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FURNISHING PLAN FOR STABLE NO. 2

AT

HAMPTON NATIONAL HISTORIC SITE

PARTS A, B, and C

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PART A

Stable No. 2, if furnished as a Civil War Period stable, will aid greatly in interpreting Hampton as a self-contained unit representative of the upper social class in Maryland from the 1790's through the 1920's. It will, of course, always have to be tied in historically, as well as interpretively, with Stable No. 1, a building of the late 18th Century.

Horses and horse-drawn vehicles played a large part in the history of Hampton in the 18th and 19th Centuries, both in the business and social realms. Stable No. 2 should be interpreted as a trotting horse stable, as it was used to house trotting horses, and a few hunting mounts in the 1880's. Sulky racing was introduced at Hampton by 1854, and was continued until well into the 20th Century. Trotting horses were bred, reared, and raced at Hampton during this period.

Hampton housed horses for several different uses around the Civil War Period: work, racing, and transportation, as well as recreation. Stables were located throughout the Ridgely lands for all these animals, probably near the areas where they were actually employed most. Thus, the horses used in the iron industry and manufacture were stabled near the mines, the forges, and the furnaces, including Northampton and Nottingham. The horses used in the milling operations were stables near the Grist Mill and the Saw Mill. Those used in farming and marketing were probable kept on the Hampton Estate

proper, and those used by the family for racing, riding, hunting, and pulling the vehicles, very near the Mansion.

Carriage horses were maintained, and carriages owned by the Ridgelys at least from the time of Captain Charles Ridgely, ca. 1786.

Carriage horses were important to all the owners of Hampton, and served as a symbol of their social status. These animals were housed in a Carriage House, right across the Stable Road from the two stables. This structure was torn down in recent years. *which was*

This complex of three buildings, viz. Stable No. 1, Stable No. 2, and the defunct Carriage House, if restored and furnished, could form an integral part of the interpretation of the social life at Hampton, and could present an understandable story to the visitors.

To sum up: the Carriage House was used to shelter the horse-drawn vehicles used by the family and house the Carriage horses. Stable No. 1 was used to house the race horses and family riding horses; and Stable No. 2 housed the trotters and hunting mounts.

Furnishing Stable No. 2 should not present too great a problem, as many of the articles for exhibit are presently owned by the National Park Service, and are of the period of the building. These will be further discussed in Part C.

PART B

If Stable No. 2 is a Civil War Period Building, as the Historical Architects claim,¹ the earlier stories of Captain Charles Ridgely and Governor Charles Carnan Ridgely will not be interpreted at this facility, so this study will commence with the Master of Hampton from 1829 to 1867, John Ridgely, the son and principal heir of the Governor.² His first wife was Prudence Gough Carroll, daughter of James Carroll, and his second was Eliza Eichelberger Ridgely, daughter of Nicholas Greenbury Ridgely, of Elk Ridge Landing.

It is safe to assume that John and Eliza Ridgely were better off financially and culturally than any of their American forebears had been, as both General Charles Carnan Ridgely and Nicholas G. Ridgely had left the bulk of their estates to these young people.³ John had inherited 4,000 acres of land in the Hampton Estate, plus the furnace, forges, mines and mill.⁴ Eliza had inherited a town house in Hanover Street, Baltimore, and her father's Elk Ridge Estate, plus a large monetary share in McDonald & Ridgely, a large shipping firm.⁵ Both sides of the family had portraits painted by Thomas Sully, and both had educated their off-spring to a high degree. John and Eliza spent much of their time in Europe and were friends of the Marquis de Lafayette. He entertained them at his home in France, "La Grange," and they returned his hospitality at Hampton, when the

Marquis visited Baltimore in 1824.⁶

The rank of this generation of the Ridgelys is the highest in Maryland Society. Hampton became a base or headquarters to John and Eliza, as much of their time was spent in Europe or in one of their town houses. Their children spent much of their time, particularly during the winters, at boarding school in Baltimore.⁷

Their tastes were impeccable and well educated. The finest foods and liquors were served at Hampton.⁸ As late as 1906, whiskies and wines from the wine cellar of Nicholas G. Ridgely, made in 1825, were still being served at Hampton. Some brandies and wines, from the wine cellar of General Ridgely, were still on hand from 1790.⁹

The children were tutored by imported governesses, and private tutors, in dancing, singing, painting, and other cultural pursuits.¹⁰ Everyone in the family rode horses, and dressed in the proper attire.¹¹

Their coaches were handsome and well fitted out.¹² The coachmen and servants wore livery.¹³ John Ridgely paid \$7,267.46 for slaves in

1841.¹⁴ He already had James Carroll's slaves, inherited from his first wife, and took over all of Nicholas Ridgely's when he married Eliza. These are over and above those he inherited from the General.

✓ In 1844, Eliza bought clothes for 67 slaves. In 1850 they provided for 82 slaves. In 1866, one year before John Ridgely died, stocks and bonds belonging to the Ridgelys yielded \$14,887.25, in January and July. Rents were \$8,895.16. Agricultural pursuits yielded \$3,814.00, and United

✓ States Stocks, \$1,386. Total income for Hampton that year was \$40,268.39.¹⁵

The clothing, furniture, and service at Hampton were the very finest. The eldest child of John and Eliza was Eliza Ridgely, who wrote a diary or journal for the years 1841 - 1842. She was thirteen years old at the time, and although little of real importance can be gleaned from this journal, the every day life of the family is well recorded. Eliza wrote of her governess, Miss Kingsnorth, and of her own boarding school days in Baltimore. This girl later married Henry White, and became the mother of Julian LeRoy and Henry White, who had distinguished careers in the Foreign Service. Henry White was ambassador, and a favorite of President Teddy Roosevelt, when his family visited Hampton in 1906. Eliza Ridgely White Buckler became Aunt Diddy to the later generations of Ridgelys, and spent most of her later years in Europe.

From the demise of Governor Ridgely, the Masters of Hampton entered little into politics, or money-making pursuits. They became plantation managers or overseers of the deeper South ante-bellum variety. Although Hampton, as a farm or ranch, could never be self-supporting, the family investments of earlier years, plus lump sum regular payments from business concerns helped the Ridgelys to continue to live in the manner to which they were accustomed. It usually happened that each young heir to Hampton was able to marry an heiress, and receive further injections of funds, stocks, and holdings of various kinds.

It is almost unbelievable that this rich life at Hampton could

continue from 1829 - 1929, without any new source of revenue being introduced or developed. The decline, of course, commenced shortly after the Civil War. While the war itself didn't hurt Hampton, some of the declines, recessions, and panics thereafter must have. The long and frequent trips to Europe, plus the many estate splittings were too much for the Hampton treasury. It is amazing that the old unwritten law of primogeniture was allowed in the case of the Hampton Estate, through all those generations. The knowledge of it made many of the residents jittery to ponder upon it. Helen West Stewart Ridgely wrote in her diary: "Friday, April 6, 1906 - My garden is a human paradise, from which I may be turned some day - a - sacrifice on the funeral pyre of my husband, or to the defunct system of primogeniture still obtaining with his race. And so I am laboring over it and enjoying it while I may and I hope my son John will receive it in better shape and in one easier to keep up than when it passed into his father's hands."¹⁶

When John and Eliza again took off for Europe in 1852, (they had stayed there, in Vienna, Paris and London from 1846-1848, besides their first trip in 1833) Charles Ridgely, John's son and heir, was given power of attorney, and became Master of Hampton for all practical purposes.¹⁷ His wife was Margaretta Sophia Howard, a grand-daughter of John Eager Howard, and another leader in Maryland Society. She helped salvage the sagging family fortune. Her brother, McHenry Howard, a Confederate officer of distinction, visited Hampton often.

This Charles Ridgely was known as Captain Charles Ridgely, and organized the Baltimore County Horse Guards at the outbreak of the Civil War. He was accused of being a Southern Sympathizer when the cavalry unit was disorganized under pressure from the Federal occupying troops. The newspaper account of this action stated that the Baltimore County Horse Guards were loyal to the Union; their drill-master was Commandant of Fort McHenry at the time; but a rumor sprang up that the Rebels were coming, so some of the Guards took it upon themselves to burn all the bridges leading into Baltimore. Shortly thereafter they learned that the approaching columns were the Federal Garrison for Baltimore. Some of the younger officers were incarcerated at Fort McHenry and later escaped to become fine Confederate soldiers, but it appears Captain Ridgely was allowed to return home after being mustered out.¹⁸ He died in 1872 in Europe, and some of the better ghost stories told about Hampton concern him.¹⁹

The Ridgely fortune was in full decline when Captain John Ridgely and Helen West Stewart Ridgely, another social lioness, took over the running of the estate. Time had about run out for this old and honored clan. The forges, furnaces, mines and mills were no more. Hampton had been reduced to only 2000 acres, by sell-offs and estate splitting. Captain John tried to make ends meet by dairy farming, and he bred and sold fine Jersey cattle, but he was financially unsuccessful. Helen wrote several books, but none sold well. The pinch had begun to be felt earlier, but Helen wrote in her diary on May 23, 1907 that Helen

[her daughter] wanted to continue singing lessons but she was bankrupt and her husband John in financial distress over improvements. Helen later inherited some money from her kin people, like John Ordronaux, and John got some help from his mother, but with Helen's death, the Ridgely Family and Hampton began to be disconnected. The last Ridgely of Hampton, John, sold off the acres as sub-divisions, then turned the Mansion and a few outbuildings over to the United States Government. John lived until his death in 1958 in the old Overseer's House, where his great-great-great-great-grandfather first began to build up the Hampton Estate.

* * * * *

Eliza Ridgely, as a girl of 13, wrote in 1841 that there were two carriages used by the family at Hampton. At this time, there were apparently only four carriage horses, as on Monday, October 18, 1841, she wrote: "We had only two horses in the carriage for early in the morning the little carriage with two horses had gone to town..."²⁰

She wrote of a horse pound near the Mansion: "We walked about a good deal in the hall today and in the evening aunt Henny, aunt Ellen, brother and I walked down to pound where they keep the colt..."²¹

Again, she mentioned the horse pound on Saturday, November 13, 1841: "Sammy (Chew) Brother and I trundled two hoops down to the horse pound..."²²

This horse pound must have been in the same area occupied today by Stables Nos. 1 and 2. There was a paddock at Hampton, and a

earlier says
1854

race-course. Mr. D. Stewart Ridgely believes the horse pound was the area within the race-course. Sulky racing had probably already commenced at this time. If the riding horses were kept near the Mansion, and the vehicles housed in the same area, certainly a carriage-horse stable must have been close by across the Stable Road from Stable No. 2.²³

Although the construction date for Stable No. 2 has not been ascertained, it had a cupola which matched one on Stable No. 1, which the HABS team dated ca. 1853, before it was removed in 1937.²⁴ John and Eliza Eichelberger Ridgely resided at Hampton at that time, and they had money for such construction in plentiful amounts. The Music Saloon at Hampton was repanelled in 1854. The gardens were well stocked and carefully attended.²⁵ The stables and carriage house were still maintained and used into the 20th Century.²⁶

PART C

This study will be directed toward furnishing Stable No. 2 as a stable for trotting horses and hunting mounts, consistent with information obtained from Mr. David Stewart Ridgely, who lived in Hampton Mansion from 1884 well into the present century, and who maintains a residence across the Dulaney Valley from Hampton National Historic Site, still on original Ridgely land.¹

Date?
Governor Charles Carnan Ridgely advanced racing at Hampton during his tenure of the estate. Upon his death his son, John, became Master of Hampton. Racing activities continued, and were even expanded. Sulky racing and trotting were introduced shortly after Governor Ridgely's demise. A stable was needed to house the new additions to the Ridgely string, so Stable No. 2 was constructed, sometime around the Civil War.

Curry combs were in evidence in the stable from the very beginning.² Also necessary in the sport of trotting horses would be whips or lashes for the drivers. These were purchased by John Ridgely, and could have been hung or put in the stable.³

Likely to be found in the stable, in the tack or harness room, were harness, halters, collars, bridles, girths, horse brushes, chamois skins, sponges, bits, reins, and saddles.⁴

In keeping thoroughbred horses, care had to be taken of the animals' physical condition, therefore John Ridgely had horse covers of linen, neck nets, and the best brushes for his horses. In

competition they needed breech-bands and head terrets. Even the grooms used special gloves in handling the horses.⁵ Riding whips for the hunting mounts were probably kept in Stable No. 2 and were regularly purchased by John Ridgely.⁶

On July 8, 1857, John Ridgely paid one Jenkins \$10.50 for a bridle, a martingale, two girths, 20 lbs. Castile soap, and 1 lb. Popplein sponges.⁷ All these items were apparently for the horses and to be kept in the stables.

The first bill found for a track sulky was dated 1854, but one McCabe was paid for repairing a trotting wagon on June 26, 1857.⁸ These sulkies could have been left in the stable when not in use.

On November 4, 1857, a fountain for the stable was purchased from James, Beebe & Company for \$29.50. Twelve bottles of mustang liniment were bought on July 26, 1858. Spurs and two watering pots for the stables were later bought.⁹

Perhaps the height of sulky racing and trotting was reached in the post Civil War Period. John Ridgely of Hampton wrote to his wife, Helen, on May 6, 1876: "... We got to Goshen yesterday at 10:30 looked at the mare, liked her very much and bought her. She is the fastest mare I ever owned. In fact as soon as I bought her was offered \$800..."¹⁰

Another letter, dated Saturday 1877 reads: "... Mack drives the Gould filly every evening after the flies go to bed and she is the finest stepper I ever saw for her age. She will make a trotter sure..."¹¹

John wrote Helen on June 27, 1877: "... I got up at six, saw Ida and she is trotting faster..."¹² In the same letter, he had said: "... I timed Ida Mills a half mile...and she did it in 1.30 a 3 minute gait..."

Finally, John Ridgely wrote from Towson, August 28, 1878: " I would have written to you...was kept busy all the day driving ...my horses... I drove the Gould filly...very gently but full of fire...I am going to enter her in the race but...not...the Horse... his leg is better...I drove him...found him almost as quiet as Ida ... The horsemen were waiting for twelve o'clock the hour at which the entries for the trotting races closed. I found that there were 3----? year olds to start in the race one of which was JR of H's filly by Jay Gould."¹³

On December 31, 1879, Mrs. Charles Ridgely, mother of John Ridgely of Hampton, received a bill from Wood Gibson, New York, for the following: 1 set double Rockaway Harness covered and Lined Brass, Kay Collars all patent leather, Pad Cloths, Black Reins, Hanoverian Bits, Hip Straps, Enameled Leather Breechings, 14 Brass Stag Head Crests on Harness.¹⁴

Most of this equipment is still at Hampton, and is available for exhibit in Stable No. 2.

On June 26, 1880, the same lady received a bill from James Casey for one ladies English bridle, martingale, Bit and Braddoon.

Also, gentlemen's Double Rein and Braddoon.¹⁵ I regret to say I have been unable to ascertain what a Braddoon is, but perhaps Colonel Paul Downing will know.

Joshua Anderson, Carpenter, sent a bill to Mrs. Charles Ridgely on June 12, 1882, for repairing the feed boxes in the stable, and lining the oat bins with tin and putting down two new stall floors.¹⁶

... In 1894, John Ridgely took out a license to stand a stud horse named Seth Warner. This horse stood in the paddock behind Stable No. 2, in Mr. David Stewart Ridgely's memory.¹⁷

The last writing to be considered in this study was from the diary of Helen West Stewart Ridgely, March 11, 1906: "In the afternoon, Helen, Julian, Margaret and I walked about the farm, saw the colts, and in another pasture the horses, including M's riding horse Suzanne - who being too vicious to ride was deemed good enough to become a mother."¹⁸

Thus, trotting horses were kept and probably bred at Hampton from before the Civil War, and they were housed in Stable No. 2 from its construction. Mr. David Stewart Ridgely remembers keeping his hunting mounts in this stable.

The following items are also recommended as suitable for exhibit in the stable: Hay Rakes, Pitch Forks, Hay Forks for the loft; Dung forks, brushes, Nippers, buckets, sponges, curry combs, manure hooks, tubs, horse covers, tongs, water fountain, and chamois skins for the care of the animals: bins, troughs and feed boxes for feeding;

English saddles for males and females, spurs, bridles, stirrups, whips, harness and saddle bags for riding the hunting mounts; and track sulkies, jockey stripe, pad straps, halters, belly bands, collars, bits, jockey whips, martingales, and terrets for trotting. All these items were known to have been used at Hampton sometime during its history, and suitable objects from the Civil War Period could be found.

Items already on hand owned by the National Park Service are: Six side saddles, one English saddle, one pair spurs, and two sets of harness with the Stag Head decoration.

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FOOTNOTES - PART B

1. Interview with Charles Peterson, Historical Architect, EODC. Hampton NHS, May 22, 1962.
2. Anne C. Edmunds, The Landholdings of the Ridgelys, 1726-1843, p. 52.
3. Ibid. p. 54
4. Ibid. p. 52.
5. Wills of Nicholas G. Ridgely, Ridgely Collection; Maryland Historical Society, hereinafter cited as MHS.
6. Quotation of John Ridgely of Hampton, in letter from Charlotte V. Verplanck to Superintendent Harold Lessem, April 6, 1955.
7. Diary of Eliza Ridgely, 1841-42, hereinafter cited as Eliza Ridgely Diary.
8. Raphael Semmes, Baltimore As Seen By Visitors, 1783 - 1860, p. 22.
9. Lists of Contents of Wine Cellar, Hampton, Helen West Stewart Ridgely, Ridgely Collection, MHS.
10. Eliza Ridgely Diary, p. 1 et passim.
11. See many bills for riding habits of the period in Ridgely Collection, MHS.
12. Bill for harness and coach fittings, December 31, 1879, Mrs. Charles Ridgely from Wood Gibson, New York, Ridgely Collection, MHS.
13. Ridgely Account Books, hereinafter cited Ridgely Account Books, Book CIII, John Ridgely of Hampton, Expenses 1852-1871, MHS.
14. Ibid., Book XCVI.
15. Ridgely Account Books, Book CIV, 1865-1870, MHS.
16. Diary, Helen West Stewart Ridgely, hereinafter cited Diary HWSR, Ridgely Collection, MHS.

FOOTNOTES, PART B. (Cont'd)

17. Copy, Ridgely Collection, MHS.
18. Thomas H. Taylor, Letter to the Editor, Maryland Journal, April 23, 1897, pp. 6 ff. Copy in MHS Ridgely Collection.
19. Anne Van Ness Merriam, The Ghosts of Hampton, pp. 6 ff.
20. A new carriage and harness were purchased for \$250 on June 22, 1848. Another carriage was bought in 1857, and another in 1866. Bills in Ridgely Account Books, MHS. In 1854, the following vehicles were listed as being at Hampton in a bill from John Curlett: Buggy, Landau, Light Coach, Spring Shay, Spring Coach, Four Passenger Carriage, Old Buggy, Common Buggy, Phaeton and Caleche. Ridgely Collection, MHS.
21. Diary, HWSR, Ridgely Collection, MHS.
22. Eliza Ridgely Diary, p. 1 et passim.
23. Interview with David Stewart Ridgely, August 7, 1962.
24. HABS Drawings at Fort McHenry NM & HS.
25. Many bills, Ridgely Collection, MHS
26. Interview with David Stewart Ridgely, August 7, 1962.

FOOTNOTES, PART C.

1. Interview with David Stewart Ridgely, August 8, 1962.
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3. Bill from John Gorsuch, January 25, 1831, for mending jockey stick. Ridgely Account Books, Additional Farm Account Book #6, 1829-1835, MHS.
4. Many bills, Ridgely Collection, MHS.

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