



GROVEHURST, ON THE BLADENBURG-BRIGHTSEAT ROAD.

HERE are nearly as many roads in Maryland over which the British moved toward, and then away from Washington as there are houses in which receptions were held in honor of Lafayette on the occasion of his last visit to the United States.

strikes off from Sand street, the main east and west way of Bladensburg, skirts the base of the hill on which the home of Christopher Lowndes stands, and has stood for a hundred and seventy-five years, and then leads east to Landover, where it is crossed by the tracks of the Pennsylvania railroad.

woods, with quantities of fallen timber and a heavy undergrowth. It would appear that not a high percentage of the land in that neighborhood had been cleared. The woods, fresh and green with patches of pines, dark, sturdy and solemn, not only close in the road on both sides, but seem to extend back from it a considerable distance.

Troops could pass over the road today and be secured against observation except at one or two points where it crosses a ridge over cleared land, or unless the low-hanging dense cloud of infantry dust revealed its march.

Through this section of Prince George's county there are extensive areas of culled hardwoods, hardwood saplings, scrub pine saplings and cull-ed hardwood. There are not now many areas of merchantable timber, for land to be classified by the bureau of forestry of the United States or of the state of Maryland as merchantable hardwoods must have a stand of saw timber that will yield at least 2,000 board feet to the acre.

From the junction of the Bladensburg-Brightseat road and the Benning-Anacostia road, the former follows the shrubby vale of a little stream, crosses a high ridge and descends into the valley of Beaverdam branch, a stream of considerable volume which has its source, or a number of fountain heads, in the country between Ardwick and Lanham.

Descending into the valley of Beaverdam branch, the Bladensburg-Brightseat road comes to Landover. Crossing the steam railroad and the branch, the dirt road climbs a gentle grade, passing the fine home and grounds of George B. Hamlett.

There are two little marble headstones at the graves of children. One is inscribed: "In Memory of Helen R. Suit, born May 19, 1884, died September 20, 1884." The other is inscribed "Baby Cassady."

Generally through that part of the country "Grovehurst" is known as the "old Suit place." Josiah Suit lived at Grovehurst for many years. He attained a ripe age and then was laid away in the little cemetery on the ridge near the barn.

A similar motion serves in Mrs. Clark's little "rolling machine," but here the paper rolls around the wire it is glued firm and the wire is pulled up and the roll slipped off.

The Rambler

inspector, Columbian Brigade, in the war of 1812: Cockburn was selected to convey Napoleon to Helena, a duty which he discharged with tolerable decency, not insulting the illustrious captive more than once or twice during the passage.

In the American literature on the British campaign against Washington the references to roads are many, but it is seldom easy to determine which particular road is meant. In the narrative of Gen. Winder, addressed to the chairman of the congressional committee on the subject of the road, the following is given:

After this, Barney reported on board the Saratoga. Capt. John Young as lieutenant. The ship made several captures and Barney was put in command of one of the prizes. A British squadron recaptured the prizes and Barney was made a prisoner on board the British seventy-four-gun Intrepid.

Opening a new road, changing the course of a road or abandoning a road were not matters of such importance and prolonging the war as now. In the Johns Hopkins University Studies in Historical and Political Science is a volume on "Money and Transportation in Maryland" by Dr. Clarence P. Gould, and the Rambler quotes this:

Little more was done in road construction here and here and the traffic warranted, to build a great and costly road. The small cost of road change did not seem to be a serious matter. As the late Mrs. J. M. Clark, who was in command of the marine and army, reported that the British lines to attend the enemy's wounded, placed the strength of his force at 3,500, and he reported that the British wounded killed at Bladensburg and in Washington were 180, and the British wounded requiring hospital attention, 200.

Commodore Barney. THE Rambler did not have the space to last Sunday to complete his sketch of Commodore Barney, the officer who fought well for the defense of Washington against the British, who was a distinguished sailor in the war of the American revolution and the second war with England and after whom it has long been sought to name the government reservation at the Washington end of the Pennsylvania Avenue bridge.

Barney after leaving the Hornet came to the command of the Wasp and his early exploits were considered with such favor that the marine committee of the Continental Congress, through its president, Robert Morris, appointed him a lieutenant in the United States Navy.

That memorial to Congress was referred to the board of admiralty, which ordered as follows: That any officer who by virtue of his commission or warrant had served or hereafter shall serve on board a ship of war of twenty guns and upwards belonging to the navy of these states, and shall thereafter serve in the same ship or on board any other vessel of war of inferior force, such officer shall receive the same pay as he was entitled to when serving in a ship of twenty guns and upwards, any resolution to the contrary notwithstanding.

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GENERAL CHARACTER OF THE ROAD OVER WHICH THE BRITISH MARCHED AGAINST WASHINGTON.

found in the journal that was written by Barney. In April, 1782, Barney set sail in command of the famous ship Hyder Ali, and in a gallant action took the British ship General Monk.

After American independence had been won and the last ship of the navy had been sold by the government to private buyers, Barney laid aside his sword and accepted, at different times, two civil positions at Baltimore, which he resigned, returning to the sea in command of a trading ship. In 1794, in pursuance of an act of Congress "to provide a naval armament," President Washington nominated, and the Senate confirmed, six captains, one of them being Barney.

Immediately after the Leopard-Chesapeake affair, in 1807, Barney tendered his services to the President, but the second war with Great Britain was still some years in the future.

Commodore Barney had obtained a large grant of land in Hardin county, Ky., and after the war of 1812, and preliminary to settling in Kentucky, he made two trips to the west. In 1813, having sold his Maryland farm at Elk Ridge, Ann Arundel county, he set out with several members of his family for what was to be their new home.

Does a curtain like this take a long time to make? Mrs. Clark was asked. "I have worked on this one every evening since the show began," she replied, "and have sat up until 11 o'clock at night. I asked all my friends to save me their Star Magazines, and I got so interested that the first thing I did look for Sunday morning was The Star Magazine, to see if the cover would cut straight up in front of her, above her head, where it is caught by the next string."

Usually door openings, where such portieres are hung, are five feet wide. One may have the strings reach unbroken across this space or not. Mrs. Clark chose to arrange her to form an opening in the center, so that passers through the doorway need not brush aside the curtain every time they enter the room.

Wives Vs. Husbands. A NOVELIST said at a wedding breakfast: "Since pessimism about marriage is the order of the day, I would say to our young bride on this momentous occasion: 'Remember, my dear young lady, as the years pass and the burden grows ever heavier—remember that wives are made to suffer, and husbands to enjoy.'"

Makes Beautiful Portiere From Covers of The Star's Sunday Magazine



FINISHED CURTAIN, MADE OF COVERS OF THE STAR'S SUNDAY MAGAZINE BY MRS. J. M. CLARK.

INGENUITY and Patience Required for Task—Magazine Covers Cut Up, Rolled, Varnished and Strung Together With Beads—Variety of Brilliant Colors Makes an Attractive Curtain—Directions for Those Who Desire to Try the Work.

have accomplished it, but only ingenuity could have converted the covers of The Sunday Star's Magazine. Mrs. J. M. Clark of 242 1/2 Kth street is the proud possessor of such ingenuity and also of the curtain. How she could convert the covers of faces and figures of their pretty girl and sea into a beaded string curtain similar to those imported in large quantities from Japan for the adornment of American summer homes is a story which she herself must tell.

"The magazine covers, I thought, would make a much more attractive curtain than the wall paper on account of the great variety of brilliant colors in the pictures, and my friend, who saw my finished curtain, said that I was right."

MAKING THE PAPER ROLLS. ON RIGHT, STRIP CUT FROM SUNDAY MAGAZINE COVER; NEXT TO IT, THE SAME STRIP ROLLED; ON LEFT, TWO OF THE ROLLS STRUNG ON CORD WITH GLASS BEADS.



tractive. More colors in more startling combinations appear than were ever seen in the show. The artist, Mrs. Clark, is a continuous surprise. Mrs. Clark says, for one can never imagine how a flat piece will turn out when rolled up. After enough rolls are completed to make the curtain, the heads may be purchased. These are ordinary colored beads with holes large enough to admit their being strung on fish-net cord. Then one is ready for the final stringing.

The Laugh. THE late Richard Harding Davis once said in Philadelphia: "I have pity the artist whose public laughs when he wants it to be serious and serious when he wants it to be funny."

Giving Himself Away. A SENATOR was talking about the tariff the other day. "It's hard to get good, intelligent, impartial tariff information," he said. "Ask any big business man about the tariff, and his answers have a personal flavor. They give him, in fact, away."

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