THE WARES OF WARE’S WHARF

by Carroll M Garnett*

At Ware’s Wharf in Essex County, Virginia, waves rustle against the remaining barnacle clad piles, remnant of what was a substantial pier for over seventy years. These slow decaying pillows appear as silent sentinels over an area which once flourished with diversified activity. If these sentinels could talk, this is the story they would tell: it would be a tale not only of this steamer wharf which for so long was the focal point of daily activity but, earlier of a Confederate battery which engaged enemy gunboats on several occasions; of a post office which functioned for forty-five straight years; of a general store; of a ferry; of an oil company; and of a close knit, established family whose influence has been preeminent in this area since the 1840’s.

Ware’s Warf is well named as virtually a colony of Wares evolved in this area since the 1830’s. The “center piece” for the Wares of this location has been the historic home Bellevue (shelled during the Civil War), residence of Edward Macon Ware I and his wife Catherine Waring Ware. They were the parents of Robert Lowry Ware who had a daughter and eight sons, four of whom, Robert Lowry (Jr.), William Latane, Harry Hudnall, and John, made this area their home and their descendants continue to reside here today, owning most of the river front property extending from Bellevue north for about a mile.

Commander Samuel Magaw’s report to his superior about his gunboats, Freeborn and Dragon, engaging the “lower battery” on February 21, 1863 contained considerable detail about this action but omitted, apparently for reason of reputation, additional shelling at a different location. There is much real evidence, however, both ships moved several hundred yards down stream from the “lower battery” and proceeded to fire volley after volley at and around Bellevue, home of Edward Macon Ware, hitting the home many times.

Mattie A. Gordon of Tappahannock was visiting Bellevue during this bombardment and in a letter dated April 4 described it: “We had quite a considerable gunboat excitement not long ago. We had two little guns which opened on them (and) in retaliation for which they shelled Mrs. Ware’s house, near which they were stationed, to such an extent as to leave only two rooms in it habitable. Nannie Ware and her children were staying with her and they were all in the house at the time. Two of the boats came up and placing themselves almost opposite this house fired a great many times, about fifty, I suppose to say the least. We went into the basement to avoid any accidental shell which might find a lodgement in the house. They were firing at some pickets (real or imaginary) on the road. The children were terribly frightened; could not believe that there was no danger from the discharge of cannon that seemed so frightfully near; when ’twas all over we had a hearty laugh at Sandy who from being as much excited as any, became very bold in his bearing and drawing himself up said, ’Now Harvie, can’t we say we are brave fellows?’ When reminded of his cowardice he changed considerably and later in the evening seemed to be inspired with more solemn thoughts and was heard to repeat, ’The day is past and gone’, as tho’ he thought it peculiarly appropriate to our circumstances.”

Family legend has it that during this action a Negro slave, Randall Sagar, was responsible for saving Bellevue as he bravely ran back and forth across the lawn carrying a white shirt as a flag of truce until the shelling stopped.

Randall’s son, John, as a child lived in the basement of Bellevue and heard his father often tell how he had saved this home during the war. Many years later, when John was about 70, he told Susie L. Haile of Dunnsville about the incident: his father had actually gone out into the water and waved the white shirt. The Federals stopped the shelling and sent a cutter ashore with a landing party. The sailors asked Sagar where the residents of Bellevue had hidden their money and other valuables. He told them he did not know but informed them there was a very ill man in the house. Reportedly, when the shelling commenced, the Wares had a servant hide the valuables of the home in the nearby woods and these were not found by the enemy.

Bellevue, as the target of these two gunboats sending forth their deadly projectiles, certainly was not a proper residence for an unhealthy person. Such was the case, however, with Edward Macon Ware who at the time was in bed critically ill. The roar of gun bursts, the whistling sound of shells in flight, and the resultant explosions as

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the target was hit, all must have amounted to an
excruciating experience for this helpless man. One can only
speculate but this action seemed to be at least a con-
tributing factor to his death as he expired thirty five days
later, on March 28, 1863. Only eight days earlier, he
made an addendum to his will:
“Edward M. Ware, do make this codicil to my forego-
ing will which bears date the 16th day of March, 1863, as
follows: In addition to the provision made in my said will
for my son Robert L. Ware, I give him the sum of fifteen
hundred dollars for the purpose of repairing the damage
done by the soldiers to the land and houses at Water
View and should he recover anything from the Con-
federate States on that account he must account for the
amount so recovered to my estate.”
Many unexploded cannon shells, fired during this
bombardment, were later recovered and for many years
lined the front walkway of this old home (building razed
in 1962).
After the Civil War, Robert Lowry Ware of Water
View was to play a dominant role in the Ware’s Wharf
area, so it is well to first look briefly into his participation
in the war. When Virginia seceded and joined the Con-
federate States on March 17, 1861, there naturally arose a
great surge of patriotism throughout the state. This fervor
was even greater when the Confederate capitol was moved
from Montgomery, Alabama to Richmond in late May,
1861 since the obvious was present-Virginia would be in-
vaded by the enemy in force and all able bodied men
would have to defend her. State pride carried over to even
greater county pride as this geographical unit would be
the device for raising volunteer troops, with these units of
infantry and cavalry proudly being identified with the
name of their county. The doctrine of defense of native
state and constitutional liberty was foremost in the minds
of citizens of Essex.

Therefore, Robert Lowry Ware, a farmer, 25 years of
age, on Monday, June 10, 1861, felt keenly his duty. Sadd-
lings his best horse at Water View, he rode the nine miles
to Tappahannock to “join the cavalry”, an elite group
among military units of the period. With 43 other citizens
of Essex, he was mustered into the Essex Light
Dragoons as a private, the oath being given by Major
William W. Ware, his horse valued at $150 and
the equipment for riding at $44. The Essex Light
Dragoons, under Captain Richard S. Cauthorn (a
medical doctor), from June, 1861 to April, 1862, were
assigned to assist in the defense of Fort Lowry and the
company during this time was stationed either at the fort
or nearby at Camp Byron in Dunsville, which camp was
on the property of Dr. Cauthorn. So, Private Ware,
during this period, could count his blessings as he was close to
home, family and relatives. After March, 1862, however,
this would change as the Essex Light
Dragoons (designated Company F) joined its parent regiment, the
9th Virginia Cavalry, and Ware remained with this unit
until General Lee surrendered at Appomattox Court
House, April 9, 1865.

During the Civil War, Water View, it will be recalled,
was owned by Robert Lowry Ware. Before the war, he
had married Anne Elizabeth Burwell Latane of Tapp-
ahanock. In 1863, while Robert was serving with the
Essex Light Dragons, a daughter, Kate, was born to the
couple. The war now over, Robert Ware, a frustrated,
defeated former soldier returned to Water View and his
family. He had given almost four years of his life to “the
lost cause”. The entire South was in a severe economic
and psychological depression which would continue for
many years. Essex County was no exception; everything
was scarce, food, clothes, jobs, practically all the
necessities of life. Robert Ware returned to what was the
best opportunity and to that which he was most familiar
-farming. His home place, Water View, containing 325
acres, still bore the scars from the construction work of
Confederate forces in preparing “the lower battery”
engaged Union gunboats.

It took a while but the influence of the Rappahannock,
ever present in the lives of the Wares of Ware’s Wharf,
was again to come to the front and afford several oppor-
tunities for Robert. Steam activity on the Rappah-
annock had long been the bright star in the lives of citizens
residing in counties contiguous to the river. It
represented the easiest and most enjoyable method of
travel, the means for shipping and receiving freight, and
in spots, postal service. A steamer wharf in the area of
Water View would be an excellent business venture since
a structure here would fit in nicely between wharves
already situated at Tappahannock and Bowlers, both
located about six miles on either side. Such steamer
wharves, of course, had to be substantial in nature, long
enough to provide a suitable channel for the ship to dock
and strong enough to resist the continual elements. In
some cases these wharves were constructed and main-
tained by the steamship companies; in others, by private
individuals. From the following contract, however, it is
clear Robert L. Ware built and then maintained the
wharf situated in the vicinity of Water View, and named
the structure appropriately “Ware’s Wharf.” This agreement
or contract entered into this 28th day of April eighteen
hundred and seventy four by the owner or owners of the
wharf called Ware’s and situated on the Rappahannock
River between Lowry’s Point and Muddy Gut of the State
of Virginia, of the first part, and the owners of the
Baltimore & Fredericksburg Line Steam Boats, now run-
ning on the Rappahannock River, of the State of
Maryland, of the second part, hereby agrees and bind
themselves that their two steamboats, shall on their
regular trips up and down said river, stop at said wharf
for the purpose of landing & receiving freight and
passengers, as is now done at all regular landings by them
and will continue so to do so for five years, if owners of
the steamers find they can obtain sufficient business to
justify themselves in so doing. And they further agree to
pay to the party of the first part ten per cent on all the
freight money carried on their steamers to said wharf or
take on board of their steamers from said wharf, and
R. L. Ware the party of the first part hereby agrees and
binds himself to keep their wharf and Warehouse in good
repair and to give a good road and right of way from the
said wharf to the public road for the patrons or customers
of the steamers of the party of the second part; also agrees
to have a man on the wharf whenever the steamers are
coming to the wharf to take their lines and fasten them to
the posts and to receive the steamers freight and to give
the clerks of the steamers an account of what is to be
taken on board. The party of the first part hereby agree
and binds themselves that no other steamboat shall be
allowed to run to said wharf or touch at it or take on
board any freight or passengers from said wharf or land
any freight or passengers on said wharf for the term of
five years provided the steamers of the party of the second
part continue to run to said wharf for that period. The
party of the first part further agrees and bind themselves
to have a clear and unobstructed wharf for the steamers
to come to and that no obstruction shall be placed on the
wharf or drive way to prevent its free and proper use by
the employees of the party of the second part and their
patrons and customers,” S/ Rohn L. Ware, S/ H.W.

As we have seen, Ware’s Wharf was built by 1874, the
year, Robert L. Ware negotiated a contract with the "Fredericksburg Line", the steamship company holding the Rappahannock franchise from 1865-1875.

Through this contract Robert became "wharf agent" and his duties were numerous: he, or a suitable substitute, had to meet all steamers at the pier head to handle lines in connection with docking; he had to manifest all incoming and outgoing cargo and, on instructions of the sender, tag the outgoing to a particular commission merchant in Baltimore; he had to assist passengers, especially ladies and children, when boarding or leaving the vessel; and during each work day, he had to be available in the vicinity of the wharf to meet persons who desired to leave produce or other items for shipment.

The erection of the wharf at Water View considerably changed the facade of the area. Now, there was a surge of daily activity in the form of vehicles-wagons, buggies, ox carts, road carts, carriages - as well as other forms of transportation such as saddled horses and mules - all converging on Ware's Wharf. Unpaved roads, which in many instances were impassable, and the lack of rail service for the area, now made the availability of the steamer very attractive indeed.

The U.S. Postal System, ever mindful of community needs, saw this change in the Ware's Wharf area and apparently in late 1873 or early 1874 conducted a survey to determine if a post office could be justified. The results are obvious since both the National Archives and U.S. Postal Service in Washington agree the post office at Ware's Wharf was established on February 16, 1874 with Robert L. Ware being appointed the postmaster. He made his residence, Water View, the post office to conduct postal business, mail sent to and from this office was handled by the steamer. There is a possibility there was a postal carrier, acting as an independent contractor, who served between Dunsville and Ware's Wharf.

Stanley Ware, a lifelong resident of Ware's Wharf, gives the opinion this postal route would have encompassed an area just below Eubank's and extending north to the mouth of the the Piscataway Creek. He estimated this would have taken in about 75 families. In those days, because of road conditions, it would have been much easier for people living on the lower Piscataway to obtain their mail from Ware's Wharf than from Dunsville.

As both postmaster and wharf agent, Robert Ware had to juggle his assignments somewhat. Since his services during the day were needed at the pier for substantial periods, his wife, whom Robert called "Nannie", would handle the office in his absence. The post office being located in a private residence, there were no business hours established as such, and patrons could have postal matters handled there any hour during the day and, within reason, into the evening.

After the Ware's Wharf post office was opened, people at nearby Dunsville, which long had a post office of its own, soon recognized they could receive their mail quicker by having their correspondance directed to them at Ware's: the speed of steamer delivered mail made the difference. We have an excellent example of this since in the fall of 1875. William C. Garnett, former resident of Dunsville, was working in Bethany, Missouri. On September 22, 1875, he wrote from there to his father who lived at Dunsville. The envelope containing this letter was addressed: "Lewis Henry Garnett, "Atty. at Law, Ware's Wharf, Essex County, Va."

Robert Lowry Ware died suddenly at his home, Water View, on July 5, 1906; he was 70 years of age. He had been a successful farmer; the postmaster at Ware's Wharf from the inception of this office to his death, a period of over thirty-two years; had constructed the wharf at this location and had been the wharf agent there; had been a faithful Confederate soldier; and father of a daughter and eight sons.

During the period July 3, 1906 to December 22, 1906, "Nannie" Ware served as the interim postmistress and continued the post office at Water View. On this latter date, her son, William Latane Ware (Sr.), at the age of 57, received his appointment as postmaster at Ware's Wharf. Earlier, William had built a home near the river, several hundred yards down stream from Water View. He named it Cedar Beach (now owned by Tom Ruffin of Richmond) and after being designated postmaster moved the postal office from Water View to his home.

Stanley Ware recalls as a youngster visiting Cedar Beach on numerous occasions to pick up the mail. Entrance to the post office was by way of the back door; the office was on the first floor, and to one's left, or west when entering; a desk and all the postal materials were located under a staircase.

At the time William Ware (Sr.) was named postmaster, he was also designated wharf agent by the Maryland, Delaware, and Virginia Railway Company (M.D.&V.). So, his duties, essentially, remained the same as his father's. He, too, utilized the services of his wife, Roane B. Ware, as an assistant in the post office in his absence.

It appears after the death of Robert L. Ware, his eight sons fell heir to the wharf. Stanley Ware notes the steamboat company paid a flat fee to the wharf agent per month and also paid the amount due him from the commission merchants (the steamboat company coordinated this latter transaction). William Ware (Sr.) would then have to divide the commission received with his seven sons, Edward, Robert, Harry, Barwell, Ritchie, John, and Catesby. It is known through Rip Rountie, whose father was wharf agent in Tappahannock for many years, William L. Ware as an agent would have received about $65 per month from the M.D.&V. and 0.2¢ on every dollar realized by the commission merchants from items shipped from Ware's Wharf.

From about 1912 until the mid-1930's there was no regular telephone service to the Ware's Wharf area. Through innovation, the Wares of this locality, as well as their relatives at nearby Dunsville, Edward (Eddie) and Catesby Ware, were able to construct a closed circuit telephone system in which each home had a phone and could make or receive calls on this internal system. At Dunsville, such a phone was located at Ware's Store as well as at the private homes of Eddie and Catesby Ware. It was impossible to make a long-distance telephone call on this closed system. However, since Ware's Store also had a regular telephone connected to a central operator, it was possible to send or receive messages from the Ware's Wharf area by calling this station where the message would be relayed. All the Wares were involved in the planning of the system and maintaining the lines but Eddie Ware coordinated the project; a small maintenance fee was furnished him by each family on the system.

Each home had a phone which was powered by two small batteries; combination rings, such as long-short-long, were assigned to each family phone so the intended party, upon hearing his personalized ring, would answer. Other persons on the line could and frequently would listen in on conversations.

This internal phone system reduced distances, as it were, to the area of the phone in one's home, an important item in those days when travel was so slow and often difficult. Other benefits were derived from this phone
system such as social, business and emergency calls.

Initially, at Ware's Wharf, the following homes were included in this internal phone system: Robert Ware; John Ware; William Ware; and Harry Ware. Later, upon request, C.C. and Kate Warner, neighbors, were allowed to enter the system. In 1929, Smith and Bettie Durham moved to the Ware's Wharf area and they, too, were included on this closed circuit. The system was discontinued when the regular phone service was provided to the Ware's Wharf area in the mid-1930's.

On September 29, 1919, the post office at Ware's Wharf was discontinued and moved to Dunsville, William L. Ware, Sr. had been the postmaster at Ware's for a total of 15 years and the post office itself had been located here for a total of 45 straight years. It is interesting to note the post office at Dunsville was established on March 24, 1829 with James Dunn appointed as postmaster.

On May 1, 1920, Harry H. Ware first operated Ware's Ferry at Ware's Wharf, conveying people, cars, trucks, horses, mules, buggies and wagons across the Rappahannock from Welford's Wharf in Richmond County. Harry personally handled the ferry landing at Ware's as well as the ferry boat, Quick Time; he later built a large boat, Zion, which replaced the earlier one. Harry and his sons, Stanley, were both licensed pilots and ran the ferry. Roland Quarles was a regular employee but died in about 1923; Judy Sanders and Archie Lewis worked part time. The ferry was discontinued on February 16, 1927 with the part time. The ferry was discontinued on February 16, 1927 with the opening of the Downing Bridge which spanned the Rappahannock from Tappahannock to Richmond County in the Northern Neck.

William Latane Ware, Sr. died November 21, 1924 and his son, William (Jr.), who was a student at V.P.I., was called home to take over his father's duties as wharf agent. William Ware, Jr., would continue as wharf agent until steamboats discontinued their service on the Rappahannock in the mid-1930's.

In 1925, William Ware, Jr. and his uncle, Catesby Ware of Dunsville, founded the Ware Oil Company as a distributor for Texaco products. The wharf at Ware's was ideal because Texaco could deliver there by the company's tankers. In the early days, however, Ware Oil had no storage tanks at the wharf so the tanker would deliver some products there in a unique manner: a number of oil drums would be lashed together and then floated into the shore. This method saved time and labor, eliminating handling cumbersome drums from the pier head. Later, several large storage tanks were constructed ashore along with connecting pipes from there to the pier head; this allowed the tankers to pump directly to these reservoirs.

Smith Y. Durham was a driver for this company for several years and in 1929 moved to Ware's Wharf to be close to his work and to provide a type of supervision. In 1931, William Ware sold his interest and at this time Smith bought into Ware Oil.

Two Texaco tankers from Norfolk, the Richmond, under Captain Overton and the Elizabeth City, under Captain Gayle, continued to make deliveries at Ware's until about the middle of WW II when the threat of German submarine attack caused the company to discontinue this service. From then on, Ware Oil had to haul their products from the Texaco plant in Richmond. Catesby Ware died in 1959 and Smith Durham sold his interest in the company the same year. Ware Oil is now owned by the descendants of Catesby Ware, five sons and two daughters. The office is located at Dunsville with Joseph L. Ware as the manager.

The Wares of Ware's Wharf, over the years, have excelled in such diversified fields as farming, music, medicine, education, pilots of river boats and aircraft, law, engineering, accounting and public service. It has been said these Wares are so intrinsically tied to the Rappahannock they have salt water running through their veins. This being the case, add to this a substantial portion of pride coupled with a driving spirit in pursuit of excellence.

See ADDENDUM on last page for more on the Ware Family.

Minutes of the Society

The ESSEX COUNTY HISTORICAL SOCIETY met at the Court House on July 17, 1988 with our president, Mr. Carroll Garnett, presiding. Mrs. Wright, Secretary, reported the minutes of the last meeting were in the bulletin which everyone had received so that their reading was dispensed with. Mr. Ludwell Smith, Treasurer, reported a total balance in savings and checking of $1,658.18.

Mr. Garnett introduced a guest, Mr. Jerry L. Stokes, a newly elected member of the Town Council, who lives on the "Green". Mr. Stokes spoke about the sale of a late Victorian House on the "Green". A petition of neighbors and interested friends in the hope of delaying the sale has been circulated and many have signed, trying to find a solution which will save the house and preserve the historic "Green" as it is a unit unique in the history of Tappahannock. Mr. Charles Warner, our historian, who has worked for the preservation of all our old buildings and has been instrumental in having them made a part of the Historical Landmarks Division, remembered how he had tried to save "Monument Place" but could not and now it is a parking lot across from the Court House. He hoped the "Green" could be preserved as a whole. Mr. Gordon Lewis opposed our society taking part in the preservation of this property which the Southside Bank has purchased on the "Green" and wishes to turn into a parking lot or later business property in an historical residential area. He stated it was not particularly the business of the Historical Society. President Garnett quoted the Constitution of the Society which expressly states the main reason for the organization of the society in 1951 was to preserve and collect historical data, monuments, etc. It was voted that the Society go on record as supporting Mr. Stokes and the petition to work for the preservation of the "Green" as an historical unit.

After introduction of guests, Mr. Garnett turned the meeting over to Mr. Wilson Ware, vice president in charge of programs, to introduce our speaker, Mr. John Waring, Jr., who is well known in the County and one of our most influential families in Essex. He spoke about the Canning Industry in Essex County. He said a canner, at "Bathurst" near Dunsville was the oldest. There was one in Tappahannock, one near Miller's Tavern, and one at Bowlers' owned by Mr. Neale and run by Mr. George Kriete. When Mr. Kriete withdrew from Mr. Neale's employment, he opened a canning house across the road. Mr. Waring, John's father, helped in Mr. Neale's canning. Later Mr. Waring and Mr. Ransome formed a partnership. Mr. Waring moved down the road about a mile at Dunsville and built their own canning. They canned black eyed peas and tomatoes very successfully for many years. Mr. Parker sold the Waring's canning in Tappahannock and until government inspectors
and a few bad seasons, it became economically impossible to continue. Today, Lake Canning Co. in Lottsburg is the only one of the earlier canneries still in business.

Mr. Waring told many interesting anecdotes about the employees and the canning industry. Mr. Ware thanked Mr. Waring for his interesting and informative talk. Mr. Garnett thanked the hostesses for today's social hour following in the Women's Club: Mrs. Frances Wayman, Mrs. Everett Johnston, Mrs. Sidney Hilton, Sr., Mrs. Gordon Lewis, Mrs. John Foley, Mrs. Vincent Montsinger and Mrs. Anne Scott Wright, Chairman. The meeting then adjourned to enjoy these delicious refreshments and socializing for an hour.

Dr. Benjamin Weisger
Addresses Historical Society
October 16, 1988

The Essex County Historical Society met at “Waterview” the lovely historical home of the Hudnall Ware family on the Rappahannock River at Wares Wharf; at 3:00 p.m. October 16, 1988. The meeting was opened by president, Mr. Carroll Garnett, who told a delightful story of a childhood illness which made him always feel warm toward Dr. Hudnall Ware, Sr. He then introduced Dr. Latane Ware and Mrs. Ware to whom Waterview belongs today along with his brothers and sister. Dr. Ware spoke a few moments about the history of the home. He stated that the meeting was taking place under a beautiful large pecan tree which had been planted by his great-grandmother, Elizabeth Burwell Latane Ware. The original house was supposedly built before 1750 by Captain Henry Young, who inherited the property from his father William Young who purchased the land in 1670 from the original patentee. This would make Waterview one of the oldest of this type house in the County. It was purchased in 1838 by Edward Macon Ware of Bellevue who gave it to Robert Lowery Ware and his wife, the above mentioned, Dr. Hudnall Ware purchased it in 1942 from William Ware Estate. The house was destroyed by fire in the 1970's and was rebuilt on the original foundation in 1981. There are a few things belonging to Robert Lowery Ware and also some from the Latanes in the home today. Dr. Ware invited the group to come in and go over the house following our meeting. Mr. Garnett and Mr. Wilson Ware thanked Dr. and Mrs. Latane Ware for allowing us to hold our meeting here on this delightful afternoon and for the privilege of being entertained in this lovely restored home. Our president then asked Mrs. Wright, Secretary, to read the minutes of the last meeting, which were read and approved and /Mr. Ludwell Smither, treasurer, reported a balance of funds on hand $1,489.64.

Mrs. Mary Ball Montsinger spoke for the membership committee, asking all members to take an active part in inviting newcomers and old friends to become members of our very worthwhile Society. She told of the very enthusiastic telephone call she received in answer to the article in the paper just before coming to the meeting and hoped there would be others. Mr. Garnett thanked Mrs. Montsinger and asked Mr. Charles Warner, chairman of the nominating committee for a report. Mr. Warner nominated the present officers and asked that they serve another year. Mr. Garnett then asked for a member to be nominated to the Executive Committee, Mrs. Evans has served in this capacity and she was asked to continue. Mr. Garnett then asked Mrs. Agnes Ware to explain about the French Club at the High School and why they need funds from organizations such as ours, this she did, and we voted that $25 be given to Mrs. Ware for this purpose. Mr. Garnett then turned the meeting over to our vice president, Dr. Wilson Ware, who introduced our guest speaker, Dr. Benjamin Weisger & Mrs. Weisger of Richmond. Dr. Weisger is a retired M. D. who has spent much time on genealogical research and writing on these subjects in the past few years. Dr. Weisger said that his subject today “Death & Disease in 19th Century Virginia” was rather a macabre one, but that he first gave this talk with slides to the Genealogical Society because so many of them had many questions as to the deaths in their families from 1800 to 1900. Dr. Weisger reminded us of the very high mortality rate for children and young adults during this period. He described the glorifying of death in the cemeteries, where angels, statues of children, etc. were displayed because there were so many infant deaths. Even the Burial of Latane, which all of us are familiar with, was another glorification of death. He described the many diseases of those days and their names such as apoplexy for a stroke, consumption for tuberculosis and others. We all remember the films of Camille and the opera La Traviata which told of the sadness of young women dying of T. B. Currier and Ives had a preoccupation with death, with the painting of children and the Burial of a Bird. Mourning rings were left by will. Broaches were worn with locks of hair. Photographs were taken of children in their caskets. Dr. Weisger made this macabre subject very interesting and very enlightening and all in attendance enjoyed it very much. Mr. Ware and Mr. Garnett thanked Dr. Weisger for coming and invited all to come in the house for refreshments which would be served on the porch. Mr. Garnett thanked the hostesses for today's social hour: Mrs. Spottswood Taliaferro, Mrs. Robert L. Ellis, Mrs. Ludwell Smither, Mrs. Hill Wellford, Mrs. Lawrence Payne, and Mrs. Vincent Montsinger.

Anne T. Wright, Secretary

Officers of the Society

President .......................... Carroll M. Garnett
Vice President .......................... Wilson C. Ware
Secretary .......................... Anne S. Wright
Treasurer .......................... Ludwell F. Smither

PUBLICATIONS COMMITTEE

Charles W. H. Warner, Chairman
Mrs. William A. Wright, Mrs. J. M. Evans

Meetings are held quarterly in the Essex Court House, or in an historic home or church of the County. Dues are $5.00 per year. For copies of publications send $2.00 to Mrs. J. M. Evans, Box 8, Tappahannock, Virginia 22560
EDWARD MACON WARE II
Edward Macon Ware II, son of E. M. Ware and Catherine Waring was born at "Bellevue", July 19, 1851, and died at Tappahannock February 1, 1923. He inherited "Bellevue" from his father. He studied at the University of Virginia. He lived first at "Bellevue" and then moved to Tappahannock where he practiced law. He had a beautiful mellow, deep bass voice and to hear him sing was a great pleasure. He married first Susie Croxton and had one son, and later married Alice Kriete and had six children. E. M. Ware II was judge of Essex County.

The following account is taken from the Rappahannock Times:

COURT RESOLUTIONS

Virginia:
At a Circuit Court held for the County of Essex at the Court House thereof in Tappahannock, on Monday the 18th of June 1923.
Present,
In respect to the memory of the late Judge E. M. Ware, the following resolution is adopted:
We the citizens of Essex County and members of the bar practicing in the Circuit Court of Essex County, desiring to give expression to our esteem and respect for the late Judge E. M. Ware and also record a memorial to his noble life, his probity of character and his useful career;
Resolve as follows;
First. That it is with profound sorrow and deep regret that we learned of his death, and we extend our heartfelt sympathy to his bereaved family in their grief and affliction.
Second. That his loss will be long felt among an extended circle of warm personal friends and acquaintances and in his public life he will be long remembered by his many associates at the bar, he having been a conspicuous figure at the bars of Essex, King and Queen and the other counties in the Tidewater Section of Virginia for half a century; Judge of the Old Essex County Court, Commonwealth’s Attorney of Essex County, Commissioner in Chancery, Commissioner of Accounts and Chairman of The Local Board for conscripted men during the World War; all of which places he filled with efficiency, courtesy and impartiality, performing his duties without fear or favor.
Third. That his decease marks the passing from our ranks of another veteran of the "Old Legal School" whose curriculum included not only thoroughness, fairness and efficiency, but also courtesy, courtliness and chivalry. And this training combined with his University training and his natural instincts of character have contributed much in maintaining the high standard of the Virginia Bar and his ability as a lawyer has truly embellished our profession of law.
Fourth. That in his death Essex County has lost a good man, in that he cherished love for all mankind and always obeyed the impulses of a kind and generous nature.
Fifth. That we tender to the family of the deceased our sincere sympathies, that these proceedings be spread upon the record of this Court and a copy of these resolutions be published in the Rappahannock Times. A Copy Teste: H. C. Southworth, Clerk of the Circuit Court of Essex County.—Taken from Hoskins of Virginia and Related Families by Charles W. H. Warner.

NOTE—Edward Macon Ware I (1800-1863) established the Wares as a large land owning family in the area as his ancestors had been in King and Queen County. He owned “Bellevue”, his home seat, Waterview, Tuscarora, and Midway in Essex County and Cobham Park, just across the Rappahannock in Richmond County. His total holdings were about 3,000 acres. Edward Macon Ware I was one of the founders of Rappahannock Church where many of his descendants are members today.

Hannah Elizabeth Ware, (1833-1913) daughter of the above who married Capt. John Thomas Hoskins, was given Midway as a marriage dower. The other daughter, Emma Chilton Ware (1847-1923) who married Dr. Lawson E. Waring, inherited Tuscarora.