



HISTORY • REAL ESTATE • FOOD • FUN —
**Shore
First**
January 2026
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ON THE EASTERN SHORE OF VIRGINIA

**FREE
TAKE ONE**

Deep South Smokehouse features Damon's delicacies

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COURTESY PHOTO

The Deloreans will perform at the Historic Palace Theatre in Cape Charles on Feb. 14.

Winter arts scene sizzles with Deloreans, Virginia Opera

Winter in Cape Charles offers a quieter pace — a season when creativity has room to breathe and community connections feel especially meaningful.

At Arts Enter Cape Charles, the

winter months invite residents and visitors alike to gather for music, theater, visual art, and shared experiences that brighten the season.

The Historic Palace Theatre transforms into a world of mystery and en-

chantment with a Masquerade Ball on Saturday, Feb. 7, at 6 p.m.

Guests will enjoy live music by the Harbor String Quartet, heavy hors d'oeuvres, door prizes, a cash bar, and an elegant, playful atmosphere.

Historic Palace Theatre in Cape Charles announces acts

Fancy masks, evening wear, or creative attire are encouraged as attendees dress to impress — or disguise — and step into a joyful celebration of the arts.

Every mask worn and every note played supports Arts Enter Cape Charles, a nonprofit organization founded in 1997 that has spent nearly three decades enriching community life through the arts.

The Masquerade Ball offers serious fun for a great cause — a night where art, intrigue, and purpose unite. Tickets are \$50 per person, with sponsorship opportunities available. Costume rentals are also available by appointment in advance.

The celebration continues at the Palace Theatre on Friday, Feb. 14, at 7:30 p.m., with a Valentine's Party featuring The Deloreans, the ultimate '80s tribute band.

Known for their high-energy performances and crowd-pleasing sound, The Deloreans will bring an upbeat, nostalgic atmosphere to the theater, offering couples, friends, and music lovers a lively way to celebrate Valentine's Day. Tickets are \$35, with \$15 student tickets available.

Just next door, Lemon Tree Gallery offers a welcoming winter destination for art and music lovers and remains open on Saturdays in January from 11 a.m. to 3 p.m. The gallery continues to serve as both an exhibition space and an immersive performance venue, providing opportunities to experience the arts up close during the quieter months.

On Saturday, Jan. 31, at 3 p.m., Lemon Tree will host a Mask Making Party, welcoming adults and children 12 and up for a hands-on creative experience. For \$20 per person, including materials, participants can create masks to wear at the Masquerade Ball or simply enjoy an afternoon of art making and imagination.

The gallery will also welcome the Virginia Opera for Arias and Duets on Sunday, Feb. 15, at 4 p.m. This intimate performance brings audiences closer to the beauty of opera, featuring emerging artists Melanie Dubil,

(Continued on page 3)

Palace Theatre

(Continued from page 2)

Maggie Kinabrew, Daniel Esteban Lugo, and Adam Partridge. Tickets are \$25.

Winter also brings an exciting moment for Arts Enter's theatrical programming. Auditions for "Piece of Eden" will take place on Saturday, Jan. 31 at 11 a.m. at the Historic Palace Theatre. Community members are encouraged to save the dates April 24 through May 3 for performances of this original historic musical drama depicting life on the Eastern Shore from 1618 to 1776, presented in honor of the nation's upcoming 250th anniversary. This production marks the third time Arts Enter has staged the sold-out original work, written by Joan Collins, adapted for the stage by Sheila Cardano, with original music by Gwen Skeens, and directed by Clelia Cardano Sheppard.

In addition to performances and special events, Arts Enter School of Dance & Music announces its Winter-Spring Session, running Jan. 12 through May 3. This 16-week session offers movement and music classes for all ages, from Creative Movement for young dancers through advanced musical theater training with the Arts Enter Core Crew. New students can begin with a Basic Techniques for Theater Movement class, while tap, jazz, ballet, stretch and move, piano, voice, and the beloved Shore Singers communi-

ty choir round out the schedule. Instructors include Megan Cartwright (piano, voice, and choir) and Amy Watkins, Lisa Brasch, and Mara Ifju (dance). Classes take place in the upstairs dance studio and music studio at the Historic Palace Theatre. Registration is now open.

Another way to support the arts this winter is through Curio Cottage, Arts Enter's cozy vintage shop at 12 Strawberry St. in Cape Charles. Open Fridays and Saturdays from 11 a.m. to 3 p.m., Curio Cottage is run by dedicated volunteers and filled with an ever-changing mix of vintage finds, quirky treasures, and unexpected surprises. Donations are always welcome.

Looking ahead, Arts Enter will celebrate 30 years of bringing the arts to Cape Charles in 2027. To commemorate this milestone, the organization has launched a \$30,000 fundraising campaign, with more than \$4,000 already raised thanks to generous community support. These funds will help sustain Arts Enter's programs and educational offerings for years to come.

Every form of engagement — attending events, enrolling in classes, or making a donation or purchase — helps sustain the arts on the Eastern Shore. This winter, Arts Enter invites everyone to gather, celebrate, and continue building a vibrant future for the arts in Cape Charles.

For more information, visit artsentercapecharles.org, email team@lemontree.gallery, or call 757-331-4327.



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SHORE FIRST/JANET BERNOSKY

Smoked, bacon-wrapped meatloaf is a popular item at the Deep South Smokehouse, a new mobile barbecue business.

Deep South Smokehouse features Damon's delicacies

BY JANET BERNOSKY
Shore First

Embarking on a life change that embraced familiar roots, Dawn Michelle Damon opened her traveling food trailer, Deep South Smokehouse Mobile BBQ & Catering, on the Eastern Shore in July 2025.

While her food is new here, Damon

is no stranger to feeding large crowds.

"I never went to culinary school, but I do know how to cook," she said. "When you have six children, you learn."

Although a nurse by profession, food has long been the way Damon connected with, and expressed her love for, others.

She and her then-husband pur-

chased an established barbecue restaurant in her native Sevierville, Tenn., learning how to smoke meats from the previous owner, who served as a mentor.

Eventually, she brought her own style to the restaurant, cooking from scratch and by instinct, and it soon became the top barbecue spot in a five-county area.

Mobile barbecue and catering rig gives Shore taste of the meats

Everything was going well for several years — until it wasn't. Her marriage ended and Damon lost the successful, award-winning restaurant she put her heart and soul into.

In 2017, needing to reinvent her life, Damon settled on the Eastern Shore to be closer to family, accepting a position as an emergency room nurse at Riverside Shore Memorial Hospital.

Soon, she realized how much she missed the everyday, personal connection to people she had had from owning her restaurant.

A year ago, she left nursing behind and began designing her custom food trailer.

Damon kept the name Deep South Smokehouse as a nod to her former restaurant.

Calling her son Jake Damon her "rock," she credits him with helping her get started, including traveling with her to Florida to get the trailer.

"He's soon returning home, but I couldn't have done this without him," she said.

Now, six months into her new business, she is excited and looking ahead.

The days are long — she is up when her roosters crow and doesn't get to sleep until midnight — but, this warm-hearted pitmaster is passionate about creating her brand of Smoky Mountain-style barbecue for the Shore.

Burning mostly hickory, with occasional apple, cherry, or white oak, her "beloved" smoker can smoke up to 80 pork butts at a time.

Her menu items do change, but Damon regularly updates her Deep South Smokehouse Facebook page with what she's serving and where she will be.

Unless she has a custom catering job, she typically sets up in the parking lot near the Onley Food Lion on Thursdays.

From now until April, Damon plans to park in the nearby Walmart plaza on Fridays and Saturdays to raise funds for the Children's Miracle Network through CHKD.

If her smoked bacon-wrapped meatloaf is on the menu, it is a must-have. The bacon covers the meatloaf like a "chef's kiss," imparting its sweet but

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Barbecue

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smoky goodness, while keeping the meatloaf moist.

True to her Tennessee roots, her pork ribs feature a dry rub that is sweet but with just the right amount of spice.

Damon makes the rub “by the tubful.” While the overall blend is proprietary, she divulged a special ingredient is turbinado sugar, which doesn’t easily burn and makes a nice crust.

The brisket — smoked for 14 to 16 hours before it is sliced — is top-notch. It’s smoky, juicy, lean, and falls apart in your mouth in the best way.

Other meats include smoked chicken legs or wings and pulled pork, including her signature “porkalicious pileup” — pulled pork in a bowl, with baked beans and either macaroni and cheese or coleslaw.

She also creates her own sauces, including barbecue, garlic parmesan, and the popular spicy peach.

It is incredibly hard to narrow down the choice to just two sides that come with the meal because they are equally good.

The beer battered “sidewinder fries” are super crispy outside, tender and piping hot inside. Her mashed red potatoes are creamy and delicious, with a hint of garlic.

The five-cheese macaroni and cheese has a hint of smoke from the smoker, along with some secrets Damon won’t share.

The delicious, chunky coleslaw has a dressing reminiscent of a remoulade sauce that sticks nicely to the cabbage.

Of course, there’s an absolutely scrumptious banana pudding for dessert.

What’s next?

Damon will operate her truck Thursdays through Saturdays, starting in April and at least through the summer, in the parking lot of White Raven’s Nest Farm Market at 6382 Maddox Blvd., on Chincoteague Island.



Dawn Michelle Damon opened her traveling food trailer, Deep South Smokehouse Mobile BBQ & Catering, on the Eastern Shore in July 2025.

SHORE FIRST/JANET BERNOSKY

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How to make irresistible, tender cheddar biscuits

Chesapeake Cheddar Biscuits pair perfectly with seafood-based soups

Growing up along the shores of the Chesapeake and now residing on the Eastern Shore and living a stone's throw from the ocean, I've been to Red Lobster maybe two times in my entire life. I've never felt that I was missing out on much, except for when it came to



Laura Davis

the basket of biscuits that they serve to the table beforehand.

They're tender buttermilk biscuits studded with plenty of sharp cheddar cheese and a heavy dose of garlic flavor. How can you resist? The store-bought mix is pretty good, but

I wanted a version that I could make at home. They're super easy and quick — 20 minutes and you've got biscuits! It's a simple ingredient list, and there's no labor intensive cutting-in of butter and kneading that regular buttermilk biscuits require.

Once out of the oven, they're given a hearty brushing of melted garlic-parsley butter to which I also added a hefty pinch of Old Bay to give it an Eastern Shore-inspired twist. I loved the flavor the celery seed lent, as well as the slight hint of color from the paprika. Plus, you know how we roll on the Shore — we put Old Bay on pretty much everything around here!

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PHOTO COURTESY LAURA DAVIS

These tender buttermilk biscuits studded with sharp cheddar cheese and a dose of garlic flavor are easy and quick to make.

Laura Davis, of Chincoteague Island, is a food writer and blogger at www.tideandthyme.com. Her recipes have been featured on Huffington Post and www.craftbeer.com, among other publications. She is a frequent guest on WBOC-TV's DelmarvaLife show, where she showcases her culinary talents for viewers. Her work appears monthly in Shore First.

Chesapeake Cheddar Biscuits

What you'll need

- 2 cups all-purpose flour
- 1 Tbsp sugar
- 1 Tbsp baking powder
- 2 tsp garlic powder
- 1/2 tsp kosher salt
- 1 cup buttermilk
- 1/2 cup unsalted butter, melted
- 1 1/2 cups shredded sharp cheddar cheese

For the topping:

- 3 Tbsp unsalted butter, melted
- 1 Tbsp fresh parsley, finely chopped
- 1/2 tsp garlic powder
- 1/2 tsp Old Bay

What you'll do

- Preheat the oven to 425 degrees F.

- Line a baking sheet with parchment paper or a silicone baking mat; set aside.
- Combine flour, sugar, baking powder, garlic powder, and salt in a large bowl.
- Combine buttermilk and melted butter in a large measuring cup; whisk to combine.
- Pour mixture over dry ingredients and stir until just combined.
- Gently fold in the cheese. (Any Schitt's fans here?)
- Using a large cookie scoop, distribute the batter evenly onto the prepared baking sheet.
- With clean hands, slightly flatten the tops of the biscuits.
- Place into the oven and bake for 10-12 minutes, or until golden brown.
- For the topping, whisk together butter, parsley, garlic powder, and Old Bay in a small bowl.
- Working one at a time, brush the tops of the biscuits with the butter mixture.
- Serve immediately.



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Chincoteague's early role in the War for Independence

Islanders eking out a humble existence were not spared involvement in the Revolutionary War

Even a “plain, illiterate country people” eking out a humble existence on a couple of remote islands was not to be spared involvement in the war when Virginia joined the quest for independence from England.

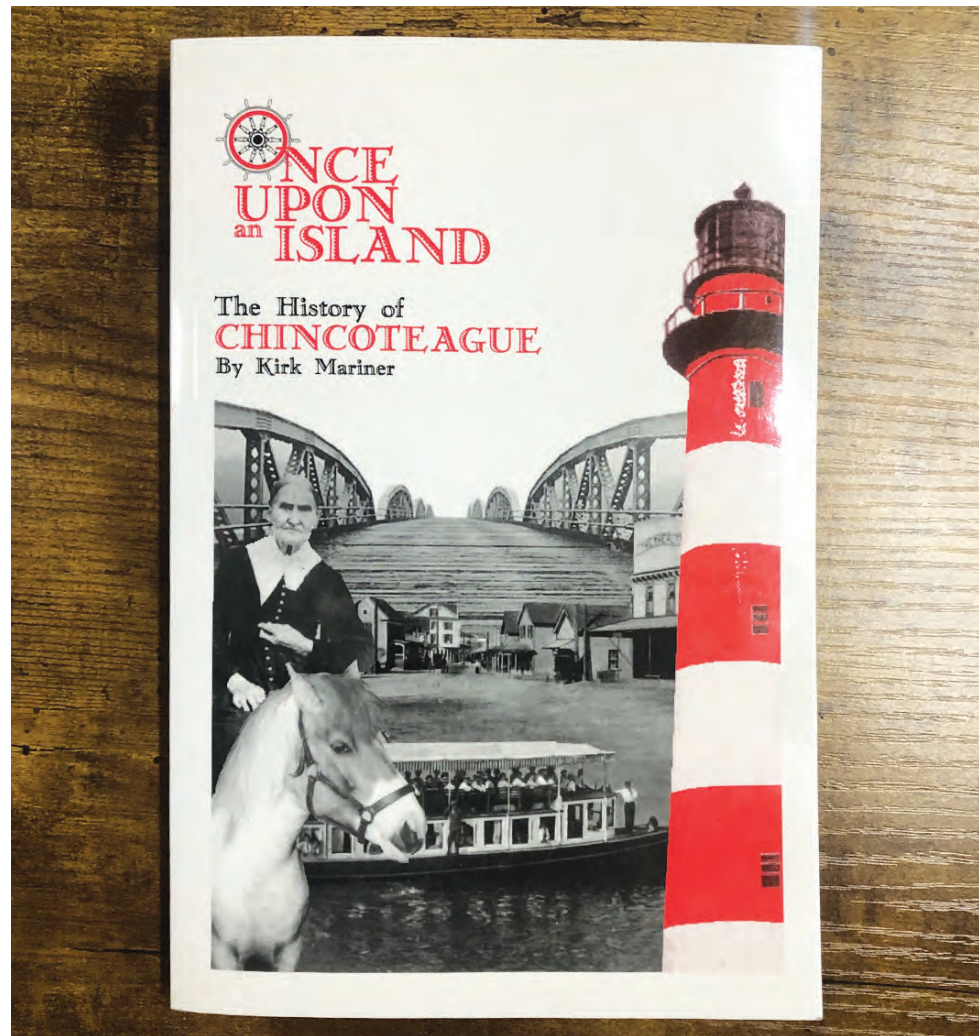


Kirk Mariner

We know nothing today of what the islanders knew or thought about the rising storm that led to the American Revolution. Presumably they were aware that war was brewing, for despite their isolation they were not completely cut off from the

world. The mainland Eastern Shore was just a few miles away, and they had to travel there to grind their corn or make purchases, to find a doctor or to attend to legal business. Though their seaside location was off the beaten path as far as most of the Eastern Shore was concerned, it allowed them contact with ships that sailed all over the world. George Birch, of Assateague, was a mariner who by 1767 had sailed to Philadelphia. Surely he was not the only islander who had seen something of the world beyond his island home.

In May 1776 the Virginia Convention, the provisional government after the English governor fled, issued two orders that were to affect the people of



SHORE FIRST/TED SHOCKLEY

This excerpt is from Kirk Mariner's "Once Upon an Island — The History of Chincoteague."

Chincoteague. One — that two patrol vessels, or galleys, be built on the Eastern Shore — took more than two years to come to fruition. The other — that all livestock be removed from all the islands of the Eastern Shore — brought

the war home to Chincoteague Island very quickly.

There was good reason for the second order. In those days, military forces fed themselves not with food brought from home, but with what-

ever could be obtained from those unfortunate enough to be in their path. Hardly had the war begun before British ships unloaded a number of small barges manned by sailors whose mission was to secure food for their trips wherever and however possible. Thus communities within reach of the sea were extremely vulnerable to being raided for food. Putting the livestock out of British reach would save the islanders from loss and weaken the enemy's ability to wage war.

In 1776 Chincoteague Island was inhabited by about 20 families, an unknown number of cattle, and approximately 400 sheep.

On June 21, the people of Chincoteague agreed upon a "Resolve" which, on July 12, was presented to the Convention as a formal "Petition." The islanders were "humbly of the opinion they shall be able to defend their stock against any small cruising vessels of the enemy," since there was already a "Militia of their island" and "a guard of 30 or 40 men now stationed thereabouts." Should they prove unable to keep the enemy at bay, "they will cheerfully submit to whatever hardship or loss the public safety may require," but until such time they requested the Convention rescind its order. The Convention was persuaded and relented, allowing the livestock to remain on Chincoteague.

By mid-1776, with British ships blocking the mouth of the Chesapeake Bay, the ports and landings

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The Rev. Kirk Mariner was an Eastern Shore author, historian, and United Methodist minister whose book, "Off 13: The Eastern Shore of Virginia Guidebook," is an indispensable volume for natives and visitors alike. Mariner died in 2017. His work appears in Eastern Shore First courtesy of Miona Publications. This first appeared in his book, "Once Upon an Island: The History of Chincoteague."

Mariner

(Continued from page 8)

on the seaside were becoming a vital link in the supply line with France and other neutral countries. Medicines, munitions, and other supplies unloaded on the seaside could be taken overland to the bayside, then reloaded for shipment across the bay. Metompkin Creek and Chincoteague Bay in particular were excellent for evading the blockade in this way.

Accordingly, in the summer of 1776 state authorities ordered that the harbor at Chincoteague be fortified, a measure that would be "beneficial to the trade of this country." There was already one fort at Chincoteague on the mainland opposite the island at Mosquito Point on the banks of Little Mosquito Creek. Capt. Thomas Marshall was its commander, and his men of the 2nd Regiment of the Virginia Militia did regular duty not only here, but also up the shore

at Corbin Hall and further inland along the Pocomoke River.

The new fortifications, ordered in the summer, were not built immediately. In September, Capt. James Campbell, of Baltimore, steered his privateer Enterprise through the inlet, trailed by one of the seven enemy ships he had recently seized, the British brigantine Betsy, with its cargo of 120 barrels of molasses. From Chincoteague, Campbell sent a letter to the Continental Congress in Philadelphia informing them of his whereabouts, to which he added that Chincoteague Inlet "is of great importance and ought to be fortified, for which four guns would be sufficient. In it is 15 feet of water and among the shoals a ship of any size may find shelter." The men of the 9th Virginia Regiment, under Col. Thomas Fleming, built the new fort sometime between that September and December 1, 1776, when they left the Shore to join the forces of General Washington. The fort had at least one cannon that could fire a quarter mile out to sea.

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The 'Storm of the Century' left its mark on the Shore

Newspaper accounts of the Storm of 1933 detail the tragic and horrifying event

Chances are, no one remains who experienced the Storm of 1933. If there is someone still around, that person was too young to remem-



Curtis
Badger

ber much about it. But now and then it is eye-opening to read newspapers of the day and to realize what a tragic and horrifying event that was. They called it the Storm of the Century, but it was more than that.

In 1933 we did not have weather satellites and radar to track approaching storms, so many were unaware that a storm was approaching. Capt. Thomas Phillips and Revell Mathews, of Willis Wharf, were working in their oyster watch house in Hog Island Bay on Wednesday morning, Aug. 23. It had been raining and blowing, but they had no idea what was heading their way. Although the storm was a minimal hurricane when it came to wind speed, it created the greatest storm surge ever recorded on the Virginia coast at that time.

The tide crested at nearly 10 feet above mean low water, twice what a normal high tide would be. It was as though the tide had risen to its normal high, but instead of ebbing,

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PHOTO COURTESY CURTIS BADGER

The destructive power of a hurricane can be seen in this picture of Wachapreague after the Storm of 1933, which created the greatest storm surge ever recorded on the Virginia coast at that time. This boat was torn from its moorings and taken far up Main Street.

Curtis J. Badger is a Delmarva native who majored in English at Salisbury University and, with the exception of four years traveling as a U.S. Air Force photojournalist, has enjoyed a career photographing and writing about his native coast. His books include "Salt Tide: Cycles and Currents of Life Along the Coast," "Bellevue Farm: Exploring Virginia's Coastal Countryside," and many others. He lives in Accomack County.

Storm of 1933

(Continued from page 10)

it continued to rise for another six hours. The tide rose like a swollen river, and before the two men could retreat to the mainland, they were swept away on the currents. Their bodies were recovered two days later.

Capt. Phillips and Revell Mathews were not the only two men on watch house duty when the storm struck. Ten men went missing that day and were feared to have drowned, but they were found later clinging to the remains of the watch houses. George Cobb, a member of the well-known Cobbs Island family, was lost in the storm. He apparently ignored the men of the Life-saving Service offering to take him to safety.

In Oyster, Mrs. Jessie Davis retreated to the roof of her home when the tidal waters flooded the interior and began creeping up the walls. She took along her two-year-old son, who clung to her as the water rose. The child was torn away by a wind-driven swell.

A coast guardsman drowned on Wallops Island when the station was washed into the sea. The unidentified guardsman was attempting to escape in a boat when he was swept away. Reports from Public Landing, Md., said that the coast guard boat washed ashore there, and one of the buildings from the station could be seen floating in the bay.

The Wallops Island Club sustained severe damage, and 45 club members and guests were forced to lash themselves to trees to avoid being washed away. "For 36 hours, women watched the breakers roll through the woods and felt their precarious refuges shake before rescuers could reach them," according to the *Virginian-Pilot*.

On Hog Island, 71 residents took shelter in the life-saving station as their homes were battered, many of them destroyed.

On the bayside, in Hacks Neck, 66-year-old William Cutler was killed when a limb fell from a tree and pinned him beneath the floodwaters.

The Saturday, Aug. 26, edition



PHOTO COURTESY CURTIS BADGER

The Storm of 1933 flooded most low-lying areas on the Eastern Shore. A large tree narrowly missed the porches of the Wachapreague Hotel. The fishing boat Osprey was washed several hundred yards from its berth at the marina.

of the *Virginian-Pilot* reported that "tales of narrow escapes were legion." Mr. and Mrs. Larrimore Cushman, of Mockhorn Island, were rescued by the coast guard after they had clung for seven hours to the flagpole on the roof of their lodge.

Hundreds of cattle, grazing on the low-lying marshes on the seaside, were unable to reach the highland and were drowned.

Five new inlets were opened between Assateague Island and Ocean City, Md.

"Damage to farm crops, especially to corn, is incalculable," reported a local newspaper. "The fodder was ripped into shreds, and in some instances whole fields were beaten into the mud. Even the low-lying sweet potato vines were stripped of leaves, and the tomato crop, grown for canneries, is practically a total loss. Fishing boats and pleasure craft were washed into the main streets of many of the towns. Houses were unroofed and in many

cases turned end over end. Many families living on the ocean side were forced to vacate their farms at peril of their lives, some escaping in boats."

Those of us living on the coast watch footage of flooding rivers on the evening news, and we assure ourselves that it could not happen here. Our waters are tidal, they rise for six hours, and then they ebb. But sometimes they don't, and the results are tragic.

100 years ago
January 1926

Chamber to speed up road work

The permanent organization of the Eastern Shore of Virginia Chamber of Commerce was completed at a bi-county mass meeting held at Onley this week when the constitution and by-laws recommended by a committee of 60 leading businessmen and professionals of Northampton and Accomack counties were adopted.

Ben T. Gunter, of Accomack County, was named president. The committee appointed to procure the charter at once includes President B.T. Gunter, S.K. Powell, of Accomack, and J. Warren Topping, of Northampton.

Twenty thousand dollars a year for two years was the minimum budget decided upon, and those present at the meeting subscribed \$4,010. Thirty-one prominent men from the two counties were appointed to solicit memberships from individuals, and a committee of three will secure corporation memberships. These committees will enter upon their duties at once.

The first move taken by the Shore chamber will be to secure the completion of the state highway between Cape Charles and Maryland. A distance of about 30 miles remains to be paved, and if necessary, the membership went on record as favoring the two counties issuing bonds for immediate work to this end, with future allocations to be used to retire the bonds. A committee was appointed to work on this project.

Another committee was appointed to confer with the Pennsylvania Railroad Company, urging that ferries between Cape Charles and Norfolk be remodeled or improved to take care of automobile traffic for the convenience of tourists.

— *Ledger-Star*

Pocomoke man victim of attempted hold-up

Ray V. Gladding, of Pocomoke City, tells of a rather exciting experience that fell to his lot one night this week.

According to his story, he was returning from Chincoteague in his car when he was followed by one or more disguised men who proceeded to attempt a hold-up by firing several shots at him. He however, sped up in his ma-

chine and either outdistanced them or they concluded he was the wrong party, and he arrived in town unhurt.

Mr. Gladding had been to Chincoteague to close an auto deal, and the attack occurred between Pocomoke and the road leading off from the direct line south to Chincoteague.

His experience tallies somewhat with that related recently by a furniture dealer plying his trade in that section. The Virginia authorities should look into this matter, and if possible, put a stop to these night marauders.

— *Worcester Democrat and the Ledger-Enterprise*

Horses in wild dash

A team of horses attached to a double wagon was running away through the main street in Exmore Tuesday when the pair became entangled with a roadster that was sitting at the curb and carried it with them in a wild dash.

The owner of the car, W.E. Bull, managed to steer his machine, though the engine was not running, until he saw a collision with a telegraph pole was impending. He then jumped from the car and sprinted ahead, seized and throttled one of the horses, and brought the pair to a halt without any damage being sustained to either vehicle.

— *The Daily Progress*

75 years ago
January 1951

Farmer wounded as shell explodes near truck

A veteran who went through World War II unharmed was injured critically today, police said, in the explosion of a target shell fired from a U.S. Navy vessel some distance offshore.

Northampton County Sheriff George Turner said the shell exploded while Charles J. Curry, 42, was driving his pickup truck into the lane of his farm home at the Eastern Shore community of Old Town Neck.

The shell, believed to be a 5-inch projectile, landed beside the truck and went off, hurling fragments into the bottom and left side of the vehicle and into Curry's chest, Sheriff Turner said.

Attendants at the Northampton-Accomack Memorial Hospital at Nassawadox tonight listed

Curry's condition as critical.

Fifth Naval District spokesmen said tonight that two investigations are under way into the accident — one by the shore establishment and the other by the Atlantic Fleet. Personnel from the Chincoteague Naval Air Test Center will conduct the shore angle probe.

Several vessels were operating in the area during the afternoon, a naval spokesman said. He added the Navy "has not yet determined from which ship the shell was fired or even if the shell came from a Navy vessel."

"The Navy has not learned that any ships were firing at the time Curry was injured nor that any were firing in the direction of his farm," the spokesman declared.

Sheriff Turner said that target practice was being held but that no one had seen the ship. The sheriff said the spot where Curry was injured was about a mile from shore with a wooded area between the two spots.

The blast shattered the bottom of Curry's truck and also severed a nearby high tension power line, necessitating a state police guard about the scene until repairs could be made.

A gasoline truck driver who came into the lane just behind Curry narrowly escaped injury as the missile detonated.

State Trooper Roy McCrickard quoted neighbors of Curry as saying that a ship had been practicing its gunnery for sometime offshore in the Chesapeake Bay.

Shells have landed in the area before, Trooper McCrickard said, but he added this was the first time he had heard of anyone being hurt.

"We had a lot of them during the last war and some in this war," the trooper said.

A number of residents of Cape Charles narrowly escaped injury in 1945, it was recalled by residents, when a live shell landed in the middle of the community but did not explode.

Military authorities from several nearby installations were called to Cape Charles tonight, but there was no immediate word on the result of the conferences.

— *The Roanoke Times*

Shore station to be equipped for jet planes

Uncle Sam is ready to spend \$5 million to convert the Chincoteague Naval Auxiliary Air Station for use by jet planes.

And a Salisbury engineer, Victor W. Buhr, is to

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play a major role in the expansion program. Buhr is the manager of Sturgeon, Clark and Buhr, of Norfolk, which was awarded the contract.

This was confirmed today by the U.S. Navy.

The \$5 million will be spent for extension of runways, construction of additional taxiways and parking aprons for jet planes, eight new barracks buildings accommodating 100 men each, a mess hall, and an operations control building.

The Navy said a \$110,000 architectural and engineering contract had been authorized for the job.

Runways will be made at least 2,000 feet longer. They are now 6,000 feet long. Present runways are still adequate for big bombers, but jets require longer runways because of their great takeoff and landing speeds.

Preliminary designs, field work, and inspections would be directed by Buhr's office.

During World War II, Chincoteague was used for light and heavy bomber training. And its status as a naval ordnance test station has been preserved.

Several months ago, before the outbreak of the Korean fighting, Chincoteague tottered on the edge of extinction.

The Navy was ready to close it up. However, scores of Eastern Shore business leaders launched a "Save Chincoteague" campaign.

Soon after, the Korean war broke out, guaranteeing a new lease on life for Chincoteague.

The committee had battled for the base for several reasons. One was because of its strategic location and potential value for coastal defense. Another was its important contribution to the Shore's economic life with its heavy civilian and service payrolls.

—*The Daily Times*

Train hits car, killing man near Machipongo

Clifton Leatherbury, 65, field supervisor for the Eastern Shore Canning Company, was killed instantly late today when his automobile was struck by a train.

The collision occurred at Martin's Crossing, near Machipongo, about 4 p.m. Leatherbury's car was hit by a northbound express passenger train.

—*The Virginian-Pilot*

Driver sues for \$100,000

The L.R. Barnes Lumber Co., Inc., of Accomack County, and Hugh L. Reid, of Nassawadox, are being sued for \$100,000 by a North Carolina truck driver.

Morris T. Griffin, of Edenton, N.C., alleges the lumber company's truck, driven by Reid, was parked on the highway without proper flares on Route 460 near Petersburg on April 4.

Griffin's truck hit the parked vehicle, causing serious injuries to him, it is alleged.

—*The Daily Times*

50 years ago January 1976

Train stalled after derailment

A 106-car train was stalled overnight when four of the cars derailed in Pocomoke City, apparently because of poor track, state police said today.

The train was moving north from Cape Charles to Delmar when one car derailed near the Pocomoke City Middle School about 9:15 p.m., according to reports.

Police said the car was dragged about two miles in an apparent attempt to get it back on the track, but this caused three more cars to go off, they said.

All the derailed cars were empty, Trooper J.R. Trader reported.

Penn Central train master S.T. Tate was at the scene this morning and not available for comment, a spokesman at his Delmar office said.

A crew had been dispatched and the cars were expected to be moved up to Delmar today.

Police said the train had apparently derailed because of the poor track condition.

—*The Daily Times*

Best year ever for bridge-tunnel

The year 1975 was all good news for the Chesapeake Bay Bridge-Tunnel, as revenue collections exceeded the \$10 million mark. It was the biggest year ever for the 17-mile span across the Chesapeake Bay connecting the Eastern Shore to the Virginia mainland since its opening in 1964.

The traffic count on the bridge-tunnel shows more than 75,000 vehicles crossing, with a

jump of 21% in toll revenues. Part of the income figure relates to a hike in the tolls initiated the past year.

The rise in traffic over the north-south route can be credited in large part to tourism. Since the relaxation of fuel shortages, travelers have been making shorter and more frequent trips from their home base, resulting in more southbound traffic over the tunnel as travelers from the nearby states of Maryland and Delaware head for Virginia resort areas, Williamsburg, Jamestown, and the recently opened Busch Gardens.

The 1975 figures released are compared to those of 1973, which was the year of highest intake. The traffic increase in 1975 was 5% over 1973, with a revenue increase of 17% for the same period. The year 1974 was not counted as an average year because of the gasoline shortage that curtailed travel.

—*The Daily Times*

U.S. agents raid Tangier Island

Nearly 30 federal agents invaded Tangier Island this weekend in a combined air and sea attack, gathering evidence of alleged violations of the federal duck hunting laws.

Fighting 35 knot winds and temperatures in the low 20s, U.S. Fish and Wildlife agents swept across the island Saturday.

The agents had planned to return to the mainland the same day, but the storm trapped the fleet of boats in the Smith Island port of Ewell until late yesterday, when they were finally freed by a copper-clad work boat that broke fast-forming ice.

The agents served search-and-seizure warrants, one of the investigators said.

Although no arrests were made immediately, information that could lead to indictments was collected. As many as 25 hunters and guides may be under investigation, sources reported.

The alleged violations are said to include hunting protected species, illegal interstate transportation of protected species, violations of daily bag and possession limits, hunting out of season, use of illegal firearms, and selling migratory fowl.

The investigation and raid are the biggest action against illegal hunting practices in about 15 years, according to one hunting and wildlife expert. Fines could range as high as \$40,000.

The raid was based on information gathered

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over a period of more than a year by undercover agents working for the U.S. Fish and Wildlife Service on Tangier. The undercover agents were hastily taken off the island on Saturday.

Neither the agents involved in the raid, nor Edward R. Baird, assistant U.S. attorney for the Eastern District of Virginia, the prosecutor of the case, would make any comment on the raid.

“We’ve got too much time, money, and misery involved in this one to blow it now,” one agent said.

As evidence of the alleged illegal hunting, agents gathered nearly 10 large bags of feathers and heads from cleaned redhead ducks.

Redheads have been a protected species for three years, with no hunting of them allowed. Each violation could bring a fine of \$500 and a six-month jail sentence. Each dead redhead can be considered a separate violation. According to one source, there were about 80 redheads taken by the agents.

Earlier this year, federal agents made it plain they would seek maximum sentences for waterfowl hunting violations. They received the backing of Jervis S. Finney, U.S. attorney for Maryland, who said there would be no letup in prosecution. The Tangier Island raid was conducted by a Virginia federal attorney’s office. Several of the hunters involved are Marylanders.

Using a combined force of a helicopter, an airplane, six small boats, and the Fish and Wildlife Service’s 42-footer, the Marsh Hen, the 27 fish and wildlife agents took the hunters by surprise at 8:30 Saturday morning.

— *The Evening Sun*

Plan on use of Assateague

The National Park Service has taken the first step toward a formal federal-state-local use plan for Assateague Island, which has a burgeoning number of visitors.

Those visitors have a variety of often-opposing views about how the island and the Assateague National Seashore should be used. Conservationists, hikers, and primitive campers often square off with other campers, fishermen, and dune buggy supporters over the island.

Developing a coherent plan for the 37-mile-long island is complicated by its straddling the Maryland-Virginia state line, being in two counties, and including the national seashore administered by the park service, a state park, and the Chincoteague National Wildlife Refuge.

Thomas F. Norris, superintendent of the national seashore, proposed a three-year cooperative plan in a “statement from management” in an effort to lead the way to the overall federal-state planning called for in a 1972 Maryland legislative-executive committee report and endorsed by the assembly a year later.

— *Richmond Times-Dispatch*

25 years ago
January 2001

The lost village of Assateague

For the first time since 1931, Eula Dukes has returned home.

It wasn’t a long journey. She lives just two miles west of her birthplace, Assateague Village. Dukes, 69, was the last person born there. Once a thriving community of 250 people, it was on its way to becoming a ghost town by the late 1920s. Today it’s almost forgotten.

Dukes returned last week with her sister Blanche McGee, 77, brother Roy Jones, 81, and cousin Frank Williams, 77.

Only the Assateague Lighthouse marks the location of a community that once had its own school, Baptist church, and store. Built in 1867 to replace an earlier, less efficient lighthouse, its automated light atop the 142-foot structure on a 22-foot bluff can be seen 19 miles at sea.

Among generations of residents, one man remains legendary — the late shopkeeper Bill Scott.

Scott was the village “character.” That he munched on the island’s bumper crop of green-headed flies made him the topic of conversation for decades.

“He told us children he ate all the green-head flies he got up with, and he probably did by the looks of him,” said Ruby Hall, once a resident of Assateague Village.

“My father said Mr. Scott would catch every big green-head horsefly he could get on his way down to the cove and eat them. You could hear them crunching — I just get sick hearing it,” Hall said.

The flies may have been Scott’s secret to lon-

gevity. Born in 1838, he died in 1944, 106 years old. Scott and his family left the island in 1932.

When the August Storm of 1933 — a gale so fierce it cut the inlet at Ocean City and destroyed the pier at Public Landing — flooded the village, what few folks were left decided to leave.

When it hit, flooding the houses, there were 20 people calling the place home, Roy Jones said. As families left, a number of houses, including the church, were moved by scows or barges from the village to Chincoteague, where they remain.

The village offered a way of life somewhat antiquated even by 1920s standards. There were no roads, just footpaths connecting homes. There was no electric service and just one telephone and one battery-operated radio, both at the lighthouse. Transportation was provided by boats that men rowed to and from Chincoteague, almost three-quarters of a mile across Assateague Channel.

Houses, chicken pens, and gardens topped many of the knolls along the ridge that runs along the west side of the island. Men harvested oyster beds in Tom’s Cove, crabbed, or fished. Women worked in the fish factories.

Before there was the world-famous Pony Penning, said Jones, Assateague was legendary on the Shore for its annual sheep penning.

“People would come from everywhere by boats to see hundreds of sheep herded into a big pen” near the lighthouse each June or July, Jones said.

A drawing card was the chicken and dumpplings, prepared in large iron cauldrons usually reserved for hog killings. A memorable meal could be had for 35 cents, Blanche McGee said.

The island school closed in 1920 and youngsters attended classes on Chincoteague. Each weekday, just after daybreak, students boarded a 22-foot-long boat owned by the lighthouse keeper, who ferried his three daughters back and forth. Once on the other side of the channel, they walked the mile to school.

In 1944, the Virginia portion of Assateague was sold to the federal government as a refuge. Only two residents fought the forced sale of their land, Jones said. Twenty years later, a bridge brought the first of 1.5 million annual visitors to Assateague.

“If it wasn’t for that little bit of Mr. Scott’s store left,” Jones said, “you couldn’t find anything left of Assateague Village.

— *The Daily Times*



COURTESY PHOTO

The Eastern Shore Community College Winter Arts Festival on Feb. 28 will feature the Virginia Museum of Fine Arts mobile exhibit from Richmond.

ESCC Winter Arts Festival returns with special addition

Saturday, Feb. 28, will see the latest edition of the Eastern Shore Community College Winter Arts Festival, from 10 a.m. to 2 p.m., in the college's Academic Building on the Melfa campus.

This year's event will host the Virginia Museum of Fine Arts mobile exhibit from Richmond, which will

debut its latest theme on the Shore, entitled "Virginia as America: Navigating Life, Liberty and the pursuit of Happiness."

In 1953 the museum became one of the first in the world to have an artmobile. For four decades, as many as four artmobiles toured 59 exhibitions and served more than 2.5 million

Virginians.

Due to conservation concerns and the fragility of traveling works of art, VMFA replaced the program in the early 1990s with a statewide partners program to deepen partnerships with schools, community centers, and museums around the state.

Renamed VMFA on the Road, the

traveling museum relaunched in October 2018 as a state-of-the-art, climate-controlled trailer equipped with Wi-Fi and interactive components that meet 21st-century expectations.

In the fall of 2023, the museum acquired a new trailer with even more space for art and visitors.

This year's new exhibit that will debut at ESCC explores the American ideal that was first expressed in the Declaration of Independence.

The evocative phrase "Life, Liberty, and the pursuit of Happiness" founded a nation on a promise of inalienable rights, a promise that has endured for 250 years.

From the collection at the Virginia Museum of Fine Arts, 14 works of art — paintings, prints, and decorative objects — provide an alternative lens by which to understand our past, encouraging us to consider the hopes and challenges of those founding principles and their persistent relevance for realizing a "more perfect union."

Organized by VMFA, this exhibition is in recognition of VA250, the Commonwealth of Virginia's commemoration of the 250th anniversary of the American Revolution, the Revolutionary War, and the independence of the United States.

The exhibition is curated by Susan J. Rawles, VMFA's Elizabeth Locke Associate Curator of American Decorative Arts.

The unit will be located at the entrance of the ESCC Academic Building on campus in Melfa, where both floors will be featuring local artists and crafters displaying their work, with a special spotlight planned to conclude Black History Month.

Live music will be featured in the ESCC Student Lounge featuring FAISON, along with food, baked goods, and refreshments by the ESCC Phi Theta Kappa Chapter, and local favorite Kookie Momster.

Local artists can register for a space at the Feb. 28 Arts Fest at the ESCC website, es.vccs.edu, or call for more information at 757-789-1797. The deadline for registration is Jan. 30.

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