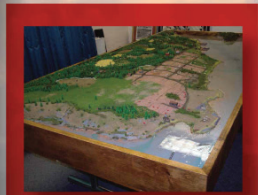
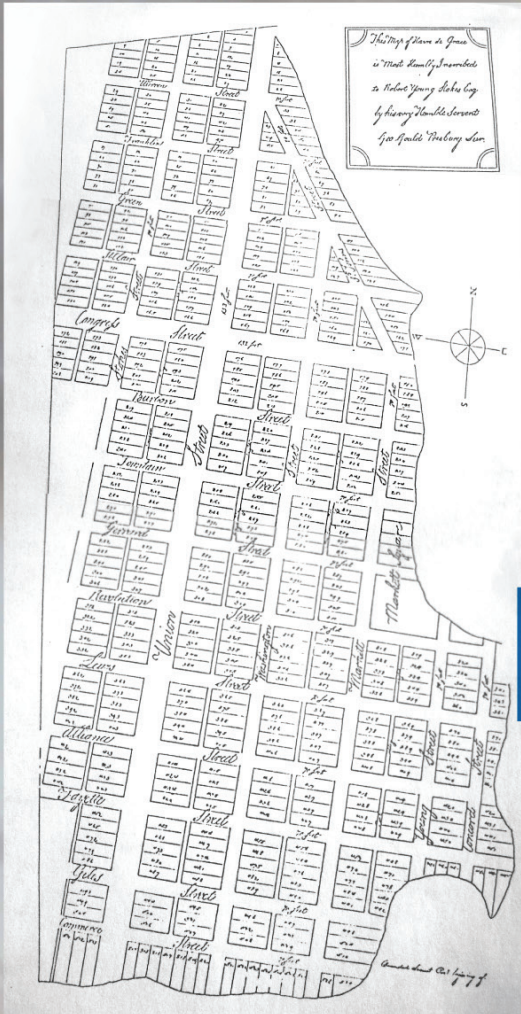




Havre de Grace's 1813 Scale Model

The scale model of Havre de Grace was built by Chesapeake Heritage Conservancy, Inc. volunteers over a two-year time span and is based on the 1782 map drawn for Robert Young Stokes. Stokes had his town laid out with named streets and numbered lots. Although many of the lots remained undeveloped at the time of the British attack, the map was instrumental in helping the modelers depict Havre de Grace in 1813, just days before the attack.

Visitors Center



Views of the model as work progressed.

Images courtesy Brigitte Peters

Survey map drawn on behalf of Robert Young Stokes, owner of the land, by George Gould Presbery.

Image courtesy City of Havre de Grace

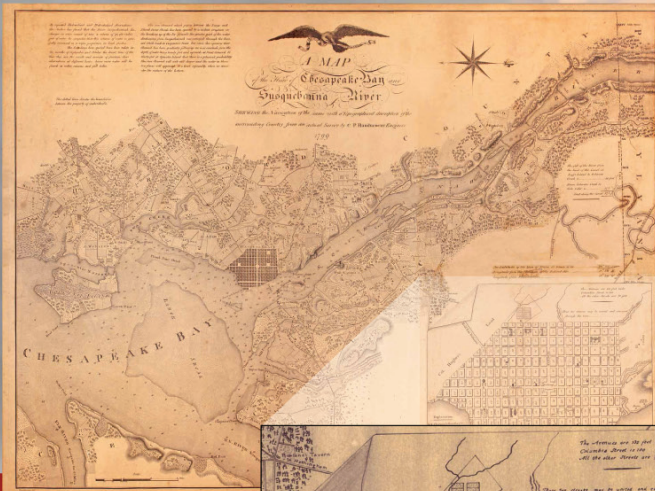




Big Plans for Havre de Grace

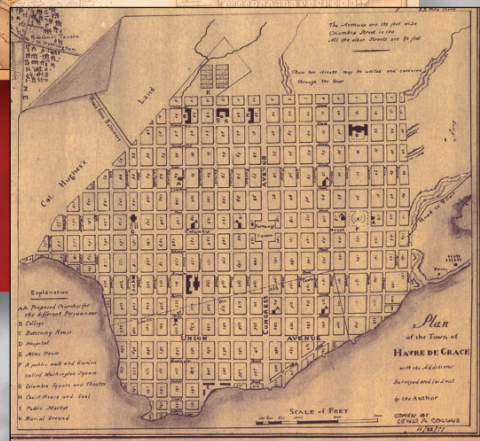
Around the turn of the nineteenth century, there was an air of speculation for the town of Havre de Grace and its surrounding area. Canal systems were being planned in the upper Chesapeake Bay for increased commerce. Wealthy landowners were anticipating the development of a city similar to Philadelphia. C.P. Hauducoeur's map of 1799 shows Havre de Grace as greatly expanded, a plan that never came to fruition because the waters around Havre de Grace were not deep enough.

Visitors Center



Hauducoeur's map showed the entire Upper Bay region and included a detailed plan for Havre de Grace with a theater, college, and town gardens.

Image courtesy Susquehanna Museum at the Lockhouse





Terrorism on the Bay

The May 3, 1813 attack on Havre de Grace by the British was one of many that Rear Admiral George Cockburn led his bluecoated sailors and Redcoats on during the War of 1812. He devoted most of the spring of 1813 to terrorizing locations along the Chesapeake, including the Upper Bay's Frenchtown, Principio Foundry, Bell's Ferry (present-day Lapidum), Georgetown, and Fredericktown. He also launched an attack on Elkton, but was rebuffed by the town's gun batteries.



Rear Admiral George Cockburn

National Maritime Museum, Greenwich, London

Visitors Center



British Attacks:

April 29 - May 6, 1813

- 1 Frenchtown: April 29
- 2 Elkton: defended April 29
- 3 Havre de Grace: May 3
- 4 Bell's Ferry: May 3
- 5 Port Deposit: defended May 3
- 6 Principio Iron Foundry: May 3
- 7 Georgetown: May 6
- 8 Fredericktown: May 6





The British Attack!

After anchoring off Spesutia Island, the British launched a surprise attack on the sleeping town of Havre de Grace early on the morning of May 3, 1813. The townspeople awoke to the sound of Congreve rockets whizzing overhead and cannon booming. While most militiamen ran for the hills, John O’Neill famously rushed to the town’s battery and began firing back at the British. Although he was eventually taken prisoner, his heroic actions remain the high point of the horrible attack.

The British pillaged the town and set fire to many of the buildings. They confiscated much of the furniture and belongings of the townspeople before torching their dwellings. It is believed that 20 to 40 of the approximate 60 dwellings in town suffered damage.

Visitors Center

Several buildings survived the fires of the British attack, including three town icons.



Aveilhe-Goldsborough House

300 North Union Avenue

Built in 1801, this house saw a cannonball fly through its wall and still it stands today.



St. John's Church

100 North Union Avenue

The British destroyed the church's windows, altar, and pews, but left the walls standing. The congregation was able to rebuild, and the church is still used today.



Elizabeth Rodgers House

226 North Washington Street

Owned by Colonel John Rodgers and his wife Elizabeth, this home survived the attack on Havre de Grace even though it was set on fire and extinguished at least three times.

Images courtesy of Heidi Glatfelter





Discover Havre de Grace During The War of 1812

Concord Point Lighthouse

Havre de Grace hero John O'Neill courageously fought the British as they came ashore. Tour his lighthouse and the Keeper's Dwelling. The Keeper's Dwelling also features an exhibit on O'Neill's role in the defense of Havre de Grace during the War of 1812.

Corner of Concord & Lafayette Streets - www.concordpointlighthouse.org



Havre de Grace Maritime Museum

Learn the story of the Upper Bay's Maritime history. The 1812-related exhibit at the Maritime Museum introduces visitors to Commodore John Rodgers, Havre de Grace's hometown son, who became a leading officer in the U.S. Navy during the War of 1812.

100 Lafayette Street - www.hdgmaritimemuseum.org



Havre de Grace Decoy Museum

The Havre de Grace Decoy Museum houses one of the finest collections of Chesapeake Bay hand-carved decoy ducks in the country.

At this Museum, you can learn about decoy-making and waterfowl hunting, both important pastimes in early nineteenth century Havre de Grace.

215 Giles Street - www.decoymuseum.com



Visitors Center





Discover Havre de Grace During The War of 1812

The Promenade

The Promenade is a modern-day boardwalk along the water's edge. Stroll along, read our interpretive panels about the British attack on May 3, 1813, and envision the British coming ashore. Other War of 1812 signs are placed throughout town – consult the Visitors Guide for exact locations.

Begins at Tydings Park or at the Lighthouse



Susquehanna Museum at the Lock House

Located in the historic Lock House, this museum documents the Susquehanna and Tidewater Canal that ran through Havre de Grace in the mid-nineteenth century.

Although the building was not constructed until 1840, the museum has two exhibits on the War of 1812, focused on life and travel during the time period.

*817 Conestee Street –
www.thelockhousemuseum.org*



Steppingstone Farm Museum

The Steppingstone Museum is located a short drive from Havre de Grace and is dedicated to preserving and demonstrating rural arts and agriculture from the 1880-1920 time period.

Here you can learn about John Stump, the richest man in Harford County during the War of 1812, as well as agricultural practices of the early nineteenth century.

*461 Quaker Bottom Road –
www.steppingstonemuseum.org*

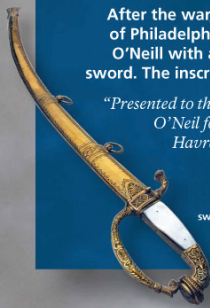


Visitors Center



Town Hero

Born in Ireland in 1768, John O'Neill immigrated to America at the age of eighteen. He settled in Havre de Grace, where he ran the town's nail factory. When the War of 1812 came to his hometown, he defended it bravely before being taken prisoner.



After the war, the citizens of Philadelphia presented O'Neill with a ceremonial sword. The inscription reads:

"Presented to the gallant John O'Neil for his valor at Havre de Grace, by Philadelphia -1813."

O'Neill ceremonial sword, courtesy of the Maryland Historical Society.

"When the alarm was given I ran to the battery and found but one man there, and two or three came afterwards... An English officer rode up and took me with two muskets in my hand. I was carried on board the Maidstone frigate, where I remained until released, three days since."

- John O'Neill, as quoted in H. Niles, ed. *The Weekly Register*. Vol. IV. 1813.

The cannon was dedicated to John O'Neill on the 100th anniversary of the British attack.



THE GAVEN OF THE BELL OPENS MARKS THE SITE OF THE BATTERY ENVOYED TO THE BATTERY
1768 JOHN O'NEILL JESS
DURING THE BRITISH INVASION OF THE STAR-SPANGLED BANNER NATIONAL HISTORIC TRAIL
BRITISH ATTACK ON HAVRE DE GRACE
MAY 1813 JOHN O'NEILL AND OTHERS
TO HIS BROTHER JOHN O'NEILL AND OTHERS
THE BATTERY ENVOYED TO THE BATTERY
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Concord Point Lighthouse



www.starspangledtrail.net
www.nps.gov/stsp
www.hdgtoism.com

www.concordpointlighthouse.org



MARYLAND
HERITAGE AREA
Maryland Heritage Areas Authority



Under Attack!

In late April of 1813, Rear Admiral George Cockburn had his British ships anchored in the upper Chesapeake Bay and was prepared to destroy any town showing resistance. The American flag flying proudly at Havre de Grace, along with cannon fired from the local battery, led him to come ashore and set the town ablaze.

As the British attacked Havre de Grace the morning of May 3, 1813, John O'Neill, then a lieutenant in the Maryland Militia, manned a battery north of where the lighthouse now stands, before being taken prisoner by the enemy.

According to local legend, upon hearing of her father's capture, O'Neill's daughter Matilda rowed to the *Maidstone* and begged for her father's life. Impressed with her bravery, Cockburn freed her father and gave her his personal snuff box.



Snuff box, courtesy of the Maryland Historical Society.

"I observed Guns fired and American Colours hoisted at a Battery lately erected at Havre-de-grace...this immediately gave to the Place an Importance which I had not before attached to it, and I therefore determined on attacking it."

- British Rear Admiral George Cockburn in a letter to Admiral John Borlase Warren, May 3, 1813

Concord Point Lighthouse



© Gerry Embleton, Courtesy of the National Park Service



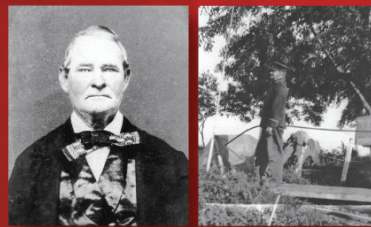


Keeping it in the Family



The lighthouse was manned by three generations of the O'Neill family after the original keeper, John O'Neill, was appointed to the job in 1827 as a thank you for his heroic defense of Havre de Grace.

Concord Point Lighthouse



Lighthouse keeper
John O'Neill, Jr.

Groundskeeper
Harry O'Neill

After O'Neill's death in 1838, several different men tended the light, until his son, John O'Neill Jr., took over in 1861. After O'Neill, Jr.'s death two years later, his wife Esther cared for the lighthouse until 1881, when her son, Henry, took over.

Henry remained at the lighthouse until his death in 1919, leaving the post to his son, Harry. Because the lighthouse became automated in 1920, Harry worked as a groundskeeper at Concord Point.

Photos courtesy of Concord Point Lighthouse





Havre de Grace's First Family: The Rodgers

Colonel John Rodgers and his wife Elizabeth, immigrants from Scotland, were among the first families to settle in Susquehanna Lower Ferry, now Havre de Grace. They owned and managed Rodgers' Tavern across the Susquehanna River in Perryville, as well as the ferry service that connected the Post Road between the two communities. The Post Road was the main thoroughfare between Philadelphia and Baltimore. The Rodgers home, built in 1787, survived the British attack in 1813. It is the oldest documented building in Havre de Grace.

Maritime Museum



Images courtesy Historical Society of Harford County.

Portraits of Colonel John Rodgers and his wife Elizabeth.

A sketch of the Rodgers' home, which survived the British attack in 1813 and stands today at 226 N. Washington St.

Illustration by Benson J. Lossing, *Field Book of the War of 1812*, 1868



www.starspangledtrail.net
www.nps.gov/stsp
www.hdgtourism.com

www.hdgmaritimemuseum.org

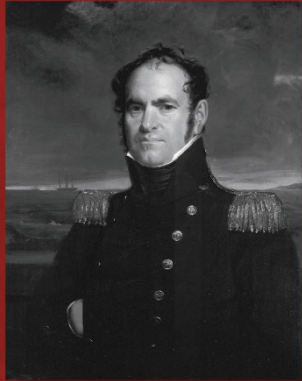




Naval Hero

John and Elizabeth Rodgers had eight children. Their son John, born near Havre de Grace in 1773, apprenticed as a seaman on a Baltimore merchant ship at age 15. He was commissioned in the U. S. Navy in 1798 and later was appointed its first captain, eventually achieving the rank of commodore. He commanded the New York Flotilla, enforcing the 1807 embargo against Britain and France. In the War of 1812, he captained the 44-gun three-masted heavy frigate, *USS President*, capturing twenty-three prizes (British ships).

Maritime Museum



Commodore John Rodgers, circa 1814 by John Wesley Jarvis.
Image courtesy National Gallery of Art

Commodore Rodgers also made landmark improvements to U.S. Naval operations during his service. He developed the concept of drydocking, established naval bases up and down the coast, and revamped the fleet to include smaller, quicker ships. He made a lifelong career of the Navy and died of cholera in 1838.



John Rodgers' flag ship, the *USS President*, battles with the *HMS Belvidera* during what is believed to be the first battle of the War of 1812.

Escape of the HMS Belvidera 23 June, 1812
by William John Huggins

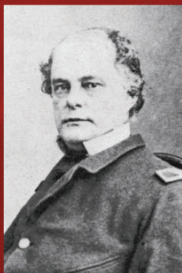




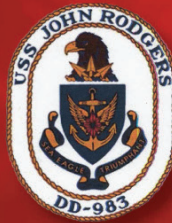
The Naval Dynasty

The Rodgers family served our country in the U.S. Navy for generations. The patriarch, Colonel John Rodgers, fought in the Revolutionary War, while his son the Commodore was instrumental in shaping the Navy of the early republic. Many of the Commodore's sons, grandsons, great-grandsons, and nephews also served the Navy with distinction.

Maritime Museum



Images courtesy U.S. Navy



Three naval ships have been named the *USS John Rodgers*. The last ship, DD-983, served from 1978 to 1998. This ship was named for the Commodore, the Rear Admiral, and the Commander. In the shield, the anchor represents the Commodore, the compass rose is for the Rear Admiral, and the wings represent the Commander.

Pictured are the Commodore's son and grandson: Rear Admiral John Rodgers (1812-1882, Civil War) and Vice Admiral William Ledyard Rodgers (1860-1944, Spanish American War and World War I). The Commodore's great grandson, Commander John Rodgers (not pictured), was a Naval Aviator in World War I.



Image courtesy Maryland Historical Trust

Commodore John Rodgers, his wife Minerva, and their children lived in the Sion Hill mansion on a hill west of Havre de Grace. The home still stands and is occupied by descendants of the Rodgers family.





Canvasbacks: The Hallmark of Havre de Grace

By the beginning of the nineteenth century, Havre de Grace was a destination for both market hunters and sportsmen who would come each October to hunt the sought-after canvasback ducks. The breed that migrated to this area was considered superior to all others, due to the abundance of wild celery grass which grew on the Susquehanna flats. Rodgers Tavern in Perryville, across the Susquehanna from here, was known as the best place to eat canvasbacks, according to an unattributed 1794 diary entry.



Gleason's Pictorial, circa 1854, artist unknown. Image courtesy C. John Sullivan.

More Canvasback decoys were made in Havre de Grace than any other region in America. This decoy was made by the local Holly family circa 1860. Fastened to the underside is the original iron weight, which was created from a horseshoe by local craftsmen.

Image courtesy C. John Sullivan and Bill Watson



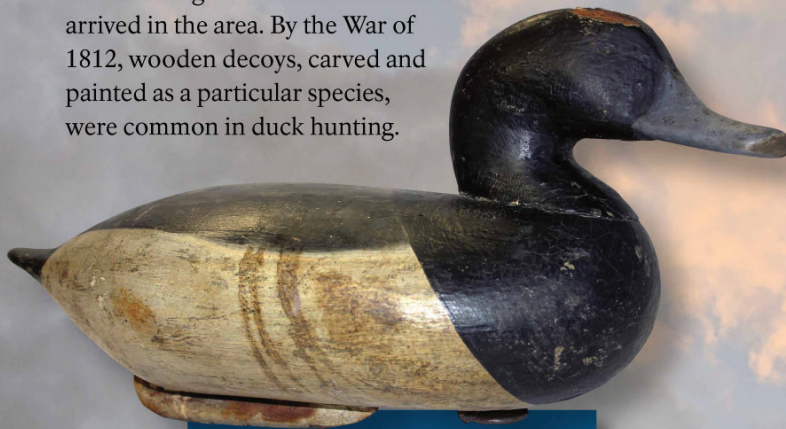
Decoy Museum





Decoys as Bird Lures

Decoys are models of birds used to draw waterfowl within shooting range of hunters. Native Americans made decoys of straw long before the first settlers arrived in the area. By the War of 1812, wooden decoys, carved and painted as a particular species, were common in duck hunting.



John "Daddy" Holly of Havre de Grace made this early scaup or blackhead drake decoy circa 1860. The wood used for this decoy was pulled from the Susquehanna River. It is wearing its original iron ballast weight still today.

Image courtesy C. John Sullivan and Bill Watson

Gleason's Pictorial, circa 1854, artist unknown. Image courtesy C. John Sullivan.



Decoy Museum



www.starspangledtrail.net
www.nps.gov/stsp
www.hdgtourism.com

www.decoymuseum.com





Hunting Waterfowl on the Susquehanna

The earliest settlers along the Susquehanna River had access to an abundance of wildfowl, including ducks, geese and swan. The birds were an integral source of food for citizens. Showing the importance of birds to Havre de Grace, 1812 town council minutes prohibited the discharge of firearms within city limits, unless the citizen was at the water's edge, firing at ducks or other fowl.

Early muzzle loading four-gauge shotgun used on the Susquehanna Flats, circa 1840.

Image courtesy C. John Sullivan and Bill Watson

Gleason's Pictorial, circa 1854, artist unknown. Image courtesy C. John Sullivan.



Decoy Museum



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www.hdgtourism.com

www.decoymuseum.com





Traveling the Waterways

In this area, boats were a primary means of transportation. The main water route for shipping from Havre de Grace to Baltimore's ports was the Chesapeake Bay. Shallow waters made it difficult for large ships to dock here, but smaller vessels made the trip filled with travelers and goods. Fishing boats also sailed daily, hauling in money-making catches.

During the War of 1812, British Admiral George Cockburn attacked many towns on the shores of the Chesapeake Bay, as the water allowed him to transport his troops and to easily access active sea towns. Cockburn attacked Havre de Grace from the water on the morning of May 3, 1813. Because of the shallow river, the British had to use small launches to approach the shore.

Lock House

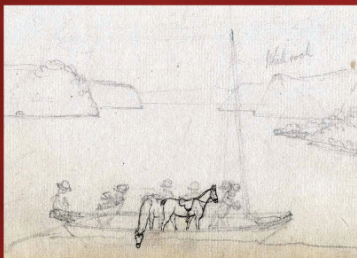


Image courtesy Maryland Historical Society.



Image courtesy Maryland Historical Society.

The image on the left shows horses and travelers crossing the Susquehanna on board one of the ferries that ran between Havre de Grace on the west side of the river and Perryville on the east. The sketch was drawn by Benjamin Henry Latrobe, the architect of the U.S. Capitol. Latrobe traveled through this area in 1798 and produced several images, including the view up the Susquehanna River from Havre de Grace (right image).



Benjamin Henry Latrobe by Rembrandt Peale.
Image courtesy Maryland Historical Society.





Riding the Post Road



Rodgers Tavern in Perryville.
Image courtesy Cecil County Historical Society.

Lock House

The Post Road, the main land route for north/south travel in the nineteenth century, passed through Havre de Grace. Traveled by men on horseback, post riders delivering the mail, and stagecoaches full of passengers, the Road brought prosperity to town, with travelers patronizing taverns while waiting to cross the river by ferry.

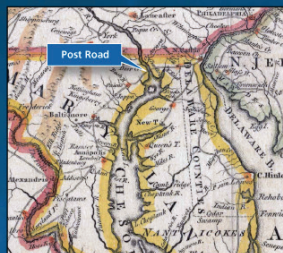
At the time of the British attack on Havre de Grace in 1813, there were six stagecoaches passing through the town each day. The Post Road provided the fastest route for communication, and word of the attack traveled to the nearest towns and quickly spread throughout the country.



George Washington, 1776, by Charles Willson Peale

George Washington traveled through Havre de Grace on the Post Road numerous times during his travels for the Continental Congress, American Revolution, and Presidency. In his diary, he recorded dining over thirty times at Rodgers Tavern in Perryville, on the east side of the Susquehanna.

Map of Post Road in 1757



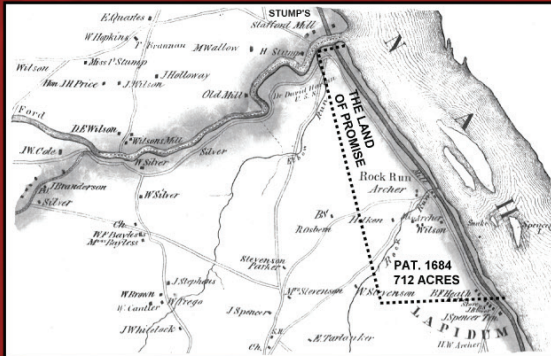
"Maryland with the Delaware Counties and Southern New Jersey", 1757, by Thomas Kitchin from London Magazine. Courtesy Delaware Historical Society.

This map shows the route the Post Road took through Havre de Grace.





Welcome to the Land of Promise...



This late nineteenth century map shows the location of the Land of Promise. It stands slightly upriver from Lapidum, which was known as Bell's Ferry during the War of 1812 and was attacked by the British during their May 1813 rampage in the Upper Bay.

U.S. Coast and Geodetic map, 1900, modified and used courtesy of Jack Shagena.

Steppingstone Farm Museum

Steppingstone Farm Museum stands on the Land of Promise, a land grant of 712 acres that ran along the banks of the Susquehanna River, from Deer Creek to Herring Run.

In 1736, Jacob Giles had a grist mill operating on the property's Rock Run. To protect his interests, he purchased the Land of Promise in 1741. He later conveyed the land to his son Nathaniel in 1768.

This original mill was renovated in 1771, the same year that Nathaniel built the stone house that stands on museum grounds today.



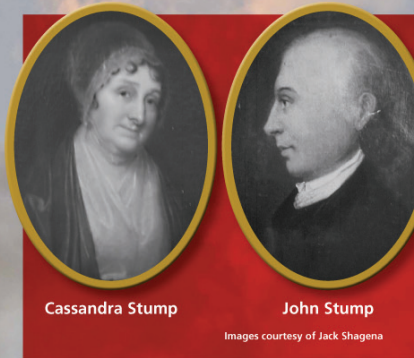
Steppingstone Farm House
Image courtesy Robin Semmers





Rock Run Mill and the “King of the Land of Promise”

John Stump and his wife Cassandra acquired 256 acres at Rock Run from the estate of Jacob Giles, earning the moniker “King of the Land of Promise.” The second richest man in Harford County, he owned multiple flour and iron mills, a tanning yard, and a bark mill.



During the 1813 British attack at Bell’s Ferry (present-day Lapidum), John Stump lost 500 barrels of flour to British fire. However, this loss did not hurt Stump’s fortune.

“In 1812 while ‘John Stump of Stafford’ owned the [Stafford] grist mill, flour was sold by him to the British. . . This business acumen did not excuse him if true from being a traitor.”

– Samuel Mason, Jr., *Historical Sketches of Harford County*, 1940



Rock Run Mill. Image courtesy Jack Shagena.

Steppingstone Farm Museum





Farming and Trades Build a Prosperous Community

The Land of Promise supported a thriving economy based on agriculture and trades. Farms, tanneries, mills, iron furnaces, and barrel makers were among the services provided to towns in the surrounding area.

During the May 3, 1813 British attack on Havre de Grace, the Land of Promise provided refuge to fleeing neighbors. Although the British burned one of Stump's warehouses at Bell's Ferry, they did not reach the Rock Run area. John Stump's farms and mills were able to continue producing the goods needed to rebuild Havre de Grace.



Image courtesy Steppingstone Farm Museum.

You can still see early nineteenth trades today at Steppingstone Farm Museum through active demonstrations, displays, and exhibits of our collection of historic artifacts from Harford County. The original Land of Promise tract still supports many farms with some producing the same crops grown here through the War of 1812.

Steppingstone Farm Museum

Wheat was a major crop in this area, and grist mills were essential to grinding it into useable flour.

