



WASHINGTON CROSSING THE DELAWARE
Christmas Night 1776

THE METROPOLITAN MUSEUM OF ART

America's Most Memorable Christmas.

By ROBERTUS LOVE.

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THE most memorable Christmas in American history was that of 1776, the day on which Washington crossed the Delaware. As a matter of fact, Washington and his army crossed the Delaware four times during that same month, but it was the crossing on Christmas night that made vivid history. The picture of "Washington Crossing the Delaware," framed as a colored chromo or a black and white print, has been familiar to two generations of Americans. But how many of us know just why, how and where Washington crossed the Delaware, what bearing that movement had upon the destiny of America, who painted the famous picture from which the familiar chromos are made and where the original oil painting may be seen today?

Driven from Long Island and New York across "the Jerseys," Washington's defeated and discouraged army was pursued closely by the British under Cornwallis. Washington reached Trenton Dec. 2 and began preparations for crossing over into Pennsylvania. Collecting all the boats he could find, he sent his army across the river on the night of the 7th, following with the rear guard the next morning, just as Cornwallis, as the historian Lossing puts it, "came down, with great pomp and parade, to the opposite shore."

Cornwallis expected to find boats and cross the river, capture Philadelphia, the capital of the struggling colonies, and end the rebellion in short order. But the wily Washington had destroyed all the boats which he could not hide on the Pennsylvania shore for his own future use. The British general therefore decided to wait until the river froze, so that he could cross on the ice. Mild weather prevailed for a fortnight. In the meantime Washington had placed strong guards at several fords and ferries up and down the river, the enemy also posting detachments at important points on the New Jersey side. Washington, with a portion of his army, was encamped at Newtown, a little northeast of Bristol, Pa. The British garrison at Trenton consisted of about 1,500 Hessians and some British light horse under command of Colonel Rall, a gallant Hessian officer.

The capture of Philadelphia seemed so imminent that by advice of General Putnam, in command there, the Continental Congress retired to Lancaster. The situation was highly critical. The time of service for which most of Washington's men had enlisted would expire within ten days, and unless money could be had for their payment few of them would remain in the field. Many citizens who had espoused the patriot cause became discouraged and went over to the enemy. Cornwallis was so positive that the "rebels" were on their last legs and the war practically over that he went to New York with the intention to sail for England on leave of absence.

Washington felt that some decisive blow must be struck. The British must be shown that the Americans still had fight in them. Timid citizens in their homes must be encouraged by a demonstration of patriotic valor and military prowess. Accordingly Washington planned attacks at several points along the river, but he could not induce some of his subordinate commanders to co-operate with him. They could not cross the river, they said. But Washington could and did. He proposed to go over and give the Hessians at Trenton a Christmas after-



RALL TRIED TO RALLY HIS MEN.

math in the way of a daylight surprise the morning after Christmas, knowing that the jolly Germans would be more or less demoralized by their bibulous manner of celebrating the anniversary. Washington's troops at Newtown were chiefly New Englanders. He had about 2,400 men and twenty pieces of artillery. The weather had turned much colder toward Christmas, and on the afternoon of that day a chill storm of snow and sleet began, lasting through the night. Washington's troops marched to McConkey's ferry in the snowstorm. McConkey's was a riverside inn on the New Jersey bank of the Delaware about nine miles above Trenton. The boats previously hidden by the Americans were collected at this

point, the other to enter the town from the north. The commander instructed all his officers to set their watches by his, so that the attack might be made simultaneously at every point. It was 8 o'clock when the enemy's outposts were encountered and driven in, fleeing from behind trees and fences as they ran.

Colonel Rall had been up all night, with other officers, carousing and playing cards at the house of a Tory. Though the attack was made three hours later than had been intended, it was still practically a surprise. Rall buckled on his sword and gallantly tried to rally his demoralized forces, but it was too late. Already the light horse and 500 Hessians had taken flight and escaped. Knox had planted his cannon to sweep the principal streets, and the attack from all points was furious. Colonel Rall fell mortally wounded, and a little later he surrendered his sword to Washington. The American commander took nearly a thousand prisoners, with many stands of arms, cannon and other equipment. The victory was complete. Cornwallis deferred his trip to England, remaining here to surrender to Washington at Yorktown five years later.

The next day Washington's army recrossed the river, taking the Hessian prisoners to Newtown. On the 29th, his forces having been increased by the arrival of other troops, he made the passage of the Delaware for the fourth time in a month, recrossing Trenton until forced to retire to Princeton by the maneuvers of Cornwallis. In crossing and recrossing the river and fighting the battle of Trenton Washington lost only seven men. Two were killed, four were wounded and one frozen to death.

The famous picture "Washington Crossing the Delaware" was painted in 1851 by Emanuel Leutze, who was born in Wurttemberg in 1816 and died at Washington in 1868, having settled permanently in America. Leutze painted several other American historical scenes. The Washington picture, an immense canvas to which no printed reproduction can do justice, now hangs in the Metropolitan Museum of Art, New York city, where it may be seen free of charge by any American patriot—or by any Hessian or British visitor, for that matter. The great painting was presented to the museum ten years ago by John S. Kennedy. It is a matter of congratulation that this artistic representation of an inspiring incident connected with America's most historic Christmas now belongs practically to the people of America, one and all.

In the Kitchen.
Miss Ella (the cook)—Go 'long, now, Mistah Johnsing! How dare yo' kiss mah ruby lips?
Mr. Johnson—Fo' de Lawd, Miss Jacksing, Ah jess couldn' er sist claim in' de privilege when Ah seen dat mis tletoe.
Miss Ella—What mistletoe yo' all talkin' 'bout?
Mr. Johnson—W'y, dat hangin' f'om de shelf right 'bove yo' beautiful haid.
Miss Ella—Huh! Dat's nothin' but a bunch o' spinach!

For the Present.
"I am very glad to learn," said the girl friend who had come to spend the Christmas holidays with her, "that you are on good terms with Mr. Smirkey for the present."
"Yes," replied Miss Smirkey, "just for the present, you know."

The Dear Friends.
Clara (exhibiting photograph)—How do you like it?
Hattie—It's perfectly lovely!
"You think it a good likeness?"
"Oh, no; it doesn't look a particle like you, you know. But I wouldn't mind that, Clara. You are not likely to have such wonderful luck again if you sat a thousand times!"—London Telegraph.

CHRISTMAS ON SHIP OF ICE.

Strange Story of Skipper Shipwrecked on the Pacific.

Captain S. A. Hoyt, secretary of the Masters and Pilots' association of Seattle, Wash., and possibly one of the most widely known seafaring men on the Pacific coast, has a fund of experiences to draw from when he wishes to while away an hour. Up in the big, pleasant rooms of the association the captain recently told the following tale:

"The approach of Christmas always reminds me of the December that I spent on an ice ship. Never heard of one? Well, they are unusual. I was master of the little brig Holly, and along about the 1st of November we were wrecked away down south of the Horn. The ship went on an ice floe and was battered all to pieces. We

did manage to save some tools and food and part of the cargo.

"I put the crew to work to cut off a large pinnacle of the berg. Then I set them all to work with axes, and we shaped it into a graceful ship's hull. After that we hollowed it out inside, making cabins and everything like a regular ship, and with some of the timber saved from our vessel we rigged her as a bark, side lights and everything, even going so far as to paint her and name her the Holly. She was a fine craft and floated like a duck when finally launched. We spent Christmas on board of her and had a great time. I loaded part of the wrecked Holly's cargo in her, and we then started for Callao, which was our destination.

"The ice ship sailed fine and was as good a sea boat as any in which I sailed. This was only, however, when we were down south in cold water. The

nearer we got to the equator the lighter became our vessel, and I finally discovered that our ship was melting beneath us. Another two days and we would have been in the water when a steamer picked us up and also saved the cargo. This paid for the loss of the vessel, which was also insured, so the owners came out ahead in the end."

Willy's Hot Christmas.

"Well, Willy," said Uncle Ned, who sometimes talked slangy, "I suppose you had a hot time on Christmas."
"I sh'd say I did," replied Willy. "Santy Claus filled my socks so full that they fell down into th' fireplace an' ketchin' on fire, an' I got up t' gether up the scraps that wuz left an' found paw there tryin' t' do th' same thing, an' I got m' hands an' arms burned so I had t' stay in bed all day, an' then paw licked me fer gittin' up so early on Christmas mornin'."

Headquarters for Christmas

OOOOOOO

Santa has been working very hard for the last two months at Sourbeck's Candy Kitchen to make enough of those Pure Candies to supply the demand. We have the largest line of plain and fine candies ever put on sale in Bellefonte, consisting of Huyler's one, two and three lb boxes.

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A BIG LINE OF LOWNEY'S

Stacy's Fine Chocolates and Bon Bons. Don't forget our Hand Made Clear Toys, made of pure sugar. A full line of Fruit, Nuts, Celery, and seal shipped Oysters. The largest line of Christmas Greens ever brought to town. Holly Rings, Loose Holly, Crow Foot, Laurel by the yard and Mistletoe. Don't forget our famous Nut Candies: Almond, Walnut, Peanut and Maple Pecans. Home-made Caramels Turkish Caramels, and best of all our Celebrated Salt Farinna Taffy. Don't forget—the goods come under the head of pure food law and we guarantee everything we sell. We have a very beautiful line of half pound boxes in the Moving Picture line, just the thing for Schools and Churches, such as Jack-be Nimble, Old King Cole, Ding Dong Dell, Pussy in the Well, Goosey, Goosey Gander, Little Miss Muffet, Little Jack Horner, Hey Diddle Diddle, Santa Claus and lots of others. Special prices to Schools and Churches.

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SOURBECK'S,

Old Stand and Petrikin Hall, - - - Bellefonte.

A Merry Christmas to All