rogers arrived in turn, the first being christened "James Lloyd," and then on October 7, 1753, another Nicholas Rogers. There was a fourth son, William, who died in childhood and a daughter born after his death, but the purpose here is only to introduce Nicholas, and to make a record of how on Maryland soil and within the limits of the present Baltimore, there was before the Revolution even, a progression in four generations from Nicholas, Planter, to Nicholas, Inn-Holder, to Nicholas, Merchant and Shipowner, to Nicholas the Scholar, Soldier and Architect, all in the family of Rogers, and all with a direct bearing upon the history of the Park that is Druid Hill. The modern cycle, of Farmer to Boniface (or any other urban job) to salesman and manufacturer, to the man of culture and aesthetic complex back in the country on an estate, is seemingly a continuing process tending to the eventual landscaping of all the open spaces, the consummation of which, for time, will probably require all of the first thousand years, with "time out" for wars and similar disturbances.

#### ROGERS FAMILY HOLDINGS

When the last mentioned Nicholas Rogers was born, his father owned and had his home on the acre lot at Long and Market Streets, now Baltimore and Calvert, upon one corner of which is the present Munsey Building; and his uncle, William Rogers, not only owned the Rogers Plantation along Collett's Creek, where Patterson Park is now, but also the Tavern property upon the site of which the National Bank of Baltimore stands, and the three one acre lots on the west side of Light Street (then Light Lane) between



Baltimore and Lombard Streets (then Long Street to the water line), including the site of the new Citizens National Bank Building and the site of the proposed great tower building of the Baltimore Trust Company. His grandmother, the widow of Lloyd Harris, had title to the two acres in the present financial district heretofore mentioned as having been first built upon by her husband.

Nicholas, Junior, was in the fifth year of his age when another rapid succession of events occurred in the Rogers family. On May 1, 1758, his grandmother, in consideration of parental affection and 53 pounds 10 shillings, transferred to his father the two acres last referred to, and two days later his father executed a will leaving the same two lots to "my son Nicholas," together with a two hundred acre plantation in Frederick County. Five days after signing the will the father died. (May 8, 1758). The Maryland Gazette of May 11th refers to the death as having followed a lingering illness and mentions his "large estate acquired in trade."

The death of the boy's Aunt Eleanor, of Auchentorlie, followed within the year, just three months, or nearly so, after the birth of "Elea," her first granddaughter.\*

#### A COLONIAL GRANDMOTHER

In addition to the bequest of properties to young Nicholas, his father's will provided liberally for his education and for that of his two older brothers, with provision also for the daughter, born two months after

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\* (Note: Unexplained alteration in the record is accepted here with some misgiving. The original entry of Elea's birth date in the Register of St. Paul's Church, is August 1, 1759, and in the indexed copy made in 1894, by Miss L. H. Harrison, for the Historical Society, the date is the same, but since 1894 the figure "9" has been changed in the original entry to "8" making the year 1758. As 1759 was the year of the Christmas Eve tragedy according to the inscription on the mother's tomb, the alteration in the register would seem to have been a necessary correction, although it was not made with authority. Change of date might just as well have been made upon the tombstone of the mother. A birth, recorded shortly after its occurrence, is more apt to be correctly dated, than when cut on a stone years afterward. Elea's birth date upon her tombstone in Druid Hill is October 25, 1757, conflicting with the church record in day, month and year.)

the testator's death. The four children had for first cousins, the six sons and daughters of their Uncle William, the ten Buchanans, five Merrymans and seven in the family of John Gill—a total of thirty-two, all of whom could claim Eleanor Harris, formerly Mrs. Eleanor Rogers (maiden name unknown) for a grandmother; and for a grandfather, had he been living, the first Rogers who owned any part of Druid Hill.

It has been stated that many Maryland men and women trace their ancestry back to the Auchentorlie that is Druid Hill. And for the Rogers line it may be said that as many more may trace their ancestry back to the owner of the 200 acres in Hab Nab, the nucleus of Auchentorlie.

Grandmother Rogers-Harris was still living in 1761, the year in which both her eldest son, William Rogers and her eldest grandson Lloyd Buchanan died. Neither her parentage, her birth, the time of her death, nor the place of her burial is of record.\* Lloyd Harris, her second husband, died intestate, and she seems to have distributed her estate while she lived. She had at least one son, James Lloyd Harris, by her second husband. As a mother she is entitled to a high rating among the women of the colonizing period.

The estate of her son, Nicholas, when he died was not in lands alone, but in cargo on the sea and in the Baltimore Town warehouse. So legal guardians were required to carry on in the interest of the youngsters who were left with their mother at Long and Market

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\* (Note: As early as 1661, Charles Gorsuch, supposedly a Quaker, took out a Patent for fifty acres of land where Fort McHenry is now, and probably knew the first Nicholas Rogers of Upton Court, nearby, whose son Nicholas in 1716, (the year he purchased the two hundred acres in Hab Nab), filed an inventory of the estate of Charles Gorsuch and went on the bond of his son, John Gorsuch, Administrator. The Bondsman's wife, Eleanor, is supposed to have been Eleanor Gorsuch before her marriage. There was a Charles Gorsuch, Jr., who died intestate in 1748, and the inventory of his property was signed by Nicholas Rogers (the posthumus son) as a "relation." The fact that Lloyd Harris in 1729, took up in his own name the lot on which the Continental Building stands, and to get title to the adjoining site of the American Building, had it taken up in the name of John Gorsuch and then conveyed to him, is further indication that Eleanor-Rogers-Harris was a sister of John and a daughter of Old Charles Gorsuch, but the evidence is inconclusive.)

Streets. When Nicholas was eighteen, we find his guardians having the narrow alley east of his town property widened into "South Street" from Long Street to the water, making a new frontage as valuable as that on Market Street. Nicholas was in the way of being too well provided for, to rest contented with the educational opportunities at such institutions as Harvard and Yale, even though the former had passed its first centenary, and so in his twenty-second year, we find him finishing his education at Glasgow University, Scotland. His elder brother James went to England with him, probably in the pursuit of trade, and died at sea on the way home.

### THE FRENCH EXPEDITIONS

When news from the Colonies told of the impending Revolution, Nicholas left England and was in Paris when the first volley was fired at Lexington. At his lodging house he came upon Silas Dean, of Yale, the American Commissioner appointed by the Committee of Secret Correspondence, who was in Paris secretly to obtain shipments of supplies and munitions and to negotiate also for the help of France in the war against the British. There were in the French Army three ardent sympathizers who were as anxious to go to the aid of the colonists as the French Government was to avoid an open break with England. They were: Johann Kalb, wealthy German, past fifty years, known as Baron De Kalb, who had served with distinction in the French Army and had been given command of a regiment, but whose foreign birth was militating against him for further honors; Tronson Ducoudray, a chemist, thirty-nine, who had won a commission in Corsica, but whose origin was from tradespeople and whose fearlessness and ability, (denominated haughty disposition, by his detractors) kept him constantly fighting duels with officers of noble birth; and the twenty year old, high strung, adventurous youth, both noble born and wealthy, Gilbert Motier, better known as the Marquis de Lafayette.

Ducoudray had commanded a regiment but was known to the nobility as a "blue officer" because of his humble birth. Nicholas Rogers having likewise no

claim to a title was diplomatically recommended by Dean to General Ducoudray and was appointed aide-de-camp with a commission as Major. The intelligence staff of the British in France was so active that Lafayette and De Kalb had much difficulty in getting away and did not succeed until March 1777. Ducoudray and his staff had sailed two months earlier on the Amphitrit, one of the three vessels laden with arms and munitions, which the wit of tradesmen had put on the sea without gaining for themselves thereby any favor in the eyes of the military nobility, as represented by the associates of Lafayette. The latter, when received by the Colonial authorities in a manner to outrage the pride of men noble born, vented their spleen upon Ducoudray and left in their memoirs, for the use of historians, such condemnation of him as to reflect discredit even upon the man who tried to save the General's life, at the risk of his own. Ducoudray's reception had been equally cool but the high born fellows imagined themselves discredited in advance, by their lowly born Countryman.

#### IN THE CAUSE OF INDEPENDENCE

Major Rogers carried important advices from Commissioner Dean for delivery to the Committee on Secret Correspondence, of which his first cousin, General Andrew Buchanan was a member, and narrowly escaped capture when in sight of his native land. In the Rogers Family Notes collected and written by Miss Anne Spotswood Dandridge, is this record of the voyage and the events which followed:

"The French vessel on which Major Rogers sailed was overhauled by an English frigate off Charleston. Neither the Captain nor any of the crew could speak English and Major Rogers, tying up his head and going to bed, escaped for a time by feigning to be a sick soldier who could speak only Latin. The English officer, however, was not satisfied with his first search and ordered the Frenchman to lie to until daylight; but taking advantage of a thick fog, the vessel escaped in the night and put into Charleston. Major Rogers saved his dispatches, they being dragged over the side by a line ready to cut at any moment and let fall into the sea. He joined General Ducoudray's staff at Philadelphia. Just before the Battle of Brandywine and on the way to the field, Ducoudray who was the only officer remaining on horseback, lost his life while crossing the Schuylkill River on a ferry boat. His horse became unmanageable and backed overboard with his rider. Major Rogers

who was an excellent swimmer plunged in to save the life of his Chief, but was unable to do more than sustain him for a few minutes when he himself was dragged out exhausted. He plunged in a second time with no better success. The body of Ducoudray was recovered the next day and buried with military honors."

Lafayette's comment on the death of Ducoudray, that he did not look upon his death as a loss,\* may or may not have been accompanied by raised eyebrows and elevated shoulders, but it is unlikely that young Major Rogers found in his French officer associates on the staff of Lafayette and De Kalb any encouragement to see the Revolution through in their company.

The services of Nicholas Rogers to Silas Dean in the cause of his Country's Independence entitled him to the honorary Colonelcy bestowed upon him and his return to Baltimore, where his property interests were in urgent need of attention, did not terminate his interest in the success of that cause. He contributed to the fund solicited in Baltimore in 1781, for the ragged soldiers in Lafayette's Regiment, and in the same year was a member of the Defense Committee appointed by the City authorities when a fleet of British vessels, standing off North Point, seemed to threaten the City. The prestige gained by Lafayette in the Revolution, gave Rogers much satisfaction in having been associated with the French Expeditions, and he officiated prominently in the receptions tendered Lafayette when he subsequently visited Baltimore.

#### ANOTHER ROMANCE

When Colonel Rogers arrived in Baltimore from Philadelphia, Miss Eleanor Buchanan was in her twentieth year and was on her grandmother Lawson's side, we may safely assume, "an agreeable young lady with a pretty fortune," besides being the owner of Auchenorlie. To Colonel Rogers she was first cousin once removed, daughter of his father's nephew. Or to make the relationship less involved, she was the granddaughter of his father's sister.

With preliminary articles of peace signed, and New York City evacuated by the British, the Spring of 1783

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\* (The French in America—Balch, Vol. 2, page 107.)

was a fitting time for the consummation of a romance. But to keep to the records and get on with the story, the license to marry bears date June 10, 1783. Thus we have Colonel Nicholas Rogers, out of Glasgow University in his 25th year; returning to America and, five years thereafter, becoming possessed of a large part of the property that is Druid Hill by taking for his bride Miss Eleanor Buchanan; just as Dr. George Buchanan, out of Glasgow University in his 25th year, had wed Miss Eleanor Rogers five years after his arrival in the Colony, thereby becoming possessed of a large part of the same property; a kind of genealogical chiasmus suggesting the hand of Destiny in the shaping of events having to do with the history of the estate.

#### AUCHENTORLIE DURING REVOLUTION

And what of the estate during the twenty years beginning with the surrender of the French to the English, at the close of the French and Indian War, and ending with the surrender of the English to the Americans at the close of the Revolution? Who lived at Auchentorlie after the passing of Lloyd Buchanan, to keep up its development while its sole owner was a child in the care of grandmother Lawson? The answer brings into the story "Old Sarah" and "her girl called Dianah"; also "Tom" purchased when he was a boy from Mr. Dallam; and the girl named "Peggy," devised by Dr. Buchanan to his son Lloyd as "my eldest child and her increase forever"; and others not named in the records: Phil and Joe, and Jim and Sambo, sleek youngsters who gathered the chestnuts in old Hab Nab; fished and swam in Jones Falls along the line of Happy Be Lucky; hoed the corn, 'taters and tobacco on The Level, and brought in the cows that may have strayed into Hap Hazard and Parrish's Range. Under the supervision of Executors, the estate was, for all the purposes of living, theirs to have and to use, slaves in name only and enjoying a freedom to eat and drink, work and play unknown to the regimented freemen of today. The will of Lloyd Buchanan provided that his plantation near Baltimore Town "with the negroes thereon be kept going" and that some of them be hired out. None were to be sold. Scant material here and elsewhere in the early days for the exaggerations in Uncle Tom's Cabin.

## DRUID HILL AND HOW

The passing of the Buchanan Castle during the Revolution, or shortly following, (fired mayhap, by another bolt of lightning) marked the end of Auchentorlie. With the coming of Colonel Nicholas Rogers the Scottish influence gave way to English. The Colonel's liberal education makes it certain he had read his Caesar, and he had probably visited Stonehenge in Wiltshire; and may have known of "Druid Heath" near Oxford. In the absence of any contrary record, the renaming of the estate "Druid Hill" may be safely credited to him. The time when the name was first applied has also to be surmised, as being in the year when Colonel Rogers designed and built his first home on the estate, which was in the twelve year period between the date of his marriage and the only dated record there is that the house ever existed. Miss Dandridge, in the Rogers Family Notes, states that Colonel Rogers built, from plans drawn by himself, a large, handsome house on "one of the oak covered hills," but the year is not given. The destruction of the house by fire in the summer of 1796, is of record in the August 8th issue of the Baltimore Journal and Commercial Advertiser, as follows. It may be noted that "Druid Hill" is not mentioned, but neither was "Auchentorlie" mentioned in the report of the bolt of lightning a generation earlier.

"Last Saturday night between the hours of ten and eleven a fire broke out in the dwelling house of Colonel Nicholas Rogers about two and a half miles from this town and before any assistance could be given was totally consumed. It cannot be said that any neglect of the family occasioned it, but from the fire being first discovered in the roof, it is supposed a spark from the chimney communicated thereto and created the conflagration of the building. This building, formerly admired for its simplicity and elegance, occupied a front of nearly sixty feet—was only one story—but so compact and commodious as to outvie most of the buildings in the vicinity of Baltimore. The possessor of this late hospitable mansion must be much grieved not only on account of the loss and the net cost of rebuilding, but for the destruction of a plan which cost him unwearied attention and which he can now but barely hope to imitate."

The description, "only one story," with a width of sixty feet, identifies a building after the fashion of the Carroll House at Homewood, which was built fifteen

years later. Such a building could, in no way, be confused with the castle that preceded it, yet the site was undoubtedly the same. Unless the etching is spurious, the Rogers home could not have been built on an "oak covered hill."

#### A FIFTH GENERATION

Colonel and Mrs. Rogers had only two children. At the time of the fire, Lloyd Nicholas was nine, and his sister Harriett, seven. The family owned the frame dwelling at the southwest corner of Baltimore and Light Streets known as Number 153 Baltimore Street, one of the three thousand houses which the City then boasted. There the home was made during the next four years. The Rogers became town residents just in time to be listed in the first "City Directory," published in 1796 after 700 subscribers had been obtained, and containing 3,182 names, not including negroes and those who did not own houses. Colonel Rogers had been one of the organizers of the Maryland Agricultural Society in 1786, and was an active member of the Society throughout his life. Under his guidance, Druid Hill became more and more an Estate and less a Plantation. He was Justice of the Criminal Court in 1788 and of the Orphans' Court in 1791. In 1799 he presided in the Levy Court. He seems, indeed, to have been more of a Judge than an Architect. In his day the study of architecture was an essential part of a liberal education. It was the vehicle for instilling a sense of proportion, unity, balance, harmony and good taste, not only in things structural, but in the affairs of life generally. He had been privileged to have such an education, and his work in designing both the Baltimore Assembly Hall and the City Jail in 1797, seems to have been incidental to his appointment on building committees, rather than in the capacity of a professional architect.

The second building designed by him for a home at Druid Hill is known to have been more pretentious in size than the Carroll House at Homewood although, in floor plan, very much like it. In elevation and general appearance it was totally dissimilar, being two stories in height with the first floor on the ground level or nearly so, and with a belt course above the windows



giving the first story the appearance of a basement. The second story had the appearance of greater ceiling height with longer windows, the walls being carried up and topped by a parapet. There were no eaves and no cupola or belvedere. Although suggestive of the Spanish the building was Georgian in plan and detail, its windows and doors being carefully balanced in a square major unit with an ornamental entrance portico. It was the intention of Colonel Rogers to complete the central unit and to add the two wings later. The first unit was scarcely ready for occupancy when fire destroyed his home at Baltimore and Light Streets, his own life and the lives of his wife and children being saved only by a chance warning and by presence of mind. The fire took place late in the night and the only articles saved were two silver teaspoons and a silver teapot which Mrs. Rogers hastily picked up as she ran through the room where the table had been set overnight for breakfast. The building plans were destroyed along with the Penates and only the major unit of the new home at Druid Hill was ever completed. Small wonder that no family records are available from which the naming of the estate as to time and circumstance might be proven.

#### EARLIEST RECORD OF NEW NAME

The return of the family to live on the Estate was in 1801. Lloyd Nicholas Rogers, destined to be the last link in the chain of private ownership, was then fourteen years old. Six years went by and Druid Hill had a wedding. The event was reported in the Federal Gazette of February 18, 1807. Here is the earliest record found by the compiler, establishing "Druid Hill" as the name of the Estate, before it was a Park:

"Married last evening by the Reverend Dr. Bend, John R. Murray, Esquire, of the City of New York to Miss Harriet Rogers, daughter of Colonel Rogers, at Druid Hill, his seat near the City of Baltimore."

The next reference to "Druid Hill" is in the Baltimore American of January 7, 1812, where the passing of "Elea" Buchanan in her fifty-fourth year, is recorded as follows:

"On Saturday last departed this transitory life for one full of permanent bliss and glory, Mrs. Eleanor Rogers, consort of Nicholas Rogers, Esquire, of Druid Hill."

Colonel Rogers did not remarry. He died January 2, 1822, in the 68th year of his age. Lloyd Nicholas Rogers, the son, did not marry until he was thirty. He then took for his wife Elizabeth Law, whose mother Elizabeth Park Custis was the grand-daughter of Martha Washington. The eldest child of this union was another Eleanor Rogers. After the birth of a son, Edmund Law Rogers, Lloyd Nicholas was looked upon as the master of the estate, although the title did not become vested in him until the death of his father in 1822. The fact is evidenced by the following extract from a letter written on May 1, 1819, by Miss Mary R. Nicholson to her cousin, David S. Gittings, (who was studying medicine at Edinburgh), and which was sent in care of Captain Hobson, of the good ship Belvedera, sailing from Baltimore at that time.

"There was a large party to breakfast this morning at Druid Hill the seat of Lloyd Rogers. The party was given by Miss Mary Buchanan who lives there. A number of other parties were formed for spending this day in the country and most of our family were included in some one or other of them."

May Day parties in Druid Hill were destined to grow in popularity after the estate became a park, as doubtless some who read this will "remember when." Mary Buchanan who gave the one in 1819, was the ninth of the twelve children born to William Buchanan and Margaret Hill Dorsey.

#### FREEDOM FOR SLAVES

The will of Colonel Nicholas Rogers was made ten years before his death, when he was fifty-eight and his son was twenty-five. It was unchanged when he died. In it there was no mention of the "Auchintorly" Patent nor of Druid Hill. Parts of the Estate had been sold off from time to time, beginning in 1783, until much of the old "Level" south of Brown's Hill, between Pennsylvania Avenue and the present park line, was in the hands of small owners. So the will recited simply: "To my dear and only son, Lloyd Nicholas Rogers, . . . all my little property both real and personal" except,—here

followed bequests to his daughter and others, none of which included any part of Druid Hill. Something of the man's character may be gleaned from the following, which he wrote into his will about the time Wendell Phillips was born and when Abraham Lincoln was a child of three years:

"All the young negroes now in my possession, viz: Edward; Christe; Jane and Horace, it is my will to have set free; the males at thirty years of age and the females at twenty-five, and the descendants of the females in a similar manner. With respect to my older negroes, Phillip and Lucy, I should wish them to be retained in my son's service at about a dollar a month, paid monthly according to good behavior. As to poor old 'Phill' he must be taken care of to the last and be comfortably fed and clad—clad particularly, because in want of that he will suffer seriously."

Thousands whose skins are colored now seek recreation and enjoyment on the land which this kindly man named 'Druid Hill.' They do him reverence when they help to keep it clean. And that they do is testified to by the Park Superintendent and by the men who have the task of carting refuse from the picnic groves and playfields used by white folks.

Colonel Rogers was a large stockholder in the Reisters-town Turnpike Company and made bequests of ten shares each to relatives and to a number of his friends. The Turnpike had been cut through the parts of the estate originally patented as "Jones' Levil" and as "Addition to Hab Nab." This left several acres, never acquired by the City, on the west side of what is now Pennsylvania Avenue. In his will Colonel Rogers took occasion to express approbation of the Baltimore Library Company; the Benevolent Charity School, and the Widows' Fund of the Episcopal Society, to each of which he commended his son to convey a lot fronting on the Turnpike "opposite to where the old gate stood in front of the old farm house." He designated these objects of his philanthropic concern as "interesting little progs of society."

#### THE CIVIL WAR GENERATION

Lloyd N. Rogers buried his father in the old Buchanan Graveyard alongside the grave of his mother. Within the same year his wife, Elizabeth Law Rogers, died and

was buried there. Since that time the half acre plot has been known as the Rogers Burial Ground, although the name Buchanan has indisputable priority.\*

The second marriage of Lloyd N. Rogers is of record in the National Gazette and Literary Register of Philadelphia, under date of July 14, 1829, as having taken place near Leesburg, Virginia, "at the residence of James Monroe, late President of the United States." The bride was Miss Hortensia Monroe Hay. Eleanor and Edmund Rogers were the Druid Hill young folks at this time, but in due course came three young ladies to continue the May Day parties. They were Harriet, Hortensia and Mary Custis Rogers, each destined to be wooed and won at Druid Hill, in the romantic ante-bellum days, so charmingly pictured in stories of Dixie-land.

#### LLOYD NICHOLAS ROGERS

The Maryland Historical Society has a marble bust of Lloyd Nicholas Rogers, showing him to have been in his prime, handsome to a fault, for a man. But he seems to have roughened with the years. Youngsters whom he drove out of Druid Hill with his cane, before the City had acquired it for a park, picture him now as having been a scowling ugly visaged old fellow. He was

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\* (Note: Until recently, want of title had been supposed to entail lack of jurisdiction, over the graveyard, and superintendents of the park gave as little attention as might be to the grounds within the enclosure; allowing it to be grown up from time to time with weeds and a tangle of poison ivy. The tall wild growth served as a shelter for ghouls in the clothing of mischievous adolescents who, attempting to look under them, disarranged the large marble slabs on the bricked-up tombs. One of the slabs was broken and another so badly cracked as to become shaled almost beyond repair by the freeze and thaw of winter. In the year this is written, lawn grass has replaced the weed growth and the broken slabs have been repaired, the workmen, in their zeal, cementing everything up in the best modern manner without essaying the task of retaining the structural appearance of the original or the mellowness which great age gives even to the tombs of the dead. Gone is the lichen from all of them and another hundred years and more will be required to restore the dignity the old stones had with all their age upon them. At the gate a paved entrance has been laid, also in the spirit of 1928,—all of which is recorded here, lest the antiquarian of a century hence be lost hopelessly in speculation.)

not of like mind with his father on the subject of making freemen out of slaves, but as the agitation against slavery gathered force, he foresaw the need of lessening the necessity for farm labor on the estate, and to that end planted 40,000 pear trees in the cultivated sections. The store he set upon gathering fruit in this great orchard would have prevented the City's acquiring the estate by purchase, but for the success of the Green Spring Avenue Company in securing, from the State Legislature despite his fight against it, a right-of-way for a turnpike through his property. A highway directly through his pear orchard was the last straw and he decided, though very reluctantly, to sell. Even after he had signed he sought excuse to retain title and the City had to institute legal proceedings, which were compromised. He was a man of much self-esteem and with such a disposition to be inflexible that when it was convincingly pointed out to him on one occasion that he was about to make a mistake, he retorted: "Sir, when I am wrong, I am right."

With his spirit broken, his health was gone. Within thirty days after he had witnessed from his front porch the colorful municipal ceremonies celebrating the opening of Druid Hill Park, there was a news item in the Baltimore American reciting that Lloyd N. Rogers had "left Druid Hill on Sunday in a weak and debilitated condition," and that he had survived "but a few days after abandoning his paternal domain."

#### END OF PRIVATE OWNERSHIP

The porch from which he had viewed the animated gathering, was not the wide elevated piazza which has characterized the Druid Hill "Mansion House" since 1863, when the Park Commission converted the old home into a "Pavilion," but an entrance portico such as graces the more substantial homes of the post-Revolutionary period as we see them today. And while he sat there in an ill humor and in the depths of gloom, he had in his cellar ten gallons of the best Cognac; four gallons of peach brandy; sixty-five gallons of Malmsey Madeira; one hundred and twenty-five gallons of Holme's Madeira; eleven gallons of special Madeira; 331 bottles of old wine, valued then at 1.25 per bottle; two gallons of old

Rum; five gallons of Sherry; five gallons of Colmenar, and ten gallons of Olivera! And none of it to be taken from him by the City!

With his going the estate went dry under the following edict of the Park Commission adopted early in 1861. The number of the rule seems ominous.

Rule 13. If any person shall introduce any spirituous liquors into the Park, either for his own use or for sale, and shall use, or sell, or give the same, such person shall forfeit and pay not less than five, nor more than twenty dollars.

When the owner of Druid Hill signed the agreement to sell the property, James Buchanan of Pennsylvania (not related to the Buchanans of Auchentorlie in Maryland) was President of the United States, and the election of Abraham Lincoln was to follow shortly. But the Emancipation Proclamation was two years in the future and "slaves for life," was the designation given to the nine negroes of the Rogers household who had to give up their homes on the old Estate. The listing of these colored folks in the inventory of the Rogers estate furnishes interesting data for the student of comparative values when placed upon human beings as a measure of their usefulness in the scheme of things. A woman 55 years of age was valued at \$1,000.00, and a girl of 17 was listed at only \$700.00. There was none of higher value, and the lowest was \$20.00 for a man-slave 70 years of age.

#### APOLOGIA KAI DIANOIA

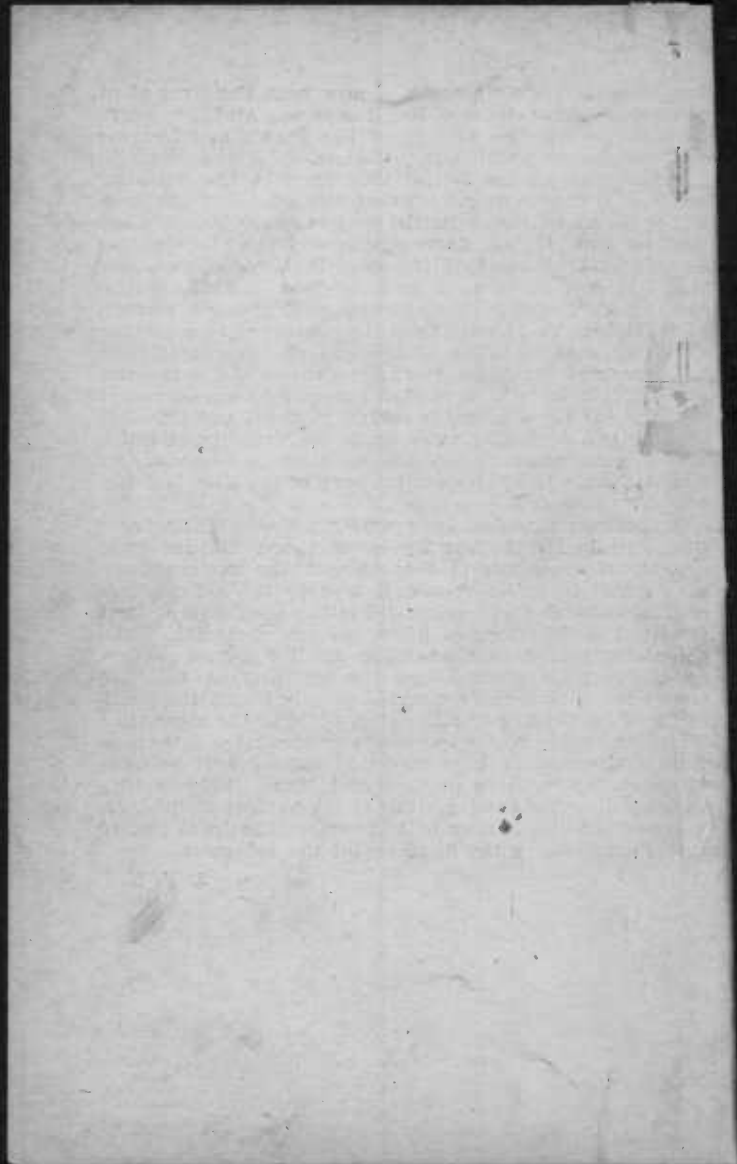
The private ownership of Druid Hill is thus disposed of from the beginning to the end. So wide has been the range of public inquiry concerning the history of the old estate, and so conflicting have been the stories growing out of the inter-marrying of the Buchanan and Rogers families, that the compiler has felt the need of putting down for record everything that could be learned about its title history and about its people, including the association of its people with the history of the Nation and with the history of the City itself—a City old enough at 200 years, to become reminiscent, and to feel some sentiment about its past. The facts may have as little practical usefulness as the events in a fairy tale, yet they lend some new interest to a public park which

has been intimately associated now with the lives of at least three generations of Baltimoreans. And they serve as a prelude to the history of the Park's acquirement and development which is to follow.

In digging up the initial title records, the compiler has had occasion to regret that the whole of the area of the present Greater Baltimore has never been plotted to show the original survey lines and the place names as they existed, say in 1729, when Baltimore Town first was laid out. The work so ably done in 1905, by the late Wilbur F. Coyle in connection with the first records of Baltimore Town might well be continued to cover the City's area as it exists at the end of 200 years. The first recorded surveys covering the whole of the District of Columbia have been plotted recently by employees of the Federal Government working in the Land Office at Annapolis. A similar work by or for the City of Baltimore, undertaken at the present time to permanently commemorate the 200th anniversary of the City is deferentially suggested.

A linotype machine temporarily set up in the Land Office, while Mr. Arthur Trader is there, (skilled by a quarter of a century of contact with the ancient documents and books of records), to help the compositors over occasional deciphering difficulties, could in a short time put a rich store of historical raw material of the colonizing period, in shape to be studied for its content apart from its form. And the printing of multiple copies for library shelves would greatly lessen the possibility of loss by fire or otherwise, while at the same time affording students an opportunity to check the inter-relation of the records in a way that cannot well be done in the bulky volumes in the Land Office. Photostating does not increase the legibility of the ancient script however worthwhile it may be to preserve the form and to make unnecessary the handling of the originals.

J. V. K.





**PUBLIC PARKS**  
**OF**  
**BALTIMORE**  
**No. 4**



**DRUID HILL WHEN PURCHASED BY THE CITY**

Compiled For  
**BOARD OF PARK COMMISSIONERS**  
GEORGE W. CAMERON, President.

September 10, 1929

By J. V. KELLY

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**Mayor of Baltimore**

**WM. F. BROENING**

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1401 Mount Royal Avenue.

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724 Light Street.

**WM. A. DICKEY, JR.**,  
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**DR. DAVID W. JONES**,  
1011 S. Ellwood Avenue.

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**General Superintendent of Parks**

**GEORGE L. NICHOLS.**

**Secretary Park Board,**

**J. V. KELLY.**

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**Park Office — Druid Hill Park.**

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## DRUID HILL PARK

### EVENTS RESULTING IN ITS ACQUIREMENT, AND METHOD OF FINANCING

**O**LD NEWSPAPER FILES of the period immediately preceding the Civil War, if culled leisurely and at intervals to avoid eye strain, yield much that is entertaining, and not a little that is helpful to an understanding of present-day problems, since getting at the root of things usually is enlightening. They tell of the awakening of Baltimore to the desirability of a public park of consequence much in the same way that the newspapers, not so long since, recorded the public demand for an airport, and with much the same unfounded apprehensions, though it will require the rattling of some very dry bones of scandal to tell about it. Seventy years ago a park system, or a chain of parks, was as unthought of as a chain of airports is today, certain as it seems that a chain of airports will be a problem much sooner than seventy years from now. In 1859, if the press may be relied on, the City wanted only a park, but it wanted a real one. To be painstakingly accurate a public spirited citizen wanted a park of worthwhile size and found it possible to enlist the coöperation of the newspapers and the city authorities, but at the same time felt the necessity of not relying upon popular enthusiasm to the extent of proposing that the cost of the venture come out of the pockets of the taxpayers; convincing evidence that there was no real public demand and a circumstance which ties up the acquirement of Druid Hill Park with the beginning of street-car transportation in the city and makes that beginning essentially a part of the history of the Park.

The happy logic of making the open ways left by necessity for getting about in a city yield a revenue with which to provide the open spaces needed to make the city attractive, healthful and generally fit to live in, is hidden from the mental vision of those who have any part of their fortunes invested in street railway securities, but is forcefully apparent to all who have detached appreciation of the fact that the public streets

are the property of all of the people vested in the State for their free use in common and not to be built upon by private capital for private gain unless the occupancy is paid for, quite apart from any license to do business or the assessment of tangible or intangible property for purposes of taxation, and quite apart also from any convenience which such occupancy may afford eighty per centum or any other number less than the whole of the people.

In most American cities the view has prevailed that the streets belonged to the representatives of the people who happened to be in power when the right to occupy the public ways was sought, and that any rental charge for their use would be an indefensible tax upon the patrons of the occupant. Wherefore the odors of private graft have been mingled with and lost in the fragrance of public service and the patrons of street railways have had to pay only the usual property taxes and license fees assessed against their servitors. Such sensitiveness to the welfare of private capital invested in public utilities makes it difficult to understand why any taxes or fees at all were levied. That very exemption is logically demanded by some clever economists and taxation experts who have developed quite plausible theories, pounced upon and made effective by well paid legal talent, under which private gain is buried from sight in the discussion of Public Service Corporations; and as a result of which the capital invested in such corporations enjoys very special privileges and a protection not accorded other investments in activities equally necessary to the life of a community, as for instance, newspapers—the unnatural monopolies. But in setting forth things historical, there is an urge to begin at the beginning.

## I

When Baltimore Town was laid out the private ownership of a building lot could not be achieved by payment of the purchase price only. There was the obligation to build, and that, within a fixed time. The building had also to be of a designated size or larger. In these requirements was exacted a public service vital to the very existence of the place as a town. As the number of

buildings increased the spaces left for streets took on real value and in turn reflected value upon the privately owned land, but persons not owning land had equal and unrestricted street rights with those who did. The right was vested by reason of citizenship in the State or Province and not as might be supposed by reason of town residence. Street frontage when put to commercial use gave the lot owner or occupant a kind of easement in the public way which was profitable to him but rightful occupancy was back of his own building line. If he owned a stage-coach, a cab or an omnibus he might use the streets for private gain but such use, whether regulated or unregulated, was not exclusive in any measure and entailed no fixed or permanent occupancy. It was not until one hundred and thirty years had passed after the laying out of streets in Baltimore Town that private capital came seeking a right to occupy certain strips of the land so reserved and to build thereon tracks, upon which to operate cars and sell transportation; and to acquire thereby, for all practical purposes, a property right in public land as definite *de facto* as the "taker up" of a private lot obtained by building on it a warehouse or a tavern.

How a public park project came to be mated with such a proposition is a story beginning nearly a decade earlier. To understand the force of the personality involved the reader must put aside this tabloid history and read or re-read the life drama: "John H. B. Latrobe, and his Times" by John E. Semmes. On the cover of this volume should have been embossed the outlines and characteristic features of Druid Hill Park. Instead there is a cover design symbolizing the man's early connection with steamboat building; his West Point training; his architectural ability; his literary inclinations; his career as a lawyer; his association with the B. & O. Railroad and his services to masonry—none of which life ferments can compare in lasting public benefit with the initiative he took in giving Baltimore its public parks.

## II

In the year 1851 the corporate limits of the City were the same as in 1887, and as they had been since 1816.

On the north was Boundary Avenue, the same as the present North Avenue. On the east the line had been established by survey along the line of Loney's Lane to Monument Street and due south from that point to the water-line, save for an off-set to the east at Boston Street; but on the west the boundary was a paper line only, running diagonally north from what is now the west line of the Carroll Park Extension on the Washington Boulevard to the center line of Payson Street at North Avenue. Measured by the strictly urban cheek-by-jowl habitations the City covered the area between Carey Street and Broadway and between Eager Street and Ostend, with closely built homes in considerable number south of Baltimore Street, east of Broadway. In population it was the size that Youngstown, Ohio, is now, or Norfolk, Virginia. Its present antique of a City Hall with demijohn dome had not been realized, and the business of the Municipality was transacted in a building which stands now almost directly opposite the Holliday Street entrance to the new and modern Municipal Building. In the Council Chamber of this old building on the evening of April 17, 1851, Mr. Abel R. Blakeney of Ensor Street, a carpenter by trade and a City solon by mandate of the voters in the Sixth Ward, listened to the reading of a resolution designed to effect the obtention of ready money for public use by hypothecating dividend stocks of the Baltimore and Ohio Railroad of which the Mayor and City Council, at that time, was a large holder. Then Mr. Blakeney offered the following substitute:

Whereas the public and their representatives seem to be in a quandary in reference to the present enormous rate of taxation, the mode of reducing it, and a spirit of corporate speculation, whilst some of the public prints of lesser influence, are denouncing stock jobbers and speculators; and whereas the rise and fall of stock, seems to be the highest aim of municipal legislation; and whereas the absolute progress of population in our city demands—if labor must be taxed to oppression, that the "hewers of wood, and drawers of water," who bear indirectly as renters, these overwhelming burdens, should in their social, moral and temporal comforts have some share of this reckless taxation, however small, in PUBLIC SQUARES, etc.—and which every civilized government in the world affords, except the "City of Monuments and Dividend Stocks."

Be it therefore resolved, that if the City makes a loan to procrastinate the evil hour of taxation, that it be for not less than one-half a million dollars, and if hypothecation be made it be the entire amount of dividend stock now held by the City, in neither case for a shorter period than ten years, etc.

Who is there to doubt that Thomas Swann, then the President of the Baltimore and Ohio, and John H. B. Latrobe, the Railroad's general counsel, knew of the proposed hypothecation of the Company's stock and also knew Councilman Blakeney? And who can fail to appreciate the timeliness of the parkway resolution offered one week later when the Council met again on Thursday, April 24th?

Mr. Latrobe lived in Mulberry Street in the eleventh ward, which was represented in the First Branch by his friend and neighbor, Dr. J. Hanson Thomas, President of the Farmers and Merchants Bank. Councilman Thomas offered the following—the "whereas" of which would have force in the preamble of a present-day appeal for the parks and parkways recommended by the City Plan Committee, and the whole of which bears evidence in its phraseology, of having been written by Latrobe:

Whereas the growth of Baltimore in territorial extent, in population and in commercial importance, for the last ten years, is such as to warrant the belief that its present prosperity is but the foreshadowing of a vastly greater future expansion; and whereas in this view it becomes us with a prudent forecast, to recognize and provide in time for this future, by such measures of public improvement, as become a great city. And whereas, these measures if taken now, can be prosecuted at a less expense, than if deferred until the actual necessity of providing for the health, comfort, and good morals of our citizens, forces them upon us; and whereas seeing that if taken now, they will tend to the hastening of that very growth and increase to which reference is made above, and may therefore be considered as judicious expenditures, even for the present benefit they will confer; therefore be it

Resolved by the Mayor and City Council of Baltimore, that it is expedient to cause inquiry to be made into the propriety of opening, widening and improving the avenues on the eastern and northern boundaries of the city, as laid down on Poppleton's map, and providing a like avenue on the western boundary of the city.

Resolved, That J. H. B. Latrobe, James Carroll and Fielding Lucas, Jr., be and they are hereby appointed Commissioners, to inquire into and report upon the most feasible plan for opening, widening, extending and improving said avenues, and the expense of the same, to



the City Council at its next annual session. And that with a view to enabling them to act with the more efficiency in their behalf, they be and they are hereby empowered to call upon the city commissioner, and the city surveyor for any assistance those officers may respectively be able to afford them.

Readers of Mr. Semmes' book will recall how Fielding Lucas, Baltimore's leading book seller, and patron of letters in 1820, aided the tall young Latrobe in his early struggles after leaving West Point, and how later General Robert Goodloe Harper assigned his aspiring protege to a back room in his office with young Charles Carroll of the Manor, grandson of Charles Carroll of Carrollton. They will recall also how closely Latrobe was associated with the Carroll families throughout early life. James Carroll was the great-grandson of Dr. Charles Carroll of Annapolis,\* another branch of the Ely O'Carrolls. It was from Dr. Carroll of Annapolis and his brother Daniel, that the town site of sixty acres on the Patapsco River was purchased in 1729, at forty shillings an acre, by the Commissioners of Baltimore Town, John Flemming being a tenant of the Carrolls.

In choosing to have associated with him in the boundary parkway project only his old time friends, Latrobe stepped upon the toes of vested official dignity; or it may be, though the records do not disclose it, that the time of the City Commissioner and the City Surveyor was looked upon as involving a use of public money which the vested authority did not feel it had the right to delegate. The Thomas resolution was read in the Second Branch of the Council the following Thursday and promptly laid on the table. Three weeks later, Councilman Norris moved that the resolution be taken up and read a second time, whereupon Councilman Cohen moved an amendment striking out the names Latrobe, Carroll and Lucas and substituting the "Mayor and Presidents of the two branches of the City Council." The amendment was adopted with a bang. An early instance showing that individual initiative, idealism and civic enterprise function more effectively in municipal affairs when accompanied by an achieved ambition to

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\* Dr Carroll did not leave male issue, but his daughter, Mary Clare Carroll, married Nicholas Maccubbin and it was arranged to have all the children take the family name, Carroll.

hold public office, than when mixed with a feeling of aloofness toward the non-lucrative profession of job holding.

At the end of another two weeks, or nearly, there was recorded in the Journal of the First Branch (June 2nd, 1851) the fact that the Second Branch had declined by message, to reconsider the amendment. In the Tuesday morning papers (*Baltimore American*, June 3, 1851) was a news item reciting that Councilman Thomas had proposed a message to the Second Branch asking the appointment of a committee of conference on the disagreement of the Branches on the resolution relative to the boundary avenues; that the resolution had passed and Messrs. Thomas, Blakeney and Shipley had been appointed on the committee.

The Second Branch concurred, and named Messrs. [redacted], Norris and Towson as its representatives. Dr. [redacted] Thomas, as Chairman of the Joint Committee wrote into the record that it was believed the object of the resolution met with the almost unanimous approval of the citizens, and that the sentiment of the Council accorded with the popular wish (a wish wholly rhetorical so far as any evidence can be found) but that a difference of opinion existed between the two Branches as to the mode in which the resolution should be carried out. In framing the report of the Committee Dr. Thomas mentioned the possibility of "compromise without sacrifice of principle," and then proceeded to bring out that the land surveys involved in the project would be a matter of concern to property holders along the line of the proposed parkway and that such interested parties should not control the surveys (neatly omitting to say, through their representatives in the Council) and that, therefore, persons appointed by the City, "*disinterested and alive to the importance of effecting the public good,*" should have the general supervision and direction." Thus were Latrobe, Carroll and Lucas made acceptable to the Second Branch!

The Resolution agreed upon by the Committees and adopted by both Branches was identical in wording with the original, except that the words, "the Mayor of the City and the Presidents of the First and Second Branches," followed the names of Latrobe, Carroll and

Lucas, and the power "to call upon the City Commissioner and the City Surveyor for any assistance those officers" might respectively be able to afford them, was changed to read: "to employ a competent surveyor and call upon the City Commissioner for any assistance said officer" might be able to afford. But there was the following important addition:

"Resolved, that for the purpose of defraying the expenses of such surveys as the said commissioners may deem proper to order, in connection with the improvement of a continuous avenue around the city, the sum of five hundred dollars, or so much thereof as may be necessary, shall be and the same is hereby appropriated, out of any money in the treasury not otherwise appropriated."

Whether the failure of the original resolution to make an appropriation and provide for an increase in municipal personnel indicated a lack of practical mindedness in John H. B. Latrobe, or whether he had the wisdom of modern City planners, who know that the mention of cost in the beginning is fatal to any worth while major project, is a matter of conjecture, but the size of the appropriation makes it certain that outside of the Latrobe mind there was no comprehension of the proposed boundary boulevard. Fixing \$500.00 as the cost of a survey to establish the lines for a parkway from one hundred feet to three hundred feet wide over a distance of more than ten miles, with the profiles and cross sections necessary for estimating with reasonable accuracy the construction cost, was equivalent to a "kill-rider," even though such a sum had the buying power then of the annual stipend paid now to a City Hall employee in the upper reaches of the classified service.

But the Latrobe mind was ever blind to the impracticability of procedure when convinced of the practicability of a plan itself, and he went ahead with enthusiasm, first getting authority from the Council (Resolution No. 130, approved June 21st, 1851) to deviate, as might be economically wise, from the straight boundary lines of the City in making the survey.

The "Surveyor" job went to Thomas P. Chiffelle of the firm of Chiffelle and Reasin, Architects, 20 North Street, second floor up. The next year, Architect Chiffelle achieved the regular job of City Surveyor. (Ordinance No. 42 of 1852.) The report of the Commission, penned

by Latrobe and published with the Ordinances of 1852 (page 217) shows that Mr. Chiffelle, while serving with a diligence for which he was given due credit, was not relied upon entirely, but that because of the "engineering science involved," Mr. Latrobe had occasion to acknowledge with pleasure "the prompt and gratuitous services" of the Chief Engineer of the Baltimore and Ohio Railroad, who happened to be his own brother, Benjamin H. Latrobe, Jr.

Such thoroughness in the study of construction details and cost estimation, is seldom met with in park work nowadays, yet rather than chance having to explain "extras," the figures for the execution of the plan accompanying the report, were increased by Mr. Latrobe from \$641,360.00 to \$700,000.00. No account was taken of land acquirement cost, it being taken for granted that the property owners along the line of the proposed parkway would be making competitive donations to determine its course.

Rich and populous as the City of Baltimore is today, there is a noticeable lack of popular enthusiasm over park financing, so it may be imagined what the temper was in 1852, toward a proposal to spend nearly three-quarters of a million dollars on a single project. No one ambitious to hold public office or desirous of yielding political power could have seen eye to eye with John H. B. Latrobe after the report was in. But it was the disappointment suffered by the tall, energetic and resourceful man, which set up in his mind a lookout for some other way, than by taxation levies, to finance esthetic betterments; and thus out of the failure of the boundary parkway proposal was to come the so-called "Park Tax" and Druid Hill Park.

### III

Begin for a drive, on the Washington Boulevard at the narrow little bridge over the Gwynn's Falls Stream, and proceed by way of Monroe Street to North Avenue, and thence east to the Belair Road, over what is called the Lincoln Highway, and you will sense the impression of Baltimore which fixes itself in the minds of the long and short distance tourists who go through, and back again, in motor vehicles from the South, the Middle

West and the Far West, to Atlantic City, New York and New England, and from the North Atlantic States to Florida, a continuous line of travelers, counting into the millions, who never see and never will see any more of the Baltimore they have read about than that; and then vision that same seven-mile drive through the City, diagonally from the Gwynn's Falls Stream to North Avenue and easterly over Latrobe's Grand Avenue, its great elms, grown to the size and dignity of nearly eighty years, arching the wide driveways on either side of a parking similar to that in Eutaw Place! How in keeping with its age and traditions, and how beautiful would Baltimore appear to travelers from all over the land! Passing through would arouse the "feel" that is given off to travelers by the St. John's College campus at the entrance to Annapolis. Since nothing matters in the present that is not productive of wealth, or of a shift of wealth, would it not be worth to the City in advertising value every dollar it would cost to put the plan through even now? The distance through from city line to city line has lengthened to twelve and one-half miles—all the more imposing when completed because of its extent. The seven hundred thousand *not* spent in 1852 must be grown, by now, at five per cent compounded, to one hundred and fifty millions and more, enough to start the job and leave it to Time to finish it,—Father Time being the only worker who can produce a real park or a real parkway.

#### IV

Twenty years before the making of plans to frame the City of Baltimore with a wide boulevard embellished on either side and through the center with rows of trees, grass areas and benches, to be exact—November 26th, 1832—an omnibus body mounted on flanged wheels had been drawn by horses from Prince St. to Fourteenth St. in New York City, on rails, gaining a place in transportation history as the "first street car." Because of the rough riding in the slow and cumbersome omnibuses the rapid and smooth going "rail-bus" was hailed with acclaim, a howl coming only from those in front of whose property the rails were laid. Foreseeing the people's approbation of comfortable and rapid transit the acqui-

sitive powers back of the Common Council were able to arrange matters without having any return made to the Municipal Treasury for the land grants in the public ways which had to be made to the promoters. In the Resolution of the Common Council signed by the Mayor on January 30th, 1832, were the words: "The land to revert to the City when it ceases to be used for railroad purposes," showing that the municipal authorities in little Old New York were not unaware of what they were doing, even though the real owners of the public ways were too absorbed with their private affairs to realize that their vested right to property in common was being converted into a reversionary interest.

A quarter of a century later the horse-car rapid transit idea took root in Philadelphia. On June 9th, 1857, a steam operated railroad secured from the Pennsylvania Legislature an amendment to its Charter giving it authority to operate horse drawn "rail-buses" on Fifth and Sixth Streets, and "on June 20th, 1858, the first street car line in Philadelphia was opened to the public." \*

The entry of a steam railroad company into the street car field was necessarily of some interest to John H. B. Latrobe, as General Counsel of the Baltimore and Ohio Railroad, and doubtless he was a close observer of events in Baltimore's nearest metropolitan neighbor.

The furor stirred up in Philadelphia by the street car innovation there, temporarily suspended the spirit of brotherly love in the Quaker City, and the orgy of "franchise grabbing" was so extensive that in 1859, no less than seven street railways were operating in that city. By 1860 the number had increased to nineteen separate companies, each with a President, a Treasurer, a Secretary, a Board of Directors and a Superintendent—and each with a property right in one or another of the City's streets.

One of the companies operating in Philadelphia in 1859, was known as the "Green and Coates Street Pas-

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\* Frederic W. Speirs, Drexel Institute of Philadelphia, in Johns Hopkins University Studies, 15th Series—Sharf and Westcott (History of Philadelphia, Vol. I, p. 717) mention an experimental rail bus line more than a mile in length extending from Willow Street to the Cohocksink Depot, as having been put in operation January 3, 1855.

senger Railway Company." At the bottom of its list of twelve Directors was the name of Jonathan Brock, listed in the City Directory of his time as an "Agent." In the files of Philadelphia newspapers is the record that on February 4th, 1859, the State Senate of Pennsylvania reported unfavorably on the proposed extension of the "Green and Coates Street line in Philadelphia," and in the same file is a caustic editorial reference to the "chaos of passenger railway bills pending in the Legislature." (*Philadelphia North American and U. S. Gazette*, February 14th, 1859.) The sequence of events indicates that Jonathan Brock concluded it would be cheaper to work a field where competition was not so keen than to pay the price of having an unfavorable legislative report withdrawn.

To go back a bit and bring in all of the antecedent *res gestae*—it seems that in the year before the try-out of the first street "rail-bus" in New York City, the General Assembly of Maryland had passed an Act (Chapter 252 of the Acts of 1831) delegating to the Mayor and City Council of Baltimore, as a municipal corporation, the power to lay tracks in the streets of Baltimore. The purpose at the time, was to enable the City to afford merchants, who might be willing to pay the cost, the shipping facility of railroad spurs from the Baltimore & Ohio switches to their warehouses, but the wording of the Act was general enough to include street railways. Ten years after the introduction of omnibuses in Baltimore (May 1, 1844) the idea was developed, in engineering circles, that the municipality itself might make smooth with metal, so to speak, two strips, or four, in its streets, upon which omnibus with flanged wheels might be licensed to run, the owners paying a track rental sufficient at least to cover depreciation and a fair return on capital outlay, just as in our own time, the whole width of the street has been made smooth with concrete and asphalt, at public expense, making it feasible to license a very different but not entirely dissimilar type of cumbersome omnibus for smooth, if not rapid transit; the commercialized use of the asphalt, however, being allowed without any *adequate* return to the City for parks or other purposes. The notion that street rails were simply a highway facility to be provided by what-

ever corporate agency, municipal or otherwise, the State might empower, and not an integral part of transportation equipment, prevailed in Boston in 1855, where the first "horse railway" was built by one incorporated body and the use thereof leased to another, which began operating experimentally on March 26th, 1856. Just two years before this (March 24th, 1854) the Baltimore City Council had been petitioned for a horse railway franchise and had told the petitioners that the request should be made direct to the people at the next general election. Nothing was done until four years later when the fight in Philadelphia aroused new interest. The Maryland Legislature being in session that year, there were a couple of nibbles at franchise getting through the introduction of bills to incorporate street passenger railway companies, and a counter-move was made by omnibus proprietors in Baltimore to have the City Council reserve for them the street railway rights. The Legislature adjourned without taking action, and toward the end of the year a group headed by Chauncey Brooks circulated and presented to the City Council a petition bearing some five hundred signatures, praying the grant of a franchise to Brooks and his associates, but making no suggestion as to the value of the right-of-way.

The news coming out of Philadelphia was of a kind to give a man of John H. B. Latrobe's standard of civic probity, some concern lest the right of the City of Baltimore to receive a fair return for the occupation of its streets might be disregarded and, as luck would have it, he found himself in a position where he could wield a considerable influence upon behalf of the people. In the intervening years since the Parkway Survey of 1852, the President of the Baltimore and Ohio Railroad had become the Mayor of Baltimore, and was serving his second term. The Mayor's eldest daughter, Louisa Swann and John H. B. Latrobe's eldest son, Ferdinand, had grown out of their teens and were about to join their fortunes in marriage. Both in a business way and socially, Thomas Swann and John H. B. Latrobe were so closely associated that Latrobe was the one to whom the Mayor would most likely look for advice on any street railway proposition coming to him from any quarter. And being on the look-out as Latrobe was for



some way to finance park plans, without increasing either the tax rate or the taxable basis, events were due to shape themselves in the taxpayers' interest.

## V

When the Council met for the first time in the New Year (January 17th, 1859), an awakened consciousness of corporate power manifested itself in the following Resolution, offered in the First Branch, by Councilman Charles A. Talbott, immediately after the reading of the Mayor's annual message which contained no reference to street railways:

"WHEREAS, by an Act of the General Assembly of Maryland, passed at the session of 1831—Chapter 252—full power and authority are granted to the Mayor and City Council of Baltimore to pass all such Ordinances as shall be necessary for the construction of any track or tracks of railway on, and along any street or part of a street in the said City, and

WHEREAS, the experience of other cities in the matter of Street Passenger Railways has demonstrated their great utility and great convenience to all classes of people, as well as their great capacity for profit to the owners; and

WHEREAS, the interest of the public requires that they should be served in this respect as amply and as cheaply as possible, and inasmuch as a permanent right of control on the part of the City authorities may be conducive to this end.

THEREFORE, BE IT RESOLVED, That the Joint Standing Committee on Highways of the two Branches be, and they are hereby instructed to examine into and report upon the question whether or not it is expedient to provide by Ordinance, for the construction, by the City of Baltimore, of a Passenger Railway from the western to the eastern boundary of the City; and if found to be expedient, to report in the form of an Ordinance, a plan for the construction of such a Railway and for the letting of the same if deemed most expedient to be worked at the lowest price for the transportation of passengers under regulations to be prescribed by the Mayor and City Council."

Some four million dollars of the taxpayers money being still tied up in steam railroading, the proposal to hazard public funds in a street railway venture did not receive any applause from Council, press or public. At the same time the activity of Chauncey Brooks and his group had gotten before the Council another petition in their favor, signed by "property holders and tenants on

Baltimore Street" where the financial weight of the opposition to any street railway was supposed to be centered. The same day (January 18th, 1859) a petition on behalf of James Cathers and others went into the record, and the two petitions were referred to the Joint Standing Committee on Highways. Jimmy Cathers and his brother John kept a book-store on Baltimore Street one block west of Charles. Other petitions were being circulated. It became apparent to John H. B. Latrobe, and to citizens of his way of thinking, that some tactical move was necessary to forestall a following of the Philadelphia precedent. So when the Council assembled the following week (January 26th, 1859), there was a petition presented by Councilman William E. Beale on behalf of William G. Thomas, John H. B. Latrobe, Charles L. Oudesluys, Thomas M. Smith, William Trego, William Woodward, David Carson, Henry G. Rice and John G. Proud, asking permission to lay passenger railway tracks on Baltimore Street and other streets. This group reflected "public spirit" as plainly as the Brooks group reflected "private gain," as was soon to appear in a definite and unmistakable way.

Keeping the events in their order chronologically, requires mention here of the election by the Council, on January 27th, 1859, of eight Baltimore and Ohio Railroad directors, representative of the stock held by the City. One of the directors-elect, was William H. Travers, a Baltimore attorney residing at 211 West Madison Street. Within two weeks Mr. Travers had associated with himself a printing and telegraph treasurer at 318 North Eutaw Street; the keeper of a hat store at 212 West Pratt Street; a block and pump maker on South Broadway, whose brother was in the Second Branch of the Council, and a granite and blue-stone cutter at 272 West Pratt Street; and ignoring the open doorway to the First Branch, had entered the lists of street railway franchise seekers by having introduced in the Second Branch, just before the hour of adjournment, February 8th, 1859, an Ordinance empowering him and them "*and those who are now or may hereafter be associated with them, and their assigns, to build and lay down tracks for a passenger railway on Baltimore Street and other streets.*" The

Ordinance was immediately in as favored a position as if it had been introduced in the regular way through the First Branch, when referred to the Joint Standing Committee on Highways. The compiler has found no direct evidence that Attorney Travers represented Jonathan Brock "Agent," of Philadelphia, but the introduction of the Travers Ordinance followed the distressing action of the Pennsylvania State Senate on the Green and Coates Street line, by just four days, and there can be little doubt that Jonathan Brock was keeping in touch with street-railway news coming out of Baltimore, at that time. So the reader is left to his own surmises as the story progresses. The day following newspaper mention of the "Travers Ordinance," as having been offered by Councilman Sewell in the Second Branch, there was a long article on the editorial page of the *Baltimore American and Commercial Advertiser*, signed by a Philadelphia Engineer, detailing the proper method of laying street railway tracks and extolling their merits as a means of facilitating travel and increasing merchandise sales upon streets where they were put down.

The Brooks petition from property holders and tenants on Baltimore Street was somewhat weakened on February 14th, when the Chairman of the Committee on Highways in the First Branch, presented a "remonstrance" from Noah Walker, and other Baltimore Street merchants of financial consequence, against the construction of railway tracks on the street by any agency. Two days later (February 16th, 1859) Councilman John W. Randolph, of the First Branch, presented a memorial upon behalf of the Thomas and Latrobe group, accompanied by an Ordinance authorizing them, <sup>on</sup> a majority of them, and their assigns, to lay down and keep in repair passenger railway tracks on Baltimore and other streets. The plan was to leave the transportation business in the hands of the omnibus proprietors and to give them an opportunity to change the wheels on their coaches and lease the use of the rails. In addition to providing that one-tenth part of such dividends as might be declared from time to time be paid to the Mayor and City Council of Baltimore, for the right to build in the City streets, the proposed Ordinance provided that the sum of \$26,000.00, out of earned profits over and above 6%,

be set apart annually and invested for the use of the public schools, or in such ways as the Mayor and City Council might direct.\* If a fair return was to be gotten for the occupation of the public streets, Mr. Latrobe knew it would be necessary to arouse a public interest widespread enough to influence councilmanic action, and having experienced the difficulty of interesting the populace in a parkway, he had suggested that the Ordinance feature the public schools, in which there was at that time a very live public interest not unmixed with religion and politics. But there was significance in the words: "or in such ways as the Mayor and City Council may direct," which followed the dedication of the street rental fund—words omitted with purpose and care when opportunity presented to provide for park funds. And the dedication of the dividend tithes was left a matter for future consideration. In seeking to avert the two impending calamities of filched property rights in the public streets, and financial ruination of the omnibus proprietors, without getting the City out of step with progress, Mr. Latrobe felt compelled to resort to standard political practice, much as it must have gone against his grain to do so; though certainly such a nicely balanced concern for public rights and private interests was ample justification. At the same time his mind was functioning along its natural bent and he was not without hope that a real public demand might be aroused in favor of the boundary parkway and a large public park, to be financed, in part at least, out of street rental revenue. He was aware indeed of a growing interest in a Public Park of one hundred acres or so, to be located within the City limits, but he had little confidence in the voting strength of that interest.

## VI

The Travers Ordinance had been introduced on Tuesday and it was Wednesday of the next week before the School Fund Bonus plan was before the Council. In the meantime, the omnibus owners were feverishly busy, and on the Monday following (February 21st) no less

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\* The basic idea, it may be noted, was to have the City participate in the profits and not to impose a charge to be deducted in arriving at profits.

than six petitions were presented to the First Branch in their favor by as many different Councilmen. Before adjournment that evening, however, the Travers Ordinance came out of Committee with a favorable report signed by every member of the Committee save one. Councilman William A. Van Nostrand, one of the Second Branch Committeemen, signed a minority report, with the statement that public sentiment, he believed, was strongly in favor of giving all reasonable preference "to our fellow citizens who already have their capital invested in the passenger transportation business." What he meant was that the omnibus owners *hoped* that public sentiment was in their favor. Councilman Montague, who was destined to become the leader of the Anti-Travers forces, presented the minority report to the First Branch together with an Ordinance granting the franchise to William Chestnut, another one of the B. & O. Railroad Directors, and to certain omnibus men associated with him.

When the question of substituting the Chestnut Ordinance for the majority report came up in the First Branch, the following Monday (February 28th), John T. Ford, the President, projected a disinterested angle by offering as a substitute for the substitute, an Ordinance authorizing and directing the Mayor, Register and Comptroller, to advertise for sealed proposals, and providing that the franchise be awarded to the persons offering to pay in cash "the highest premium therefor." The hazards inherent in such a plan, without provision for withdrawal, which would have been equivalent to fixing a minimum sale price, were apparent, and the vote against it was fifteen to four. But interest attaches to the fact that the specifications embodied in the neutral proposal recognized the reasonableness of a five cent fare. Motions to amend, interspersed with motions to lay on the table and motions to adjourn, were successively voted down, until finally, the enemies of the Travers Ordinance, by a margin of one vote, had it on the table as the special order of the day for Wednesday, March 2nd. The voting made it plain to everybody that the forces back of the Travers Ordinance were in control. Because Lawyer Travers and his associates were not capitalists, and because the Chauncey Brooks group

included practically all of the local capitalists who were not opposed to street railways, because of their businesses and property holdings on Baltimore Street, rumors of a sell-out to foreign capital began to fly, and the press was hot on the trail of a municipal scandal. The word "foreigner" at that time was a term denoting the very meanest of the wicked, and was as applicable to Philadelphians and Bostonians as to those from overseas.

From Monday to Wednesday in the same week was not a long time, but it sufficed to line up "Citizen"; "Economy"; "Public Good"; "Common Sense," and all the other newspaper correspondents, along with editorial opinion, against the Travers Ordinance, and to give the capitalists headed by Chauncey Brooks, a free field in the fight against the common enemy. At the same time a chill came over local capital as one of the newspapers veered from its attack upon "uncontrolled monopoly" to a demand for a fare under five cents—something the people could more easily understand and be stirred up about.

When the Ordinance Terrible was called up on March 2nd, there was a scattering fire of amendments, some of which by way of conciliation, were allowed to take effect. Then, to unnerve the opponents, one of the Travers lieutenants put through an amendment which provided "that if the tracks should be abandoned at any time, it would be lawful for the Mayor and City Council to remove them at the expense of the Association which would not have power to relay them." Three cent fare talk was gaining headway, and this hint of failure gave local capital another shiver.

As a counter-move, nevertheless, a new Brooks Ordinance was introduced as a substitute, setting against a five cent fare the payment of a \$10,000.00 annuity into the City Treasury, shrewdly providing, however, that this payment would be "in lieu of all charges by the City upon the property and capital stock of the railway association for taxes, assessments and other public dues," plainly a "gold-brick" offering. As a sop to the clamor against "foreigners," the new Ordinance required, impossible as it would have been, that all material and labor needed for the construction of the railway be

obtained within the City of Baltimore and paid for with Maryland capital "and none other."

As a substitute for this substitute the Travers Ordinance was immediately re-introduced with a bid for popular favor in the reduction of the maximum fare from five cents to four cents; provision for public subscription to the capital stock of the association, and purchase from the omnibus proprietors of all the coaches, horses and harness which might be in service at the time of the passage of the Ordinance. A motion to lay on the table showed that the Travers forces had a margin of four votes, which dropped to two votes on a motion to adjourn, and went up to six when an amendment was offered to make the maximum fare three cents instead of four. Another motion to adjourn was lost by four votes; the previous question was a tie, and against the next motion to adjourn there was a margin of six votes—a gain of four yards, as they would say at the Baltimore Stadium. Motions to amend and to adjourn continued, until finally the Travers Ordinance, as a substitute for the substitute, was adopted by a final score of fourteen to six. (March 2nd, 1859.)

To John H. B. Latrobe all this was a lot of politics, promising nothing in the way of street rental revenue and reflecting discredit upon the party in power, and upon his friend the Mayor, as well as upon the *Baltimore American and Commercial Advertiser*, which was the newspaper organ of that party. It had become clear to him that the people, however great their interest in public schools, were not in a position to materially influence the outcome. It seems more than likely, therefore, that Mr. Latrobe knew in advance, something of the "Park Cent" proposal contained in the following editorial essay on "A City Park," which appeared in the *American* on March 3rd, 1859, along with the news of what had taken place in the First Branch of the Council the evening before. Particular attention is called to what is stated in the editorial about running streams and the land along them; about taxes, and about posterity, all of which applies most aptly to the problem of park extension at the present time.

## A CITY PARK

"There is no subject connected with the growth and prosperity of our City upon which all classes of the community are more nearly unanimous than they are with reference to the necessity for a Park. There is, and there always will be, more or less difference of opinion concerning the proper site, and the means by which the site is to be obtained; but all the men, women and children in Baltimore, agree in the demand for some sort of a Park, somewhere within the City limits. In the matter of locality it will, of course, be impossible to gratify all the rival claimants and the plain duty of those with whom the decision of the question rests, is to select the most eligible situation; and in accordance with the fundamental principle of our institutions to consult the 'greatest good of the greatest number.'

Among the several localities spoken of there is none presenting so strong a combination of claims to consideration as that portion of the City lying between North Avenue and the Falls Road.\*

Although this large area may seem to be more than is required, and to be beyond the ability of our City to obtain, yet we may safely assert that it is no more than the rapidly increasing size and importance of Baltimore demands, and that it is entirely within the compass of our abilities; at any rate it is clearly possible to obtain so much of the property indicated as may be thought necessary, and as may be deemed worthy of a City like ours.

Our limits will allow us merely to glance at a few of the most prominent considerations that may be urged in favor of this particular location. The first we notice is the fact that the City already owns a good portion of the territory included within the lines we have indicated. Much of the property ceded to the City by the Water Company, lying in the vicinity of Charles Street, would be included in these limits and the cost of the entire park would be materially reduced by taking into consideration the probable enhanced value of the City property contiguous to its proposed borders. In the next place, Jones' Falls runs through the entire length of the indicated area, from its western to its eastern boundaries, and while the presence of this stream detracts considerably from the money value of the land on its margin,

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\* Here followed a description, by outline, of the land lying on either side of the Jones' Falls Stream from the present North Avenue to where the Stream would cross the present Preston Street (then East John Street) east of Guilford Avenue; and extending from the bed of the Stream to North John Street on the west, and to Greenmount Cemetery on the east, but leaving out the area between North Avenue and Lafayette Avenue—then called Townsend Street—westerly from Greenmount to the Falls Road—the whole area containing about sixty acres, which may be viewed now by standing on the North Avenue Bridge and looking toward Union Station.



it adds in much larger proportion to the eligibility of the site for a park. There is no element so indispensable to rural sense as running water and no artificial adornment in a city park could atone for its absence. The fact that no other proposed locality could vie with it in this important feature, gives to this site a preference sufficiently decided to settle the question.

Another distinguished advantage possessed by this portion of the City is its central situation. If the City authorities will give us a Park in this locality its southern entrance will be the terminus of lines of omnibuses from all quarters of the City. Or if the street railways become a fixed fact, there is no proposed line that will more certainly pay than one terminating at the park gates. With these aids to locomotion the Park would be accessible to citizens at either extremity of our municipal bounds, and without taking these aids into account, the walk to the Park from the west or east or south borders of Baltimore would be as near to an equality as possible.

In regard to the outlay necessary to obtain this property, there are two very important considerations to which we invite attention. The first is this: No great increase of taxation could by any possibility be made a popular measure. The burden is already sufficiently intolerable, and the items to be provided for in the tax bills are already sufficiently numerous. The unnumbered growlings under the late assessment, which may be heard in all directions sounding like mutterings of distant thunder, would portend a heavy storm but for the reflection that as the basis is enlarged the percentage must perforce be diminished. The second suggestion we have to make is that the projected improvement is one in which posterity is more interested than we of this generation can be. The new Park may be a pleasant playground for our great grandchildren, or if the matter is taken in hand as promptly as we desire to see it done, our own children may enjoy happy hours within its bounds. So it is but reasonable that we should allow them (the grandchildren) to participate in the necessary expense of the purchase.

The plan we propose and which we commend to the attention of our fellow citizens is briefly as follows: Supposing the cost of the property included within the designated boundaries, or of such a portion of it as may be selected, should amount to \$150,000.00. Let the City issue her bonds for this amount, the payment of which may be certainly secured within a reasonable time, say within fifty years, by the addition of *one cent* in the \$100.00 to our tax bills. The estimated basis of taxation is not far from one hundred and fifty million of dollars, and it is safe to assume that the average value of Baltimore property in the next half century will rather exceed than fall short of this amount. A tax of one cent additional would yield \$15,000.00 per annum, which would be just \$6,000.00 annually over and above the interest on these bonds. Allowing two-thirds of this

amount to be annually expended in enclosing and adorning the park, there would still remain \$2,000.00 per annum for a sinking fund, which would be more than sufficient to retire every dollar of the bonds within the specified time.

We earnestly commend this matter to the wise consideration of our City Government. We have rather 'hinted' at the points suggested than attempted a full discussion of them. If our City Councilmen need any incentive to prompt action in the premises, we would simply invite them to walk through our sweltering streets during the sultry days of summer, and look at the troops of pale, sickly little children almost literally gasping for breath on the hot pavements. Or we would invite them to look at the weekly reports of deaths and see what a monstrous proportion of these little ones are sent to the grave prematurely from causes which might be obviated by the pure, fresh air of a City Park, and by free exercise in its shady avenues. No man with a heart of flesh in his bosom can be unmoved by such an appeal."

Such was the initial effort to make the people of Baltimore park-minded in the "waning fifties," as Meredith Janvier would designate the time when the foundations were being laid for the purchase of Druid Hill Park.

## VII

The Travers Ordinance was in the Second Branch of the Council, for about two weeks, suffering amendments, defeating some of them, and fighting off substitutes. In the meantime "Public Good," believed by the compiler to have been very well acquainted with John H. B. Latrobe, was given space on the editorial page of *The American and Commercial Advertiser* to express his personal views as follows: (March 9th, 1859)

"The majority of the First Branch of the Council in disposing of the question of introducing railways into the City, seemed to have been governed by the single idea of transferring that important right to individuals in perpetuity with the least delay, almost without conditions, and without considering whether any other plan more advantageous to the City might or might not be presented. The public have not been made aware that anything like reason or argument has been assigned for the surrender of the City's right for so apparently inadequate a compensation. It is said with great confidence that such a privilege has been found, in other Cities, to be of great value; and such is the general opinion of our citizens. We are ignorant of any steps having been taken to obtain authentic information upon the subject, as was to be expected would be done, or whether any special estimates and calculations have been made as to the cost of the railways, the expense of working

them, and the probable amount of the business and traffic they would command, not only from the present population of the City and its surroundings, but for the time to come, corresponding with the tenure of the grant. Remembering that our City, containing now 250,000, has hitherto duplicated its population in every twenty years, and therefore in little more than one-half a generation, it will in all probability, increase to *half a million*, and when the present and immediate advantage of the *lease* as it is called, would be increased in a still greater *ratio*, as a little consideration of the natural spread of the roads and accommodations would plainly show.

If the very moderate computation of the intelligent gentlemen from the Twentieth Ward be correct, (and we have seen no attempt to disprove it, and no debate of the subject on the part of the majority worth the name of debate), the favored ones to whom the First Branch have tendered the lease, or the gift of the privilege, may find their stock worth to them, (if the roads shall ever go into operation under the conditions), an annual interest of 15 or 20%, and constantly increasing. That computation be it remembered, is made upon the present omnibus basis of receipts, without reference to the constant increase arising from increasing population, and without reference to the still greater public increase from the cheap and more convenient fare of five cents, instead of six or seven, and the inducement from the vastly more convenient and agreeable mode of conveyance. From all of which it would not be unreasonable, if not entirely safe to infer, that the increase of travel and traffic would increase 25% every year. The whole subject, however, is one in which the most intelligent and practicable men may honestly differ in the present want of authentic information, and therefore, as well as from its great importance, full time should be taken for deliberation if the fullest information should be obtained. Entire confidence, we cannot doubt, may be placed in the intelligence as well as the integrity of the Second Branch to give the subject such deliberation; and then it will have the able, vigilant and faithful scrutiny of the Mayor, so that the interests of the City will be sure to be properly cared for and protected in the disposal of the immense grant in question which many persons think may, in less than twenty years, be made to allow an income equivalent to the amount of the annual expenses of the City.

If the municipal authorities in their wise discretion shall determine to confer upon individuals this great franchise of the City, that will, of course, throw the privilege open to all classes of the community according to the ability and desire of every one to participate therein, that the benefit may be diffused throughout the City as much as possible. To this end the first subscription should be limited in such a way, and amount, as to accomplish the purpose.

The writer cannot dismiss the suggestion that the City should become a partner in the large benefits expected to accrue from this great enterprise. It seems to be the general opinion that four cents would pay all expenses for working the roads and leave a high rate of interest for capital. If so, *one cent* in each fare might be applied to the City Treasury as a very just and proper source of revenue.\* The public would approve the measure and be well satisfied to pay the fare of five cents. The State of Maryland has set the example and found it a valuable and cheap source of revenue. Adopted by the City, the onerous and objectionable features of that of the State would not apply. It is respectfully presented for consideration."

The leading editorial, printed alongside the above was headed "The Park Project," showing that "A City Park" had become, in the editorial mind at least, a definite project, almost over night. The last paragraph applies with particular force to the land needed for park purposes in 1929.

#### THE PARK PROJECT

"In the suggestion we offered a few days ago, covering the locality of the City Park, we referred to that portion of the City lying between Greenmount † and North Charles Street as the most eligible site by all odds that could possibly be selected. The northern boundary of the Park (according to the limits we proposed) would be Townsend Street, thus leaving the square between the Park and the City line on North Avenue for building lots which we need not say would increase very materially in value from their proximity to a public park. The streets south of and parallel to the avenue are already blocked up at their eastern termini by Greenmount, so that the proposed enclosure would not interfere with travel in that direction. The only streets running north that would abut upon the park boundary would be Calvert and North Streets, and even upon these, carriages need not be denied egress to Townsend Street or the North Avenue, as there would undoubtedly be drives through the park, one of which we may reasonably suppose would be a continuation of Calvert or North Streets.

There are two or three advantages to be derived from the extensive size of the area included within our projected limits. It is probable that the whole quantity of land enclosed would exceed sixty acres—and while it

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\* A participation in profits, with the public share apportioned to the private share in the ratio that the value of the common property bore to the private capital to be invested.

† John H. B. Latrobe was an official of the Greenmount Cemetery Company from its beginning.

would be impossible to find as large a surface any where within the City boundaries, that would be at all suitable for the purpose, this is entirely within the compass of our abilities at the present market value of the ground.<sup>^</sup> Perhaps one-fourth of the Park might be devoted to military parades, for instance, that portion contiguous to Greenmount and the same ground would be always available for cricket and other ball games and all those manly, health-giving amusements which are now neglected in our City for want of a place set apart for the purpose. The center of the Park might be specially given up to the little folks—and those who have the care of them—where they might romp to the heart's content. Any man who has seen one-half dozen city children turned loose in the free woods in summer time, with their hats and gloves, scarfs and parasols, and all the staid proprieties that belong to city life discarded for the nonce, and their whole souls given up to the single object of getting as much enjoyment as possible out of the glorious holiday, will need no more stirring appeal to induce him to 'go in' for the new Park.\* We confess that it is our high consideration for the little ones and our interest in everything tending to promote their well-being, morally and physically, that gives the greatest earnestness to our plea for a park which would be to them at least a half Paradise.

But children of larger growth would find the drives through the shady carriage ways (which would doubtless be a permanent feature in a park of this extent) to be a pleasant contrast to the hot streets of the city. Everybody would drive around the park if only because everybody else did it. Those who have stylish turnouts could desire no better place in which to show them off. There have been many attempts made to sneer at the folly of the London fashionables, as manifested in their regular daily park drives, instead of driving five or ten miles into the *real* country, contenting themselves with the same dreary, monotonous jog trot day after day; but the ridicule has produced no effect. Within certain hours the London parks are crowded with equipages and will continue to be so filled to the end of time. In winter when the park has lost its summery attractions, the present Mount Royal Reservoir (the site now of the pumping station which is about to be abandoned), which will be superseded by the new Reservoir, (the one within the Mt. Royal Avenue Entrance which it was planned to

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\* Leaving his office in Druid Hill Park at the close of the day's grind one summer evening for an hour of mental relaxation at the Peabody Library, the compiler had to put on his "specks" to determine whether a group of children within the Park gate had on anything at all in the way of clothing. Inspection disclosed that the margin of safety was enough material to make H. L. M. a pair of farm-hand suspenders. The discovery a little later of what it was intended children should discard in a park, when the purchase of such a place was being agitated, was productive of an aroused risibility.

use for a Stadium, but which was removed after the plan was abandoned), would afford a fine skating ground, and under proper regulations, our ladies might there, as has become fashionable at the north, enjoy this great and exhilarating sport.

It is quite possible for the owners of the designated property to kill this project at one blow by ridiculously advancing the price of the land. The Committee of the Councils, whose business it is to investigate and report upon the subject, will, of course, ascertain the cost of the various localities proposed. Those who hold property within and contiguous to the proposed lines will find it to their interest to sell the portion within the limits at a low figure because the proximity of the park will enhance the value of the rest more than any natural increase in value in the next fifty years. The larger portion of the indicated area, not already belonging to the City, happens to be so situated as to render it comparatively valueless for any other purpose. Much of the ground that might bring good prices for building lots could not be brought into the market without an enormous outlay for grading, paving, etc. We do not, however, anticipate any difficulty on this score, and prefer believing that the gentlemen, more directly interested, are too public-spirited to throw any unnecessary obstacles in the way of the new enterprise, even if a contrary course was not clearly the wisest and eventually the most profitable."

One of the results of the foregoing publicity was to give Councilman Montague of the First Branch an idea—or is it possible someone more interested in parks than he, was coaching him? The only charge for the use of the streets, provided for in the Travers Ordinance, was a license fee of \$20.00 annually for each car operated. So when the Ordinance came back on March 14th, for concurrence on certain amendments originating in the Second Branch, where the vote for its adoption had been unanimous, Mr. Montague moved to strike out the license fee and to insert the following:

"One-fourth of one cent as a per capita tax on each and every passenger; the amount thus derived to be paid annually into the City Treasury and to be appropriated exclusively and inviolably to the liquidation of whatever debt the corporate authorities of the City of Baltimore may hereafter contract, for the location, purchase and full completion of a Public Park, of not less than one hundred acres in size."

Whether Mr. Montague, vigorous leader of the minority in the First Branch that he had been, was seeking to popularize the street railway grant by tying it up with something upon which, according to the *American*, "all

classes of the community were more nearly unanimous than on any other"; whether he thought the words "per capita tax on each and every passenger" would be a fatal blow, or whether seeing that the iniquitous measure was certain to go through, he was seeking to saddle it with a provision which would protect the tax rate from the proposed "Park Cent," is not disclosed by the records. However, the proposed amendment was voted down, and the Ordinance, as it came from the Second Branch, was adopted, with only one vote against it. On March 16th, it was placed in the Mayor's hands for an expected veto, it being generally known that Thomas Swann would be unwilling to sanction a grant of a property right in the bed of the City streets, to any association, without adequate consideration.

An unsuccessful effort had been made in the Second Branch to substitute the Brooks Ordinance, after a reduction of the fare from five to three cents, the idea seeming to be that once the possession of the streets was obtained, the public demand for modern and rapid transit would force the fare up, to prevent an abandonment of the undertaking. To give the three cent fare proposal the appearance of sincerity, it was freely stated that Brooks and his associates owned so much suburban land that they could charge off all losses against the greatly increased value of their property to result from the introduction and extension of street railways. To make a three cent fare financially plausible, it was also stated that in Baltimore the tracks could be laid for six thousand dollars per mile although the cost per mile in New York and Brooklyn had been thirty thousand dollars. On this point Thomas Motley, C. E., wrote to *The Daily Exchange*, that ten thousand dollars per mile was the lowest figure obtainable from a responsible contractor for putting down properly laid rails in Washington, D. C., he being consultant to promoters there at that time. Engineer Motley, somewhat inconsistently expressed the opinion, however, that street railway proprietors in Baltimore "could very well afford to give to the corporation one cent per passenger out of four cents, or twenty-five per centum of their gross takings." The capital outlay with which to begin the operation of fifty cars was figured at \$350,000.00. The feed and care

of one hundred horses plus the wages of one hundred men for car crews, placed against the taking of 12,000 three cent fares daily (Sunday operation being prohibited), would have left about one hundred dollars per day, over six per cent on capital, to cover depreciation, non-productive payroll, insurance, property taxes, etc., including the "hill-horse" and the "hill-boy."

## VIII

A three cent coin was as much in use in 1859 as the nickel is today, and the proposed four cent fare in the Travers Ordinance was jeered at as carrying a "copper rider." And to inflame the people the "copper rider" was called a "tax." Witness the following editorial from *The Baltimore Sun* of March 14th, 1859:

THE RAILWAY PASSENGER BILL:—"The passage of the Travers Bill by the Second Branch of the City Council on Friday evening will constitute one of the most objectionable of Legislative acts ever imposed upon the people of Baltimore by the Municipal authorities should it receive the sanction of the Mayor. It is a positive fact that a Bill was before that body much more comprehensive and favorable to the public in a variety of respects than that which has been approved, but especially in the obligation to carry passengers for *three cents* each, while the bid which is approved authorizes a fare of four cents. It is estimated that the cars will, in a very short time, carry twelve thousand passengers a day, and the Councils have deliberately demanded of these twelve thousand people every day, a tax of one cent each, which they were not required to pay. As an instance of needless taxation the act of the Councils stands unparalleled."

Not a word of concern for the remaining 238,000, in the population whose free and unobstructed use of the public streets was to be interfered with in some measure, and whose interests demanded that the assessments on their private property, as well as upon the property of the 12,000, be reduced to whatever extent the untaxed common property, sought to be used commercially for private gain, might be made to yield a revenue to help meet the cost of government! \*

\* The fifth ace in the public utility pack, always used because of the unhappy significance of the word "joker," is that the assessment of private property should be *increased* in such case, because of the enhanced values growing out of the enterprise of private capital in introducing improved facilities, and that



The "set-up," it is true, was somewhat contradictory. What the City had to sell or lease was admittedly of considerable value. It belonged to the municipality as a whole and not to any particular group or class, nor to any number less than the whole population, including technically, the people of the entire State. Payment must come, if it was to come at all, out of the fares to be collected. Payment into the pockets of the Councilmen would involve graft and scandal. Payment by way of reduced fare would be selling what belonged to all, and giving the proceeds to those only who would ride the cars. Payment into the City Treasury for any purpose must come from the pockets of the riders, and be used for the benefit of all—requiring all to ride and pay if absolute equity was to be established. The situation was meat for the press which could champion the taxpayer and tie the can onto the politicians and jobholders, no matter what happened. The economist's escape from the dilemma would be, to point out that payment by low fares in lieu of cash turned into the common treasury would reduce private gain to a minimum while obtaining for the community such improved transportation facilities as would promote the growth of the City and shower all alike with increased property values. The theory holds but lightly when capital is crashing the gates and private gain may be kept down by diverting to the public treasury as much as possible of the fruits of industry as is to be realized from the utilization of the untaxed common property, while at the same time obtaining the improved facilities and the consequent increase of property values. Those who avail themselves of the special service afforded by the improved facilities and at the same time share in the increase of property values, may fairly be expected to return some moiety of their dual gain to the public treasury. The theory of the economist seems to be as sound as the law of gravitation and as easily upset by the law of relativity—meaning common sense and engineering facts in relation thereto.

free use of the common property should be extended to encourage the enhancement,—an enhancement which actually does take place with increase in population, which increase is due to a number of causes both social and geographical, as well as mechanical.

There had been published in February, 1859, "A Practical Treatise on Street or Horse-Power Railways," by Alexander Easton, C. E., of Philadelphia, setting forth very completely the construction and operation cost figures obtained from the Street Railway Company in Boston (where charges of capitalized graft had not been so prevalent as in his own City and in New York) showing that the actual transportation cost per passenger averaged three and three-quarter cents.

Thomas Swann was neither a politician in the professional sense, nor a newspaper proprietor—twin callings, one time hand in hand but now divorced, though still they specialize in obtaining and holding, by identical dependence upon unreasoned sentiment or prejudice of one kind or another, the favor of enough voters and campaign contributors or enough readers and advertisers to keep going. So he sought the advice of engineers to determine the facts upon which to base a right course of action. And he had as a trusted counsellor, John H. B. Latrobe.

## IX

The Travers Ordinance was returned to the Council by the Mayor on the sixth day after it had been placed in his hands. It was accompanied by a message some three thousand words in length, withholding his "coöperation." He touched upon the origin of street railways; pointed to the benefits that had followed the introduction of omnibuses, and expressed concern lest more rapid and modern street transportation be not secured. The message then proceeded:

"The power of the City of Baltimore over her public highways is the most important conferred by her Charter. It is so, because the facilities of trade depend upon its judicious exercise. In these highways, the people have a vested interest: and any partial or total surrender of this power can only be justified upon the ground of convenience and public policy. Apart, however, from the general police control which the City is empowered to exercise she has a right of property in the bed of her streets, and the franchises connected with them, which, if they can be turned to profitable account without interference with their free and unobstructed use as avenues of communication, they have a right to expect, and may be made to enure to their benefit" . . . . .  
"The partial or absolute transfer of this power is the

giving up of that to which substantial value attaches, and the use of which carries with it a valuable consideration; and the people of this City viewing it in a business aspect, while they expect to reap the benefit of the improved facilities contemplated by the Ordinance, will demand at the hands of those entrusted with the management of their affairs, the adoption of such a plan as shall offer the greatest inducement and confer upon them the largest present and prospective advantage. All the propositions in reference to the introduction of a system of Passenger Railways in our streets appear to combine the same general features with the exception of that which establishes the rate of fare. In the Northern Cities, the prevailing standard has been fixed at five cents per passenger whether for short or long distances upon the leading thoroughfares; and the public have been satisfied with this as the maximum charge. In the most frequented streets of New York and Philadelphia, this charge is said to be largely remunerative; but as part of a system where less crowded and attractive routes are to be maintained and worked, the net profit must be greatly reduced. It is no part of my purpose to go into a discussion of the earnings of these Railways. My object is to give our citizens the benefit of the improvement, upon terms that will be certain to insure its success; at the same time that we secure a fair participation in its results and guard our City against ultimate loss. In the rivalries excited by the applications which have been made to your Honorable body, honest differences of opinion based upon conjectural estimates must necessarily have arisen; but we must avoid the danger of a mistake at the very threshold, by an over-eagerness to exact more from the contracting parties than they are able to realize from the work itself. We must base our estimates solely upon the reasonable fruits of the enterprise apart from all extraneous or auxiliary support. If benefit is likely to accrue it must be sought in a just and equitable agreement without reference to the individual responsibility of the contracting parties. But neither the City nor the Legislature would be disposed to enforce a contract based upon miscalculation or over-estimates of probable results and entailing loss upon its projectors."

The Mayor set forth next, fully and with evident approval, the William G. Thomas and John H. B. Latrobe proposal containing the five cent fare rate, and followed with a review of the "Brooks Bill" providing for a three cent fare which he compared at some length with the four cent fare bill submitted for his approval—expressing the opinion that even a lower rate might be obtained if proper construction and successful operation were disregarded, and continued:

"Shall the Councils with these various applications before them entertain the *lowest* bid? Or shall she base

her grant upon a calculation of her own derived from the experience of other cities of the probable results of the enterprise when completed? In the adoption of the Travers Bill a disposition has been manifested to adopt a medium standard; and so thoroughly impressed am I with the wisdom of your policy that I feel constrained to urge a still further precaution to insure the success of the plan and guard the City against the possibilities of future contingencies.

I am one of those who do not believe that the system of railroads which your Ordinance proposes can be successfully maintained at the low rate of three cents per passenger with a prospect of a fair return upon the investment—in all events until our population shall have greatly increased beyond its present limit. In this opinion I have been sustained by the highest engineering authority. Nor am I over-sanguine that this result could be brought about by the increased rate of the Travers Bill beyond a saving interest. I wish to make the City secure, however, against all contingencies and at the same time to introduce a feature into the Bill which I am sure cannot fail to meet the approval of all classes of our citizens.

With this view I am willing to adopt the terms and conditions of the Ordinance submitted for my approval with the following modifications."

The first was the increase of the fare to five cents as the transportation charge adopted by similar enterprises in other cities, a fare represented by a convenient currency, the five cent piece—one cent above three to guarantee successful introduction of modern street transportation and another cent to make the City of Baltimore "*A fair participant in the profits of the enterprise present and prospective*"—the five cent fare to apply to any future extensions of the City limits.

The second modification, in the words of the Mayor, was:

"That the City of Baltimore shall be entitled to one-fifth of the gross receipts from all passengers transported over said roads—the same to be applied toward the establishment of a public park in some convenient location to be fixed by the Council hereafter; to cover an area of not less than two hundred acres, and the completion of the improvements heretofore projected and surveyed by order of the City Council, forming an avenue two hundred and fifty feet in width around the suburbs of the City." \*

Thirdly, the City was to have the right to reduce the rate of fare to the extent that it might reduce the per-

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\* The Ordinance, as passed and approved, placed the Boundary Boulevard first and the Public Park second.

centage of gross receipts reserved to the City, but not further.

The remainder of the Mayor's message is devoted so largely to justifying the proposed "Grand Avenue" as "placing Baltimore in advance of any other City by giving her a park around her entire circumference without a parallel in any part of the world," that John H. B. Latrobe is brought to mind as somewhat more than a collaborator. Despite the *American's* editorial picture of "troops of pale, sickly, little children almost literally gasping for breath on the hot pavements" there was no mention of children's playgrounds in congested sections. Instead the Mayor's message lamented the City's possession, by private donations, of only a "few acres of ground here and there more suitable to ornament than use," and then continued:

"The establishment of public squares of limited extent in the heart of the City does not remedy the evil. The masses of the people require a place of recreation, where during periods of leisure, they can enjoy with their families, enlarged space and pure air. The introduction of Passenger Railways running to our remotest suburbs and even beyond them, were inducements, and held out, suggests a revival of this subject and the establishment in connection with the improvement to which I have referred, of a public park of two hundred or three hundred acres in a convenient location at the terminus of some one or other of the lines of railway proposed to be established.

When the subject of street railways came up for consideration it occurred to me that an opportunity was now offered when the valuable privilege asked at the hands of the City might be exchanged for something in which all classes of our community could not fail to take a lively interest. It was in connection with this subject of enlarged pleasure grounds and public parks for the promotion of the health and rational enjoyment of our people that I looked with anxiety to a reasonable equivalent for the grant asked at the hands of the City.

The occasion which is now presented, is perhaps the last that will occur to gratify the desire of our people, without a direct tax upon the Treasury."

The Mayor concluded with a reference to the stimulus which well located and extensive pleasure grounds would give to the use of a street railway; and with mention of the fact that his views had been thrown together hastily because of unavoidable absence from the duties of his office until a short time previous to the return of

the Ordinance,—reflecting not a little the knowledge, wisdom and industry of John Henry Benjamin Latrobe.

Having had a chance to study the subject with some thoroughness, Mr. Latrobe foresaw that the rental value of the streets, for transportation purposes, would greatly increase from year to year as the City grew in population and extent, and that therefore a fixed annual rental would be as much of a "sell-out" as the acceptance of a lump sum for the monopoly. He also saw that the use of the right-of-way was for the sale of a special service, and that the rental value would increase in direct proportion to the number of those served. So he capitalized the street occupancy at 20% of the proposed special service, by count of those to be served at the rate then prevailing for such service in other Cities, and made it plain to Mayor Swann that the City was entitled to one cent out of every fare, on a five cent basis.

A redraft of the Travers Ordinance, embodying the modifications suggested by the Mayor, was introduced immediately following the reading of the veto message. The first vote on the reading of the new Ordinance showed that the line-up was unchanged.

Tabloid limits forbid again following the proceedings play by play. The amended Ordinance was adopted by the First Branch (15 to 3) on Wednesday; was back from the Second Branch (7 to 3) on Friday, and was received from the Mayor duly approved on Monday, becoming the well-known Ordinance No. 44, approved March 28th, 1859, which was followed on Tuesday by a communication from the Mayor suggesting that a supplemental Ordinance be passed, submitting the "park cent" provision to a vote of the people. The retort was "controlled elections," which is another story.

What followed belongs to street railway history—from which park history, except in a relative way, parts company. But pertinent to what has already been related, is the visit received by Mayor Swann on June 3rd, 1859, from a gentleman who was introduced to him as Mr. Jonathan Brock of Philadelphia. Mr. Brock informed the Mayor, relative to certain demands being made upon Lawyer Travers and his associates, that he (Mr. Brock) represented the Philadelphia assignees of the Baltimore Street Railway franchise. The Mayor subsequently

learned that the instrument of transfer was dated April 2nd, 1859, just five days after Ordinance No. 44 had received his approval signature, and that the "good and valuable consideration" mentioned in the indenture was rumored to have been \$100,000.00.

## X

The apprehensions which welled up, and as suddenly subsided, when "foreign" capital from Cleveland was being welcomed, in the promotion of adequate air craft facilities for Baltimore, produced a stir, zephyr-like in comparison with the tornado of excitement which followed the disclosure in the newspapers of June 17th, 1859, that the street railway grant in Baltimore was owned by Philadelphians—"bargained for by, and sold to 'foreigners' in advance of its passage and whilst yet in embryo," as was subsequently stated in the report of a Councilmanic Committee. All of which bears upon park history only to the extent that it gave a bad flavor to the source of park revenue in the beginning and helped those who were the enemies of the City authorities at that time, to mould the tradition, held even now in some quarters, that the rental being received by the City for the commercial occupancy and use of its public streets was a "tax" paid by the car riders and not a contract consideration paid by the Street Railway Company out of its profits.

The persistent designation of the park revenue as a "tax" misled the Council in 1874, when by Ordinance No. 48 of that year, it reduced the consideration in the street railway contract from 20% to 12%; and then in 1880, sought to restore the original percentage. The one thing that everybody knows about a "tax," from bitter experience, is that it can be *increased*. It is a test that will apply to any kind of a levy direct or indirect. But the lengthy opinion of City Solicitor Hall in 1880, was conclusive on the point that the source of park revenue was a contract, reserving to the City a consideration for the grant of a valuable property right, and that once the consideration was released in whole, or by ever so small a fraction, it could never be reclaimed. Nor did the reduction of the consideration give the City any right to recall the grant for which the consideration had been

given. And in making the contract the City did not relinquish its taxing power in the least, except as the grant of the property right absorbed the easement. The United Railways and Electric Company is assessed the same as any other corporation. The Company pays its "ground rent" and also its "taxes" as does the humblest home owner. Every taxpayer knows the difference. This may be burdensome to the "United," as the assignee of Jonathan Brock and his associates and of subsequent grantees who made similar contracts with the City, but it does not justify misrepresentation. Nor does it justify the press in keeping the people of the present generation uninformed—or misinformed.

Applications made to the compiler in 1928, by theme writers at Hopkins University and at Goucher College, for information about the "Park Tax," developed the interesting information that they had been started on their quest for knowledge by statements, inspired seemingly by the newspapers or by the Street Railway Company, that the Baltimore Public Parks were financed by a "tax on car riders"! \* And then came to light the queer coincidence that the printed Journal of the First Branch, containing in full the message of Mayor Swann to the Councils in 1859, was missing from both of the public libraries, the Peabody and the Pratt, and even from the archives at the City Hall, although the printed Journals prior and subsequent thereto were available as usual. And the absence of the volume continues to the date of this publication. The coincidence may be as unimportant as the fact that the name of a high ranking Street Railway official much interested in reducing the burdens on the Company, does not appear in the Baltimore City Directory and that his telephone is not listed. Neither coincidence, is as yet historically important, however pertinent polemically.

## XI

Out of a total population of 250,000, the omnibus fares being collected in 1859, at seven and eight cents per

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\* One young lady said she had been referred to an office in the Continental Building! It is hoped that copies of this booklet may be added to the supply of information available at that point, and also at the Court Square Building, Calvert and Lexington Streets.



passenger, ran to 8,000 daily. It was predicted that on rail buses there would be an immediate jump to 12,000 daily. The increase to 25,000, it was thought, would be rapid. But if only 10% of the total population rode the rail buses, and rode both ways, the number of fares collected daily would have had to be 50,000. Assuming such an increase, would it have been any less a scandal to put the consideration for the street occupancy into the pockets of 10% of the street ownership, than into the pockets of the less than one-eighty-fifth of one per cent voting for the grant in the City Council? And yet, the "Sunpaper" was writhing in agony, editorially, because it had been decided to have the payment made into the Municipal Treasury for the benefit of 100% of the population, and not into the pockets of the 10% by way of a fare so low that any payment for the benefit of the remaining 90% would have been impossible! \* The fact that the percentages have been reversed does not, it seems to the compiler, make it any less a scandal now to talk of bartering away beyond recall what belongs to all of the people for a temporary profit to those who do not own, or use, a motor vehicle of one kind or another. But events await recital while argument intrudes. And current events are not without interest. The Sunpaper, for consistency's sake, continues to define a "tax" as "the consideration in a contract." The "Trolley News" continues its fight to have some part of the heavy charges against automobile and bus owners, dedicated to park revenue so that car riders may not have to pay it all! What the "News" really means is that motor vehicle users should have an additional levy made upon their realty holdings, forgetting that, with some few exceptions, automobile owners have nothing else upon which to pay taxes, and that it is only the car riders

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\* The compiler regrets that it is not practicable to reprint here, in full, all of the editorials appearing in *The Daily Exchange*; *the Baltimore American and Commercial Advertiser*, and particularly those in *The Baltimore Sun*, during the months of March and April, 1859. They would explain, in some measure, why the newspapers did not inquire into and disclose the underlying reason for the defeat of the Park Loan Bill in the Legislature of 1929; and why they evinced no alarm over the passage of the Bill giving the Mayor and City Council the power it already had to reduce the park "tax"—with a significant limitation.

who own their homes and are subject to the general levy. Shifting the burden of car riders from their car rides to their tax bills cannot of itself make automobile users as a class contribute anything to the support of the Parks. That can be done only by diverting to park revenue such a portion of the heavy charges against them as will end the argument that they contribute nothing to the support of the parks. The Bill offered in the Legislature of 1929 to effect such a dedication was not killed at their instance. The "*Trolley News*" is a neat little newspaper organ paid for with money collected from the car riders and then handed back to them as an inducement to ride some more; which is as it should be if it profits—and if it prints the *whole truth* and nothing but the truth. The public parks; the playgrounds; the tennis courts; the ball-diamonds, and the zoo, including the elephant Mary Ann as a special premium, are handed back to the car riders in the same way, the only difference being that the Company is under contract to hand back the Parks but acts of its own volition in handing back the *Trolley News*—and the elephants. The "*News*" is cleverly edited by the assistant to the Chief Executive of the Street Railway Company,—one time "Jungle Circle" Editor of the Sunpapers and mahout deliverer of Mary Ann. Who would say the "*Trolley News*" is paid for by a "tax" on car riders simply because the cost comes out of the fares collected from them? So valuable are the streets in Baltimore today owing to their extent in length and to their inadequacy of width, that those occupied by the Street Railway Company bring to the City Treasury a rental of more than one million dollars annually, notwithstanding the basis of payment has been cut down by the Council from twenty per cent to nine per cent and by judicial interpretation from nine per cent to six and a fraction per cent. The payment is no longer directly related to the number of passengers transported, which gave rise to the erroneous designation of the rental as a "tax," but to car mileage, about which the people have never been informed—the subject being too abstruse for newspaper use. In the explanation would be a complete refutation of the notion that the car riders pay—except in the sense that the pur-

chasers of shoes contribute to the profits out of which the shoe merchant pays his store rental.

Driving about the suburbs of the City in the old one-horse buggy which preceded the Park Board's purchase of the first City-owned automobile, Major Richard M. Venable would say to the compiler: "All this land will increase greatly in value shortly. If we can acquire what the people will need for parks fifty years from now and pay for it out of large park loans, the carrying charges will not only prevent waste by the Park Board, but will keep the United Railways out of politics." What the Major meant by keeping the "United" out of politics was cryptic then, but dawned crystal clear during the legislative session of 1929, when the people of Baltimore were denied the opportunity to vote upon a Park Loan. Getting politically rid of a contract obligation was not to be embarrassed by argument that the City's credit back of outstanding park bonds, in large amount, would be impaired. And the "Park Tax" repeal Bill went through without a hitch, an amendment referring the question to a vote of the people being denied!

## XII

Leaving out much that abundantly pertains to the history of street railway financing in Baltimore, after a property right in the streets had been obtained, and omitting details of the complete vindication of both Jonathan Brock and the Mayor and City Council of Baltimore by the Legislature of the State of Maryland, insofar as the suspicions of graft were concerned, the history of Druid Hill Park begins again June 12th, 1860. On that day the papers carried this news item:

"On Saturday last the managers of the City Passenger Railway made a payment of \$4,000.00 in money to the City Register, in addition to which a payment of \$4,873.54 will be made on the fifteenth instant, making a total of \$8,873.54, being one-fifth of the gross receipts of \$44,367.74, for the quarter ending April 28th of the present year.\* Including the above payment, there will have been received the sum of \$19,914.24, during three-fourths of the fiscal year. It is fully expected that the present quarter will show a large increase on previous

\* Indicating the taking of under 8,486 fares per day instead of 12,000 as estimated, which certainly would have put an end to three cent fare operation.

quarters, the amount estimated reaching to above \$13,000.00. The Company has fifty cars running, and with the completion of the other routes the number will be greatly increased, as well as the net revenue."

The reading of the above seems to have prompted Mayor Swann to exercise immediately, the power conferred upon him by the Councils on June 4th, 1860, to appoint "four discrete persons," to constitute, with the Mayor Ex-Officio, a Commission to serve without pay or emolument for the purpose of selecting and purchasing a site or sites for a public park or parks. The appointments, as announced in the papers the next day, were: John H. B. Latrobe, at the head of the list, followed by William E. Hooper, Robert Leslie and Columbus O'Donnell.

With a promptness inspired by the enthusiasm of its Chairman *de facto*, the first Park Commission inserted the following advertisement in all of the daily papers on Friday, June 15th, a proceeding in marked contrast to the necessities of the present, when the Park Board is buried under a shower of land offerings following every mention of park extension:

NOTE:—OFFICE OF THE PUBLIC PARK COMMISSION, June 14th, 1860. Proposals will be received until the fifth of July, 1860, at this office, from parties willing to dispose of their property for a PUBLIC PARK.

The Commissioners have determined that the Park ought to contain, if possible, about five hundred acres of land and be located as near as practicable to the city limits. It is very desirable, though not indispensable, that parties having properties to dispose of, less than the above quantity, should unite in their proposals, so that the Commissioners may be informed by them of the prospect of procuring in one body the desired amount of land.

The object of the Commission would be promoted also if the parties making proposals accompanied the same with sketches of the property offered, so as to enable the Commissioners to form an idea of the general outline.

The price of the land per acre and the terms of the sale should accompany each proposal.

It should also be stated whether the property binds on or is intersected by any stream or streams of water of constant flow, or how, otherwise, it is watered; also, how much of it is in woodland, and how much is arable; also, whether it is intersected by any, and what, public road or roads, and what are the buildings upon it; also, its distance from the boundary of the city, and present readiest mode of access to it.

All proposals must be sealed and directed to The Public Park Commissioners, Mayor's Office, Baltimore.

Then on July 16th, 1860, the following introduction to an editorial in the *American*, was informative:

"The Park Commissioners have successively devoted every day of the past week to visiting and personally examining the various sites offered to them for the proposed park. The sites we learn were eight in number, embracing several hundred pieces of property, the owners in each case combining to present a plat of the required number of "not less than five hundred acres," as described by the advertisement of the Commissioners. The labor of going over these various sites, and examining each with the view to their special adaptation to the possibilities of a park, has been very great, but it has been performed with that perseverance and practical skill which distinguishes all of the gentlemen of the Commission."

When Mr. Latrobe, who was destined to remain on the Park Commission, as its active President, for a period of more than thirty years, down to his death in 1891, visited "Druid Hill," the County Seat of Lloyd Nicholas Rogers, he saw what is pictured on the cover of this booklet.

The painting is the work of an artist of whom nothing is known except that, unable to bear with southern sentiment in the atmosphere of an impending Civil War he threw down his brushes and returned to "Yankee Land," without placing his initials on his work, and with his commission to do two canvases, but half completed. Such little chance doth reason have to function in the affairs of men!

(To be continued)