



**Pinelands National Reserve
Maritime Cultural Landscape, Naturally**

**Iron, Timber, Ship Building,
Naval Stores, Agriculture
a Robust Coasting Trade**

**Rancocas Creek - Toms River - Mullica River - Great Egg Harbor River
- Maurice River - Cohansey River -**

Education and Inspiration - Nautical Sunset



Rancocas State Park - Rancocas Creek Water Trail
Passing Leeds Wharf - Established Circa 1751

The purpose of New Jersey's Pinelands National Reserve Maritime Cultural Landscape Atlas is to cultivate public education that promotes the complementary heritage of New Jersey's Pinelands National Reserve expansive, vibrant and historical maritime cultural landscapes (MCLs): past, present and future. Specifically this narrative enhances multi-use awareness of the Pinelands National Reserve six (6) major tidewater MCL's.

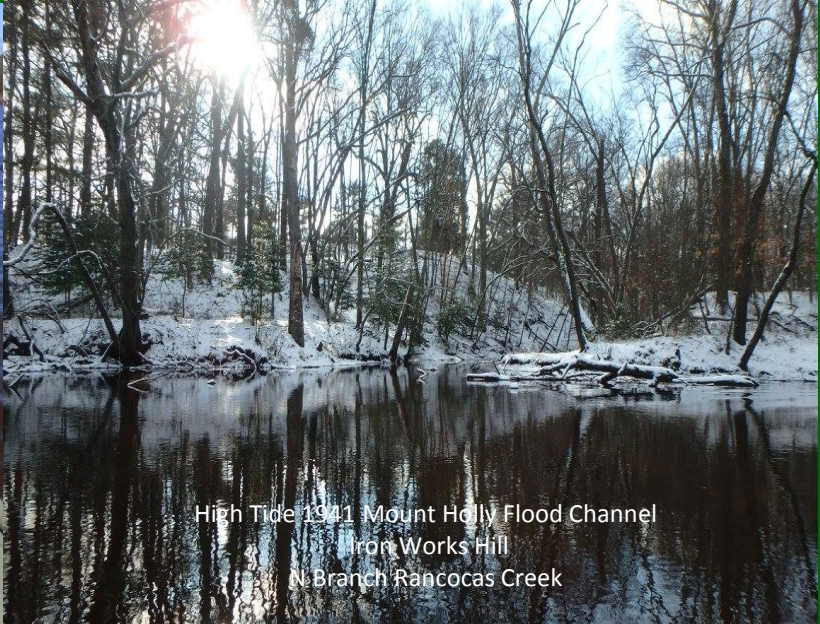
Rancocas Creek, Toms River, Mullica River, Great Egg Harbor River, Maurice River and the Cohansey River.



N Branch Rancocas Creek Low Tide Timbuctoo
Note tide level mark on snags



Main Stem Rancocas Creek High Tide Centerton
Steve Nagiewicz Stockton University Sonar Survey



High Tide 1941 Mount Holly Flood Channel
Iron Works Hill
N Branch Rancocas Creek

Things, surviving objects – artifacts and memorabilia speak the truth beyond dispute. They tell a story.

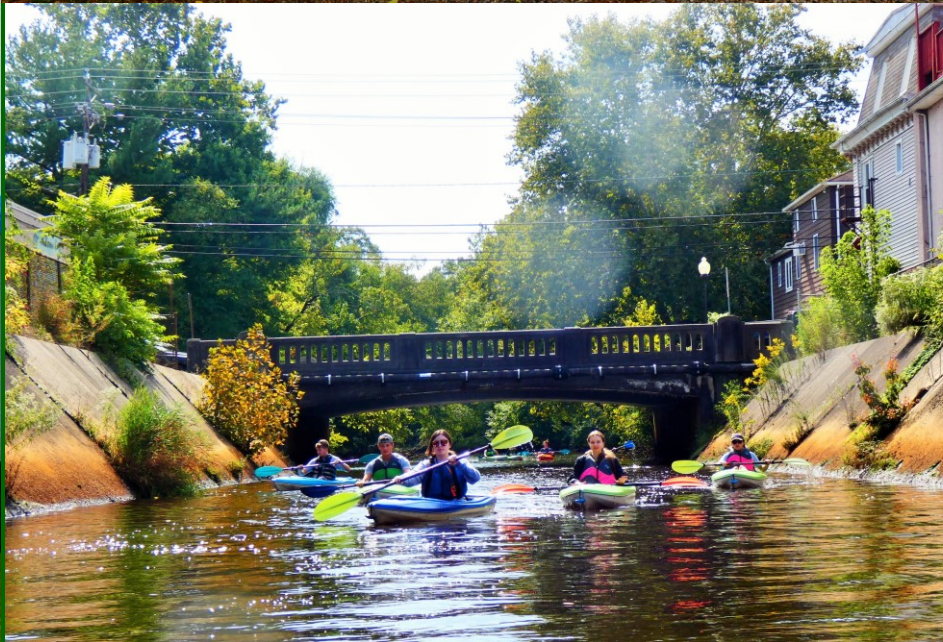
E.M. Eller, Rear Admiral, USN (Ret.) - Director of Naval History



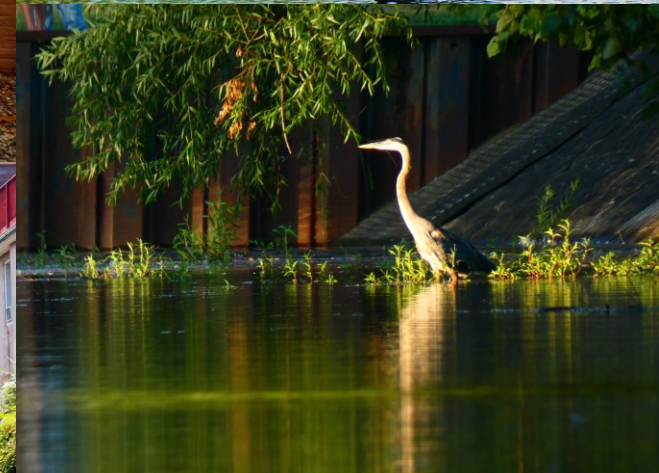
**Mount Holly National Historic District
Outdoor Wall Murals**



**Mount Holly, County Seat of Burlington
County. One of ten different National
Historic Districts in the 360 square mile
Rancocas Creek Watershed**



**Rancocas Creek Water Trail
High Tide – 147 Miles from the Atlantic Ocean
Mount Holly North Branch 1941 Tidewater Channel**



Education and Inspiration



Rancocas Creek, a National Treasure

Mount Holly National Historic District Rancocas Creek Water Trail



Power Don't Devour

"Spirit and determination are revealed in words and deeds"

President Ronald Reagan

Wolf Eyes Sunrise
Rancocas Creek Water Trail



Hainesport

Citizen science is widely recognized as being critical to research and public engagement in preserving heritage. (Dickinson, 2012).

Identification and documentation by the kayaking community highlights the important contributions such recreational (kayaking) communities, groups and associations can offer to help identify and preserve NJ's cultural heritage. (Gall/Veit 2022)

Local outdoor and natural history organizations make critically important contributions to citizen science – the creation and dissemination of scientific knowledge. (McKinley 2015)

As quoted by the Editors in the introduction of [Lucifer Came a Calling, a Field Reconnaissance of New Jersey's Rancocas Creek Phosphorus Works](#).

Reference: Bulletin of the Archeological Society of New Jersey, No 77, 2022. G
Michael Gall, Editor Associate Editor ⁶ Richard Veit,

Acknowledgements and Conventional Wisdom

It takes many drops to make a water drop.

Its our pleasure to acknowledge a multi-faceted collaborative debt to many others. Chicken may he RIP, to the ole men and gracious ladies alike, a cast of 1001 professional educators, expert historians, naturally naturalists, willing buccaneers, alacritous swashbucklers and a fine tip of the hat to citizens.

It is our hope by illuminating the MCL's of NJ's Pinelands National Reserve that this pathway enhances public awareness and promotes public access of the Pine Barrens National Reserve hidden past. The keystone of preservation that what is past, is now present so as to preserve is for our future.

As credit is given it is credit given to all whose generosity w time, wisdom and knowledge focused on a common goal that our heritage, its stories, its myth, fables and its mystery's is enjoyed and contributes to all.



They often have that strange smile and a faraway look in their eyes

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High Tide – Forks of the Rancocas Creek

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Mullica River



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What is a Maritime Cultural Landscape

Westerdhal (1998) defines maritime cultural landscape as: *“the archaeological concept combining sea and land as the maritime cultural landscape. It means that the starting point for the subject of maritime archaeology is maritime culture”.*

High Tide. N Branch Rancocas Creek Water Trail. Mount Holly Flood Channel. Bufflehead Duck - Passing 1890's Power House





So great was the value of the waterways to the pioneer settlers that in 1682 the West Jersey Assembly passed an

Act prohibiting all persons from taking up more than forty perches frontage on a navigable stream for each one hundred acres, “except it fall upon a point so that it cannot otherwise be avoided; and in such cases it shall be left to the discretion of the Commissioners for the time being.”⁸ At the same session a law was passed prohibiting “the taking up of lands on both sides of a creek to one settlement, except the Commissioners for the time being shall see good reason for their so doing.”

In 1682, an acre was understood as a strip of land sized at forty perches (660 ft, or 1 furlong) long and four perches (66 ft) wide; this was commonly understood as an approximation of the amount of land a yoke of oxen could plough in one day (a furlong being "a furrow long").

“An Historical and Geographical Account of the Province of Pensilvania and West New Jersey America” Published London 1698 by Gabriel Thomas, a resident of Fifteen Years

Here there are several navigable rivers besides the famous Delaware, being deep enough for vessels to come in. First, **Prince Morise’s (Maurice) River**, where the Swedes used to kill the geese in great numbers, for their feathers, only leaving their carcasses behind them; **Cohansey River**, by which they send great store of (NJ Pine Barrens) cedar to Philadelphia City. **Great Egg Harbor River** (up which a ship of two to three hundred tuns may sail), which runs by the back part of the country into the Main Sea runs. **Little Egg Harbour Creek (Mullica River)**., which they take their name from the great abundance of eggs, which swans, geese, ducks and other wild fowls off those rivers lay thereabouts. **Timber River**, alias Gloucester River, which hath as its name from the great quantity of curious timber, which they send in great floats to Philadelphia a city in Pensilvania, as oaks, pines, chestnuts, ash, and cedars; this river runs down by Gloucester town which is the shire town. **Northampton River, (Rancocas Creek)** which with several others, at a convenient distance upon the sea (the shores whereof are generally deep and bold)of less note which runs down to the great Delaware River.

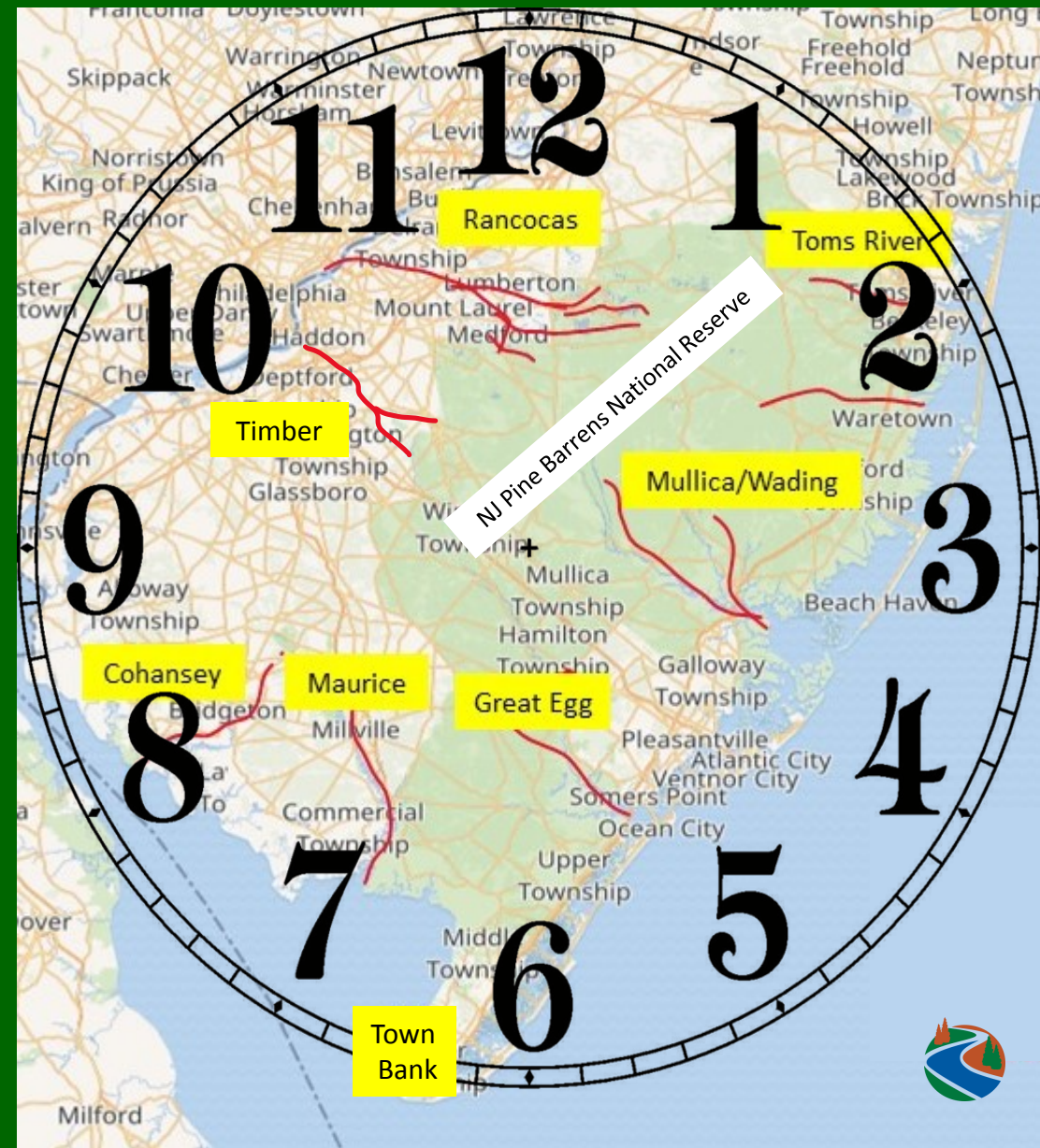
(presentation note – transcribed in original spelling and grammar)

General Layout of the NJ Pinelands National Reserve Maritime Cultural Landscapes (MCLs) Atlas

This atlas introduces readers to the common maritime landscapes of NJ's Pinelands National Reserve 6 major rivers. It's suggested to view these locations through the lens of a clock. This narrative is "digitally tailored" for readers to explore history and heritage.

Three themes show how people lived, interacted and commercialized NJ's Pinelands National Reserve's maritime landscapes. Pages 2 – 45 tells this story.

The remaining 467 page Atlas is a easy to follow practical guide. Digital content is presented using maps, charts, photos, reports, published articles and archival material. This fusion illustrates community connections to Pinelands National Reserve MCL's.





North Branch Rancocas Creek - Monroe Street Park
Mount Holly National Historic District - High Tide



Toms River
High Tide



Mullica River
High Tide

 **Enhanced Public Awareness - Promoting Regional Identity - Naturally, Our Heritage**



Great Egg Harbor River
High Tide



Maurice River
High Tide



Cohansey River
High Tide



Azimuth of the Pinelands National Reserve Maritime Cultural Landscape

TABLE I

Rancocas Creek is the Only Watershed Listed Twice

Planning district name ¹	Natural/cultural contribution	Approximate size (acres)
1. Pine Plains and Environs.....	Internationally significant ecology. Game animal species important.	71,686
2. Weymouth/Elwood Corridor, Central West Pinelands.	Connects northern and southern Pinelands ecologically significant, national level for plant species.	165,375
3. Cedar Creek/Southern Ocean County Coastal....	Largest area of white cedar; protects water quality in Barnegat Bay, and fisheries.	113,152
4. Pomona Bogs/Lower Mullica.....	Contains rare, endangered, threatened species; historic sites on Mullica River.	37,888
5. Dennis Creek/Cedar Swamp.....	National natural landmark; northern limit southern plant species; ethnic enclaves.	72,192
6. Lower Egg Harbor River.....	Extensive marshes and public land; historic sites; protect water quality.	29,696
7. Upper Reaches South Branch Rancocas watershed.	Archaeological shatterbelt; unique endemic species; northern limit southern species.	146,432
8. South Bank Egg Harbor River.....	Connects districts 2, 6, 9; ethnic enclaves; protects drainage; undeveloped.	66,560
9. Tuckahoe River.....	Minimal development; protects Egg Harbor drainage; ethnic enclaves.	76,800
10. Wading River/Bass River/Great Bay.....	Completes Mullica drainage; significant wetlands with historic and archaeological sites. Protects shell fisheries.	93,696
11. Upper Rancocas/Southern Toms River Western Ocean County.	Cedar swamps; under development pressure; historic and prehistoric sites. Protects water quality.	112,947
12. Upper Egg Harbor River drainage.....	Protect water quality in river; botanically significant; endangered and threatened species.	81,920
13. Upper Wading River drainage.....	Spectacular aquatic ecosystem; protected by cranberry growers at present.	41,984
Total acres.....		1,110,322

Ref: NJ Pinelands National Reserve Comprehensive Management Plan

State, county, and municipally owned lands.

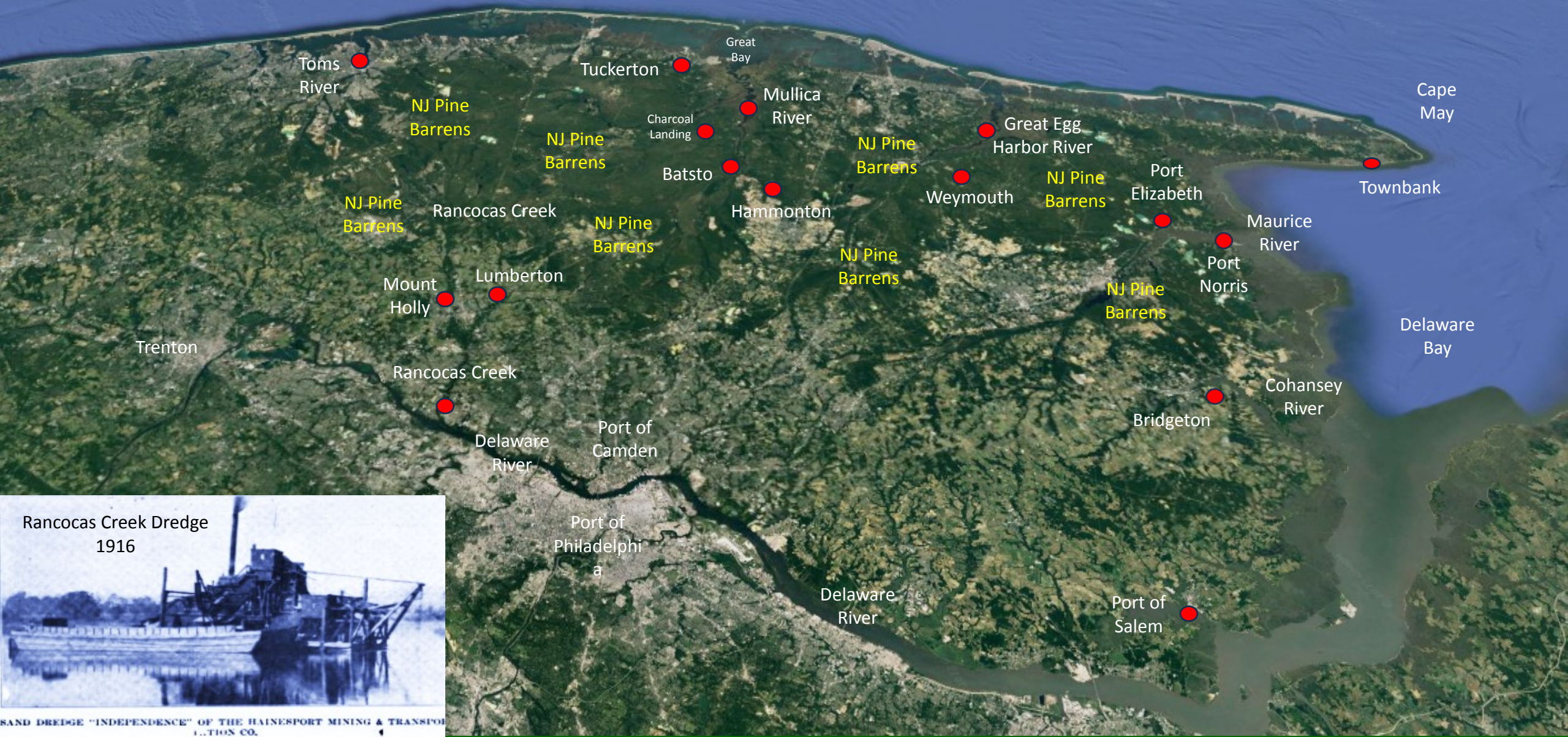


Compliments of JC

Pinelands National Reserve stretches across portions of seven counties in southern New Jersey, covering about 22% of the state. Pinelands National Reserve comprises both public and private lands. Public lands include parks, forests, wildlife refuges, and military bases. Private lands include 56 communities that range in size from small from villages to large towns. Nearly 500,000 permanent residents live in the Pinelands National Reserve.

1870's South Jersey's Pine Barrens Maritime Cultural Landscape

<<< Atlantic Ocean and Coastal Shipping Lanes >>>



Three Themes of the Pinelands National Reserve Maritime Cultural Landscapes

- a. Relationship of People to the tides, oceans
- b. How societies are shaped by tides, oceans.
- c. Humans experiences with waterways form the maritime system,
from inland (hinterland) waters to the tides and oceans.



High Tide. N Branch Rancocas Creek, Pier at the Canning Factory. Mount Holly. Hugh Campbell Artist
142 miles from the Delaware Capes

Contents of the NJ Pine Barrens Maritime Cultural Landscapes

Rancocas Creek, Toms River, Mullica River, Great Egg Harbor River, Maurice River, and Cohansey River

Pine Barrens navigable waters

Tidal landscapes and communities

Coastal, intertidal, and inland maritime sites

Inland water connections to tidewaters

Ship building

Past, present and future

Pine Barrens maritime assets

Natural resources

Sailing evolution to power

Commerce

Underground railroad

Transformative multi-use recreation

Other



High Tide - N Branch - Rancocas Creek Water Trail – Timbuctoo Heritage Area Way Point

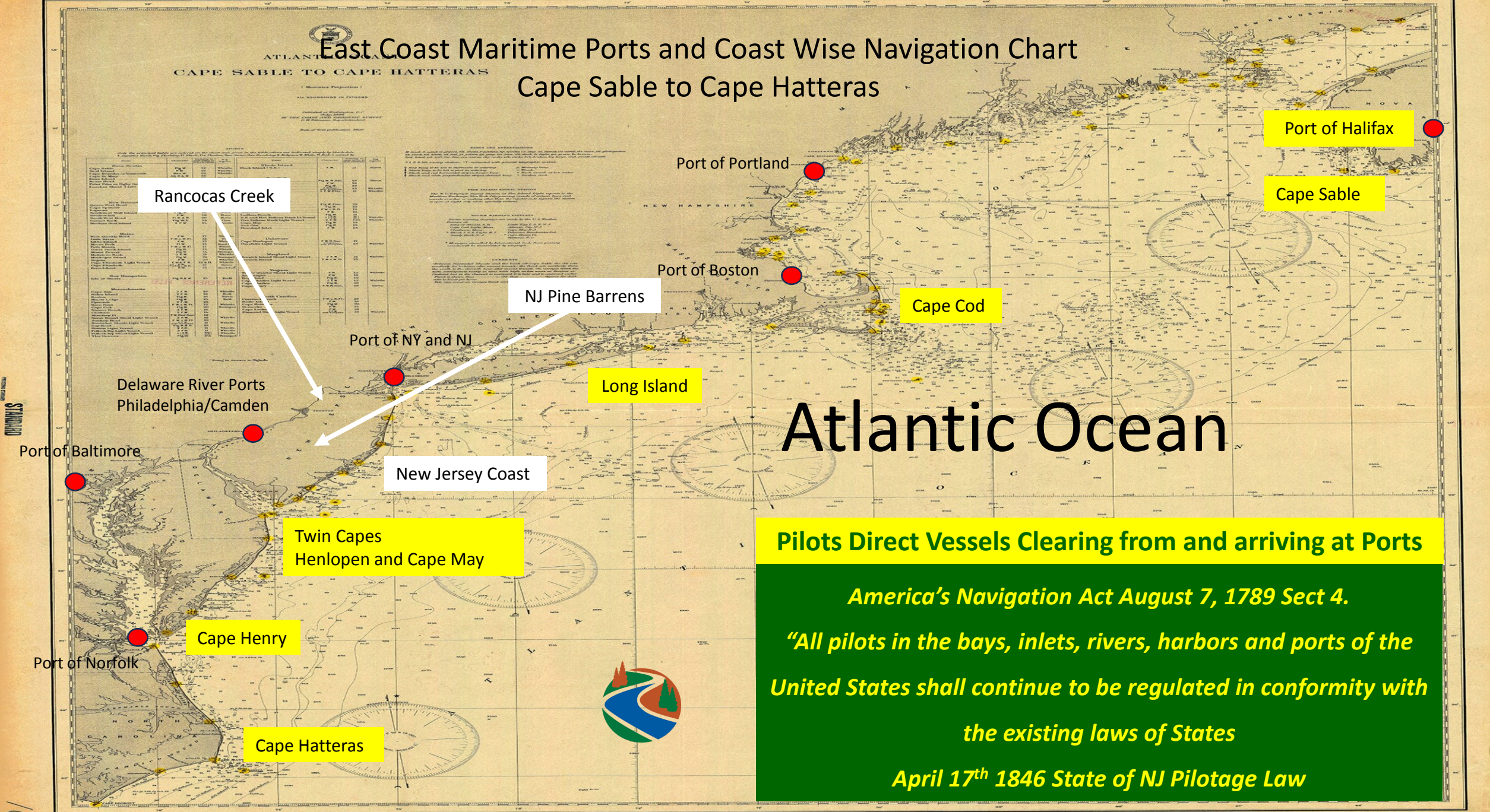
Rancocas Creek Water Trail Protect, Preserve, Restore

The point is not who gets there first, but how to draw upon the expertise, knowledge, thoughts and contributions each participant makes .

(ref: A Planned Approach to a Healthy Community - Coalition Building - 2021)



East Coast Maritime Ports and Coast Wise Navigation Chart Cape Sable to Cape Hatteras



Pilots Direct Vessels Clearing from and arriving at Ports

America's Navigation Act August 7, 1789 Sect 4.

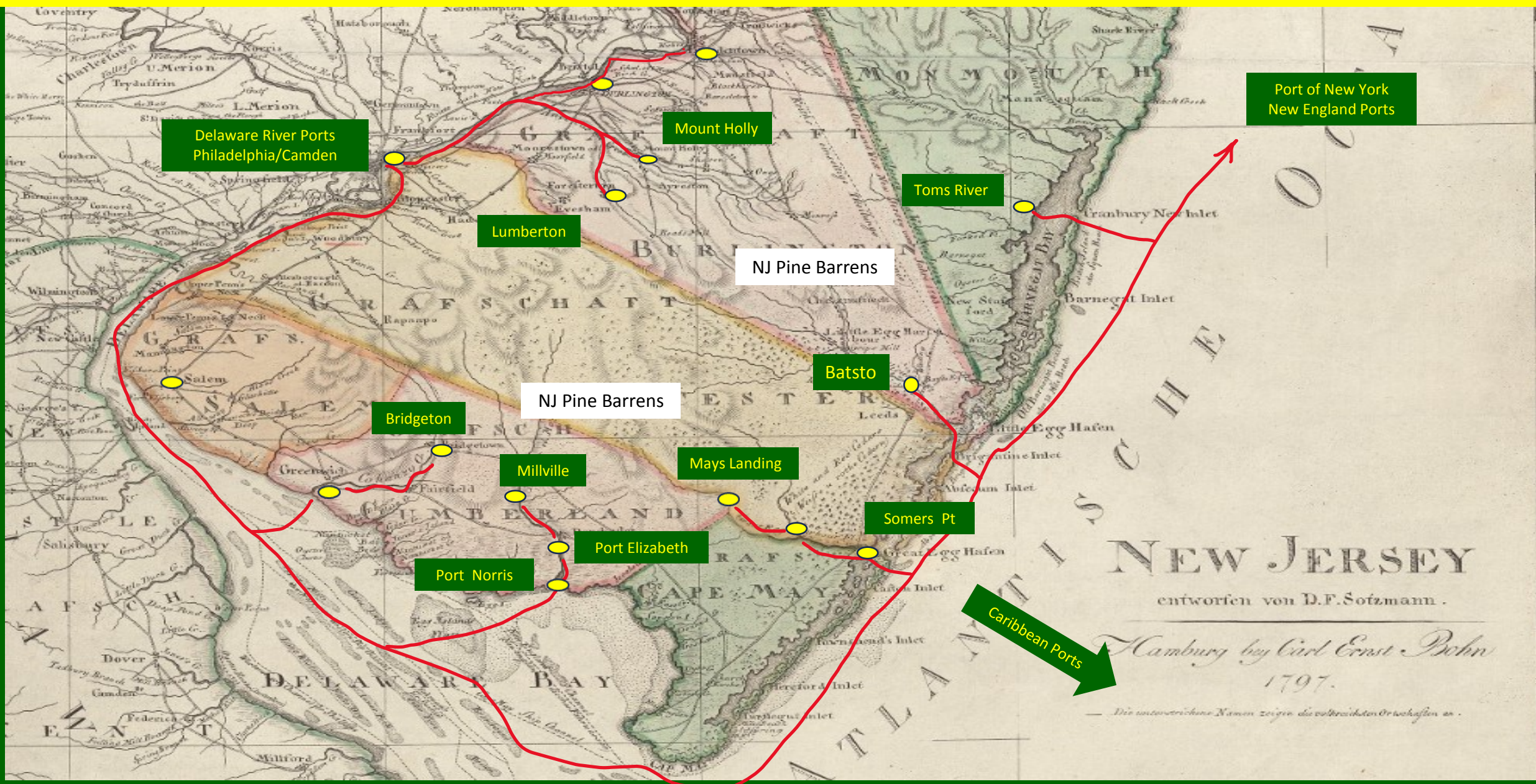
"All pilots in the bays, inlets, rivers, harbors and ports of the United States shall continue to be regulated in conformity with the existing laws of States

April 17th 1846 State of NJ Pilotage Law



1000
2636

Pine Barrens Maritime Ports and Coast Wise Trade Routes





BREAKWATER HARBOR, DELAWARE OCTOBER 2023

Times and Heights of High and Low Waters

Day	Time h.m.	Height		Day	Time h.m.	Height		Day	Time h.m.	Height	
		ft.	cm			ft.	cm			ft.	cm
1	0050	6.3	192	13	0519	0.4	12	25	0305	0.4	12
	0736	0.1	3		1105	5.7	174		0844	5.6	171
Su	1315	6.5	198	F	1735	0.5	15	W	1521	0.4	12
	2008	0.2	6		2319	5.7	174		2108	6.1	186
2	0139	6.1	186	14	0556	0.4	12	26	0358	0.2	6
	0820	0.2	6		1140	5.8	177		0939	6.0	183
M	1402	6.5	198	Sa	1819	0.5	15	Th	1620	0.2	6
	2059	0.4	12	●	2355	5.6	171		2202	6.1	186
3	0228	5.8	177	15	0632	0.5	15	27	0448	0.0	0
	0904	0.4	12		1212	5.8	177		1030	6.2	189
Tu	1450	6.3	192	Su	1901	0.6	18	F	1715	0.0	0
	2150	0.6	18						2252	6.1	186
4	0319	5.5	168	16	0029	5.4	165	28	0536	-0.1	-3
	0949	0.7	21		0705	0.6	18		1118	6.4	195
W	1540	6.1	186	M	1242	5.9	180	Sa	1808	-0.1	-3
	2243	0.8	24		1944	0.7	21	○	2340	6.0	183
5	0414	5.3	162	17	0103	5.3	162	29	0622	-0.1	-3
	1037	0.9	27		0737	0.6	18		1203	6.5	198
Th	1633	5.9	180	Tu	1313	6.0	183	Su	1859	0.0	0
	2337	0.9	27		2027	0.8	24				
6	0511	5.1	155	18	0140	5.1	155	30	0027	5.8	177
	1129	1.0	30		0706	0.7	21		0706	0.0	0
F	1731	5.8	177	W	1349	6.0	183	M	1248	6.4	195
○					2113	0.9	27		1948	0.1	3
7	0032	1.0	30	19	0222	5.0	152	31	0115	5.6	171
	0610	5.0	152		0849	0.8	24		0749	0.2	6
Sa	1225	1.1	34	Th	1434	6.0	183	Tu	1333	6.3	192
	1830	5.7	174		2206	1.0	30		2037	0.3	9
8	0126	0.9	27	20	0313	4.9	149				
	0709	5.0	152		0940	0.9	27				
Su	1321	1.0	30	F	1527	5.9	180				
	1929	5.7	174		2305	1.1	34				
9	0219	0.8	24	21	0414	4.8	146				
	0805	5.1	155		1046	0.9	27				
M	1416	0.9	27	Sa	1632	5.8	177				
	2024	5.8	177								
10	0308	0.7	21	22	0007	1.1	34				
	0857	5.3	162		0524	4.8	146				
Tu	1510	0.8	24	Su	1159	0.9	27				
	2114	5.8	177	●	1746	5.7	174				
11	0355	0.6	18	23	0109	0.9	27				
	0944	5.5	168		0636	5.0	152				
W	1601	0.7	21	M	1311	0.8	24				
	2200	5.9	180		1900	5.8	177				
12	0438	0.5	15	24	0209	0.7	21				
	1027	5.6	171		0743	5.2	158				

Time meridian 75° W.
0000 is midnight.
1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.

DAYLIGHT SAVING TIME
Times ARE adjusted for DST.

DELAWARE BAY ENTRANCE OCTOBER 2023

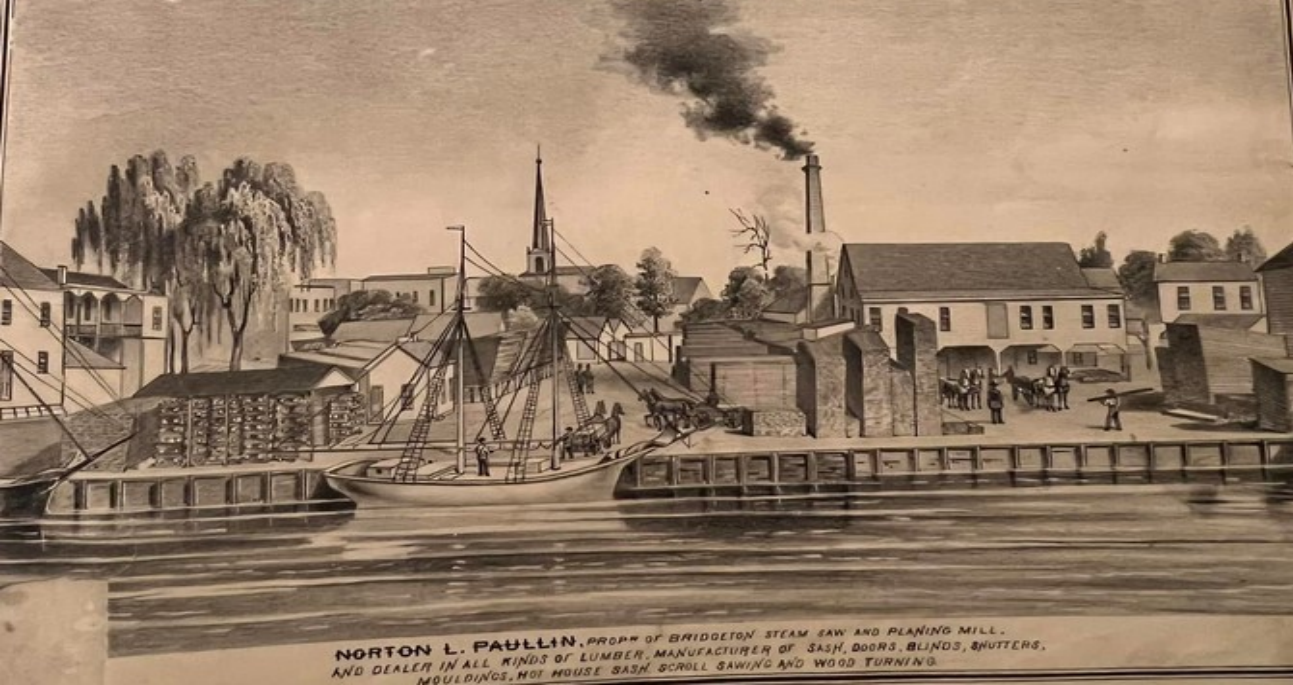
Slack Water	F-Flood, Dir. 327° True			E-Ebb, Dir. 147° True		
	Day	Time h.m.	Vel. knots	Day	Time h.m.	Vel. knots
1	0548	0254	1.8E	13	0100	1.2E
	1200	0842	1.9F		0654	1.3F
Su	1824	1530	1.8E	F	1000	1.3E
	2200	2112	1.7F		1612	1.2F
2	0018	0342	1.6E		0136	1.3E
	0630	0930	1.8F	14	0430	0.730
M	1242	1618	1.6E		1042	1.40E
	1918	2200	1.5F	●	1654	1.94E
3	0106	0424	1.3E		2300	
	0712	1012	1.6F	15	0212	1.3E
Tu	1330	1706	1.4E	Su	0454	0.800
	2012	2254	1.2F		1112	1.44E
4	0154	0500	1.1E		1736	2.030
	0748	1100	1.4F	16	0530	0.836
W	1418	1800	1.2E	M	1148	1.51E
	2112	2348	1.0F		1818	2.10E
5	0236	0554	0.9E		2542	
	0836	1154	1.2F	17	0012	0.324
Th	1506	1854	1.0E	Tu	0600	0.912
	2212				1224	1.600
6	0330	0642	0.7E		1900	2.14E
	0924	1248	1.0F	18	0048	0.400
F	1506	2000	0.8E	W	0642	0.948
○	2324				1306	1.642
7	0430	0748	0.6E		1942	2.230
	1024	1348	0.9F	19	0130	0.442
Sa	1718	2100	0.8E	Th	0724	1.036
8	0030	0248	0.6F		1348	1.730
	0542	0854	0.6E		2030	2.318
Su	1136	1454	0.9F	20	0218	0.536
	1824	2200	0.8E	F	0812	1.124
9	0124	0354	0.7F		1442	1.824
	0642	1000	0.7E	21	0012	1.1F
M	1242	1600	0.9F	Sa	0312	0.636
	1924	2254	0.9E		0912	1.224
10	0212	0448	0.8F		1536	1.924
	0742	1054	0.8E	22	0112	1.2F
Tu	1342	1654	1.0F	Su	0412	0.736
	2018	2336	1.0E		1018	1.324
11	0254	0536	0.9F		1642	2.024
	0836	1142	1.0E	○	2324	
W	1436	1742	1.1F		0212	1.3F
	2100			M	0518	0.848
12	0330	0018	1.1E		1124	1.430
		0612	1.1F		1748	2.130
				●	0024	0.312

As Published by Pilots Association of the Bay and River Delaware

By 1800 NJ Pine Barrens supplied the timber for 10% of all vessels built in the Delaware River Ports of Philadelphia/Camden

Reference: NJPB Comprehensive Management Plan

**Delaware Bay - Delaware River - Delaware River Harbor
Rancocas Creek - Mount Holly - NJ Pinelands National Reserve**



1876

Maurice River Shipyards

Ref: Cumberland County Atlas 1876

Interpretation



- Photograph
- Archival Research
- Student Site mapping
- Sonar imaging of creek
- Final Report
- Timeframe: April - July



The Rancocas Creek Maritime Cultural Survey Final Report

Stephen Nagiewicz, Adjunct Professor, Stockton University

Student Researchers: Elizabeth Klein, Christina Price, Jessica Baroni, Nick Lang, Cassidy Vincent, Rachelle Falls and Travis Nagiewicz Special thanks to Sonar Expert and friend, Vince Capone for technical help.



Figure 1 Rancocas Creek. Areas of interest – Marine History

Introduction

Rancocas Creek can trace its history back to early Dutch Explorers who provided on of the first charts of the area in 1620. We now know that nomadic Indian Tribes like the Lenape have left traces of their presences back as far as 100,000 ago just after the melting of the Wisconsin Glaciation covering most of North America at that time. The sediment run-off



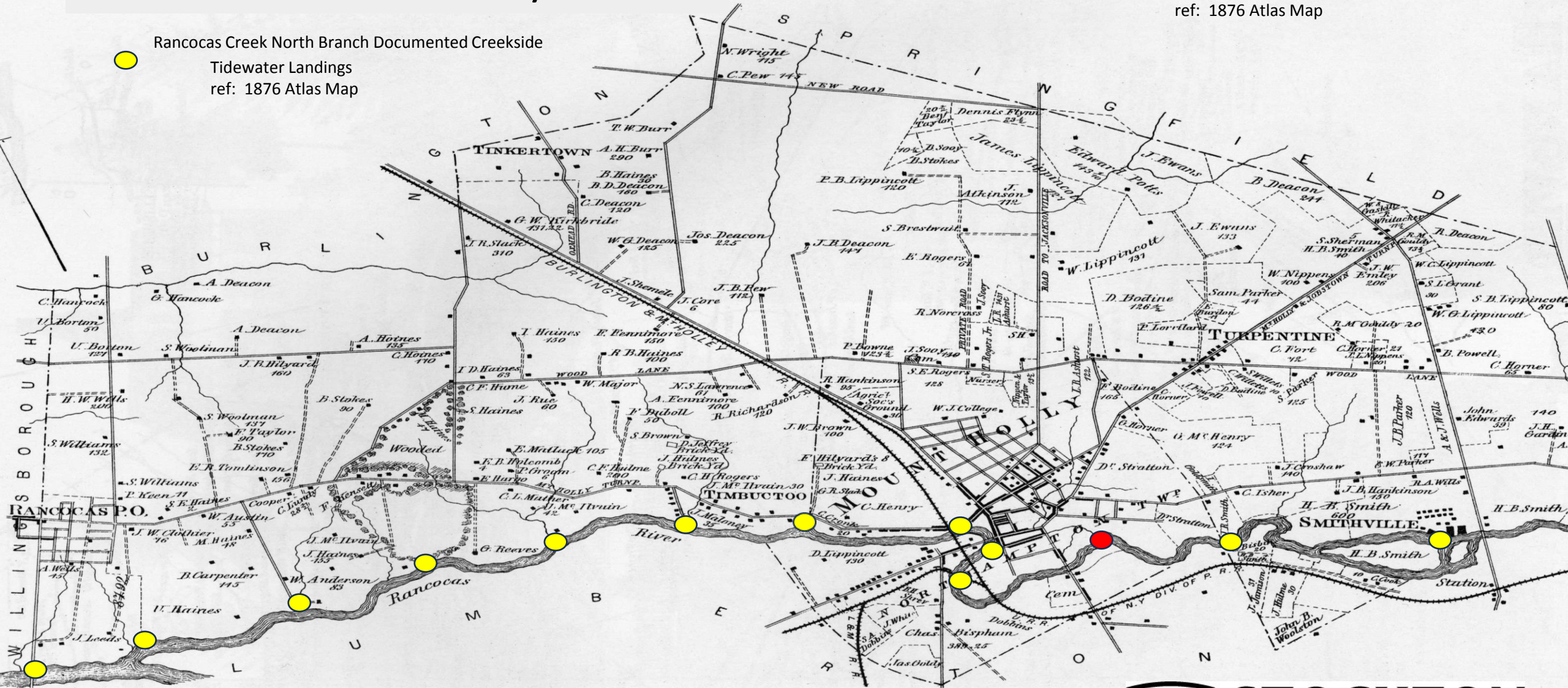
Figure 2. Small animal tracks along the creek are common to find.

from the glaciers melting made the alluvial plains of New Jersey. Rancocas Creek flows into the Delaware River not too far upstream from Philadelphia, making it an important transport of food, goods and people. Many of the first towns in New Jersey are located along its main stem and Northern and Southern Branches. The headwater travel down from western Ocean County and

Almost 400 years of Maritime Trade & History

Rancocas Creek North Branch
Head of Tide
ref: 1876 Atlas Map

Rancocas Creek North Branch Documented Creekside
Tidewater Landings
ref: 1876 Atlas Map



U. S. Ship. Natches
New York. October 3rd 1835

Sir

In obedience to the order of Com^d Presh-
aw. I respectfully report my return from the
Brazil Station, in ill health. my place of
residence will be **W. Holly. New Jersey.**

Very Respectfully
Your Obedt. Servt
Lieut. J. E. Bispham

Com^d Mahlon Dickerson
Secretary Navy
Washington D.C.

Handwritten signature/initials on the left margin.



US Navy Brazilian Station 1826 - 1905

Slave trading vessels captured by Brazil Squadron^[5]

Vessel	Captor	Date	Location
Porpoise	Raritan	23 January 1845	Rio de Janeiro
Albert	Bainbridge	June 1845	Bahia
Laurens	Onkahye	23 January 1848	Rio de Janeiro
A.D. Richardson	Perry	11 December 1848	Rio de Janeiro
Independence	Perry	13 December 1848	Rio de Janeiro
Susan	Perry	6 February 1849	Rio de Janeiro

1884 Commercial Statistics Barge Movements Rancocas Creek to/from Port of Camden Philadelphia Harbor Delaware River



J.J. Allen and Sons (Texas Works)

12,000 tons fertilizer barged per year (2 - 4 barge movements weekly)
Phosphorus

J.W. Paxson & Company

777 sand barges (100-300 tons each) year
Removed/mined 100,000 tons of sand per year

J. W. Heuling (Centerton)

Recvd 3,000,000 feet of lumber, 500,000 shingles,
2,000 tons of coal and 500,000 plaster lathes

Mount Holly

3 saw mills/lumber yards, 1 grist mill, 2 foundry's,
1 canning factory, 5 shoe factory's, 4 carriage builders, 1
match (phosphorus) factory, 3 agriculture warehouses



Note Channel Lights 2022

Texas Phosphorus Works Centerton Main Stem Rancocas Creek. Here bone black from Port of Camden was barged into the site on a tethered tugboat. Sulfuric acid barges allowed this slurry to be manufactured into phosphorus. Over 800 tons per month of phosphorous was barged from the Rancocas Creek to Port of Philadelphia 1872 - 1890's

Rancocas Creek
400 plus years of
Maritime Trade & History

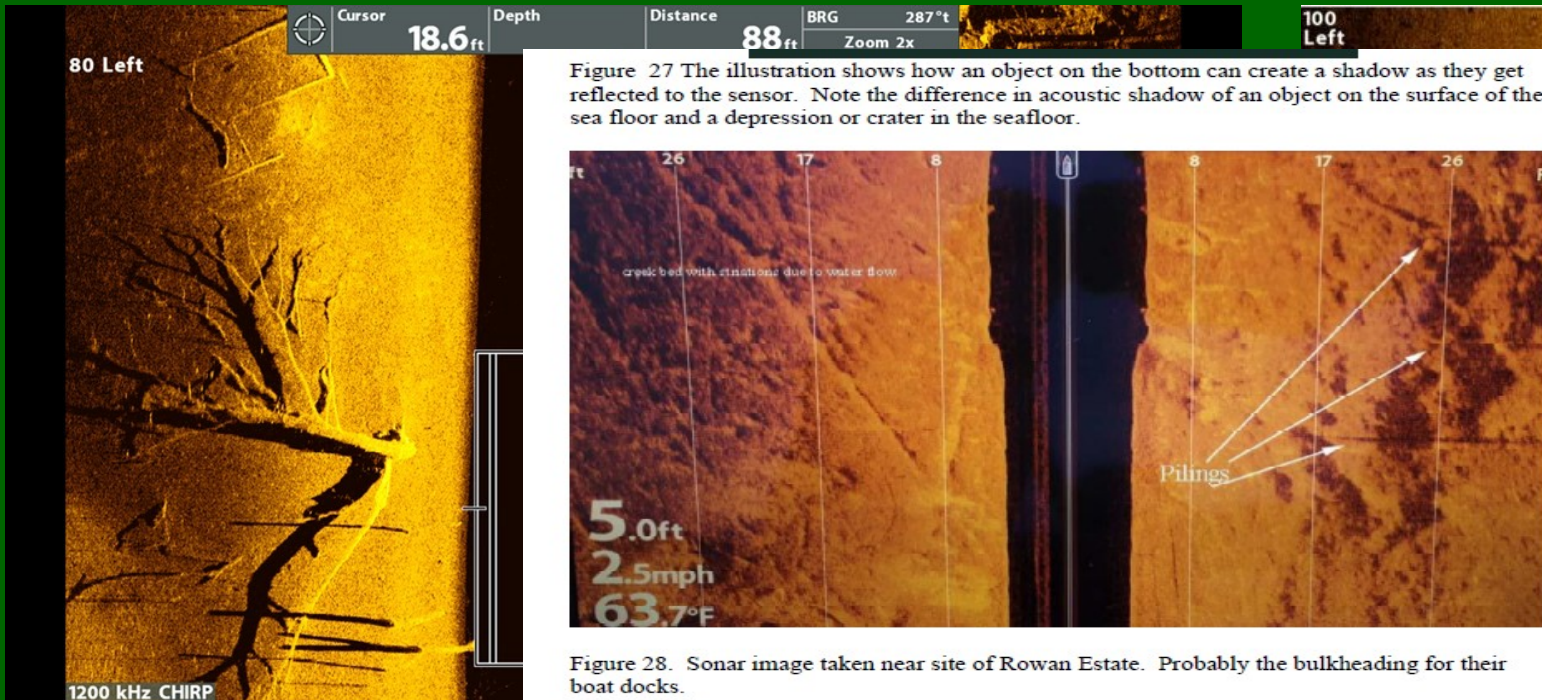


Figure 28. Sonar image taken near site of Rowan Estate. Probably the bulkheading for their boat docks.

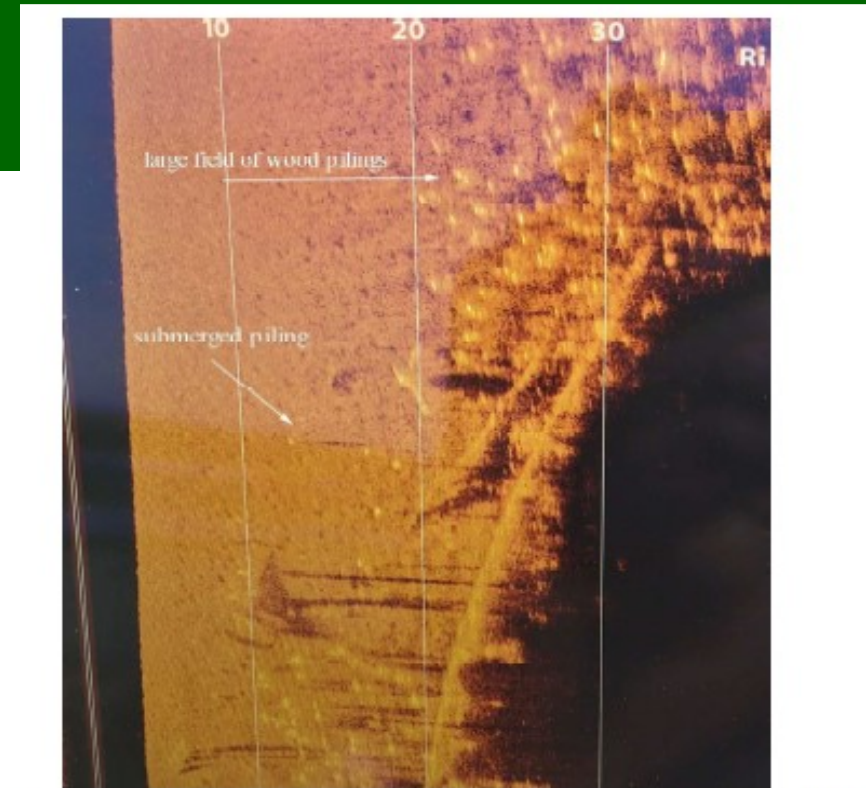


Figure 26 Sonar image of phosphorus plant bulkheading and piers or docks

Pinelands National Reserve Tidewaters

Pinelands National Reserve watersheds drain into New Jersey's tidewaters.

Rancocas Creek drains west from the Pine Barrens into the Delaware Rivers tidal estuary. Toms River flows east across Barnegat Bay Watershed into the Atlantic Ocean. Mullica River runs east into NJ's Great Bay then into the Atlantic Ocean. Great Egg Harbor River streams into Great Egg Harbor then east into the Atlantic Ocean. Maurice and the Cohansey Rivers course into the Delaware Bay.

Rancocas Creek's 360 square mile watershed, 60 year long clarion call, a bell-weather of grass root advocacy that questions, confronts and challenges conventional wisdom that for the greater good New Jersey's Rancocas Creek should be designated a National Water Trail.



N Branch Rancocas Creek Low Tide Timbuctoo

Mark Thomas, Founder Rancocas Conservancy Rancocas Creek Ambassador

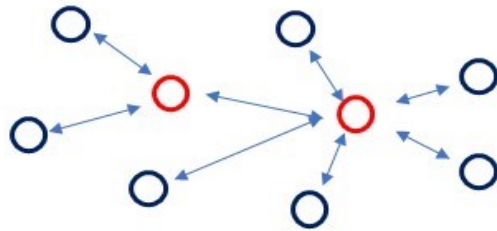
From Pinelands National Reserve Natural Resources to Maritime Tidal Landings to Markets

NJ Pine Barrens geography influences the movement of people, freight, and information and these relationships to pine barrens tidal rivers and creeks to markets. Maritime cultural landscapes focus on the origin, destination, extent, nature, and purpose of mobility to reach markets.

- Historic
- Social
- Political
- Economic
- Environmental

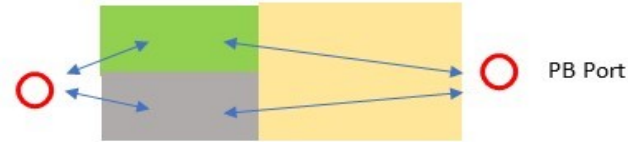


NJ Pine Barrens natural resources from resource to local community and markets



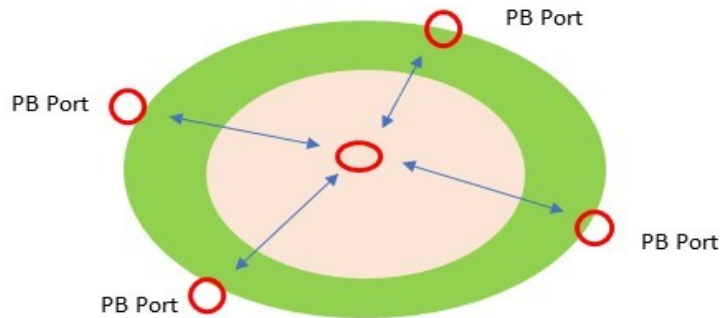
Local community other markets via waterway

Local community to regional markets to PB Ports via overland routes.



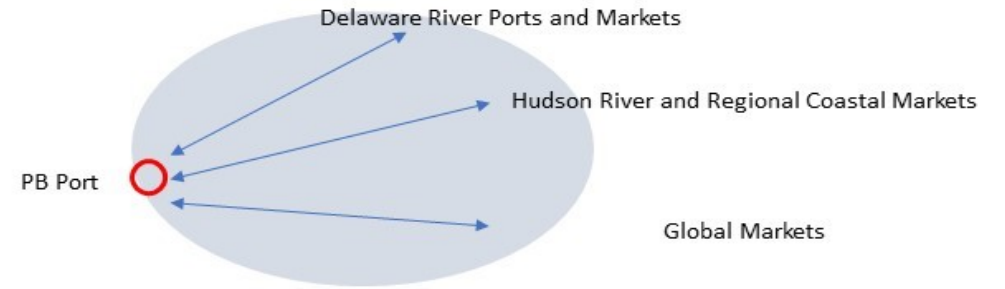
At times both overland and water routes

Local community and Local markets



Market access via Tidal Rivers and Creeks

Local community to Regional and Global Markets



Market access via Coastwise and Ocean routes

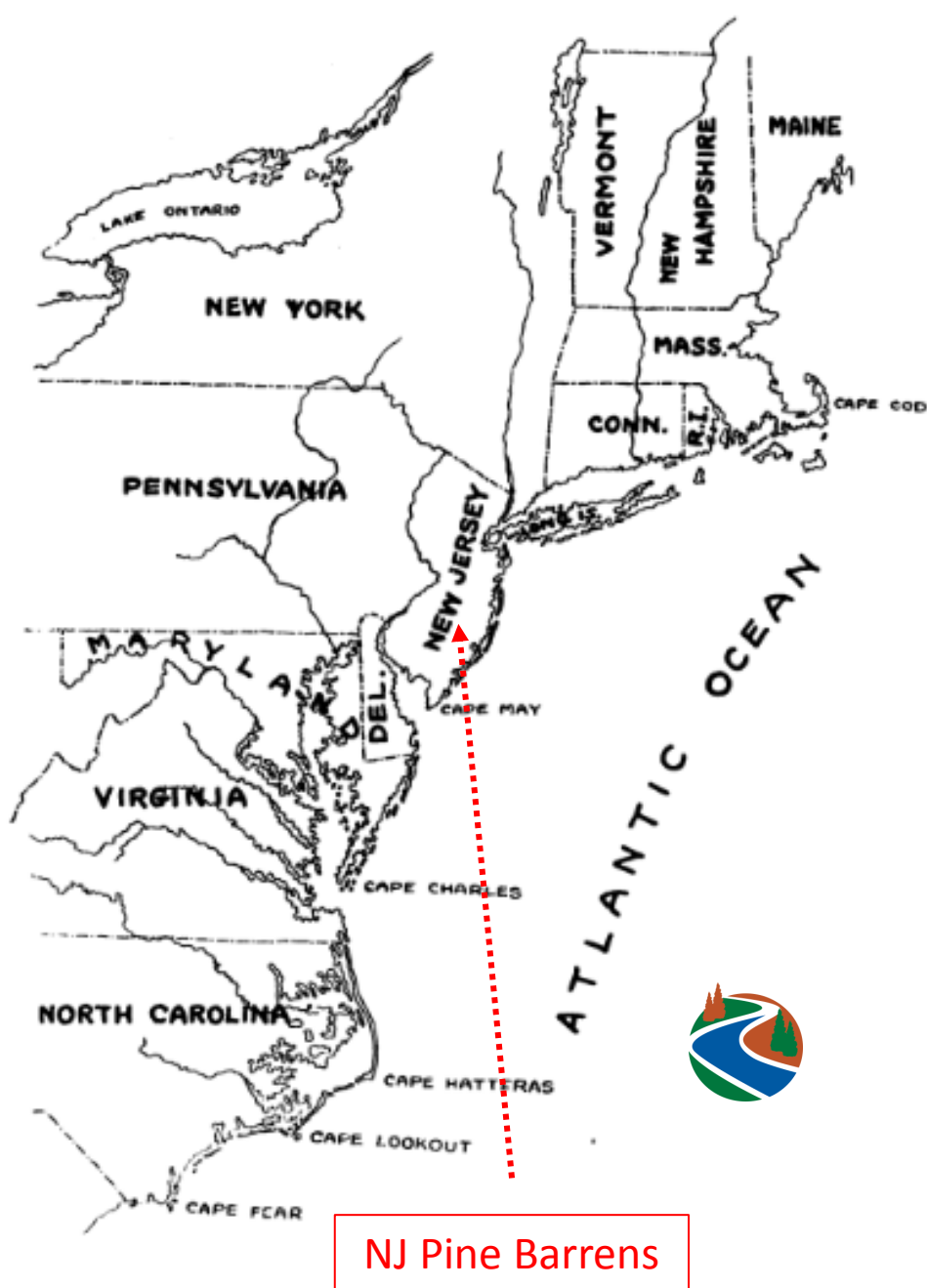
Pinelands National Reserve, America's First National Reserve

NJ Pinelands National Reserve Pattern of Settlement

Three Phases of Human Settlement in the Pinelands National Reserve:

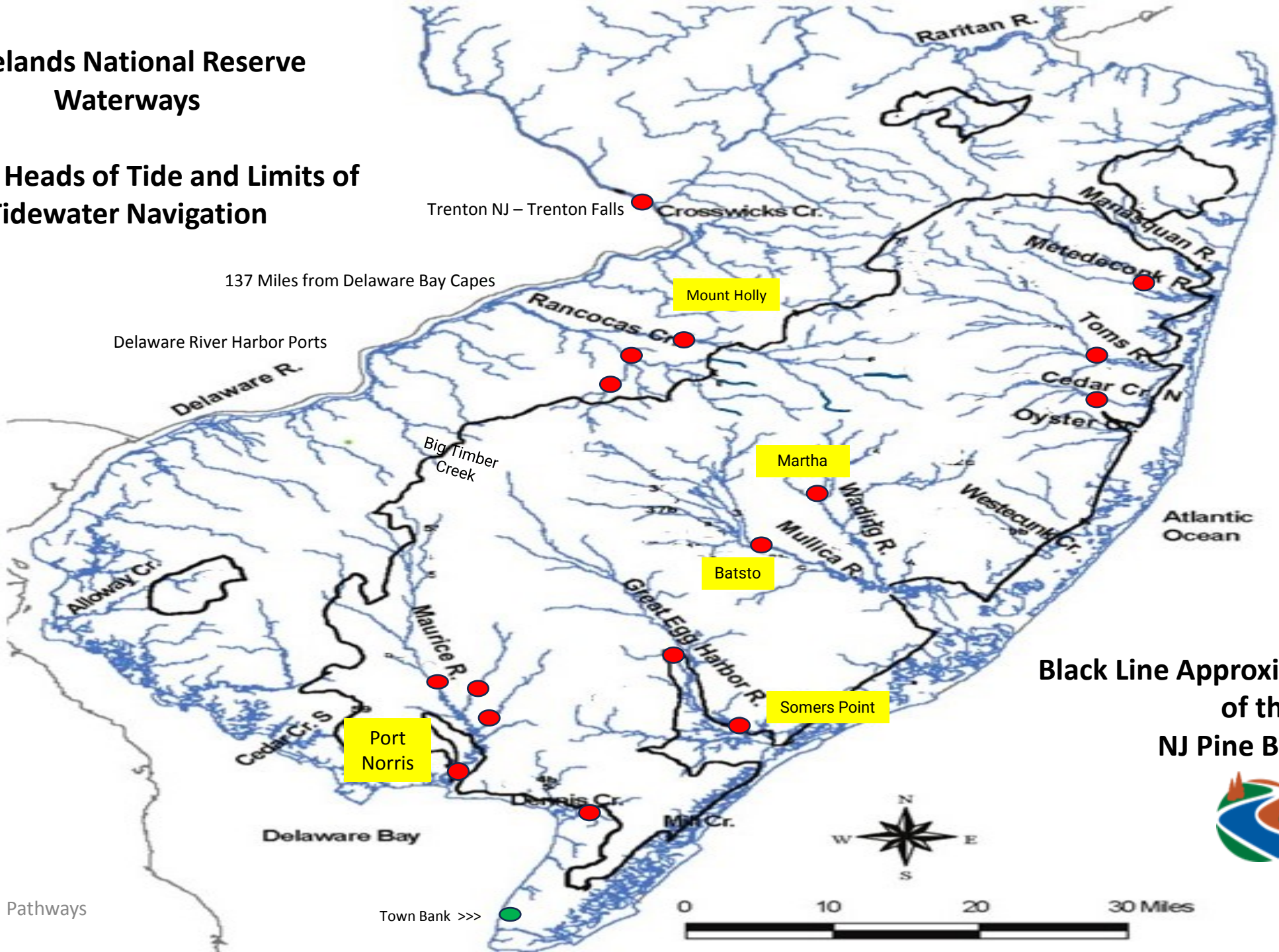
1. Before 1840's - Coastal, tidewater and non-tidewater orientated settlement. Fishing, Whaling, Lumbering, Hunting and Gathering
2. After 1840's - Railroads influence settlement.
3. After mid 1900's - Highways and suburbanization.

The first two phases of NJPBNR settlement evolved directly from historic land use tied to harvest of available natural resources.



Pinelands National Reserve Waterways

Marked Heads of Tide and Limits of Tidewater Navigation



137 Miles from Delaware Bay Capes

Delaware River Harbor Ports

**Black Line Approximate Boundary
of the
NJ Pine Barrens**





Chesapeake Bay Maritime Museum

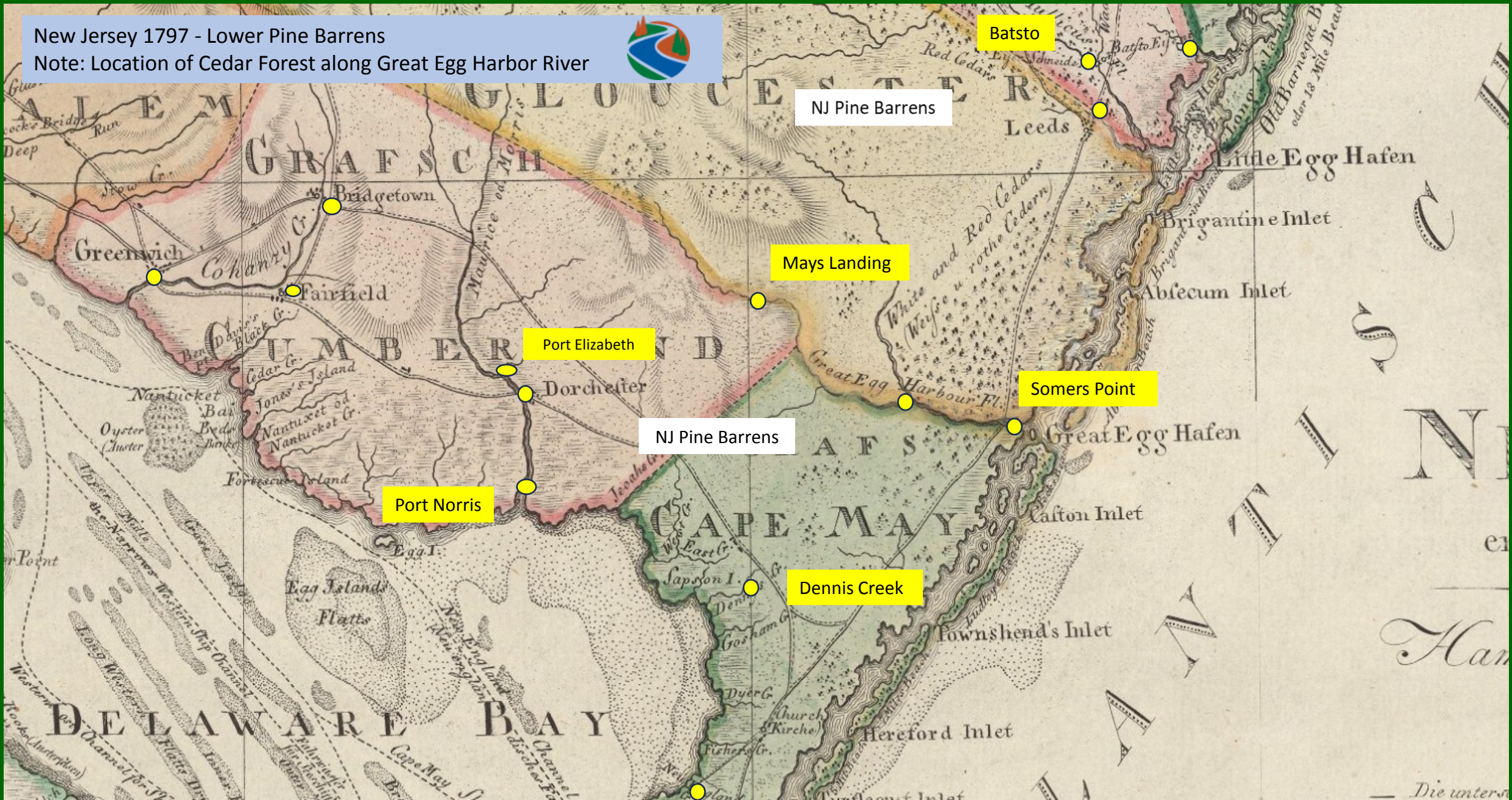


100 ton tug boat, Great Egg Harbor Inlet

Delaware, a tugboat built in Bethel, De., is a rare example of a typical early 20th century Delaware Bay tidewater tugboat. Built in 1912 by William H. Smith, it may be one two survivors. Large sailing vessels carrying cargoes of lumber, sand, wheat, fertilizer, and coal, were common on Pine Barren's tidewaters until the 1930's. NJ's Pine Barren's National Reserve tidewater rivers are narrow, shallow, meandering rivers with post-stamp landings. Tugs like *Delaware* met larger coastwise vessels and towed them nimbly into up and out of Pine Barren rivers landings and ports. Today tugs escort barges.

New Jersey 1797 - Lower Pine Barrens

Note: Location of Cedar Forest along Great Egg Harbor River



NJ Pine Barrens

Batsto

Mays Landing

Port Elizabeth

NJ Pine Barrens

Somers Point

Port Norris

Dennis Creek

Wreck of the Schooner Weymouth

Located on the Clarktown Road, 1.3 miles south of its junction with Mays Landing Road at Gravelly Run Schoolhouse (visible only at very low tide).

“**B**LOW-OUT” TIDES of the Great Egg Harbor River lay bare the gaunt ribs of the two-masted schooner *Weymouth*. She has lain in her watery grave for nearly seventy-five years, anchored fast in the sands and mud of the river bottom.

Captain Samuel Gaskill built the *Weymouth* at his Mays Landing shipyards in 1868. She was a small vessel, only 57.8 feet in length with a beam of some 20 feet and displacing 59.75 tons.

Sailing under the hand of Captain William Barrett of Mays Landing, the *Weymouth* was a merchant craft, carrying foods, household goods, farm implements, and other staples between Philadelphia, Mays Landing, and other points along the South Jersey coast. In later years she sailed under the command of Captain J. T. Coleman.

It is said the *Weymouth* met her end when, after having been retired from the sea and moored at the old Deal's Point wharf near Mays Landing, several boys slipped her lines for a prank and she drifted on a sand bar, where she remained.

However, a newspaper account of the vanishing shipbuilding industry in Atlantic County, published in 1914 when the incident was still fresh in the minds of residents, tells a different tale.

The *Weymouth* was returning to Mays Landing with a load of housewares from Philadelphia. Almost home, and opposite Clarktown, a sudden thunderstorm

broke and the vessel was struck by lightning, toppling her rigging. Strong winds drove the hapless vessel hard and fast into shoal water where she stuck sufficiently hard to resist all attempts at salvage. Her cargo removed, she was abandoned.

Mays Landing, English Creek, Patcong Creek, Nacote Creek, Chestnut Neck, and villages along the Mullica River were bustling shipbuilding centers from the late eighteenth century up to and including, in some cases, the present time. Craft built in Atlantic County of old could and did ply the Seven Seas. Two-, three-, and even four-masted craft were commonplace, and the shipwrights had the finest of materials right at hand: oak and Jersey cedar, cut from trees five and six feet in diameter. Jersey bog iron, with its famed no-rust quality, came from the furnaces at Etna, Weymouth, Gloucester, and Batsto to provide nails, bolts, rings, and other fittings for the craft. Masts for early ships were cut in the area, but later, as the supply of suitable timber dwindled, masts were imported from the Carolinas and elsewhere.

George May at “the Landing” is known to have built craft prior to the Revolution. An early deed of February, 1767, contains the phrase “*near the shipyard*,” referring to land along Patcong Creek. It establishes Great Egg Harbor as an early shipbuilding center.

The *Olive*, a sloop skippered by Captain J. Bunker, appears in records of 1769, and Charles Steelman of Stephen's Creek built craft there before 1812. His



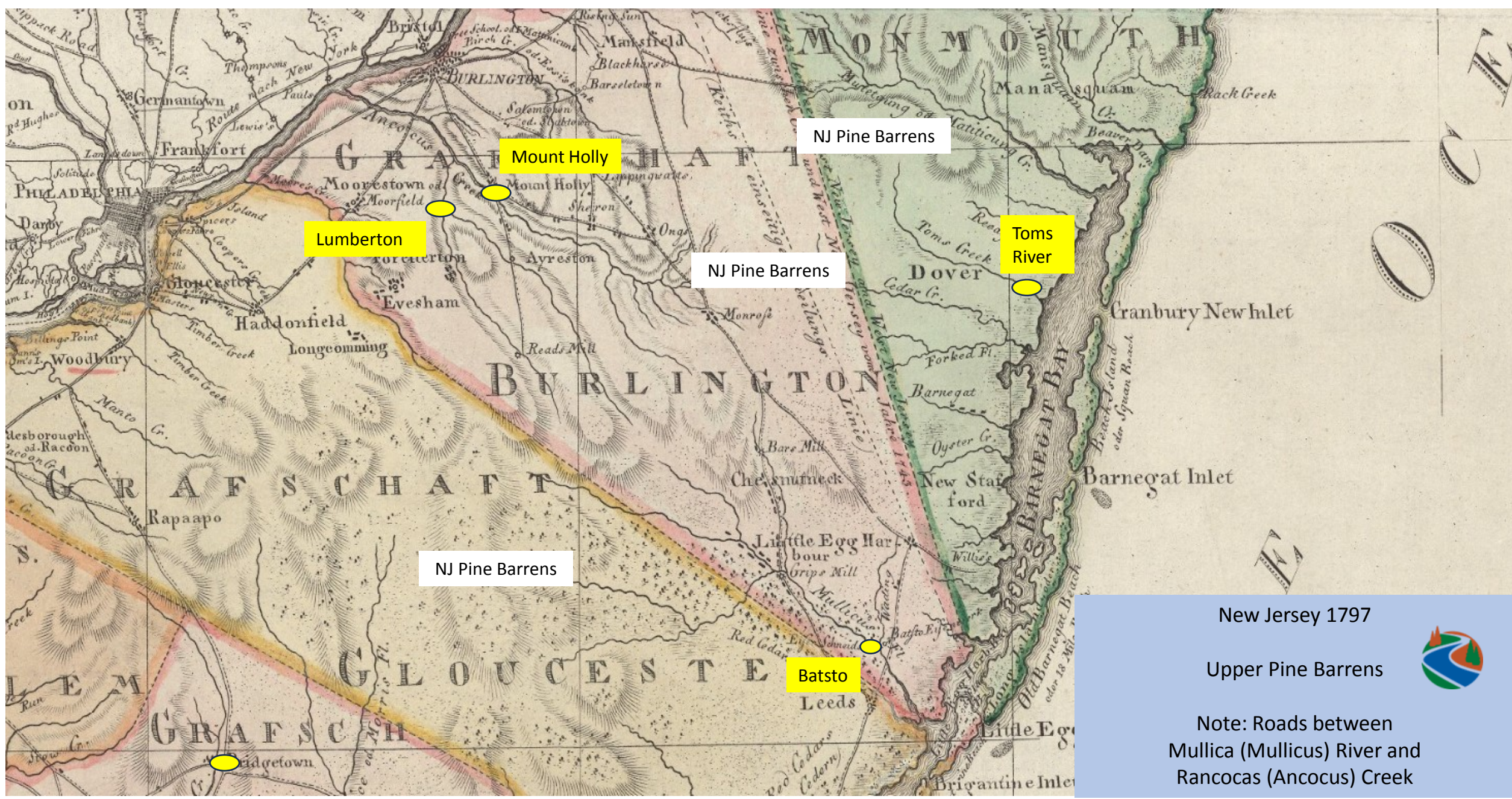
Gaunt ribs of the Weymouth, exposed at low tide

will, dated that year, mentions “one vessel on the stocks, and plank and timber in the shipyard.”

When the final thud of the “corking” hammer sounded, the last coat of paint was applied, and the last splice in the rigging made, such ships as the three-master, 138.9 foot schooner *Amanda C. Parker*; Schooner *Annie S. Gaskill*; three-master *21 Friends*; the *John Shay*; Schooner *License*; and scores of others slid down the ways in the Great Egg Harbor.

But the Age of Steam was at hand. . . . Sailing vessels, once proud, graceful possessors of the sea were doomed by “progress.” More than two hundred major vessels had been built in little more than a century in Atlantic County, at least half of them near Mays Landing.

Finally, in 1885, Captain Gaskill built the three-master *Edward G. Taulane*, last wood vessel to be launched in Mays Landing. When she hit the water at the foot of her ways, an era ended.



NJ Pine Barrens

Mount Holly

Lumberton

NJ Pine Barrens

Toms River

NJ Pine Barrens

Batsto

New Jersey 1797

Upper Pine Barrens



Note: Roads between Mullica (Mullicus) River and Rancocas (Ancocus) Creek



Charles Read is credited with building the Batsto Iron Works along the Batsto River in 1766.



New Jersey in the Vanguard of Maritime Conservancy

July 11, 1959 Mullica River

NJ Department of Conservation and Economic Development confirmed the presence of sunken craft near Burlington County's Hermann City, a NJ shipbuilding center in the early 1800's. Howard I. Chapelle director of transportation of The Smithsonian Institution and advisor to the State of NJ said "coastal sailing vessels carried iron and glass products from Batsto Village to regional markets in the Mid-Atlantic and along the Eastern Seaboard".

Salvatore A. Bontempo Commissioner said of the work "Marine Archeology is still in its early stages, Our main objective is pursuing further research into maritime connections w New Jersey's early days".

Reference: NYTimes Newspaper 12 July 1959



Divers Search for Relics Hidden Under Mullica River

TRENTON—New Jersey's first underwater survey of boats and other relics is now underway in the Mullica River through the joint efforts of the New Jersey Department of Conservation and Economic Development and the Protection of Historic Sites (Underwater).

Conservation Commissioner Salvatore A. Bontempo says, "Marine archeology is still in the early stages. The organization known as POHS coordinates the advice of leading scientists, historians and educators in a technical and scientific operation of underwater retrieval. One of our main objectives in this endeavor is to recover and preserve relics now under water. The completed survey should aid historians in pursuing further research in connection with New Jersey's early days."

POHS, a non-profit organization, directed by Jackson Jenks of Roanoke, Va., already has confirmed the existence of portions of several sunken boats in the Mullica River. Jenks says that as small objects are recovered from the vessels by divers, the items will be properly tagged and preserved. Their location when found will be indicated on a scale map. "A research report and the map will be submitted to the state by POHS at the conclusion of the present

have offered their cooperation in this underwater project."

The program was initiated through the combined efforts of Mrs. Kathryn B. Greywacz, director of the New Jersey State Museum; Dr. Dorothy Cross, New Jersey archeologist, and the State Department of Conservation and Economic Development.

Divers throughout the United States have been invited by Jenks

to participate in the project during the summer months. In putting the volunteer skin divers to work, emphasis is placed on diver safety by POHS. Applicants are put through a series of tests in the shallow water of the upper reaches of the River before they are permitted to enter the deeper water where tides are stronger. Mud beneath the amber cedar waters of the Mullica makes it necessary for divers to work by feel rather than sight.

Because the work is carried on underwater and frequently in rather inaccessible stretches of the River, Mrs. Atkins indicated that at present there is little of interest for the general public. "Eventually," she added, "the state will place some of the relics on display for visitors to the Wharton Tract."

Dr. Camishion Opens Philadelphia Office



INSPECT RELIC—The State Department of Conservation and Economic Development and the non-profit Protection of Historic Sites organization have started charting all sunken vessels in the Mullica River. Jackson Jenks of Roanoke, Va., POHS director (left) and Commissioner Salvatore A. Bontempo here inspect a block and sheave from an old sailing ship, believed to be the Argot of the 1800s. (AP Wirephoto.)

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***Batsto Citizens Gazette* of 1987, R. Craig Koedel “Mullica River Ships In The Age Of Sail.” p1 of 2**

Among the early industries along the Mullica River was shipbuilding. The building of ships was significant, especially along Nacote Creek. Shipyards also dotted the riverbanks at Batsto and Pleasant Mills, at Green Bank and Lower Bank. They stood along the tributary Bass and Wading Rivers, and on the shores of Great Bay at Leeds Point and Smithville. Other sites were at Weekstown, Clarks Landing, Great Swamp, New Gretna, and Little Egg Harbor.

The earliest vessel built in the area was a 54-ton sloop, the *Harriot*, raised in 1794 at Galloway. A second vessel was the 175-ton ship *Ohio*, built in 1799. The Van Sant shipyard at the Forks of the Little Egg Harbor dates to 1760, when John Van Sant purchased a tract from Richard Wescoat. Around 1791, Van Sant left the Forks and opened a yard along the Bass River at New Gretna. A Bass River sloop, the 52-ton *Friendship* appears in a list of registered vessels in 1800.

According to the registry for the Port of New York, a 61-ton schooner, the *Batsto* was constructed at the iron village in 1804. This is the first vessel of Pleasant Mills/Batsto origin that can be officially documented. Pleasant Mills was a building site in 1833 with the 63-ton schooner *Elizabeth*. Ship production at Batsto and Pleasant Mills gained momentum in the 1830s, a decade in which five vessels, ranging in size from 63 to 134 tons, were built. The community reached its stride as a minor shipbuilding center during the 1840s, with a total output of eight vessels.



“The 1836 schooner *Atsion* raised at “Batsto Furnace,” was presumably for Jesse or Samuel Richards. The *Atsion*, embarking from the Mullica River, carried cargo to and from New York City and the Hudson Valley. The 134-ton schooner *Emeline Peterseon* and the smaller schooners *Phoebe* and *Margaret* were built at Pleasant Mills. Jesse Richards financed the building of the *Stranger* in the amount \$3,000. This 90-ton schooner was launched at Batsto in 1840. Schooner *Freylinghuysen* was built and launched at Batsto, followed in 1846 by the *John Wurtz*. *Mary* was built in 1839 at Lower Bank. The vessels were engaged primarily in carrying iron products, glass, and lumber to New York and Philadelphia, bringing back supplies for the village on their return voyages. The demise of the bog iron industry and the coming of the railroad seem to have marked the end of shipbuilding.

Nacote Creek was emerging as something of a major center, where 18 registered vessels totaling 1700 tons were built in the 1830s. The *Martin Van Buren* (1830), the *Pearl* (1834), and the *Rebecca* of Nacote Creek, traded in and out of Batsto. The average size of these three schooners was 78 tons. Earlier, in 1825, Nicholas Van Sant had erected a shipyard in Port Republic, thereby establishing the Van Sants as the leading shipbuilding family. By far the average tonnage of vessels attributed to Nacote Creek was greater than that for Port Republic. Bass River had a total production of 17 vessels between 1800 and 1880, eight of which exceeded 100 tons.

The shipbuilding industry in a region encompassing the Mullica River, its tributaries, Great Bay and Little Egg Harbor Bay accounted for the construction of approximately 170 vessels between 1790 and 1890. Their total capacity exceeded 18,326 tons, or an average 120 tons per vessel. These figures translate into a century of toil, occasional economic distress, and profits for a multitude of our South Jersey forefathers and their families.



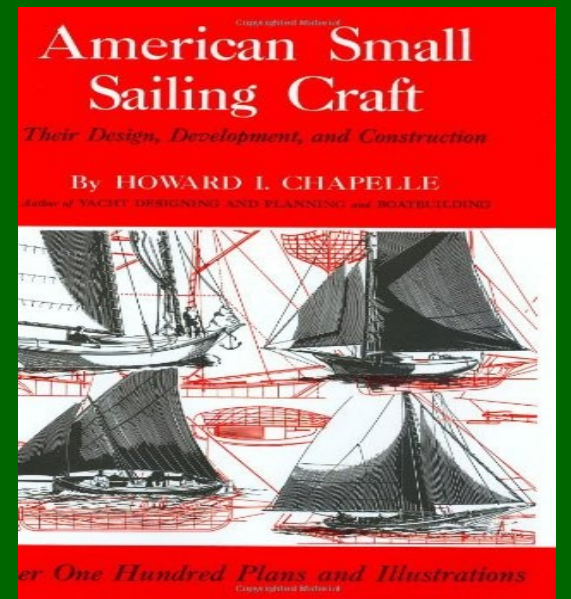
Howard I. Chapelle Biography



Chapelle was born on February 1, 1901. In 1936 he became the survey director as the **New England Works Progress Administration's Historic American Merchant Marine Survey (HAMMS)**. Here he documented the design and technical evolution of vessel types by making measured drawings of existing vessels, ship models, and builders' half models; by making a photographic record of significant vessels; and by compiling written data of America's maritime commercial and sailing vessels. In 1957 he became Curator of the Division of Transportation at the National Museum of History and Technology, The Smithsonian Institution and then transitioned to the role of senior historian. Retiring in 1971 he was uniquely honored as the historian emeritus. His book *American Small Sailing Craft (1951)* is considered a classic among boat builders to this day. Howard I. Chapelle was author to numerous articles and books on America's maritime vessels and heritage

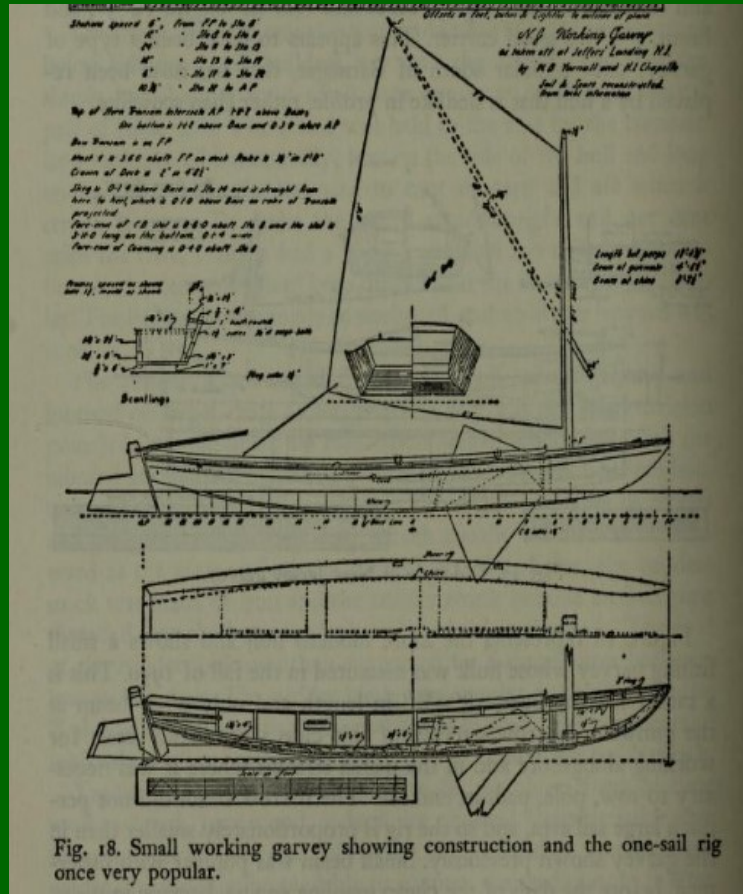


Nautical Quarterly #40 Winter 1987 p 110
Author Peter Spectre

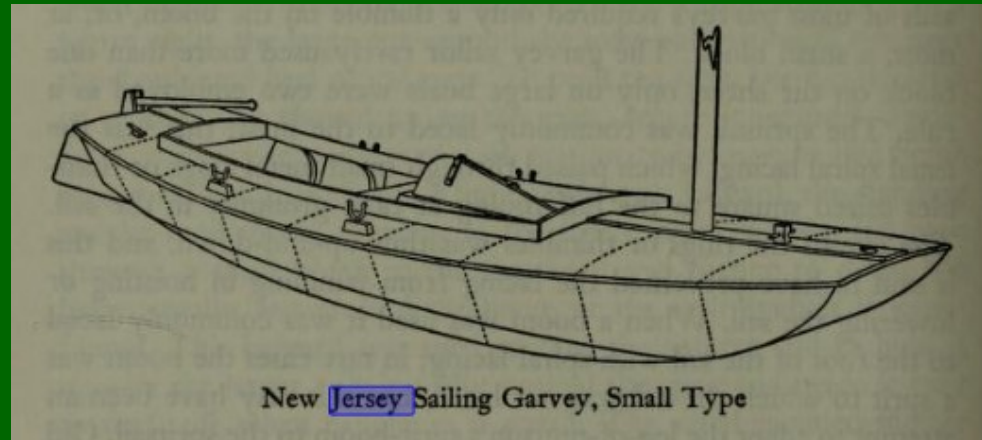


Historic American Merchant Marine Survey

Reference: Howard I. Chapelle *American Small Sailing Craft (1951)*

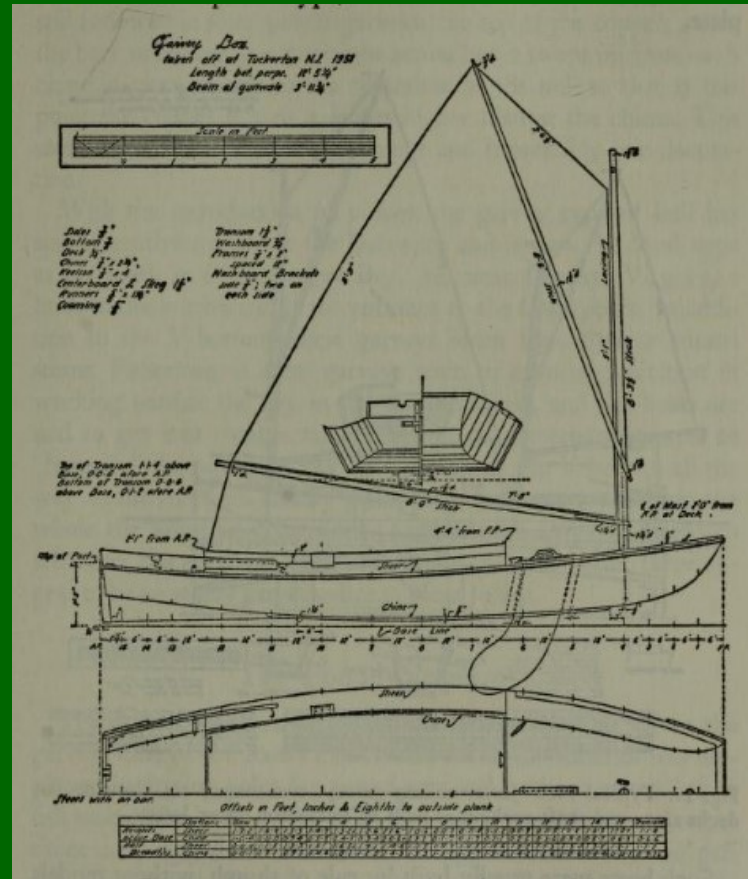


Tuckerton



lantic, and Cape May. The center of this building, however, was at Tuckerton and its immediate vicinity. The garvey was also built inland, on the numerous creeks and streams running to the eastern bays.

The garvey varied a good deal in size, owing to the needs of the boat's employment. On inland waters the garveys were often large scows or pontoons, which could be used in the transport of farm produce and freight on narrow streams. Another class was used in fishing in the creeks and for tonging oysters close to home, or in clamming. These boats were commonly unrigged and form the class locally known as "rowing garveys." The most common size of



Great Egg Harbor

The Historic American Merchant Marine Survey was a program under the Works Progress Administration. The survey is held at the Smithsonian Institution's Museum of American History, Transportation Division. In 1931 NJ Coastal Vessels included in the Survey were constructed w NJ Pine Barren's Timber. By 1951 there were no records of an active NJ Sailing Garvey. Chapelle considered the NJ Sailing Garvey an "extinct" vessel.



Bucto Ghost Leads Old-Timers To See Dead Hand of Slain Pirate Clutching from Misty Bonny Lea

The dead hand of a murdered pirate, who died with his boots on and in his sins, reached out today to put a clammy mark on the imaginations of residents of Bucto as an explanation of the ghost who, or which, has been troubling the slumbers of Walter C. Treichler, retired chemist.

Old residents, at least those who can be induced to talk about it, will relate how the quartermaster of the "Bonny Lea" barque, out from the Windward Islands and flying the Jolly Roger, was pistolled through the back by fellow-members of his crew to guard forever a Spanish plate treasure buried somewhere in the sands of what is now Burlington County.

It happened in the first third of the 18th century, the tale goes. The

book, the curious will be told with bated breath the account of the hell-ship, where nothing was sacred that a sword or a gun could not guard.

With all sails standing, the barque stood in past the Delaware Capes, blown completely off its course after a cruise near the Carolinas. Backing and filling, it veered its course up the Delaware River, its rigging rotten, its water butts foul and its bottom overgrown with parasites.

Reaching the neighborhood of Rancocas Creek, its helm virtually untended, the ship cast anchor and the crew of drunken, yelling demons took to the small boats. In the captain's craft, the ship's long boat it was, so the tale goes, was a huge chest,

Winding their way up the Rancocas Creek, the progress of the boats was punctuated with shots, shouts and the hurling of empty rum bottles into the water. At length the captain's boat, which led the yelling procession, ground its nose on the soft beach and the other craft followed him to the strand. Many willing hands lifted the captain's chest, heavy with loot, to the incline of muddy beach. The gang plunged inland through a dense mass of tangled undergrowth.

According to a pre-concerted plan, lots were drawn to determine whose would be the ghostly hand that should haunt the treasure to prevent his fellows from returning alone to dig up the chest. A Spanish playing card was fastened to a tree and a distance measured. A line was drawn and each member of the crew, the last being the captain, tossed his dagger at the mark. The quartermaster was the unlucky one.



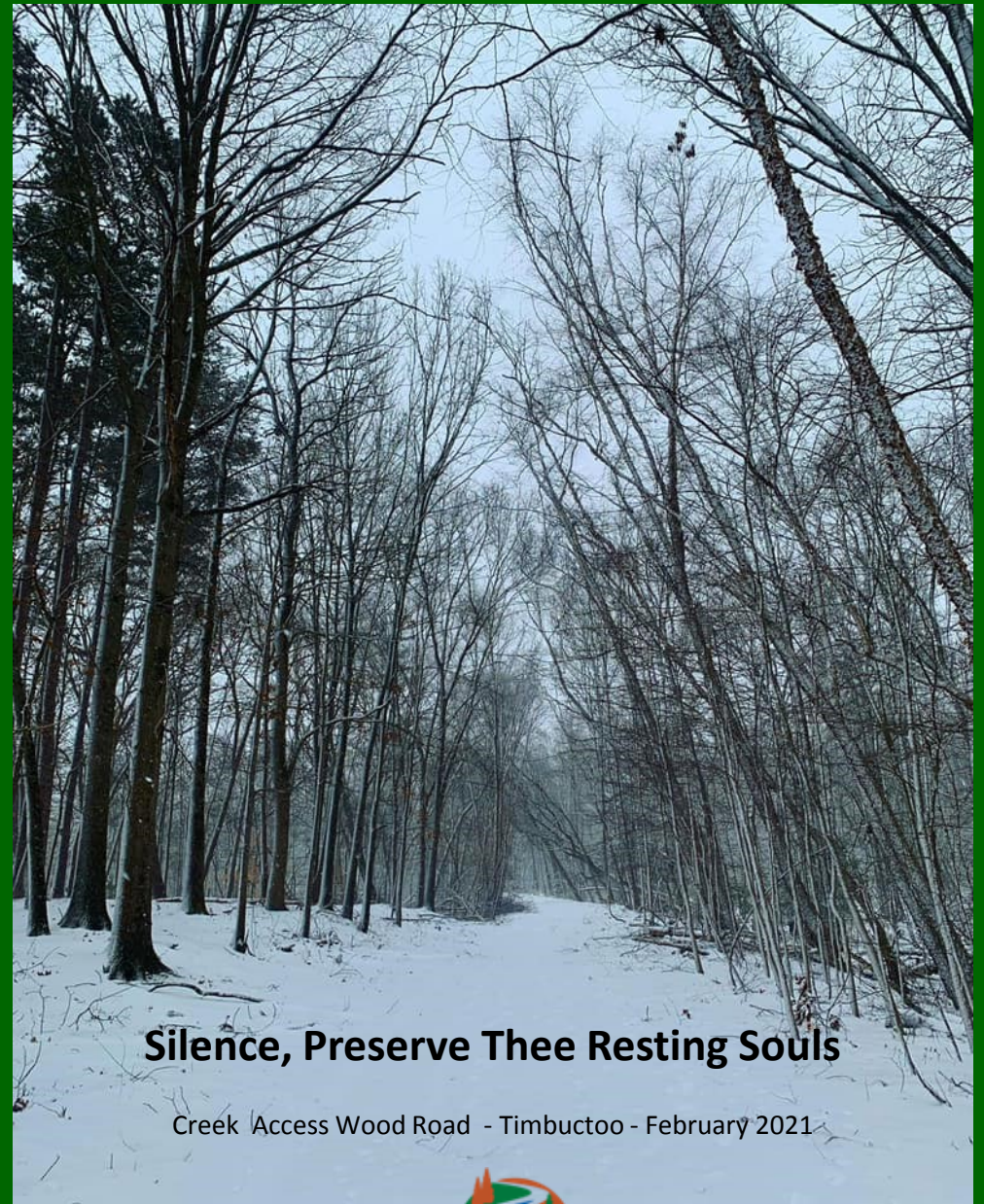
Even hexing is given credence. A story is told of an old woman who had the spirits of the air for her friends and who could bewitch anything or anyone.

Ghost Now Shy

An all night seance at Treichler's home, however, struck the ghost with shyness. A group of people, spending the night at the haunted house, heard nothing and saw even less. Even the presence of a spiritualistic medium failed to coax the ghost from the wings. He, or it, evidently had stage fright. Emil Luquet, of Beverly, N. J., was the medium. He coaxed, cajoled and even threatened the ghost, but nothing happened.

Hard-headed residents of Mount Holly do not place any stock in Treichler's ghost, which for two weeks, he says, has made mysterious noises about his new home on the Rancocas Road and has opened every lock in the house at night. The residents have heard these tales before. Some explain that the shrinking of boards and plaster could easily account for the squeaks and groans which have become the "ghost of Bucto."

The wind can bang a shutter against the side of the house and at night make it sound like an explosion. Taut nerves, played upon by the fingers of superstition, can sing a crazy song even in a sane brain, when it is dark outside and when the world seems millions of miles away through a mist.



Silence, Preserve Thee Resting Souls

Creek Access Wood Road - Timbuctoo - February 2021



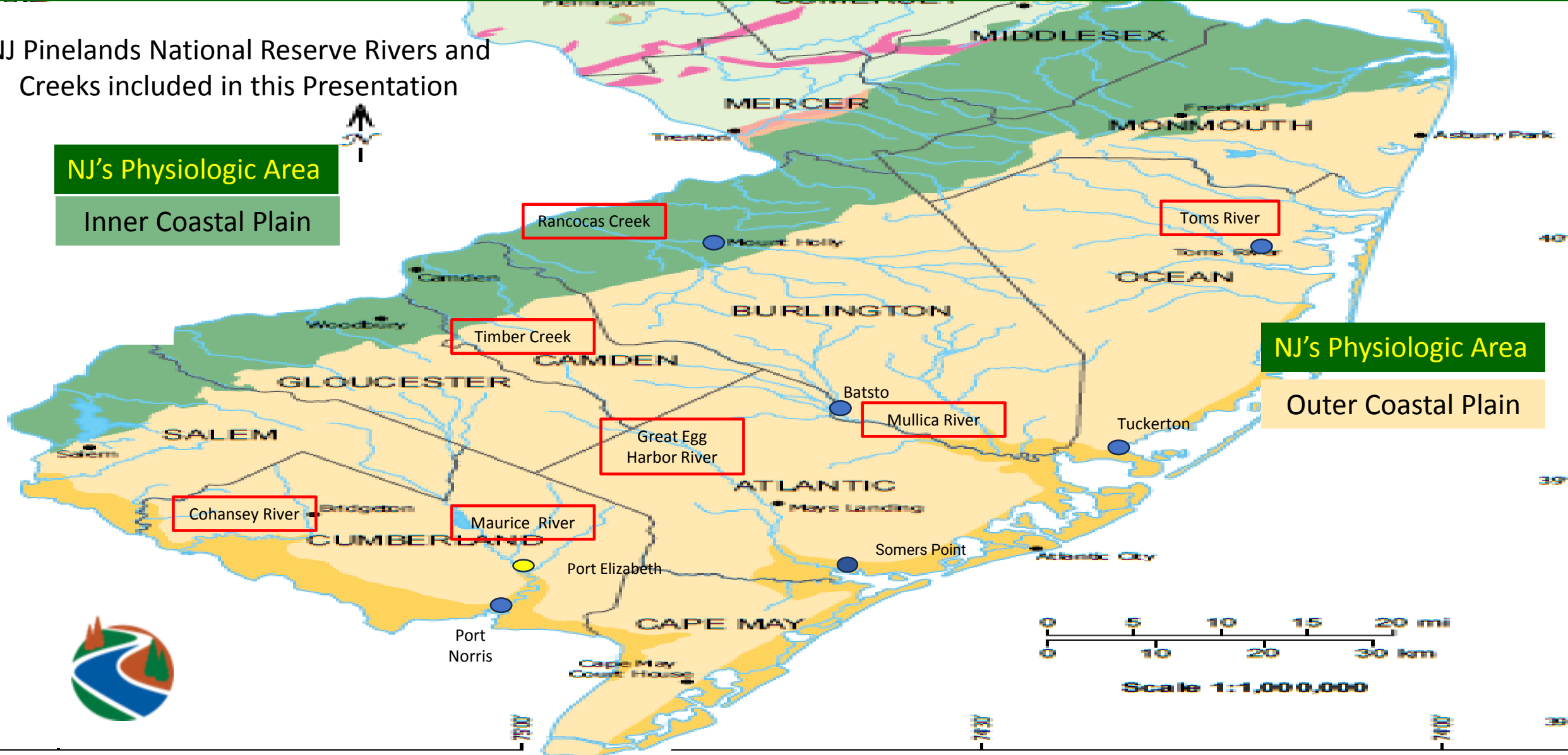
NJ Pinelands National Reserve Rivers and Creeks included in this Presentation

NJ's Physiologic Area

Inner Coastal Plain

NJ's Physiologic Area

Outer Coastal Plain



This flip-book enhances public awareness that promotes public access that protects the diverse culture, history, heritage and natural history of New Jersey's Pine Barrens, the Pinelands National Reserve, the Mid-Atlantic and the United States.

Detailed Descriptions NJ Pinelands National Reserve Maritime Cultural Landscapes

p. 41 - p. 450

Part One

p. 41 to p. 86

Part one highlights how the Pinelands maritime cultural landscapes (MCL's) are complex, dynamic, and evolving relationships of people, the tides and the sea. Part one explains, beyond shipwrecks, the roles of class, race, culture, and industry in the Pineland's National Reserve MCL's.

Part Two

p. 87 to p. 404

Part two shows how people have shaped the maritime environment and, in turn, how the maritime environment shapes a holistic and multi-layered human society.

Part Three

p. 405 to p. 450

Part three explores the diversity of human experiences, behaviors, and interactions with the pine barrens tidal waterways that form New Jersey's and associated maritime systems, from far inland waters to across the global ocean.

Pine Barren Timber Floated on Rancocas Creek to Mount Holly Mill for Lumber

Part One



<<< Pine Barrens

Delaware Bay

Delaware Capes

Maritime cultural landscapes (MCL's) help us understand the complex, dynamic, and evolving relationships of people and the sea. Beyond shipwrecks, MCL's investigate the roles of class, race, culture, and industry.



What Are the NJ Pine Barrens ?

NEW JERSEY PINE BARRENS

The New Jersey Pinelands National Reserve is one of the largest tracts of unbroken forest in the eastern United States.



PINE



OAK



CEDAR

Pinelands are made up of dense forests of Pine, Oak, and Cedar

Rancocas Pathways

The Pine Barrens covers roughly **22%** of New Jersey's land area

HOME TO:

850
PLANT SPECIES

500
ANIMAL SPECIES



**NJ Pine Barrens
National Reserve**

**America's First
National Reserve**



1921 - 5th Grade School New Jersey History Test

We need physical remainders of our past. Water trails provide a refreshing collaborative awareness of intimacy of community, history and heritage. A water trail provides a bridge to our past, present and future that is impossible to achieve with the written and spoken word. Water trails allow a sense of ownership in enhanced multi-use public access.

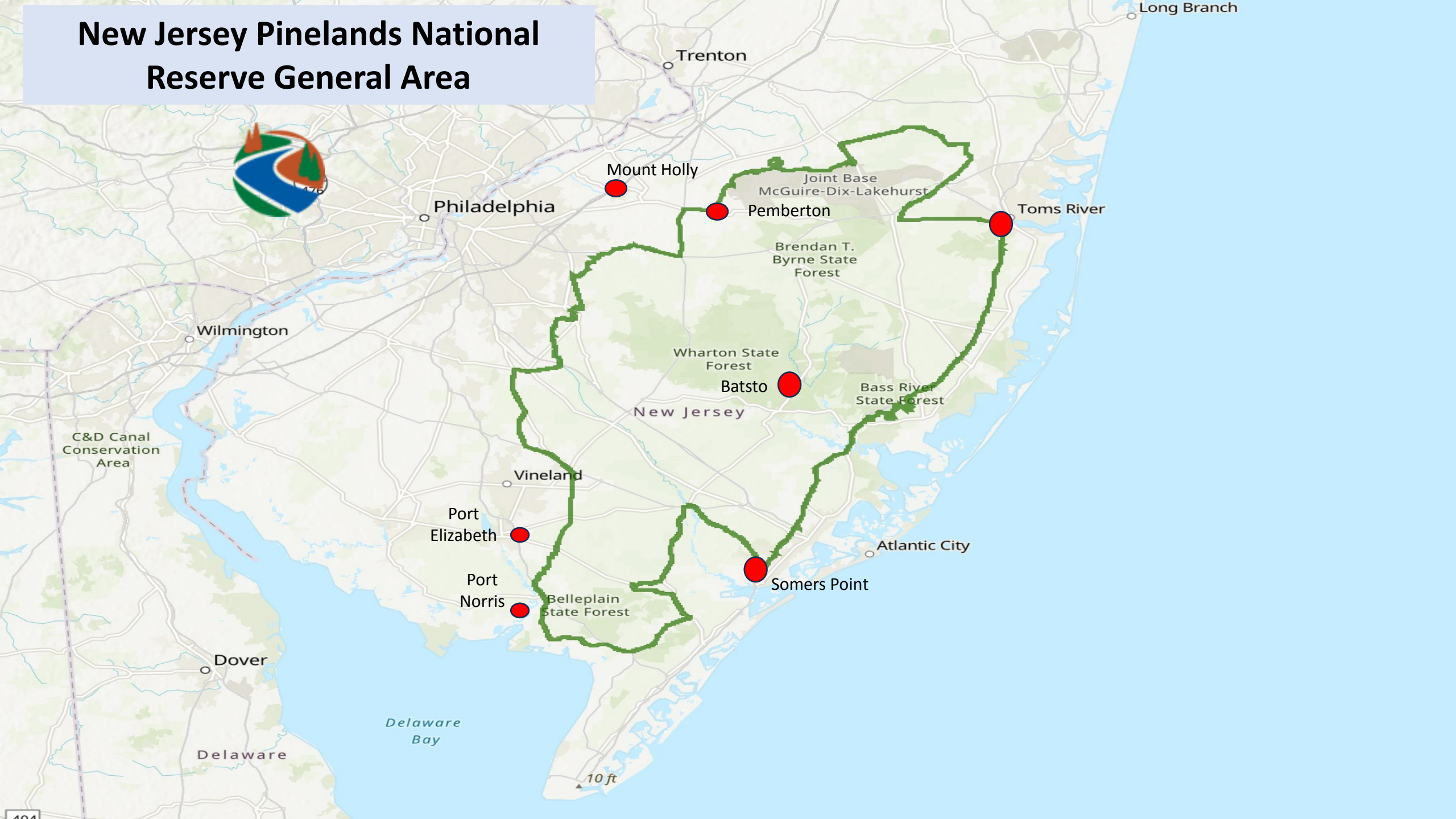
Where did Congress have its sheet-iron for army camp kettles made in May, 1775? At Mount Holly, five tons being required.

4

Why was New Jersey in 1694 prohibited from shipping her timber to any other country than Great Britain? Because the latter wanted to monopolize ship building, which the colony begun in 1683—Burlington and Salem having ship-yards. Amboy gave one of her town lots as a prize to the man who built the first sloop there.



New Jersey Pinelands National Reserve General Area



To all whom it may concern:

New-jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the house of Zachariah Rossel in Mountholly, on Wednesday the fifth day of August next, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bills of Timothy Shaler,¹ (who as well, &c.) against the sloop or vessel called the *Speedwell*, lately commanded by Charles Ellis: Of Samuel Ingersoll,² (who as well, &c.) against the schooner or vessel called the *Lovely Nancy*, lately commanded by William Moore; the sloop or vessel called the *Betsy*, lately commanded by Arthur Harper; the schooner or vessel called the *Molly*, lately commanded by Joseph Pearson; the sloop or vessel called the *Alexandrine*, lately commanded by John M'Neal; and the vessel called the *Sun*, supposed to be a dogger, lately commanded by one Garland: Of Abraham Boys, (who as well, &c.) against the sloop or vessel called the *Chance*, lately commanded by James Neill; and the sloop or vessel called the *Elizabeth*, lately commanded by John Stedham: Of Joseph Wade,² (who as well, &c.) against the sloop or vessel called the *Duck*; and the sloop or vessel called the *Betsy*; with their respective tackle, apparel, furniture and cargoes: To the end and intent that the owner or owners of the said vessels respectively, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessels and their cargoes should not be condemned according to the prayer of the said bills.

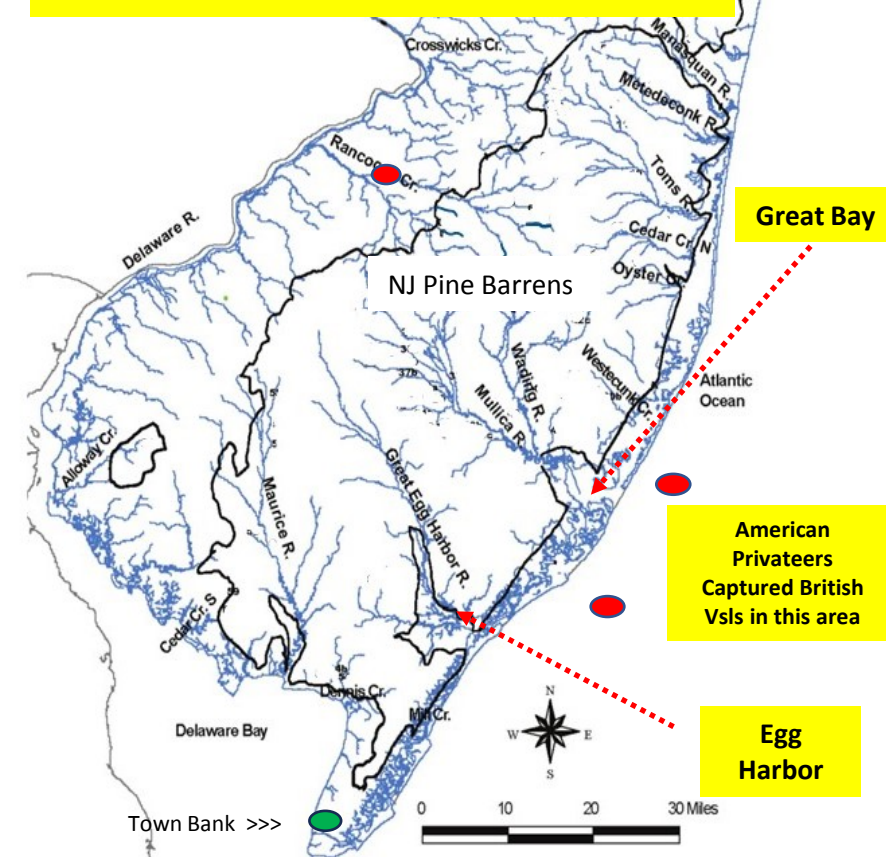
July 15, 1778




By order of the judge,
BOWES REED, Pro. Reg.⁴

The New-jersey Gazette (Trenton), 22 July 1778.

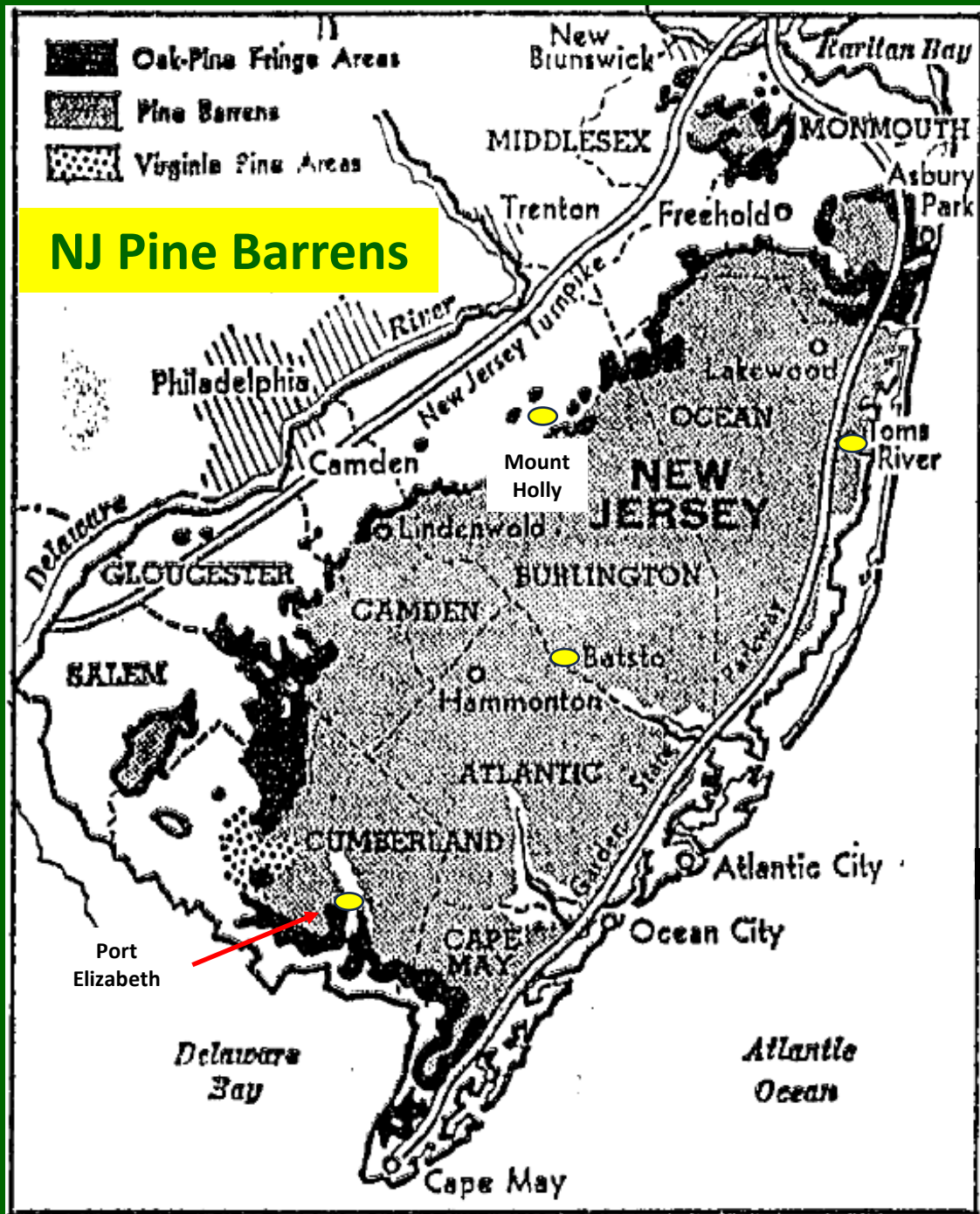
1. Timothy Shaler, of Gloucester, Massachusetts, commanded the New Jersey privateer boat *Chance*, guns and crew not stated, commissioned on 20 Mar. 1778. DNA, PCC item 196, vol. 2, p. 92.

**Mount Holly - Head of Tide
14 miles to Delaware River
Harbor Ports of Philadelphia and
Camden**

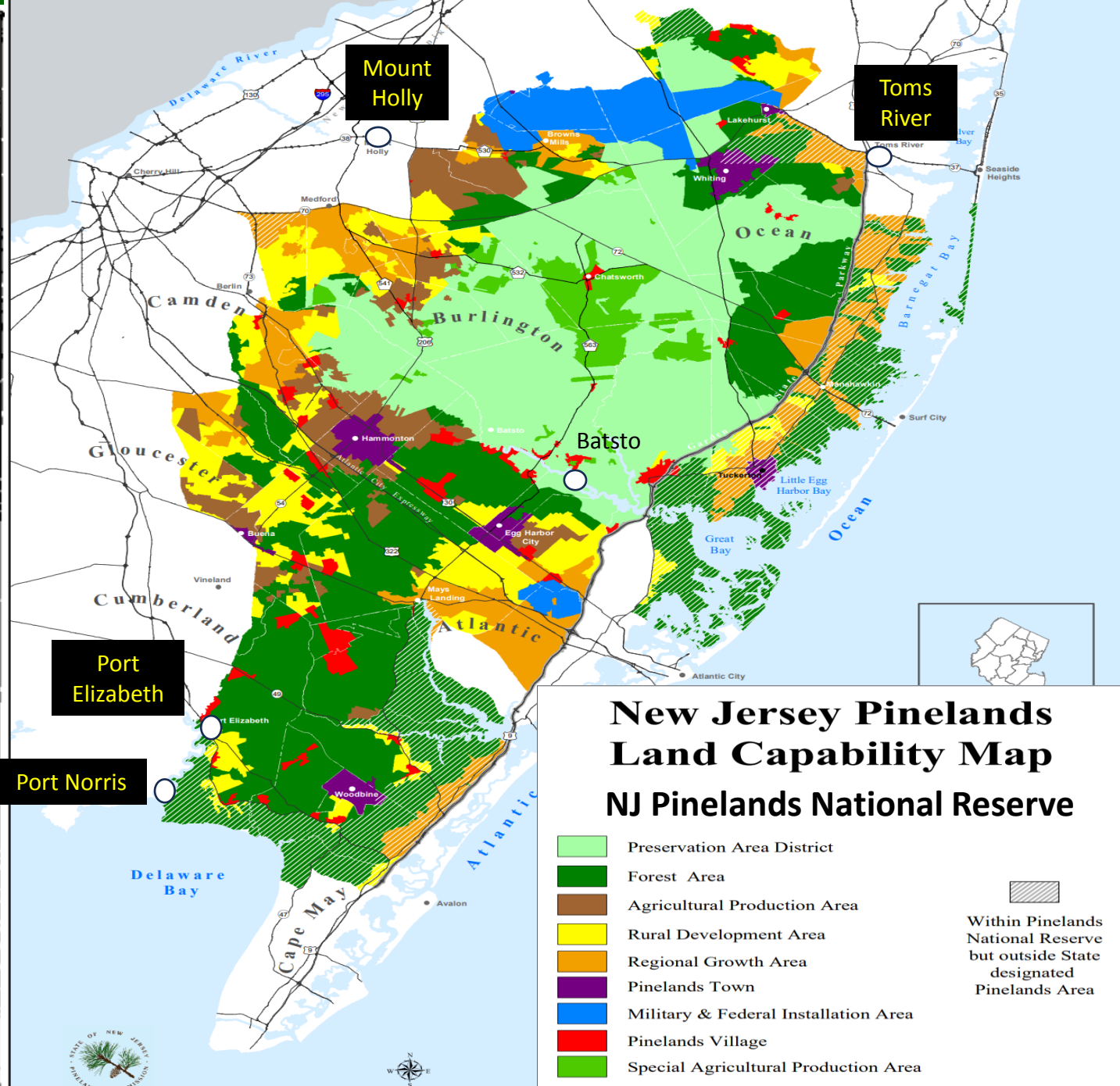


-  Oak-Pine Fringe Areas
-  Pine Barrens
-  Virginia Pine Areas

NJ Pine Barrens



The New York Times/Feb. 30, 1972



New Jersey Pinelands Land Capability Map NJ Pinelands National Reserve

-  Preservation Area District
 -  Forest Area
 -  Agricultural Production Area
 -  Rural Development Area
 -  Regional Growth Area
 -  Pinelands Town
 -  Military & Federal Installation Area
 -  Pinelands Village
 -  Special Agricultural Production Area
 -  Garden State Parkway Overlay District
-  Within Pinelands National Reserve but outside State designated Pinelands Area

New Jersey Pinelands Commission
July 2022

Source Information:
Roads - NJ Dept. of Transportation

NJ Pinelands coastal, tidewater and non-tidewater river orientated settlement

Native Americans used natural resources in a sustainable manner and fashion.

Early European settlers and American Colonists used natural resources for settlement and market growth.

These communities exploited, overharvested and destroyed natural resources.

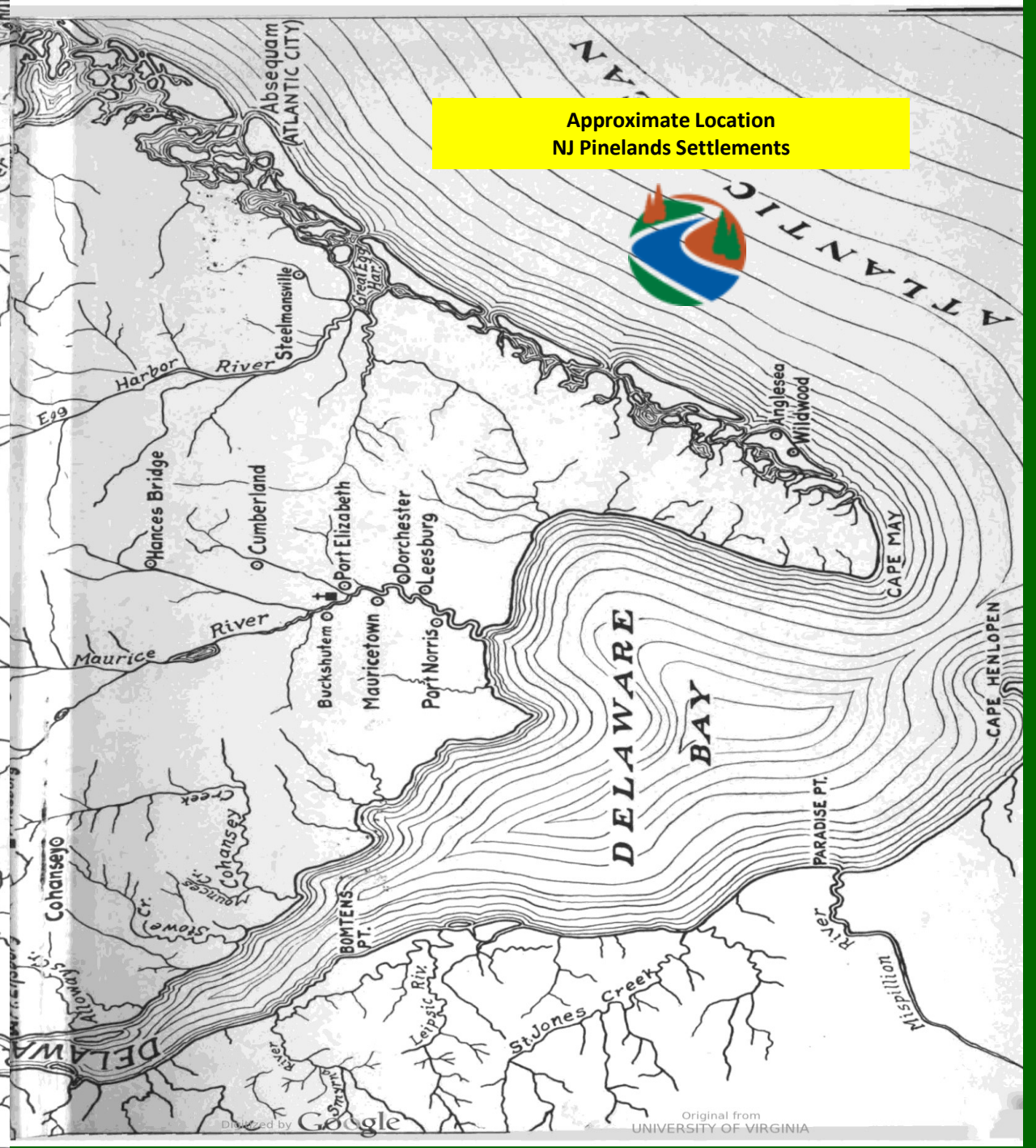
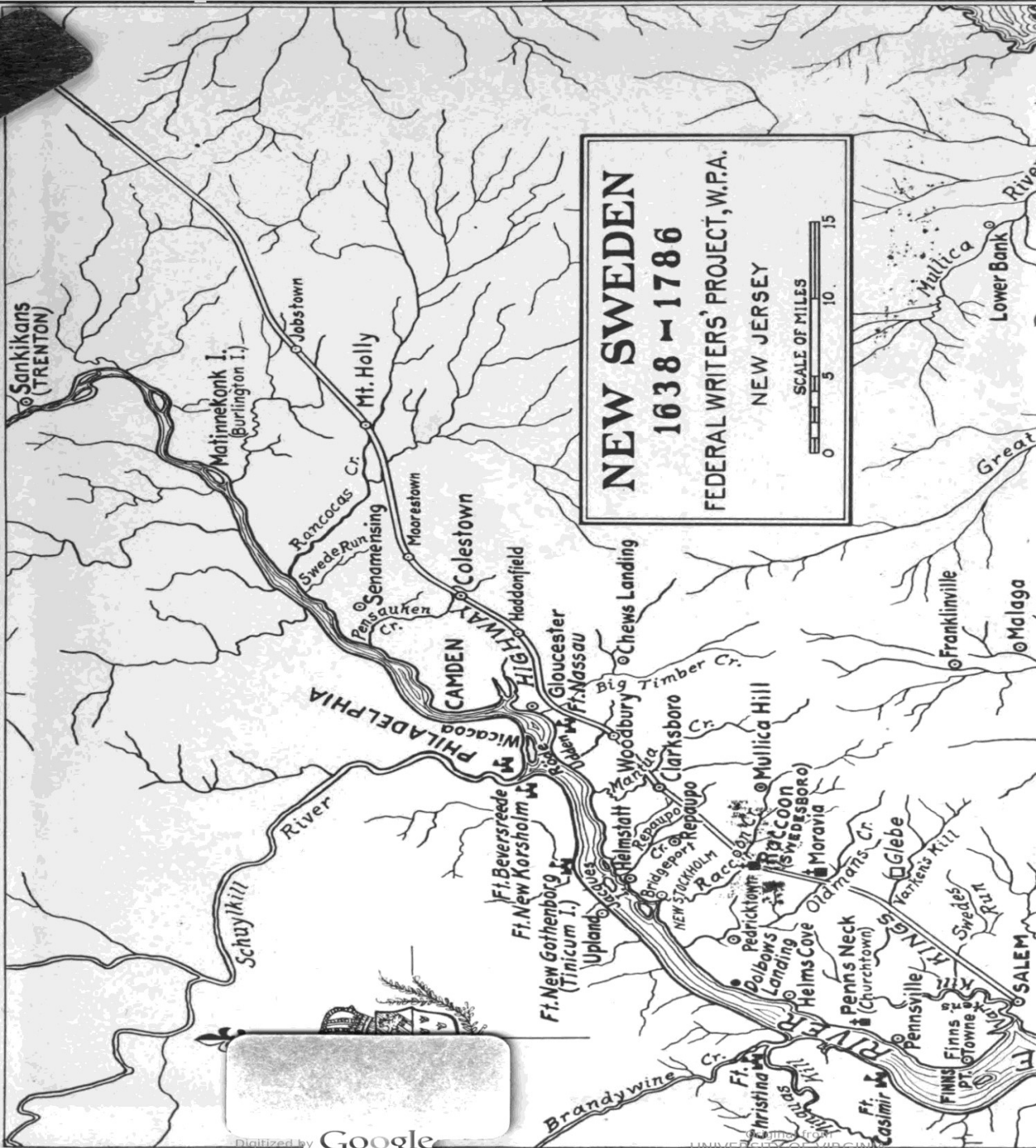
Major rivers and waterways provide ship-building sites and transportation access to larger markets.

Smaller waterways provided communities w inexpensive hydropower and tidal power for mills and local/regional economies.

Interior communities (like - Mount Holly, Batsto) served as a transportation link and market node between inland resources, industries, coastal markets, coastwise trades and seaports.

New Jersey Pine Barrens natural resources over exploited so by mid and late 19th century. New Jersey Pine Barrens industries and communities collapsed.





Approximate Location
NJ Pinelands Settlements



Origins of NJ Pinelands National Reserve

Maritime Cultural Landscapes

America's shipbuilding and maritime began at the mouths of rivers and bays.

Maritime cultures are concentrated on broad large tidewater rivers with deep channels and unobstructed access to open ocean and coastal waters.

In the era of the wooden ship New Jersey's tidewater communities had all the prerequisites for success.



1782 Map of General Area of South Jersey's Maritime Cultural Landscape



Atlantic Ocean – New Jersey Coast – New York Harbor – Delaware Bay – Delaware River Ports – Tidal Waters

West Jersey and NJ Pinelands National Reserve Maritime Occupations 1664-1703

Farmers
Bargemen
Boatmen
Ship Chandlers
Coopers
Ferryman
Lightermen
Mariners and Seamen
Ropers
Shipbuilders
Shipwrights
Ship Carpenters
Watermen
Whalemen and Whalers



James Forten - Notable Delaware River, Philadelphia Sail Loft Owner. By Nature of the Delaware River maritime trade he knew of the Pine Barrens Western Outflow – Rancocas and Other West Jersey Delaware River tidewaters



1798 - **James Forten** purchased a sail making business in Philadelphia. Became one of the wealthiest businessmen in Philadelphia.

Abolitionist.





New Jersey Division of Parks and Forestry



NJ Coastal Heritage Trail

US Department of the Interior
National Park Service
State of New Jersey

New Jersey Coastal Heritage Trail

COASTAL DEFENSE
During the Revolutionary War, the inlets and harbors of the coast were the sites of skirmishes between British and American ships. In Port Republic, a market commensurate to the town of Chestnut Neck, burned in retaliation for the many privateers who used the harbor to dart out, surprise and then capture British ships. In another example, the American brig Nancy, carrying arms and powder near Cape May, was bound by the British, but exploded before they could confiscate her valuable cargo. The strategic importance of the Cape was underlined again during WWII by a gun battery built by the army to guard against attack. The Cape May Canal was built to give Navy ships safe passage from the bay to the ocean without having to face possible danger from enemy submarines.

INDUSTRY AND TRADE
During the seventeenth century, the Cape May area had a thriving whaling industry. At first, whalers used the area seasonally, but they eventually settled into year-round communities. Overhauling of cow whales effectively ended the profitable venture by the mid-eighteenth century.

ABSECON & CAPE MAY REGIONS MARITIME HISTORY
The maritime heritage of the New Jersey coast is rooted in the interdependent stories of trade, navigation and defense. The resources of the ocean, bays, adjacent rivers and tributaries supported the fishing trades, which in turn maintained boat building and related industries. Navigable waterways and protected harbors encouraged inter-city commerce. Lighthouses were built to warn mariners of hazards to their ships and prevent loss of crew and cargo. Defense of port cities ensured that maritime trade would continue.

AIDS TO NAVIGATION
Lighthouses on the Atlantic coast guided ships along the coast, but dangerous, shoreline. Absecon and Cape May Lighthouses directed ships north to New York City and south to the Delaware Bay for the journey to Philadelphia. Smaller lighthouses, such as Harkers Lighthouse, warned of shoals and marked openings to safe harbors.

COASTAL DEFENSE
The population of the Absecon and Cape May regions boomed in the 1850's with the building of railroads and the deliberate development of resort towns, such as Atlantic City. Today, the early history of the area can be seen in mariners from Atlantic City to Cape May.

INDUSTRY AND TRADE
The Lenz Lounge used the coast as a summer fishing grounds. Tradition holds that on the island of Brigantine they used the abundant clam shells to make wharves. By the early nineteenth century, coastal settlements relied on fishing and the related industry of shipbuilding. As far inland as Mary Landing and Tuckahoe, boats were built along tidal streams and floated down to the bay and ocean. A large supply of good lumber supported this widespread industry.

AIDS TO NAVIGATION
Sometimes lighthouses were unsuccessful in warning ships. By the 1890's the United States Life Saving Service had constructed stations all along the Atlantic seaboard, with one every 3 1/2 miles along the New Jersey coast. Stations contained crews and equipment to rescue shipwreck victims. Today, the Coast Guard performs this function, and in many places has replaced Life Saving Service buildings with modern structures. As you drive along coastal roads, the distinctive shape of nineteenth century Life Saving Service Stations can still be seen, now often private homes or offices.

CAMDEN
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1995

RESORTS & RECREATION

an Historic Theme Study of the
New Jersey Coastal Heritage Trail Route

The Atlantic Shore: Middlesex, Monmouth, Ocean,
Burlington, Atlantic, and Cape May Counties

The Sandy Hook Foundation, Inc.
and
National Park Service
U.S. Department of the Interior
New Jersey Coastal Heritage Trail Route
Mauricetown, New Jersey

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Original from BUTCHERS UNIVERSITY



Interpretive themes include Maritime History, Wildlife Migration, Coastal Habitats, Historic Settlements, and Relaxation and Inspiration



Tidal bench marks of Pine Barrens Outflows

TIDAL BENCH MARKS, STATE OF NEW JERSEY

Millville, Maurice River

BENCH MARK 1 (1927), established by the United States Engineers, is a cross cut in the top of a concrete wall on the left bank of the stream, about 1 inch from the face of wall and 4 inches downstream from the southeast wingwall of Main Street bridge. Elevation: 9.52 feet above mean low water; 6.52 feet above half tide level; 3.52 feet above mean high water.

BENCH MARK 2 (1927), established by the United States Engineers, is a cross cut in the top of a concrete wall on the left bank of the stream, about 1 inch from the face and at downstream corner of wall around bridge tender's house on the south side of Main Street draw-bridge. Elevation: 9.48 feet above mean low water; 6.48 feet above half tide level; 3.48 feet above mean high water.

BENCH MARK 3 (1927), established by the United States Engineers, is a cross cut in the top of west bridge seat of Main Street draw-bridge, about 3 inches from the face of abutment and 4 inches from downstream corner. Elevation: 9.32 feet above mean low water; 6.32 feet above half tide level; 3.32 feet above mean high water.

Elevations are based on 2½ months of automatic gage records, October 14 - December 31, 1926, reduced to mean values.



Reference: 1928 Tidal Benchmarks State of New Jersey

TIDAL BENCH MARKS, STATE OF NEW JERSEY

Scull Landing, Great Egg River

BENCH MARK 1 (1937) is a standard disk, stamped "No. 1 1937," set in the top of a concrete post 12 inches in diameter at the top, belled at bottom, located on the north side of the road to Scull Landing. It is 207 feet from the high water line and 6½ feet from the north side of the road. Elevation: 4.74 feet above mean low water; 2.89 feet above half tide level; 1.04 feet above mean high water.

BENCH MARK 2 (1937) is a standard disk, stamped "No. 2 1937," set in the top of a concrete post 12 inches in diameter at the top, belled at bottom, located on the north side of the road to Scull Landing. It is 690 feet from the high water line, and 4.9 feet from the north side of the road. Elevation: 5.59 feet above mean low water; 3.74 feet above half tide level; 1.89 feet above mean high water.

BENCH MARK 3 (1937) is a standard disk, stamped "No. 3 1937," set in the top of a concrete post 12 inches in diameter at the top, belled at the bottom, located on the north side of the road to Scull Landing. It is 1,115 feet from the high water line and 10 feet from the north edge of the road. Elevation: 9.73 feet above mean low water; 7.88 feet above half tide level; 6.03 feet above mean high water.

Elevations are based on 54 high waters and 54 low waters, July 13 - August 10, 1937, reduced to mean values.

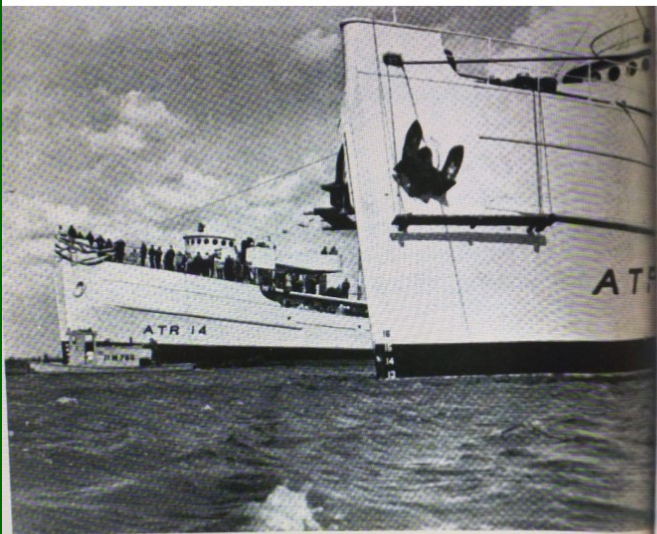


New Jersey Pinelands Maritime Cultural Landscape and Heritage



AJ Merwald Maurice River

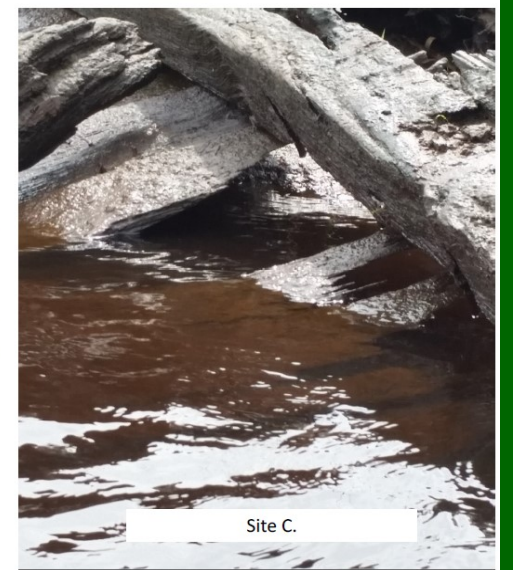
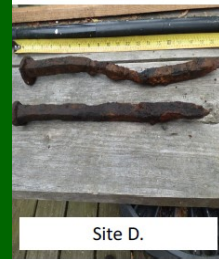
New Jersey Pine Barrens Oak Maurice River



Naval Rescue Tugs Built at Leesburg on the Maurice River. New Jersey Oak Used in These Vessels.



Fig. 4. Oak timbers for the construction of ships and barges are an important product of New Jersey sawmills.



Ship Ribs – Westampton - Rancocas Creek

New Jersey Pinelands National Reserve

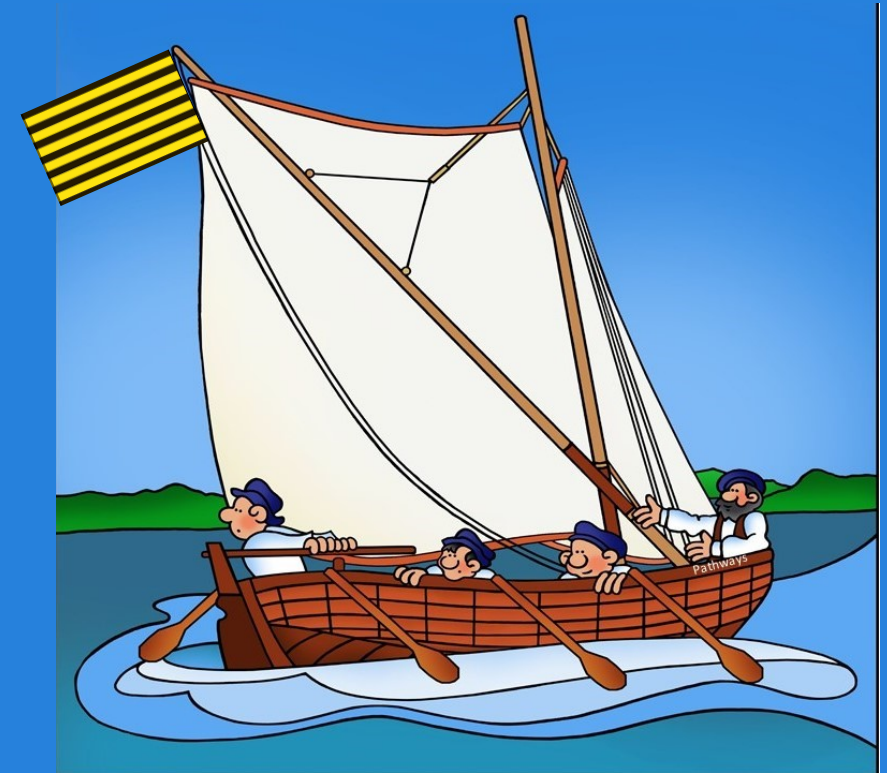
Admiralty Courts

See slides 56 - 63

Pinelands Privateers

Effective against the British invader. Pine Barren privateers sailed vessels designed for operating in tidewaters, shoals and flats. Manned by local people familiar with both local waters and terrain NJ Pinelands privateers generated and sustained a threat against the British.

(Rear Admiral, ret, E. Eller Director of Naval History, Naval History Division)



American revolutionary flag with stripes other than red and white is that of an unidentified American privateer, which "sported a black and yellow striped ensign. While at Martinique in 1776 the brig Reprisal flew a similar flag of yellow and white."



Colonial Admiralty Courts and New Jersey's Wartime Privateering: A Swarm of Hornets

Audacity was the privateers stock-in-trade

P 1 of 2

- American privateering activity during the American Revolution encouraged patriotic private citizens to harass British shipping and capture them as “prizes” while risking their lives and resources for financial gain.
- Maritime prize money is distinct from salvage money: prize involves the capture of enemy ships, with the ship being sold for the sole gain of the captors. Salvage involves recovery of ships lost in a shipwreck or a stranding, with the proceeds split between the salvors and the owners
- Admiralty Courts fell to State Courts from American Independence before the adoption of the Constitution. Admiralty Courts were concerned w prize jurisdiction and public authorization and regulation of the seizure of ships and cargo (e.g., wartime privateering).



Colonial Admiralty Courts and New Jersey's Wartime Privateering: Prize Money

Audacity was the privateers stock-in-trade p 2 of 2

After the colonists formally seceded from Britain the United States was forced to rely heavily on privateering to supplement its emerging navy. Problems are inherent in letting loose pirates - unregulated men upon the sea to attack every merchant ship they could catch. Congress adopted Great Britain's system of using letters of marque - official commissions issued by the government allowing private persons to attack enemy ships and keep the proceeds as prize money.

Privateers were required to take the captured ship into the nearest port and file a case for payment (prize money) in the state court of admiralty, seeking condemnation of the ship as prize. American citizens would file a claim as the original owners of the ship or cargo. The case of prize then would become a case of recapture, and the privateer would receive a certain portion of its value rather than the entire amount, with the rest going to the original owner.



Letter of Marque



IN CONGRESS,

WEDNESDAY, APRIL 3, 1776.

INSTRUCTIONS to the COMMANDERS of Private Ships or Vessels of War,
*which shall have Commissions or Letters of Marque and Reprisal, authorising them to make
Captures of British Vessels and Cargoes.*

YOU may, by Force of Arms, attack, subdue, and take all Ships and other Vessels belonging to the
I. Inhabitants of Great-Britain, on the High Seas, or between high-water and low-water Marks, except
Ships and Vessels bringing Persons who intend to settle and reside in the United Colonies, or bringing
Arms, Ammunition or Warlike Stores to the said Colonies, for the Use of such Inhabitants thereof as are Friends
to the American Cause, which you shall suffer to pass unmolested, the Commanders thereof permitting a peace-
able Search, and giving satisfactory Information of the Contents of the Ladings, and Destinations of the Voyages.

You may, by Force of Arms, attack, subdue, and take all Ships and other Vessels whatsoever carrying Soldiers,
II. Arms, Gun-powder, Ammunition, Provisions, or any other contraband Goods, to any of the British Armies
or Ships of War employed against these Colonies.

You shall bring such Ships and Vessels as you shall take, with their Guns, Rigging, Tackle, Apparel, Fur-
III. niture and Ladings, to some convenient Port or Ports of the United Colonies, that Proceedings may thereupon
be had in due Form before the Courts which are or shall be there appointed to hear and determine Causes civil and
maritime.

You or one of your Chief Officers shall bring or send the Master and Pilot and one or more principal Person
IV. or Persons of the Company of every Ship or Vessel by you taken, as soon after the Capture as may be, to the
Judge or Judges of such Court as aforesaid, to be examined upon Oath, and make Answer to the Interrogatories
which may be propounded touching the Interest or Property of the Ship or Vessel and her Lading; and at the same
Time you shall deliver or cause to be delivered to the Judge or Judges, all Passes, Sea-Briefs, Charter-Parties,
Bills of Lading, Cockets, Letters, and other Documents and Writings found on Board, proving the said Papers
by the Affidavit of yourself, or of some other Person present at the Capture, to be produced as they were received,
without Fraud, Addition, Subduction, or Embezzlement.

You shall keep and preserve every Ship or Vessel and Cargo by you taken
V. Court properly authorized be adjudged lawful Prize, not sell-
breaking the Bulk thereof, nor suffering any

Reference: C. Kieth
Wilbur

...for the purposes of record and account.

IV. TONNAGE DIVISION.

The Tonnage Division was organized at the time the office of the Register of the Treasury was created.

Its duties, in general, are to record all marine documents issued to merchant vessels of the United States by the collectors and surveyors of customs, and to examine the tonnage accounts returned by such officers.

Vessels of the United States are those of five tons burden and upwards, possessed of certificates of registry, enrollments and licenses, or licenses, regularly and legally issued and in force.

Vessels built within the United States and belonging wholly to citizens thereof, and vessels which may be captured in war by citizens of the United States and lawfully condemned as prize, or which may be adjudged to be forfeited for a breach of the laws of the United States, being wholly owned by citizens, and no others, may be registered.

All documents issued to merchant vessels of the United States subsequently to 1814 (all issued previous to that date were destroyed by the British) and surrendered, are now on file in the Register's office, and an abstract of each is entered in the books of the Tonnage Division.

The marine documents recorded are divided into the following classes, viz.:

1. Registers, which are those documents issued to vessels bound to a foreign port. All registers are signed by the Register of the Treasury, the collector of customs where the document is issued, and the naval officer, if there be one.

2. Enrollments, which are those documents issued to vessels of twenty tons burden, or over, engaged in domestic commerce. On the Northern, Northeastern, and Northwestern frontiers enrollments are also issued to vessels under twenty tons burden.

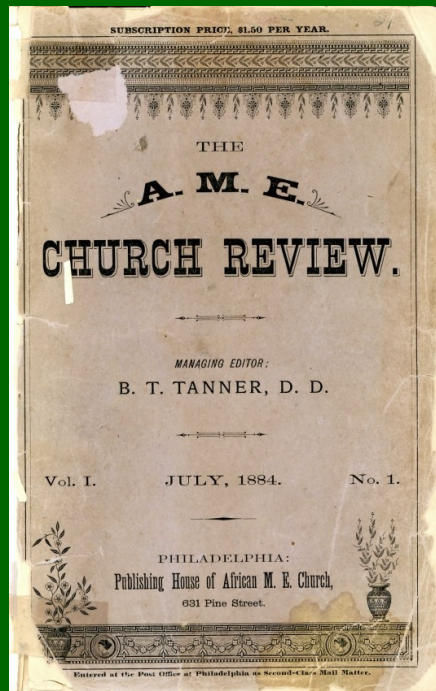
Each enrolled vessel is also required to carry a license. Enrollments are signed by the Collector of Customs, and naval officer, if there be one.

3. Licenses, which are permits to engage in certain trade. They are subdivided into two classes, viz.:

- (1.) Licenses issued to enrolled vessels.
- (2.) Licenses issued to vessels under twenty tons.

4. Commissions to yachts, which are those documents issued to yachts belonging to any regularly organized and incorporated yacht club for voyages of pleasure.

5. Certificates of record, which are those documents issued to vessels built in the United States, and belonging wholly, or in part, to the subjects of foreign powers.



Privateers

As Listed in the
Register of the
United States
Treasury

New Jersey Admiralty Scandal – Benedict Arnold the Fix Is In !

October 22, 1778

Tuckerton Privateer *Xantippe* Captured British Flagged *Charming Nancy*

NJ Admiralty Court Judged Ruled Against *Xantippe*

12 Wagon loads of Goods: Munitions/Swivel Guns/Schooner Sails
Naval Stores/Sundry Items Hauled and Unloaded at
Stephen Collins, Philadelphia. Sold in Philadelphia

Half of Proceeds went to America's General Benedict Arnold

Arnold provided *Charming Nancy* w passage unmolested by Continental Forces



"Money is this man's God, and to get enough of it he would sacrifice his country."



Revolutionary War Admiralty Courts Allentown/Toms River: Captured Ship Stores Transported Across Pinelands. Privateer VsIs Constructed of Pine Barrens Timber

LIBELS FILED IN NEW JERSEY MARITIME COURT, 6 JUNE

To all whom it may concern:

New-Jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at the house of Gilbert Barton, in Allentown, on Monday the thirteenth day of July next, at ten o'clock in the forenoon, then and there to try the truth of the facts alledged in the bills of Joseph Wade¹ (who as well, &c.) against the sloop or vessel called the *Duck*, and the sloop or vessel called the *Betsy*—of Zephaniah Stillman (who as well, &c.) against the schooner or vessel called the *Bachelor*—of Peter Anderson (who as well, &c.) against the sloop or vessel called the *Hazard*—of Abraham Boys (who as well, &c.) against the sloop or vessel called the *Sally*—of Timothy Shaler² (who as well &c.) against the sloop or vessel called the *Dispatch*, and the brigantine or vessel called the *Canaster*; with their respective tackle, apparel, furniture and cargoes: To the end and intent that the owner or owners of said vessels respectively, or any person or persons concerned therein, may appear and shew cause, if any they have, why the said vessels and their respective cargoes should not be condemned according to the prayer of the said bills.

June 6, 1778

By order of the Judge,
BOWES REED, Pro. Reg.³

The New-Jersey Gazette (Trenton), 10 June 1778.

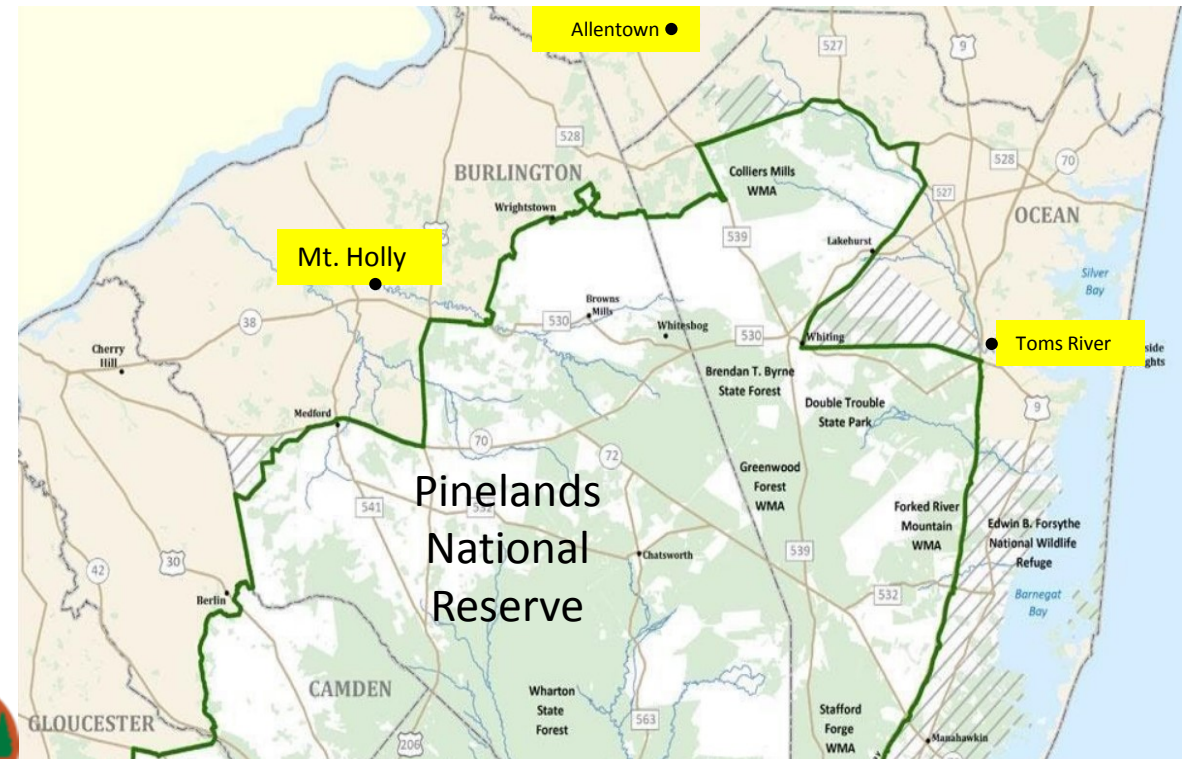
1. Joseph Wade, Capt., Pennsylvania Navy, commander of armed sloop *Fame*.
2. Timothy Shaler, of Gloucester, Massachusetts, commanded the New Jersey privateer boat *Chance*, guns and crew not stated, commissioned on 20 Mar. 1778. DNA, PCC item 196, vol. 2, p. 92.
3. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.



THE NEW-YORK GAZETTE; AND THE WEEKLY MERCURY, MONDAY, JUNE 8, 1778

A few Days since a Vessel from Cork for this Port, was taken by Captain Anderson, in an armed Boat, and carried into Tom's-River, New-Jersey.²¹

Sloop Hazard Cargo Beef and Pork



Revolutionary War Admiralty Courts Mount Holly/Toms River/Great Egg Harbor: Captured Ship Stores Transported Across Pine Barrens. From Mount Holly Court of Admiralty Captured Cargo Sailed down Rancocas Creek to Delaware River Port Philadelphia

Reference George Washington Papers 1778.

10 June Maj. Gen Philemon Dickinson of the New Jersey militia reported to Gen Washington “Two valuable prizes were suck into Toms River, two days ago, by a small New England Privateer, part of Cargoes consists of one hundred & fifty hogsheads of Rum – this small Privateer within five weeks past , has taken Prizes to the amount of One hundred & fifty thousand pounds”.

14 June Brig Gen William Maxwell reported to Washington that a “Prize Schoor & two sloops had been captured and brought into Little Egg harbor, the first has 160 puncheons of Rum on board, the two latter loaded w fruit and Turtle



NEW JERSEY MARITIME COURT, 19 DECEMBER 1777–3 MARCH 1778

LIBEL FILED IN NEW JERSEY MARITIME COURT, 19 DECEMBER 1777

December 19, 1777.

To all whom it may concern.

State of New Jersey, ss. NOTICE is hereby given, that a Court of Admiralty will be held at Mountholly, at the house of Zachariah Rossel, on Saturday the tenth day of January next, at ten o'clock in the forenoon of the same day; then and there to try the truth of the facts alledged in the bill of Colonel Samuel Dick,¹ (who as well, &c.) against the sloop or vessel called *Patty*, her tackle, apparel, furniture and cargo, burthen about fifty tons, lately commanded by Tunis Mountaine:—To the end and intent that the owner or owners of the said sloop and her cargo, or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the Judge,
BOWES REED, PRO. REG.²

The New-Jersey Gazette (Burlington), 24 December 1777.

1. Col. Samuel Dick, New Jersey militia.
2. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.

LIBEL FILED IN NEW JERSEY MARITIME COURT, 1 JANUARY 1778

January 1, 1778.

To all whom it may concern:

State of New Jersey, ss. NOTICE is hereby given, that a court of admiralty will be held at Mountholly, at the house of Zachariah Rossel, on Saturday the tenth of this instant January, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Captain Powell Carpenter (who as well, &c.) against the sloop or vessel called the *Comet*, her tackle, apparel, furniture and cargo, burthen about twenty tons, lately commanded by James Taylor:¹ To the end and intent that the owner or owners of the said sloop and her cargo, or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the judge,
BOWES REED, PRO. REG.²

The New-Jersey Gazette (Burlington), 7 January 1778.

1. The *Comet* was ordered to be sold on 22 Jan., at Salem, New Jersey. *The New-Jersey Gazette*, 14 Jan.
2. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.



State of New-Jersey, ff.

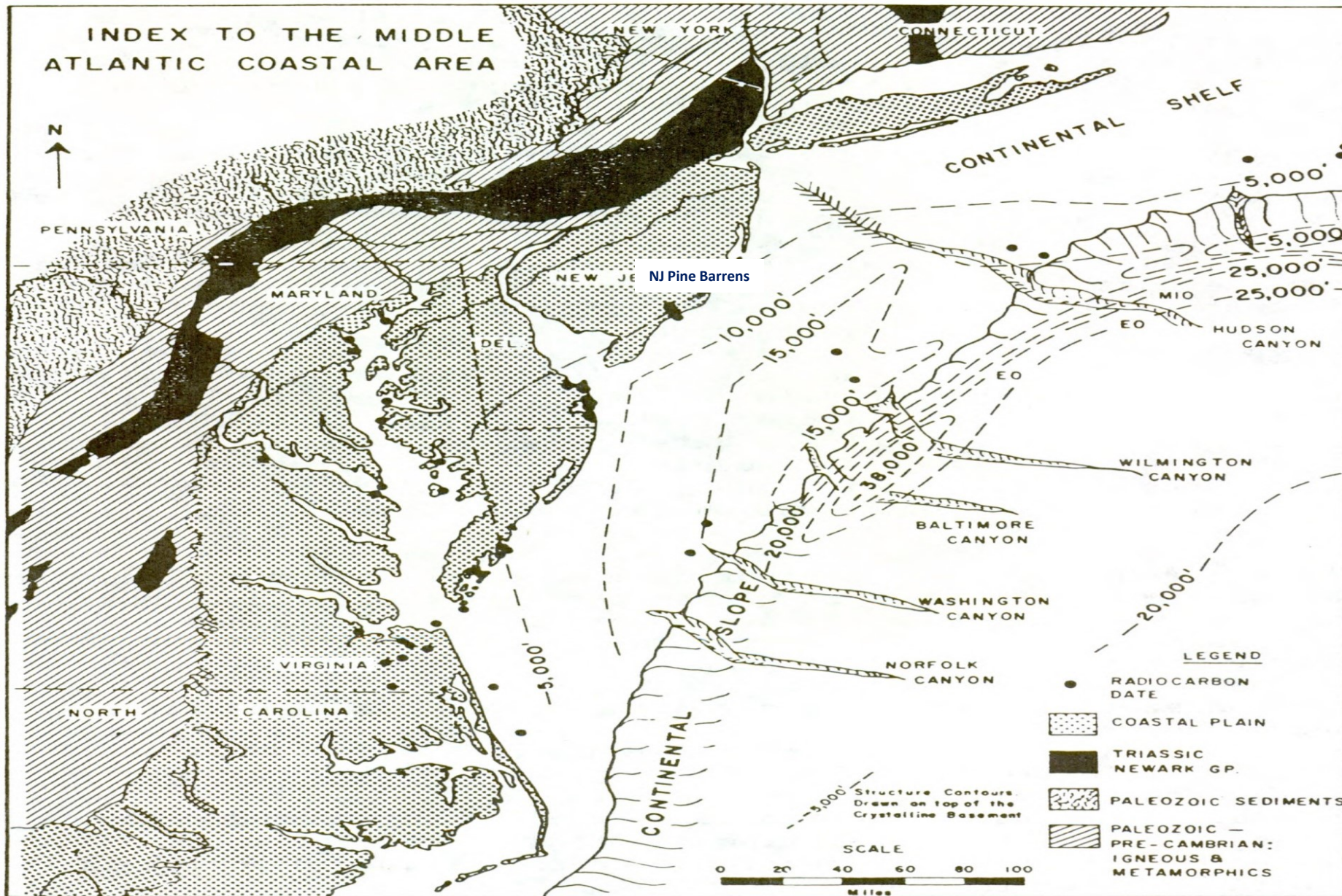
T O A L L whom it may concern,
N O T I C E is hereby given, That a Court of Admiralty will be held at Mount-Holly, in the State of New-Jersey, on Thursday the 8th day of June next, at ten o'clock in the forenoon, then and there to try the truth of the facts alleged in the bill of the Captains Brown, Decatur and Ridge, (*qui tam, &c.*) against the sloop or vessel called the Swallow, Capt. ---Snell, late commander, with her tackle, apparel and cargo: To the end that the owner or owners or any persons concerned therein, may shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the Judge,

New Jersey

Pinelands National Reserve Landscapes





Pinelands National Reserve
Ecosystems, Topography,
and Flora and Fauna
Influences on
Maritime Affairs

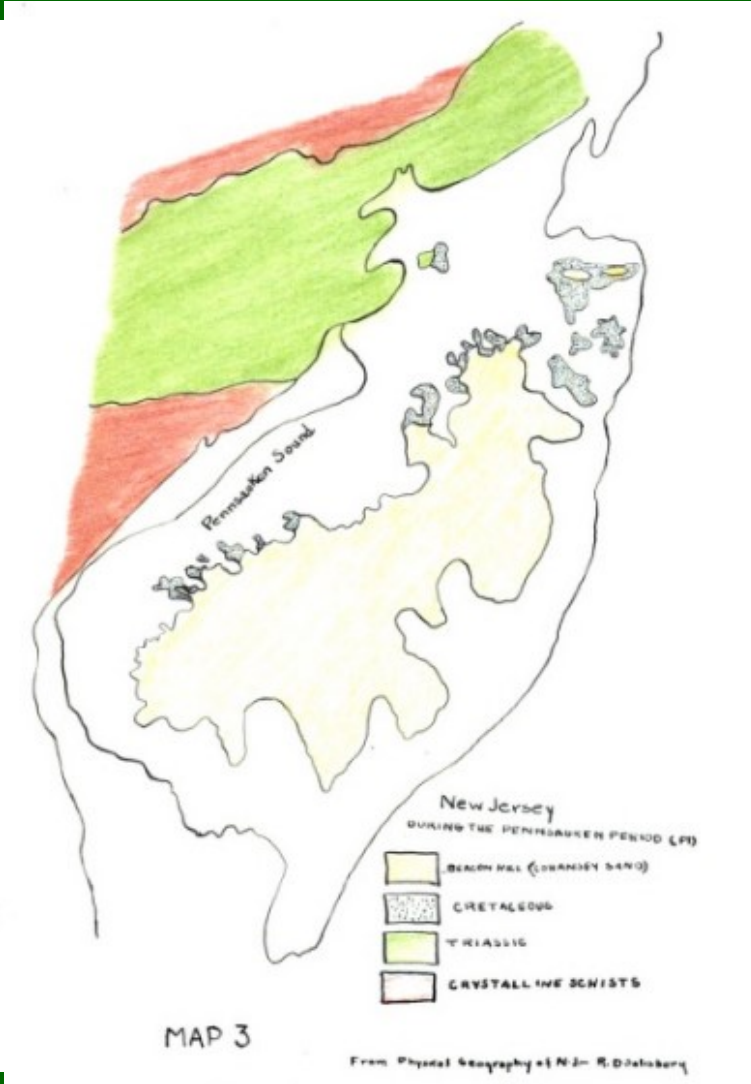
Geologic Time Frames

Reference: USACE



Figure 1. Geologic setting of Mid-Atlantic estuaries.

A Sense of Place - Pine Barrens Glaciation

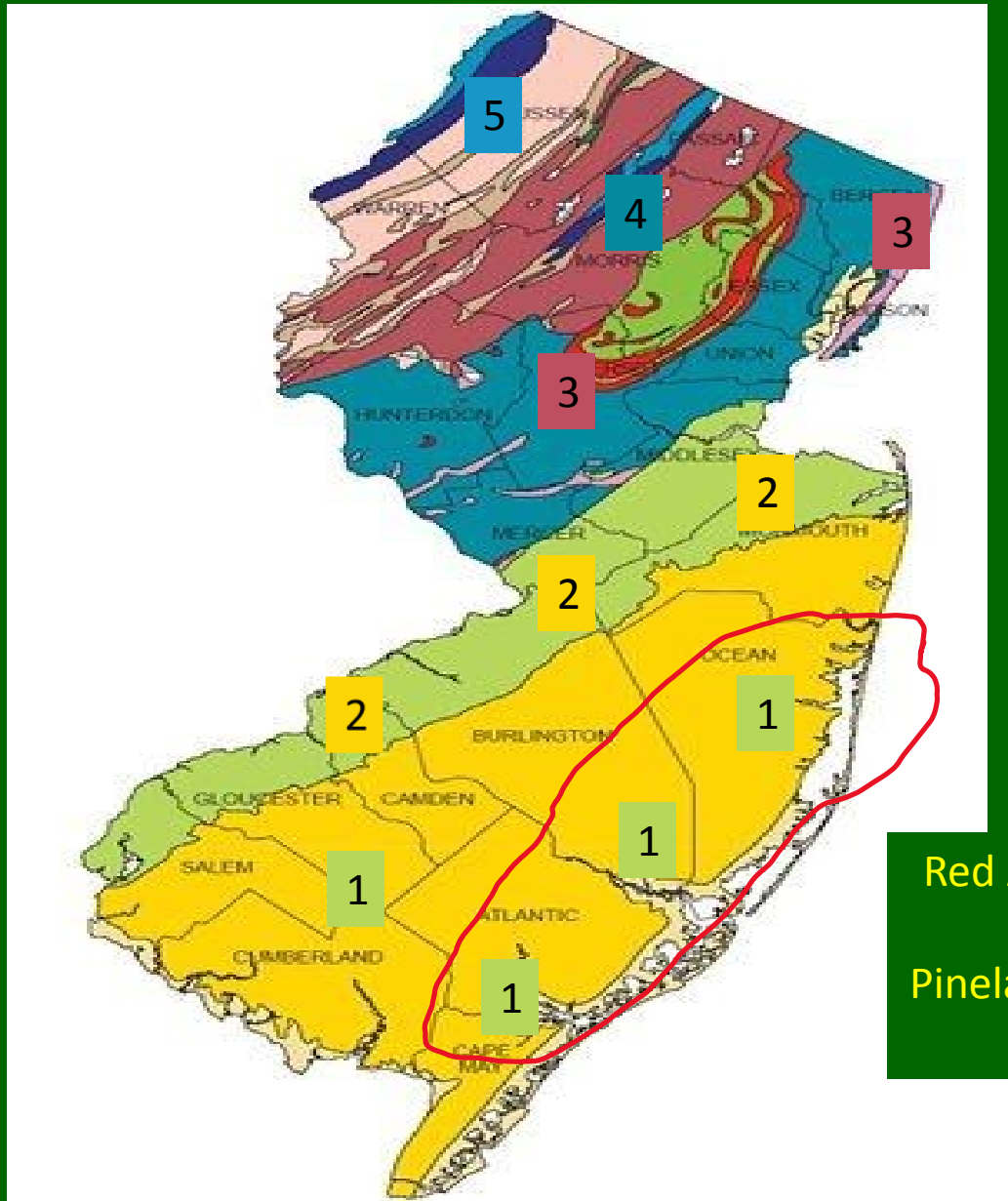


Reference: Blaser. 1932 Biological Study of a Bog in the Wading River region



Reference: Pine Barrens Peneplain - Harshberger 1916

The Land - Pine Barrens



Red Approximate
Border
Pinelands National
Reserve

NJ's Physiologic (Distinct Natural Land Forms)



Provinces

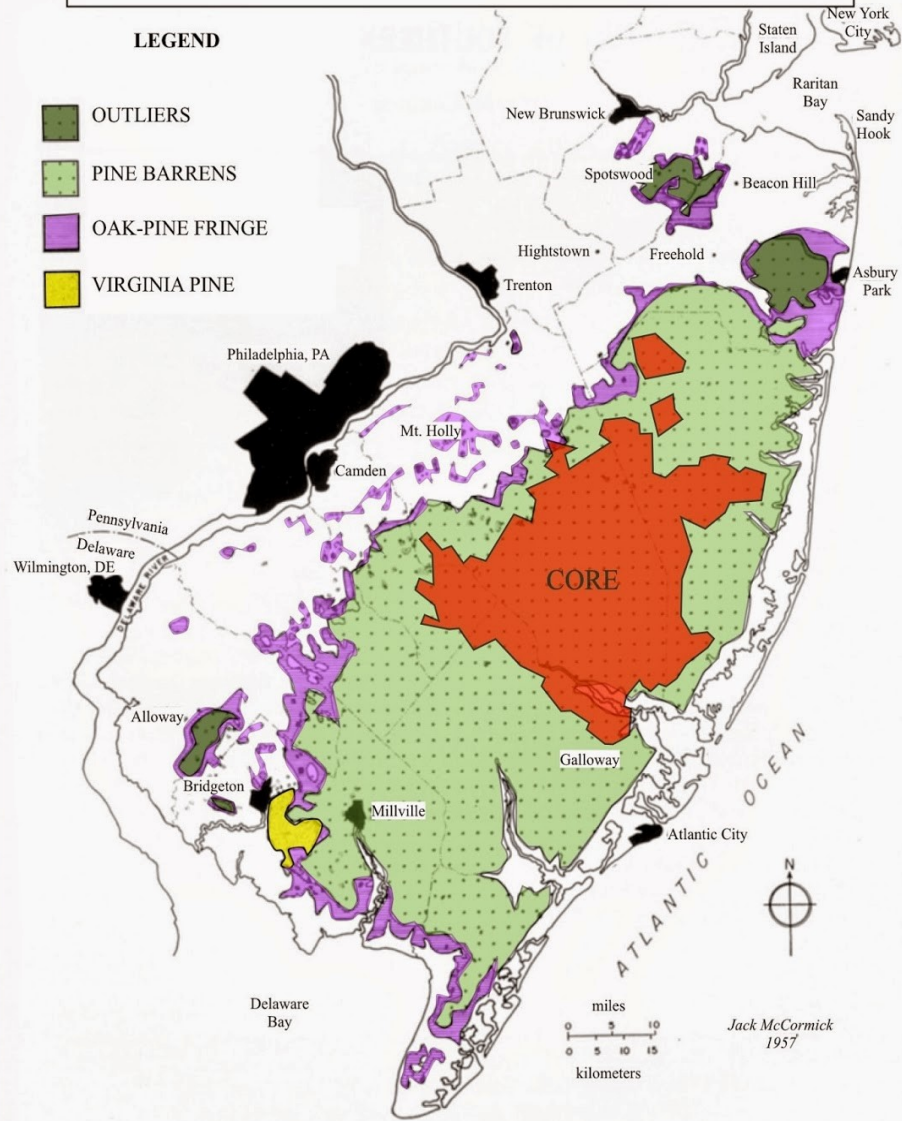
1. Outer Coastal Plain
2. Inner Coastal Plain
3. Piedmont
4. Highlands
5. Valley and Ridge



VEGETATION MAP OF PINE BARRENS

LEGEND

-  OUTLIERS
-  PINE BARRENS
-  OAK-PINE FRINGE
-  VIRGINIA PINE



Pinelands



Pinelands "Core" Area



Pinelands Oak/Pine Fringe
Note: Old Rail Line



Scale of Pinelands National Reserve Oak Forests Directly Impacted Ship and Barge Designs

VEGETATION OF THE PINE BARRENS by Jack McCormick (ref Burlington County Library System)

Water, fire, and man have shaped the modern vegetation of the Pine Barrens. At least until the early 1900's, most forests in the Pine Barrens were clear-cut every 25 to 50 years for firewood, charcoal production, poles and lumber. Most of the forests were burned repeatedly, at intervals of 10 years or less to 30 years or more. These frequent fires apparently screened out many plants which grow along the margins, being predominant in surrounding regions.

Pitch pine, blackjack oak, and southern white-cedar are most characteristic of the twenty or more trees forming the forests. Pitch pine grows on sites ranging from the driest to the wettest. Oak-pitch forests (600 to 900 trees per acre) generally are less dense than pine-oak forests (1,100 to 1,200 trees per acre). The oak-pine forest canopy ranges from 35 to 50 feet high but in stands left unburned for 1 century or more, the trees may be 75 to 100 feet tall.



Ideal for ship constructed for coastal trade, oystering, barges, shallops....



Fernwood Springs – Pine Barrens Western Fringe – Last Remaining Atlantic White Cedar Forest in NJ Inner Coastal Plain





FROM THE FOREST. According to Hall and Maxwell,⁷ the cutting of southern white-cedar began probably three hundred years ago and was in full blast in New Jersey two centuries ago. John Lawson, nearly two hundred years since, mentioned its use in the Carolinas for “yards, topmast booms, and bowsprits for boats, and shingles and pails.” The drain on the swamp forests for white-cedar lumber was so great that Benjamin Franklin published an essay in *Poor Richard's Almanack* (1749) in which he advocated forestry methods, especially the planting of red-cedar to supply the country when the white-cedar and other woods should fail. Peter Kalm foretold the inadequacy of the white-

1765 Board of East Jersey Proprietors appointed rangers to reduce the impacts and preserve the land/timber

Reference: Richard Forman, *Pine Barrens Landscapes*, 1979



Count Niemcewicz* In 1799 traveled from Philadelphia to Batsto. Recorded a century plus or more of human's exploitation of the Pine Barrens. His comments appreciate a devastation of the forested woodlands of the NJ Pine Barrens.

Atlantic white cedar (*Chamaecyparis thyoides*) was extensively logged. Lumber was exported to NYC, Philadelphia and the West Indies directly from major landings on Pine Barren rivers (see Nelson).

In 1749, Peter Kalm a student of Linnaeus and Samuel Smith in 1765 record the cedars were worked out.

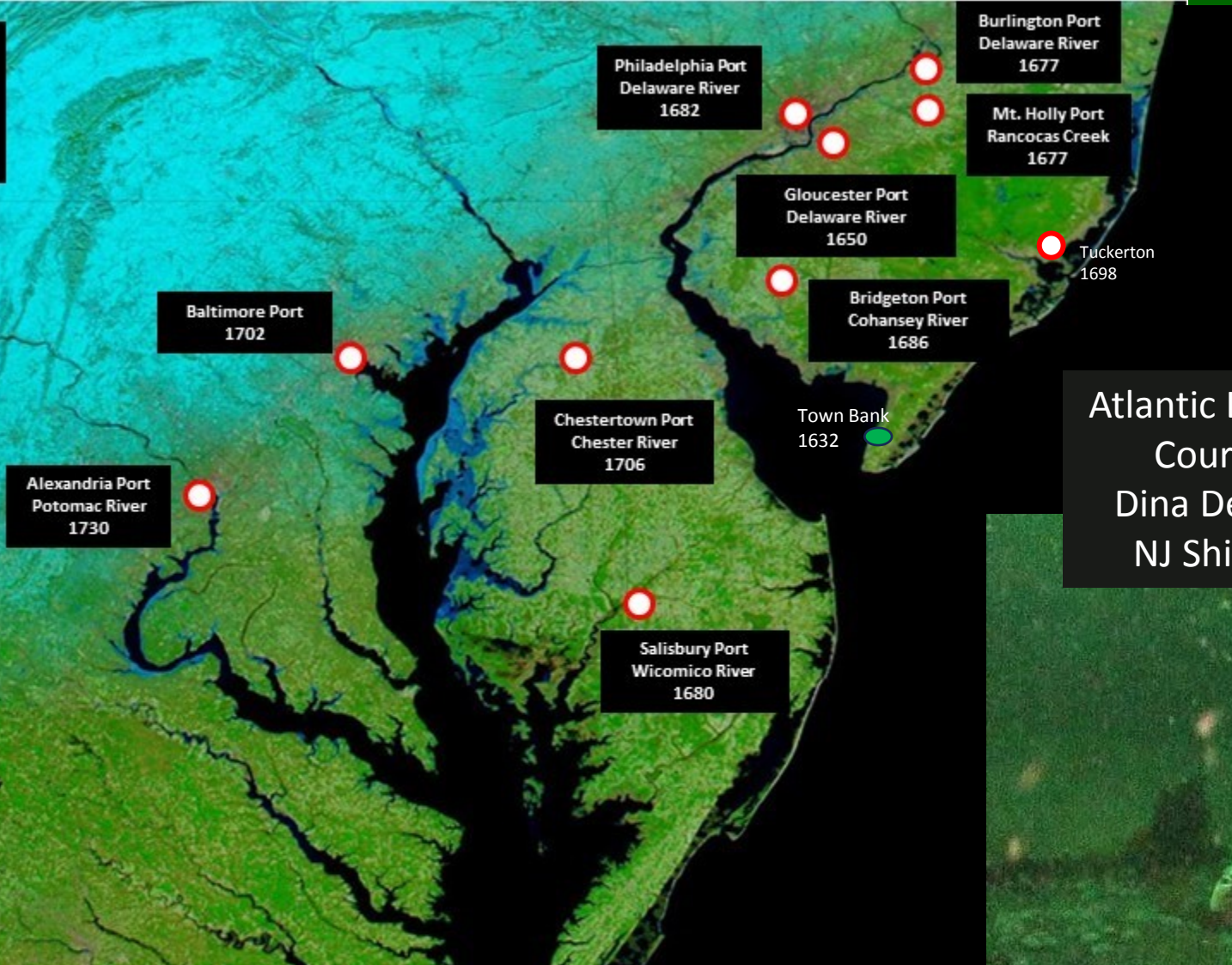
By 1823 hundreds of men worked the cedar swamps around Little Egg Harbor. By the end of the 19th century cedar and Pine Barrens lumbering ended.

* Polish poet, playwright and statesman. sailed on the ship *Adriana* from Bristol, in England, in the company of the Portuguese abbot and botanist, José Correia da Serra who served as the chaplain on ship for Niemcewicz and w Tadeusz Kościuszko (American Revoultionary General). Arrived in Philadelphia on August 18, 1797. During his stay, he visited South Jersey and New York State. In 1798, elected a member of the American Philosophical Society. He chronicled his travels in his published work the Vine and Fig Tree: Travels through America in 1797-1799, with account of life in New Jersey

Maritime Cultural Heritage

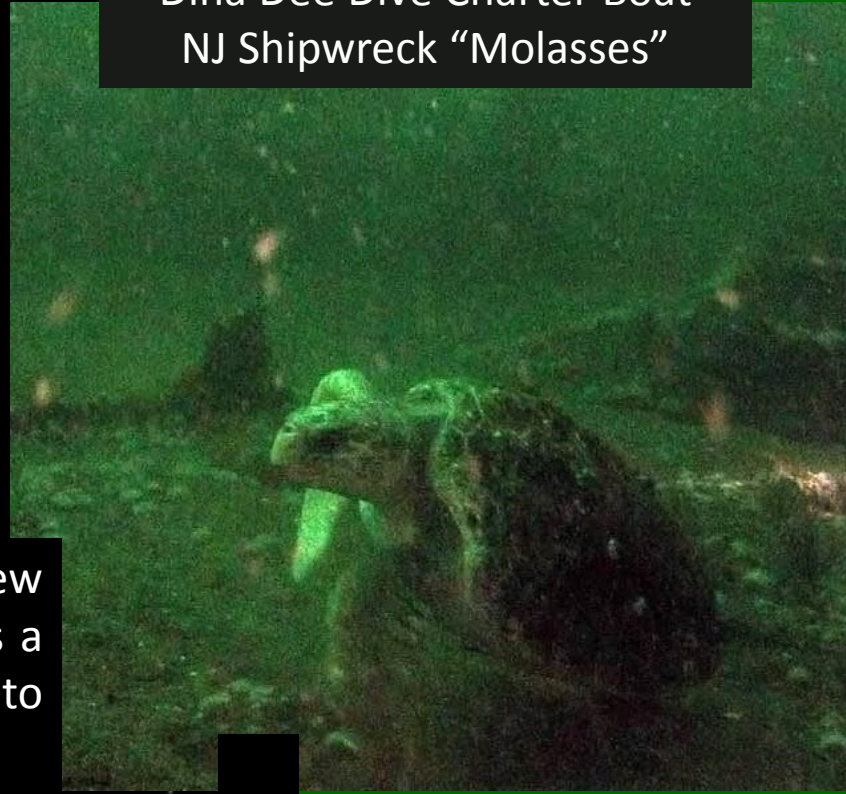
Early American Ports

Pre 1776



Atlantic Loggerhead Sea Turtle
Courtesy Dennis Smith
Dina Dee Dive Charter Boat
NJ Shipwreck "Molasses"

In the early 1920's this barge transported molasses from the Caribbean to a New York distillery to make rum. Much like was done in the 1700's. Molasses is a thick syrup by-product from the processing of the sugarcane or sugar beet into sugar. Today an exemplary coastal NJ artificial reef.





the multiplication of saw-mills.

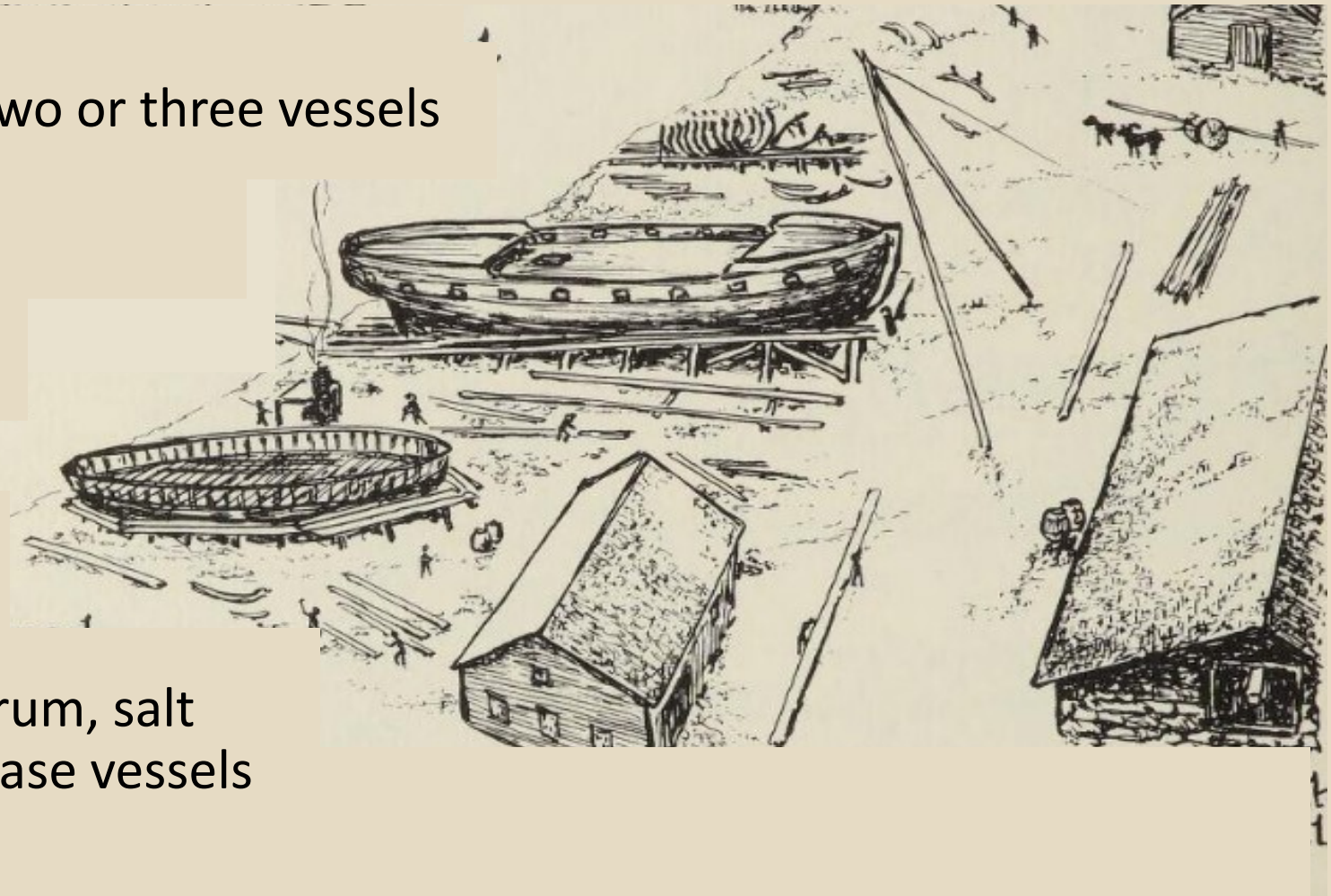
Ship-building and the manufacture of lumber were principal branches of business at Little Egg Harbor, where, about the year 1704, Edward Andrews erected saw and grist-mills on Tuckerton's or Andrew's Mill Creek. Saw and corn-mills were built about the year 1758 on the north branch of the **Rancocas**, at Pemberton, by a company who purchased land of David Bodd.

Reference: A history of American manufactures from 1608 to 1860

Deceptively small - room for two or three vessels

Sawyers, carpenters, dubbers, planking gangs, painters, rope and sail specialists

Bulk merchandise like butter, rum, salt tobacco, turtles used to purchase vessels for investors/privateers



Found situated along tidewater segments of Pine Barrens waters

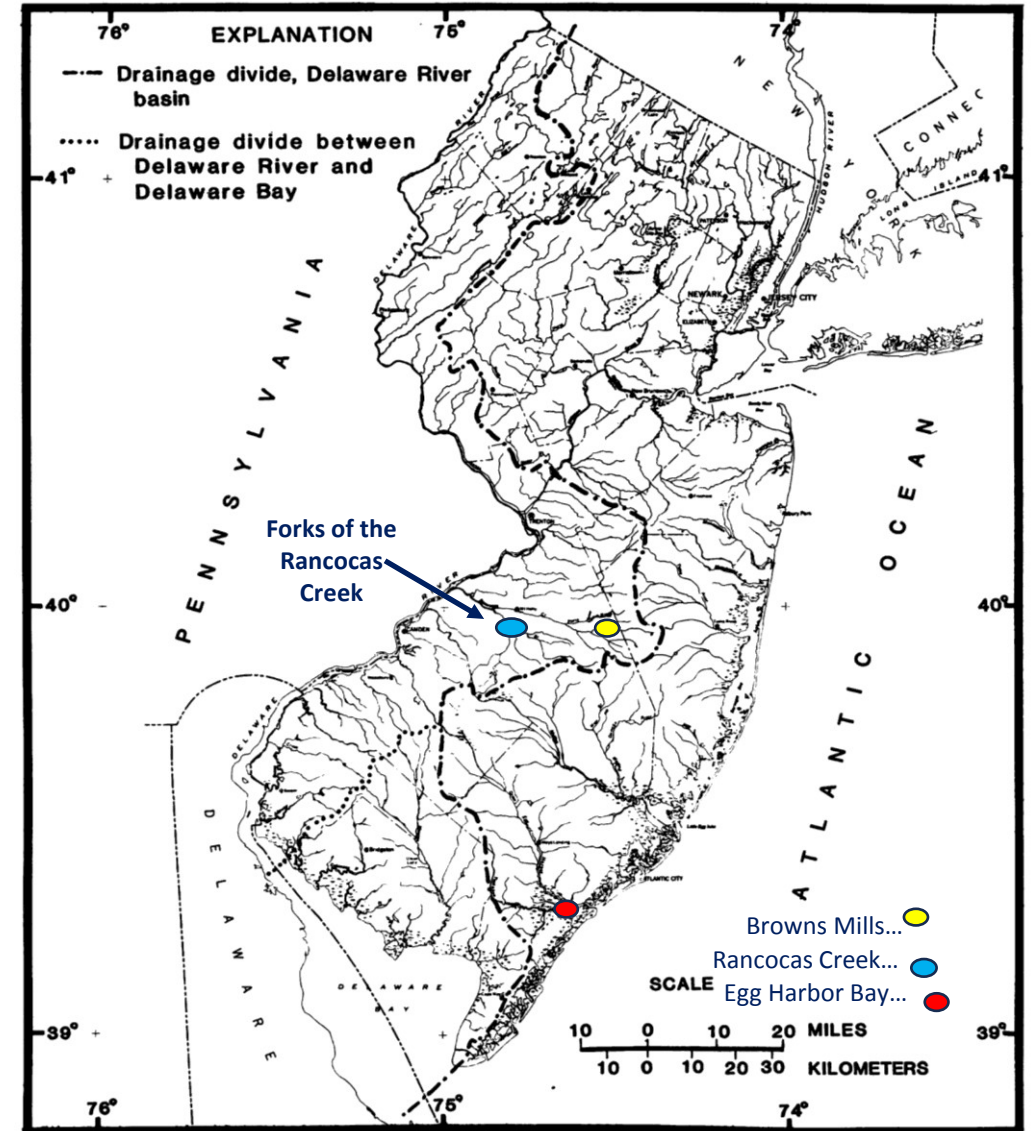


1863 Description of the Pine Barrens

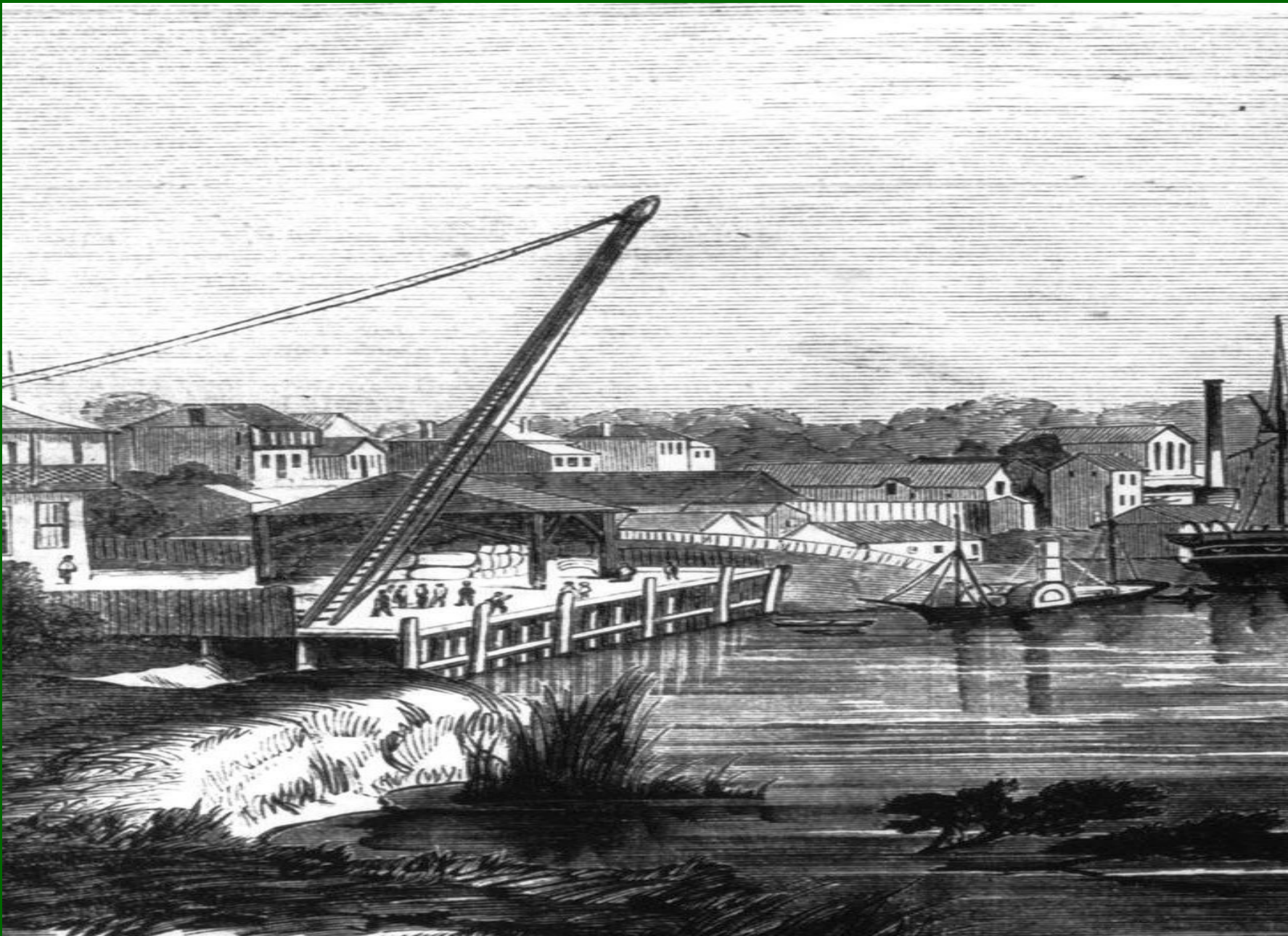
Tract of land embraces several of the main sources of the Rancocas Creek which empties into the Delaware River below Burlington. The principle Pine Barren streams by which it is watered are Pole Bridge, Cranberry, North, Middle and South Branches and the McDonalds Branch.

The first the most easterly source of the Rancocas and interlocks with streams flowing into Egg Harbor Bay.

The company has designed three villages at Woodmansie, Mount Relief and Brown's Mills, in close proximity to Hanover Furnace.



Base from U.S. Geological Survey State Base Map, 1:500,000
Figure 1.--Delaware River basin and Delaware Bay drainage divides in New Jersey.



Harpers' Weekly

1877

NJ Tidewater River
Landing Pier





Western Outflow NJ Pinelands National Reserve Tidewater Confluence
“Forks of the Rancocas” - N Branch joins S Branch
Western Viewshed NJ’s Rancocas State Park

7 (seven) miles West to the Delaware River Federal Navigation Channel - Visible Top of Photo



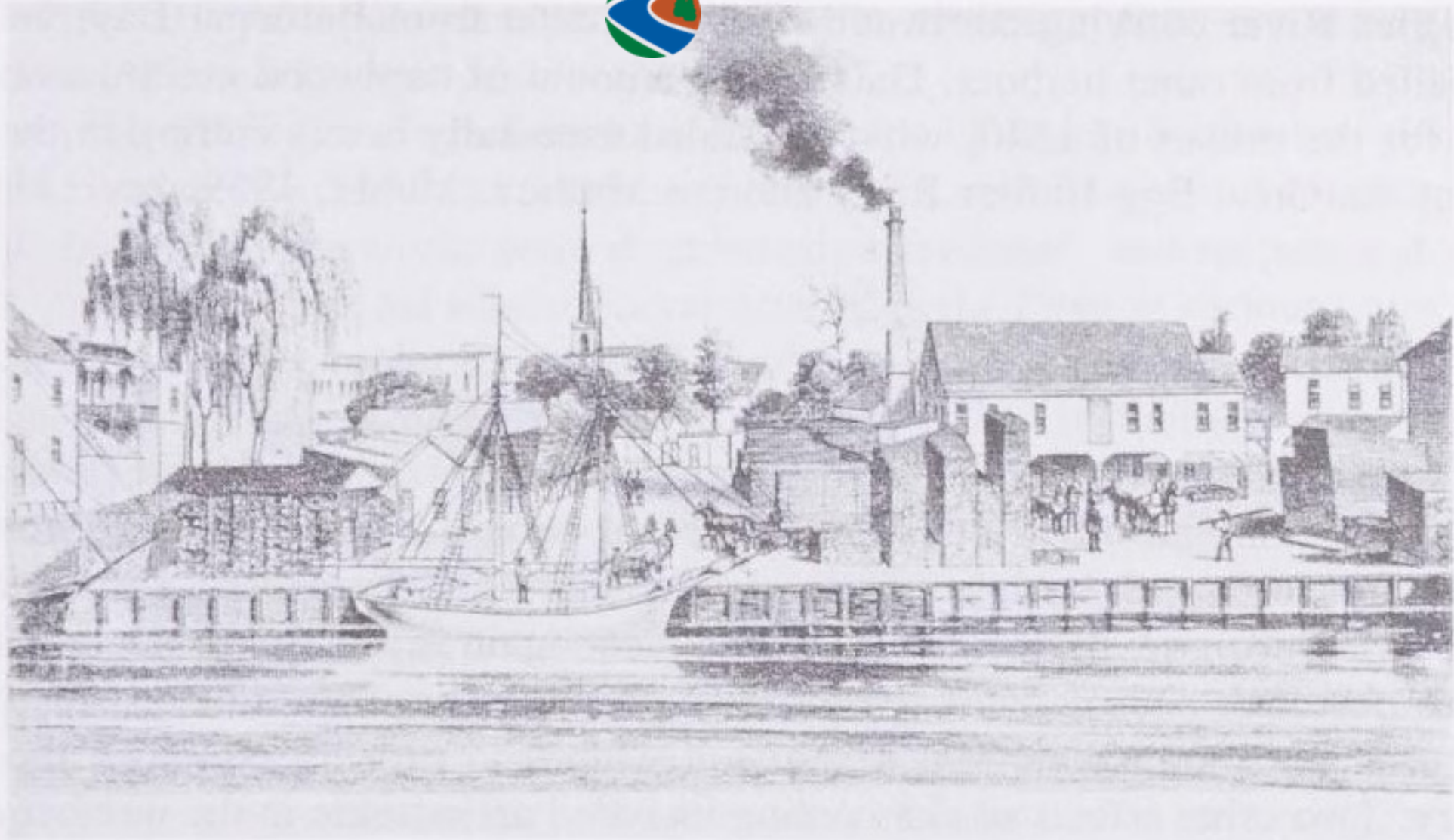


Fig. 3. Lumber left the Pine Barrens from mills on many rivers, such as this at Bridgeton on the Cohansey River about 1876. From Stewart (1876).

Reference: Richard Forman, Pine Barrens Landscapes, 1979



New Jersey Pinelands National Reserve Main Navigable Tidewater Outflows



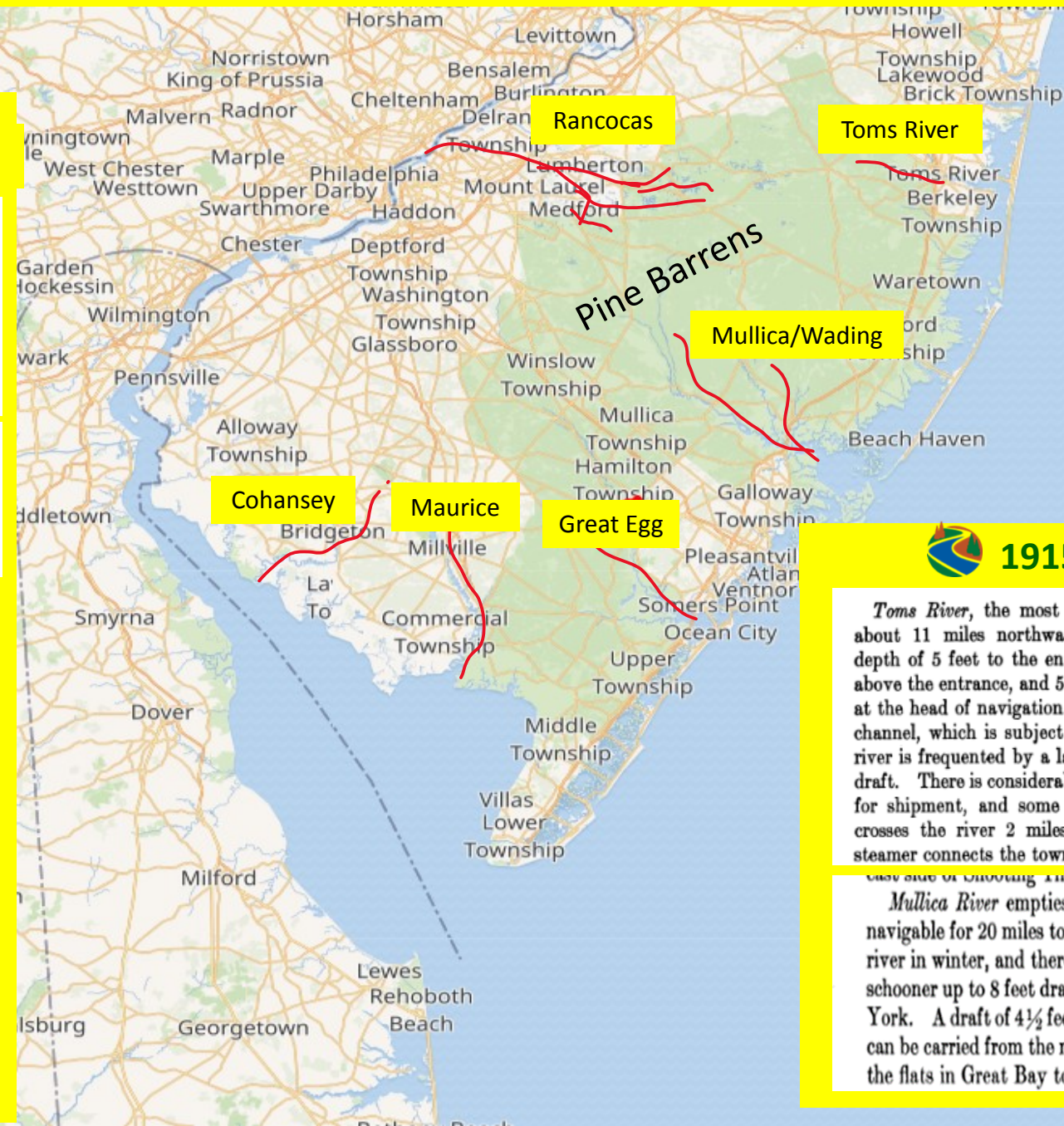
1915 Coast Pilot

Rancocas River, on the eastern side of the Delaware River, $5\frac{1}{2}$ miles above the railroad bridge, has a depth of 7 feet for a distance of $4\frac{1}{2}$ miles above the mouth and 5 feet to the junction of the Lumberton and Mount Holly branches, $7\frac{3}{4}$ miles above the mouth. It is used by many tugboats and barges up to 10 feet draft and by one freight steamer of 7 feet draft, which goes as far as Hainesport, on the Lumberton Branch. The Lumberton Branch above Hainesport and the Mount Holly Branch are used only by small pleasure boats.

Cohansey River, marked by Cohansey lighthouse (a white dwelling), is navigable to the city of Bridgeton, $17\frac{1}{2}$ miles above the entrance. It has considerable trade, carried mostly in barges to the upper end, and small schooners and motor boats in the lower end. The deepest draft entering the river is about 11 feet, and this draft is taken to Bridgeton at high water.

Maurice River is navigable to the city of Millville, 21 miles above the mouth. The landings near the mouth are the center of a large oystering and fishing industry, and there is considerable trade in the upper river, mostly in towed sand barges. The deepest draft entering the river is 11 feet, and this draft is taken to Millville at high water.

Great Egg Inlet, $7\frac{1}{2}$ miles southwestward of Absecon Lighthouse, had a depth in 1914 of about 9 feet at low water in the buoyed channel across the bar. It is used by many yachts of 4 or 5 feet draft and local fishing and pleasure boats. The deepest draft entering is an occasional tugboat up to 9 or 10 feet draft. The shore line on the south side and the position of the channel are fairly stable, and the buoys usually mark the best water. Strangers of 4 or 5 feet draft do not usually take a pilot in smooth weather, but follow the buoys, preferably on a rising tide, being also guided by the appearance of the water. Pilots may usually be had from fishing boats outside, or from Ocean City in answer to signal. Breakers extend across the inlet in moderately heavy weather. In winter it is used only by a few fishermen, and is often rendered dangerous by floating ice.



1915 Coast Pilot

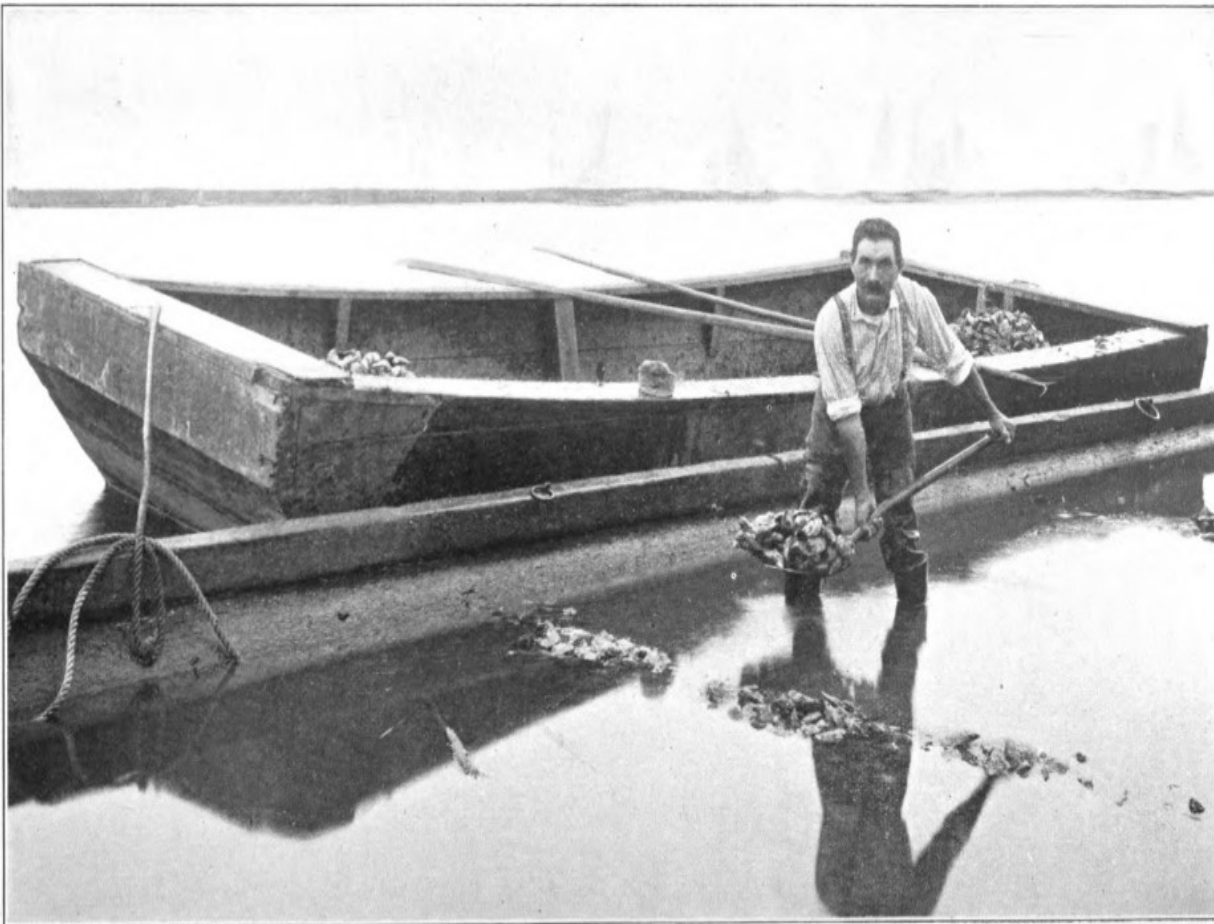
Toms River, the most important tributary of Barnegat Bay, is about 11 miles northward of Barnegat Lighthouse. There is a depth of 5 feet to the entrance, 6 feet in midchannel for $3\frac{1}{2}$ miles above the entrance, and 5 feet to the wharves at Toms River, a town at the head of navigation. The upper $\frac{1}{2}$ mile is through a dredged channel, which is subject to slight shoaling. The lower end of the river is frequented by a large number of pleasure boats up to 5 feet draft. There is considerable sea food and produce run to Toms River for shipment, and some outgoing freight. A railroad drawbridge crosses the river 2 miles above the mouth. In summer a small steamer connects the towns on Toms River with Seaside Park.

east side of Shooting Thoroughfare, opposite Dover Islands.

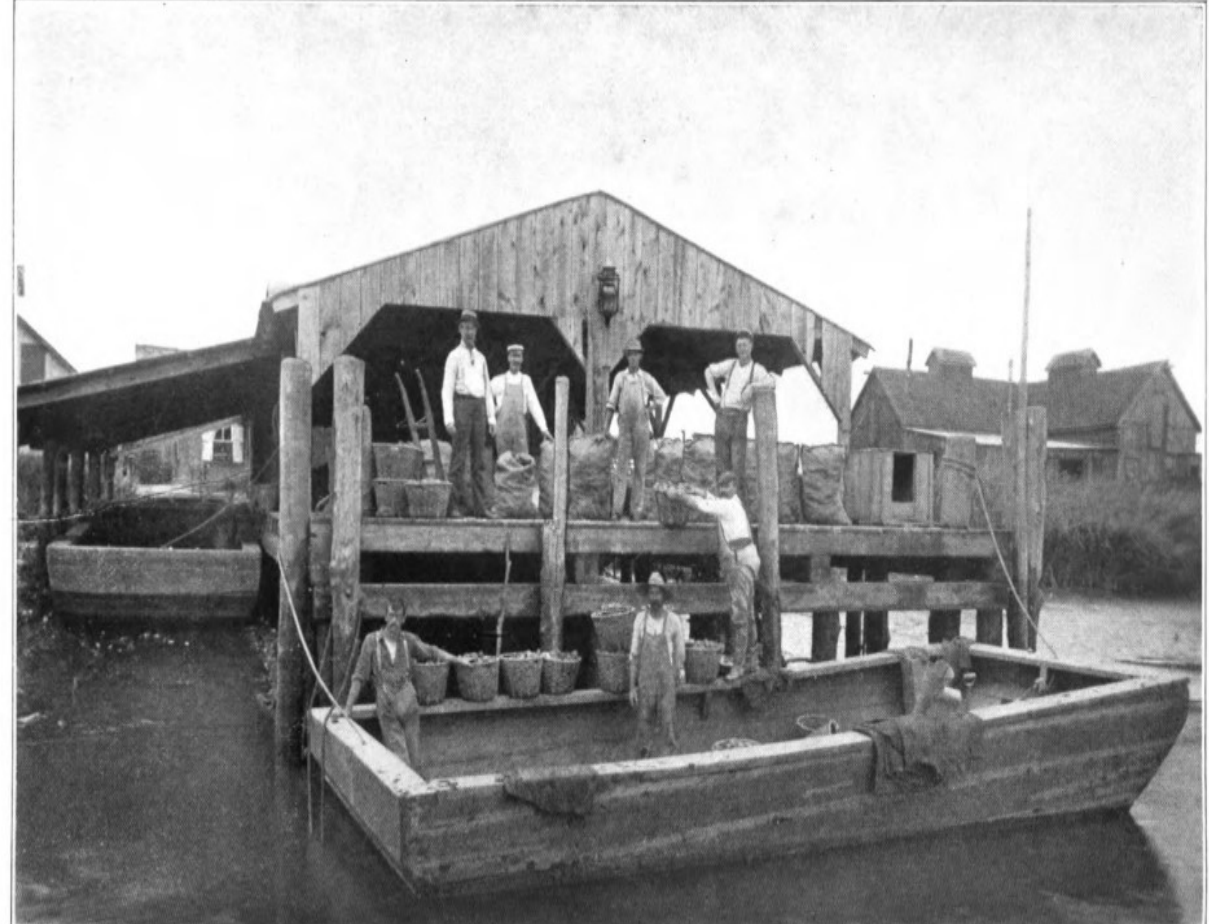
Mullica River empties into the western side of Great Bay. It is navigable for 20 miles to *Pleasant Mills*. Fish steamers lay up in the river in winter, and there are many small local boats. An occasional schooner up to 8 feet draft loads wood or produce in the river for New York. A draft of $4\frac{1}{2}$ feet at low water and 9 feet at a good high water can be carried from the northern end of Shooting Thoroughfare across the flats in Great Bay to the mouth of the river. The most difficult

Pine Barrens Oystering Delaware Bay

Note: size of wooden float barge (Mid-size timber from Southern Regions of NJ Pine Barren)



Taking up oysters fattened on a float.



Unloading a float at Bivalve.



Report of NJ Bureau of Shell Fisheries. 1904-1905



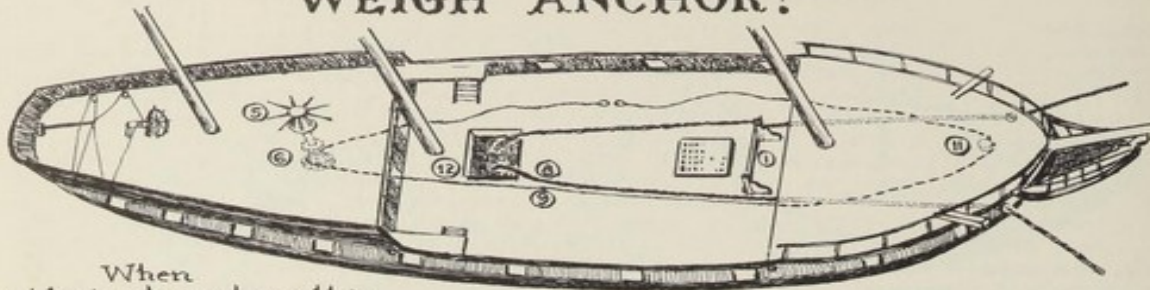
Fernwood Springs, Last remaining Atlantic White Cedar Forest NJ's Inner Coastal Plain NJ Pine Barren's Western Fringe



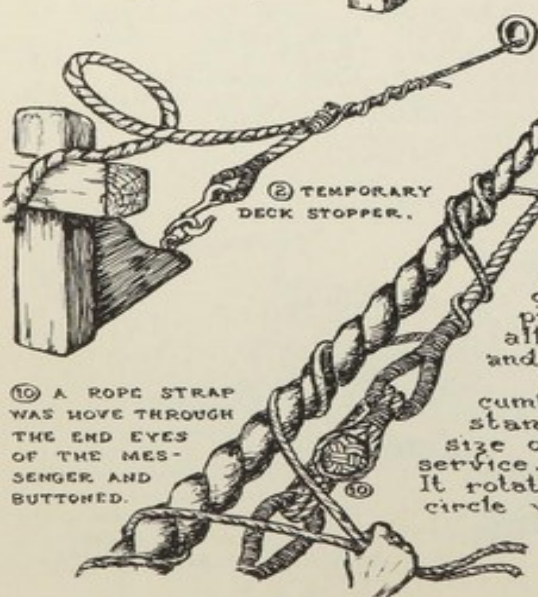
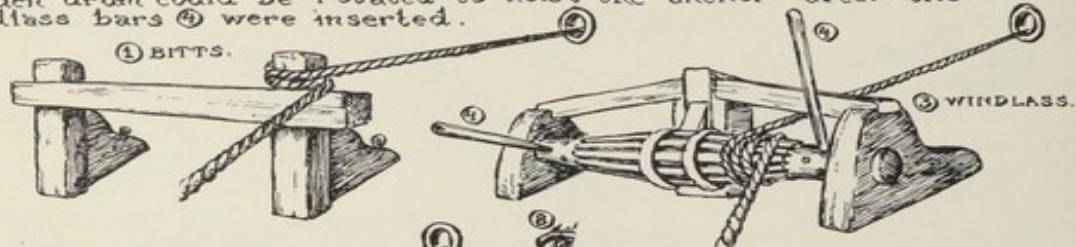
Rancocas Pathways



WEIGH ANCHOR!

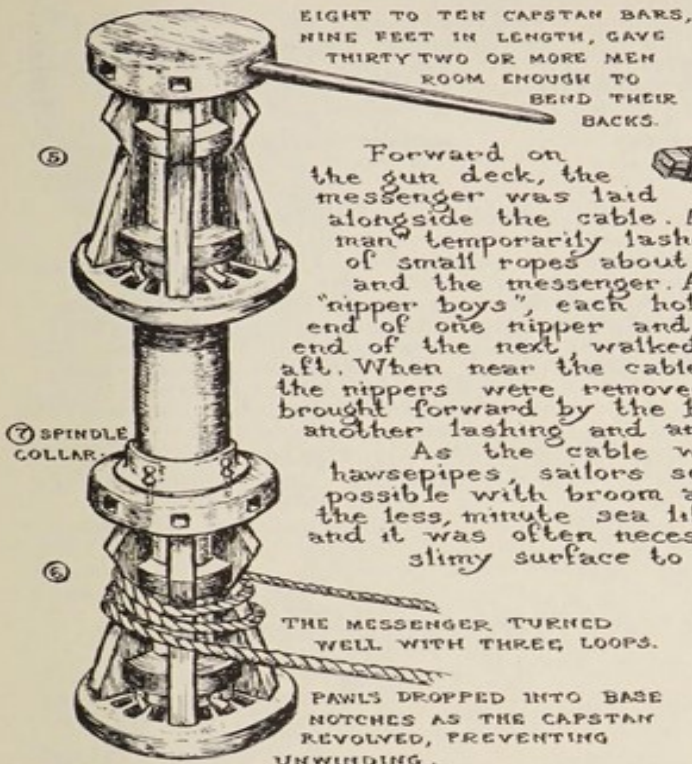


When riding at anchor, the great strain of the anchor cable was carried by a sturdy upright post called the bitt ①. To obtain slack enough to loop the cable over the bitt, a deck stopper ② was temporarily lashed forward. On a small vessel, the windlass ③ held the cable well enough. This round wooden drum could be rotated to hoist the anchor after the windlass bars ④ were inserted.



Hoisting anchor on the larger privateer took considerably more skill and effort. A heavy wooden upright winch, the capstan, was needed. Generally there were two - one on the quarterdeck ⑤ and one on the deck directly below. They could be rotated together to haul the anchor. The lower capstan ⑥ could work independently of the quarterdeck capstan by removing the pins on the metal spindle collar ⑦ to allow a single capstan to hoist tackles and the main yard.

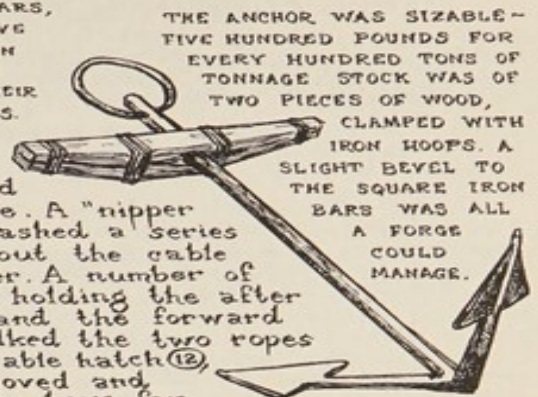
The cable ⑧ was too large and cumbersome to be looped around the capstan. Therefore a messenger ⑨, half the size of the anchor cable, was pressed into service. It could handily encircle the capstan. It rotated about the deck in a continuous circle when the eye splices ⑩ were connected. The forward part of the messenger passed around a roller ⑪ under the bowsprit.



EIGHT TO TEN CAPSTAN BARS, NINE FEET IN LENGTH, GAVE THIRTY TWO OR MORE MEN ROOM ENOUGH TO BEND THEIR BACKS.

Forward on the gun deck, the messenger was laid alongside the cable. A "nipper man" temporarily lashed a series of small ropes about the cable and the messenger. A number of "nipper boys", each holding the after end of one nipper and the forward end of the next, walked the two ropes aft. When near the cable hatch ⑫, the nippers were removed and brought forward by the boys for another lashing and another walk.

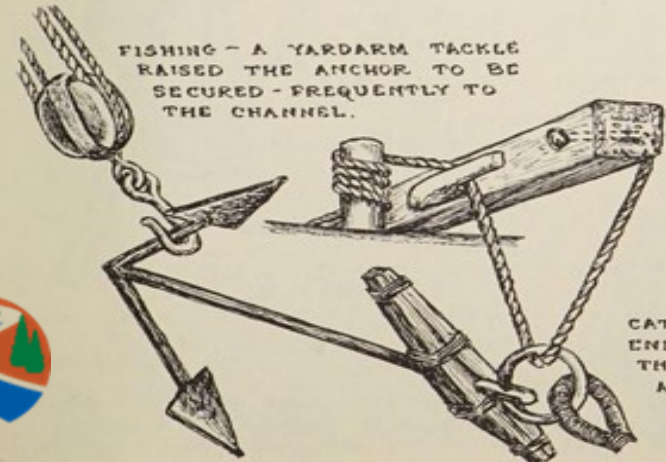
As the cable was hauled through the hawsepipes, sailors scrubbed off as much mud as possible with broom and buckets of water. None the less, minute sea life made the cable slippery and it was often necessary to sprinkle sand on the slimy surface to make the nippers hold.



THE ANCHOR WAS SIZABLE - FIVE HUNDRED POUNDS FOR EVERY HUNDRED TONS OF TONNAGE STOCK WAS OF TWO PIECES OF WOOD, CLAMPED WITH IRON HOOPS. A SLIGHT BEVEL TO THE SQUARE IRON BARS WAS ALL A FORGE COULD MANAGE.

THE MESSENGER TURNED WELL WITH THREE LOOPS.

PAWLS DROPPED INTO BASE NOTCHES AS THE CAPSTAN REVOLVED, PREVENTING UNWINDING.



FISHING - A YARDARM TACKLE RAISED THE ANCHOR TO BE SECURED - FREQUENTLY TO THE CHANNEL.



CATTING THE ANCHOR - A ROPE WITH ITS END STOPPERED WAS PASSED THROUGH THE CATHEAD, THEN THROUGH THE ANCHOR RING TO A CLEAT ON THE CAPHEAD. IT WAS THEN MADE FAST TO A TIMBER HEAD.





Thanks 2 Mike T.

<<< Pinelands Kedge Anchor Rancocas Creek

American seamanship manual from 1904 describes kedging as a means for maneuvering large engineless ships in and out of tight harbors and tidal river entrances. Strapping young lads would take to the longboats and row out one of the ship's smaller anchors in the direction they wanted to move the ship. They would then drop anchor when they ran out of cable, return to the ship and take up on the capstan to pull the ship up to the anchor, usually 600 feet or so at a time.

*Tuckerton N.J. Sailing Garvey
as taken on Dec. 1930, by H.B. Hummel & H. Chapelle &
by H. Gann from published sketches.*

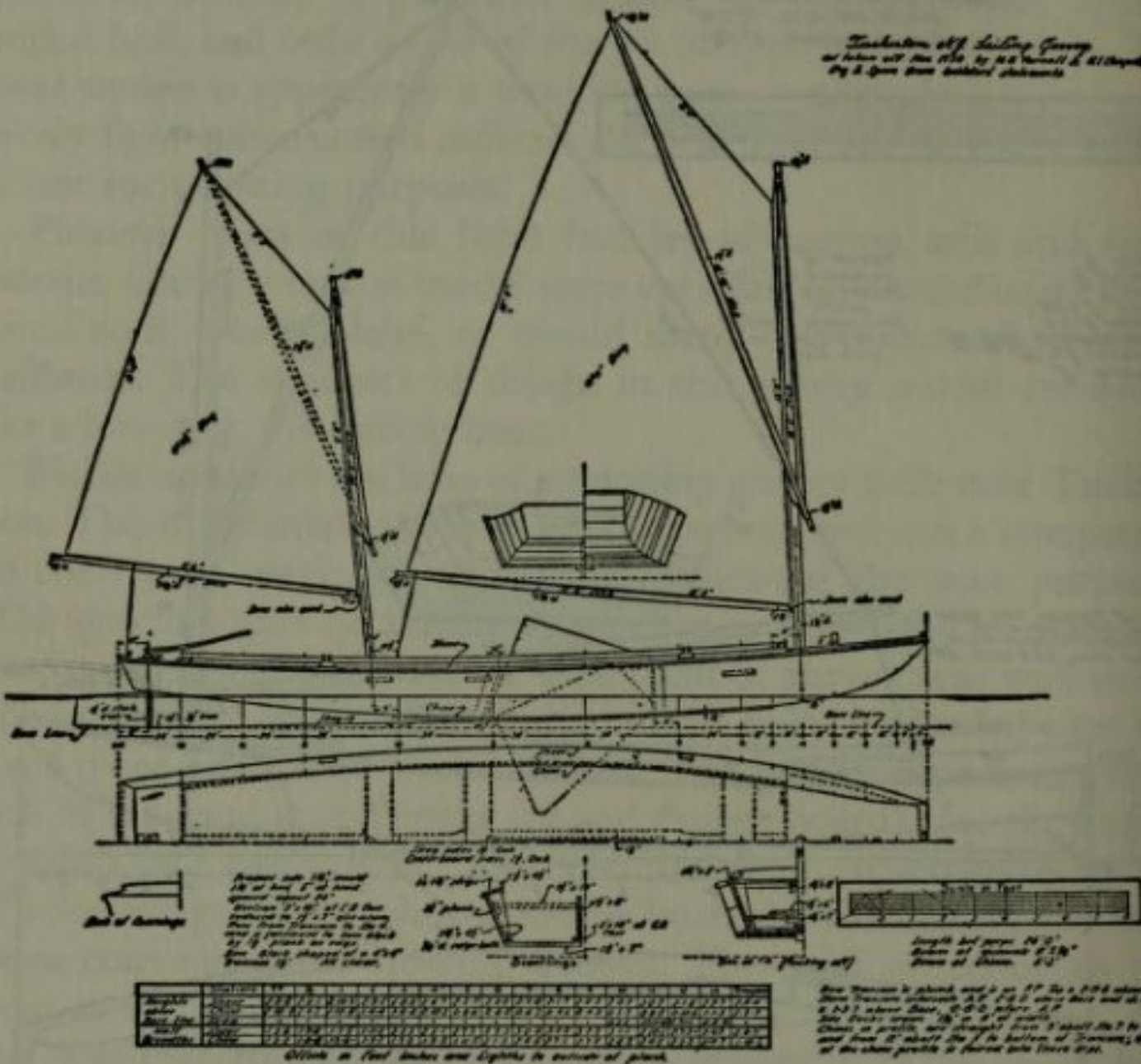


Fig. 21. Typical New Jersey sailing garvey, two-masted rig, showing flat decks afore and abaft cockpit, as built at Tuckerton, New Jersey.

In 1932 there were no reports of any active original NJ Sailing garvey's.



Reference:

Howard I. Chapelle

HAMMS Survey

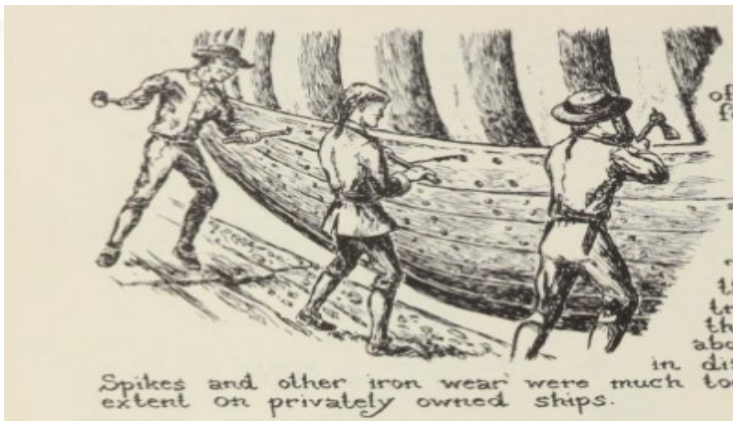


120 West Main Street, Tuckerton, NJ 08087

Main Office: 609-296-8868

Information Desk: 609-296-8868

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Our Mission

Our mission at the Tuckerton Seaport is to preserve, present and interpret the rich maritime history, artistry, heritage and environment of the Jersey shore and the unique contributions of its baymen.



Part Two Landscapes



High Tide - Cohansey Creek Wharf - 1946

MCL's are how people have shaped the environment and, in turn, how the environment has shaped human society. MCL's are holistic and multi-layered



NJ Pinelands National Reserve Trifinium* Landscape



* a place where three boundaries meet.



Mays Landing

Bridgeton

Schooner Landing

Millville

Port Elizabeth

Leesburg

Port Norris

Maurice River Cove

Bridgeton Port District - 1785
Approximate Location
New Jersey's
Pine Barrens Port's/Landings



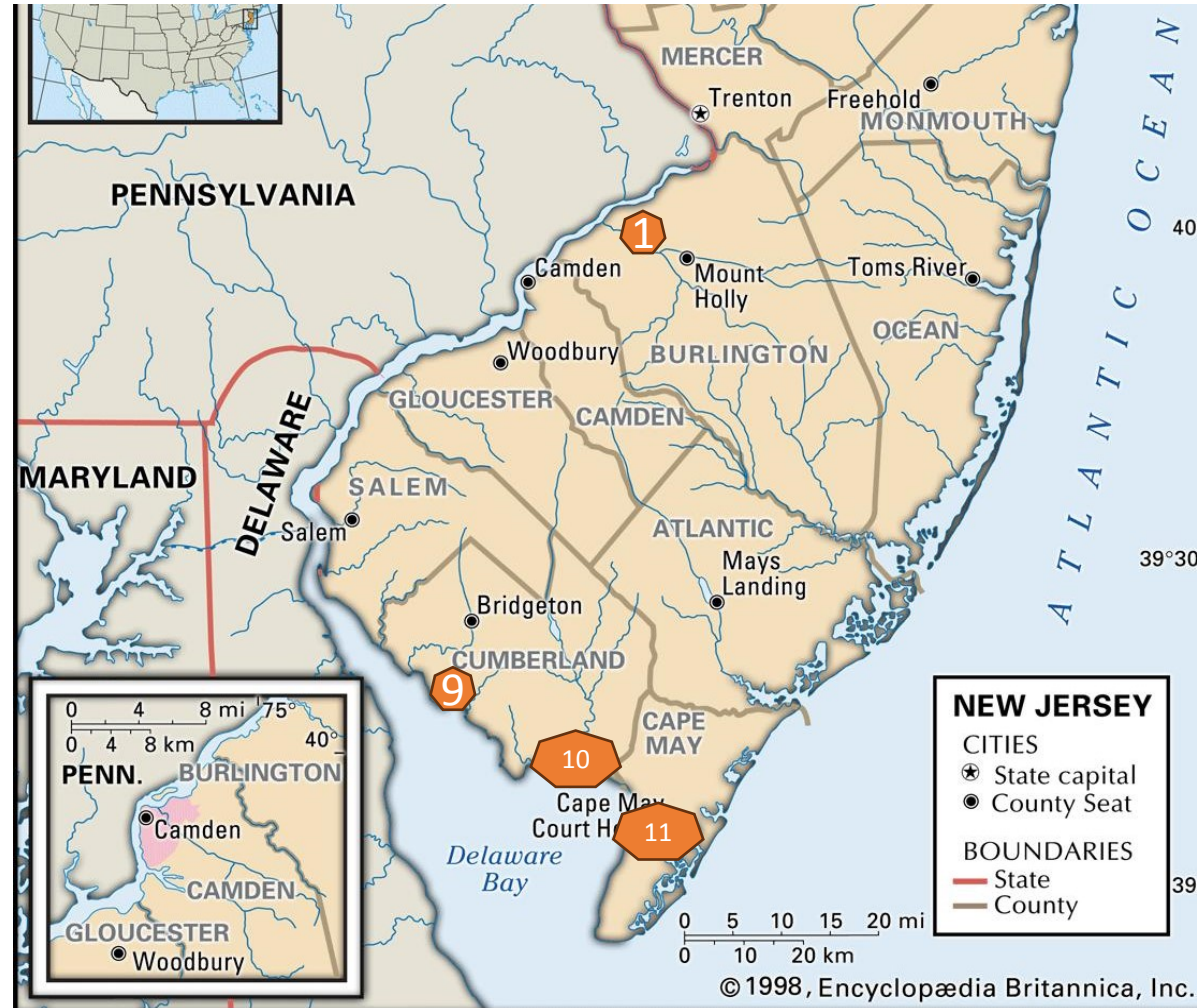
Navigable Waterways of the South Jersey Port District

The seven NJ counties which comprise the NJ State designated (1926) South Jersey Port District are those bordering the Delaware River and Delaware Bay.

1. Rancocas Creek*
2. Big Timber Creek
3. Woodbury Creek
4. Manuta Creek
5. Racoon Creek
6. Oldmans Creek
7. Salem River



* Headwaters Originate in or directly abut the NJ Pine Barrens



8. Alloway Creek
 9. Cohansey River*
 10. Maurice River*
 11. Dennis Creek*
- Goshen Creek
NJ Intracoastal Waterway



* Headwaters Originate in or directly abut the NJ Pine Barrens

1798.

Districts and ports
in New-Jersey.

The district of Burlington shall comprehend that part of the said state known by the name of West New-Jersey, which lies to the eastward and northward of the county of Gloucester, with all the waters thereof, heretofore within the jurisdiction of the said state; in which district the landing place of Lambertton shall be a port of delivery only; and a collector shall be appointed for the district, to reside at Burlington, which shall be the port of entry for the district.

The district of Bridgetown shall comprehend the counties of Gloucester, Salem, Cumberland and Cape May (such parts of the county of Gloucester and Cape-May as shall be herein after included in the district of Great Egg-Harbour, excepted) and all the waters thereof heretofore within the jurisdiction of the said state; and the town of Salem and Port Elizabeth, on Maurice river, shall be ports of delivery only; and a collector for the district shall be appointed, to reside at Bridgetown, which shall be the port of entry for the district.

The district of Great Egg Harbour shall comprehend the river of Great Egg-Harbour, together with all the inlets, bays, sounds, rivers and creeks along the sea-coast, from Brigantine inlet to Cape-May: and a collector for the district shall be appointed, to reside at Somers point, on the said river of Great Egg-Harbour.

The district of Little Egg Harbour shall comprehend all the shores, waters, bays, rivers and creeks from Barnegat inlet to Brigantine inlet, both inclusively; and the town of Tuckerton shall be the sole port of entry for the said district; and a collector for the same shall be appointed, to reside at Tuckerton.

Port Districts and Ports of Delivery 1798

Sec. 7. And be it further enacted, That in the state of New-Jersey there shall be five Districts and ports districts, to wit: Perth Amboy, Burlington, Bridgetown, Great Egg-Harbour and in New-Jersey. Little Egg Harbour, which shall severally be ports of entry. The district of Perth Amboy shall comprehend all that part of the state of New-Jersey, known by the name of East New Jersey (that part excepted which is hereafter included in the district of Little Egg-Harbour) together with all the waters thereof, heretofore within the jurisdiction of the said state; in which district the towns or landing places of New-Brunswick, Middletown Point, Elizabeth Town and Newark, shall be ports of delivery only; and a collector for the district shall be appointed to reside at Perth Amboy, and a surveyor, to reside at New-Brunswick.

No. 6, F 1798

The

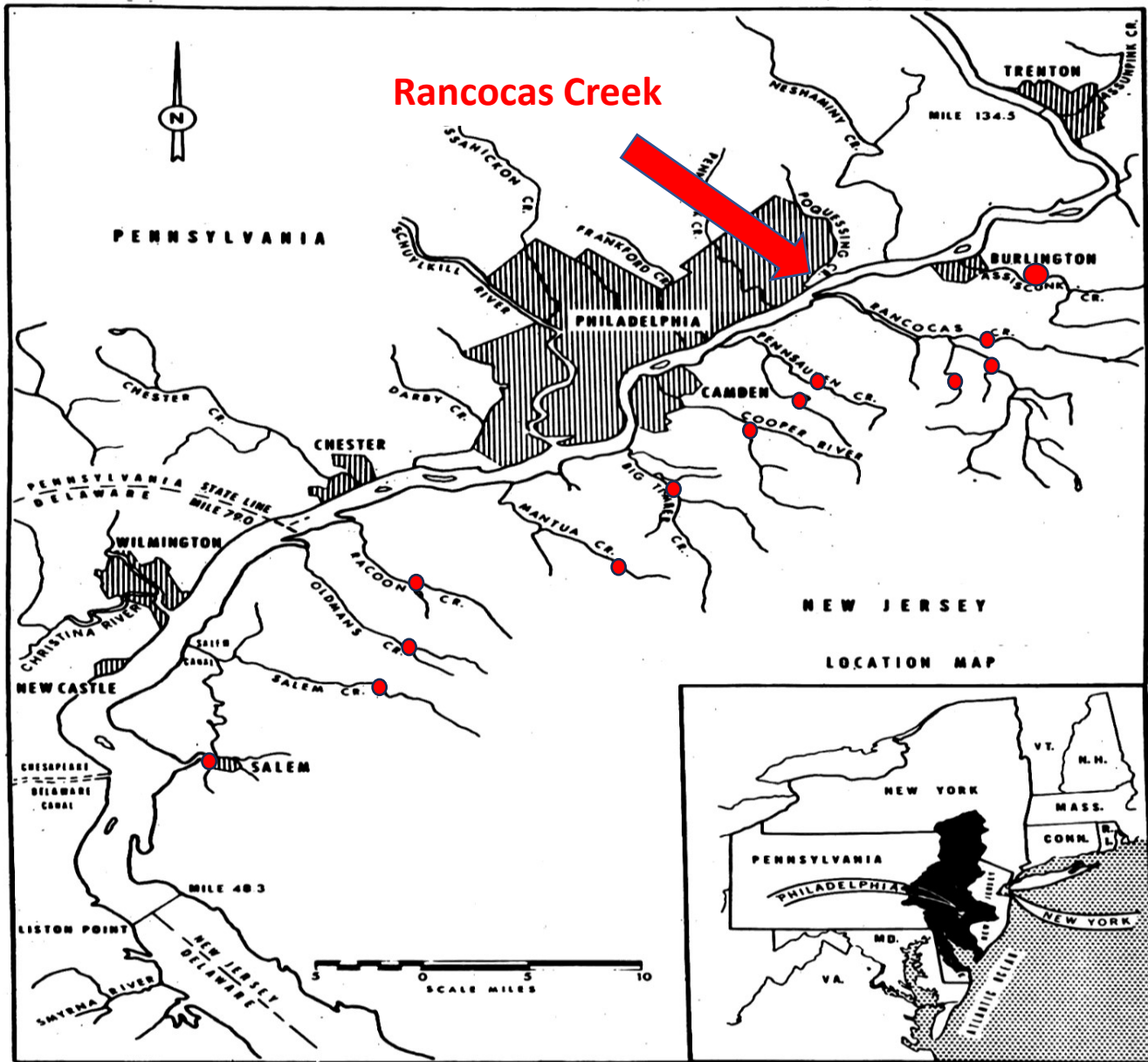




British Military Headquarters Map West Jersey East Bank Delaware River, 1778



Compare w German and American Military Maps of the period. You will find differences. This map is outstanding in that it shows the East Bank of the Delaware River and this association w the British Navy. (ref U of Mich Library)



Rancocas Creek Water Trail

Protect, Preserve, Restore

● West Jersey Delaware River Watershed
Head of Tides

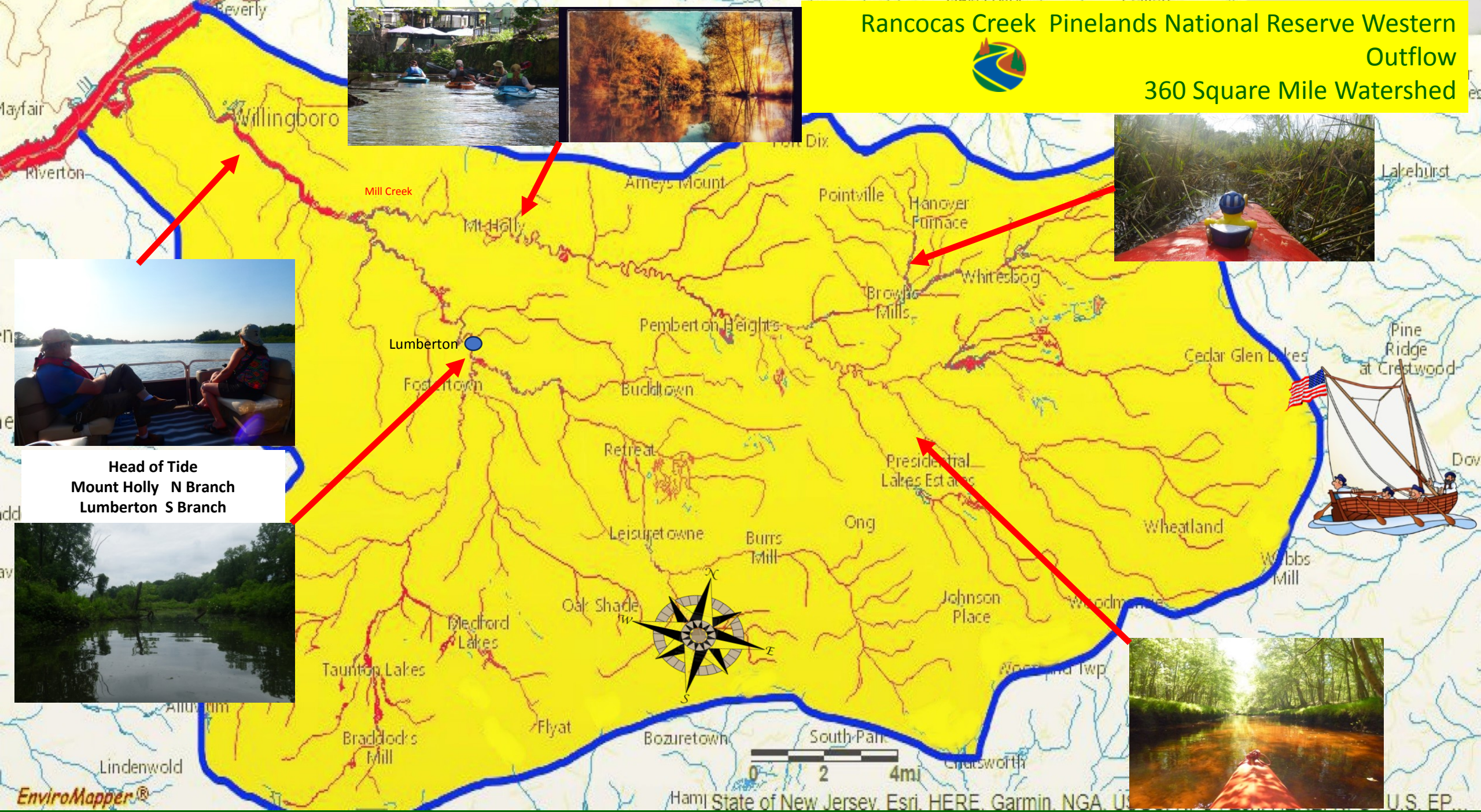
FIGURE 1. - The Delaware Estuary and location of the Delaware River Basin, river mile 0.0 = mouth of Delaware Bay.



Rancocas Creek Pinelands National Reserve Western Outflow



360 Square Mile Watershed



Head of Tide
Mount Holly N Branch
Lumberton S Branch



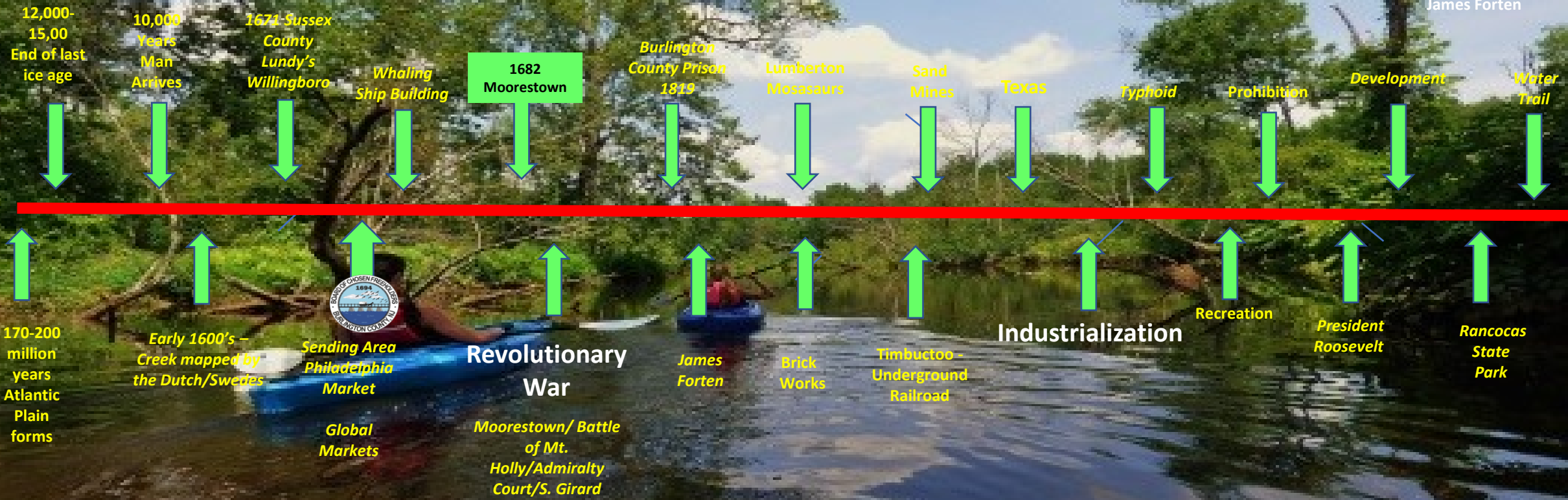


that neither history nor tradition sheds much light upon. According to the law of primitive growth the navigable water-courses controlled the location of the first settlement in the region. Penisauken and Rancocas creeks were such water-courses, and the first English settlement in this vicinity was planted between the branches of the Penisauken; and all Chester township, including what are now Cinnaminson and Delran townships, was originally named Posomokin, or Penisauken, from the Indian town already existing there when the first white settlers came. The banks of the Rancocas gained their share of settlers not long afterwards, and the

What Stands Out ? 400 Years Maritime Heritage Rancocas Creek Watershed



James Forten



Exploring Historic Pathways, Discovering New Understandings

Native Americans Trails Across the Pinelands National Reserve: Delaware River to Atlantic Ocean

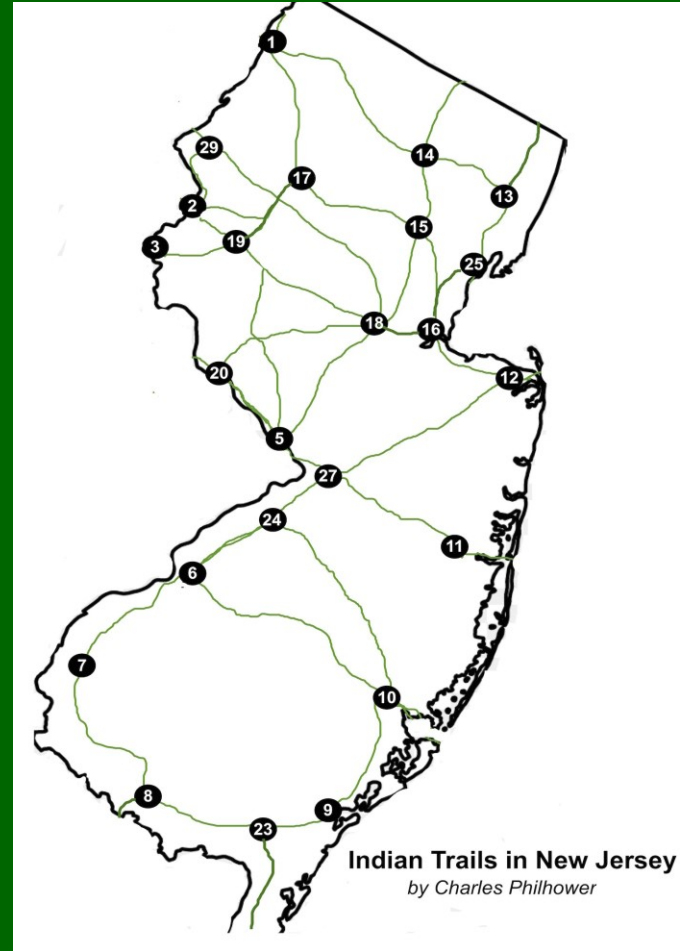
The Lenape practiced tree girdling and slash-and-burn techniques to clear land to raise corn, squash, beans, rice, sunflowers, cranberries, blueberries, and tobacco; many of these were domesticated by the Indians and later adopted by the Europeans.

**Agrarian Settlement
Moved on Local Pine Barren Waters in
Canoes**

The Indians not only provided the first Europeans with proof of fertile soil, but their trails provided travel routes. As white settlements increased, however, the Indians were perceived as a growing obstacle.



Dorthey Cross
NJ State
Archeologist
1930's



Villages	Lenape sub-tribe
1. Minisink	Minsi
2. Manunkachunk	Minsi
3. Lopatcong	Minsi
4. Tohickon	Minsi
5. Assanpink	Unami
6. Maroakong	Unami
7. Naratacong	Unilachtigo
8. Seppetaking	Unilachtigo
9. Absecum	Unilachtigo
10. Mechesactauxin	Unilachtigo
11. Metedikunk	Unami
12. Navesink	Unami
13. Haginsack	Minsi
14. Pompton	Minsi
15. Pasaya	Minsi
16. Ampoge	Unami
17. Hopatcong	Minsi
18. Sacunk	Unami
19. Musconetcong	Minsi
20. Aliabhoking	Minsi
21. Tuckaramahacking	Unami
23. Manamuskin	Unilachtigo
24. Rancocas	Unami
25. Weequahic	Unami
27. Crosswick	Unami
28. Allamuchahocking	Minsi
29. Pahuckqualong	Minsi

Trails

1-17-15-16-12 The Minisink Trail; in use until c. 1820
 1-14-13 The Pompton Trail
 5-18-16 The Assanpink Trail
 (Philhower identifies 14 other named trails on his map)



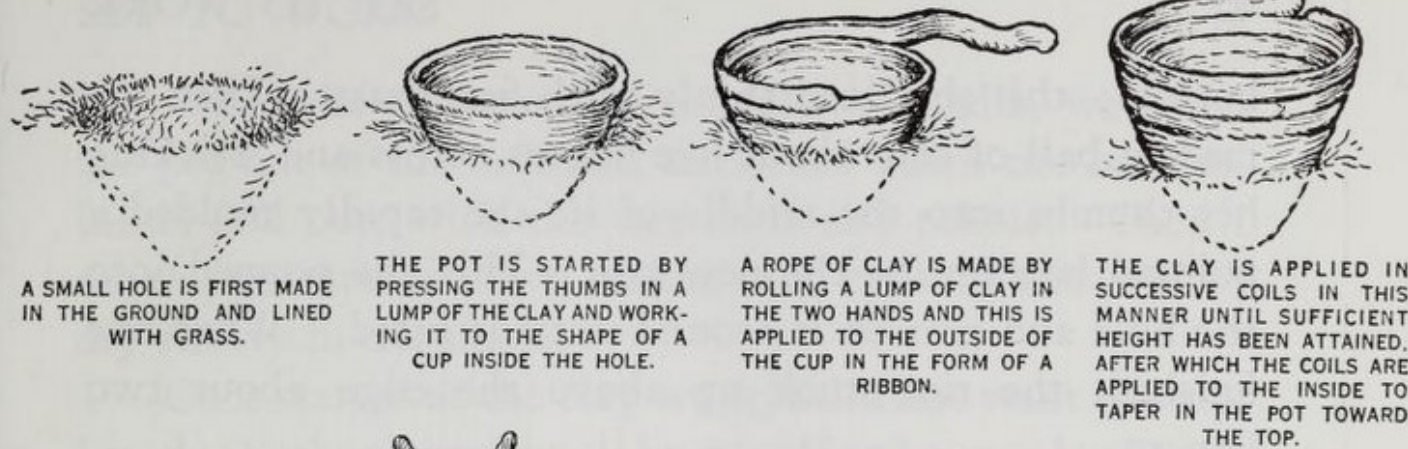


Courtesy RF. Early Rancocas Creek Watershed Argillite Knife. Argillite easily worked into tools and weapons. ca 6,000 – 8,000 years old



Courtesy Mr. Ray W. Early American Rancocas Creek Archaic Cutting Tool. Notched biface tool or weapon. Most likely a variety of cryptocrystalline chert or chalcedony. In the tidal regime for a long time. ca 6,000 – 8,000 years old

Making a clay pot

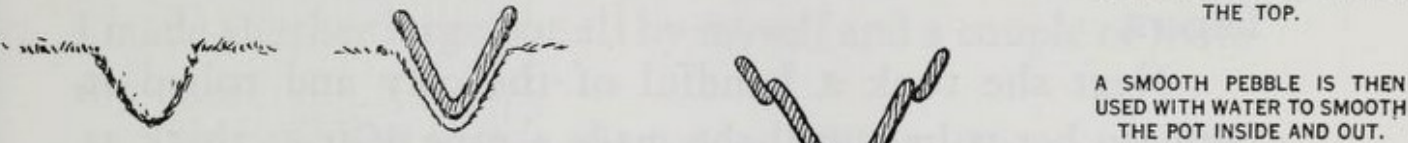


A SMALL HOLE IS FIRST MADE IN THE GROUND AND LINED WITH GRASS.

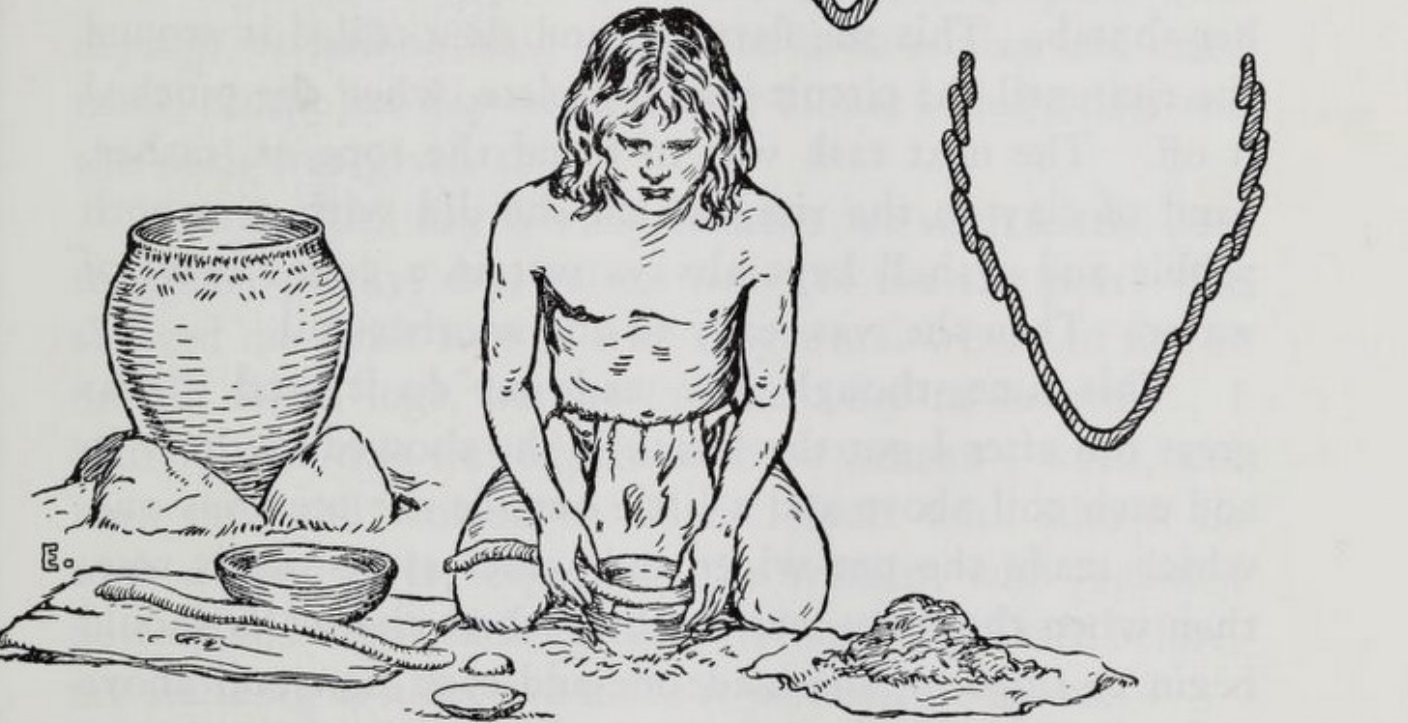
THE POT IS STARTED BY PRESSING THE THUMBS IN A LUMP OF THE CLAY AND WORKING IT TO THE SHAPE OF A CUP INSIDE THE HOLE.

A ROPE OF CLAY IS MADE BY ROLLING A LUMP OF CLAY IN THE TWO HANDS AND THIS IS APPLIED TO THE OUTSIDE OF THE CUP IN THE FORM OF A RIBBON.

THE CLAY IS APPLIED IN SUCCESSIVE COILS IN THIS MANNER UNTIL SUFFICIENT HEIGHT HAS BEEN ATTAINED. AFTER WHICH THE COILS ARE APPLIED TO THE INSIDE TO TAPER IN THE POT TOWARD THE TOP.



A SMOOTH PEBBLE IS THEN USED WITH WATER TO SMOOTH THE POT INSIDE AND OUT.



APPLYING THE COIL

Native American Footpaths and Trails

Trails linked all of these areas. A path paralleled the one mentioned earlier, but on the western side of the Great Egg Harbor River. Starting at Beesley's Point, it would pass Tuckahoe and Stephen's Creek, and continued inland. Invariably, these obscure paths would strike for the tiny streams that fed the major rivers, for it was to these that the herring would come to spawn in season, offering rich pickings for the food-seeking Lenape.





Stone Quarry Landing - Rancocas State Park
South Branch - Hainesport



Courtesy Lumberton
Historical Society

The manner of making their boates. XII.



Figure 2. "THE MANNER OF MAKING THEIR BOATES." BY JOHN WHITE, 1585

The earliest, written by Thomas Hariot, was printed in London in 1588. It is too general in terminology to be of much value, but in DeBry's *Grandes Voyages* (1590) there is an expansion of the account and a good description with an illustration (figure 2) of the process written and drawn by eye witnesses:

The manner of making their boates in Virginia is verye wonderfull. For wheras they want Instru-ments of yron, or other like unto ours, yet they knowe howe to make them as handsomelye, to saile with whear they liste in their Riuers, and to fishe

with all, as ours. First they choose some longe, and thicke tree, accordinge to the bignes of the boate which they would frame, and make a fyre on the grownd abowt the Roote therof, kindlinge the same by little, and little with drie mosse of trees, and chipps of woode that the flame should not moun- t opp to highe, and burne to muche of the lengte of the tree. When yt is almost burnt thorough, and readye to fall they make a new fyre, which they suffer to burne vntill the tree fall of yt owne accord.



Figure 4. DUGOUT CANOE SHOWING FIRST EUROPEAN INFLUENCE In The Valentine Museum



When Europeans came to the shores of New Jersey they mapped all the rivers, creeks and streams. In some cases, these maps show permanent and large settlements along them including the Rancocas. Native American presence along the Rancocas, as well as within the State of New Jersey, was short lived as the Delaware were forced out of New Jersey beginning in the early 1800s.



Lattanzi

Heritage Rancocas Creek Water Trail

Compliments Mount Holly Historical Society



Lenni-Lenape Cedar Basket



Wild Rice - Hainesport Backwater
Long Bridge Burlington County Park
North Branch

Rancocas Creek's handsomest of marsh plants, Wild Rice.



Rancocas Creek Indigenous people harvested wild rice for food and culture.

Today NJ's largest remaining expansive wild rice marshes are found on the Rancocas Creek in a protected NJ State Natural Area.



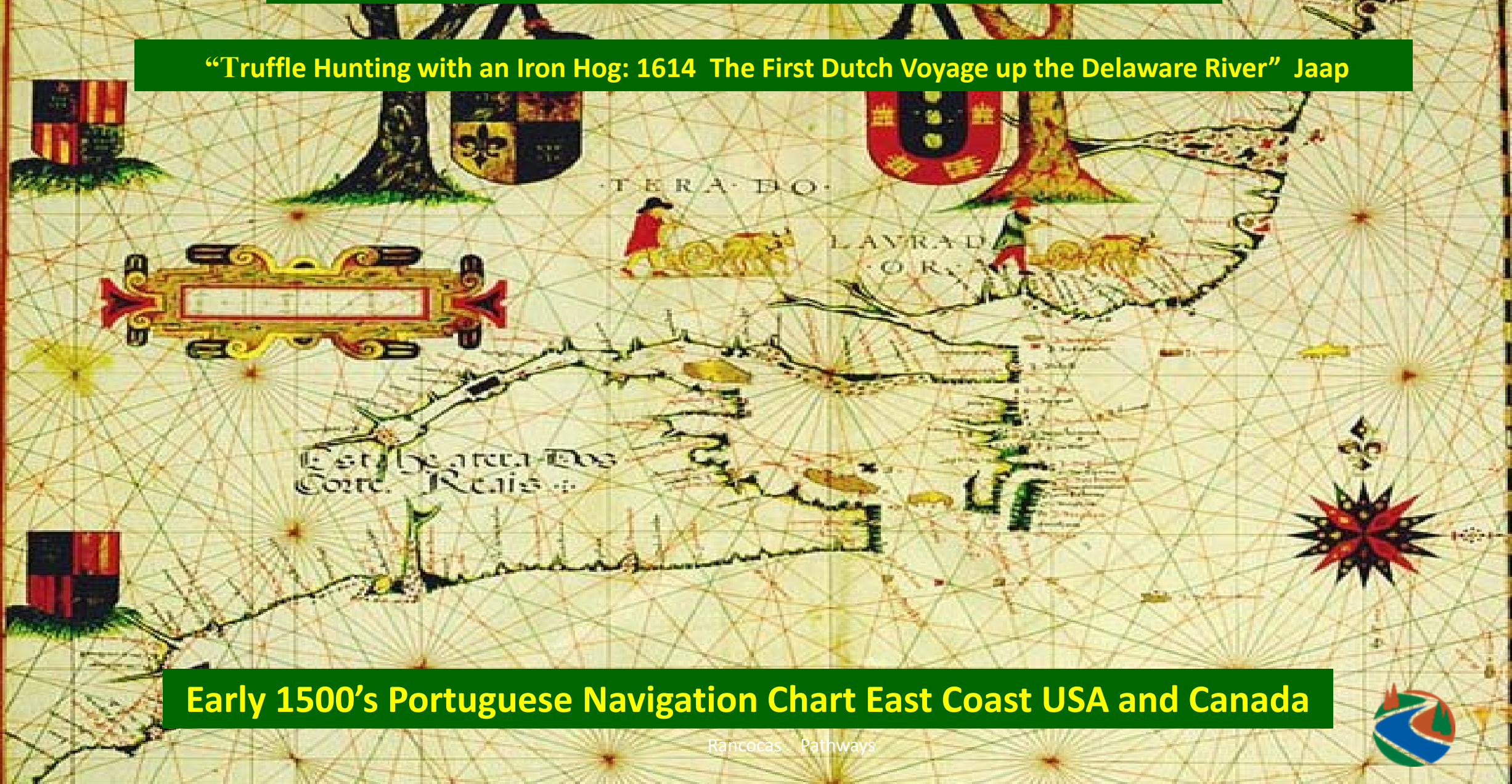
Private Collections

Rancocas Creek Site

31-4-3-2-4

Who Was here First? European Interlopers

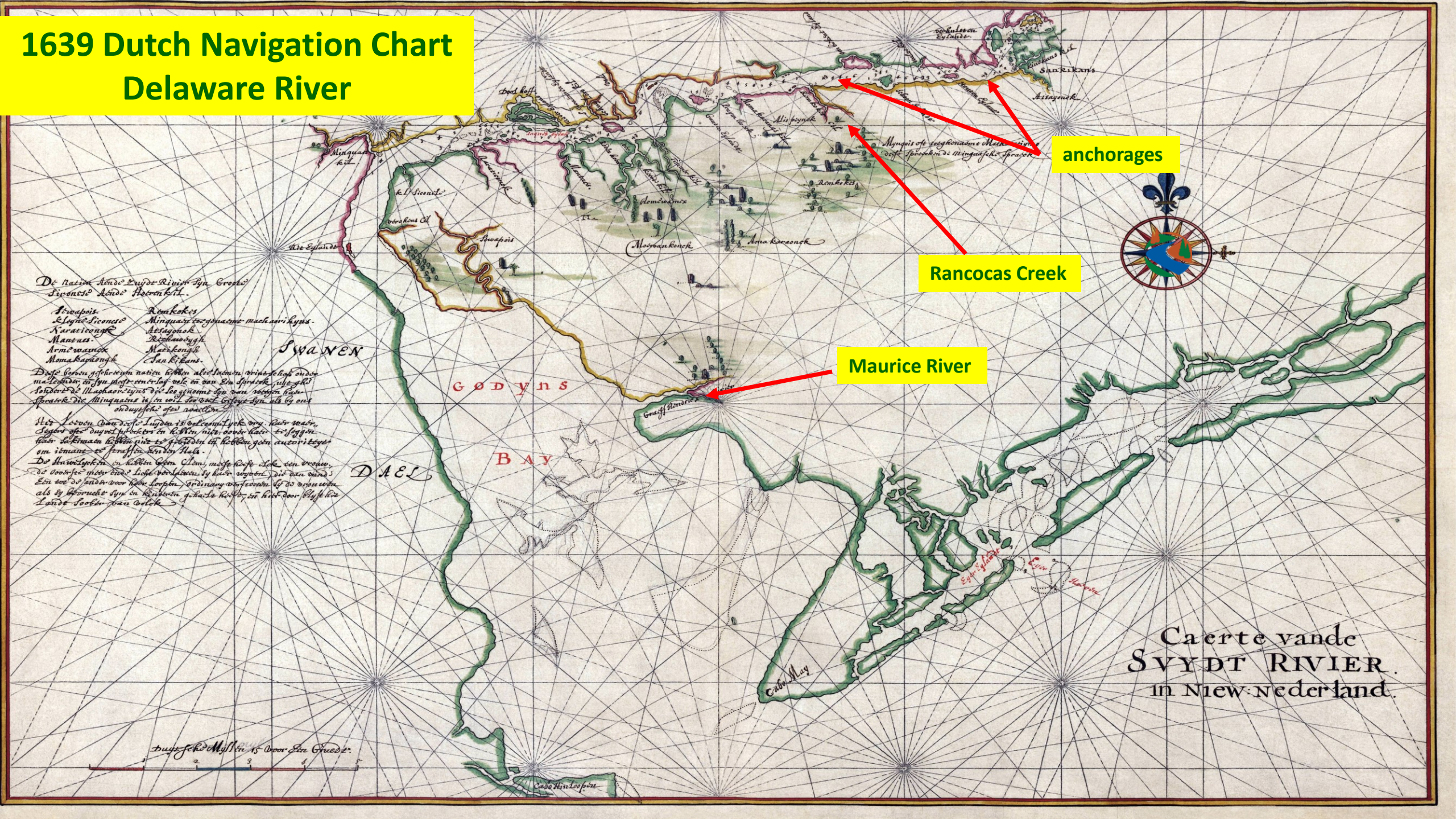
“Truffle Hunting with an Iron Hog: 1614 The First Dutch Voyage up the Delaware River” Jaap

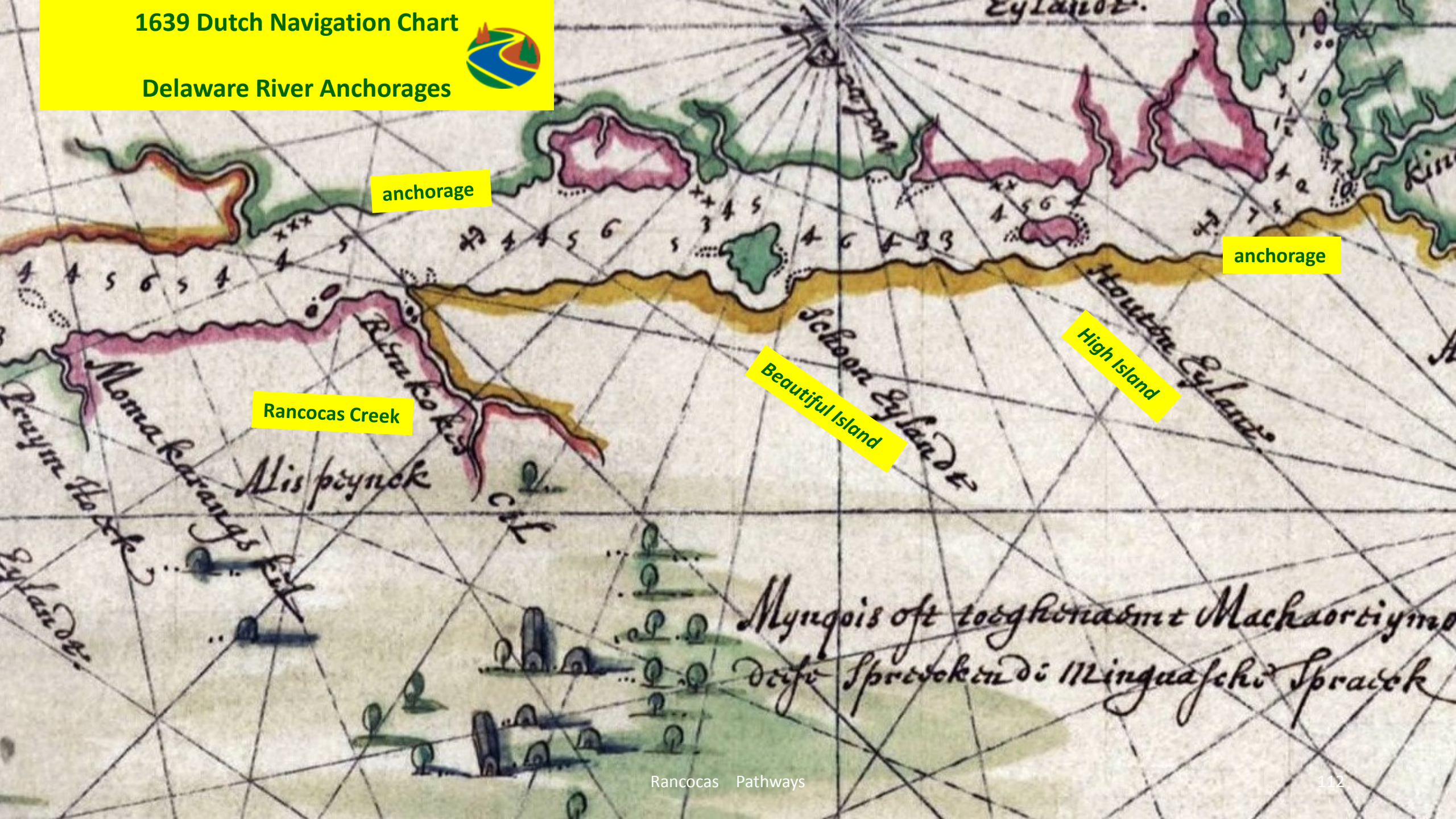


Early 1500's Portuguese Navigation Chart East Coast USA and Canada



1639 Dutch Navigation Chart Delaware River





anchorage

anchorage

Rancocas Creek

Beautiful Island

High Island

Mynquois oft toeghevaemt Machaortijmo
deze Sprecken di Mlingasche Sprack

Burlington Island , Delaware River Federal Navigation Channel Mile 102.5



Burl Native Capt James Lawrence



Sunset from Burlington Island lake



Moran Tugs Delaware River Federal Navigation Channel - Burlington

Indigenous Lenape called the island Matennecunk. Initial settlement by the Dutch, 1624



Dutch trade on the Delaware River, and specific ships sailing from Texel to the Delaware River.

Ships with the names Witte Leeuw and De Hoope (or Hope, Hoop) are not mentioned in combination with the Delaware valley/river.

Information from the publication “Scheepvaart en handel van de Nederlandse Republiek op Nieuw Nederland 1609-1675 / J.A. Jacobs”:

Jacobs mentions the small importance of trade, because the main reason for the Dutch sailing on New-Amsterdam and Delaware was the colonisation. However, there was beaver trade (fur), and for example some whaling.

List of ships journeys on the Delaware River:

042.1, Walvis, Captain Pieter Heyes, 300 tons, owner K. van Rensselaer c.s. Departure Texel 12-12-1630, Arrival Delaware 1631. Sailed together with the ‘Salm’(no. 043). Via Tortuga, where they settled a colony. After that whaling on the Delaware.

338.1 Walvis, capt. Pieter Heyes, left Delaware after 03-06-1631, arrived Amsterdam sept. 1631

046.2, Walvis, capt David Pietersz. De Vries, 300 tons, owner K. van Rensselaer c.s. Departure Texel 24-05-1632, Arrival Delaware 06-12-1632. Went after the whaling to New-Amsterdam, arrived 16-04-1632

047.1, Eekhoortje, capt. Jan Tjepkesz. Schellinger, yacht 20 tons, owner K. van Rensselaer c.s., Departure Texel 24-05-1632, Arrival Delaware 06-12-1632. Went after whaling to New-Amsterdam, arrived 16-04-1632

024.1 Nieu Nederlandt, capt Cornelis Jacobsz. May, 260 tons, Owner West Indian Company, Departure Amsterdam 30-03-1624, Arrival Hudson may/june 1624, transported 30 families Walloon colonists. Went half august to Delaware.

322.1 Nieu Nederlandt, capt. Cornelis Jacobsz. May, owner WIC, left Delaware sept 1624, arrived Amsterdam before 14-10-1624

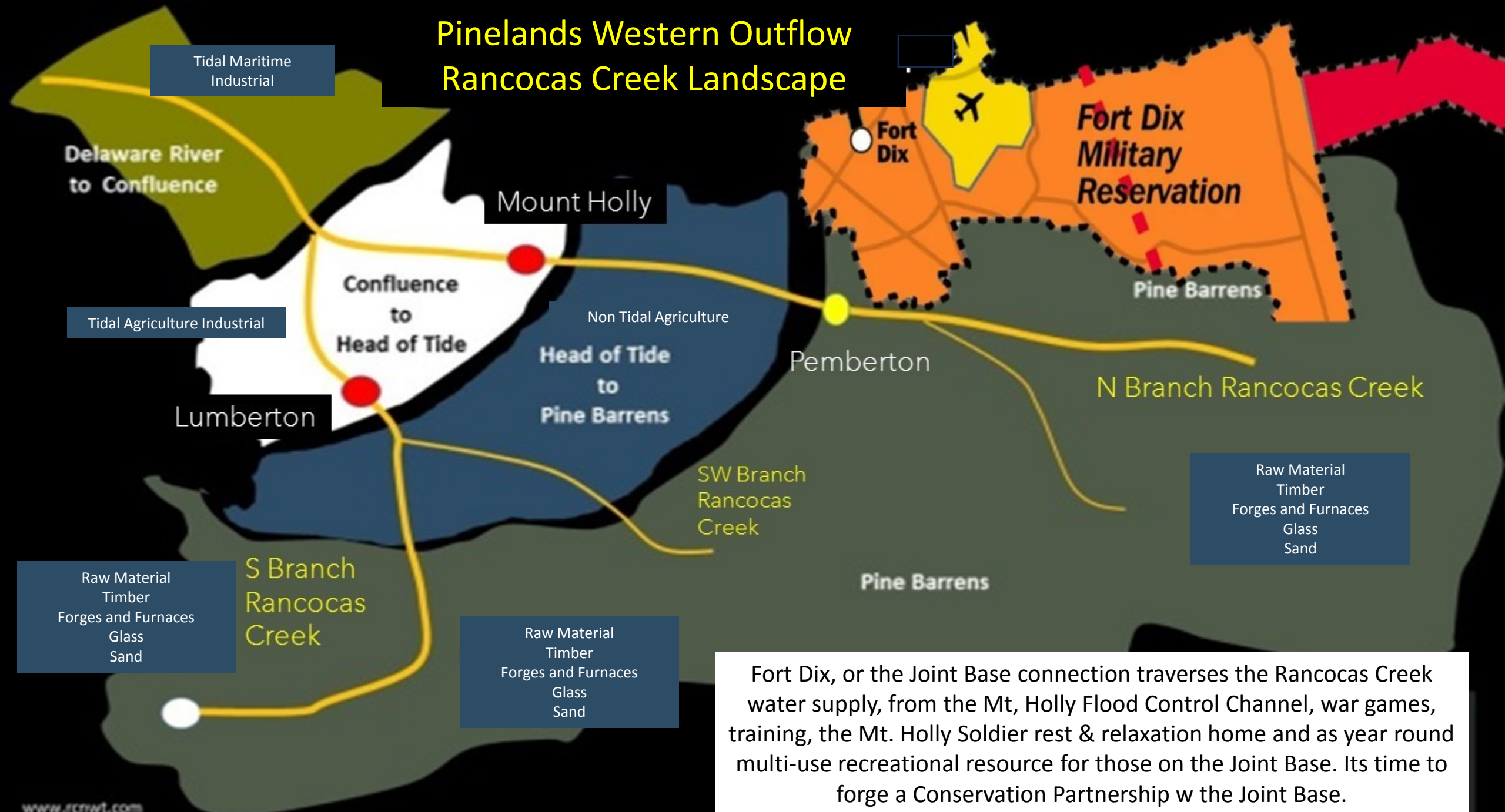
137.1 Liefde, capt. Anne Douwes, private ownership, departure Amsterdam before 28-05-1655, arrival New-Amsterdam before 24-08-1655. Helped during the capture of the Swedish colony on the Delaware.

40.1 Waegh, capt. Frederick de Coninck, Wic-charter, departure Amsterdam after 24-05-1655, arrival New-Amsterdam 13-08-1655. War-ship, chartered from Amsterdam for the capture of the Swedish colony on the Delaware.

Dutch explorers, traders and settlers in the Delaware Valley, 1609 – 1664” / C.A. Weslager ; in collaboration with A.R. Dunlap. - Philadelphia : [s.n.], 1961. - 329 p. : ill. ; 8°



Pinelands Western Outflow Rancocas Creek Landscape



Tidal Maritime
Industrial

Delaware River
to Confluence

Tidal Agriculture Industrial

Confluence
to
Head of Tide

Mount Holly

Non Tidal Agriculture

Head of Tide
to
Pine Barrens

Lumberton

Pemberton

SW Branch
Rancocas
Creek

N Branch Rancocas Creek

Pine Barrens

S Branch
Rancocas
Creek

Raw Material
Timber
Forges and Furnaces
Glass
Sand

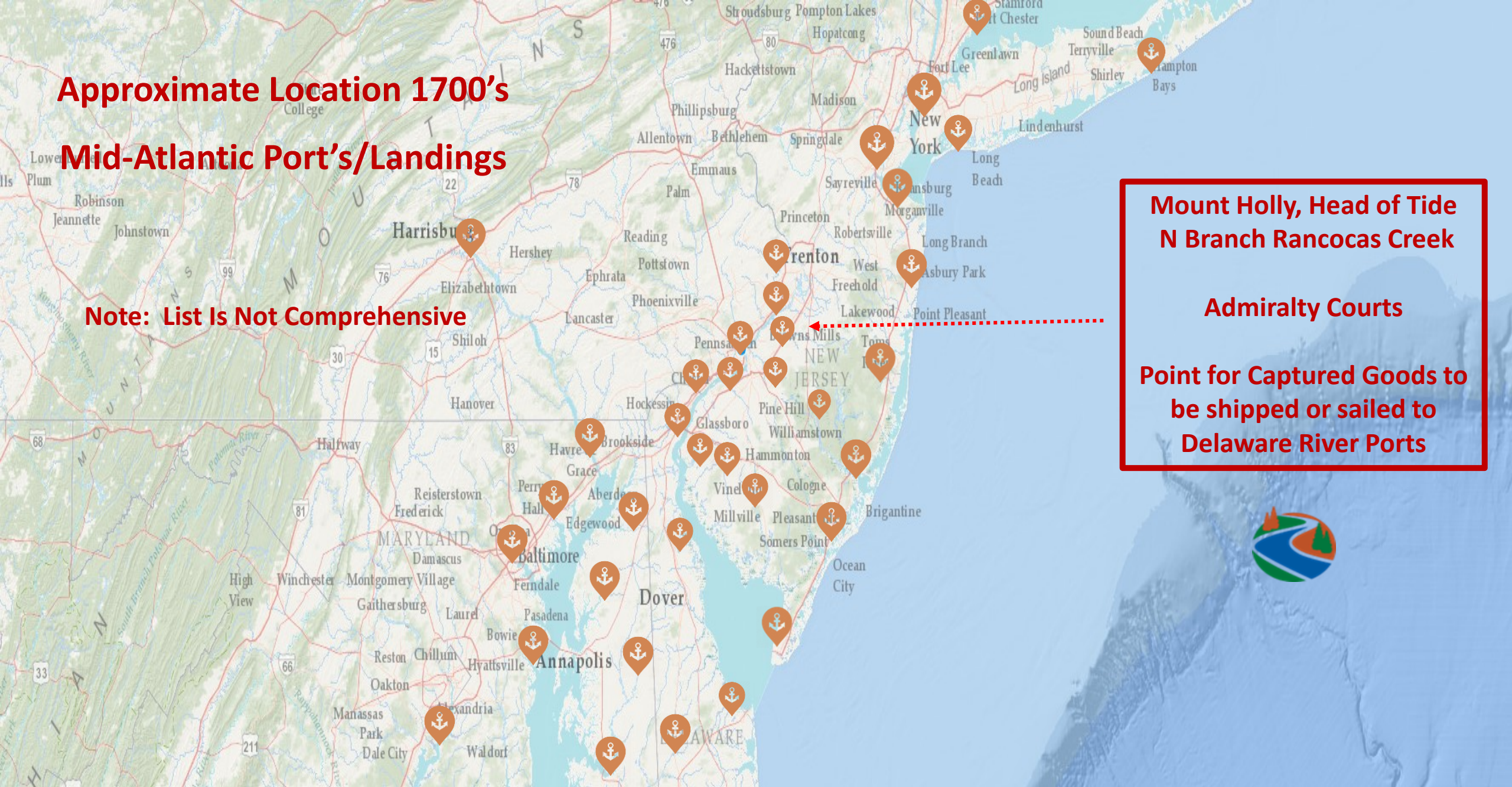
Raw Material
Timber
Forges and Furnaces
Glass
Sand

Raw Material
Timber
Forges and Furnaces
Glass
Sand

Fort Dix, or the Joint Base connection traverses the Rancocas Creek water supply, from the Mt, Holly Flood Control Channel, war games, training, the Mt. Holly Soldier rest & relaxation home and as year round multi-use recreational resource for those on the Joint Base. Its time to forge a Conservation Partnership w the Joint Base.

Approximate Location 1700's Mid-Atlantic Port's/Landings

Note: List Is Not Comprehensive



**Mount Holly, Head of Tide
N Branch Rancocas Creek**

Admiralty Courts

**Point for Captured Goods to
be shipped or sailed to
Delaware River Ports**



Rancocas Drainage Beaver Trade

1665 A.D.

Price of a Brooklyn (NYC) Ferry *Shallop*

550 Dutch Guilders (\$220.00)

1/3 in Beaver Furs (Winter Beaver Pelts)

**1/3 Merchantable Wampum
(120 beads = 1 guilder)**

1/3 in Goods, and Free Passage.

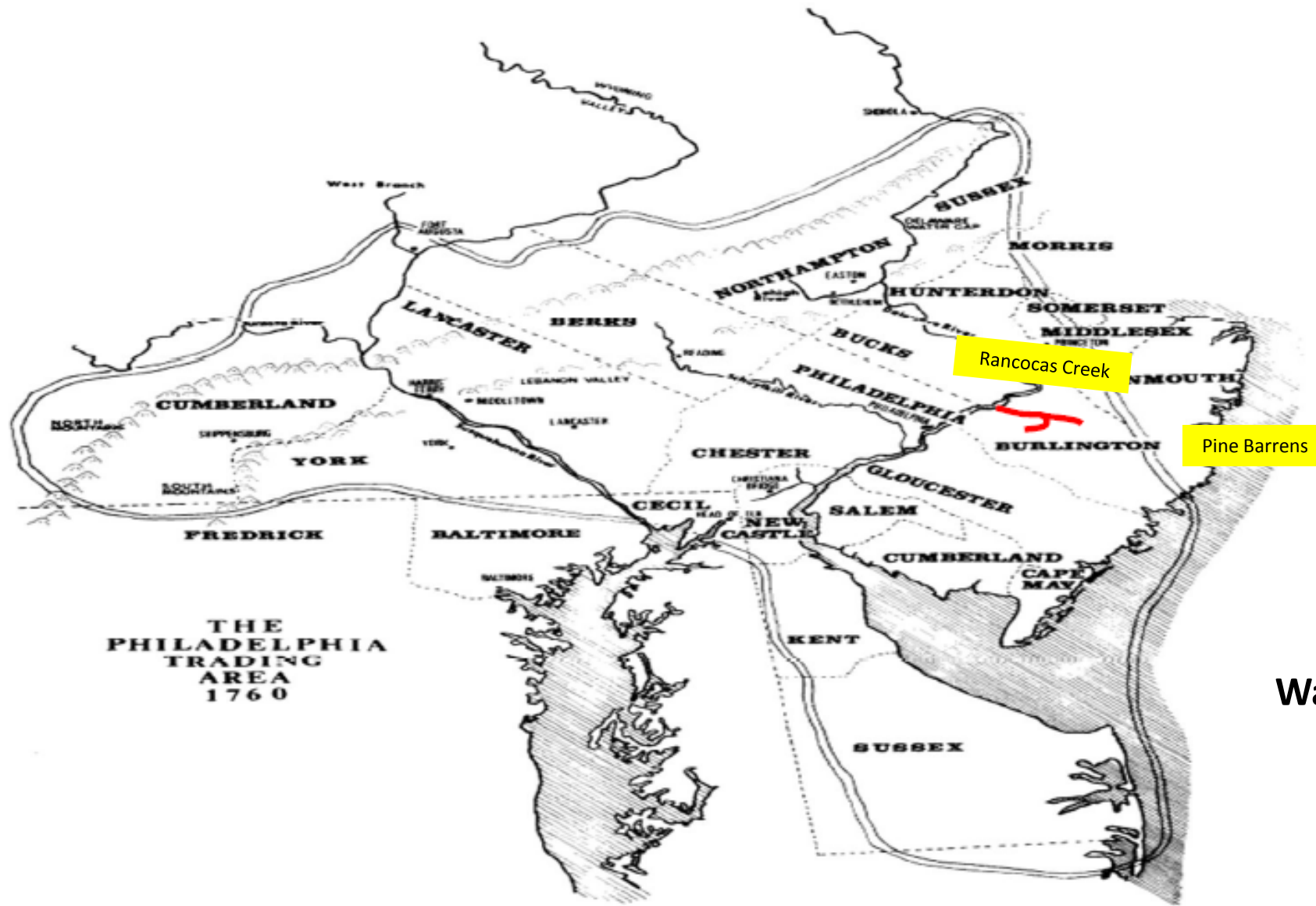
**Reference: Perry, John.,
American Ferryboats, 1957**



Rancocas Creek Beaver

Photo credit #ks337pohoto





Delaware River Estuary
Fuses a Dynamic
Rancocas Creek
Maritime
Cultural Landscape.

Waterways are “roads” that Allow
Commerce to larger markets



FIG. 1. The Philadelphia Trading Area, 1760. (Drawn by Rob Howard; Photo, Winterthur.)

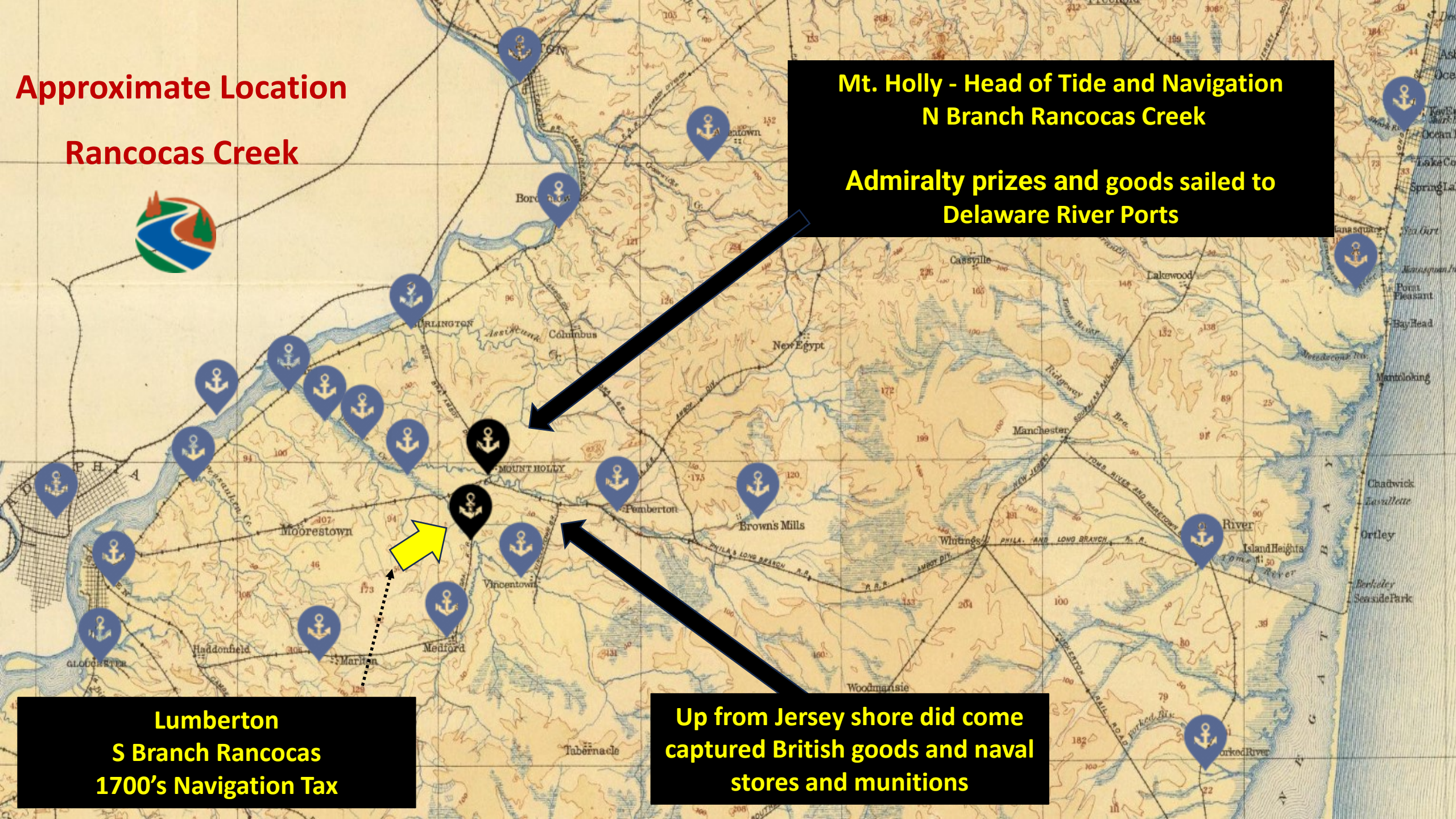
**Approximate Location
Rancocas Creek**



**Mt. Holly - Head of Tide and Navigation
N Branch Rancocas Creek**
**Admiralty prizes and goods sailed to
Delaware River Ports**

**Lumberton
S Branch Rancocas
1700's Navigation Tax**

**Up from Jersey shore did come
captured British goods and naval
stores and munitions**





Navigation on the Rancocas



First Ferry Across the Rancocas Creek: Bridgeboro in 1748
Chaise, Chair or sleigh, if drawn by 1 horse ... Toll of 9 pence (DeCou)

Rancoas Creek
March 21, 1817
Sailing Shallop "Good Intent"

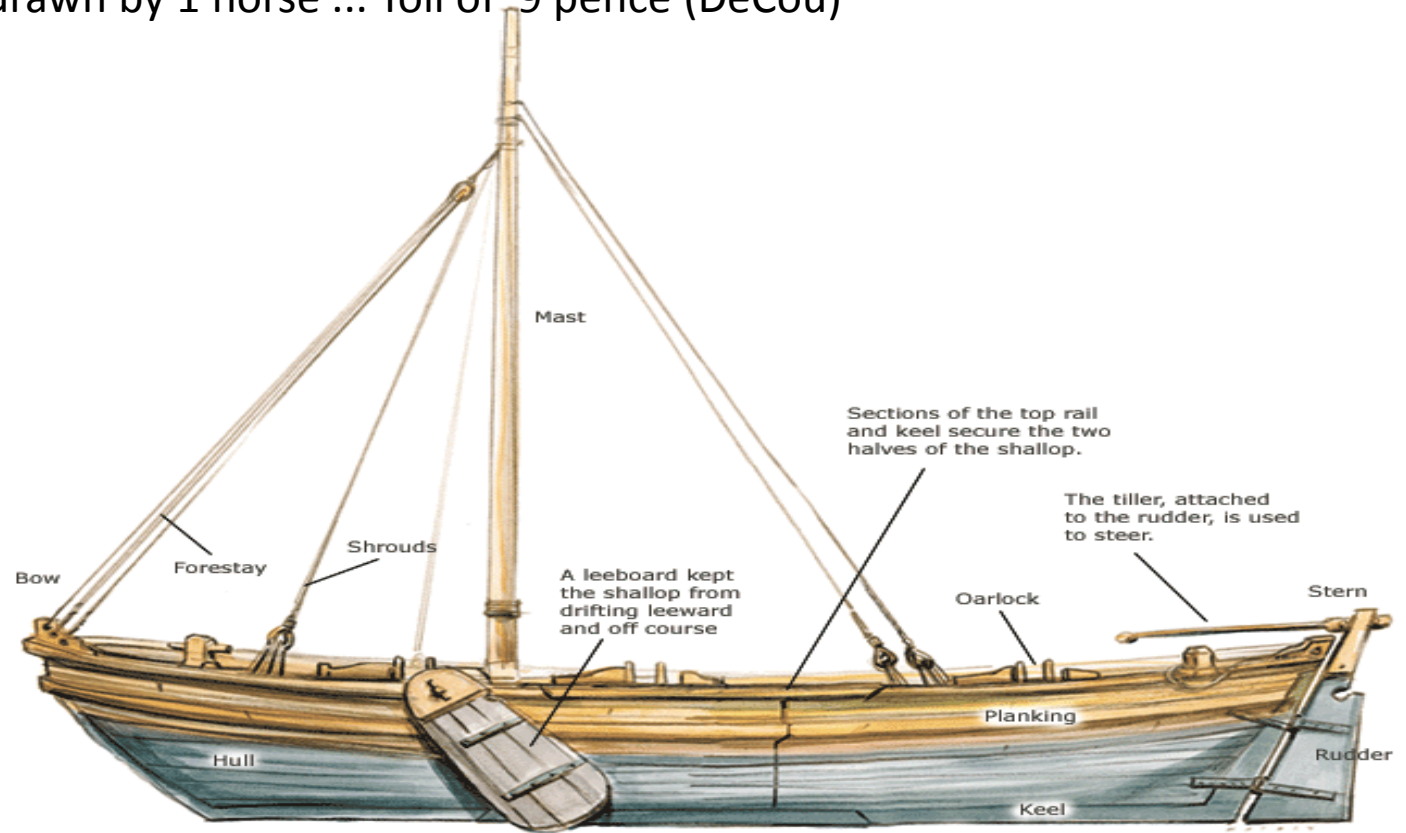
One Deck-One Mast
Length: 52 feet – 8 inches
Width: 18 feet 6 inches
Dept: 4 feet
Weight: 30 tons
Reference: Decou

1823 Steam Navigation begins on the Rancocas

Mt. Holly and Rancocas Steamboat Company
(1824)

Rancocas Creek Steamer Barclay

120 feet long. 24 feet wide.



Mostly Produce-Lumber-Charcoal to the Philadelphia Port Market



Rancocas Creek Navigation Channel in 1909 *

RANCOCAS RIVER, NEW JERSEY.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING,

WITH A LETTER FROM THE CHIEF OF ENGINEERS, REPORTS ON EXAMINATION AND SURVEY OF RANCOCAS RIVER, NEW JERSEY, FROM THE MOUTH TO MOUNT HOLLY.

2

RANCOCAS RIVER, NEW JERSEY.

This river has been improved by the General Government by the formation of a low-water channel 100 feet wide and 6 feet deep from the mouth to Centerton (now called Bougher), near the forks; 50 feet wide and 5 feet deep for a distance of $1\frac{1}{2}$ miles farther upstream on the Mount Holly branch; and thence 25 feet wide and 4 feet deep to Mount Holly. No work has been done on this project since 1895, operations after that year being confined to Lumberton branch.

The district officer submits a plan for further improvement by dredging a channel 10 feet deep and 200 feet wide over the bar at the mouth; 8 feet deep and 100 feet wide to Paxsons wharf at Centerton; thence to Leeds wharf, tapering to 5 feet deep and 40 feet wide; 5 feet deep and 40 feet wide, including several cut-offs between Leeds wharf



RANCOCAS RIVER, NEW JERSEY.

3

PRELIMINARY EXAMINATION OF RANCOCAS RIVER, NEW JERSEY.

ENGINEER OFFICE, UNITED STATES ARMY,
Wilmington, Del., July 31, 1909.

SIR: In accordance with your instructions of March 8, 1909, I have the honor to submit report of preliminary examination of Rancocas River, New Jersey, from the mouth to Mount Holly, as required by section 13 of the river and harbor act of March 3, 1909.

The investigations in connection with this work were made by Assistant Engineer George W. T. Miller, of this office, whose report is substantially as follows:

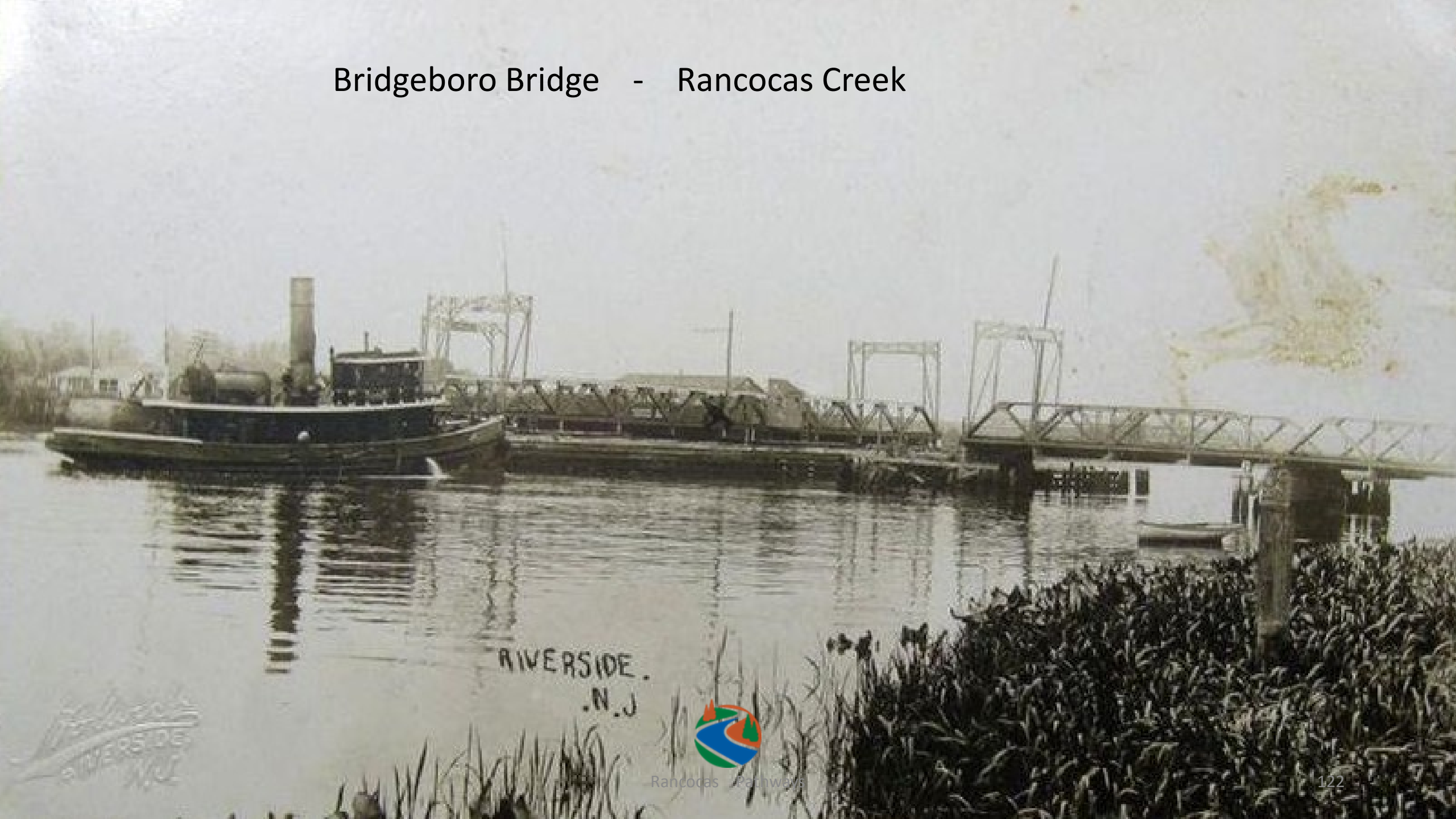
The Mount Holly branch of the Rancocas rises in the western portion of Ocean County, flows in a general direction of slightly north of west through Burlington County and enters the Delaware River about 12 miles above Market street, Camden, in a wide, sweeping curve toward the southwest.

About 1 mile above the mouth on the south shore is the town of Riverside, with a population of about 4,500, and a number of large manufacturing plants; opposite, on the north bank, is Delanco, largely made up of summer residences, with a winter population of 700. The two towns are connected by a highway bridge, carrying the Camden and Trenton trolley line, and by the Camden and Amboy Railroad bridge. About $1\frac{1}{2}$ miles farther up, on the southern shore, lies the town of Bridgeboro and another highway bridge crosses the river; about 4 miles farther above is Centerton and another highway bridge. Three-quarters of a mile beyond Centerton the river forks; the southern and larger branch leads to the towns of Hainesport and Lumberton and is called the Lumberton branch. With this tributary the present examination is not directly concerned. The northern branch, known as the Mount Holly branch, leads to the towns of Mount Holly, Smithville, Pemberton, and Brown Mills. All but Mount Holly, however, are beyond tidal influence and open navigation by reason of a dam near the upper limits of Mount Holly, built for the purpose of securing a water supply for that town.

The range of the tide is about 6 feet at the mouth, 4 feet at Centerton, and about 1 foot below the dam at Mount Holly.

The course of the river is very crooked throughout its entire length from Mount Holly to the mouth. Along the banks sandy bluffs, for the most part heavily wooded, alternate with wide flats submerged at high tide and covered with aquatic plants.

Bridgeboro Bridge - Rancocas Creek



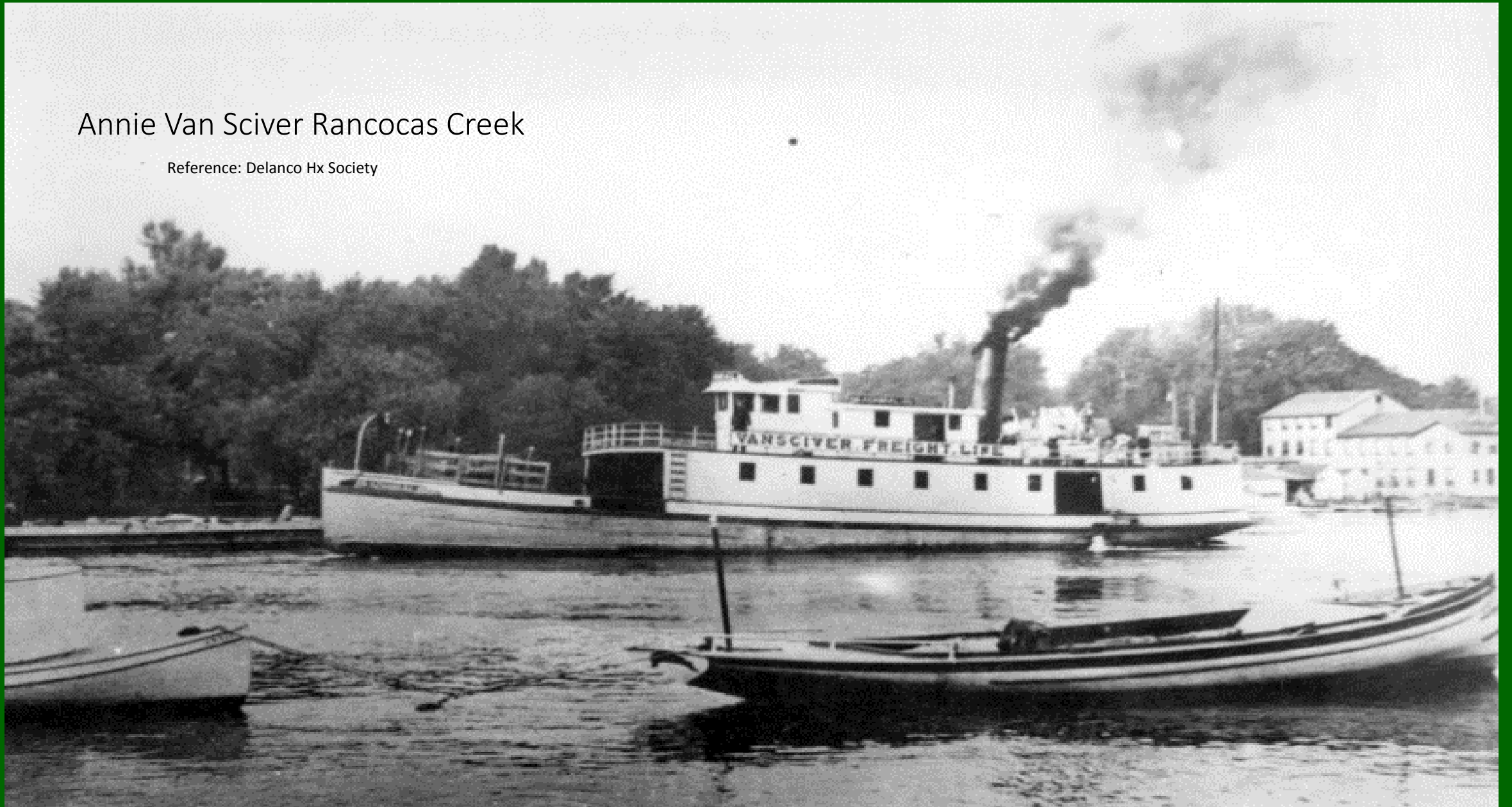
RIVERSIDE .
. N.J



Rancocas Pathways

Annie Van Sciver Rancocas Creek

Reference: Delanco Hx Society



(55)

After Rancocas Creek Operations - Norfolk 1910





North Branch Rancocas Creek Water Trail
December 1968

NJ Pinelands National Reserve Maritime Turning Basins

SJ Waters, the N Branch Rancocas Creek, Narrow, Meandering Tidal Waters flow into and out of Mount Holly

Shallops, Steamers, Tugs Barges, Other commercial vsls called on Mt. Holly as a Port of call. This lead to congestion on the Rancocas Creek navigation channel and resulting Loss of Profits

Rancocas Creek N Branch has the remains of a maritime turning basin.

Turning Basins, are like a modern day traffic rest stop. Maritime turning basins are found in and near the head of tide on NJ's Pinelands National Reserve Waters.



As an example as above is the Turning Basin Huston Ship Channel, Texas. Wide enough to turn vsls around

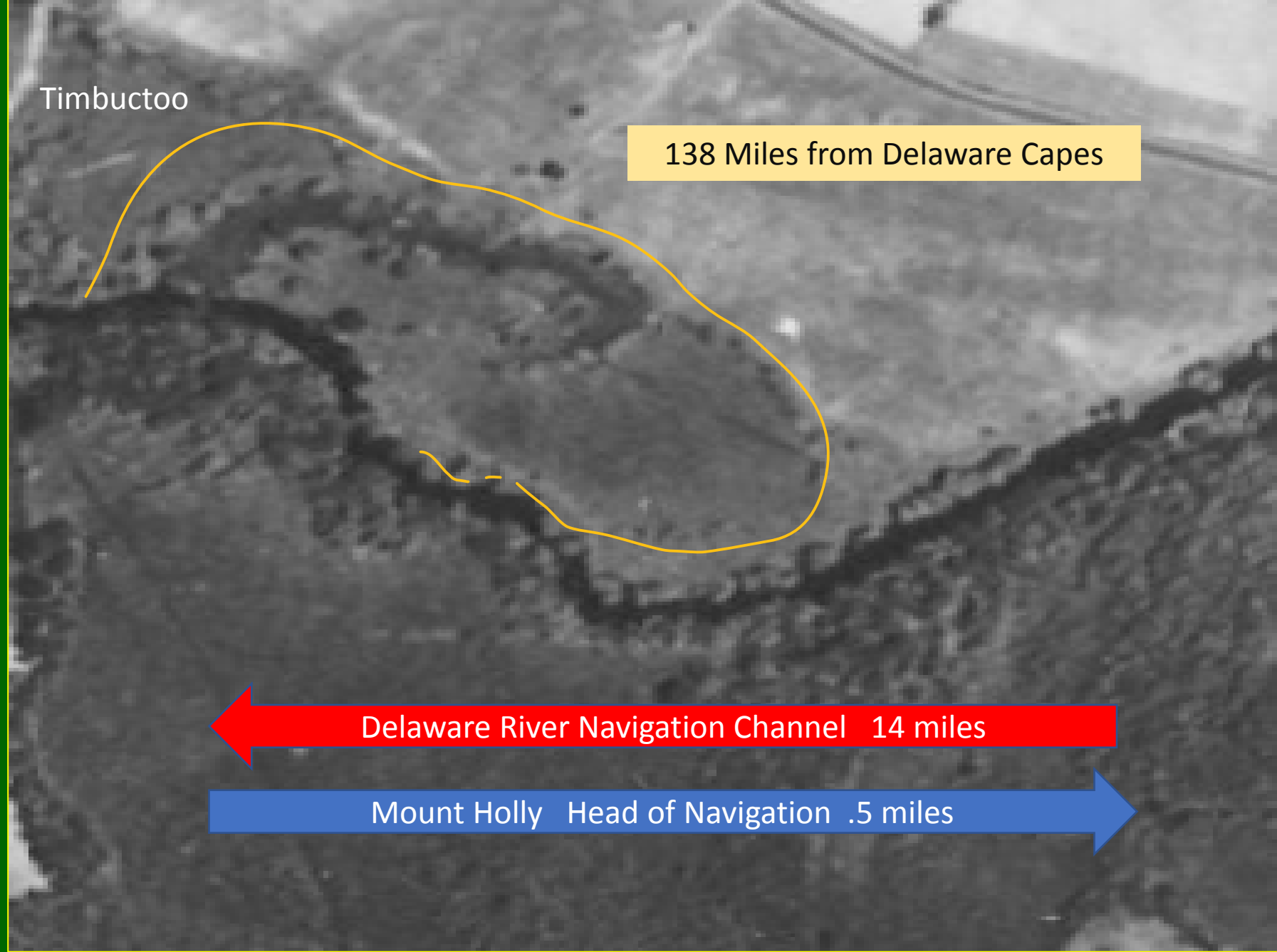


1898

Rancocas Creek

Maritime Turning
Basin

Reference: US Army Engineers Report to
Congress 1898 Navigation Improvements
to the Rancocas Creek Navigation.



Maritime Turning Basin



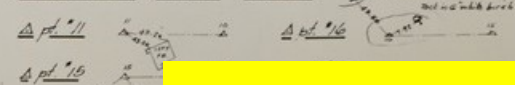
Rancocas Pathways



Maritime Turning Basin



References of Transit Stations



All bearings referred to N.J. Grid Bearing established by U.S. Coast & Geodetic Survey Coordinates referred to same

High Water Elevations at Sta 6010
Mar 13 1936 21' 6.10
Mar 14 1936 21' 5.92
Mar 18 1936 21' 6.48
Mar 19 1936 21' 5.96

run by stadia lines and referenced but all closures checked in field
Arthur S. Hottel
State Surveyor

NEW JERSEY STATE L-R-A
RIPARIAN STREAM & WATERWAYS SURVEY
COUNTY: BURLINGTON PROJECT: SF2198
STREAM NO: 131 STREAM NAME: RANCOCAS CREEK

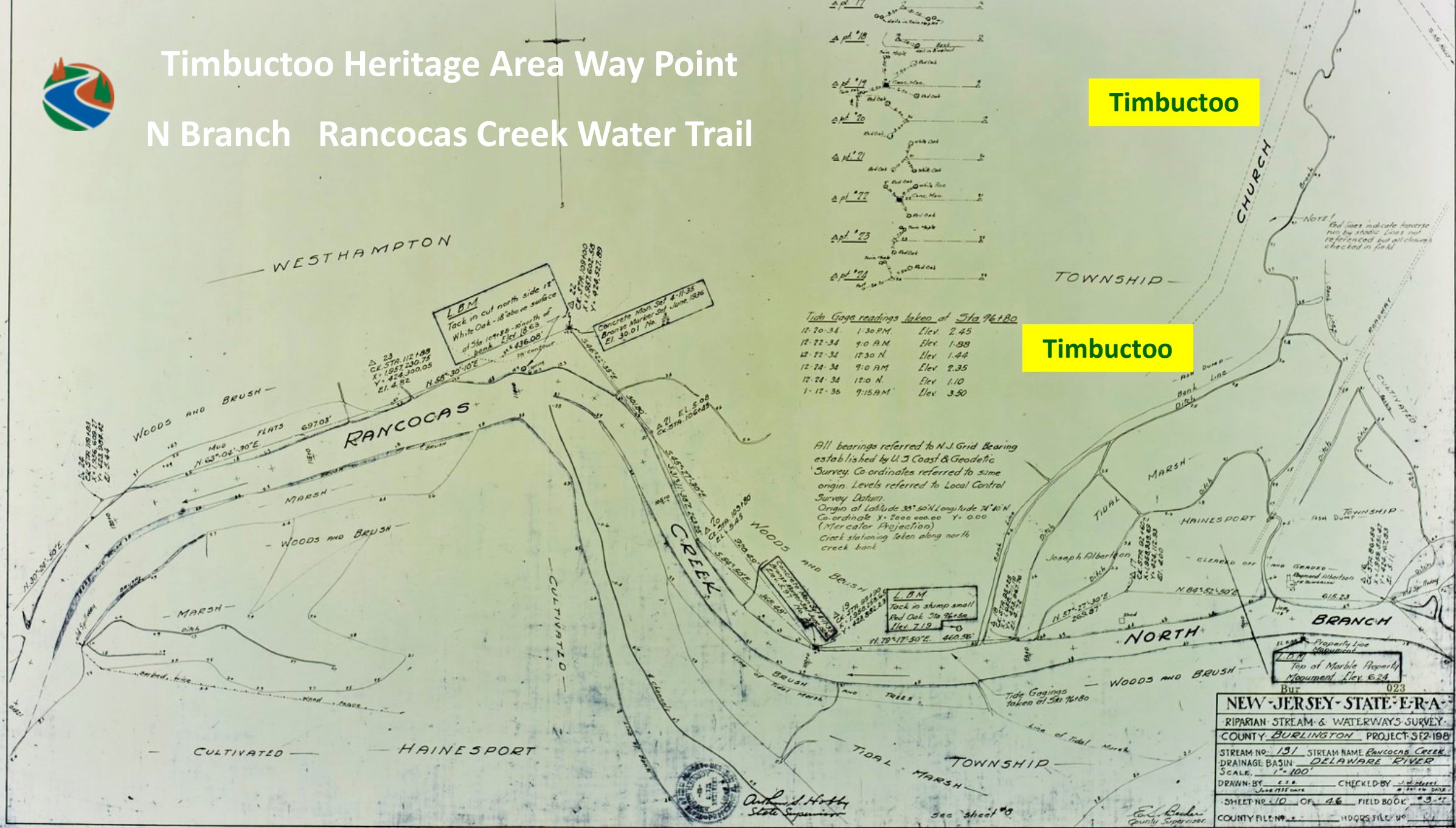


Timbuctoo Heritage Area Way Point

N Branch Rancocas Creek Water Trail

Timbuctoo

Timbuctoo



Tide Gauge readings taken at Sta 76+80

11-20-34	1:30 PM	Elev 2.45
11-22-34	9:0 AM	Elev 1.88
12-22-34	12:30 N	Elev 1.44
12-24-34	9:0 AM	Elev 2.35
12-24-34	12:0 N	Elev 1.10
1-12-35	9:15 AM	Elev 3.50

All bearings referred to N.J. Grid Bearing established by U.S. Coast & Geodetic Survey. Co ordinates referred to same origin. Levels referred to Local Control Survey Datum. Origin of latitude 38° 50' N Longitude 76° 10' W. Co ordinate X = 2000 000.00 Y = 0.00 (Mercator Projection). Creek stationing taken along north creek bank.

NEW JERSEY STATE E-R-A
RIPARIAN STREAM & WATERWAYS SURVEY
COUNTY BURLINGTON PROJECT SF2-198
STREAM NO. 191 STREAM NAME RANCOCAS CREEK
DRAINAGE BASIN DELAWARE RIVER
SCALE 1" = 100'
DRAWN BY E.S.B. CHECKED BY J.H. DILLI
DATE 1987 COUNTY FILE NO. 2 HOODES FILE NO. 100
SHEET NO. 10 OF 46 FIELD BOOK 23-22

Underground Railroad

Baylis was a Delaware Bay schooner captain who assisted fugitive slaves by removing them from the Virginia coastline to freedom for a fee. Baylis and the Keziah, his schooner, were active until his capture in 1858. Baylis was charged with five counts of kidnapping. At his trial, the prosecution maintained that the Black passengers were runaway slaves that paid between \$34 to \$50 for Baylis to transport them to New Jersey, a free state.

Although the Underground Railroad is best remembered as a series of overland routes, the stealthy network also operated at sea. One of the most important seaborne route of the Underground Railroad ran from the South, past Cape Henlopen, up the Delaware Bay and into New Jersey's Delaware Bay and River Ports

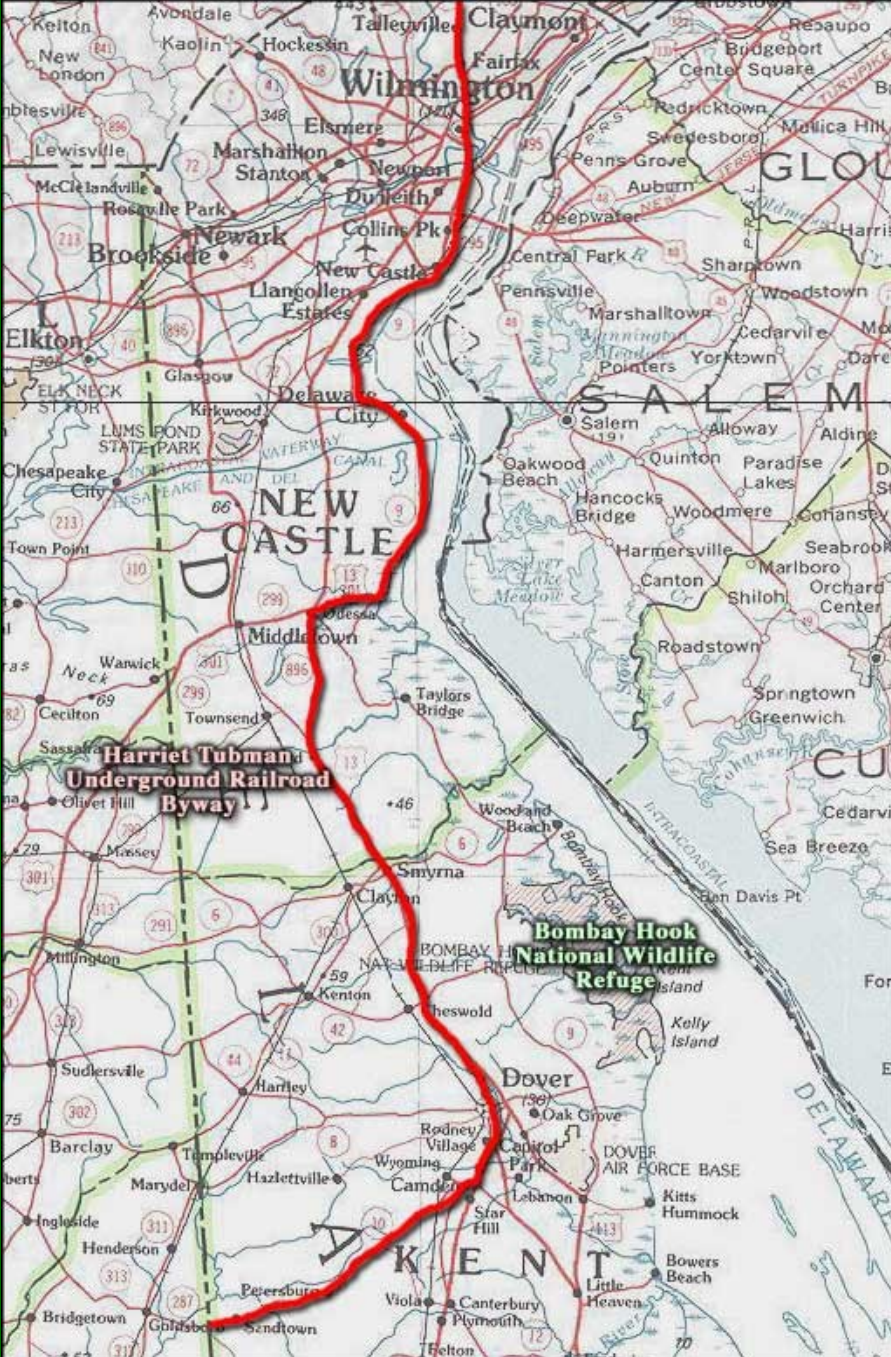


Moses Grandy Landing Maurice River (1843)

One day, I saw a boat coming from the shore with white men in it. I thought they were officers coming to take me; and such was my horror of slavery, that I twice ran to the ship's waist, to jump overboard into the strong ebb-tide then running, to drown myself: but a strong impression on my mind restrained me each time.

Once more we got under way for New York; but meeting again with head winds, we ran into Maurice's River, in Delaware Bay. New Jersey, in which that place lies, is not a slave state. So I said to the captain, "Let me have a boat, and set me on the free land once-more, then I will travel home overland; for I will not run the risk of going back to Virginia any more." The captain said there was no danger, but I exclaimed, "No! no! captain, I will not try it; put my feet on free land once again, and I shall be safe." When I once more touched the free land, the burthen of my mind was removed: if two ton weight had been taken of me, the relief would not have seemed so great.

From Maurice's Creek I traveled to Philadelphia, and at that place had a letter written to my wife at Boston, thanking God that I was on free land again. On arriving at Boston, I borrowed 160 dollars of a friend, and going to New York I obtained the help of Mr. John Williams to send the 450 dollars to Norfolk: thus, at length, I bought my son's freedom. I met him at New York, and brought him on to Boston.



Pine Barrens Towns New Jersey

Maurice River

Cohansey River

Newfield

Salem River

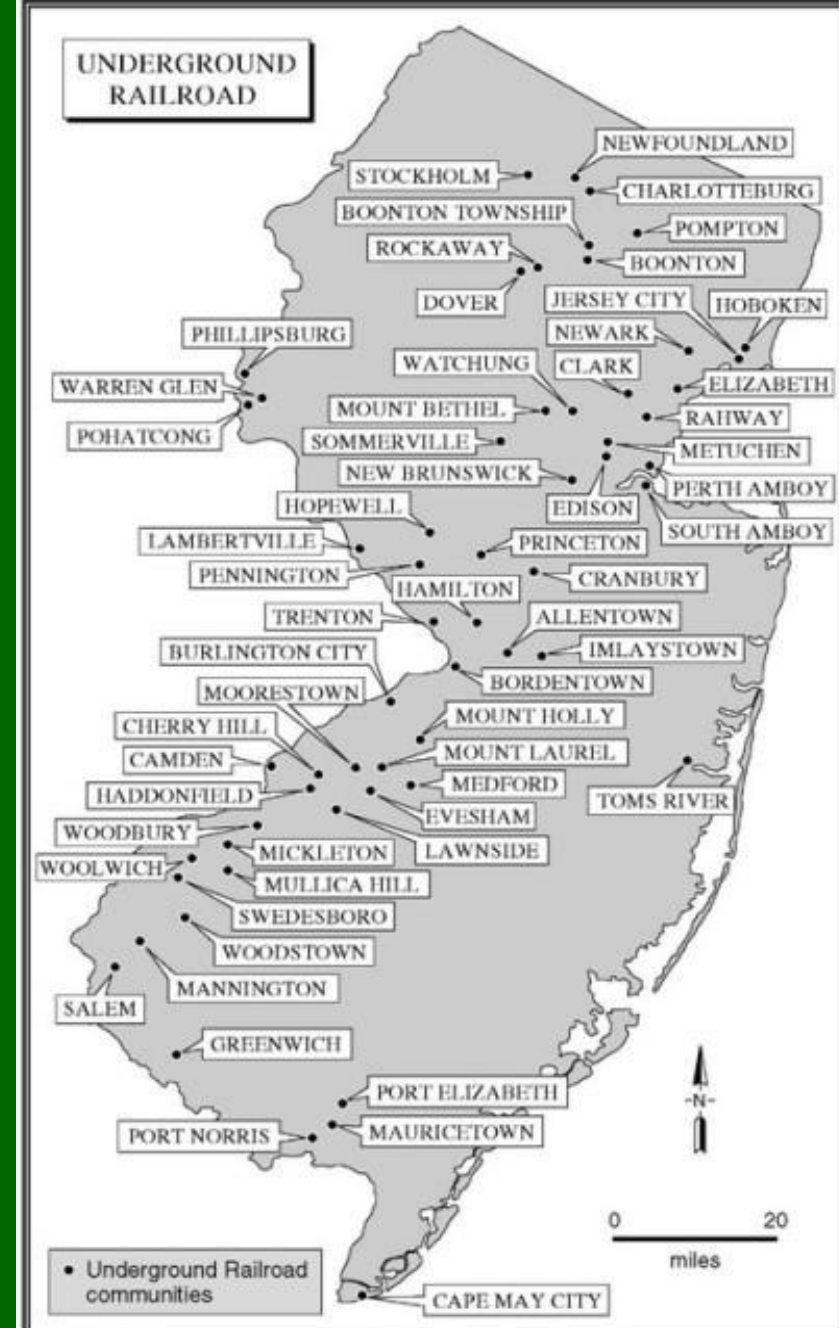
Rancocas Creek

Toms River

Mullica River

Great Egg Harbor

James Still – Dr. of the Pines





William Still

During his 14 year service providing aid and comfort as a “station master” to Southern slaves on a journey to freedom William Still recorded hundreds of interviews.

One narrative “*Crossing the Delaware Bay in a Skiff*” tells of 4 escaping slaves over the Delaware Bay. Crossing took more than 15 hours. They had no knowledge of Delaware Bay and were bewildered and in a state of despair when discovered by an Delaware Bay Oyster Boat. Oyster Boat Captain took them on board and ferried them to the Port of Philadelphia



William Still Underground Rail Road Narratives crossing the Delaware Bay and Coastwise

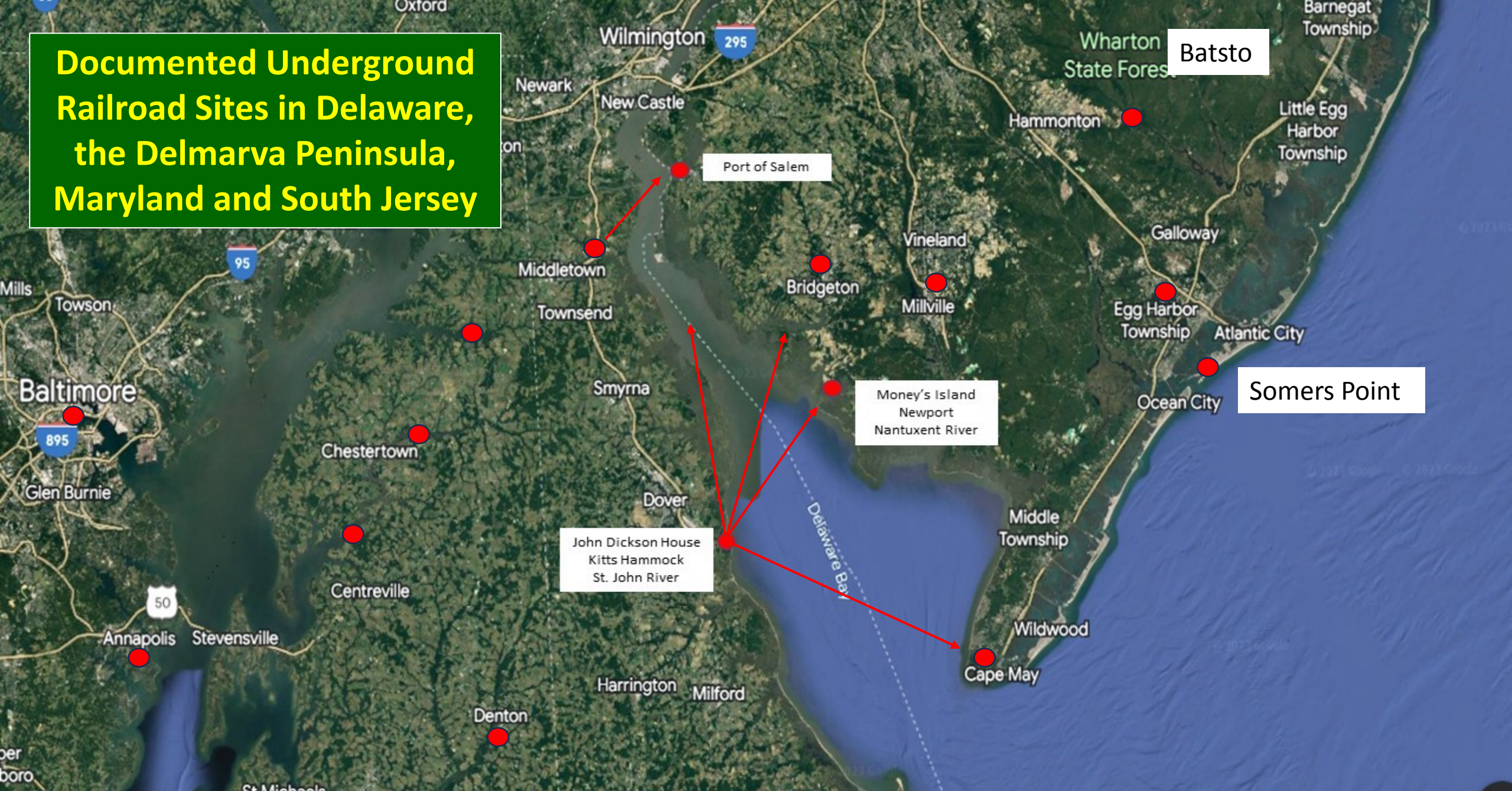
- Captain F. and the Mayor of Norfolk TWENTY-ONE PASSENGERS SECRETED IN A BOAT. NOVEMBER, 1855
- Crossing the Bay in a Batteau - Delaware to Cape May
- Arrival of Five from the Eastern Shore of Maryland SEPTEMBER 28, 1856.
- Captain F. Arrives with Fourteen “Prime Articles” on Board WILMINGTON, 3d mo., 23d, 1856.
- Arrival from Fifteen from Norfolk, Virginia PER SCHOONER—TWICE SEARCHED—LANDED AT LEAGUE ISLAND

Harriet Tubman

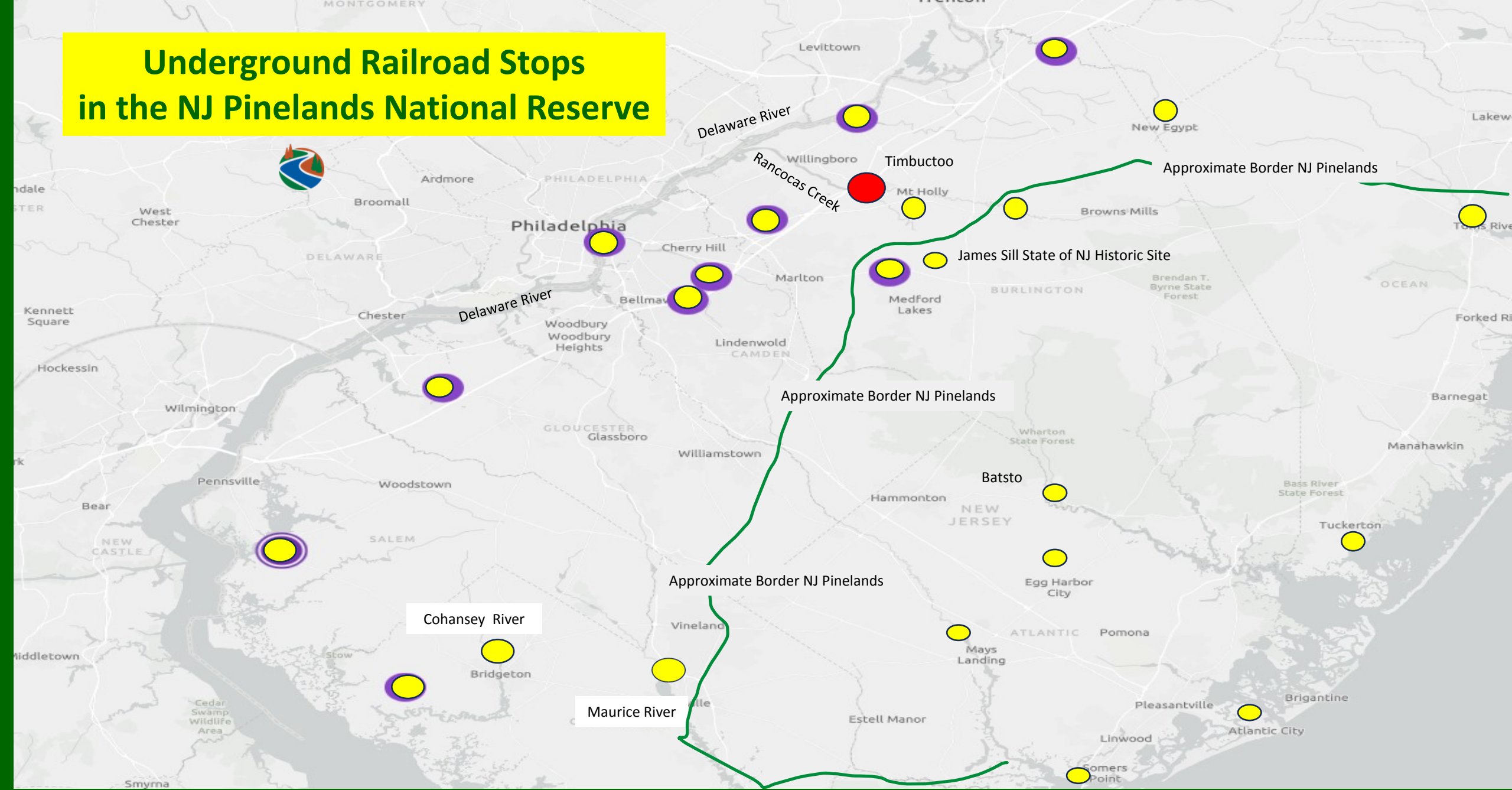
Tubman came from the Eastern Shore of Maryland, very close to the western side of Delaware Bay. Her knowledge of New Jersey may have come from historic ties between blacks of the Eastern Shore and the Delaware Bayshore. She escorted groups of slaves from the Eastern Shore of Maryland to Philadelphia and as far north as St. Catharines, Canada (now Ontario).

It is believed that Tubman’s spent the summers between 1849 and 1852 in Cape May, and winters in St. Catharines.

Documented Underground Railroad Sites in Delaware, the Delmarva Peninsula, Maryland and South Jersey



Underground Railroad Stops in the NJ Pinelands National Reserve



Chapter Four

LANDSCAPES OF TIMBUCTOO



The Archaeology of Race and Class at Timbuctoo: A Black Community in New Jersey

By Christopher P. Barton and Guy Weston, University of Florida Press, 2022

The built environment offers archaeologists a unique way to understand past people in ways that go beyond excavation units and shovel test pits. In this chapter, I focus on landscape archaeology at Timbuctoo. I first look at the settlement pattern of the community and then at the practice of yard sweeping at the Davis Site. These two practices have deep roots for the people of the African Diaspora and serve both functional and social purposes for impoverished people.

The Layout of the Community

Historical records suggest that the core portion of Timbuctoo was closer to the creek than to the road. That area is where the Timbuctoo Discovery Project focused our research. Rancocas Road, which ran along the northern boundary of Timbuctoo, also connected the community to Mount Holly and other communities.



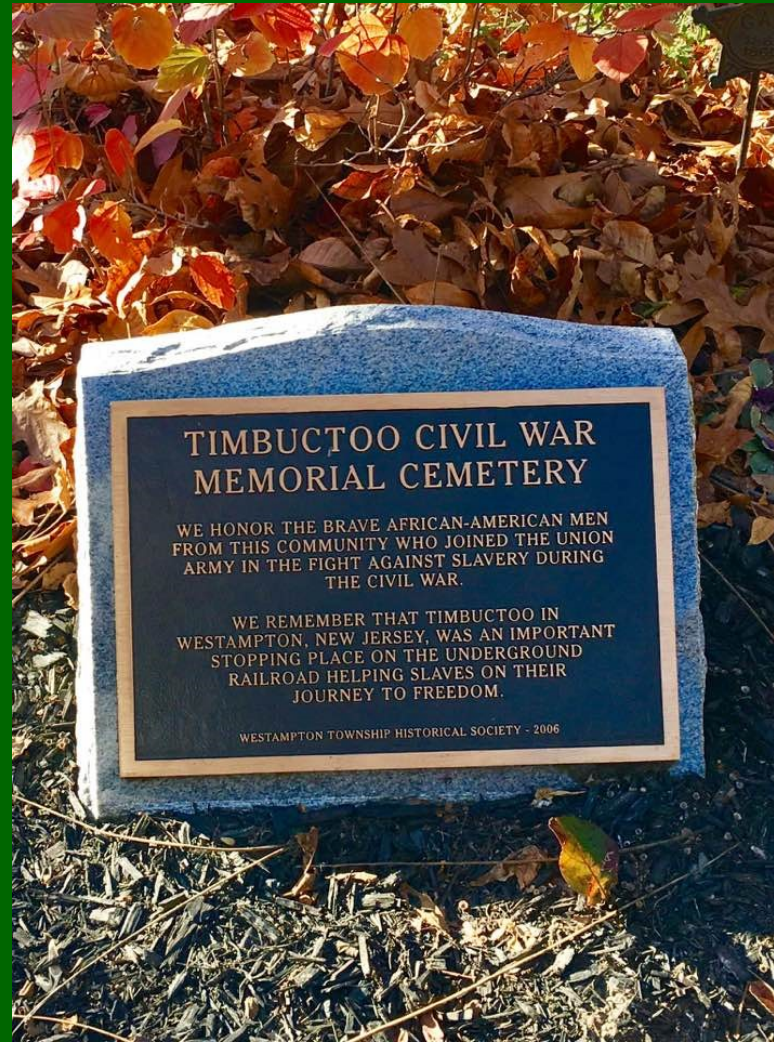
Timbuctoo is an unincorporated community in Westampton Township, Burlington County, New Jersey. Located along the tidal reaches of the North Branch Rancocas Creek Timbuctoo was settled by formerly enslaved and free Black people, beginning in 1826. At its peak in the mid-nineteenth century, Timbuctoo had more than 125 residents, a general store, a school, the AME Zion Church, and a cemetery of African American Civil War soldier's. Some current residents are descendants of early settlers.

High Tide. Grubbs Run Outlet. Timbuctoo

HEADQUARTERS DISTRICT OF FLORIDA,
Jacksonville, Fla., August 4, 1864.

Maj. Gen. J. G. FOSTER,
Commanding Department of the South:

GENERAL: I arrived here last night, having changed at the bar onto the Mary Benton. The Delaware got aground coming up the river. I sent down the Canonicus to lighten her. She took off the troops but could not draw her off. The troops were brought up and the boat sent back to take out the cargo. I hope she will get off and up here to-night. The Eighth U. S. Colored Troops had been sent to Palatka, where they arrived just in time to save a detachment of 25 cavalry left at that place. They were driven into the intrenchments with a loss of 1 officer and 2 privates prisoners. All are now withdrawn. I have sent out to Baldwin the Thirty-fourth and One hundred and second U. S. Colored Troops, and ordered in the Seventh U. S. Colored Troops. They will be in and embark to-morrow for the Head.



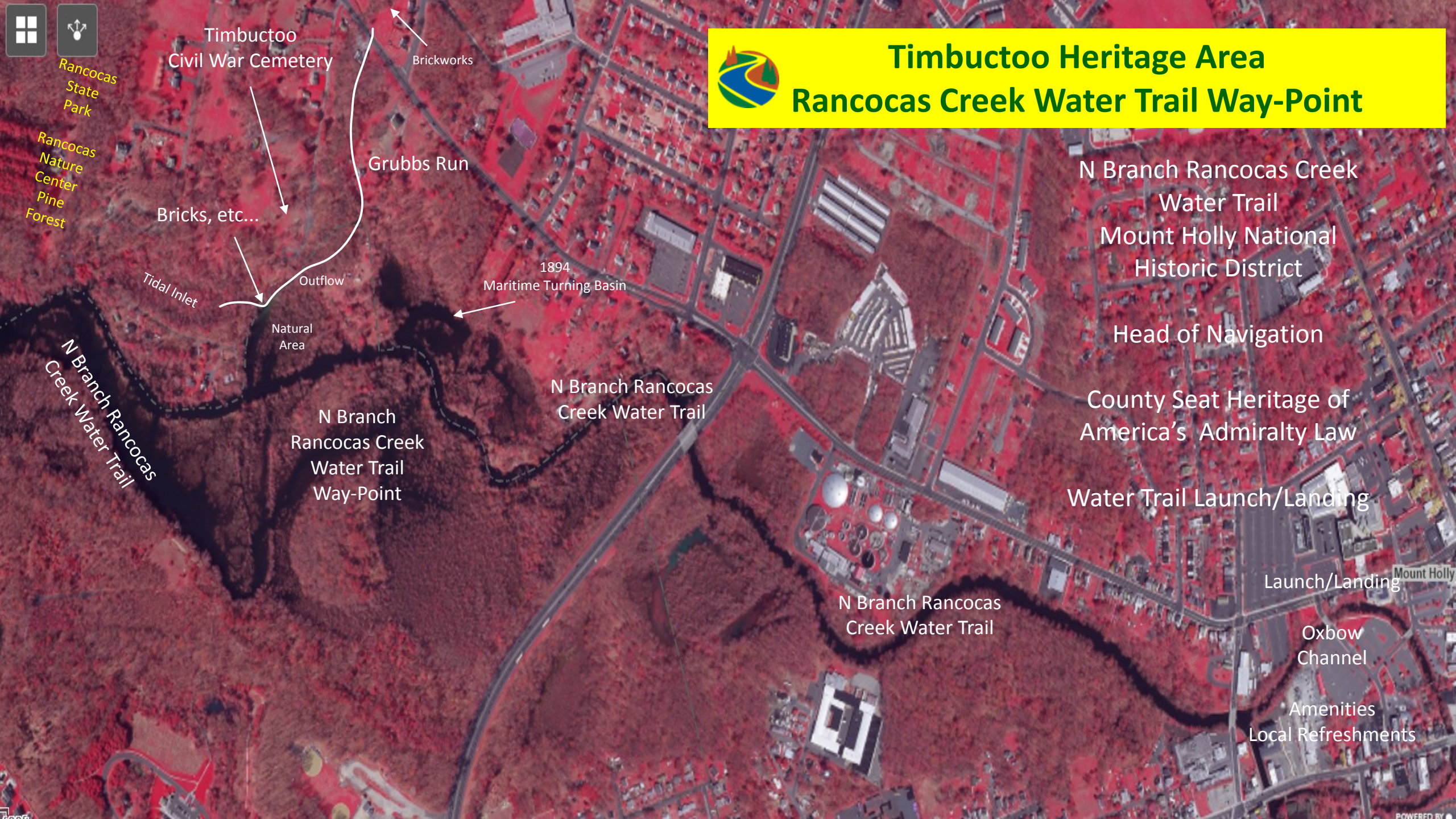
Timbuctoo Heritage Area Rancocas Creek Water Trail Way-Point





Timbuctoo Heritage Area

Rancocas Creek Water Trail Way-Point



Timbuctoo
Civil War Cemetery

Brickworks

Rancocas
State
Park

Rancocas
Nature
Center
Pine
Forest

Grubbs Run

Bricks, etc...

1894
Maritime Turning Basin

N Branch Rancocas Creek
Water Trail
Mount Holly National
Historic District

Head of Navigation

County Seat Heritage of
America's Admiralty Law

Water Trail Launch/Landing

Launch/Landing

Oxbow
Channel

Amenities
Local Refreshments

Tidal Inlet

Outflow

Natural
Area

N Branch Rancocas
Creek Water Trail

N Branch
Rancocas Creek
Water Trail
Way-Point

N Branch Rancocas
Creek Water Trail

N Branch Rancocas
Creek Water Trail

Mount Holly

Timbuctoo Creekfront

Creek Rd

Tidal Inflow

25 Feet Above Sea Level

Rancocas Creek North Branch

Civil War Cemetery 500 Feet

King David's Island?

Grubbs Run Outlet

Bricks

Bricks

Grubb's Run Natural Area
Tidal Marsh
Woodland

1932 Works Progress Administration Rancocas Creek Navigation Chart shows a jetty at this point

Church





Timbuctoo - Jetty

1931 Works Progress Administration Rancocas Creek Navigation Chart

Civil War Soldiers Cemetery

Tide Gage readings taken at Sta 96+80

12-20-34	1:30 AM	Elev. 2.45
12-22-34	9:0 AM	Elev. 1.88
12-22-34	12:30 N	Elev. 1.44
12-24-34	9:0 AM	Elev. 2.35
12-24-34	12:10 N	Elev. 1.10
1-12-36	9:15 AM	Elev. 3.50

All bearings referred to N.J. Grid Bearing established by U.S. Coast & Geodetic Survey. Co ordinates referred to same origin. Levels referred to Local Control Survey Datum.
 Origin at Latitude 38° 50' N Longitude 74° 40' W
 Co ordinate X = 2000 000.00 Y = 0.00
 (Mercator Projection)
 Creek stationing taken along north creek bank

NEW JERSEY STATE
 RIPARIAN STREAM & WATERWAY
 COUNTY: BURLINGTON PROJECT
 STREAM NO. 151 STREAM NAME: RANCOCAS
 DRAINAGE BASIN: DELAWARE
 SCALE: 1" = 100'
 DRAWN BY: E.S.B. CHECKED BY: J.W.P.
 SHEET NO. 10 OF 46 FIELD BOOK NO. _____
 COUNTY FILE NO. _____ MOORS FILE NO. _____




King David's Is

Rancocas Creek North Branch

**Timbuctoo Creekfront
Grubbs Run Outlet**



Wooden
Structure at Low
Tide




Grubbs Run
Outlet Natural Area

Creek Road

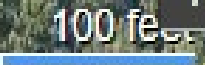
other

Grubbs Run



A A

100 feet





Low Tide
Rancocas Creek Outflow in Background

Bricks
Possible Landing



High Tide

Bricks Bricks

Rancocas Creek

Timbuctoo Inlet

**Grubbs Run
Outlet**



Rancocas Pathways



Timbuctoo Grubb's Run Brickworks

"Punt Boat" Channel to Rancocas Creek Outflow

Turquoise colored water is marl



A. Ice Shows Extent of High Tide



A. Bricks Possible Landing



A. Bricks & Wooden Structure



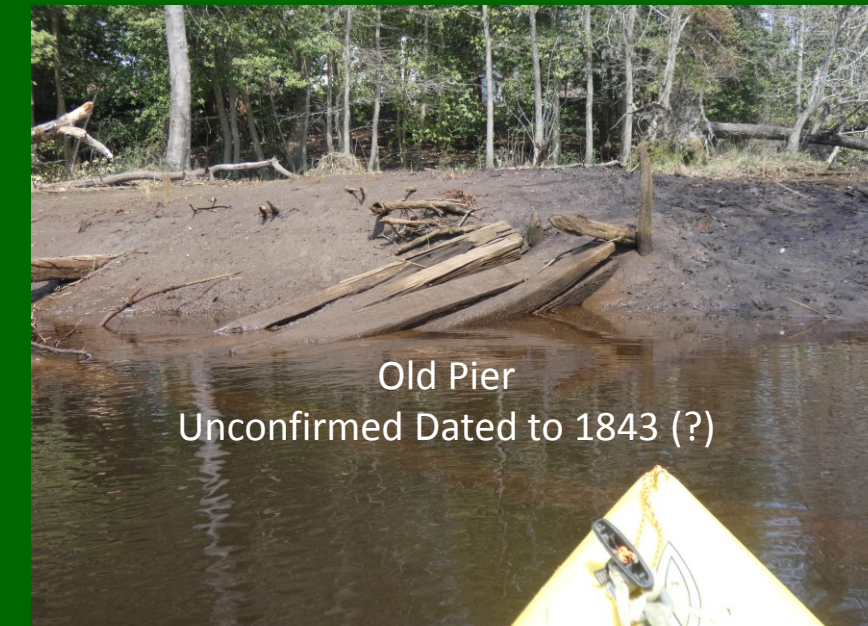
Old Pier
Unconfirmed Dated to 1843



Overlapping Planks w Cut Nails

Submerged at High Tide

Timbuctoo bricks were handmade, from soft mud mixture. Salmon bricks, pink in color (Barton/Weston)



Old Pier
Unconfirmed Dated to 1843 (?)



Phosphorus Retort?



Timbuctoo



Rancocas Creek Water Trail Heritage Area Way Point Creek Access

Lady Slippers at Timbuctoo Landing

Ashville, Pa. who hasn't decided on a major yet. The township passed a special ordinance allowing students access on township land to do their archaeology survey work.

They mapped and survey the banks of Grubbs Run. Here we found evidence, wooden pilings possibly part of two old docks or piers, perhaps loading docks for the clay and brick to ship downstream. We also found several bricks buried in the steam some with markings along with pieces of concrete the content of which was indicative of the ear. Each site was carefully recorded and imaged and geo-referenced. Both sites matched old maps of the area from the late 1800's.



Figure 9. Stockton students taking measurements of the site.

The mapping experience was over two days and was meant to provide a real-life lab experience for students to practice class discussed procedures and practice in archaeological training. To extensively catalog and map this site will require more sampling at some future date. Preliminary results were encouraging in our being able to uncover evidence artifacts linked directly to hand struck brick manufacture of the period despite all the new housing developments in the Westampton-Mt. Holly area which covered over or destroyed areas around these sites. In figure xx above the students are working on the second clay site noted in figure 6. The images below are at the site approximated in Figure 2 nearest the creek. Our conclusion is that there is evidence to preliminarily state this was part of those clay mining/manufacture sites from late 1870's-1880's. Obviously more work needs to be done to survey and catalog this important historical area which would require permits from the Town of Westampton and the State DEP.

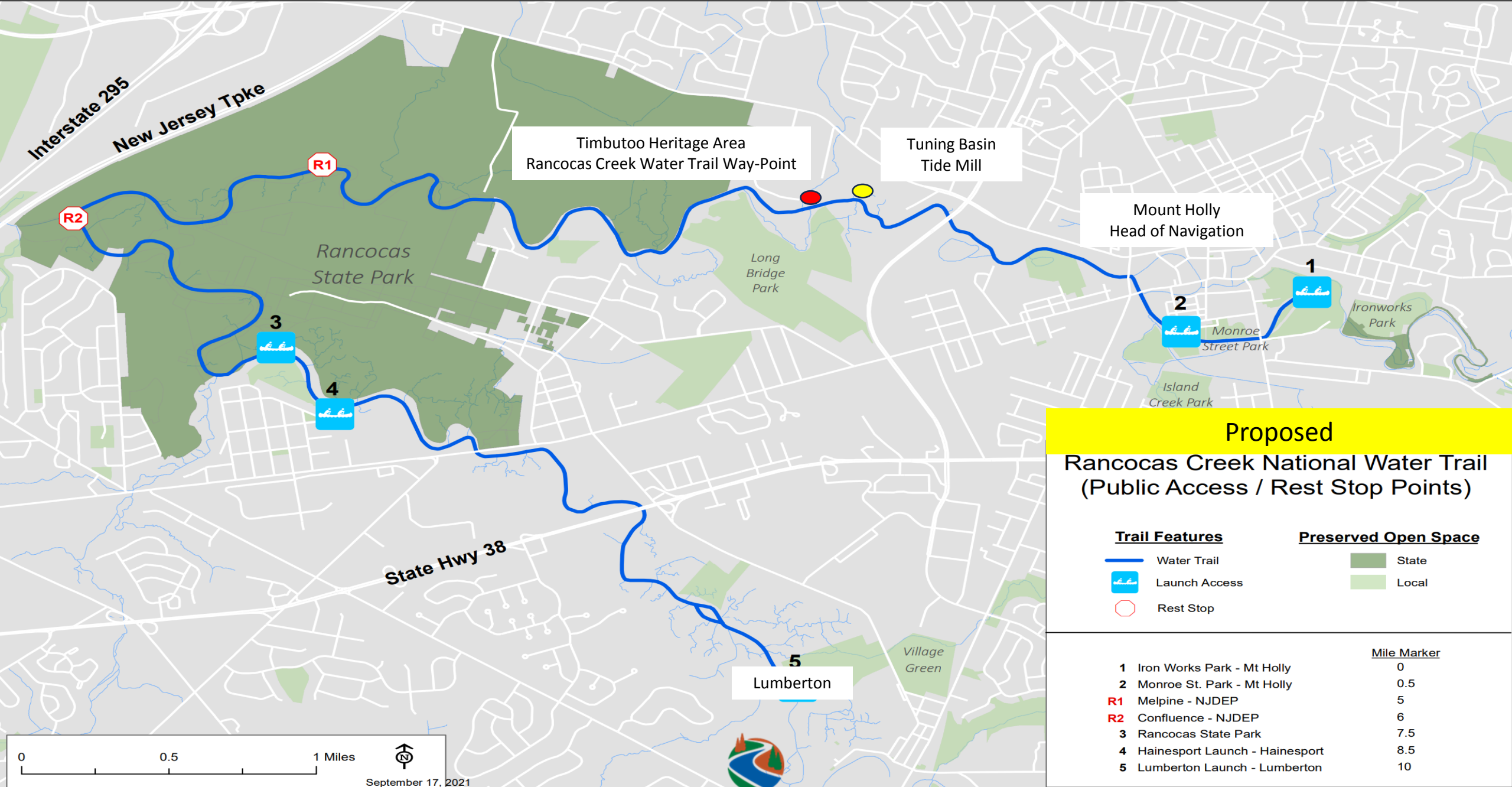


Figure 10 Four images of the dig site at Timbuctoo. Indicating potential evidence of clay and brick mining and features associated with pilings and dock or piers. Images from top left to bottom right: wood support pile, meter stick describing height of creek bank cut by currents and evidence of clay throughout, early concrete support (high rock particle content) and grey brick of apparent hand-struck formation. All items left in-situ on-site. The area today sits between housing developments.



Timbuctoo North Branch Back Marsh Channel

Rancocas Pathways



Timbutoo Heritage Area
Rancocas Creek Water Trail Way-Point

Tuning Basin
Tide Mill




Mount Holly
Head of Navigation

Lumberton



Proposed

**Rancocas Creek National Water Trail
(Public Access / Rest Stop Points)**

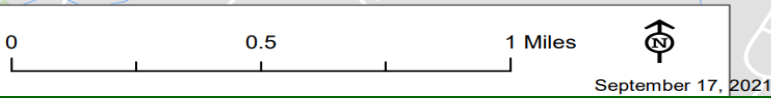
Trail Features

-  Water Trail
-  Launch Access
-  Rest Stop

Preserved Open Space

-  State
-  Local

	<u>Mile Marker</u>
1 Iron Works Park - Mt Holly	0
2 Monroe St. Park - Mt Holly	0.5
R1 Melpine - NJDEP	5
R2 Confluence - NJDEP	6
3 Rancocas State Park	7.5
4 Hainesport Launch - Hainesport	8.5
5 Lumberton Launch - Lumberton	10



September 17, 2021





N Branch Channel
Multi-Use



Timbuctoo...Fragility



Glossy Ibis
Centeron

KS337PHOTOGRAPHY



Red Fox



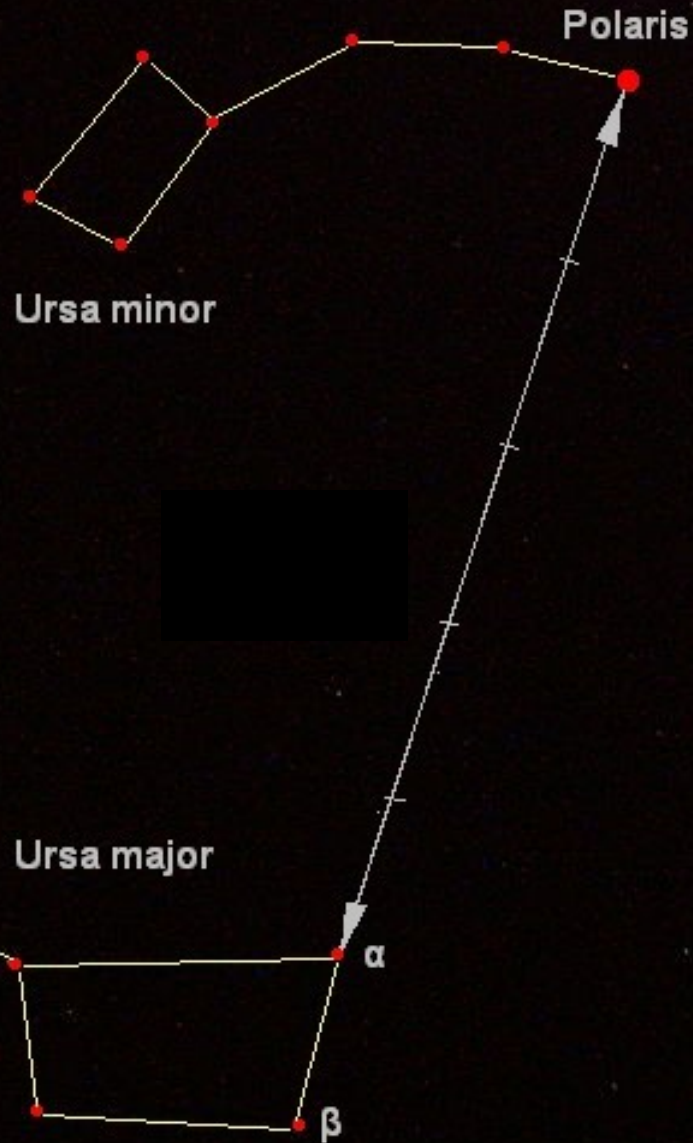
Did You Hear An Owl Call Your Name?



Wood Duck

Photo credits #ks337pohoto

Polaris used as
night time
navigation star
on Rancocas
Creek navigation



Timbuctoo
Is located under
the North Star*

* A Guide Star of
the Underground
Rail Road

Polaris or the North Star is the last star in the constellation Ursa Minor. Polaris is the star at the tip of the handle of the "Little Dipper".

Polaris is considered a navigational star.



Polaris was used by sailing shallops, tugs, barges, yaliwackers, steam-boats and the like as they navigated Rancocas Creek tidal waters on night tides and currents.

Year Round Resident
American Bald Eagle



Heritage
Stewardship

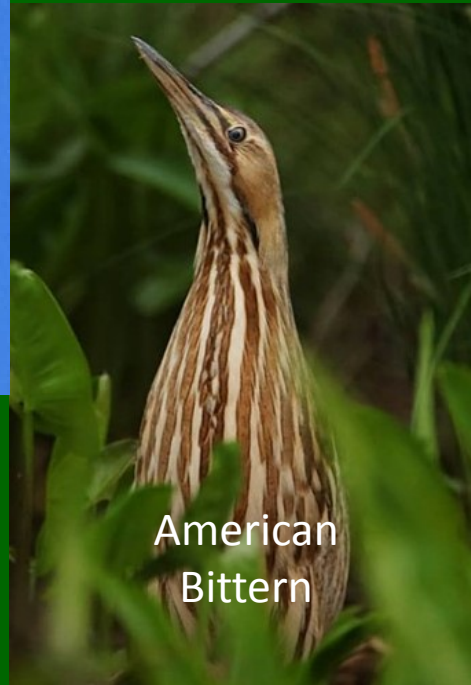
Migratory Egrets



Timbuctoo Rancocas Creek Water Trail



Photo credit #ks337photo



American
Bittern

Rancocas Pathways



Migratory Yellow Leg Sandpipers

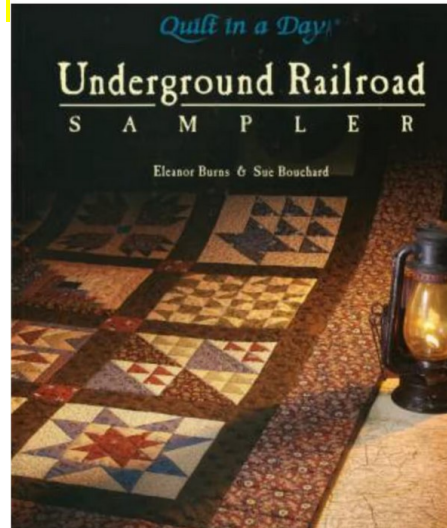
Underground Railroad Quilt Code

this code, named the Underground Railroad Quilt Code, led many to freedom.

The Quilt Code gives us access to some of the secrets still remaining about the early years of escape from the plantations. It allows us to see how ingenious were these fugitives in crafting their own escape. The code confirms the use of quilts as visual maps to freedom.

Forging a link between the past and the present, between Africa and America, between blacks and whites, and a route from the South to the North, Mrs. Ozella McDaniel Williams, a modern-day griot from South Carolina, reveals a story, the story told to her by her mother and grandmother before her, the story of the Underground Railroad Quilt Code. With the telling comes the responsibility to honor these African American ancestors, not just as slaves but also as masters of their own destiny.

Jacob Ladder Quilts - fifteen quilt blocks may have played a significant role in communication between the slaves and how it helped them on their way to freedom



The book has directions to make a miniature Underground Railroad quilt.

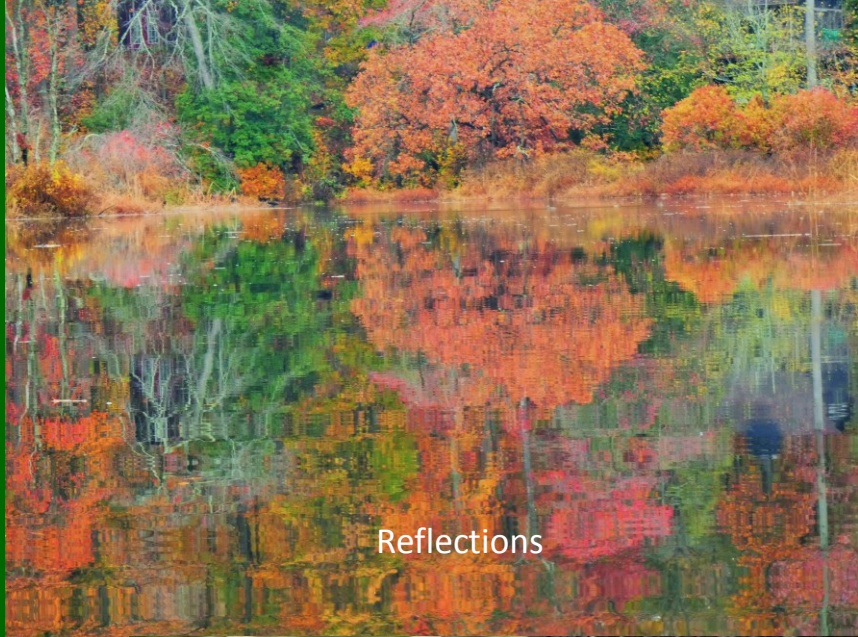


patterns represent certain meanings.

When Ozella first revealed the code to Jacki, she instructed her to write down the numbers one through ten. She then listed nine patterns and one phrase: Monkey Wrench, Wagon Wheel, Log Cabin, Shoofly, Bow Ties, Cathedral Church, Double Wedding Rings, Flying Geese, Drunkard's Path, and Tumbling Boxes. Then Ozella recited the code.

According to Ozella, there were ten quilts used to direct the slaves to take particular actions. Each quilt featured one of the ten patterns. The ten quilts were placed one at a time on a fence. Since it was common for quilts to be aired out frequently, the master and mistress would not be suspicious when seeing the quilts displayed in this fashion. This way, the slaves could nonverbally alert those who were escaping. Only one quilt would appear at any one time. Each quilt signaled a specific action for a slave to take at the particular time that the quilt was on view. Ozella explained that when the Monkey Wrench quilt pattern was displayed, the slaves were to gather all the tools they might need on the journey to freedom. The second quilt placed on the fence was the Wagon Wheel pattern, which signaled the slaves to pack all the things that would go in a wagon or that would be used in transit. When the quilt with the Tumbling Boxes pattern appeared, the slaves knew it was time to escape. How long each quilt remained on the fence before being replaced is not known. Ozella suspected that a quilt would remain up until all who were planning to escape had completed the signaled task. The code had dual meaning: first to signal slaves to prepare to escape and second to give clues and indicate directions on the journey.

Leave Nothing But a Ripple Behind



Reflections



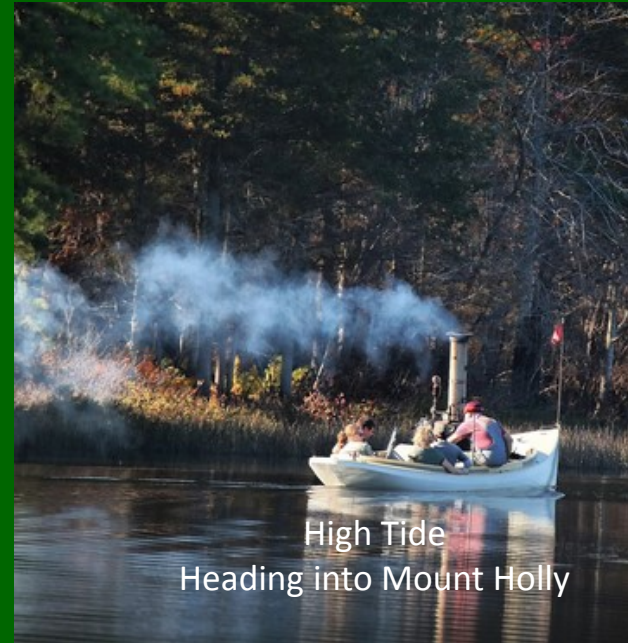
New Jersey State Bird
American Goldfinch



Indigo Bunting



Pileated Woodpecker



High Tide
Heading into Mount Holly

Timbuctoo Rancocas Creek Water Trail

Photo credit #ks337pohoto





Bricks

Bricks

Bricks

Grub's Run
Outflow

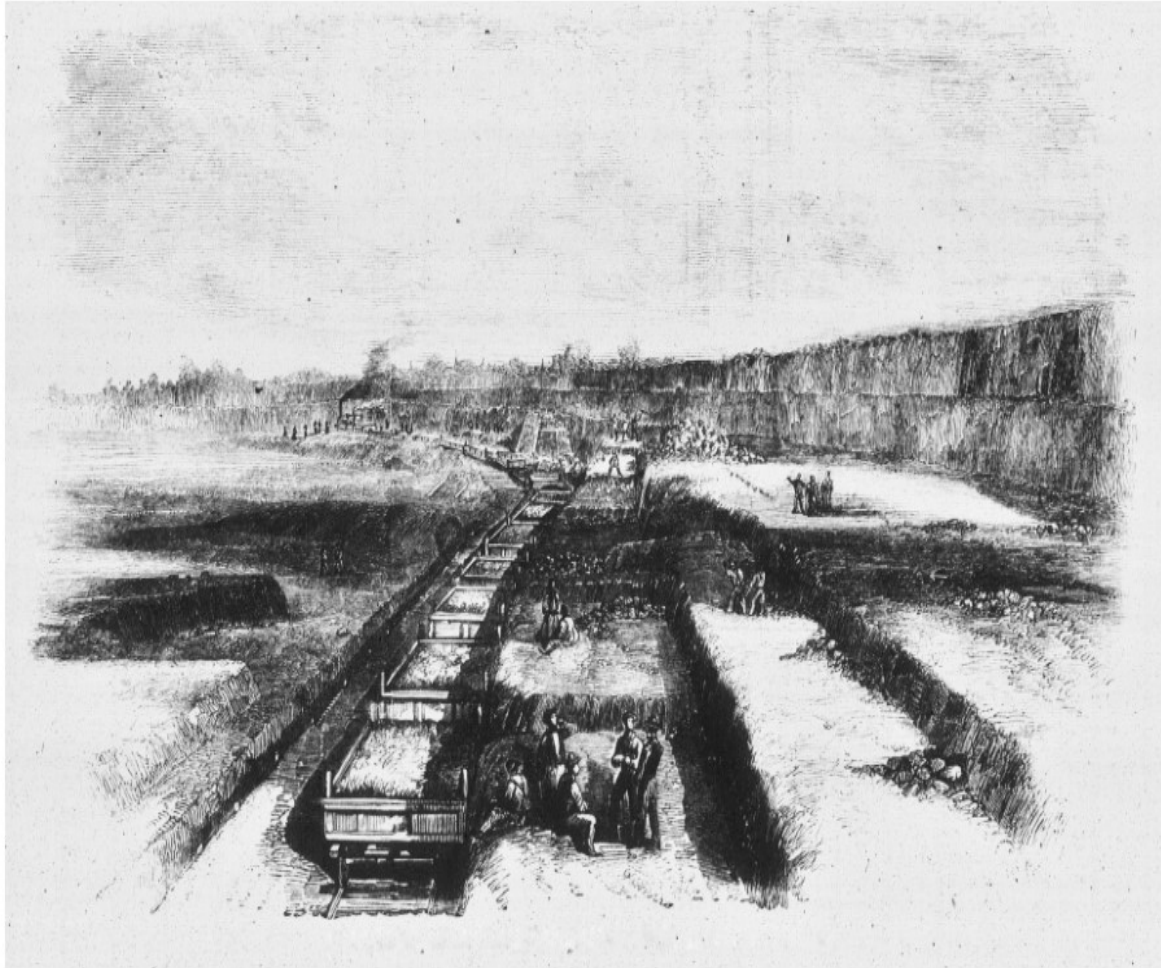
Rancocas Creek Water Trail Heritage Area Way Point

High Tide Access From Rancocas Creek Main Channel

NEW JERSEY MARL PITS.

ref: frank leslies weekly newspaper 9-1-1866

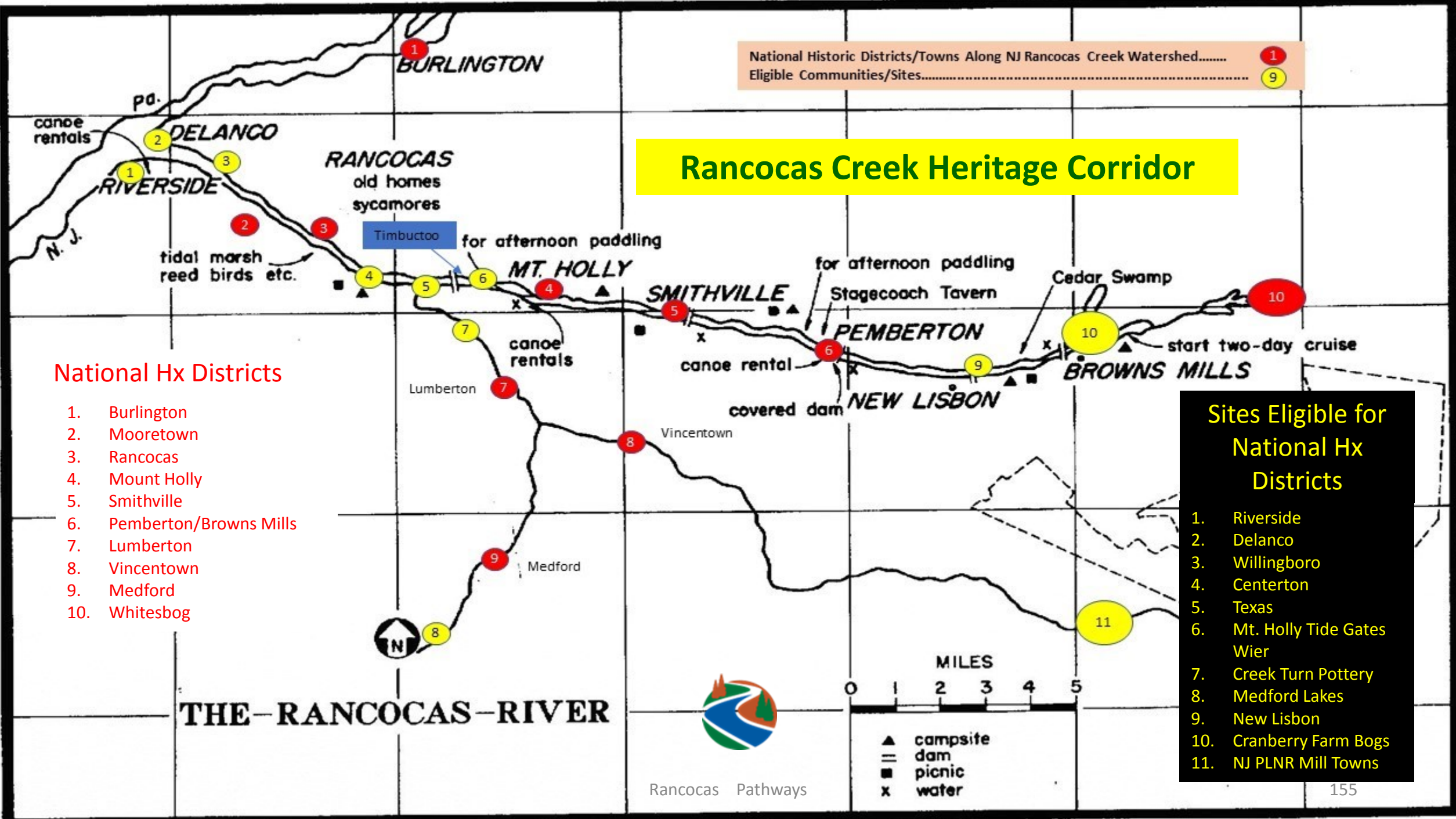
Near Timbuctoo



MARL PITS ON THE **RANCOCAS** RIVER, NEAR MOUNT HOLLY, NEW JERSEY.-

THE advantages of marl as a fertilizer have been greatly overlooked in this country until within a very recent period. With our immense territory of rich soil in the new States, we had little care to improve lands worn out with long cultivation, and so neglected the means of maintaining the fertility of our farms, although they were often quite available. Of late years it has been found more advantageous to make lands adjacent to the river as productive as possible, and immense sums have been expended in the various appliances which subserve that end. Among these, marl occupies a prominent place. It is found in almost inexhaustible quantities in many Parts of the country, and can be profitably applied to almost any soil. The lower portions of New Jersey contain immense quantities of marl, and our illustration shows the manner of digging and sending it from the pits. It is easily cut out, and is thrown directly into the cars, which stand on convenient tracks, by which it is taken wherever it is needed. By its use lands that were quite barren have been made to produce liberally, and are rewarding amply the labor and money *expended upon them.*





National Historic Districts/Towns Along NJ Rancocas Creek Watershed..... 1
 Eligible Communities/Sites..... 9

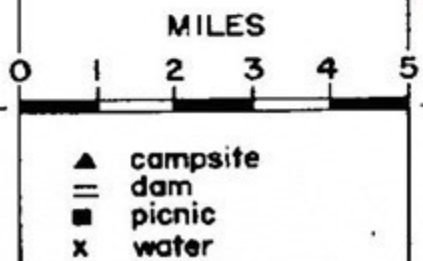
Rancocas Creek Heritage Corridor

National Hx Districts

- 1. Burlington
- 2. Mooretown
- 3. Rancocas
- 4. Mount Holly
- 5. Smithville
- 6. Pemberton/Browns Mills
- 7. Lumberton
- 8. Vincentown
- 9. Medford
- 10. Whitesbog

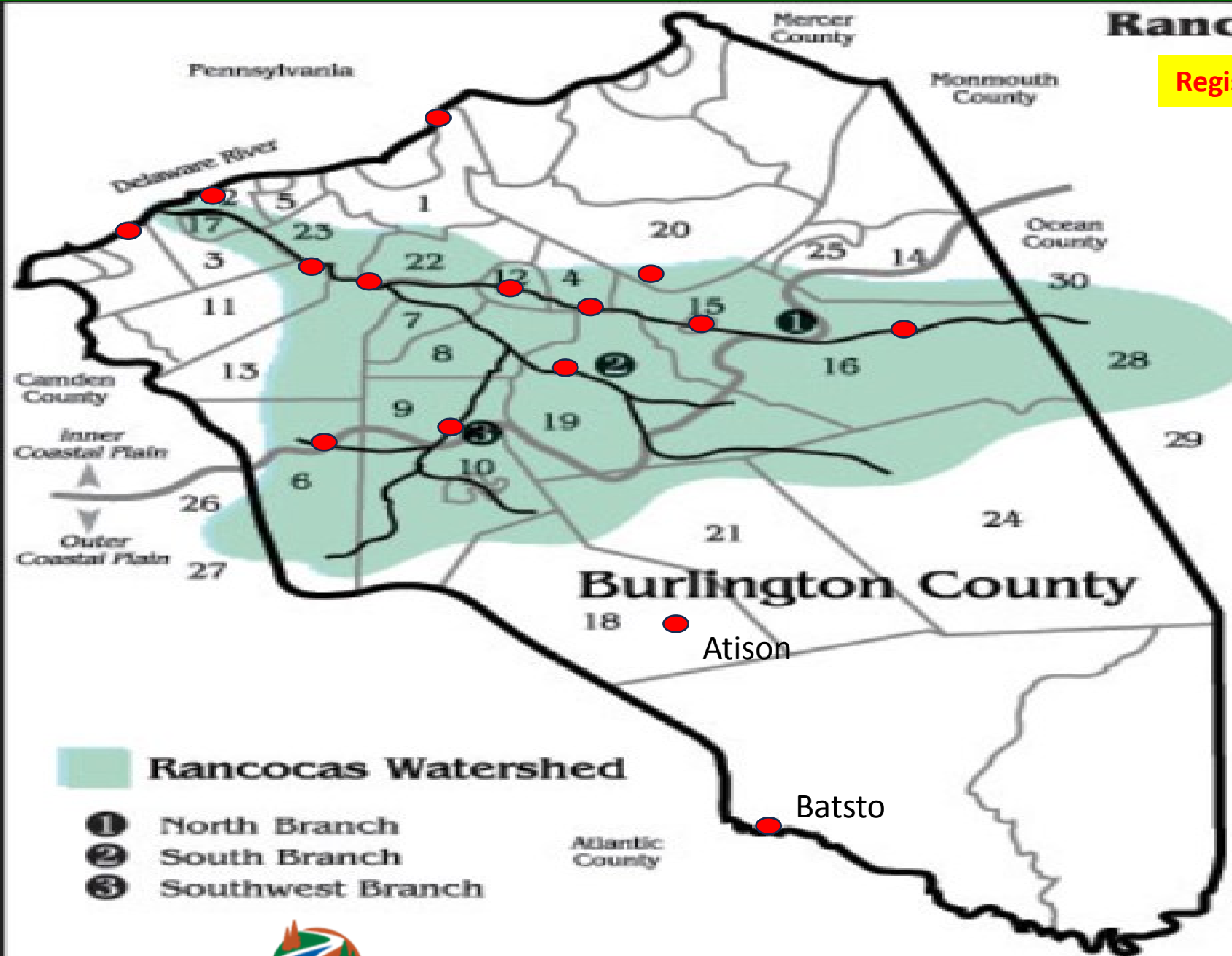
- ## Sites Eligible for National Hx Districts
- 1. Riverside
 - 2. Delanco
 - 3. Willingboro
 - 4. Centerton
 - 5. Texas
 - 6. Mt. Holly Tide Gates Wier
 - 7. Creek Turn Pottery
 - 8. Medford Lakes
 - 9. New Lisbon
 - 10. Cranberry Farm Bogs
 - 11. NJ PLNR Mill Towns

THE RANCOCAS RIVER



Rancocas Creek Watershed

Registered National Historic Districts and Sites



- Burlington County**
1. Burlington
 2. Delanco
 3. Delran
 4. Eastampton
 5. Edgewater Park
 6. Evesham
 7. Hainesport
 8. Lumberton
 9. Medford
 10. Medford Lakes
 11. Moorestown
 12. Mount Holly
 13. Mount Laurel
 14. New Hanover
 15. Pemberton Borough
 16. Pemberton Township
 17. Riverside
 18. Shamong
 19. Southampton
 20. Springfield
 21. Tabernacle
 22. Westampton
 23. Willingboro
 24. Woodland
 25. Wrightstown
- Camden County**
26. Voorhees
 27. Berlin Township
- Ocean County**
28. Manchester
 29. Lacey
 30. Plumsted

Rancocas Watershed

- ① North Branch
- ② South Branch
- ③ Southwest Branch



Coastal Privateers

Mount Holly and Other Admiralty Courts

The British brig Molly, was driven ashore in a snow storm near Barnegat; her prize crew were taken prisoners by the militia and sent to Philadelphia.

“The privateer Blacksnake was captured by the British, but in April, 1780, Captain William Marriner, with nine men in a whale boat, retook her. Captain Marriner then put to sea in his prize, and captured the Morning Star, of 6 swivels and 33 men, after a sharp resistance, in which she lost three killed and five wounded; he carried both prizes into Egg Harbor.”

About the middle of December, 1780, a British brig in the West India trade, was captured and brought into Toms River. This brig was short of water and provisions and mistaking the land for Long Island, sent a boat and four men ashore to obtain supplies. The militia hearing of it manned two boats and went out and took her. She had on board 150 hhds of rum and spirits, which our ancestors pronounced “excellent,” by which we conclude they must have considered themselves competent judges of the article! With the British, rum must have been a necessity, as in every prize taken from them rum was an important part of the cargo.



Female Wood Duck - Old Mill - Mount Holly - N Branch - Rancocas Creek Water Trail



CAPTAIN JACKSON.

“December 18th, 1782.—Capt. Jackson of the Greyhound, in the evening of Sunday, last week, with much address, captured within the Hook, the schooner Dolphin and sloop Diamond, bound from New York to Halifax, and brought them into Egg Harbor. These vessels were both condemned to the claimants, and the sales amounted to £10,200.

ried on in the vicinity.

In the latter part of 1780, Captain Joshua Studson of Toms River took two prizes, the schooner “John” and sloop “Catherine,” in Raritan Bay, near south side of Staten Island. The prizes were taken to Middletown Point. The Admiralty Court to adjust claims for these prizes was held at the house of Isaac Wood, Mount Holly, and the vessels were advertised to be sold at Monmouth Court House, January 1, 1781. Just a month before this, Captain Studson was killed by the Refugee Bacon at the inlet, opposite Toms River.

Mount Holly and Other Admiralty Courts

them in a separate article.

May 22d, 1778, it is announced that a British vessel with a cargo of fresh beef and pork, was taken by Captain Anderson and sixteen men in an armed boat, and brought into Toms River.



Captain Bigelow also made a prize of another vessel called the “Betsey,” which had belonged to citizens of Delaware, where she was taken by the British out of a place called Muskmelon Creek. On her way to New York she was driven in a storm ashore near the bar of Cranberry, where Captain Bigelow recaptured her. His prize claim was adjusted at a Court held at the house of Isaac Woods, Mount Holly.



North Branch Rancocas Creek

Headwaters to the Delaware River Tides

1870's - 1890's steam boat landing - North Branch Rancocas Creek Foot Bridge - Mount Holly National Historic District

Roads from NJ Pine Barrens Rancocas Creek and Delaware River Ports n Navigable Waters



1846

Hanover Furnace, also known as Hanover Iron-Works, was begun in 1791. The location capitalized on several important natural features: a quick-running stream, the North Branch of the Rancocas Creek; an excellent supply of timber; and an abundance of bog iron. It was a few miles east of Browns Mills and just west of Hartshorne's Mill.

4 and 12 lb. Cannon Balls found on site are documented forged from bog iron for US Navy during the War of 1812

Reference: Boyer/US Army Cultural Resource Inventory

Florence

North Branch Rancocas Creek

Hanover Furnace

South Branch Rancocas Creek

Maryann Furnace

Mt. Misery Furnace

Atsion Furnace

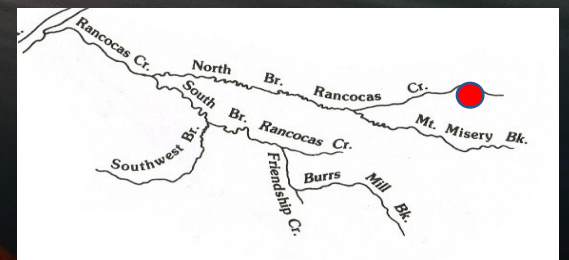
Benjamin Jones was instrumental in establishing the road from Hanover to the "Old Monmouth Road," which was long known as the "Gun Road." After the war, large quantities of iron pipe were made for the Philadelphia Water Works and were, in the early days, either carted to the landing at Florence and transported by boat to Philadelphia or hauled by mule teams over the "Great Road" to that city. Later, through the energy of Benjamin Jones, a railroad was constructed from Kinkora to New Lisbon.



Whites Bog State and National Historic Village

North Branch Rancocas Creek

16 Miles East of Delaware River Tides at Mount Holly

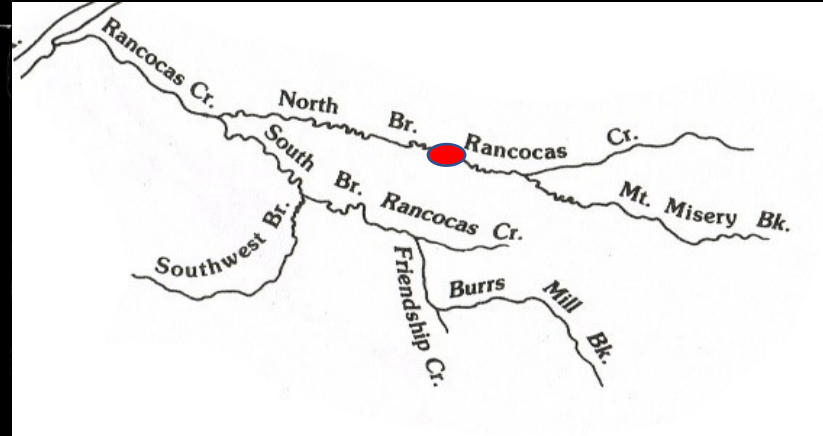


Centennial Recreation on the Rancocas

Rancocas Creek Photos around 1910 Browns Mills to Smithville



New Lisbon



New Lisbon
Camping



Pine Barrens Canoe Shuttle



Pemberton



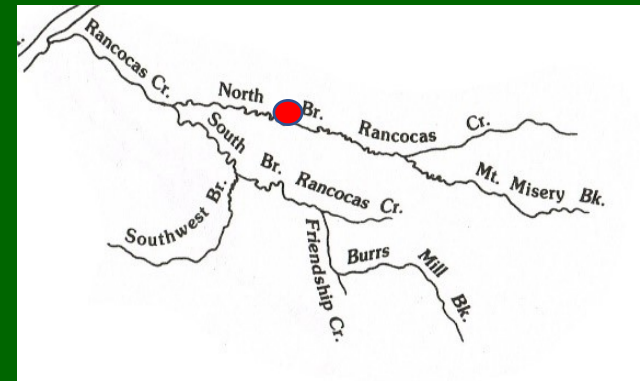
Old Mill



Historic Smithville: Industrialization of the Rancocas



National Historic Industrial Village North Branch Rancocas Creek

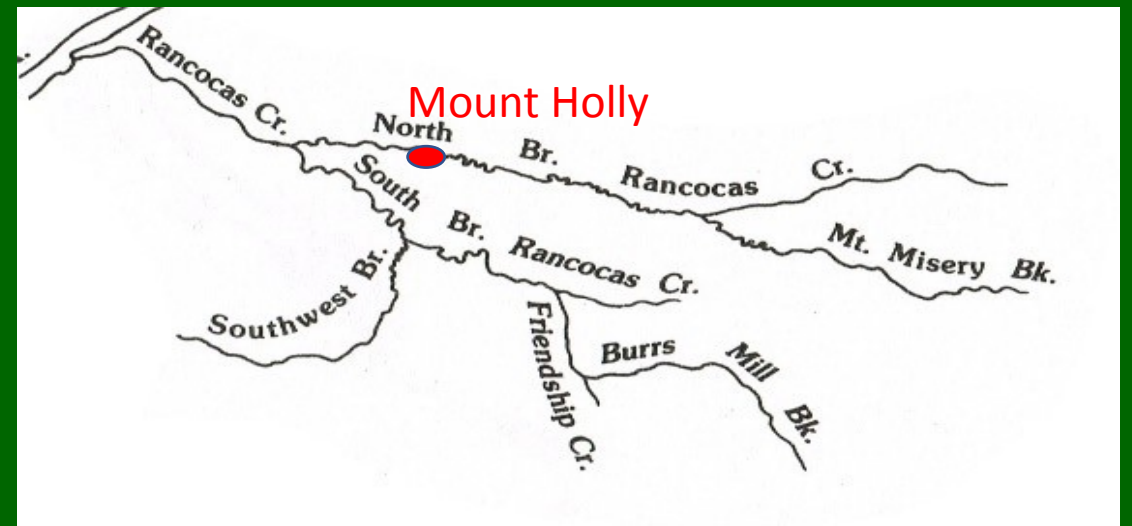




Head of tide North Branch Rancocas Creek Water Trail

147 Miles from the Delaware Capes

Head of tide but not the limit of navigable waters.



Grass-Roots Civic Engagement

Formal vs Informal



Mount Holly



Mount Holly National Historic District

North Branch Rancocas Creek Head of Tide - Oxbow and Flood Channel



<<< Pine Barrens >>>

<<< Pine Barrens >>>

<<< Pine Barrens >>>

Tide Powered Flood
Gates
Mt. Holly Weir

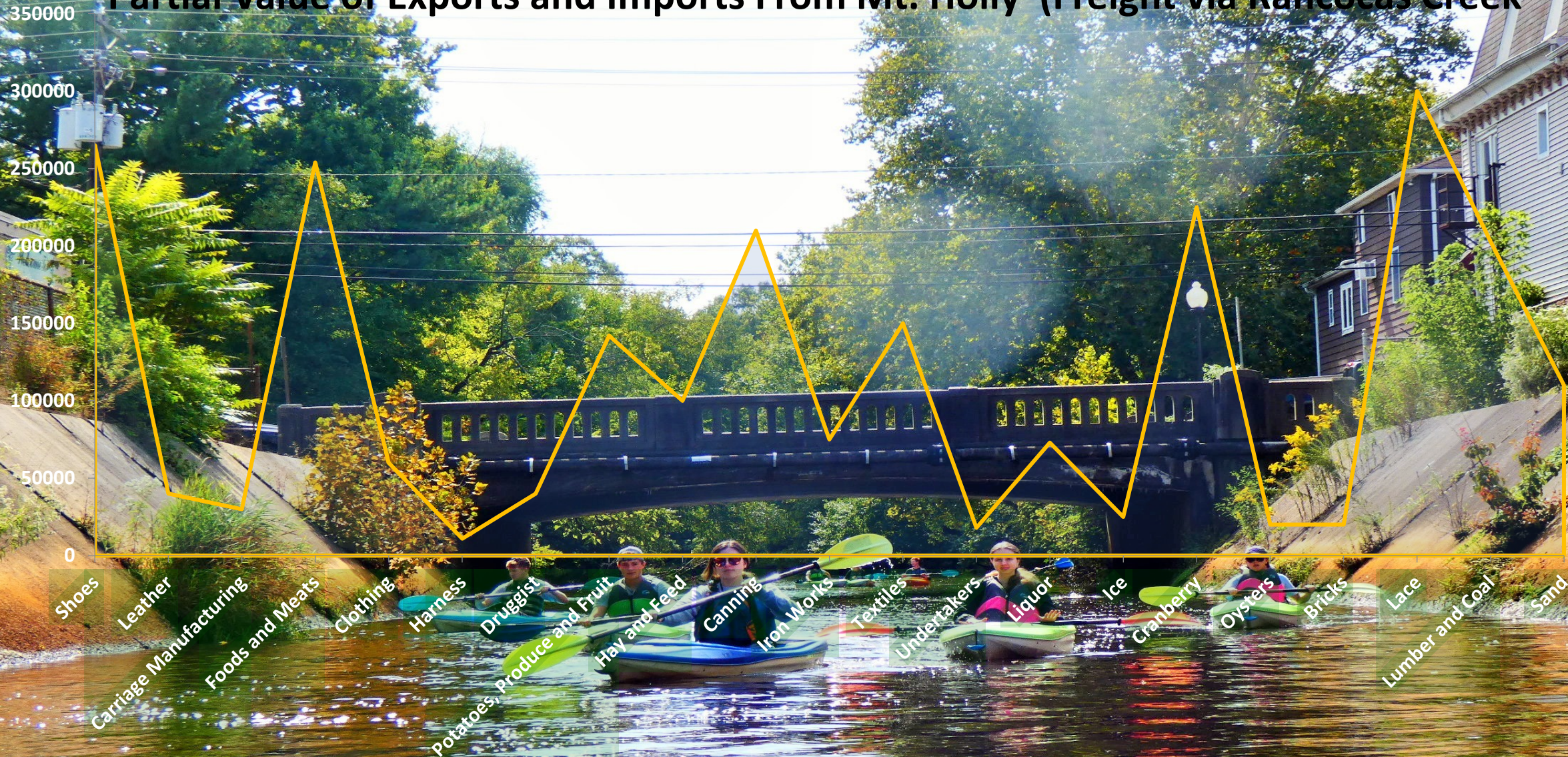
One of the last tide
water wiers in the
United States



drone by ajh

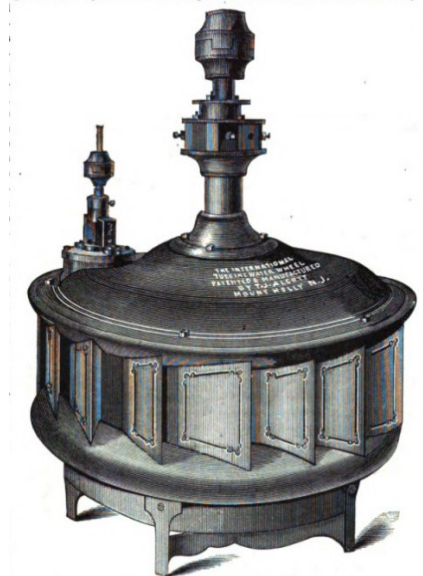
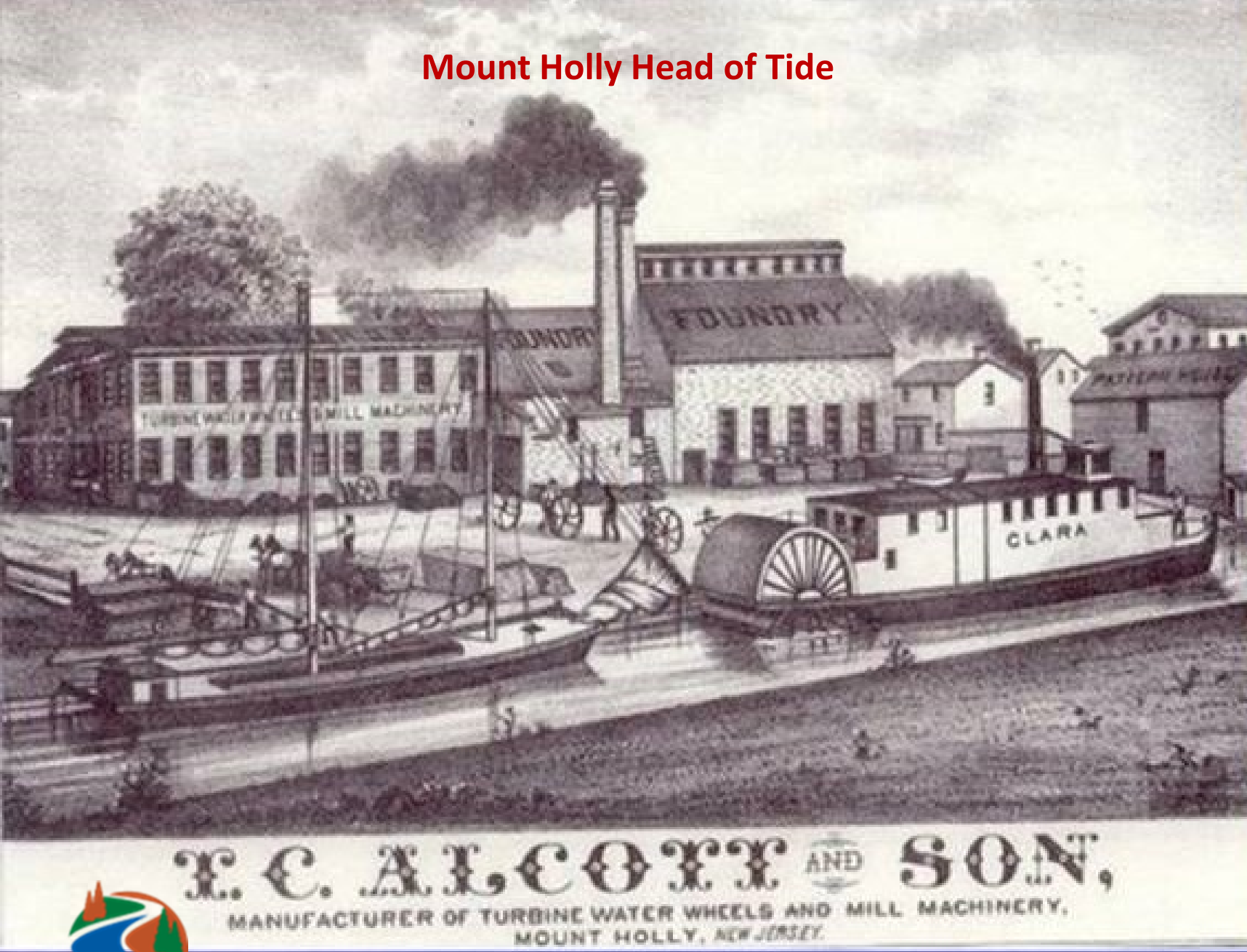
June - 1909

Partial Value of Exports and Imports From Mt. Holly (Freight via Rancocas Creek *)



* Freight via Boat - Rail – Truck: .12 cents per 100 pounds vs Freight Via Boat: .09 cents per hundred pounds
Reference: WS Rendell-Chairman of Mt. Holly Committee on Rancocas Creek Improvements
Sec of War Rancocas Creek Report , New Jersey 1910

Mount Holly Head of Tide



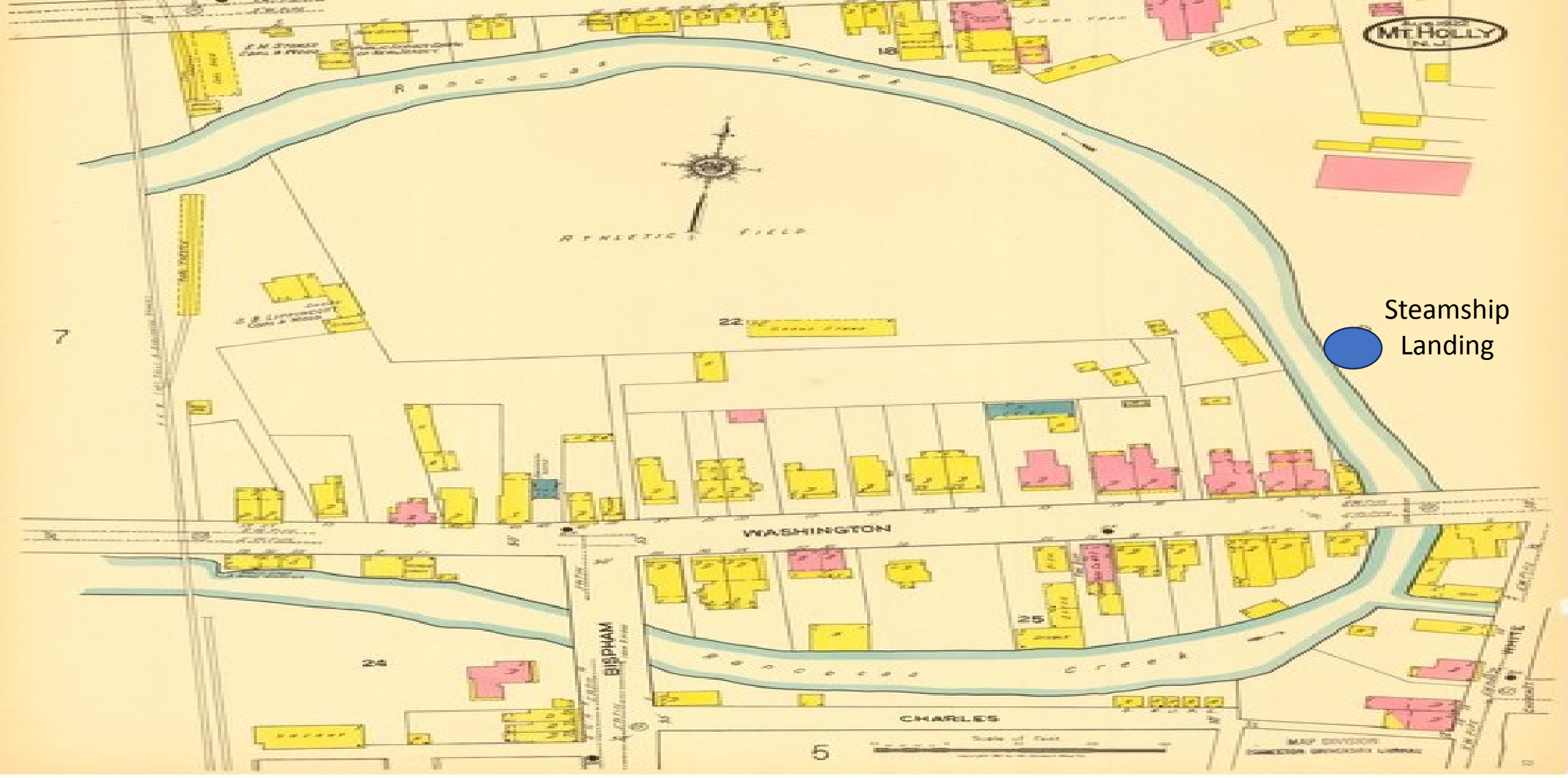
IMPROVED TURBINE WHEEL.

The price of this wheel varies from \$150 to \$1,100; the first price corresponds with wheels of 9 inches in diameter and discharges 9 square inches of water; the latter with those of 5½ feet in diameter and discharging 525 square inches of water.

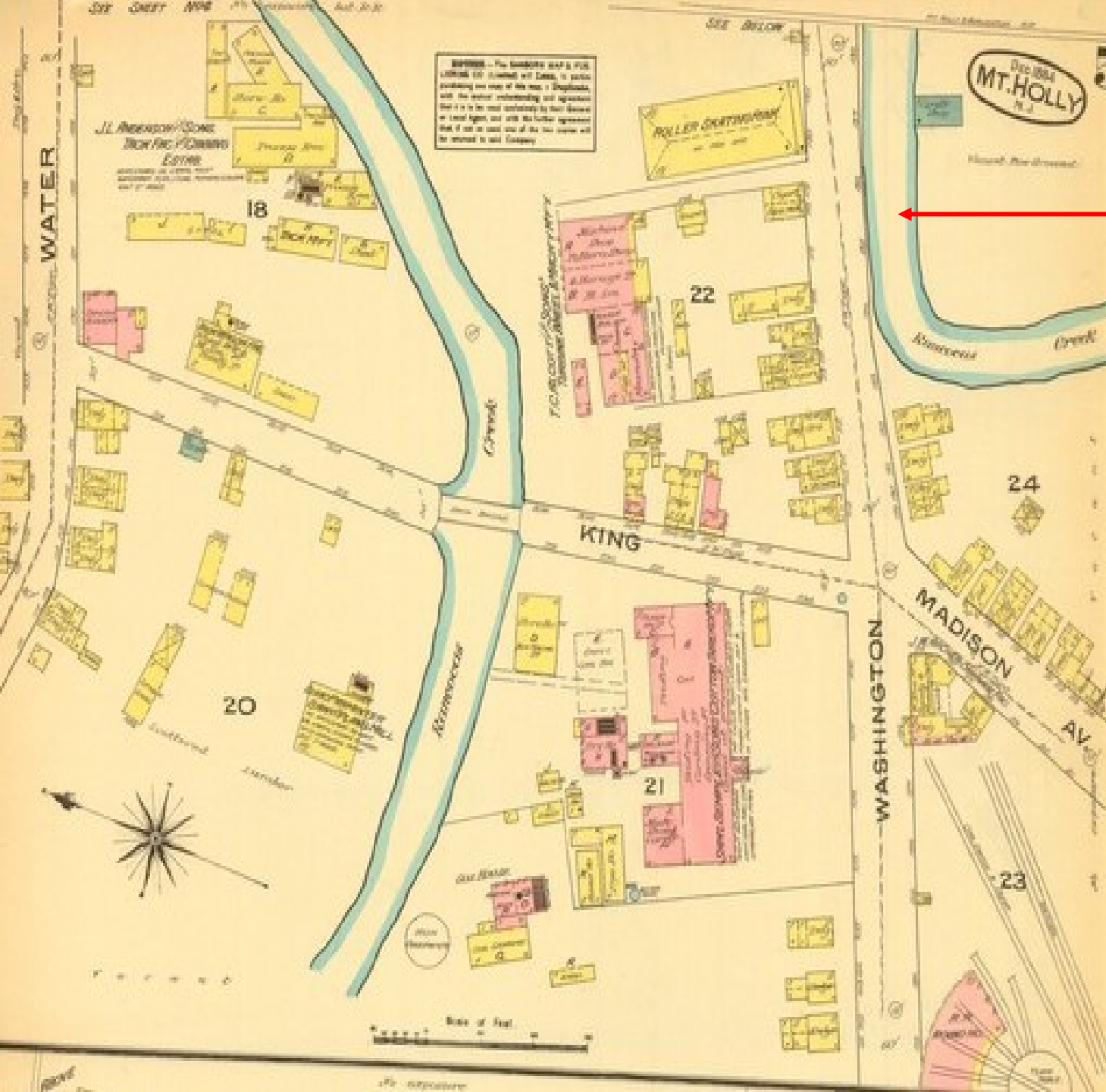


Centerton Phosphorous Works





Rancocas Creek N Branch Oxbow Channel
1890's Sanborn Insurance Maps



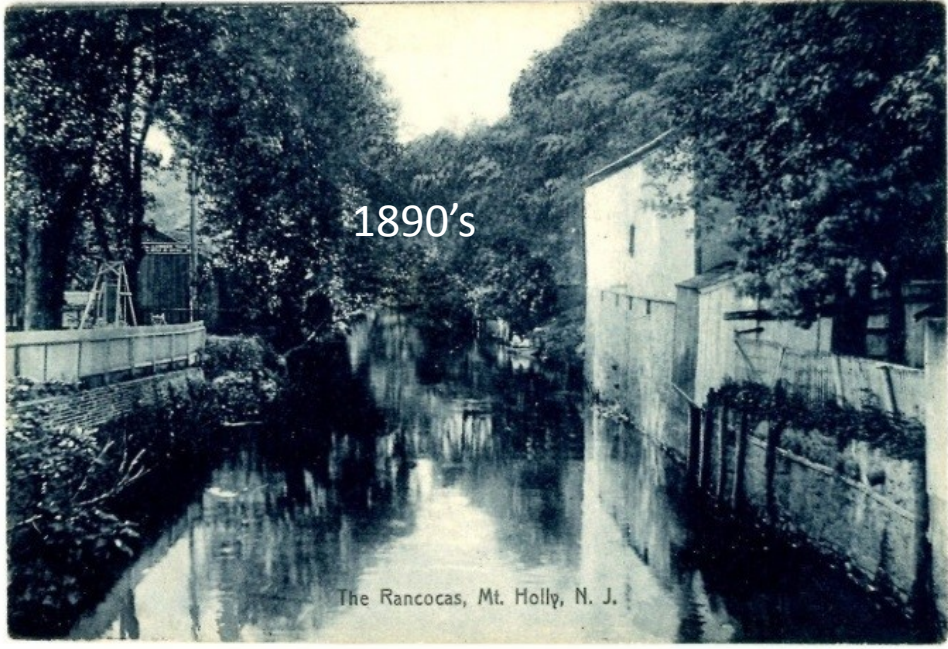
Rancocas Creek N Branch
Oxbow Channel
1890's Sanborn Insurance Maps





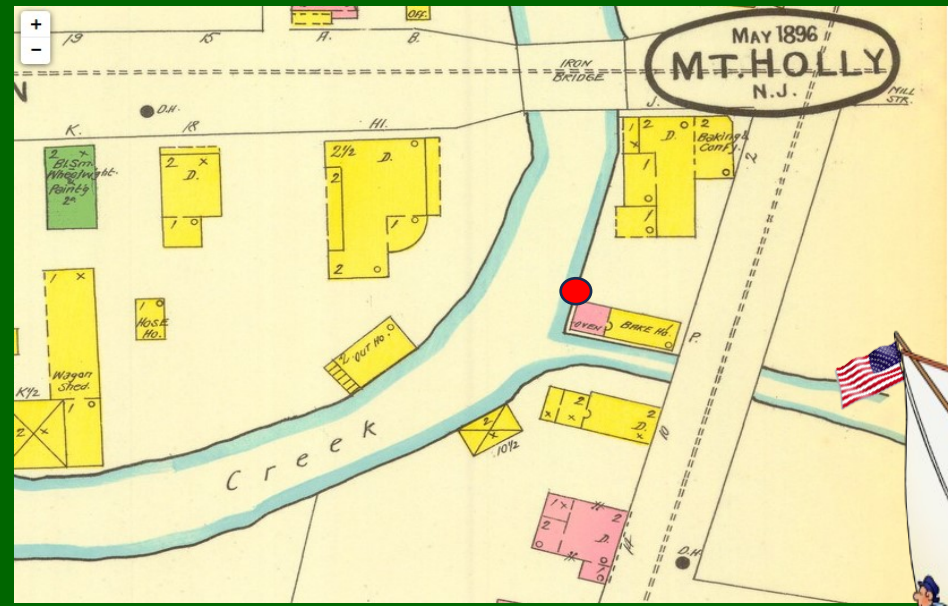
**N Branch is Joined By Mount Holly Mill Race
Rancocas Creek Water Trail**

1894



1890's

The Rancocas, Mt. Holly, N. J.



2021

Rancocas Creek N Branch Oxbow Channel



Vessel Tie Off Ring

1890's Sanborn Insurance Maps

Leave No Trace - Mount Holly Iron Works Park...

...Where the Tide joins Pine Barrens Fresh Water

Public Camping By Permission Only Mount Holly Township



Rancocas Creek Canoeing Mount Holly

Circa - 1902

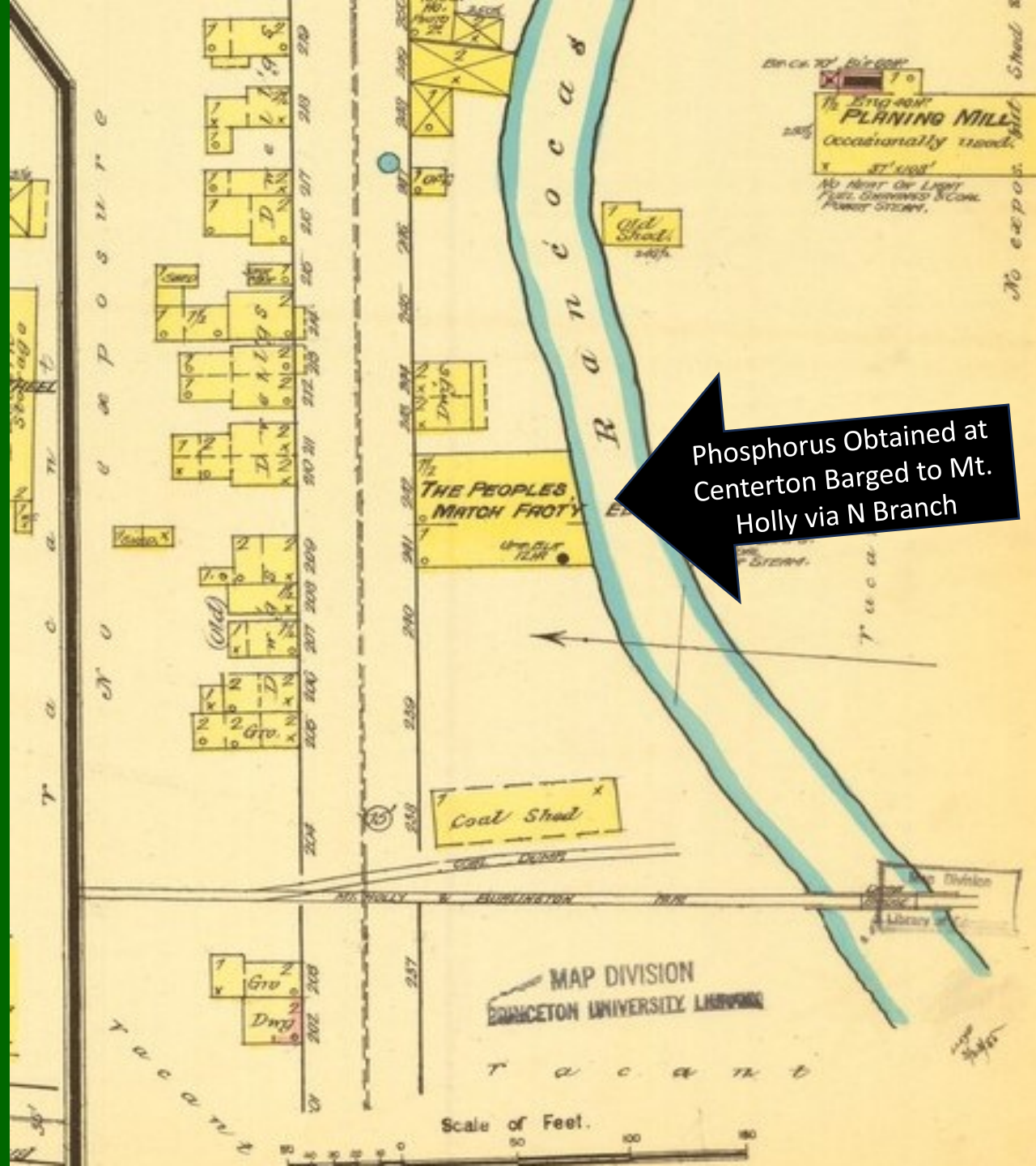
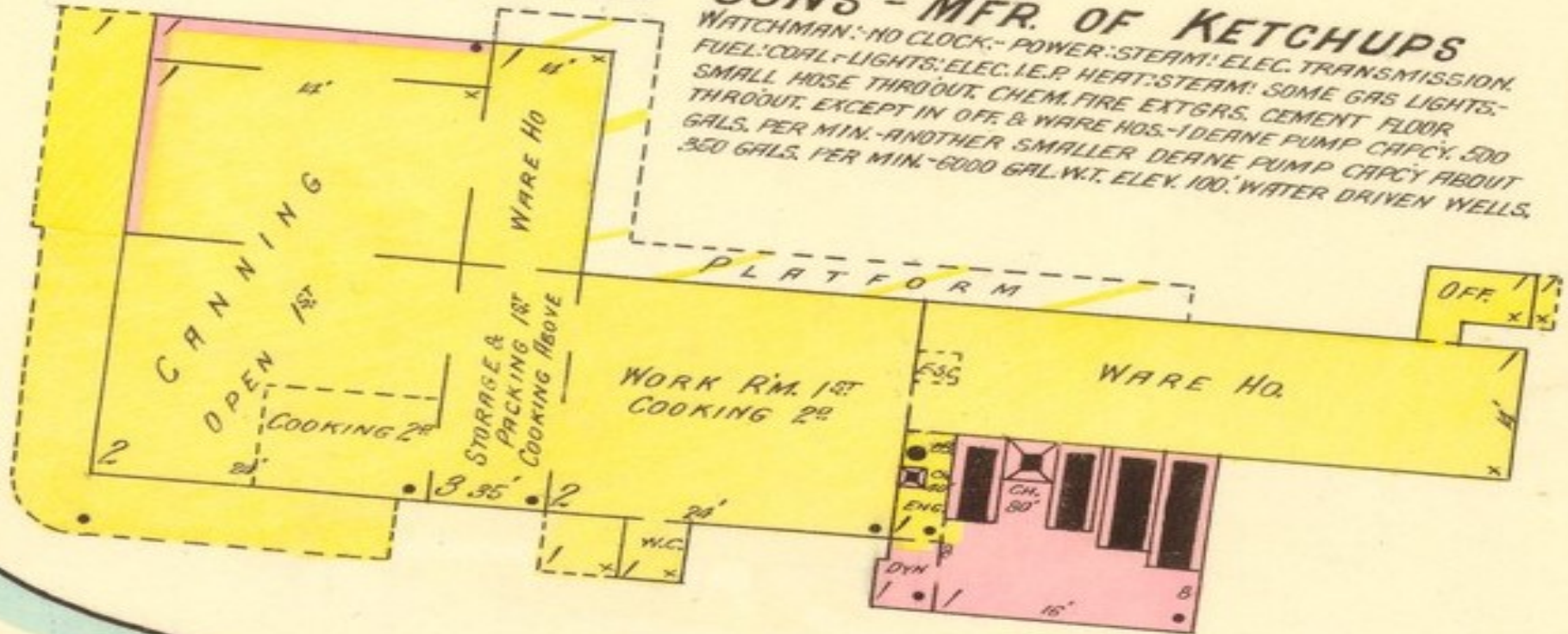


Photo Used By Permission of Mt. Holly Owner



R. C. CHANCES' SONS - MFR. OF KETCHUPS

WATCHMAN: NO CLOCK: POWER: STEAM: ELEC. TRANSMISSION.
 FUEL: COAL - LIGHTS: ELEC. I.E.P. HEAT: STEAM! SOME GAS LIGHTS:
 SMALL HOSE THROUGHOUT. CHEM. FIRE EXTGRS. CEMENT FLOOR
 THROUGHOUT. EXCEPT IN OFF. & WARE HOS. - 1 DEARNE PUMP CAPCY. 500
 GALS. PER MIN. - ANOTHER SMALLER DEARNE PUMP CAPCY ABOUT
 350 GALS. PER MIN. - 6000 GAL. W.T. ELEV. 100'. WATER DRIVEN WELLS.



R a n c o c a s

WOODEN BRIDGE

LUMBER SHED

S TANK (IRON)

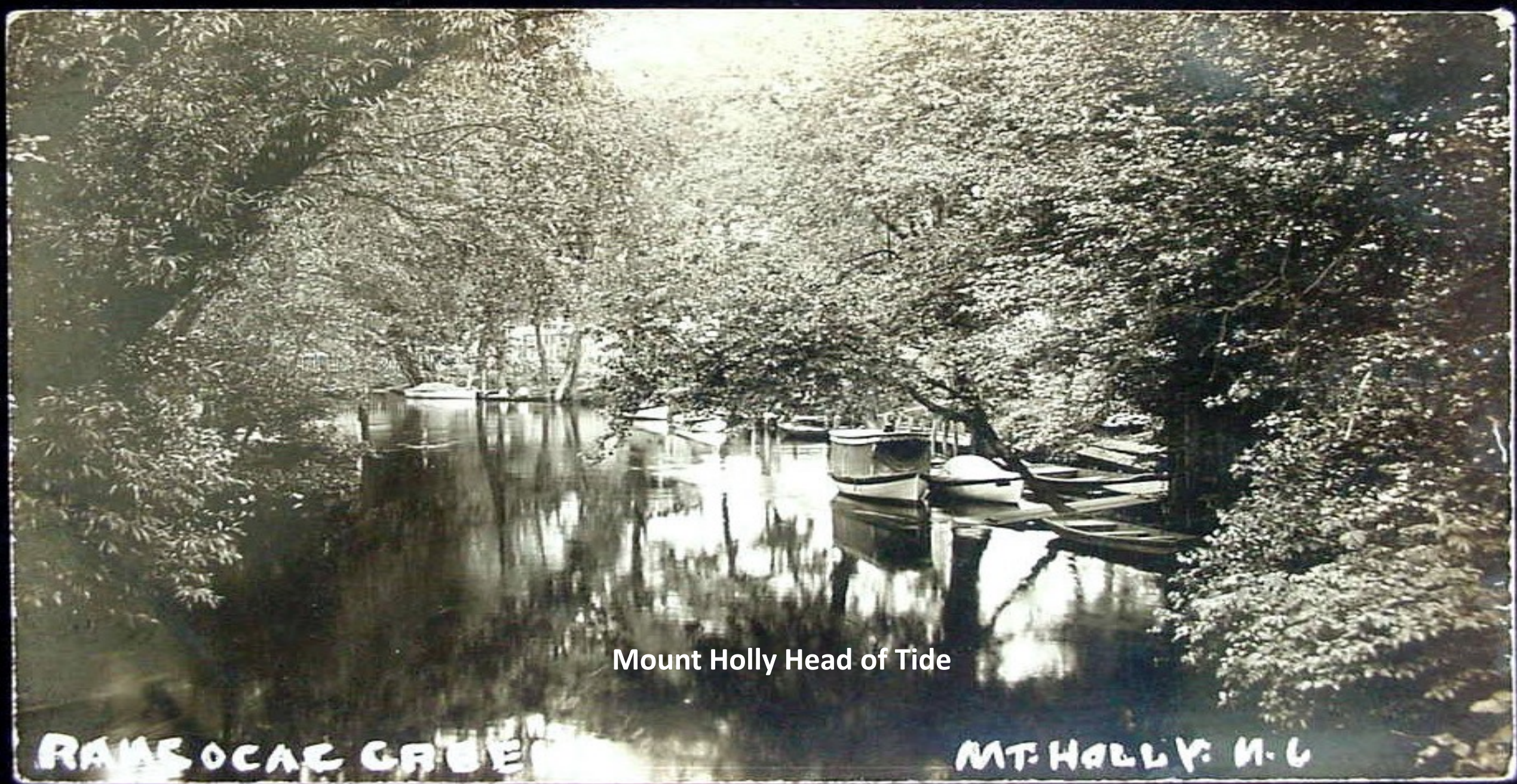
S TANK 50 GALS.

BOAT HO.





Meet Me in Mount Holly
N Branch Rancocas Creek Water Trail



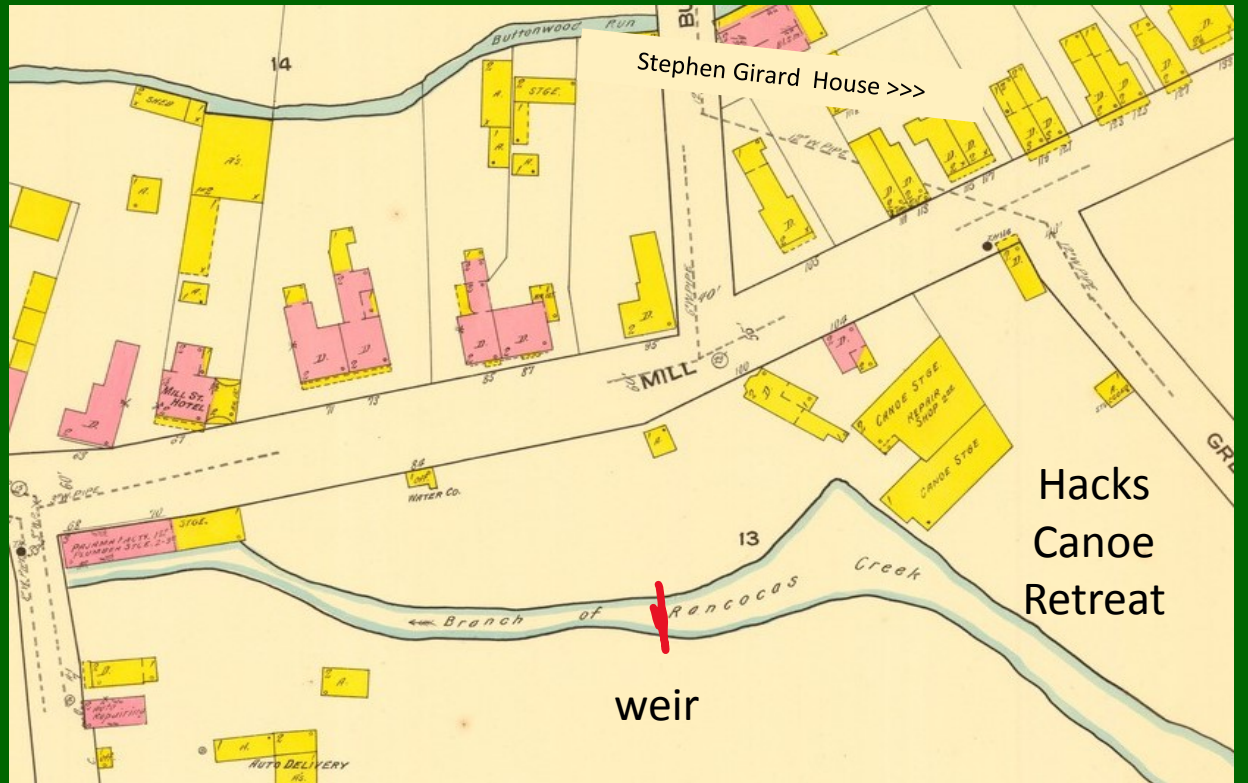
Mount Holly Head of Tide

RANCOCAS GREEN

MT. HOLLY: N. C.



Hack's Canoe Retreat off Mill Street



Hacks Canoe Retreat

1890 - 1976



Hack's Canoe House at Mount Holly supplies canoes to clubs and individuals from as far away as Baltimore





Ref: Little Rivers of New Jersey - Crawfish

Light and shadow at Pemberton



Nautical Sunset

N Branch Rancocas State Park - Water Trail Mile 18

Leave Nothing But Ripple's Behind

Market Access

Mount Holly Water Powered Mill Town

Head of Tide/Navigation

Notice

IS hereby given, that application will be made to the Legislature of New-Jersey, on the third Thursday of their next session, for leave to present a Bill to incorporate a Company to improve the Navigation of the North Main Branch of Rancocas Creek, between Mount Holly and the Forks of the said creek, by locks or otherwise, of which all persons concerned are requested to take notice accordingly. Dated 4th October, 1824.



THE OLD MILL - 1798 - MILL STREET, MT. HOLLY, N. J.

COPYRIGHT 1904
BY G. H. KEES

L. S. BOYCE, STATIONER
MT. HOLLY, N. J.



**Iron Works Hill – N Branch Rancocas Creek Water Trail
Mount Holly - Revolutionary War Battle - December 22/23, 1776**



Revolutionary War Reference to the Rancocas Creek by Hessian Colonel von Donop in reference to the Revolutionary War Battle of Mt. Holly (December 22 and 23, 1776



Battle of Mt. Holly, also known as the Battle of Iron Works Hill



Map of Rancocas Valley, Rancocas Creek and Mt. Holly
 Hessian Captain J. Wald – 1776
 Ref: NJ State Museum

Rancocas Creek - March 21, 1817
 Sailing Shallop "Good Intent"

- One Deck-One Mast
- Length: 52 feet – 8 inches
- Width: 18 feet 6 inches
- Dept: 4 feet
- Weight: 30 tons
- Ref: Decou



10 o'clock in the morning.

NO. 13. COLONEL VON DONOP TO GENERAL GRANT.
 BORDENTOWN, December 18, 1776.

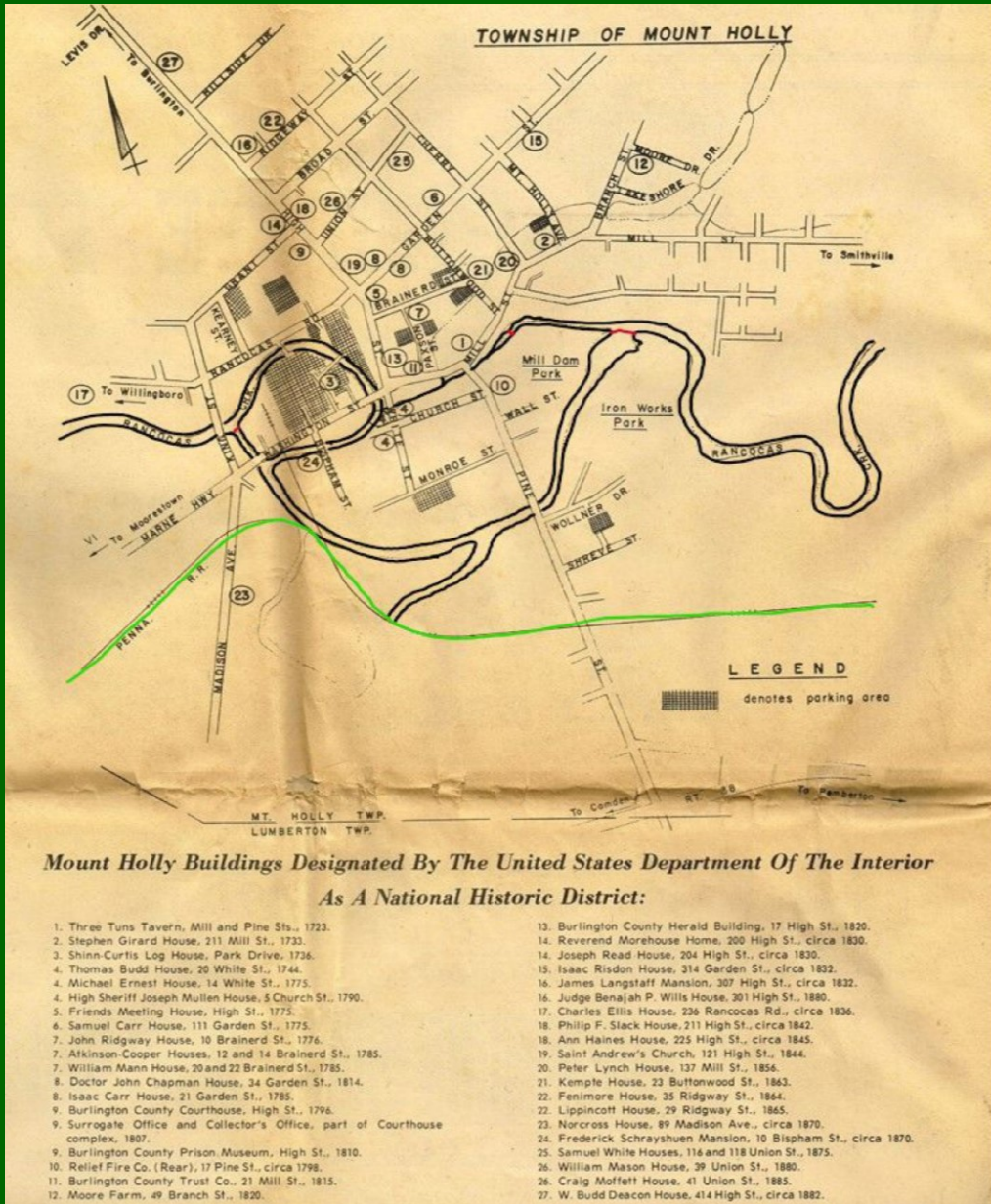
SIR :

I have this moment received your letter of the 17th instant. Since I had the honour to advise you that there were 4000 of the enemy at Cooper's Creek the best report I can obtain reduces the number to 500. I do not care to take the trouble to march with all my force for these gentlemen will not wait for me. I believe however that it would be a good thing to establish a post at Mount Holly and to push on from there, and place a guard at the bridge between that place and Moorestown. From thence we could send out patrols to Rancocas Creek and then with troops around Busseltown. I could send patrols to Burlington. You will see by the map which I send you that I will then be able to get information of the enemy on both my flanks and at the same time deprive them of the plan of making a descent from Rancocas Creek. There is another report concerning the rebels which I get from Mr. Smith, and a messenger just from the General-in-Chief reports the same thing from Philadelphia. This man informs me that they are hard at work fortifying the city but a man residing there has assured me that from the way they

6/23/2020

Exploring Historic Pathways, Discovering New Understandings

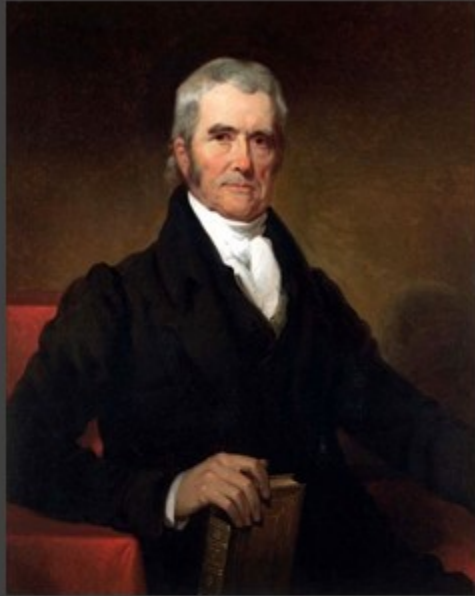
Historic Court House and Prison



National Historic District



1841 Ink Shop Now Robin's Nest Restaurant

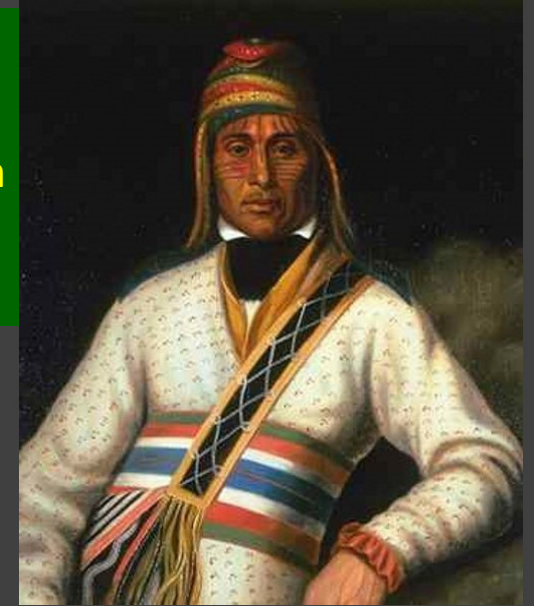


Chief Justice John Marshall

Mount Holly Artist Henry Inman (1831-1834)

Leading American portraitist of his time.

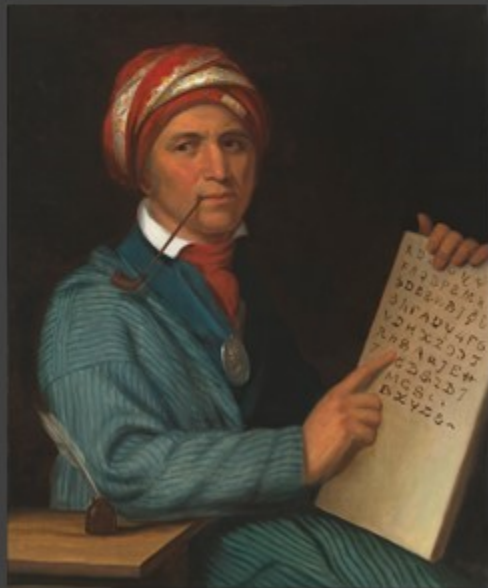
Inman contributed illustrations to gift books. He lived on a farm that he purchased across the river from Philadelphia, in Mt. Holly, New Jersey.



Yoholo-Micco



Clara Barton



Sequoyah

These years were busy for Inman. His major project was copying over 100 paintings of Native Americans (the originals were mainly by Charles Bird King) for lithographic reproduction. These today are found placed in the US Capital Building.



Payta-Kootha



Burlington County Lyceum and Widow's Walk.

Here back in the day of sail and steamer folks kept an eye on Rancocas Creek vessel traffic.



Red Barn Crossing
Mt. Holly Oxbow Channel



Mt. Holly Paddle Down
Oxbow Paddlers

**Downtown Creekside Access
High Street Brew Pub, Pizza, Eateries,
Entertainment**



Respect

Private

Property

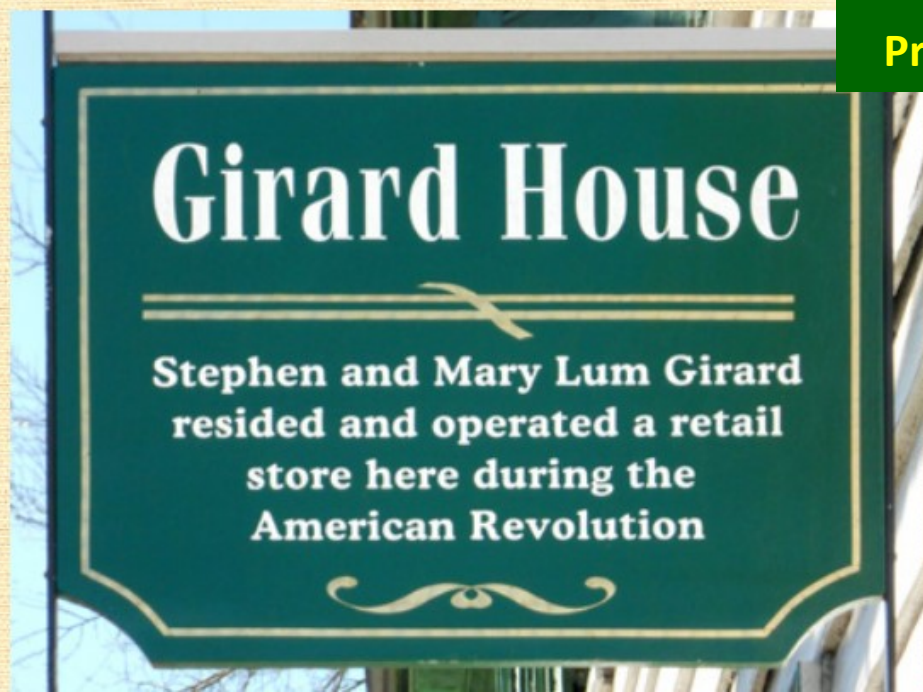
Stephen Girard was born in Bordeaux, France on May 20, 1750, into a wealthy family in the shipping business. Stephen himself first set out to sea at age 14, and he continued in the shipping business, which took him to New York in 1774.

His shipping business was negatively affected by the British blockade during the Revolutionary War. He moved to Philadelphia in 1776 where he married Mary Lum. When Philadelphia was occupied by the British troops in 1777, Stephen and Mary moved to this house in Mount Holly, where they also operated a retail store.

During his time here, the native Frenchman became increasingly interested in the cause of the American Revolution going on around him. In Philadelphia, on October 27, 1778, Girard signed an oath of allegiance and became an American Citizen.

In 1779, he moved back to Philadelphia, concentrating again on his shipping business. After the Revolutionary War, Girard's shipping business grew dramatically, along with his wealth.

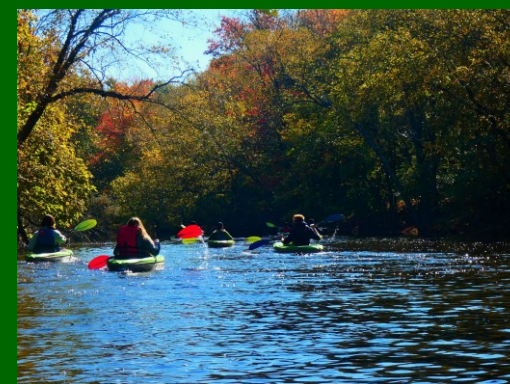
Decades later, he became a major financier to the United States government for the War of 1812. Upon his death on December 26, 1831, he left a majority of his fortune to charitable institutions



MOUNT HOLLY NEW JERSEY
A NATIONAL HISTORIC DISTRICT

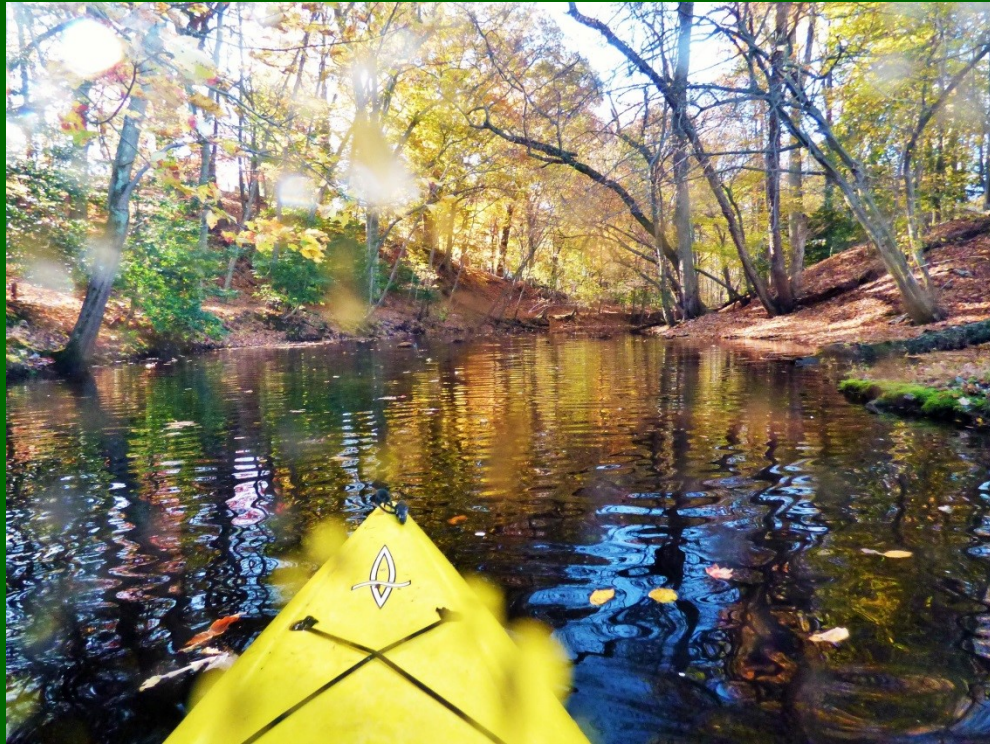


Congressman Andy Kim



Art by Luke

High Tide



1000
11-9-2017

Low Tide



1600
11-8-2017



N Branch - Incoming Tide Original N Branch Channel



Rancocas Creek Cleaved by Mt. Holly 1941 Flood Bypass Channel

. Holly's Flood Control Bypass Channel 1941- 1944

October 2, 1940 at 11:45 AM

Mr. Mark Reynolds, Chair of Mt. Holly, NJ Flood Committee accompanied by NJ Senators and Representatives meet with President Franklin Roosevelt and others to capture and control floods that commonly ripped through the Rancocas Valley community of Mt. Holly.

The result the Mt. Holly Flood Control Bypass Channel

Reference: Pare Lorentz Center, FDR Library



only restored the item but upped the cash sum to \$40,000,000. . . . Edward H. McCrahan, World War veteran, has proposed a new Army decoration to the War Department—a "Good Conduct Medal" that would be given to all honorably discharged veterans and draftees.

GEOGRAPHY SHARK

One thing that never fails to dazzle White House callers is the President's remarkable knowledge of geography. He seems to have at his finger tips the location of small towns and streams almost anywhere in the country.

Latest to get a demonstration was young Representative Lane Powers of New Jersey, who called with Senators William Smathers and Warren Barbour regarding a flood control project on Rancocas Creek, near Mount Holly.

"Where is Mount Holly in relation to Morristown?" queried Roosevelt.

"About 70 miles south," replied Powers.

"It must be near Camden, then."

"It's exactly 20 miles northeast of Camden, Mr. President."

"That would make it about 10 miles west of Fort Dix. Right?"

"It certainly is," said Powers. "Gosh, you must carry a map around in your mind."

Note—The flood control project will be built, but not with flood control funds. The money will come from the defense account because of the project's proximity to Fort Dix, where draftees will be trained.

OHIO POLITICS



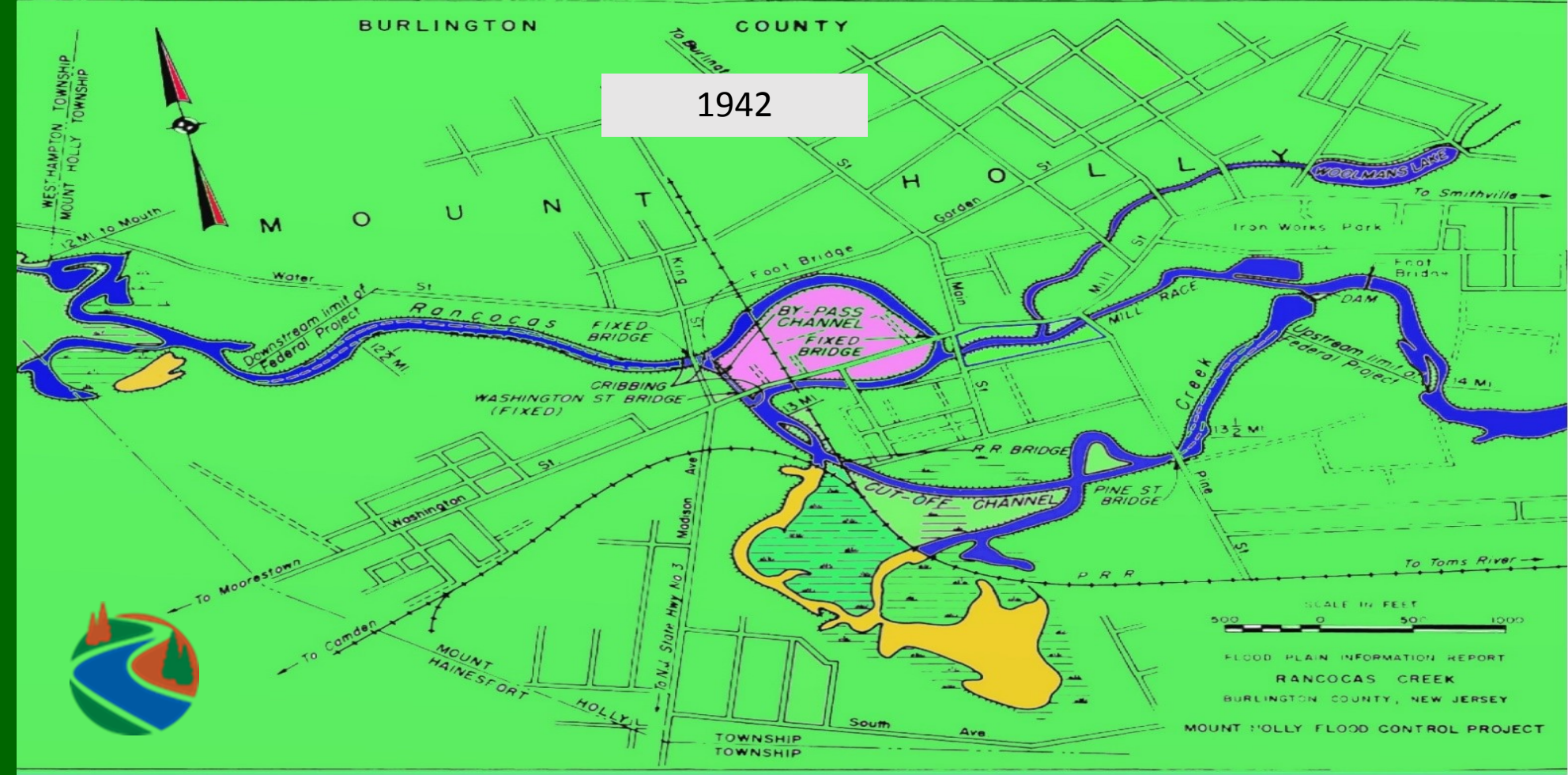
1938 Mt. Holly Flood Photos Courtesy of Larry Tigar, Mt. Holly Historical Society

Note: Mount Holly Flood Channel Maintenance Schedules "Omitted" from Final Federal Contract.

Maintenance Schedules Sent to Mt. Holly in 1947 in a letter of US Army Apologizing for "Omission". See National Archives Files Flood Mt. Holly Flood Channel

BURLINGTON COUNTY

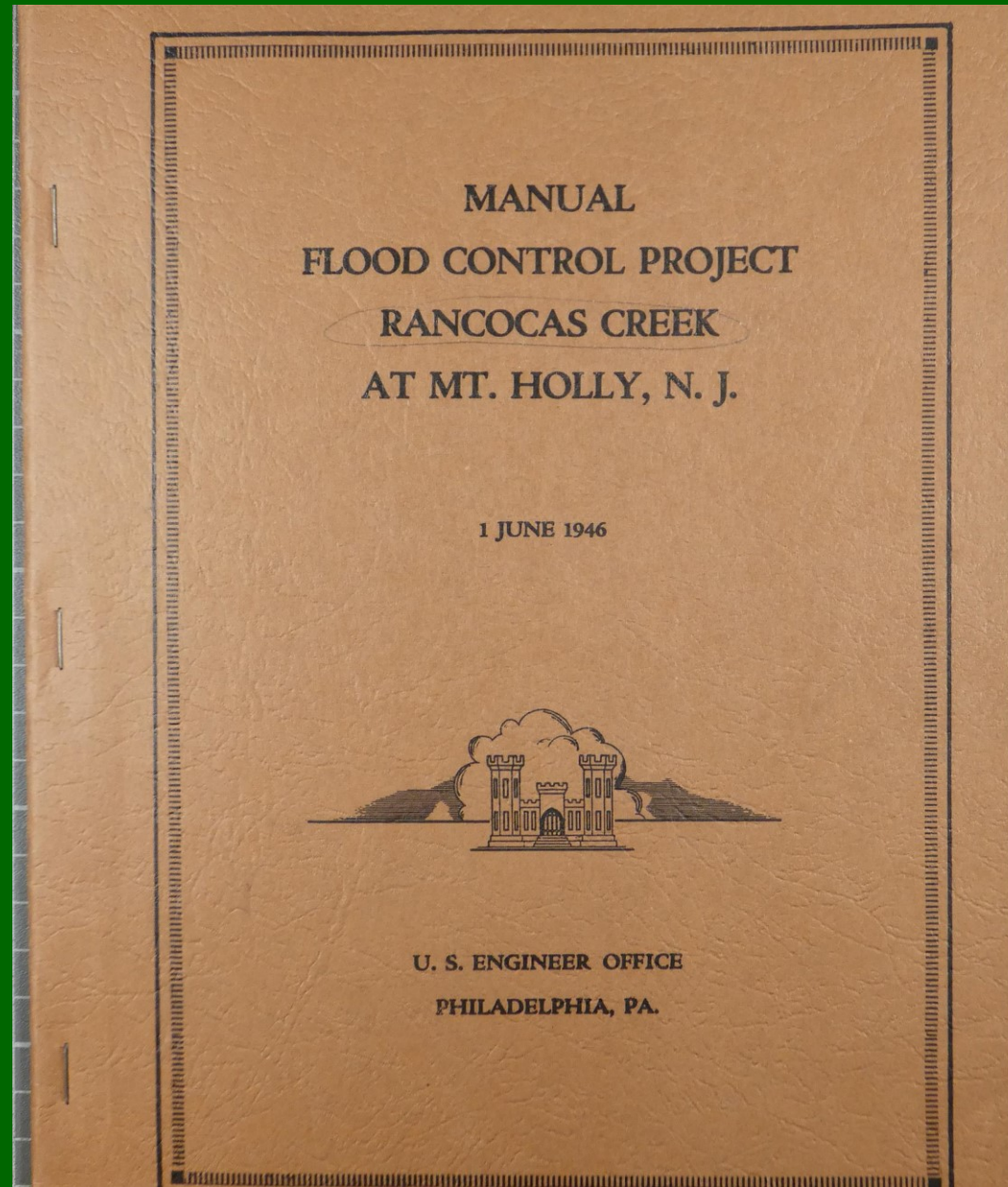
1942



Mount Holly
N Branch Rancocas Creek

Head of Tide

147 Miles Inland of the
Delaware Capes: May and
Henlopen. Beyond safe
harbor open ocean and
coastal trade winds

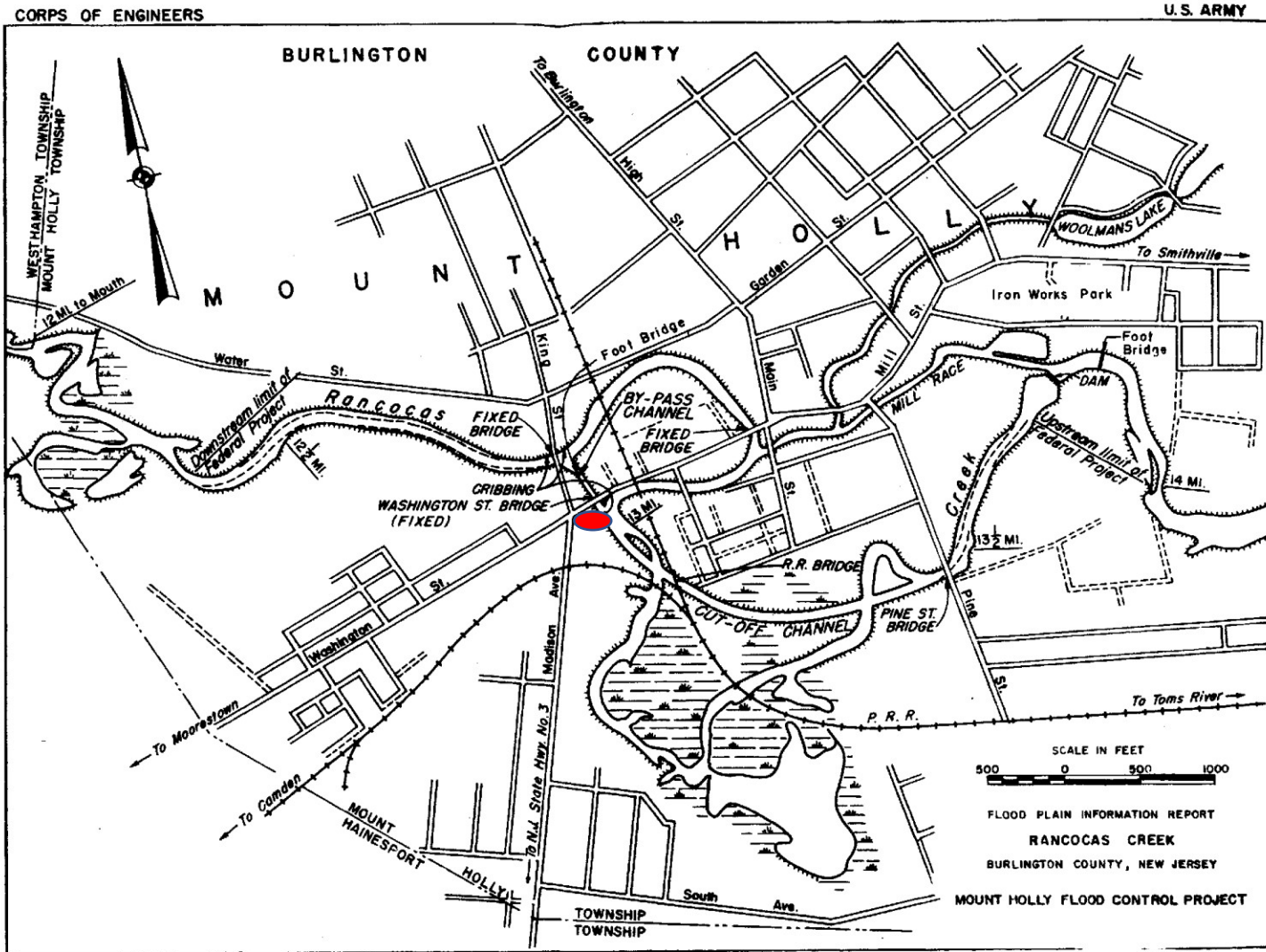


Published 1941





MCL Mt. Holly National Archives Flood Channel - 1941



Flood Protection Works at Mt. Holly, N. J.
Contract No. W-697-eng-3460.
Contractor: Foundations & Excavations, Inc.
1997 - Temporary cofferdam at south end of
by-pass channel - camera on Mt. Holly Textile
Co. bridge, facing northwest.



Red Dot - 2023 Flood Channel

Mount Holly North Branch Rancocas Creek 1942 Flood Channel



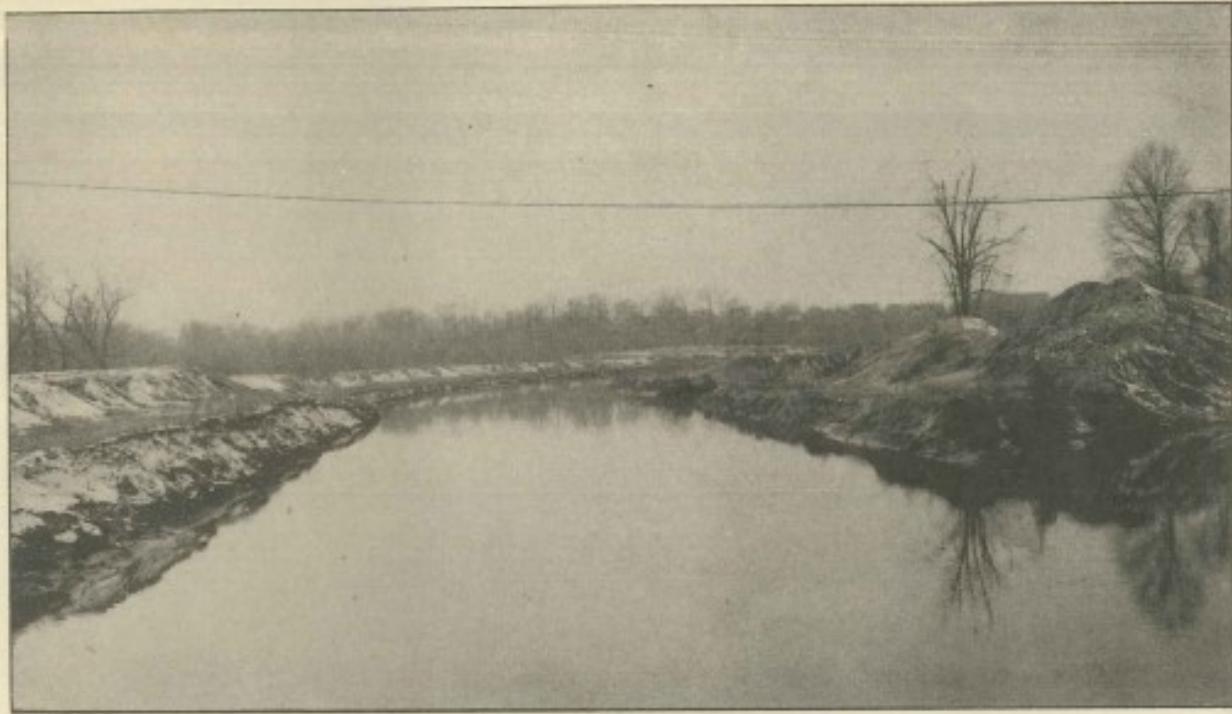
LOOKING UPSTREAM FROM RAILROAD BRIDGE



2023 Flood Channel



Mount Holly North Branch Rancocas Creek 1942 Flood Channel



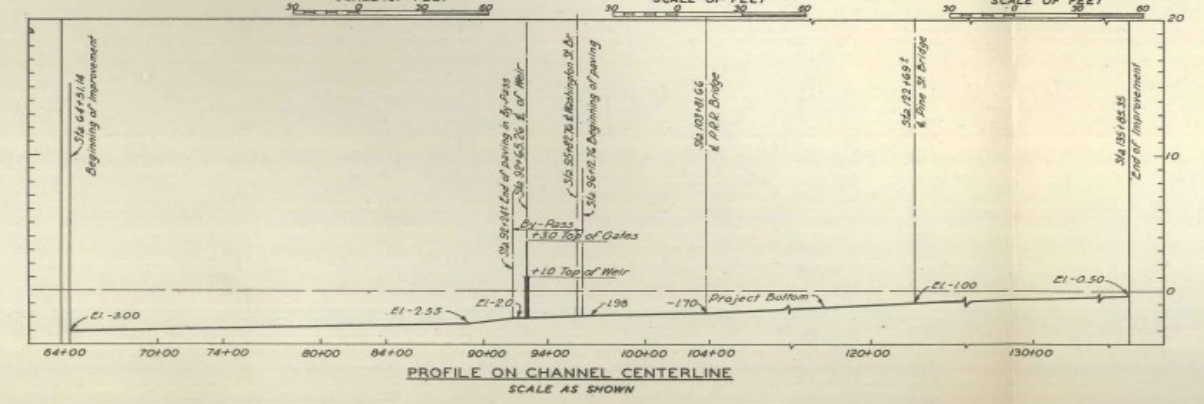
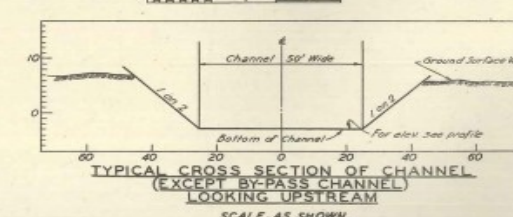
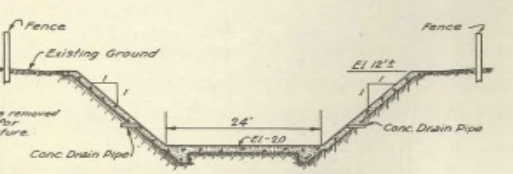
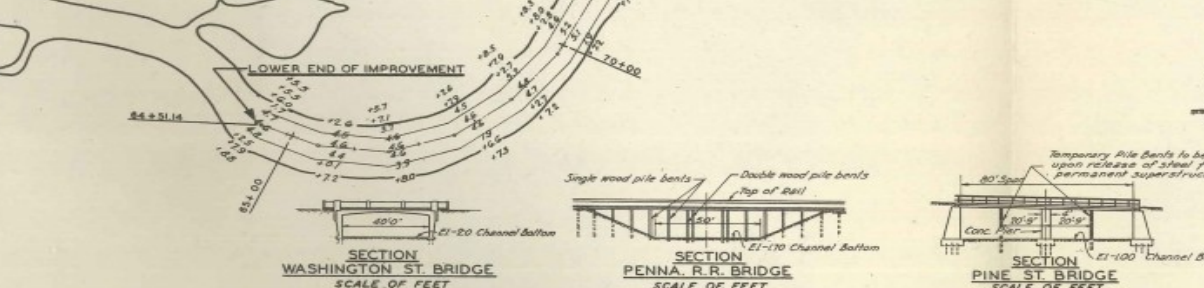
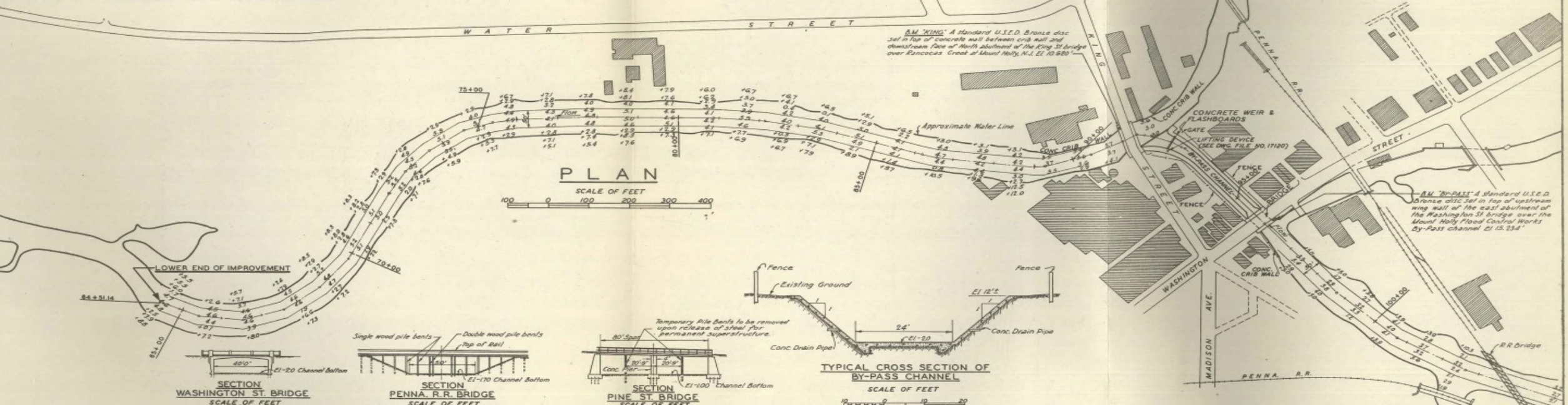
CHANNEL BELOW PINE ST. BRIDGE



2023 Flood Channel



2023 Flood Channel



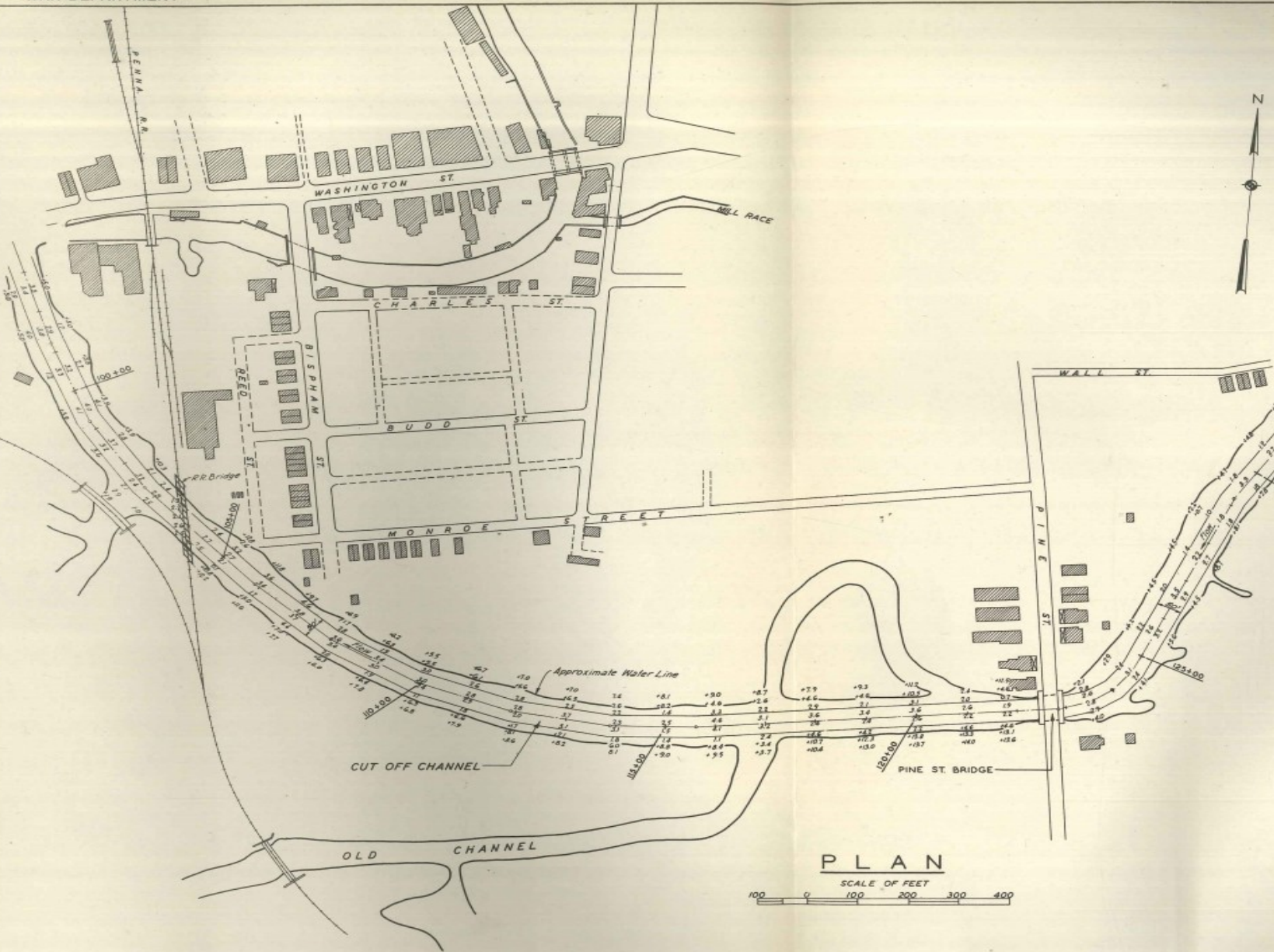
Notes:
Soundings and elevations are expressed in feet and tenths and refer to Mean Low Water Level.
Soundings and elevations taken between August 5, 1942 and October 22, 1942, after dredging for notes and bounds of disposal areas see plans of easements prepared by Sherman and Stepler, consulting Engineers for Mount Holly Township.

EXHIBIT NO. 2-A SHEET 1

FLOOD PROTECTION
RANOCOSA CREEK AT MOUNT HOLLY, N. J.
MAINTENANCE PLAN

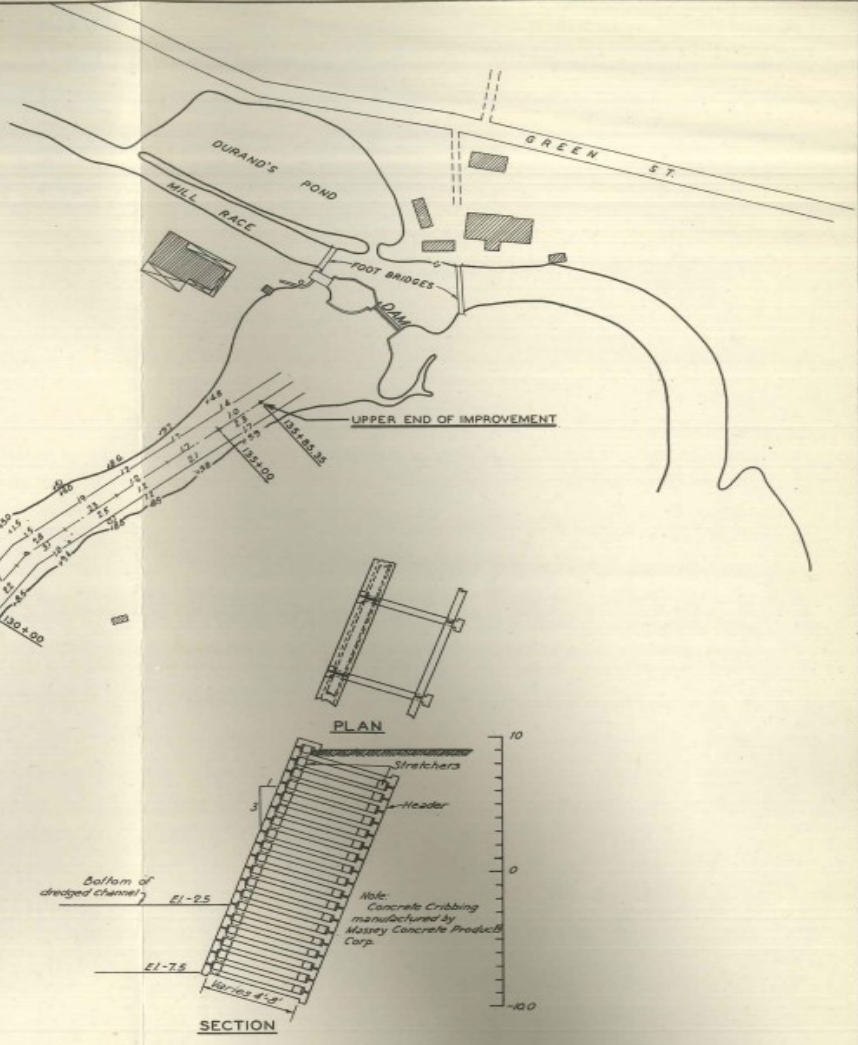
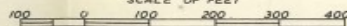
IN 2 SHEETS SCALES AS SHOWN SHEET NO. 1

U. S. ENGINEER OFFICE, PHILA., PA. 10 MARCH 1945
RECOMMENDED BY: [Signature]
APPROVED BY: [Signature]
PREPARED BY: I.K.
DRAWN BY: I.K.
CHECKED BY: W.A.C.
FILE NO. 19989



PLAN

SCALE OF FEET



PLAN

SECTION

CONCRETE CRIBBING
STATION 90+00
SCALE AS SHOWN

EXHIBIT NO. 2-A SHEET 2

FLOOD PROTECTION
RANCOCAS CREEK AT MOUNT HOLLY, N. J.
MAINTENANCE PLAN

IN 2 SHEETS SHEET NO. 2

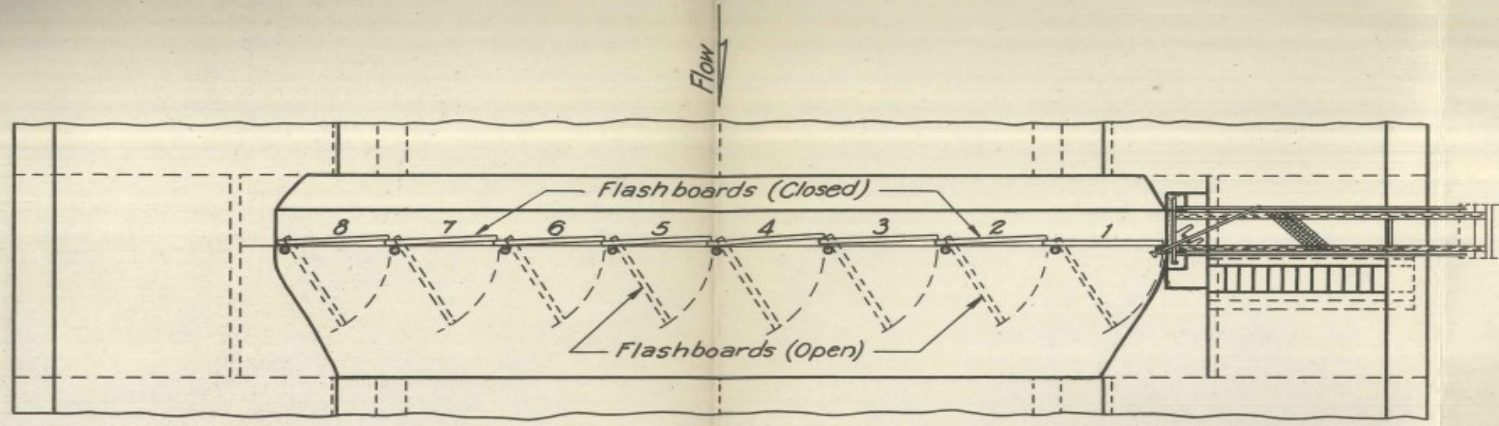
SCALE AS SHOWN
U. S. ENGINEER OFFICE, PHILA., PA. 10 MARCH 1945

RECOMMENDED BY [Signature] APPROVED BY [Signature]

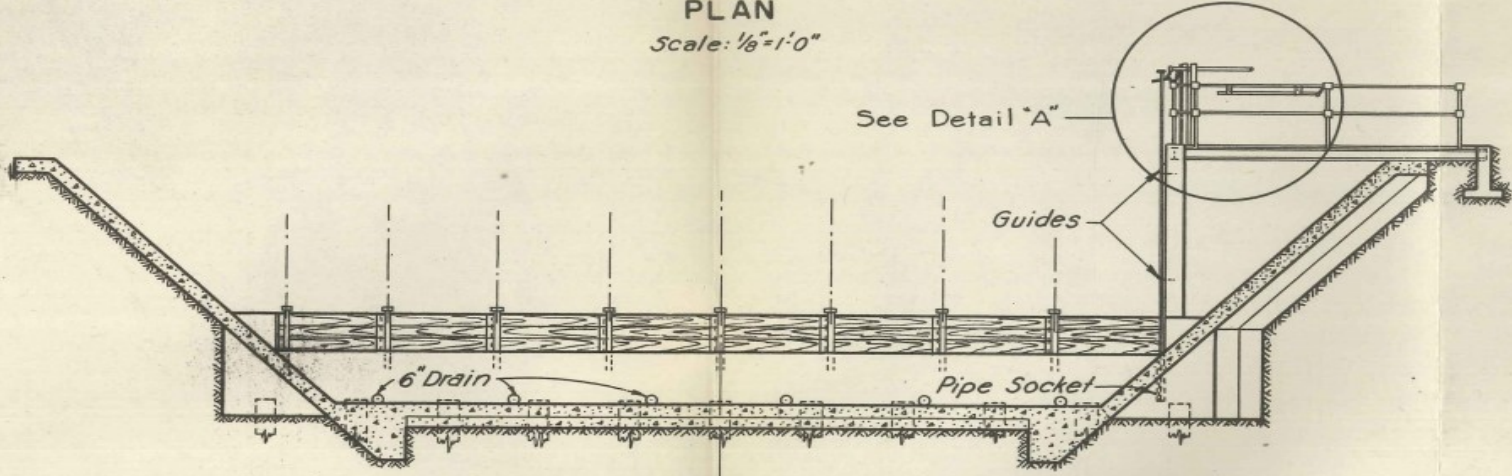
PREPARED BY I.K. DRAWN BY I.K. CHECKED BY W.A.C. BRASSER 298 FILE NO. 19990

Notes:
 Soundings and elevations are expressed in feet and tenths and refer to Mean Sea Level.
 Soundings and elevations taken between August 5, 1942 and October 22, 1942, after dredging.
 For notes and bounds of disposal areas see plans of estimates prepared by Sherman and Slooper consulting engineers for Mount Holly Township.

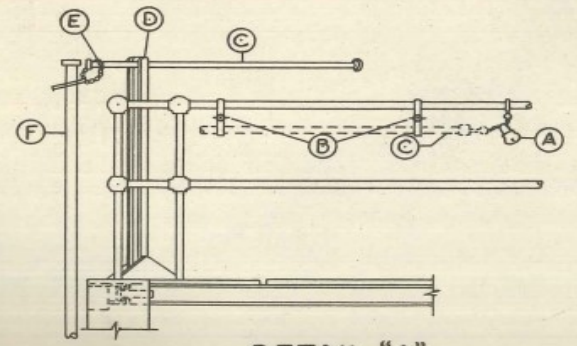
Rancocas Pathways



PLAN
Scale: 1/8"=1'-0"



SECTION
Scale 1/8"=1'-0"



Scale 3/8"=1'-0"

INSTRUCTIONS
FLASHBOARD OPERATION

To Open Flashboards:-

- (1) Remove Lock "A" Loosen Butterfly Nuts "B" and Remove Lever Arm "C."
- (2) Rest Lever Arm "C" On Fulcrum "D" and Loop Chain "E" Over End of Lever Arm
- (3) Press on Opposite End Of Lever Arm. This Frees Flashboard Release Rod "F."
- (4) Pull Up Release Rod "F" To Above Top Of Flashboards Allowing Flashboards To Open In Sequence 1,2,3,4 etc.
- (5) After Flashboards Have Opened Replace Release Rod In Socket, Remove Lever Arm and Replace In Clamps and Lock.

To Close Flashboards:-

- (1) Remove Release Rod "F" As Indicated Above.
- (2) Close Flashboards In Sequence 8,7,6,5 etc.
- (3) Replace Release Rod "F" Locking Flashboards In Place.

EXHIBIT NO. 2-C

FLOOD PROTECTION
RANGOCAS CREEK AT MT. HOLLY, N. J.

INSTRUCTIONS
FLASHBOARD OPERATION

SCALES AS SHOWN

U. S. ENGINEER OFFICE, PHILA., PA.
DRAWER 213

FEBRUARY 1945
FILE NO. 20004

Highly Proable
Tidal Flash
Boards are the
last remaining
tidal flashboards
in USA



N Branch 1941 Flood Control Weir Tidal Flash Boards

N Branch Rancocas Creek, Mt. Holly, NJ

Low Tide





Mt. Holly Tidal

Tidal Flash Boards Weir

High Tide

N Branch
1941 Flood
Control Weir
N Branch
Rancocas
Creek, Mt.
Holly, NJ
High Tide



Tides Riding Over Top of Weir and Flash Boards

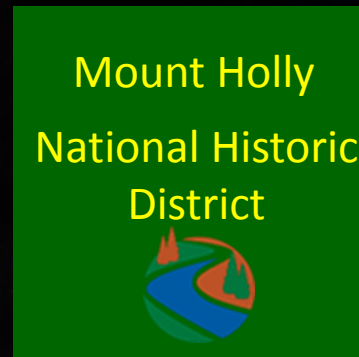




Rancocas Creek Oxbow Lights



Mill Race



Mount Holly
National Historic
District



Rancocas Creek Mill Race
Lights



Downtown Marsh Hawk



1796 Court House



1843 Foundry

General George Washington was already aware of privateers. (ref - National Archives)

On April 6th 1778, John Chaloner, an assistant commissary of purchases at Valley Forge, wrote New Jersey governor William Livingston,

“I have the Honor of informing you that it is the order of His Excellency the Commander in Chief to the purchasing Commissary of the Middle Department to purchase the Cargo of the prize lately arrived into Egg harbour consisting of Butter Beef Pork &c&c to have the same immediately removed to a place of safety & brought on for the use of the Army with all possible expedition & as the effecting of this with that dispatch the nature of the case requires may interfere with the Laws of the state of N. Jersey in two Instances . . . His Excellency has desired me to solicit your aid to Justify Jos. Hugg Esqr. Colo. Blaines Assistant for purchasing the Cargo before Condemnation as also to advice with you the respecting the Continuance of the Waggon in the service for the Necessary duty”

(Ephraim Blaine Papers, DLC: Peter Force Collection). The Forks of Little Egg Harbor was a shipbuilding and privateering settlement on the Mullica (Little Egg Harbor) River above Chestnut Neck. The prize was probably the brig *Carolina Packet*, which had been captured by the sloop *Scorpion* commanded by John Brooks. That brig’s captain, William McCollam, was sent to George Washington’s headquarters in early April

Reference: *N.J. Council of Safety Minutes*, 221–23; see also *New-York Gazette and the Weekly Mercury*, 27 April.



2023 N Branch Rancocas Mill Dam >>>





Henry Inman 1832

Born into a prominent Eagle clan family of the Jiwere-Nut'achi (Otoe-Missouria) people, Hayne Hudjihini, Eagle of Delight, has a blue tattoo on her forehead denoting her royal status. Her marriage to Bear clan Chief Sumonyecathee formed an Eagle-Bear union—a high honor among the Jiwere-Nut'achi people. Following a peace treaty in which the Jiwere-Nut'achi agreed to an alliance with the United States government, in 1822 she and her husband traveled as ambassadors and protectors of Jiwere-Nut'achi sovereignty from their home in present-day Nebraska to Washington, D.C., to meet with President James Monroe. She died of measles shortly after she returned home.

Veronica, Rock, and Wolf Pipestem (Otoe-Missouria), descendants of Hayne Hudjihini



Ref: Metropolitan Museum of Art Native American Perspectives



1942

Tidal Weir and Flood Channel under Construction

Reference: National Archives





1942

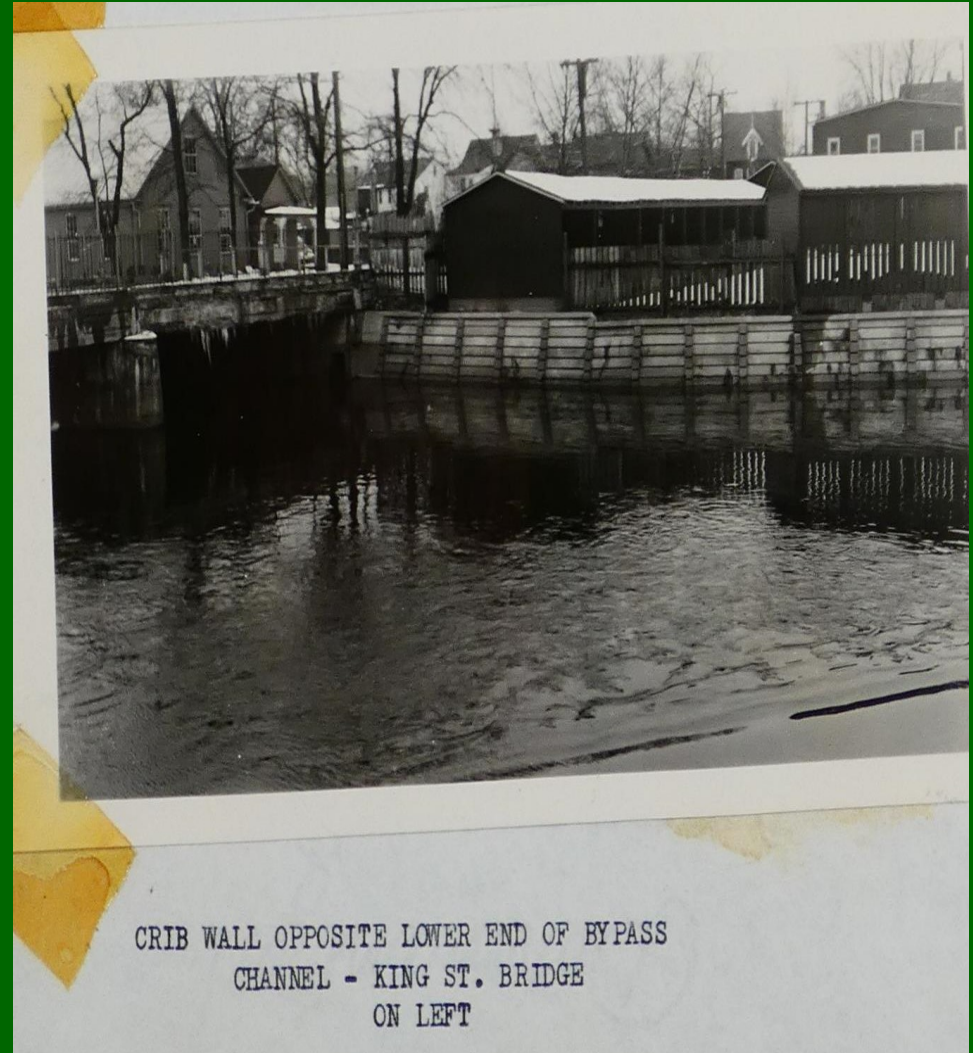
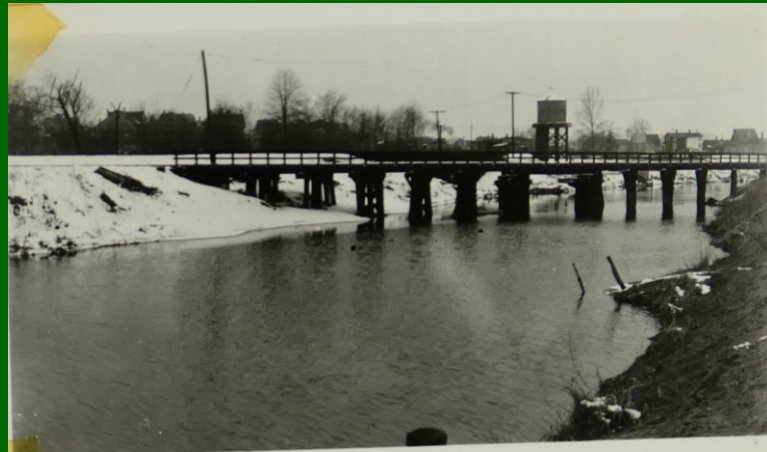
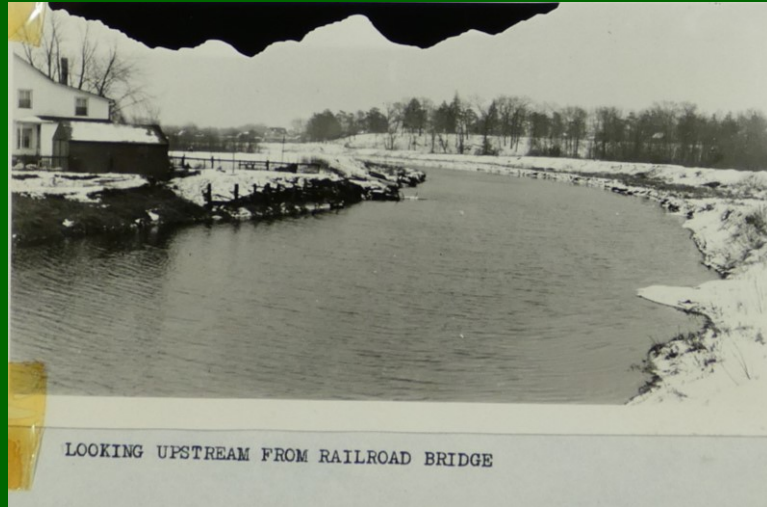
Tidal Weir under Construction

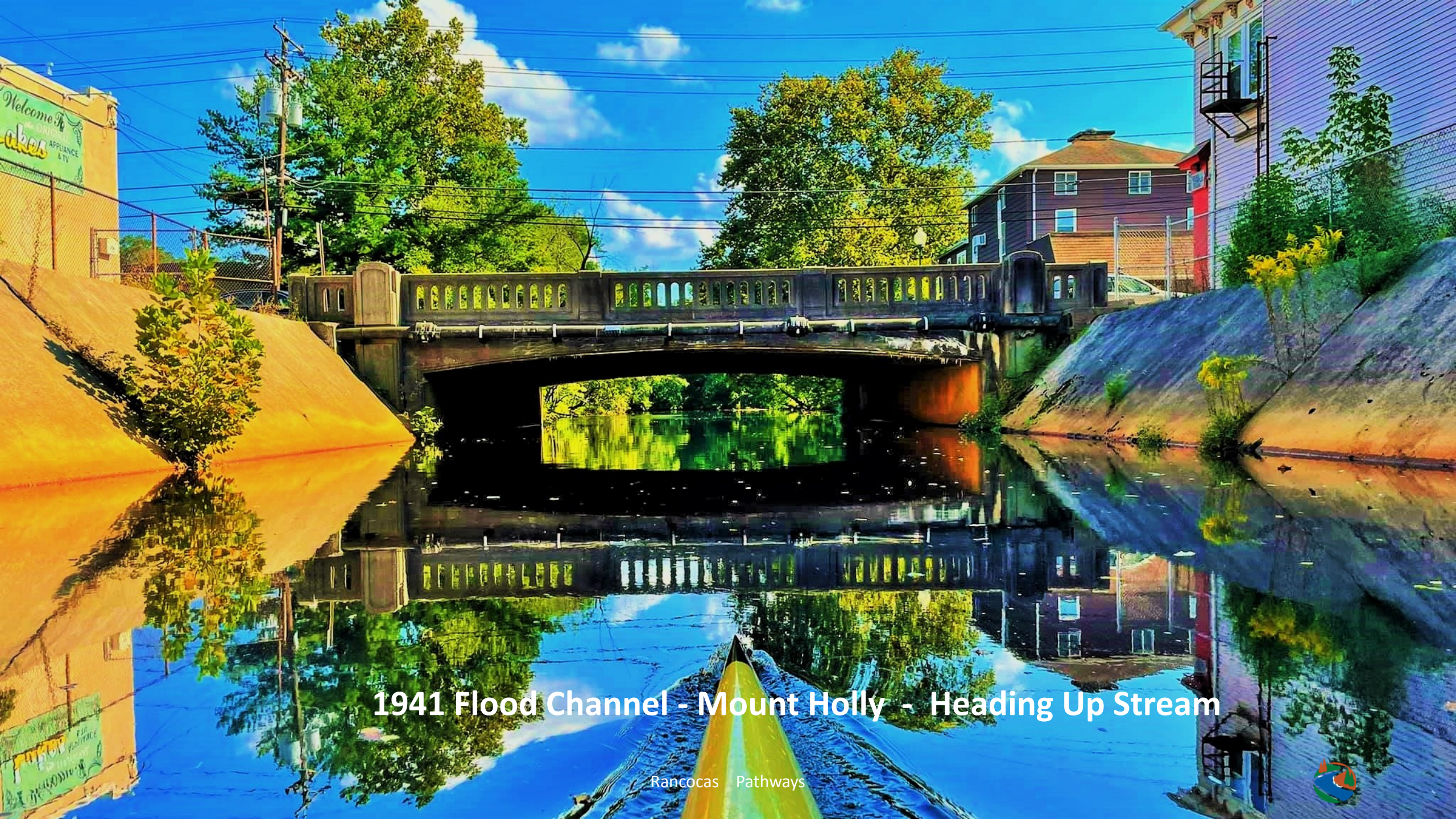
Photo Used w Kind Permission
of
Byer Family

Mt. Holly



Mt. Holly
1946 Post
Tide-Water
Construction
N Branch





Welcome to
DRUG
akes
APPLIANCE
& TV

1941 Flood Channel - Mount Holly - Heading Up Stream

Rancocas Pathways



Michigan State Building From Philadelphia Centennial Exhibition of 1876 Barged into Mt. Holly

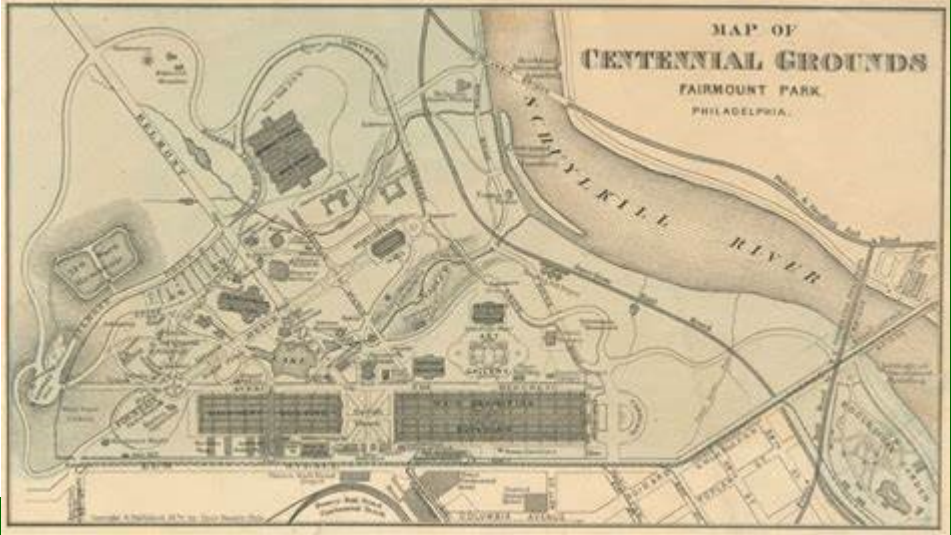
1913 Through 1973

A lot of water has spilled over Mill Dam since the original French Lumber Company building floated up the Rancocas Creek from Philadelphia.

The French Lumber Company is celebrating its sixtieth year of business in Mount Holly, in June. All conducted from the King Street structure that once was the Michigan State Exhibit Building at the Philadelphia Expositions Centennial of 1876.

The business was founded by George W. A. French in 1913, and was succeeded by his son, James H. French. After operating it for forty three years, James passed away, and George W. French assumed the operation. George has now been joined by his son, James R., and from an unlikely beginning in a 1911 Century exposition, the French Lumber Company has emerged today as a testimonial to the pioneer spirit of four generations of a family named French.

French Lumber
located on King Street, Mount Holly





Kayaking West - Leaving Mount Holly N Branch Rancocas Creek Water Trail

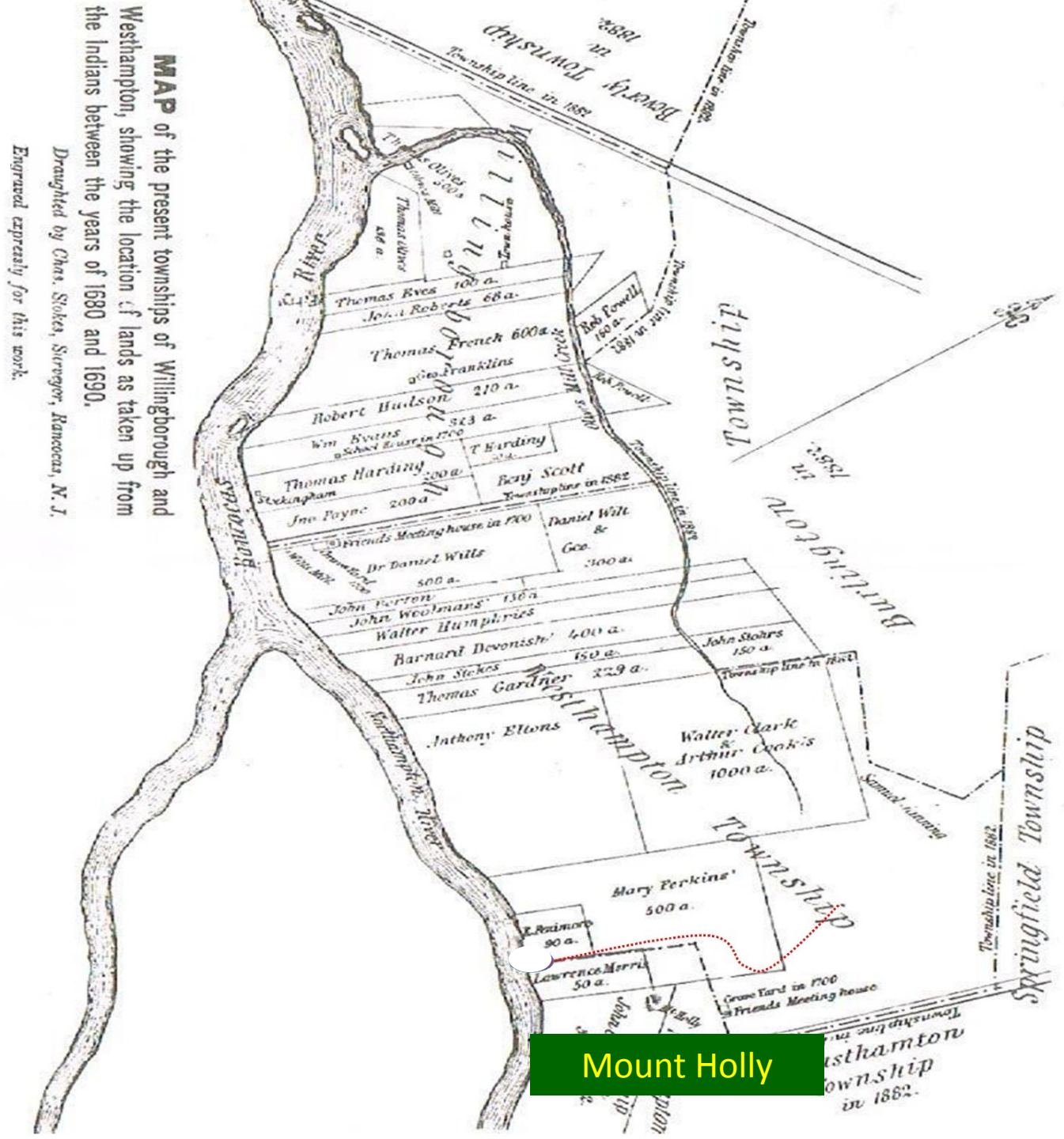
Historic Land Owners Rancocas Creek Courtesy Tidewaters North Branch



Property-Owner Notes:

1. Mary Perkins..... Trust deed. Widow.
2. Anthony Elton..... Land owner. Present day Rancocas State Park.
3. R. Fenimore..... Road from Creek to Great Meadow. Connection to to B. Devonish. Brick-Layer, Distiller (possible location of N. Branch distillery ? May 17, 1783).
4. Lawrence Morris..... Sawyer, on Town-line at Grubb's Meadow (p. 471).
5. John Cripps..... Mt. Holly Connection/Wool comber. Land abuts Morris.
6. Thomas Gardiner..... Surveyor .
7. Grubb's Run Henry Grubb: Inkeeper/Butcher, Family Well Known Quaker Abolitionists. Local inn-keeper. Is Grubb's Run named for Grubb ? See connection to Burlington City. (P. 483 --- Perkins Land Deal)
8. Buctoe Residents..... Freedmen/Escaped Slaves, See "Davis Site" references.
9. Interview..... w/ Local, long-time residents.

Ref: Nelson, William/Personal Interviews



Remains of 1700's Tidal Tide Mill

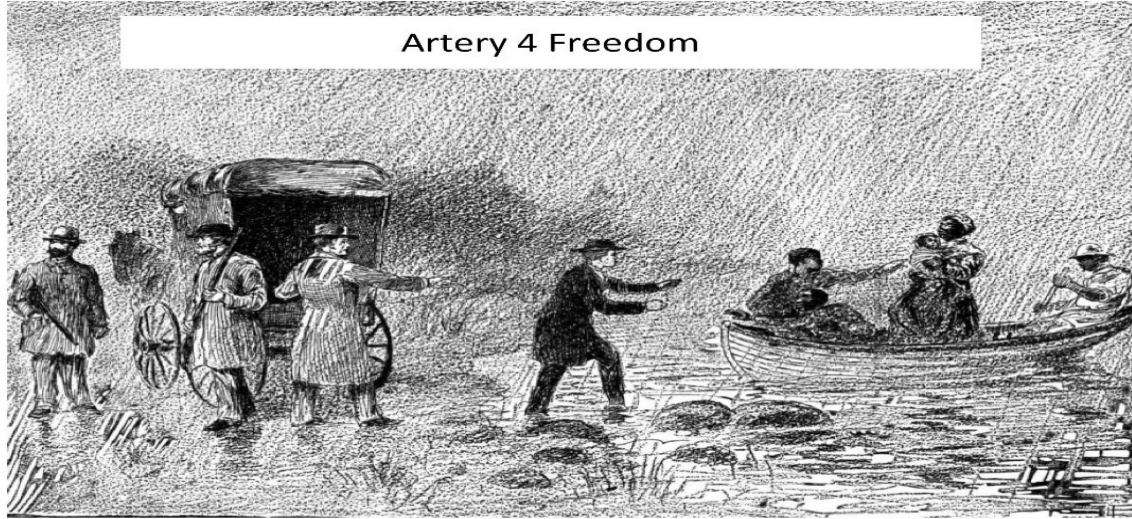
Timbuctoo, Westampton Township



N Branch Historic Timbuctoo Heritage Area Water Trail Way Point



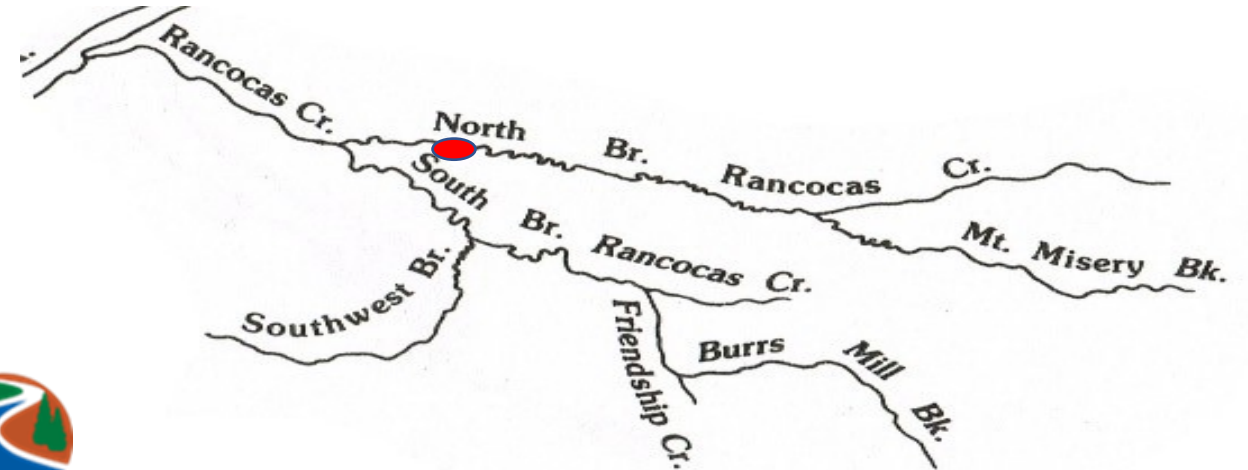
Artery 4 Freedom



Marsh Environment and Eco-System

Legacy Resource

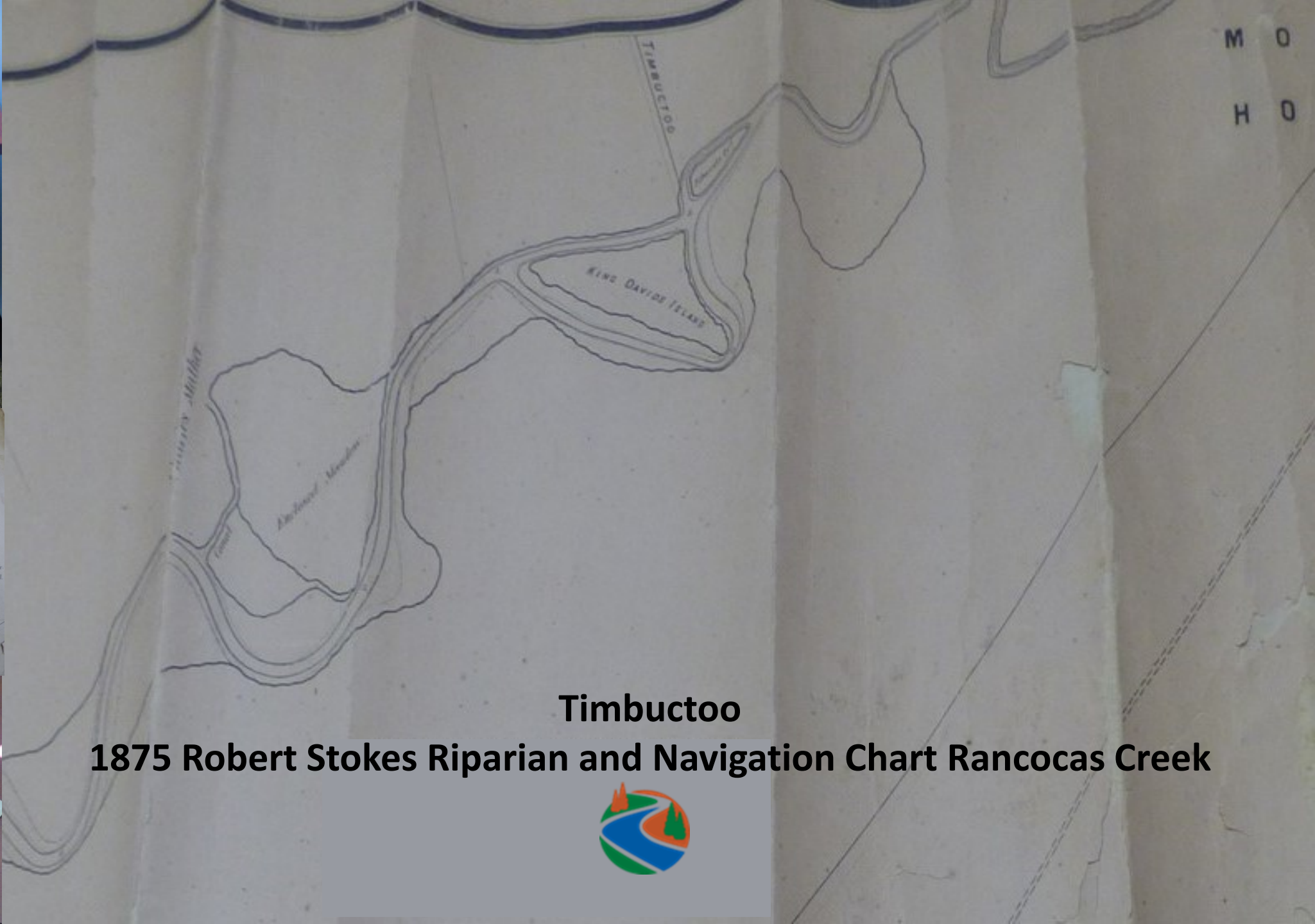
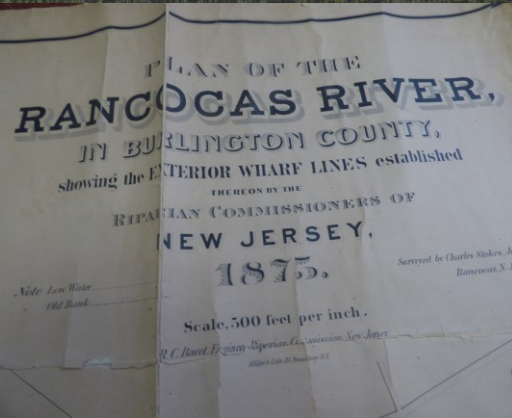
*Upon a cool misty creek shore bank,
a hand reaches out , across a void,
unsteady steps ashore from yon creaky
oared jolly boat , from a furl'd in
shallop, a quiet voice echoes,
here you are safe, here we are friends.*



Timbuctoo Heritage Area Way Point

N Branch Rancocas Creek Water Trail





Timbuctoo
1875 Robert Stokes Riparian and Navigation Chart Rancocas Creek





North Branch Remains of Hainesport Sand Mine



State of New Jersey Rancocas State Natural Area



Tidal and Forested Wetlands N. Branch Rancocas Creek Water Trail



Rancocas Creek Migratory Pathway Monarch Butterfly Tidewater Beggar tick Marsh and Natural Area





North Branch Melpine Landing

Melpine Landing has one of the last remains of a Rancocas Creek tidewater farm that lined the Rancocas Creek going back to date 1600's. These creek front landings allowed sail and steam vessel to load/discharge cargo, crops, sundry items. It is estimated by the late 1800's there were over 43 different creek front tidewater landings.

RARE AND ENDANGERED PLANTS OF THE INTERTIDAL ZONES OF THE RANCOCAS CREEK

Smith's Club-rush, *Schoenopectus smithii* S2 (imperiled because of rarity; 6 to 20 occurrences).

Awl-leaf Arrowhead, *Sagittaria subulata* S3 (rare in the state, with 21 to 50 occurrences).

Parker's Pipewort, *Eriocaulon parkeri* S2 (imperiled because of rarity; 6 to 20 occurrences).

Shore Quillwort, *Isoetes riparia* S3 (rare in the state, with 21 to 50 occurrences).

American Waterwort, *Elatine americana* S2 (imperiled because of rarity; 6 to 20 occurrences).

Mississippi Arrowhead, *Sagittaria calycina* S2 (imperiled because of rarity; 6 to 20 occurrences).

REFERENCES:

Ferren, Wayne R., and Alfred E. Schuyler. 1980. Intertidal Vascular Plants of River Systems near Philadelphia. Proceedings of the Academy of Natural Sciences of Philadelphia, Vol. 132.

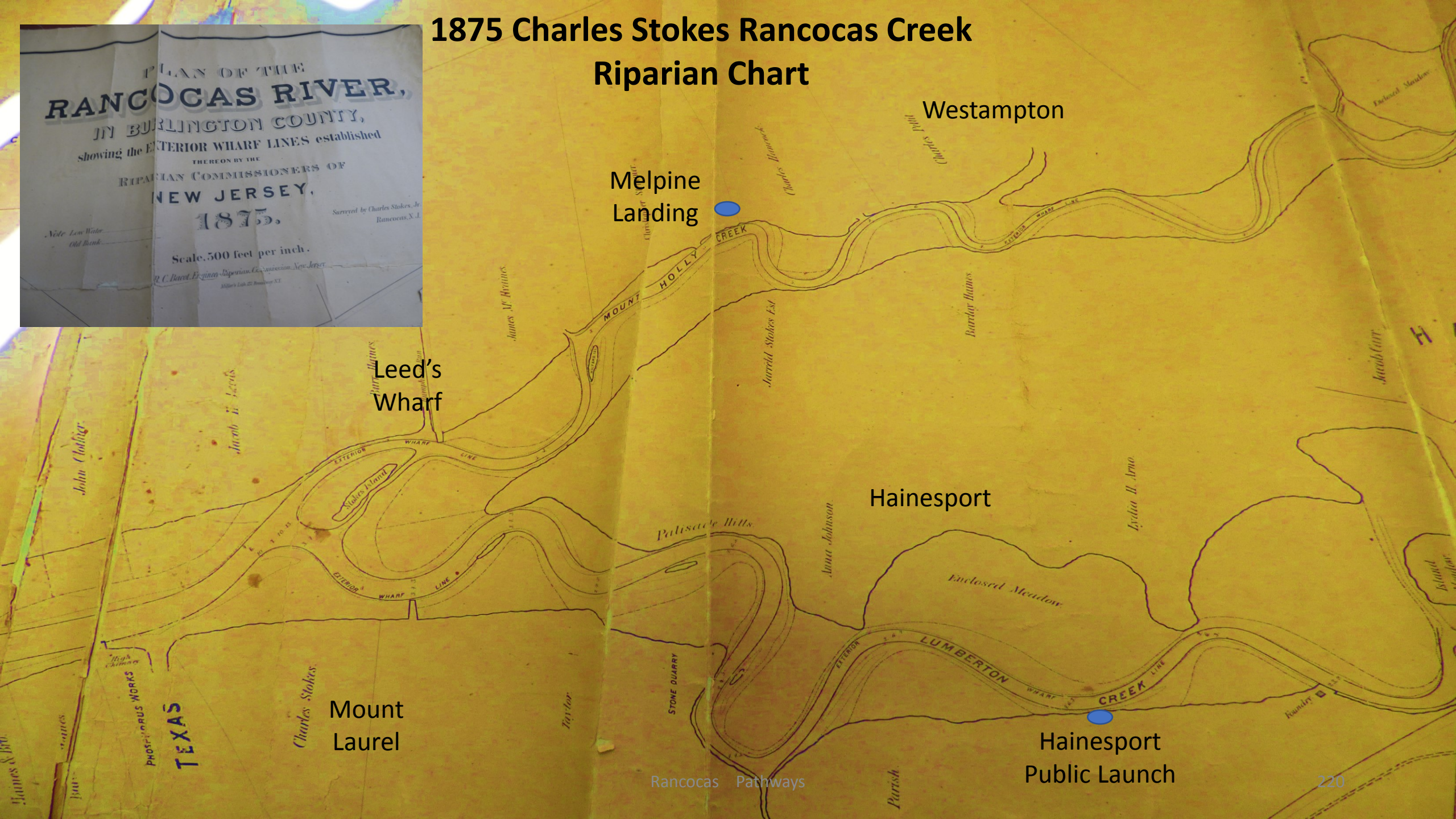
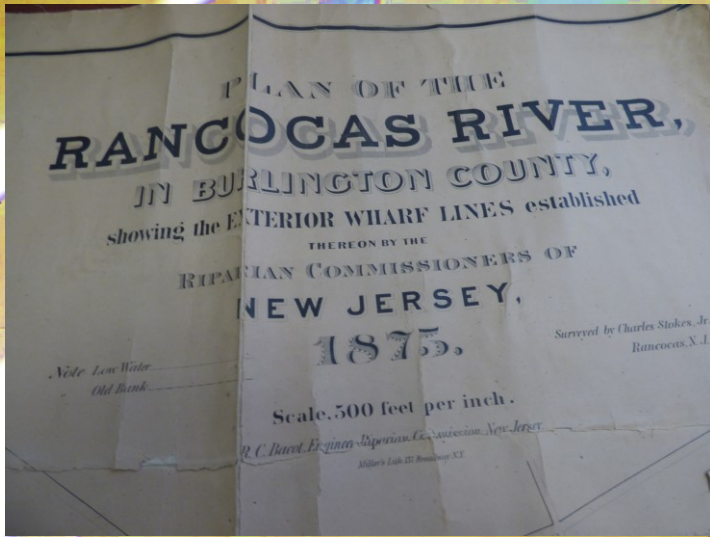
NJ Department of Environmental Protection. List of Endangered Plant Species and Species of Concern, May 2016.

For explanation of the State ranks (S2,S3) see above NJDEP publication.



North Branch Rancocas Creek Water Trail Mile 19

1875 Charles Stokes Rancocas Creek Riparian Chart



Rancocas State Park Western Border - Eastern Viewshed

This viewshed has not changed since Native Americans traversed these tidal waters

North Branch

South Branch

September 07, 2023

Confluence or the Forks of the Rancocas Creek



Rancocas State Park Western Border - Eastern Viewshed

This viewshed has not changed since Native Americans traversed these tidal waters

North Branch

South Branch

December 31, 2022

Confluence or the Forks of the Rancocas Creek



HAINESPORT SAND MINE

● Piers/Landings (Dates id Known Starting Date)

Texas >
1876

The Forks
of the
Rancocas

Leads Wharf
Circa 1760

1941 Aerial Photo

Confluence

Hainesport

Westampton

Hainesport

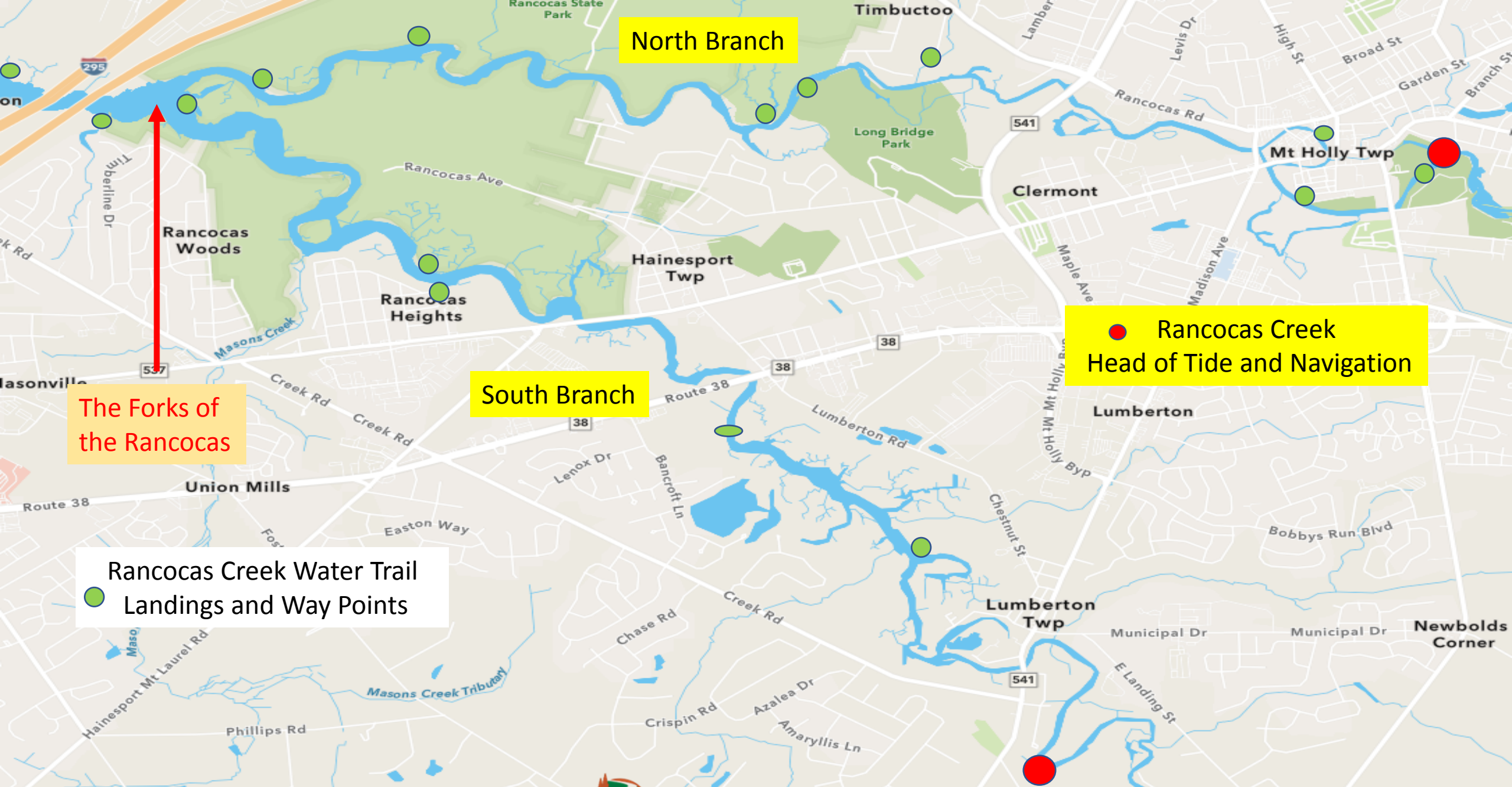
South Branch

<<< Sand Mine Terraces

Hainesport

North Branch





North Branch

South Branch

● Rancocas Creek
Head of Tide and Navigation

The Forks of
the Rancocas

Rancocas Creek Water Trail
● Landings and Way Points





From the Forks of the Rancocas Heading Up the South Branch Rancocas Creek Water Trail into Hainesport
New Jersey's Rancocas State Park



Artwork by Hainesport resident Frank Vellucci

March 1909 >>>

South Branch Rancocas Creek

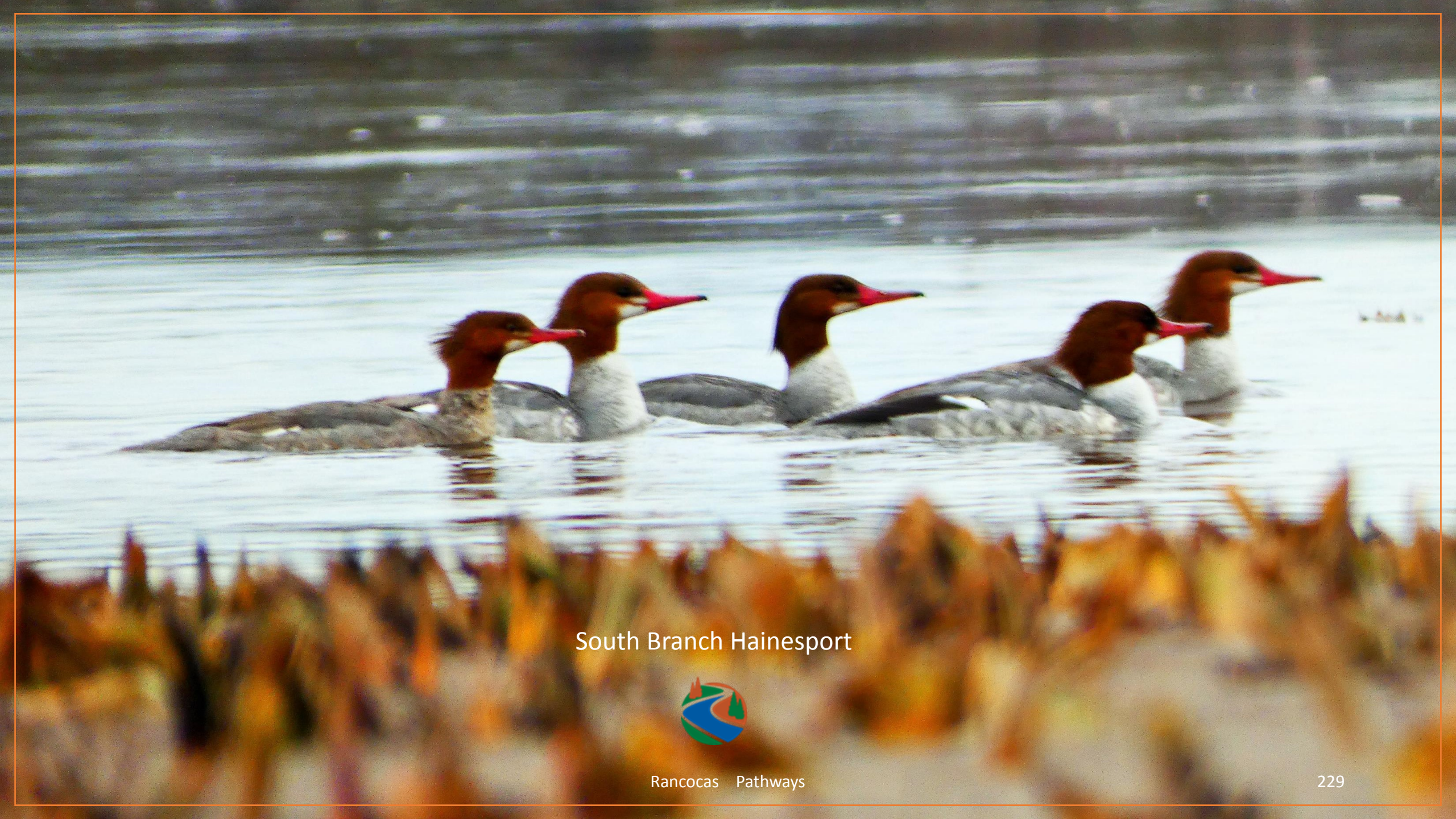
Hainesport
to
Lumberton



The vicinity of Hainesport is probably the greatest sand shipping center on the Rancocas. Here, farms that were abandoned for agricultural purposes are daily turning earth to gold and amassing fortunes for their owners. It is not unusual for these mines to ship twenty barges, each containing 600 tons, a day. At this point more pretentious and labor-saving methods are in use. Huge steam shovels, reminding one of those used on the Panama canal, are continually eating into and down the sand banks until the water line is reached, and which compels them to stop. The ground all around is scattered with the roots of trees, reminding one of the huge spiders, and on the edge of the mine is a growth of small pines and scrub oak, which gives the scene a picturesque appearance.



Creek Turn Sand Mine South Branch



South Branch Hainesport



NEW JERSEY SANDS YIELDING FORTUNE

Soil Never Thought of Value Is Making Many Men Rich.

MOLDING AND FILTERING

Shipped to Large Factories or City Water Plants and Gets a Price.

Moorestown, N. J., March 19.—“Yes,” said a prominent Moorestown capitalist, “instead of investing in gold mines I put my money right here in Jersey, and I am mighty glad I did, judging by the unhappy experience of some of my friends.” And this is the opinion of a goodly number of shrewd investors who own stock in the various sand mining companies operating around this section of Burlington county.

March

1909

MEMORANDA.

HAINESPORT is a point on the South Rancocas Creek, at the head of steamboat navigation, two miles west and in sight of Mount Holly, and fifteen miles from Philadelphia. It is on the line of the Camden and Mount Holly Turnpike, and also on the Camden and Burlington County Railroad—recently opened—and now running two passenger trains daily, each way. Time, by railroad, forty minutes, from the upper ferry, foot of Market street, Philadelphia. More frequent trains will be run after a time, similar to the Germantown Railroad.

Philadelphia greatly needs a *first-class* FAMILY HOTEL *within convenient reach of the city*, for the accommodation of business men and their families, during the summer months, and, in many cases, all the year round. It is now proposed to supply that want.

The point selected is high ground, in a grove of spruce pines, overlooking the Rancocas Creek, and a highly cultivated and beautiful region of country, with pure and good water, fishing and sailing on the Rancocas, and turnpikes and other roads furnishing delightful drives in every direction. The steamer *Barclay* plies daily, each way, between this point and Philadelphia.

Gentlemen who prefer to drive in and out will have a good, smooth turnpike, on which to try the mettle of blooded horses, with the sun on their back in the morning, and the same on their return in the evening. Good stabling will be provided, on a liberal scale.

Rancocas Creek Sand Mine Industry

Defrain Sand Mines are found along Rancocas Creek Mile 24.3. Remains of the 1890's barges, tugs and scows surface at a low tide.

Sand was the extractive maritime commerce of the Rancocas Creek.

Mount Holly, N Branch; Hainesport, Lumberton South Branch; Defrain, Mt. Laurel, Willingboro, Moorestown, Delran, Riverside on the Main Stem

Sand barged to Delaware River Port of Philadelphia/Camden piers and landings.



Rancocas Creek Tethered Barge Reference: Tracy Muller Photo



MARSHAL'S SALE.—By virtue of a Writ of Sale by the Honorable John K. Kane, Judge of the District Court of the United States, in and for the Eastern District of Pennsylvania, in admiralty, to me directed, will be sold at Public Sale, to the highest and best bidder **FOR CASH**, at the First Wharf below Market street, on the River Delaware, on **WEDNESDAY**, October the 25th, 1854, at 12½ o'clock, P. M., the Iron Steamboat **BARCLAY**, her Tackle, Apparel and Furniture, as she now lies at said wharf.

The Steamboat **Barclay** is one hundred and twenty feet long, and twenty-eight feet in breadth. Was built by Reannie, Neafie & Co.; has two high pressure Engines; was thoroughly rebuilt and refurnished this Summer, and is in first-rate running order.

F. M. WYNKOOP, U. S. Marshal,
E. Dist. of Pennsylvania.

MARSHAL'S OFFICE, }
October 16, 1854. }

FOR SALE.

 **FOR SALE, TO CLOSE A** concern, the steamboat **BARCLAY**, as she now lies, at the wharf at Hainesport, N. J., with all her tackle and appurtenances.

Iron hull, 124 8-10 feet long; 15 feet breadth of beam; depth of hold, 6 2-10 feet; width of deck, 24 feet; measurement, 166 84-100 tons, with two iron bulkheads; 2 metallic life-boats, life preservers, anchor, boilers, &c., &c.; trimming box under deck, 2 high pressure engines, 17 inches diameter of cylinder, and 3 feet stroke; 1 fire and 2 feed pumps. Commodious passenger saloon, fitted up, and draws about 2 feet water light; has been kept in good repair and painting, and can be examined on application to **B. HAINES**, Agent in Charge, at Hainesport, N. J.

The steamboat "**Barclay**," which had previously run up Rancocas Creek, was bought, but later a new steamboat named the "**Pohatcong**" was built. When the Tuckerton Railroad purchased locomotives in 1871 they bought them from Burnham, Parry, Williams & Company (Baldwin Locomotive Works), and immediately thereafter Charles T. Parry's name appeared as a member of the Tuckerton Railroad Board of Directors. Mr. Parry subsequently became greatly interested in Beach Haven.

April 20, 1848: Notice

Steamboat Barclay

The "Barclay," Captain Peak, commenced running her regular trips on the 23d day of March, and will continue during the season--leaving Lumberton at 6 o'clock and New Long Bridge at half past 6 A.M. Returning--leaves Arch Street wharf at 2 o'clock P. M. Passengers and freight taken at the usual rates. A stage will leave the hotel of John Sailer, every morning at 6 o'clock, to convey passenger to and from the boat.

NJ Pinelands National Reserve (NJPLNR)

Sand and Molding Sand Mines

Note Locations Sit Along NJPLNR Waterways



Map Showing the Location of the Mineral Industries in New Jersey. X – Sand and Molding Sand Mines 1922

Lumberton and Albany Sand and Millville Core Gravel.

Now is the time to write us.

© ATLANTIC CITY



MOLDING SANDS

LUMBERTON SAND
CENTRETON SAND
ALBANY SAND
OO CRESCENT SAND
BURLINGTON ISLAND SAND
TULLYTOWN SAND
NO. 1-STOVE PLATE SAND
DANVILLE SAND
PHILADELPHIA FINE SAND
FRENCH SAND (FONTENAY)
WINDSOR LOCKS SAND
SILICA MOLD WASH

MILLVILLE CORE SAND
BLUE ANCHOR GRAVEL
JERSEY GRAVEL
WHITE SILICA CORE SAND
FIRE SAND FOR CORES
WASHED BAR SAND
CHICOPEE CORE SAND
YELLOW SILICA SAND
STRONG YELLOW SILICA SAND
WELSH MOUNTAIN SILICA ROCK
WELSH MOUNTAIN SILICA CLAY
FIRE BRICK MOLDING SAND, Etc



PHILADELPHIA

J.W. Paxson Co.,
Philadelphia, Pa.,



Rock products. v.16 no.2 May 22 1915.

SAND DREDGE "INDEPENDENCE" OF THE HAINESPORT MINING & TRANSPORTATION CO.



Sand Mines

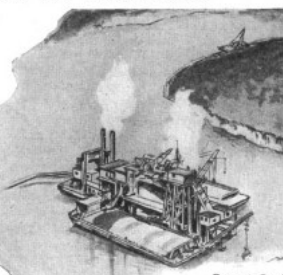
Exploring Historic Pathways, Discovering New Understandings

Hainesport Mining and Transportation Company Tug "Maurice"

OCTOBER, NINETEEN HUNDRED AND TWENTY-THREE

Service

Means Stabilized Costs



MACHINERY for dredging, grading, sizing, and washing sand and gravel, designed by Van Sciver engineers and constructed under their guidance, has reduced production costs to a minimum.

The location of all plants at most advantageous points on both the Delaware River and main lines of the railroads means the shortest routing of shipments to the advantage of the consumer.

Storage facilities of large capacities at all centers of production as well as at distribution yards eliminates possible losses that might be caused by delay. The results of decreased production during the winter months is also overcome by ground and well storage.

The construction industry is reaping the benefits through stabilized prices for which this company, alone, is responsible.

Concrete Sand Dredge "Philadelphia"

Concrete Sand Plant Van Sciver, Pa.


The Tug "MAURICE."

And now, George D. Van Sciver, President of the Hainesport Mining and Transportation Company, owners of the tug "Maurice," intervening for the interest of said owners, appears before the Honorable Court and makes claim to the said tug, her tackle, apparel and furniture, as the same are set forth in the Libel filed in this case, at the instance of James Stricker, owner of the barge "Peter A. Rodgers," and the said George D. Van Sciver, avers that he is President of the said Company owning the tug at the time of the issuance of the attachment thereof, and that the said Company above named is the true and *bona fide* owner of the said tug, and that no other person is the owner thereof; and that he, the said George D. Van Sciver, is the true and lawful bailee thereof for the said owner; wherefore he prays to be admitted to defend accordingly.


GEO. D. VAN SCIVER.

1923 DECEMBER 1924

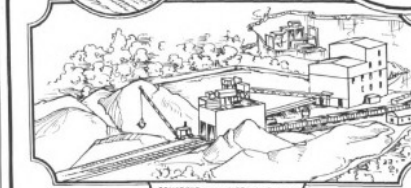
SUN MON TUE WED THUR FRI SAT



SAND & GRAVEL STORAGE PLANT 18557 DELAWARE RIVER



LIME STORAGE TANKS KNICKERBOCKER, PA.



CONCRETE SAND & GRAVEL STORAGE VAN SCIVER, PA.

Storage Stabilizes

Winter Work Possible With Van Sciver Service

The winter season, with its attendant low temperatures, ice and snow, need not retard the progress of the construction industry in the Philadelphia Territory.

This company's ground, well, tank and warehouse storage facilities, advantageously located at several distribution points, make available sufficient sand, gravel, lime and cement to meet the maximum requirements of the builders and contractors during this season.

Hold your organization and cut down the overhead by availing yourself of

VAN SCIVER SERVICE

Associate Companies

- THE DEFRAIN SAND COMPANY
- KNICKERBOCKER LIME COMPANY
- THE FAIRLAMB COMPANY
- HAINESPORT MINING & TRANSPORTATION COMPANY

THE VAN SCIVER CORPORATION

The Parkway at Twenty-Fourth Street
PHILADELPHIA

WHARVES AND WAREHOUSES:
 Pile 66 and 67 North Delaware River
 Christian Street and Schuylkill River
 Schuylkill River at 24th and Chestnut Streets
 Schuylkill River at 14th Street and the Parkway

PLANTS:
 VAN SCIVER, PA.
 KNICKERBOCKER, PA.

CORPORATION

Associate Companies:

The DeFrain Sand Company - The Fairlamb Company
 Hainesport Mining & Transportation Co.
 Knickerbocker Lime Company
 ENGINEERS AND ENGINEERING

265



Multi-Use - It Takes Many Drops to Make a Water Trail



Ride the Tide



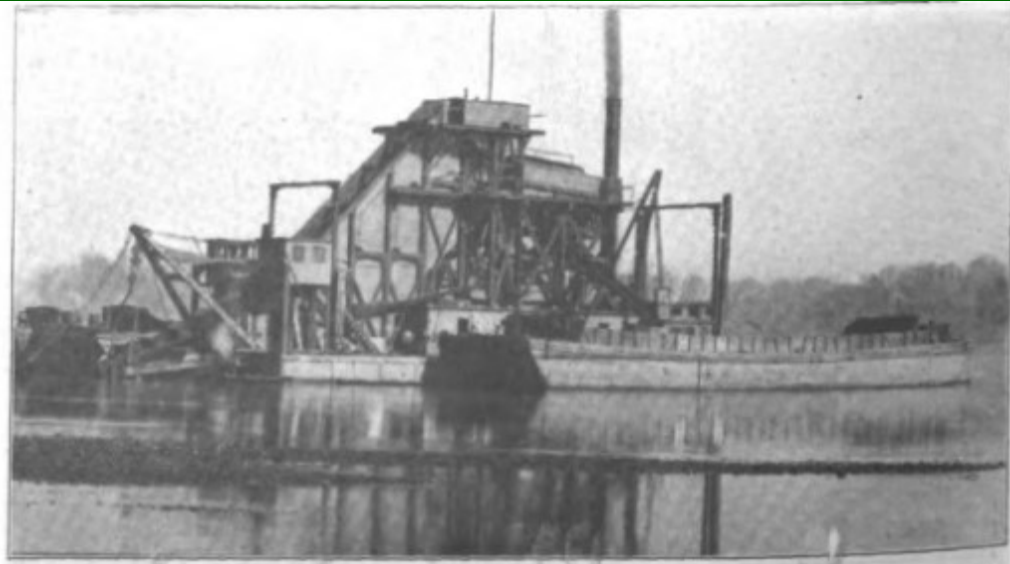
Listen - Share the Tide - Look - Kayaking Alert - You Can See Them, They May Not See You.
Stay Alert When Yaking on the Rancocas Creek Multi-Use Water Trail



Share the Ride



Rancocas Creek Dredges



STONE AND SAND DREDGE "NEPTUNE" OF THE HAINESPORT MINING & TRANSPORTATION CO., RECENTLY DESTROYED BY FIRE.



SAND DREDGE "INDEPENDENCE" OF THE HAINESPORT MINING & TRANSPORTATION CO.

Van Sciver Interests Keep Pace With Requirements of the Construction Industry

From a Small Beginning, Mr. Geo. D. Van Sciver Developed an Organization That Has Materially Benefited the Builders and Contractors in Philadelphia

In the latter part of the year 1899, Mr. George D. Van Sciver discovered a large and valuable deposit of sand on the old Van Sciver Homestead at Hainesport, N. J. Mr. Van Sciver, having some knowledge of conditions then existing in the Building Material business, decided to make a complete investigation with the idea of being able to eliminate some of the shortcomings of the industry. He believed that the same principles which he had used successfully in another line could be applied to the merchandising of sand and allied materials. He knew that sand which was of uniform grade, and of the highest quality, would be in great demand.

Prior to Mr. Van Sciver's entry into the Building Material business, and the development of his idea as to the quality and uniformity, little attention had been paid to building sands, particularly those used in cement and concrete work. It required a great deal of hard work to convince the consuming trade of the fact that Jersey sands taken from good deposits and properly prepared were far superior to other sands then in general use.

This first plant at Hainesport, N. J., was started with a capacity of about three hundred tons of sand per day. The equipment consisted of a small gasoline driven sand loader, designed by Mr. Van Sciver, a small industrial railroad, one tug and two 400-ton barges. The increasing demand for this new product, Jersey sand, made necessary the establishment of a new plant at Bridgeboro, N. J., where one of the most up-to-date plants for washing and preparing Jersey sand was built. This was completed about 1914 and had a capacity of 4,000 yards a day.

Another form of sand was used in Philadelphia, principally for lime mortars, under the trade name of "Bar Sand." In 1904 the dredge "Independence," with an approximate capacity of 1,200 yards per day, began dredging this kind of sand.

Having been successful in rendering a real service to the building industry, Mr. Van Sciver decided that the engineers and contractors in Philadelphia and vicinity would use gravel of the same grade as used by the municipal departments in other large cities, provided it was properly prepared. In 1910 the dredge "Neptune" was installed, and operated until destroyed by fire, and in 1914 the dredge "Philadelphia" was commissioned, having a capacity of 5,000 tons a day and facilities for crushing gravel as well as sizing and washing sand. In the early part of 1918 a new dredge was started known as "Liberty" and is used for dredging and preparing gravel, with a capacity equal to that of the dredge "Philadelphia."

In 1906 it became apparent that some arrangements would have to be made whereby demands for distribution to individual jobs could be met. The DeFraim Sand Company was acquired. This plant was immediately improved and equipped along Van Sciver lines. The business growth here was so great that demands were made for better unloading and storage facilities. In 1908 piers No. 65 and No. 66 North were acquired and the present plant at Beach and Berks streets on the Delaware River developed. The most modern equipment for handling building materials was installed. Ample storage space was provided so that sand and gravel can be stored in the open season for use during the winter months. Gravel, as it is dredged from the river bed, contains a quantity of large stones mixed with the smaller material. This large gravel is passed through two up-to-date crushing plants and made into smaller sizes at the rate of 2,000 tons a day.

This plant also has facilities for loading 100 open top cars per day by gravity from overhead bins.

Early in 1915 the Van Sciver interests acquired the Knickerbocker Lime Company, with lime plants at Malvern, Pa., and a retail yard at Twenty-fourth and Callowhill streets. The plant at Malvern, Pa., is one of the largest and finest lime producing plants east of the Ohio River, and represents an expenditure of thousands of dollars for machinery and equipment. At this plant the first satisfactory finishing hydrated lime was made in the East.

In 1921 the old P. H. Fairlamb Company, with wharves at Thirtieth and Chestnut streets, was acquired. Following the Van Sciver custom, this wharf was immediately modernized and brought to the same standard of efficiency as the other Van Sciver plants.

During the depression in the building industry in 1921 there was built a new plant at Van Sciver, Pa. on the main line of the New York division of the Pennsylvania Railroad near Morrisville. This plant, erected at a logical point on an 1,800-acre track of sand and gravel land, represents the last word in sand and gravel production. Costing nearly a million dollars, it has a capacity of 6,000 tons a day, and storage facilities for 300,000 tons of material.

The Van Sciver Corporation, formed in 1923 as a selling and distributing organization, has now taken in hand all of the details incidental to the widely known features of the business of the above named producing companies. With spacious offices located on the Parkway at Twenty-fourth street, the Van Sciver Corporation is in still better position to serve its customers.

Commerce & Sand Markets

Volume of Sand Mined



600,000 ton sand annually
South Branch
(early 1900's)

268,000 ton sand for
Philadelphia Filtration Works
North Branch (early 1900's)

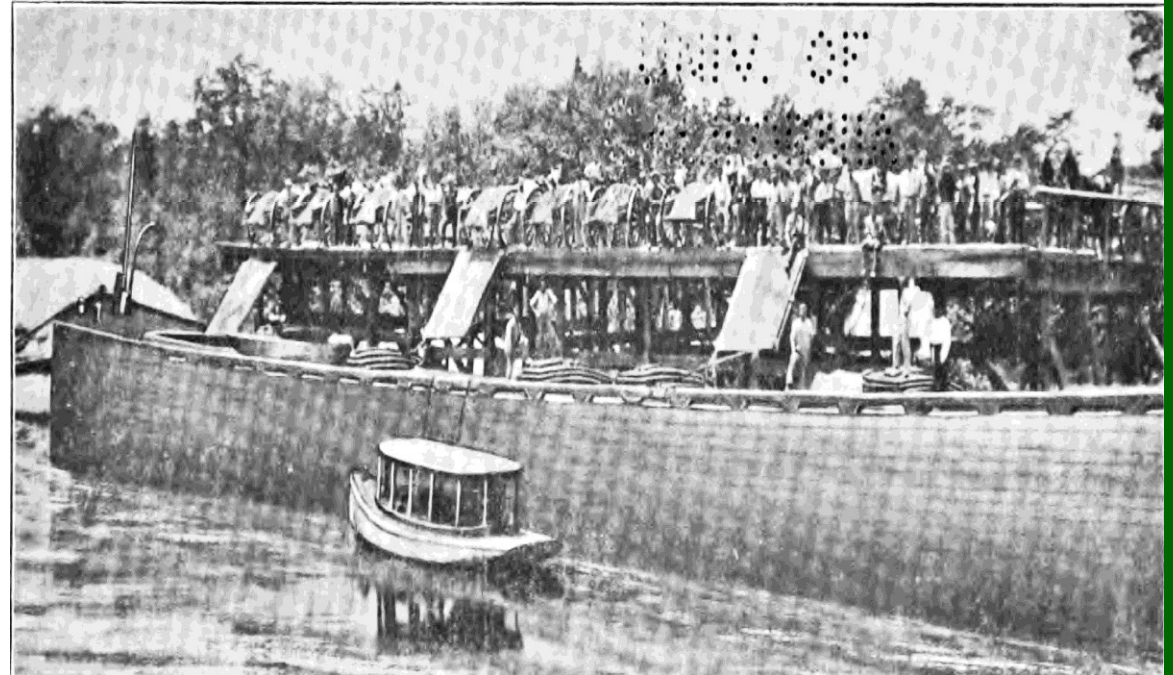
2,488 - 40,000 lbs
rail car loads of Rancocas Creek
Sand (p.a. 1922-1924)



Ref: 1910 & 1922 - Report to Congress

ALBANY SAND
NORTH RIVER SAND
FIRE SAND
JERSEY MOLDING SAND

LUMBERTON SAND
MILLVILLE SILICA SAND
MILLVILLE GRAVEL
SAND BLAST SAND



Barges 300-350 Tons

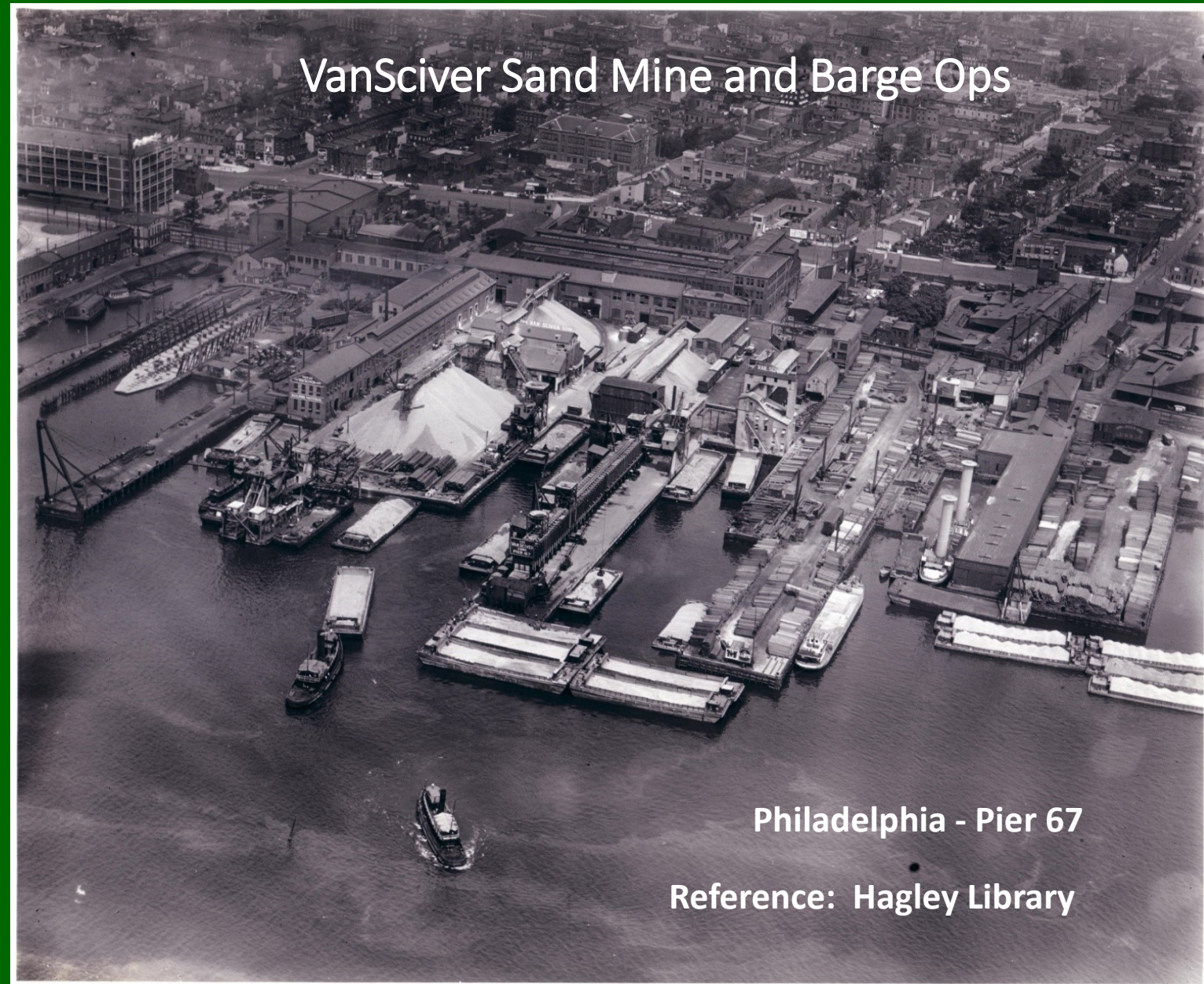
Pettinos Brothers

J. B. Van Sciver, Sr. born in Hainesport, May 14, 1861, with his brother George, developed the Hainesport Mining & Transportation Company, and the De Frain Sand Company.

These companies eventually consolidated into the Van Sciver Corporation. Mr. Van Sciver was also director of the Knickerbocker Lime Company.

By the 1920's these businesses were the premier manufacturers and distributors of building materials in the southern New Jersey/eastern Pennsylvania area.

During World War I, Van Sciver Corporation supplied sand, gravel and concrete to build the Emergency Fleet Corporation's shipyard on Hog Island in the Delaware River. The Van Sciver Corporation was sold to the Warner Company in 1929.



VanSciver Sand Mine and Barge Ops

Philadelphia - Pier 67

Reference: Hagley Library



GEORGE F. PETHNOS
INCORPORATED



1404 LOCUST STREET
PHILADELPHIA, PA.

December 17, 1941

Colonel H.B. Vaughan, Jr., District Engineer,
War Department, United States Engineer Office,
900 Customhouse, 2nd and Chestnut Sts.,
Philadelphia, Pa.

Dear Colonel Vaughan:-

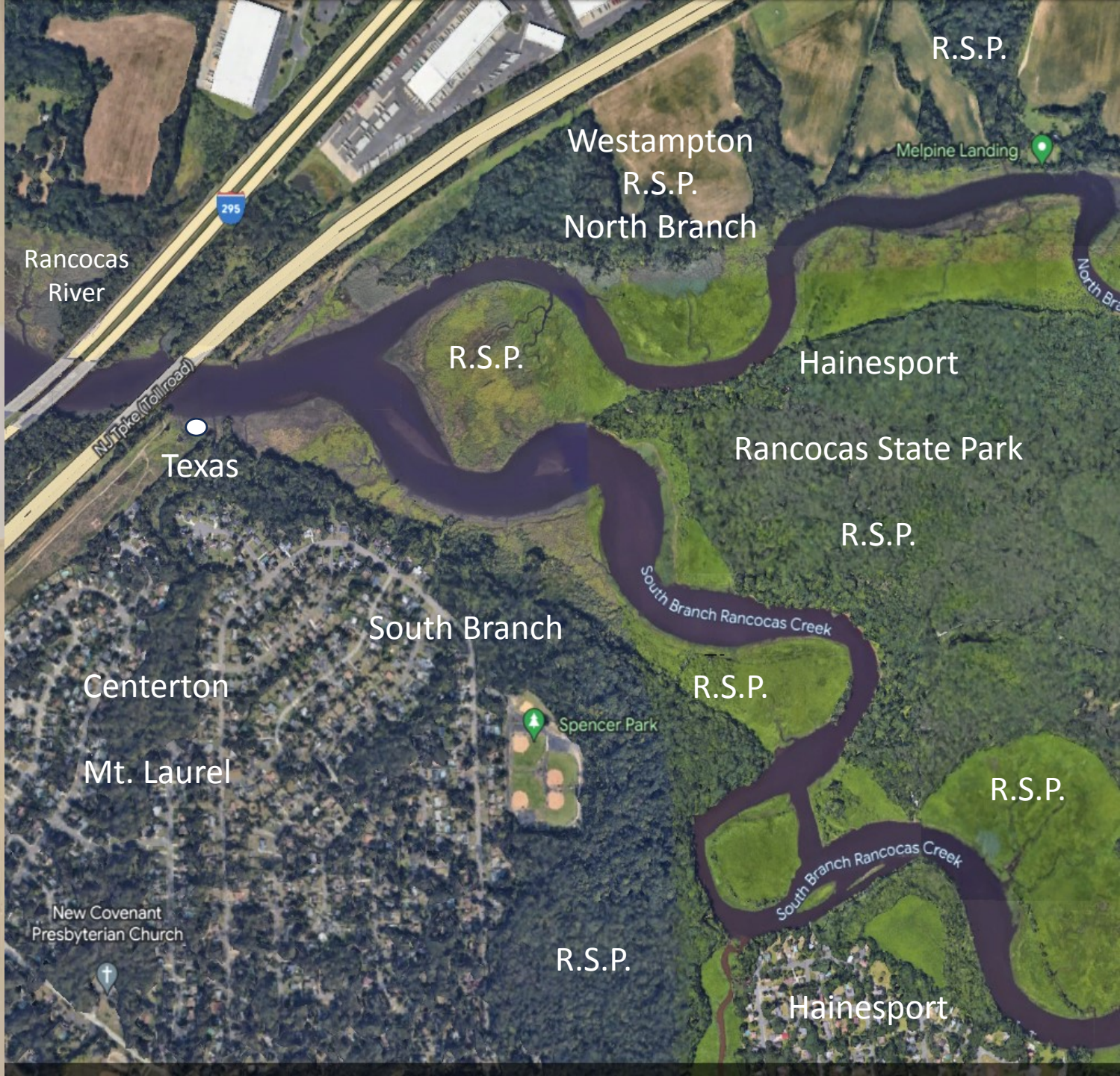
When I talked over the telephone yesterday with Mr. Franey about the dredging being done in the Rancocas River, I thought that the channel from the Centerton Bridge up to our wharf was eighty feet wide but I find now that I was mistaken - It was only forty feet wide, and just in front of our wharf, starting about seventy feet out beyond the wharf, the channel at that point is eighty feet wide. This means that the outer edge of this channel will be one hundred and fifty feet from the wharf and the inner edge of the channel will be seventy feet from the wharf.

To begin with, a forty foot channel is absolutely ridiculous because our barges are thirty some feet wide and we are going to have all kinds of trouble. You understand that this entire project was worked up for the transportation of something like one hundred thousand tons of vital sand from our wharf. In order to even get into the channel we will be obliged to dredge the seventy feet ourselves and even if we do this we have got to contend with the forty foot channel from our wharf down to the Centerton Bridge, a distance of about a thousand feet. The whole thing seems so illogical and foolish on the part of the Government who should encourage production in this emergency instead of going only half way. It seems to me that the Department did not realize the situation fully and what this dredging was meant to accomplish, or they never would have left us "out on a limb", as is our position at the present time.

I have just learned that the dredging contractor will be finished the job very shortly and of course if any further dredging is to be done it will have to be done before the dredge leaves the Rancocas. At the present time we are trying to determine how much it will cost to do this necessary extra dredging so as to enable us to get out to the channel from our wharf. I will ask you if further dredging can be done or would you suggest that we take this matter up again with the War Department through our Congressman and Senators.

In the last couple of months we have shipped 22 barges of sand from the Rancocas to Cramps Shipbuilding Company to enable them to go on with the expansion necessary for Government shipbuilding and we have done this at great danger to our own barges and tugs.

-continued-



INVESTIGATION AND SUSPENSION DOCKET No. 2397
SAND AND GRAVEL FROM NEW JERSEY TO NEW YORK
AND PENNSYLVANIA POINTS

Submitted June 10, 1925. Decided July 16, 1925

Proposed increased rates on molding sand, in carloads, from Mount Holly, Hainesport, and Masonville, N. J., to Buffalo and Rochester, N. Y., and points taking the same rates, found not justified. Suspended schedules ordered canceled and proceeding discontinued.

James E. Gowen for respondents.

Frederick Stohlman, Bertram P. Rambo, and Rambo, Rambo & Mair for protestants.

REPORT OF THE COMMISSION

DIVISION 3, COMMISSIONERS HALL, CAMPBELL, AND WOODLOCK

BY DIVISION 3:

By schedules filed to become effective May 1 and 11, 1925, respondents proposed to increase rates on molding sand, in carloads, from Mount Holly, Hainesport, and Masonville, N. J., to Buffalo and Rochester, N. Y., and points taking the same rates. Upon protest of the J. W. Paxson Company and George F. Pettinos, sand dealers with pits at Mount Holly and Hainesport, operation of the schedules was suspended until August 29, 1925. Unless otherwise indicated, rates will be stated in amounts per net ton.

Molding sand is a heavy-loading low-grade commodity valued at \$1.50 per ton. Prior to August 5, 1924, a carload rate of \$3, applied from Mount Holly, Hainesport, and Masonville, local points on the Trenton division of the Pennsylvania of which Hainesport will be referred to as representative, to Buffalo and Rochester and points grouped therewith over either the Pennsylvania's single-line route or over two-line routes maintained in connection with the Delaware, Lackawanna & Western, Lehigh Valley, and other trunk-line carriers. The rate from Lumberton, Smithville, Ewansville, and Pemberton, N. J., points contiguous to Hainesport, of which Smithville will be taken as representative, was \$3.40 and applied only over the routes specified. On that date the Pennsylvania increased its local rate from Hainesport to the Buffalo-Rochester group to \$3.40, the rate in effect from Smithville, following complaint from sand

101 I. C. C.

dealers located at the latter point that the lower rate from Hainesport placed them at a disadvantage in competing in the destination territory under consideration. In the suspended schedules respondents propose to increase the rate applicable from Hainesport to Buffalo and Rochester over the two-line routes to \$3.40. They assert that this was not done at the time the Pennsylvania increased its local rate for the reason that they were then engaged in a general recheck of sand rates from New Jersey points.

The group from which the \$3 rate applies extends, generally speaking, from New York, N. Y., to points almost as far south as Baltimore, Md., including points on the Pennsylvania's Trenton division west of Smithville. This group embraces Perth Amboy, N. J., which is served by various trunk-line carriers and South Amboy and other points in New Jersey on the Raritan River Railroad, hereinafter referred to as the northern New Jersey points, from which the same grade of sand is shipped as that from Hainesport and Smithville. The suspended schedules would remove Hainesport from this group and place it in the group from which the \$3.40 rate applies. The latter group embraces points in New Jersey east and south of the former group, extending to Cape May, N. J. Respondents fear that if the rate from Smithville is reduced to \$3, the Central Railroad of New Jersey and Reading Company will establish the same rate from Whittings, N. J., and points on their lines south thereof and a general reduction in rates on sand from all producing points in southern New Jersey will follow.

Protestants have substantially increased their shipments of sand to the Buffalo-Rochester group in recent years. During the years 1920 and 1921 one of the protestants shipped 1,582 carloads, less than 2 per cent of which moved to this destination territory. It shipped 2,488 carloads during the years 1922, 1923, and 1924, approximately 10 per cent of which moved to points in the Buffalo-Rochester group. Protestants urge that if the rate on this low-grade commodity from Hainesport is increased 40 cents per ton they will be unable to market their sand in this territory in competition with dealers located at the northern New Jersey points and at or near Albany, N. Y. They also instance local rates of \$2.79 and \$2.80 maintained by the Lehigh Valley from Perth Amboy to points in the Buffalo-Rochester group available to shippers of imported sand. It was stated that these rates would be increased to \$3.

Protestants insist that the parity with respect to rates to the Buffalo-Rochester group which has existed between Hainesport and the northern New Jersey points for a considerable period should not be disturbed. The average short-line distance from Hainesport to Rochester and Buffalo is 398 miles, compared with a distance of 392

101 I. C. C.



Stone Quarry Landing
Hainesport



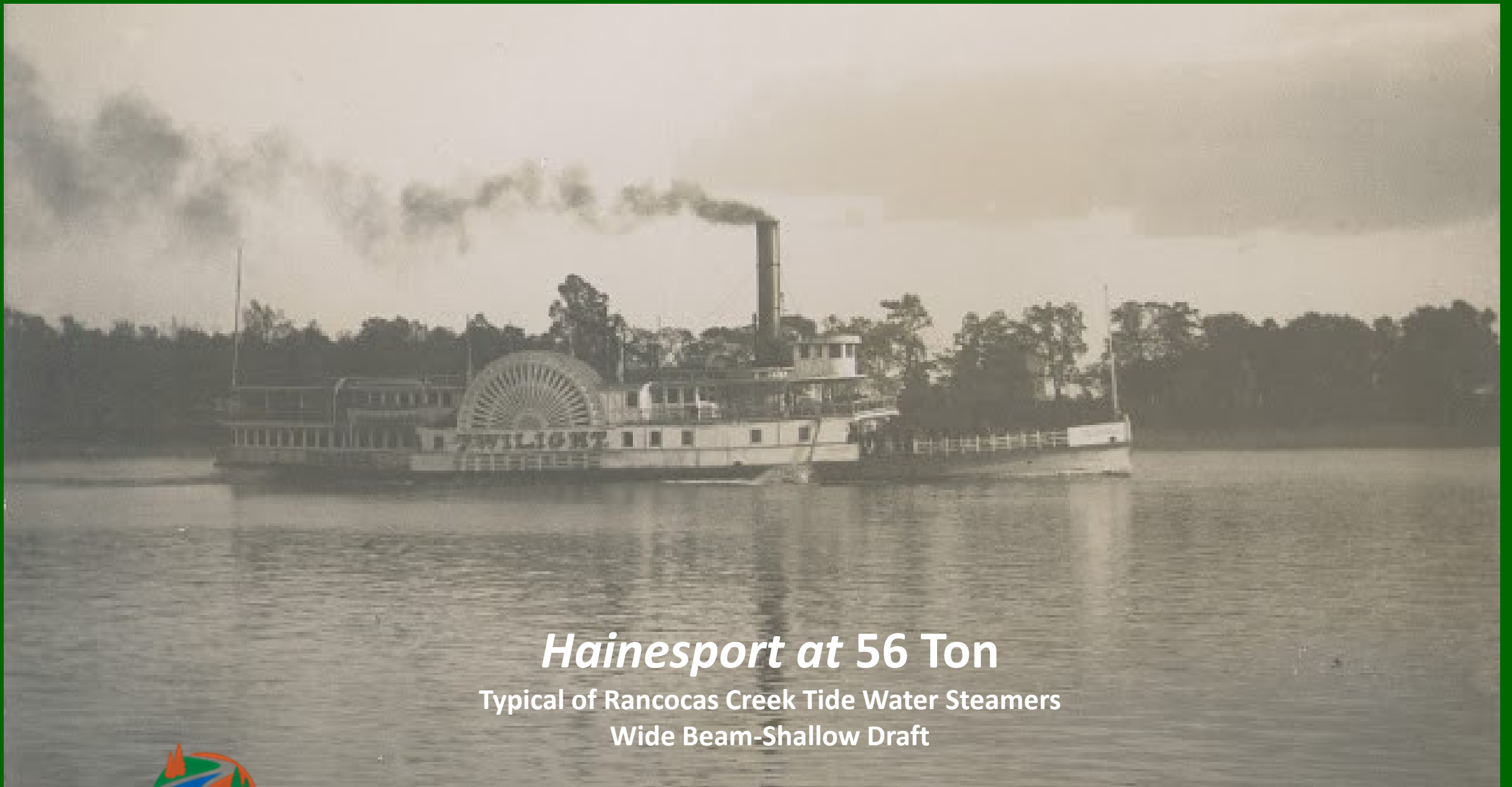
Lydia H. Arno

Stone Quarry Landing
Mt. Laurel/Hainesport1874



Rancocas Creek Tidal Landings - 1898 US Army Engineers

Cooks Landing - Engles Landing - Stone Quarry Landing- Haines Bank - Foundry Landing - "The Sluice" - Turning Basin - Sand -
Hickney Shoal – Other (see Paul Schoop's Rancocas Creek Landing List)



Hainesport at 56 Ton

Typical of Rancocas Creek Tide Water Steamers
Wide Beam-Shallow Draft



Exploring Historic Pathways, Discovering New Understandings

1886 A Red Lions Excursion

A fishing party saw and heard a sea lion in Hainesport creek, near Mount Holly, recently. It barked like a dog, and its head was long and narrow and covered with short silken hair. The lower jaw was covered by a long beard, and the neck was perfectly white. The body was long and tapering. It was evidently one of the eight sea lions that had escaped on July 23, from the pen in which they had been confined at Brighton Beach. It had made a long trip from Coney Island through the Atlantic Ocean to Cape May, from Cape May up Delaware bay to the river, thence to the Rancocas river, which branches off from the Delaware at a point opposite Holmesburg, and from that stream southward about twenty miles to Hainesport creek.

3-22-09 HARBOR SEAL
10 A.M. SUNDAY / SOUTH BRANCH RANCOCAS CREEK
ELM AVE

2009



WMSC
609 266 0

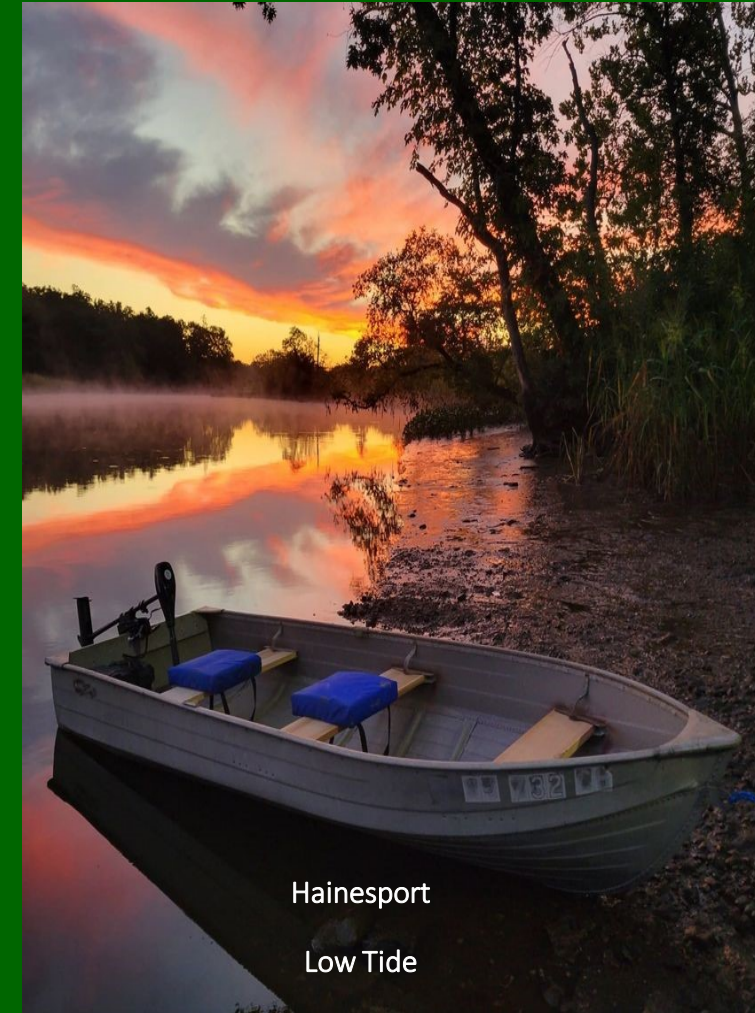


HAINESPORT, N.J.
D. RAJG



2009

Seal, February 2015
Main Stem Willingboro
Used w/ permission Mike Castanager



Hainesport

Low Tide





1875 Riparian Chart
Hainesport
House of Barclay Haines



girl. She was the daughter of **Barclay** Haines, who, leaving Philadelphia when a young man, had settled in Burlington county with his bride and had become the founder of Hainesport, a picturesque village situated on the banks of the Rancocas creek two miles south of Mount Holly. **Barclay** Haines had been actively identified with transportation interests. He was the owner of a steamboat called the "**Barclay**" which plied between Philadelphia and Hainesport, once called Herring Hall, from which point passengers and freight were transported by wagon to Mount Holly and various inland points. Later, he became interested in railroad transportation and was one of the pioneers in having the railroad constructed about the close of the civil war, from Camden to Mount Holly and Pemberton. He was a director in the Tuckerton railroad and also in the Mount Holly and Medford railroad, besides being identified with several turnpike companies.

Barclay Haines/Hainesport

Reference: 1919 Memorial to Dr. Conrad Perry

Hainesport had been settled originally by John Cook. The oldest house in the village, which stands in the rear of the Parry residence is more than a century old. In the first half of the 19th century, it was known

as Long Bridge, taking its name from the bridge which spans the Rancocas creek on the main highway between Mount Holly and Camden. It was also known for a time as Herring Hall, but about 1850, became known as Hainesport in honor of **Barclay** Haines, who by that time had acquired a considerable part of the land upon which the village was located. In 1867, the Camden and Burlington County branch of the Pennsylvania Railroad was finished between Camden and Mount Holly and a station was opened at Hainesport. The chief industry of the town is an iron foundry, formerly owned by John D. Johnson and now controlled by the Ronalds-Johnson Co., which gives employment to a large number of men. Hainesport is situated in Lumberton township, which also includes Lumberton and Eayrestown.



Hainesport South Branch Rancocas

House of Barclay Haines



Boat Hook Rancocas Creek Tug Minerva

Circa around 1910



Compliments of Burlington County Lyceum



Hainesport Landing
Ray Stork Collection

Mount Holly
North Branch

Hainesport Launch
South Branch

Creek Turn Pottery
Hainesport Township
Public Access Point

Lumberton Launch
South Branch



PAXSON'S QUALITY

WE CAN DELIVER TO ALL POINTS TO
YOUR ADVANTAGE
LOWER IN SULPHUR AND ASH THAN
ANY OTHER BRAND



Fig. 802

MOLDING and CORE SAND

For Large and Small Castings in

Iron, Steel, Brass and Aluminum

— SPECIAL NOTE —

We have lately purchased a large acreage of **Albany and North River Molding Sand** property, and can now deliver these Sands by Boat or Rail to the North, East, South or West to your advantage.

— Molding Sands, &c. —

- | | | |
|---------------------|-----------------|-------------|
| oo Crescent | Silica | |
| Albany—1-2-3 | Ground Ganister | |
| North River—1-2-3-4 | Millville | } Core Sand |
| Tullytown | Jersey | |
| Burlington Isle | Providence | |
| Lumberton | Clay and Kaolin | |
| | Mica Schist | |

Fill your bins while these sands are in good condition

J.W. Paxson Co.,
Philadelphia, Pa.,
BALTIMORE, MD. PROVIDENCE, R.I. TOLEDO, O.

George Pettino's Lumberton Sand

Pettino's active in US Navy Contracts 1907
(ref: US Navy Contract Bulletin, 1907)

GEO. F. PETTINOS
FOUNDRY
SUPPLIES
PHILADELPHIA

MICA SCHIST FIRE STONE

for lining Bessemer Converters and Cupolas.

Also

Mica Schist Sand and Grits
Furnace Bottom Sand and Steel Molding Sand.
Albany — North River — Jersey — Lumberton — Millville
Molding Sands

Our facilities for making prompt delivery on any of the above material are unexcelled.

Foundry Facings, Blackings and Foundry Supplies
in stock.

GEO. F. PETTINOS.
REAL ESTATE TRUST BLDG

WALNUT 390.
BOSTON OFFICE
236 Old South Building

PHILADELPHIA.

RACE 1770.
CLEVELAND OFFICE
563 American Trust Building



Ship bones South Branch - Hainesport



Creek Turn Pottery Water Trail Way Point





Creek Turn Pottery Public Access Point
South Branch Hainesport



Creek Turn Pottery Troll by Danish Artist Dambo's Dambo, the troll launches his "Way of the Bird King" sculpture series, June 2023



Creek Turn Public Access Site – South Branch Rancocas Creek Water Trail

DELAWARE RIVER ESTUARY - RANCOCAS CREEK WATERSHED - PINES "2" TIDES



Faces of Delaware Watersheds Own Walt Whitman's "Singing Waters"

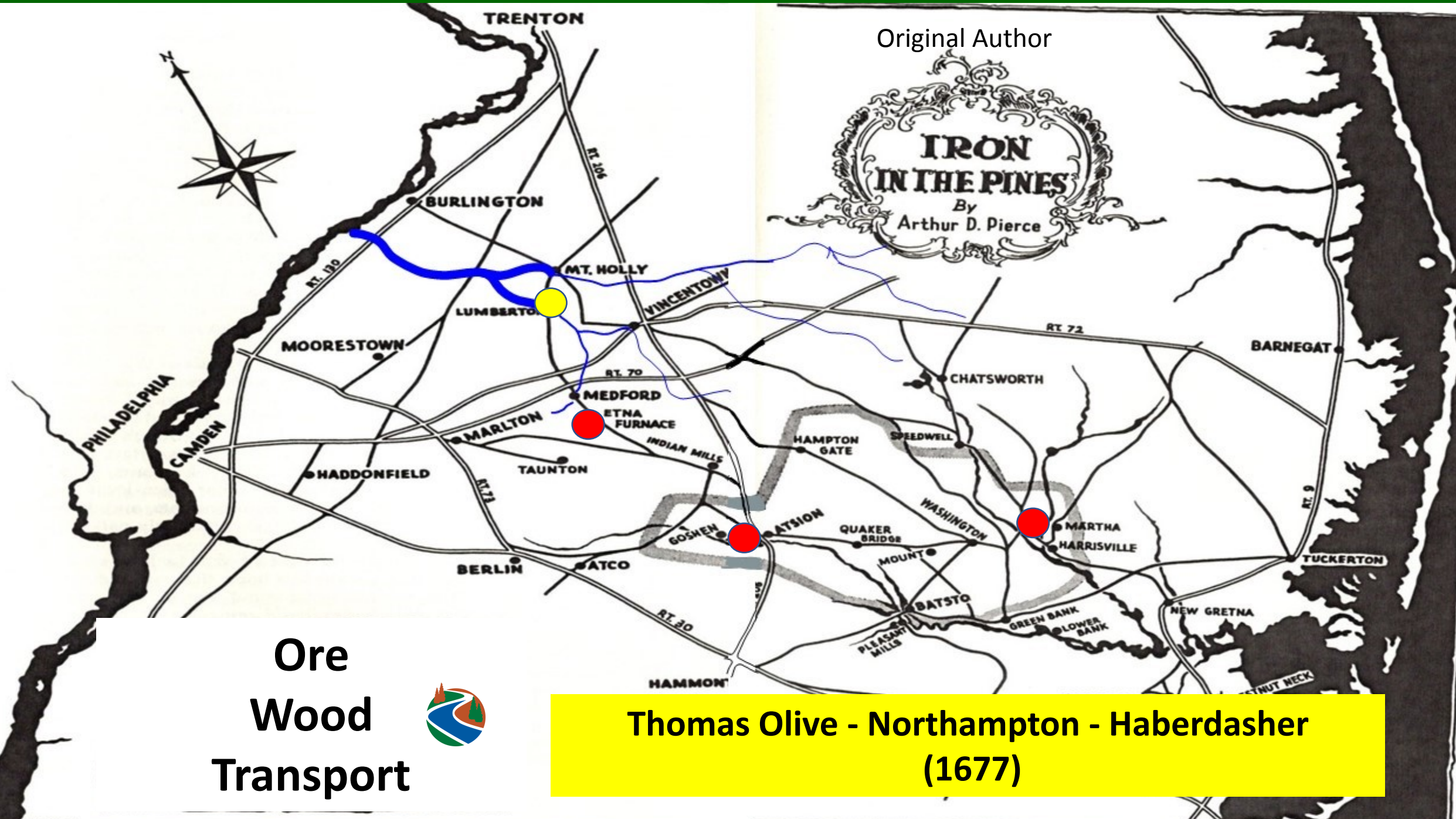


STEWARDSHIP



RANCOCAS CREEK WATER TRAIL - PADDLED SINCE THE LENNI-LENAPE

Original Author

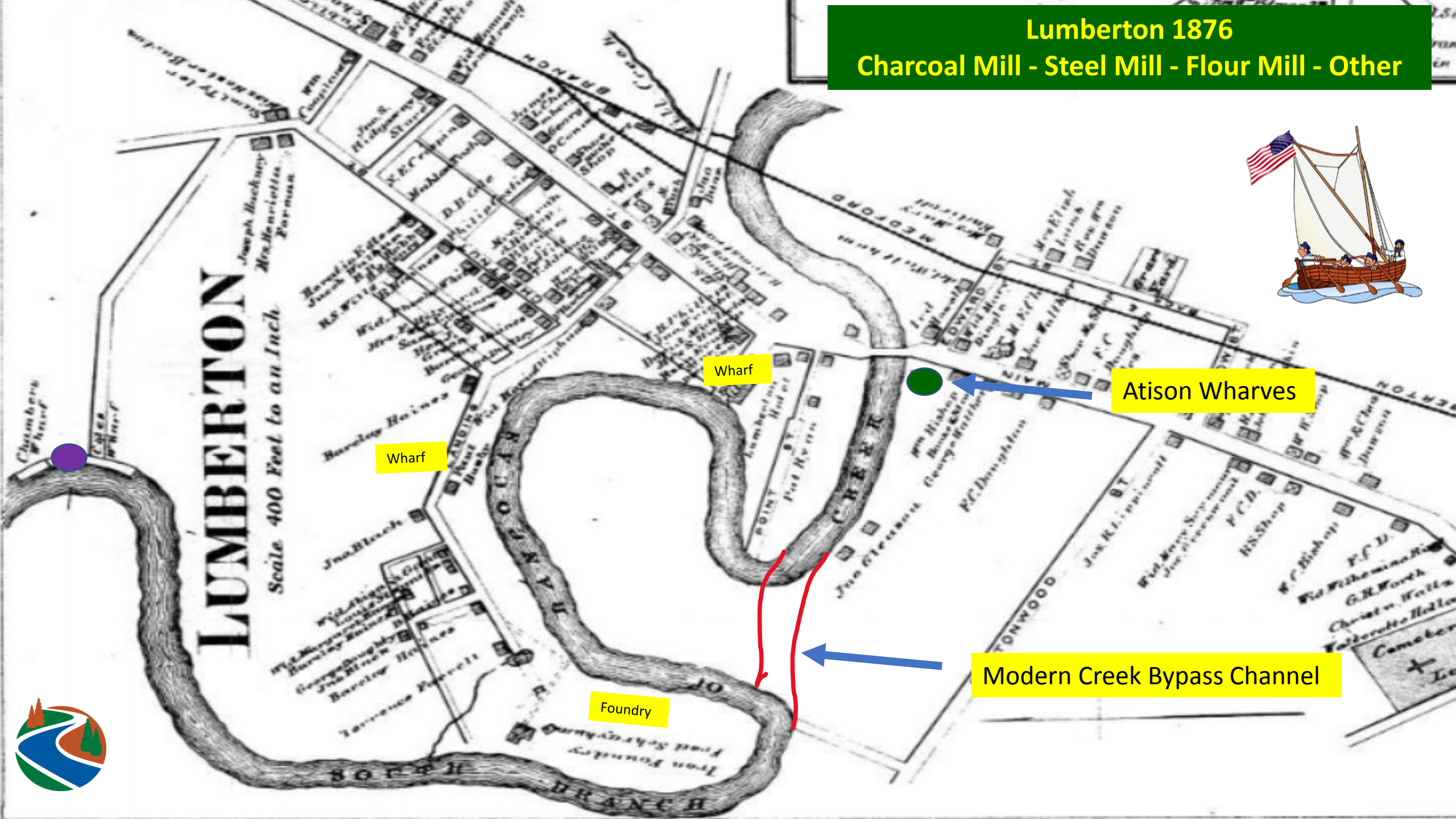


Ore
Wood
Transport



Thomas Olive - Northampton - Haberdasher
(1677)

Lumberton 1876
Charcoal Mill - Steel Mill - Flour Mill - Other





Lumberton South Branch Rancocas Creek

Old Wharf

Old Wharf

Sand Mine

Foundry

1876 Creek Channel

Modern Creek Channel


Atison Wharves





Old Sand Mine - South Branch

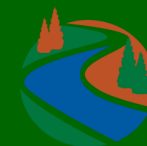


 Phila., Rancocas and Mt. Holly Transportation Co.
 (Passengers and Freight.)

STEAMER ANNIE L. VAN SCIVER
 leaves 10.30 a. m. daily at Arch Street Wharf, for Riverside, Delanco, Bridgeboro, Moorestown, Stanwick, Adams' Wharf, **Rancocas**, Centretown, Masonville, Hainesport, **Lumberton** and Mt. Holly. Connection made at Riverside for Trenton and points on the Camden and Trenton Trolley line.



© City of Philadelphia, Department of Records



rocky bed and in a matter of seconds she was afloat and in the clear.

After finishing her service with the Maine Central, *Norumbega* was sold to Massachusetts interests and operated with entire success, running on the Nantasket Beach line out of Boston, owned by one of the captains and chartered to the company. She kept up her good name for speed and service, and strangely enough, had for her chief engineer most of her remaining years, Ernest H. Dickson who had been in charge of her engines many years while she served in Maine waters.

She was being prepared for service for the season of 1934 when the disastrous Quincy fire occurred which destroyed her along with many yachts and another Rockland steamer, *May Archer*, then in service on the Block Island run.

Sieur des Monts

Sieur des Monts, a name of dignity, gentility, refinement and with a possible hint of stiff-necked aristocracy, seems to admirably suit the steamer of that name. *Sieur des Monts* ran to swanky Dark Harbor for many seasons, and was popular with the summer folk.

Launched as *Quaker City* in 1901 at Philadelphia, the steamer was bought by the Maine Central for this run while still new. She was fast and powerful, driven smoothly by twin engines of 1,000 horse power. Her engine room was a thing of beauty and a joy forever to the engine room crew, one of whom, Ernest H. Dickson, recently chief engineer of the Boston bay steamer, *Town of Hull*, sent the photograph.

She was of 469 gross tons, 155.5 feet long, 32 feet beam and 7.4 feet deep. The stack was of necessity very far aft due to the abnormal

length of twin locomotive type boilers which were fired forward.

With the decline of freight and passenger business to the eastward, the Maine Central hauled steamer *Pemaquid* off the Sargentville run and put her in place of the *Sieur des Monts* because of the high operating costs of the latter, and *Pemaquid* finished out the days of the Dark Harbor line. *Sieur des Monts* laid at Maine Central wharf only a short time before being sold to Norfolk, Virginia, interests, where she was in operation as *S. S. General Mathews* until 1930 when she was burned to the water's edge

at Norfolk. She was rebuilt as a tank barge in 1931 and is still in service.

Samoset

The ugly duckling of the Maine Central Railroad's fleet of steamers was *Samoset*, used for Winter service as a bus boat at Mt. Desert ferry. She was built in 1897 at Philadelphia as *Annie L. Vansciver*, 146 gross tons. She was a hull boat of steel construction, 103.3 feet long and 23 feet wide, notable for her bulging bows, slender stack and general lack of beauty.

Samoset left Maine waters in 1918 for service in the Navy, keeping the same name. In 1922-23 she was released from government service and re-appeared as a merchant vessel, freighter this time, still steam, and of the same dimensions as in Maine, but under the name *Everglades*, hailing from New York.

In 1927 she was fitted out as a passenger boat again, and shortly afterward changed over to Diesel power, registering now 278 gross tons, and re-named *City of Punta Gorda*. She became the property of the Florida Railroad and Navigation Company and was operated in passenger service, hailing from Tampa. From 1930 through 1932 she again hailed from New York and the following year became a part of the



SAMOSSET — SIEUR DES MONTS
Samoset is shown on the outside, *Sieur des Monts* next to the dock, and *Pemaquid* showing astern.



After Rancocas Creek Service Steamship Annie L. VanSciver to Maine, US Navy and Civilian Ops

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The second *Samoset* was built during 1905 at Camden, N.J., as the coastal passenger and freight vessel, *Annie L. Vansciver*, and delivered to the United States Navy on 20 March 1918 by her owner, the Maine Central R. R. Co. Assigned to the 1st Naval District and renamed *Samoset*, she averaged four ferry trips daily from the Boston Navy Yard to Deer and Bumkin Islands.

Retained in service after the end of World War I, *Samoset* was transferred to the New York Navy Yard for local duty within the 3d Naval District. Placed out of service at New York on 24 March 1922, *Samoset* was sold on 16 June 1922 and struck from the Navy list the same day. Returning to mercantile service under her original name, she disappeared from mercantile registers in 1934.

Rancocas Creek Tidewater

JW Paxton Lumberton Molding Sand Naval Contracts

Reference: 1901 US Navy Contract Bulletin

J. W. PAXSON. J. K. BOUGHER. A. B. PAXSON.

Shippers of
MOULDING SAND,
 LUMBERTON SAND,
 TULLYTOWN "
 ALBANY "
 CRESCENT "
 CEDAR HILL "
 PHILADELPHIA "
 CHANDELIER "
 BRASS "
 CORE & LOAM "
 JERSEY GRAVEL,
 BUILDING SAND,
 SHARP SAND,
 KAOLIN,
 FIRE CLAY, Etc.

Quaker City Facing Mills,
 AND
FOUNDRY SUPPLY DEPOT.



Manufacturers of
FOUNDRY FACINGS,
 -AND-
 FOUNDRY SUPPLIES,
 MINERAL FACING,
 X "
 XX "
 IXL HEAVY "
 STOVE PLATE "
 CHARCOAL "
 ANTHRACITE "
 SOAPSTONE "
 GERMAN LEAD "
 AMERICAN LEAD "
 PLUMBAGO "
 SILVER LEAD "
 BITUMINOUS "

Riddles, Shovels, Brushes, Etc.

J. W. PAXSON & Co.,
 Pier 45, or No. 1021 North Delaware Avenue.

Rosin, Flour, Molasses, Etc.

Philadelphia, Aug 8th 1883

THE WALTER F. WARE CO., Dept. of Printing
 CALIFORNIA

Our Navy
 The STANDARD MAGAZINE of the UNITED STATES NAVY
 Copyright, 1917, by Our Navy Publishing Co.
 Vol. XI MAY, 1917 No. 1



Don't Worry, They Won't Go Off, Unless They See a German Ship.

Foundry Supplies and Equipment

Lumberton Sand, Albany Sand, Silica Sand, Millville Gravel, Clay, etc.



Plumbago, Bituminous Facing, Pitch Core Compound
 Eclipse Core Blacking, Charcoal Facing, etc., etc.
 Sand Blast Machinery, Cupolas, Ladles, etc.
 Sieves, Brushes, Bellows, Shovels, etc.

Some men listed as working JW Paxson were Josiah K. Bougher, Howard Evans, and Howard M. Bougher.

Bougher, Rancocas Creek, is today's Centerton/Mt. Laurel. In the late 1880's-early 1900's a Captain Bougher was a well respected Delaware River mariner and tugboat Captain for Tug Shaw.

[Leg. Int., Vol. 38, p. 66.]
 Bark "AJACE" vs. Tug "S. SHAW" and Schooner "ANNIE M. ALLEN."





Snapping Turtle Old Sand Mine Site
South Branch



Collection: The Pennsylvania Gazette

Publication: The Pennsylvania Gazette

Date: February 5, 1756

Title: To be SOLD, By the subscriber, living in MooreTown, in the

To be SOLD, By the subscriber, living in MooreTown, in the county of Burlington, in West

Jersey, A COMMODIOUS new brick house, two story high, with three rooms on a floor, a good kitchen, stable and other conveniences; the whole well finished, with a large yard, and a good wharff at the end thereof, where flats or other vessels of burthen may load or unload there cargoes, situate in the most populous Part of Bridge town, common called *Mount Holly* , in the county aforesaid, very convenient for a merchant or shop keeper, and has been used in that way ever since it was built. Also about three acres of good clover meadow, near said premises, belonging to the estate of Benjamin Bispham deceased. The title is indisputable. For terms, enquire of of JOSHUA BISPAM, Executors.



Atsion and Batsto Forges

ATSION FORGE

1767-1823
1826-1848

Burlington County
On Atsion River

Built by Charles Read and associates David Ogden and Lawrence Salter. Samuel Richards, a later owner, operated the works to about 1848, when forced to close because of competition from anthracite coal furnaces of Pennsylvania.

Products: Bar iron, salt evaporation pans, camp kettles, naval iron, stoves, firebacks, etc.

Indians from nearby Edgepillock Reservation were employed at Atsion.

85. EARLY STOVE, probably made at Atsion Iron Works.
Has hearth extension.

Lent from CHARLES S. BOYER COLLECTION

86. Iron bust of MARQUIS DE LAFAYETTE cast at Atsion.

Lent by MONMOUTH COUNTY HISTORICAL SOCIETY

87. PARCHMENT MAP, dating from about 1793, showing the areas of the Atsion and Batsto Furnaces.

Red zones on both banks of the Atsion River denote ore. Yellow line marks the lands on 15, August 1761, from which ore is to be taken. There seem to have been discrepancies between various surveys (the trapezium to the north of the red space on the Atsion River was Philo Leeds' survey of 50 acres now property of Atsion Company—the original survey bears date of 7, March 1743). A later survey on 12, March 1763 allowed for variations to the west and was based on 77 acres in place of the formerly stated 50.

Lent by FRANKLIN S. HIRST

BATSTO FURNACE

1766-1854

Burlington County
On Batsto River

Owned early in its operation by Charles Read; later by John Cox for whom William Richards and later Joseph Ball were managers. Because of financial difficulty, the works closed c. 1854; completely destroyed by fire in 1874.

Products: Pig iron, hollow ware, cannon balls for Revolution and War of 1812, firebacks, fences, grave markers, etc.

John Cox and his family were early residents of Trent House in Trenton. Steam cylinder for John Fitch's fourth steamboat was made at Batsto Furnace.

81. "Batsto" STOVE PATTERN.

The art of making iron stoves decorated with pictures and designs in very low relief was brought to the Colonies from Germany. The plates—heavy, rectangular and about 2 feet square—are relics of charcoal blast furnaces, cast in open sand molds, and date to the early 18th century. (Photograph by N. R. Ewan.)



82. CAST IRON GRAVE MARKER in Weymouth Burying Ground.

Typical of those cast at Batsto Furnace at Batsto River or at Weymouth Furnace at Great Egg Harbor River.

"In Memory of Rosana Ireland Babington who departed this life July 13-1825. Aged 18 Months. O death it is a solemn call, A sudden judgment to us all." (Photograph by N. R. Ewan.)

Items 81-82 courtesy of NEW JERSEY STATE LIBRARY

83. LETTER FROM JOSEPH BALL TO JOHN COX, September 27, 1774.

Regarding shipment of molasses and iron.

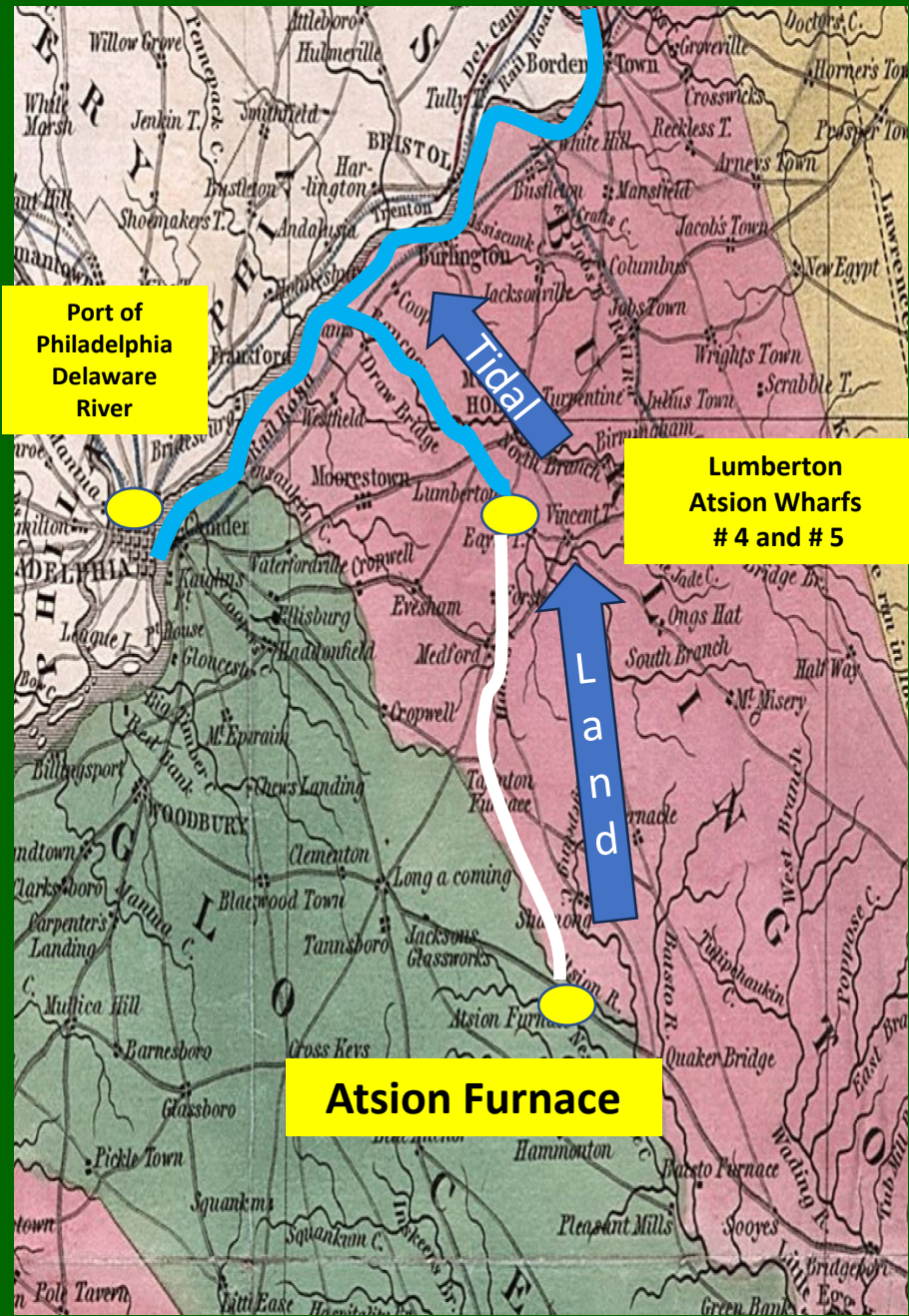
84. LETTER FROM JOHN COX TO BENJAMIN JACKSON, September 4, 1777.

Regarding plate iron for salt pans to be delivered to Mt. Holly or Batsto.

Items 83-84 lent by NEW JERSEY STATE LIBRARY

South Branch Lumberton





Courtesy
Lumberton
Historical
Society

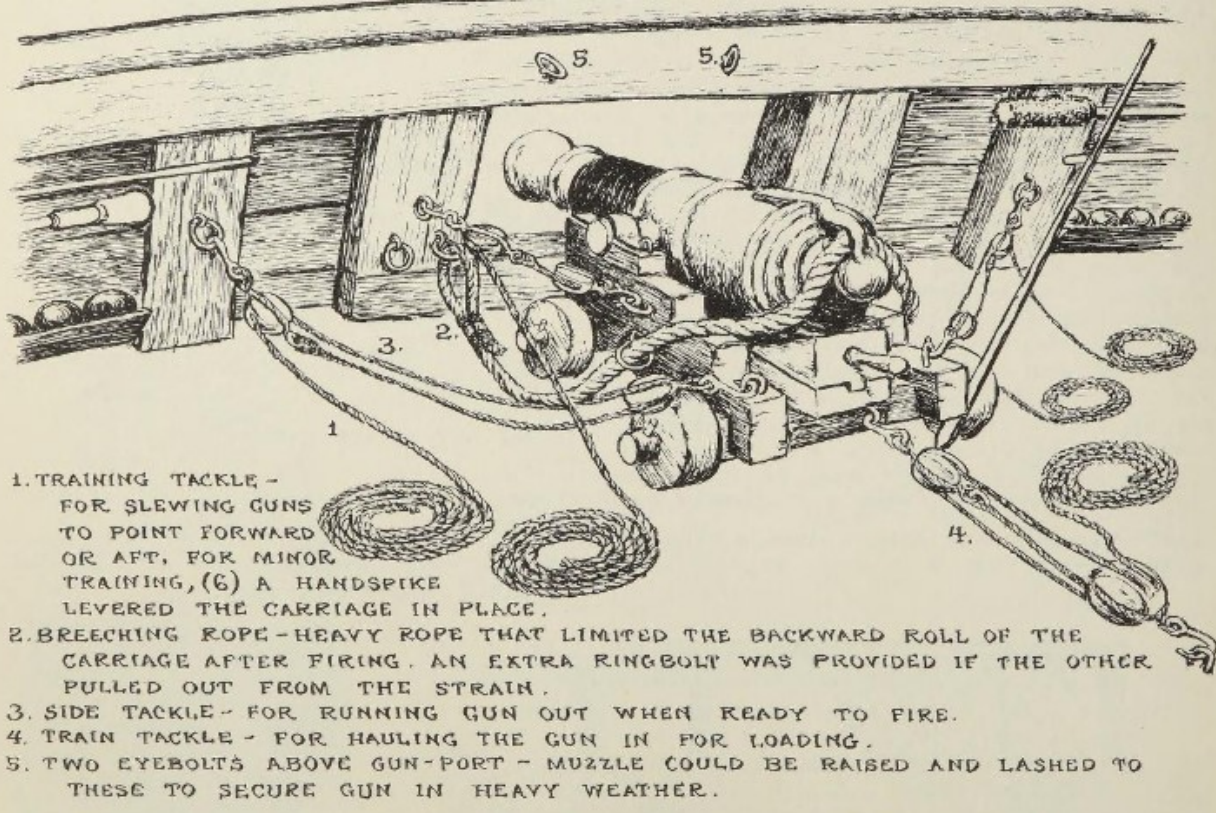
NJ Pinelands National Reserve Naval Stores Sailed to Delaware River Ports & Markets



1766

NJ Pioneer Navigation Act

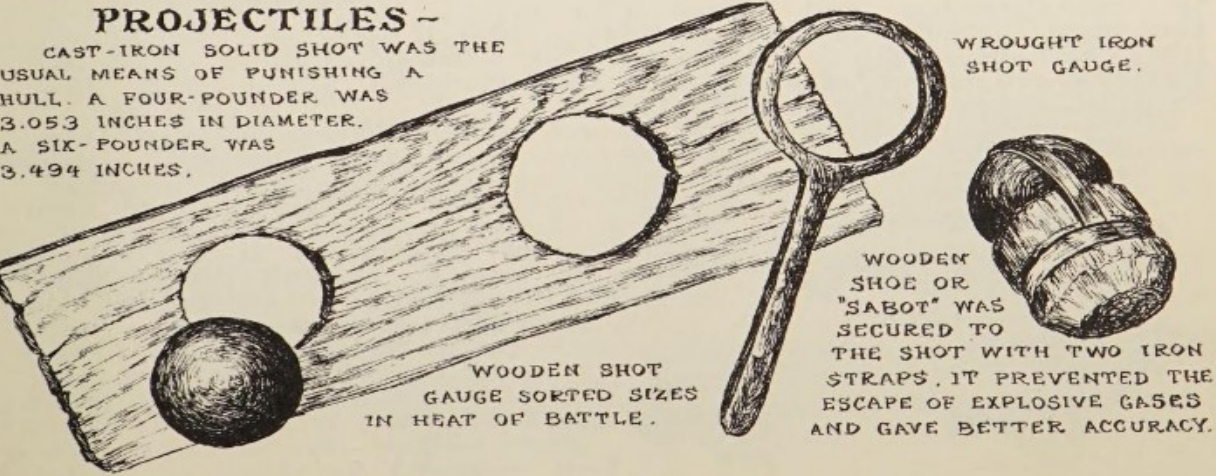




1. TRAINING TACKLE - FOR SLEWING GUNS TO POINT FORWARD OR AFT, FOR MINOR TRAINING, (6) A HANDSPIKE LEVERED THE CARRIAGE IN PLACE.
2. BREECHING ROPE - HEAVY ROPE THAT LIMITED THE BACKWARD ROLL OF THE CARRIAGE AFTER FIRING. AN EXTRA RINGBOLT WAS PROVIDED IF THE OTHER PULLED OUT FROM THE STRAIN.
3. SIDE TACKLE - FOR RUNNING GUN OUT WHEN READY TO FIRE.
4. TRAIN TACKLE - FOR HAULING THE GUN IN FOR LOADING.
5. TWO EYEBOLTS ABOVE GUN-PORT - MUZZLE COULD BE RAISED AND LASHED TO THESE TO SECURE GUN IN HEAVY WEATHER.

PROJECTILES -

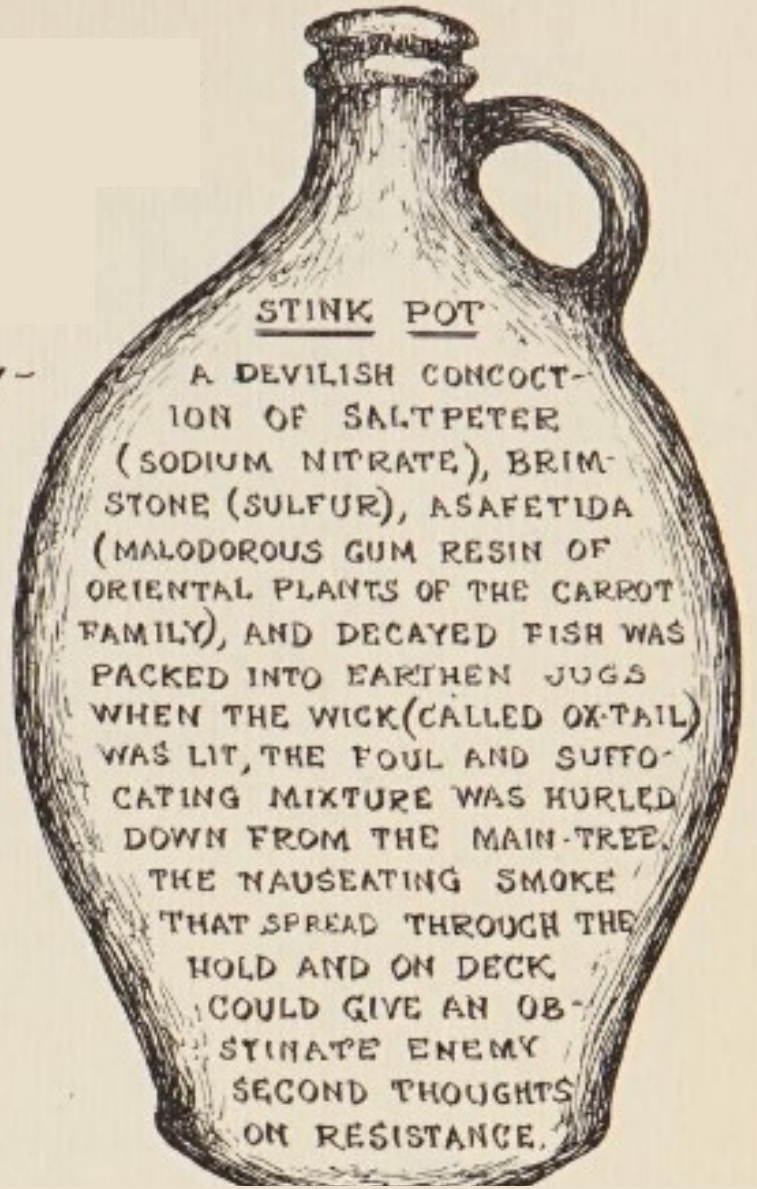
CAST-IRON SOLID SHOT WAS THE USUAL MEANS OF PUNISHING A HULL. A FOUR-POUNDER WAS 3.053 INCHES IN DIAMETER. A SIX-POUNDER WAS 3.494 INCHES.



WOODEN SHOT GAUGE SORTED SIZES IN HEAT OF BATTLE.

WROUGHT IRON SHOT GAUGE.

WOODEN SHOE OR "SABOT" WAS SECURED TO THE SHOT WITH TWO IRON STRAPS. IT PREVENTED THE ESCAPE OF EXPLOSIVE GASES AND GAVE BETTER ACCURACY.



STINK POT

A DEVILISH CONCOCTION OF SALTPETER (SODIUM NITRATE), BRIMSTONE (SULFUR), ASAFETIDA (MALODOROUS GUM RESIN OF ORIENTAL PLANTS OF THE CARROT FAMILY), AND DECAYED FISH WAS PACKED INTO EARTHEN JUGS WHEN THE WICK (CALLED OX-TAIL) WAS LIT, THE FOUL AND SUFFOCATING MIXTURE WAS HURLED DOWN FROM THE MAIN-TREE. THE NAUSEATING SMOKE THAT SPREAD THROUGH THE HOLD AND ON DECK, COULD GIVE AN OBSTINATE ENEMY SECOND THOUGHTS ON RESISTANCE.

Reference: C. Kieth Wilbur



Tip of the Hat 2 Weldon Storey
Lumberton Creekside Resident and Historian
Original Enlistee 10th Mountain Division (1941)



Atsion Wharf

S Branch

Lumberton



South Branch Lumberton



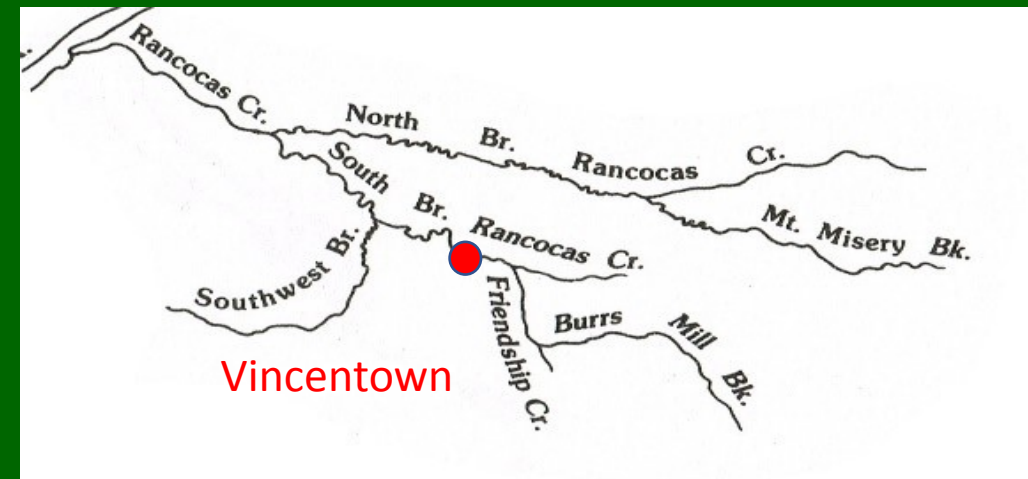


140 sqm
30 foot fall
590 Horsepower

(calculation ref: NJ Dept of Conservation)

Extractive Resources NJ Pinelands National Reserve

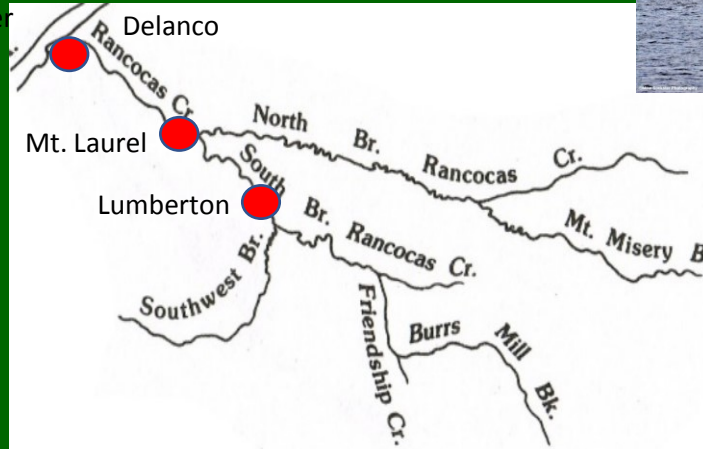
Vincentown Pine Barrens Marl and Molding Sands



Lumberton to the Delaware River Federal Navigation Channel



Delaware
River



1875 Charles Stokes Rancocas Creek
Riparian Chart



Westampton

Leed's
Wharf

TEXAS



Mount
Laurel

Hainesport

Hainesport

Lucifer Came A Calling - Texas - Phosphorus Works – Phossy Jaw

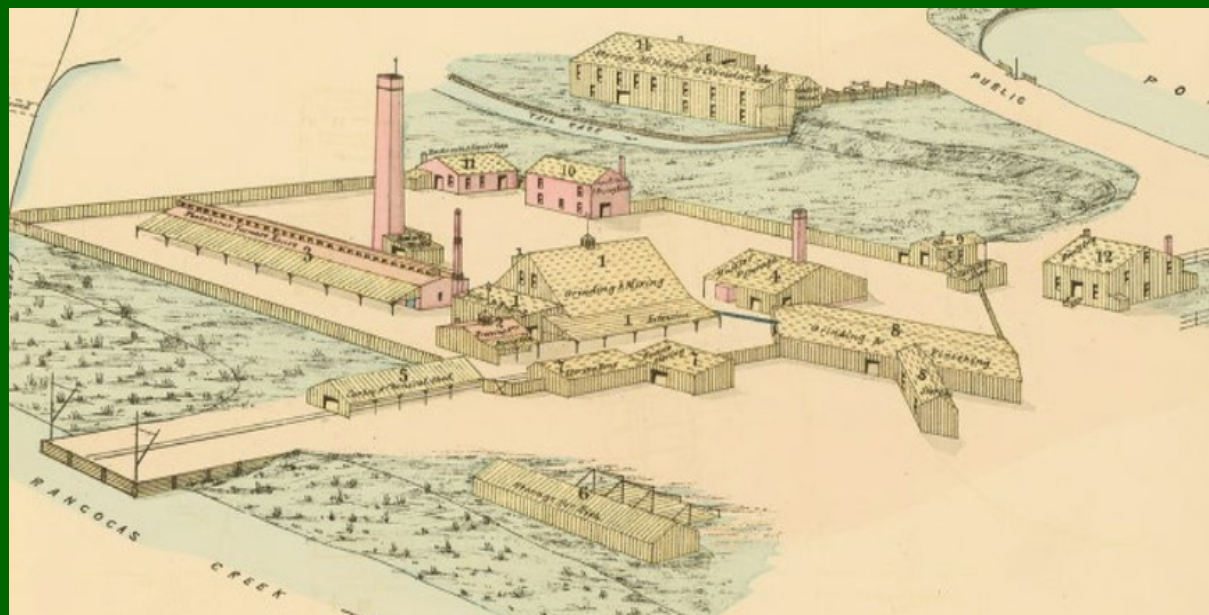


1875

Produced 1,700 lbs. of Phosphorus weekly

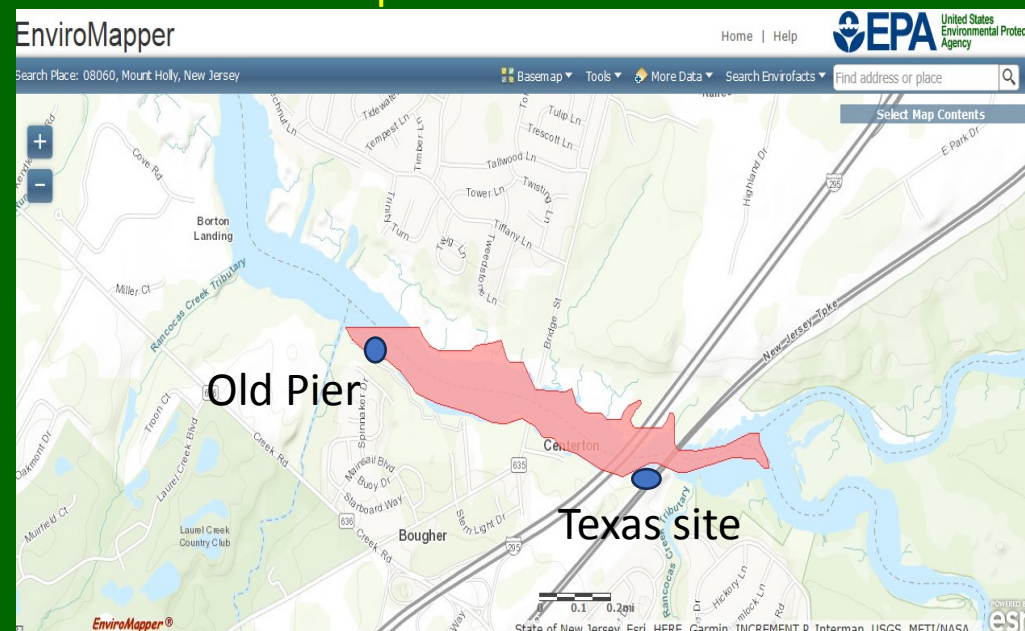
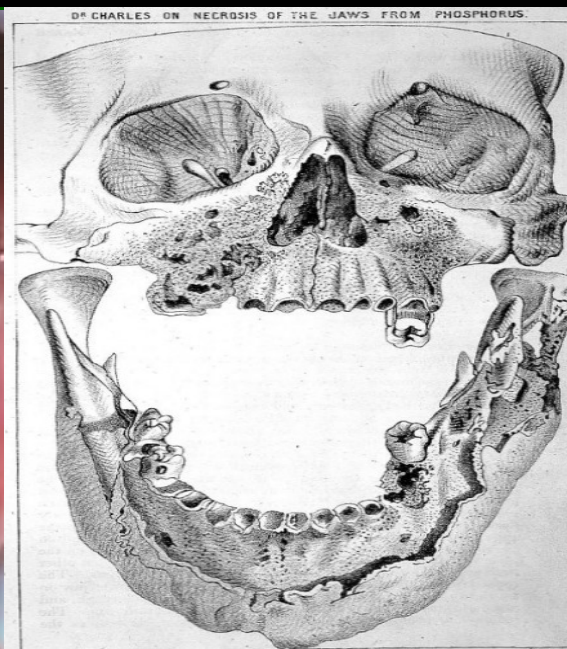
26 Tons Per Year

Barged down Rancocas Creek to Philadelphia



Phosphorus Plume 2022

Phossy jaw, a common medical disease among phosphorus workers

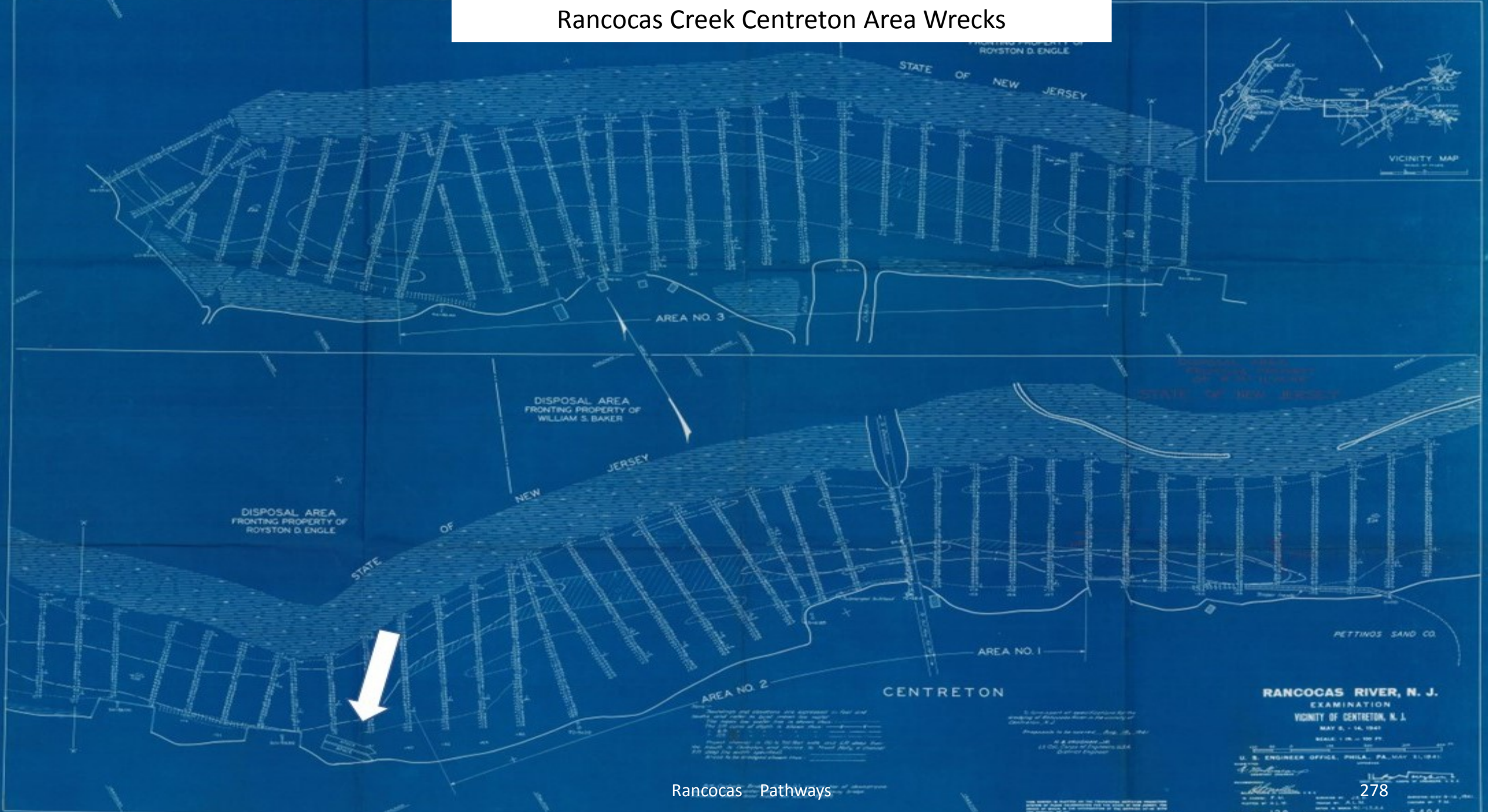




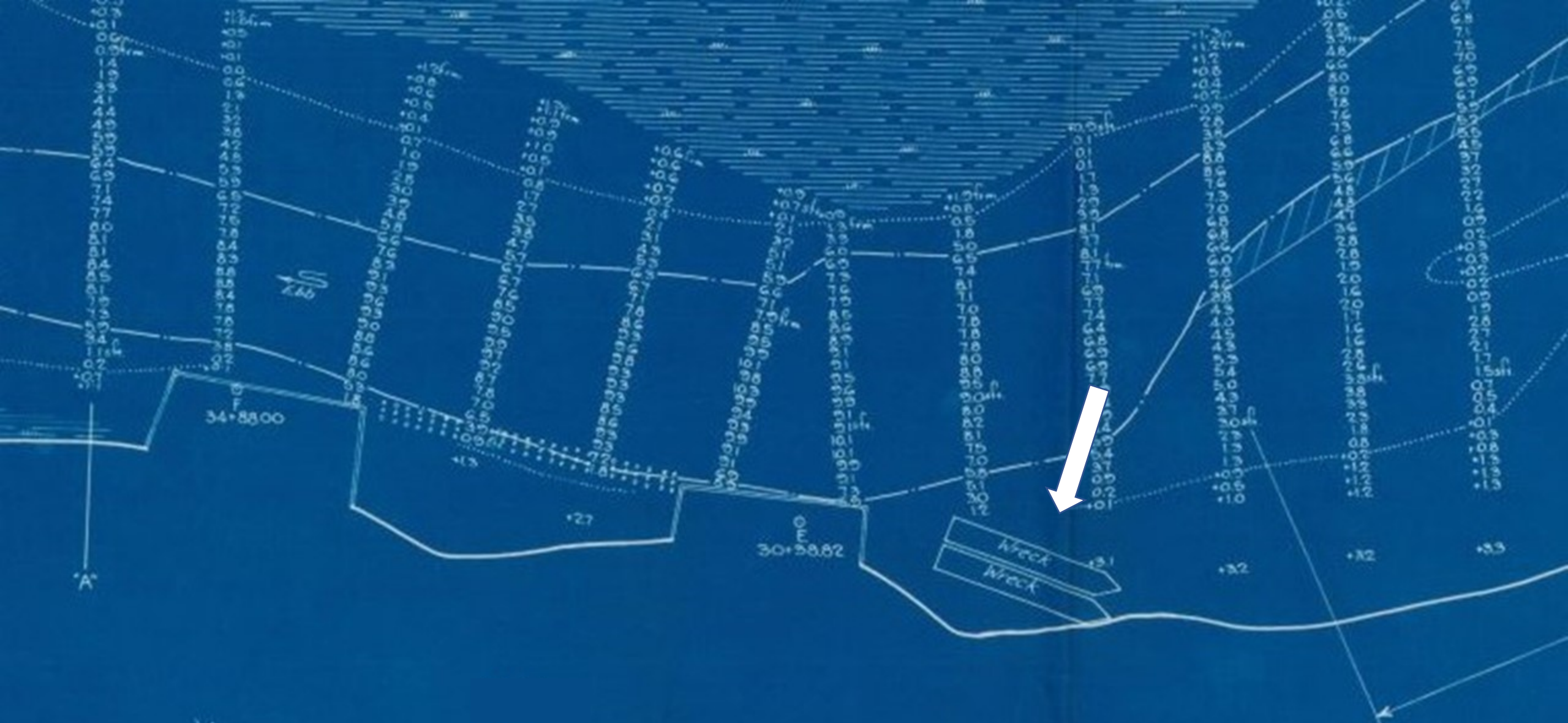
Bruce Inspecting Intact Phosphorus Retort Texas Site Main Stem Rancocas Creek



Rancocas Creek Centreton Area Wrecks



Rancocas Pathways



Detailed Rancocas Creek Centreton Area Wrecks
1941



Rancocas Creek Water Trail
South Bank Rancocas Creek





Rancocas Creek Centreton Area Wrecks - 2023



Pretty Rancocas' Field.

The banks of the upper Rancocas, that beautiful, winding stream, whose dark cedar waters spring from the pine barrens of interior New Jersey and flow down the Delaware, where they commingle at Delanco, is one of the greatest sections for sand mining in the East. Its banks are dotted with wharves at Barton's landing, Centerton, Rancocas Park, Hainesport and Lumberton. All day long men dig in the fields near by and other men with carts haul the yellow dirt to the wharves, where it is dumped into the waiting barges to be towed to Philadelphia and other points. The bulk of the sand shipped by boat is used for iron moulding, while that hauled by train away from the river points is sold for filtration purposes.

March
1909



J. W. PAXSON & CO. PHILADELPHIA.



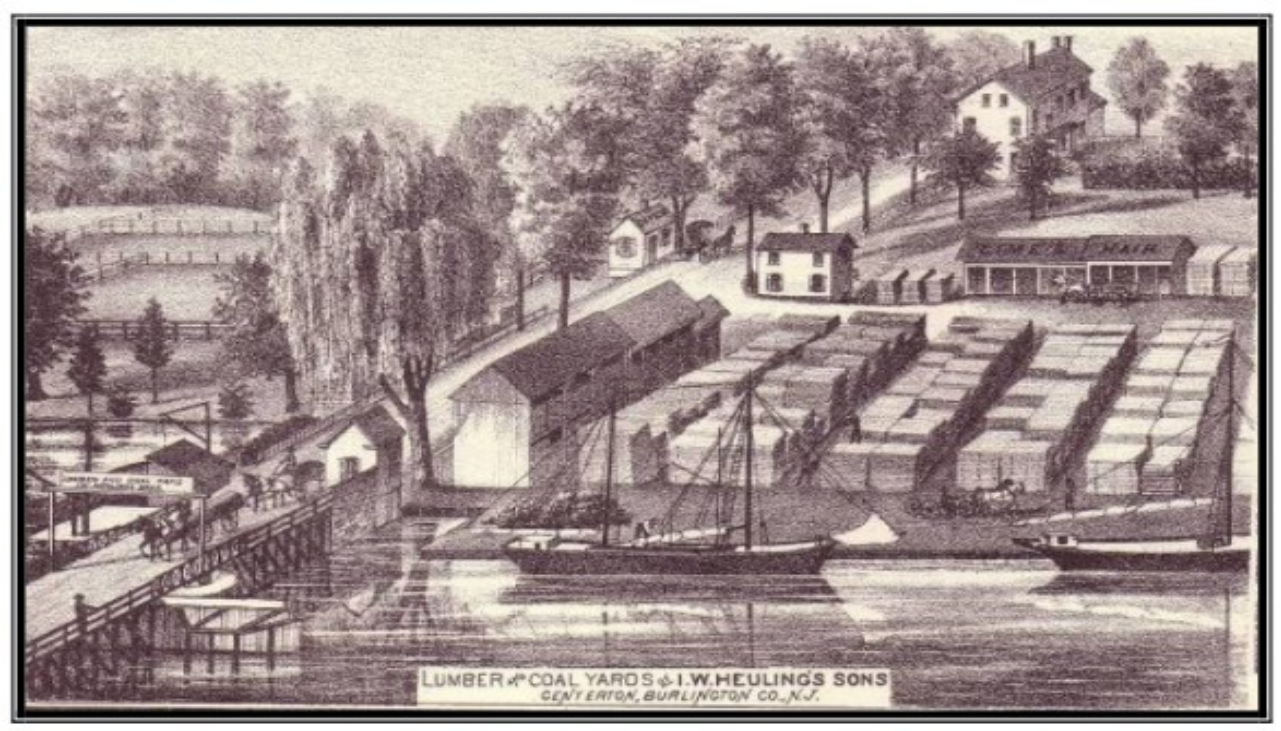
*London Sand
Alamy Sand
Cassell Sand
Balfour Sand
Jesse Sand
Joe Sand
Tom Gray
Drew Sand
John Sand
St. Charles*

Shippers
OF
MOULDING SAND
PIER 45
NORTH DELAWARE AVENUE.



Manufacturers
OF
FOUNDRY FACINGS
AND
FOUNDRY SUPPLIES.

*Copier Sand
Blair Sand
Coburn Sand
Gorman Sand
Harrison Sand
Hobbs Sand
Howell Sand
Howard Sand
Rye Sand
St. Charles*



Mount Laurel



Creek Barge



Exploring Historic Pathways,
Discovering New Understandings



Schooner Rudder Dated to mid 1840's

Centerton

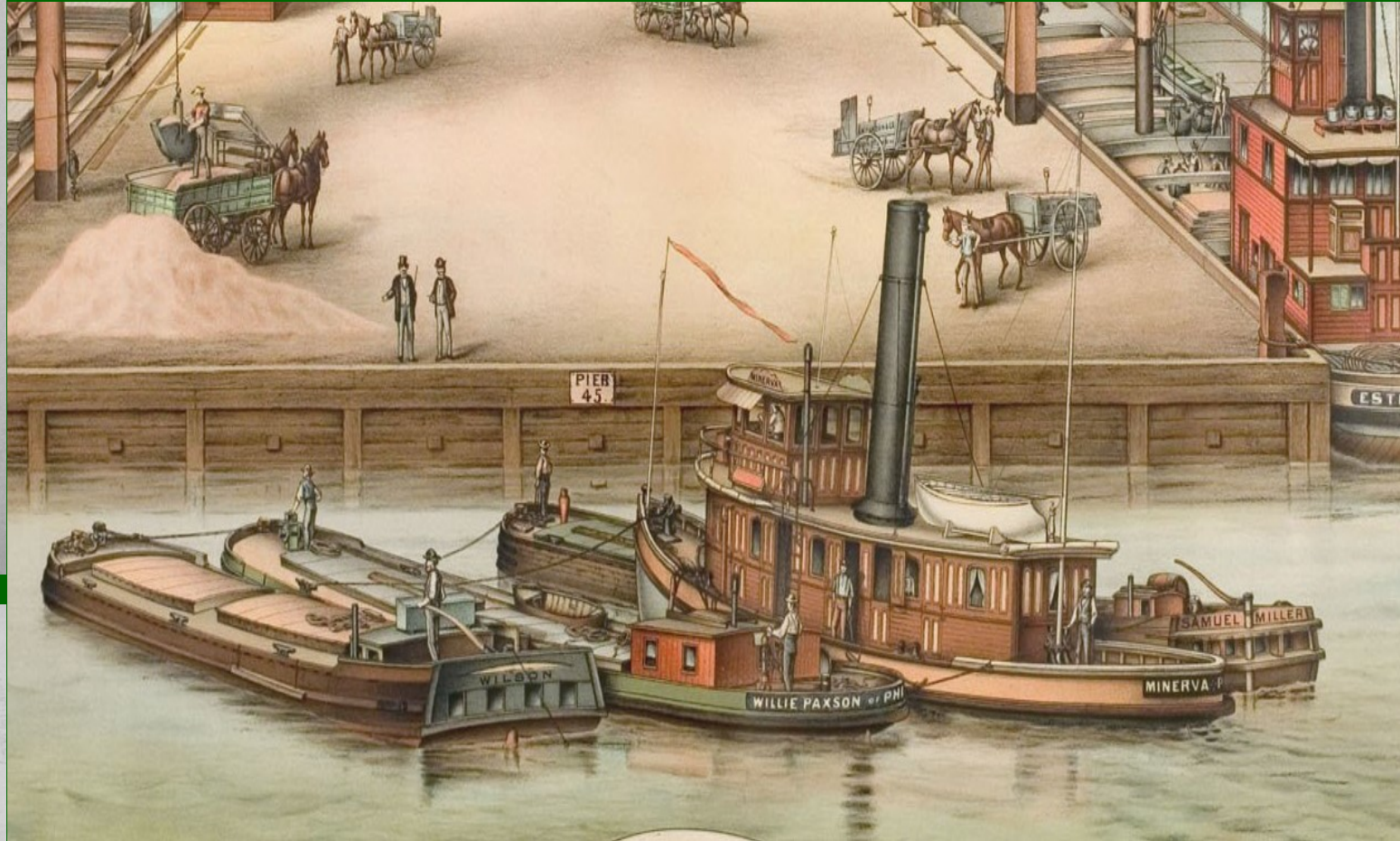


RANCOCAS RIVER

Adjoining the Pettinos property at Centreton there has been established a wharf on the Rancocas River is used principally by Geo. F. Pettinos, Inc., whose wharf is located at Centreton, N. J., approximately 7 miles from the mouth and east of the highway bridge, and the Warner Co., whose dock is located a short distance east of the highway bridge at Bridgeboro, N. J. The Riverside Metal Co., located near the highway bridge, U. S. Route 130, receive anthracite and bituminous coal. The Robbins Shipyard is also located on the river between the railroad bridge and the highway bridge at Delanco, N. J.

The Pettinos wharf is of pile and timber construction approximately 600 feet long, surmounted with a narrow gauge private and railroad, elevated approximately 18 feet above low water, from which dump cars load directly into barges. Between the channel and the wharf the Pettinos Co. have dredged a basin for the

Rancocas River J.W. Paxson Details



DELAWARE DREDGING CO.
COLONIAL TRUST COMPANY BUILDING
THIRTEENTH AND MARKET STS.
PHILADELPHIA, PA.

September 16th,
1 9 1 9

The District Engineer,
U. S. Engineer Office,
Wilmington, Delaware.

Dear Sir:-

We beg to acknowledge receipt of Permit to dredge about 2,500 cubic yards from in front of the J. W. Paxson's wharf on the left bank of Rancocas River, New Jersey.

Yours very respectfully,

DELAWARE DREDGING COMPANY

By:- *D. B. Richards*
Secretary



Rancocas Creek Maritime Accidents 1914-1915

May 19th 1915.

- #2

May 19th 1915.

DATE.	KIND OF TOWS.						No. double Headers & tugs & scows	Total Number times draw opened	Total number boats passing through draw	Total number of trains delayed	Total number of minutes trains were delayed.
	Tug and one scow	Tug and two scows	Tug and three scows	Tug and four scows	Tug and five scows	Tug and six scows					
Jan. 1914	21	7	4	1			122	152	17	57	
Feb. 1914	13	1	-	-			45	50	4	12	
Mar. 1914	16	6	10	2		1	99	159	13	38	
April 1914	43	21	23	7			201	389	40	139	
May 1914	41	30	32	16		1	259	522	38	149	
June 1914	67	22	22	19			291	557	49	165	
July 1914	52	26	17	19			163	506	39	142	
Aug. 1914	53	37	26	12			266	517	44	141	
Sept. 1914	56	34	20	17	2	1	307	590	35	138	
OCT. 1914	61	48	29	12	1		313	634	51	222	
Nov. 1914	87	48	28	8			289	593	45	167	
Dec. 1914	41	22	13	6		1	164	314	24	99	
Jan. 1915	46	17	8	4			105	224	14	54	
Feb. 1915	27	10	7	5			96	165	18	58	
Mar. 1915	60	18	12	4			189	332	32	101	
Apr. 1915	57	38	26	10			209	461	42	144	

There are four drawbridges across this river, consisting of 3 highway and one railroad bridge. The navigation on this river consists of tugs, an occasional pleasure boat, also manure and sand scows. The channel is fairly straight at the railroad bridge and approaches on the upstream side on a broad curve, as shown on Government plan, easily navigable we believe for a tug and one scow.

Where more than one scow is taken through by a tug, we believe that the pilots take a grave chance of accident as it is extremely difficult to control the second scow in spite of the fact that helmsmen are usually at the wheel of each scow.

From the above analytical table it will be seen that one tug has occasionally taken through as many as six scows, but we consider that extremely bad judgment was shown by the pilot in doing this.

The sand scows are from 110 ft. to 120 ft. long and 27 ft. to 30 ft. wide with square ends, loaded on top of the deck. The tug boats will average about 70 ft. in length and the distance between the barges is about 15 feet.

We have had a number of accidents to our bridge caused by the scows colliding with the fenders, etc., on the approach to the channel. Below we give you a list of these accidents occurring during the past few years:



July 25, 1913

Tug and three empty scows. Third or last scow struck bridge causing a damage of approximately \$391.90

August 13, 1912

Two tugs double heading and three loaded sand scows. Second scow struck bridge causing a damage of approximately \$328.29.

October 1st 1913

Tug and three empty scows. Second scow struck bridge causing a damage of approximately \$227.57.

November 7, 1913

Tug and three empty scows. Third scow struck bridge causing a damage of approximately \$452.03.

November 9, 1913

Tug and three loaded sand scows. First scow struck bridge causing a damage of approximately \$22.00.

December 4, 1913

Tug and two empty scows. Last scow hit bridge causing a damage of approximately \$13.72.

October 16, 1914

Tug and four empty scows. Last scow hit bridge

April 27, 1915

Tug and two loaded scows. Last scow hit bridge causing a damage of over \$200.00.

It will be seen from the above cited accidents that no damage has been sustained by our bridge where a tug only took one scow, but that where more than one scow is taken through the draw at a time, serious damage to the bridge is liable to occur.

The table of movements through our draw also shows that we give every possible facility to the passage of boats to the detriment of our train movement. In April 1915 we had 42 trains delayed, a total of 144 minutes. Since connections are made at Trenton, Jamesburg and South Amboy by our trains, it shows that we have endeavored to give all boats free and easy passage in spite of the fact that our trains are thereby detained.

It is our belief that unless proper towing rules are established by the Government on Rancocas Creek, and power given to enforce same, that it will only be a question of time before an accident will occur to the railroad bridge caused by collision of scows with same, that will make it impossible to maintain our traffic over this bridge to the detriment of our passengers, and damage to our Company. We suggest that only one scow be towed or dropped through our draw at one time. We would, therefore, respectfully submit that the Government formulate towing rules,

In recent accidents at this bridge, it was shown that the manila bridle lines connecting the barges together broke. This line was a five inch cable in good condition. In order to avoid accident of this kind in the future, we ask that a rule be established specifying that the size of bridle line shall be between six and seven inches.

It has also been brought out in recent accidents at this bridge that the helmsman on the barge is not a licensed man and at the informal hearing held in your office on May 17th, it was stated that the Captain of the tug was not responsible for the men on the barges. We, therefore, ask, in order that additional safety may be procured to the public, travelling across the bridge and navigating the Rancocas River, that only licensed men be put in charge of the barges as helmsmen. At the present time apparently anyone can be picked up and employed as helmsman, even though he may not know or be able to speak English, and have no knowledge as to the steering of a barge.

1. The number of scows to be taken through the draw in one tow should be limited.
2. The size of towing lines should be between six and seven inches.
3. A licensed helmsman should be on each scow.



Mt. Laurel Historical Society
Mt. Laurel, NJ

Farmers wait to load their produce aboard the "Annie L. VanSiver"
at the Old Centerton Wharf
Mt. Laurel NJ c - 1910

Rancocas Creek Mile 22



Golden Age of Steam

Rancocas Pathways

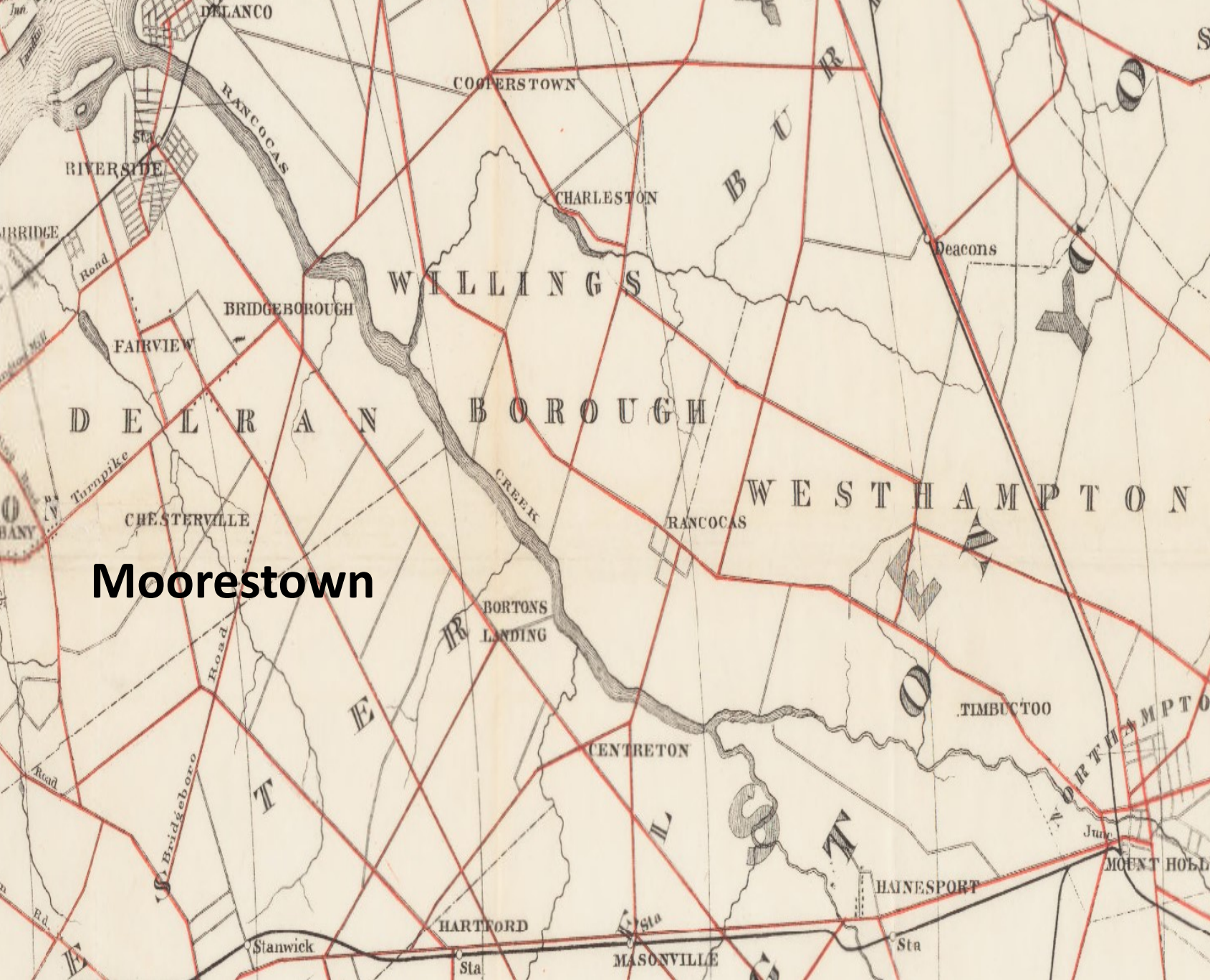


James Stokes, Centeron Sand Mine



Reference: P. Uhland Collection...Thanks and Obliged

Exploring Historic Pathways, Discovering New Understandings

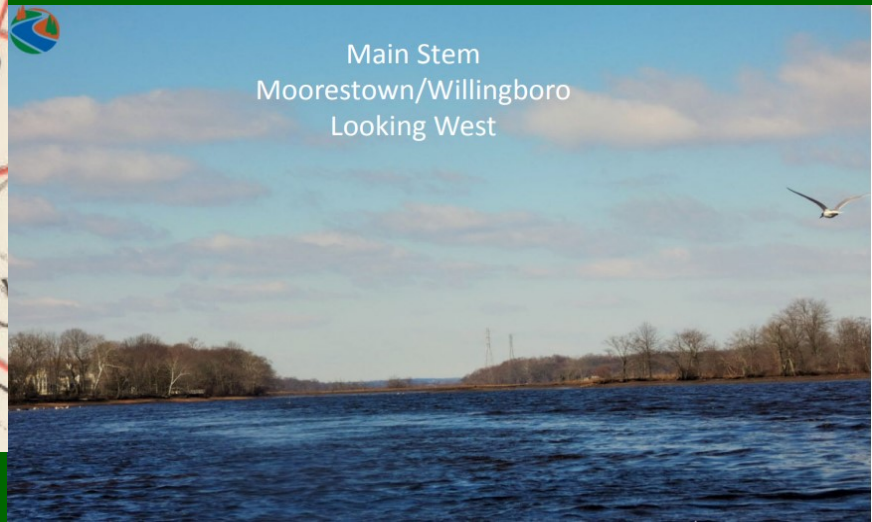


Moorestown



Moorestown- Remains of Sand Barrel

Moorestown Main Stem



Main Stem
Moorestown/Willingsboro
Looking West

Exploring Historic Pathways, Discovering New Understandings



Borton Landing



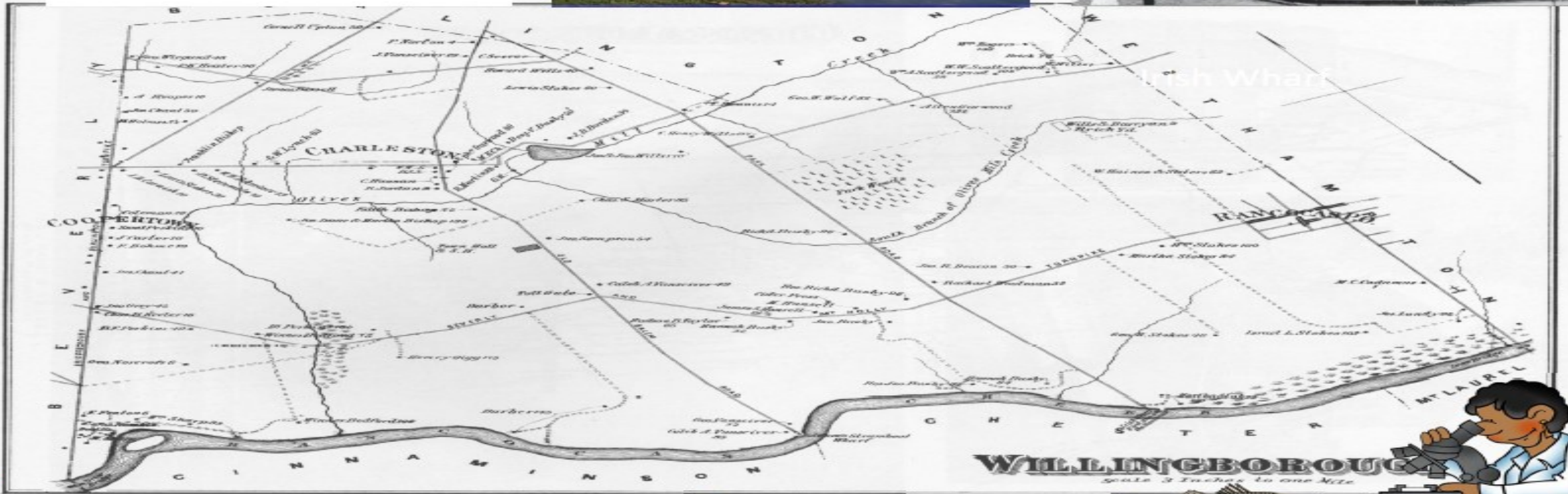
1760's coinage. Moorestown Creek Front. Used w Permission

Moorestown's Borton Landing

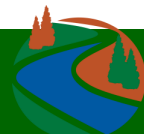


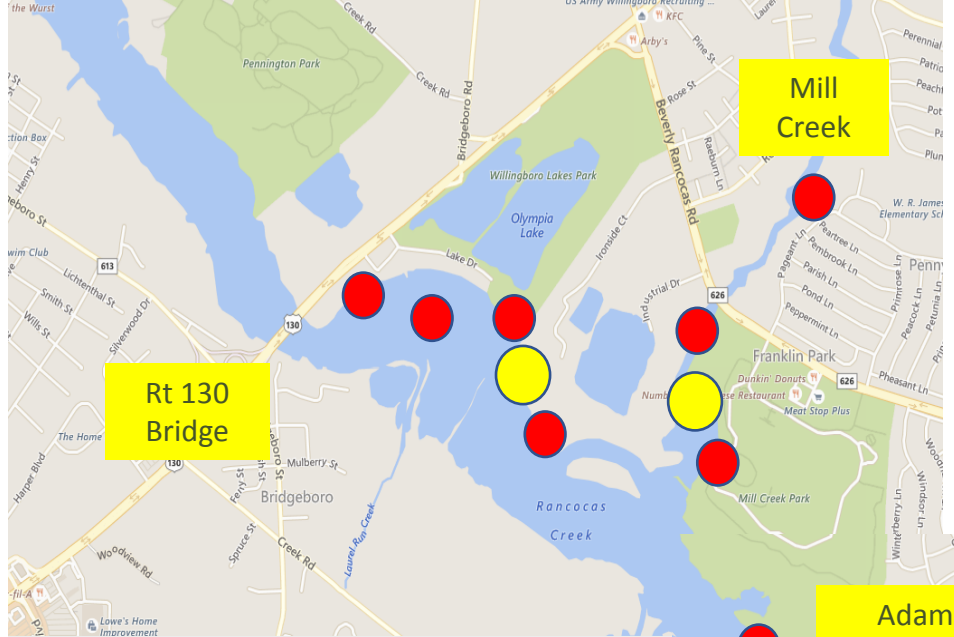
Exploring Historic Pathways, Discovering New Understandings

Willingboro 1842 Note Landings on Rancocas Creek Tide Waters



ep

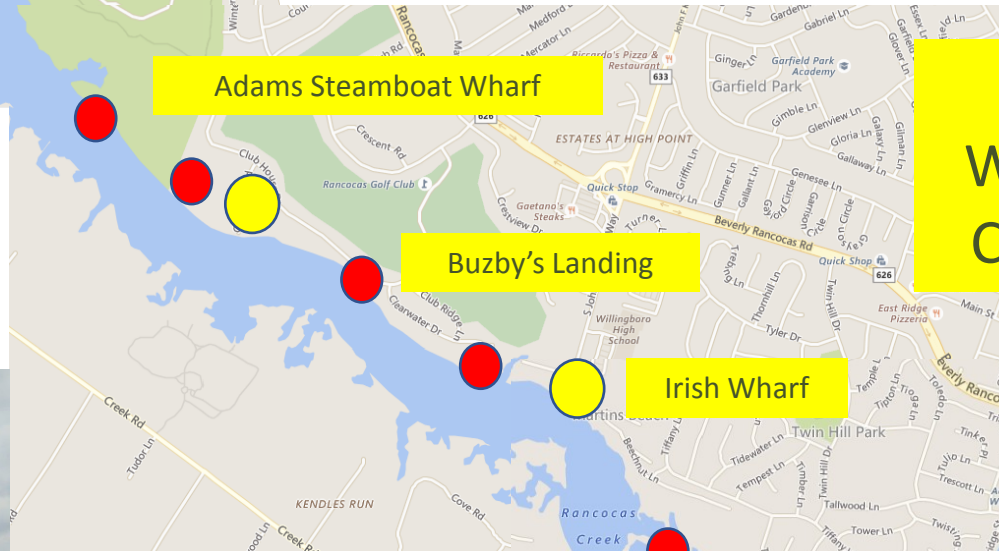




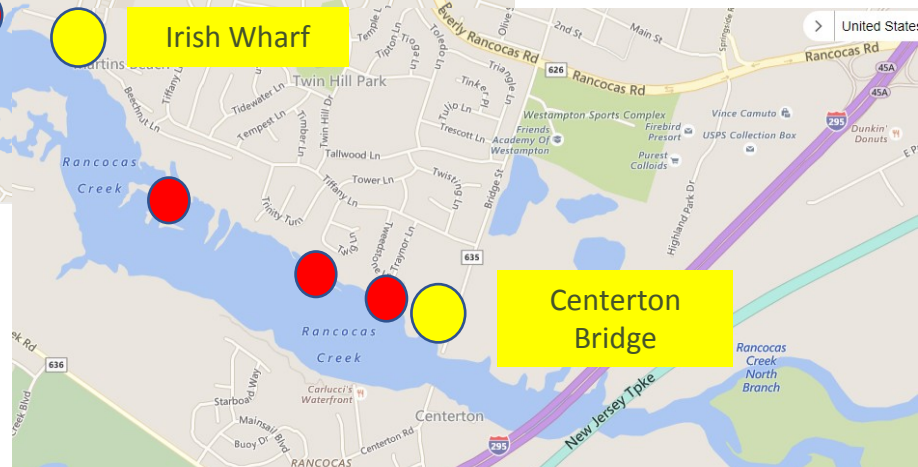
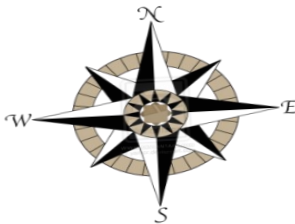
Willingboro
THE TOWNSHIP OF
NEW JERSEY
A Naturally Better Place to Be.



Sites of Interest



**1870's
Willingboro Rancocas
Creek Heritage Areas**

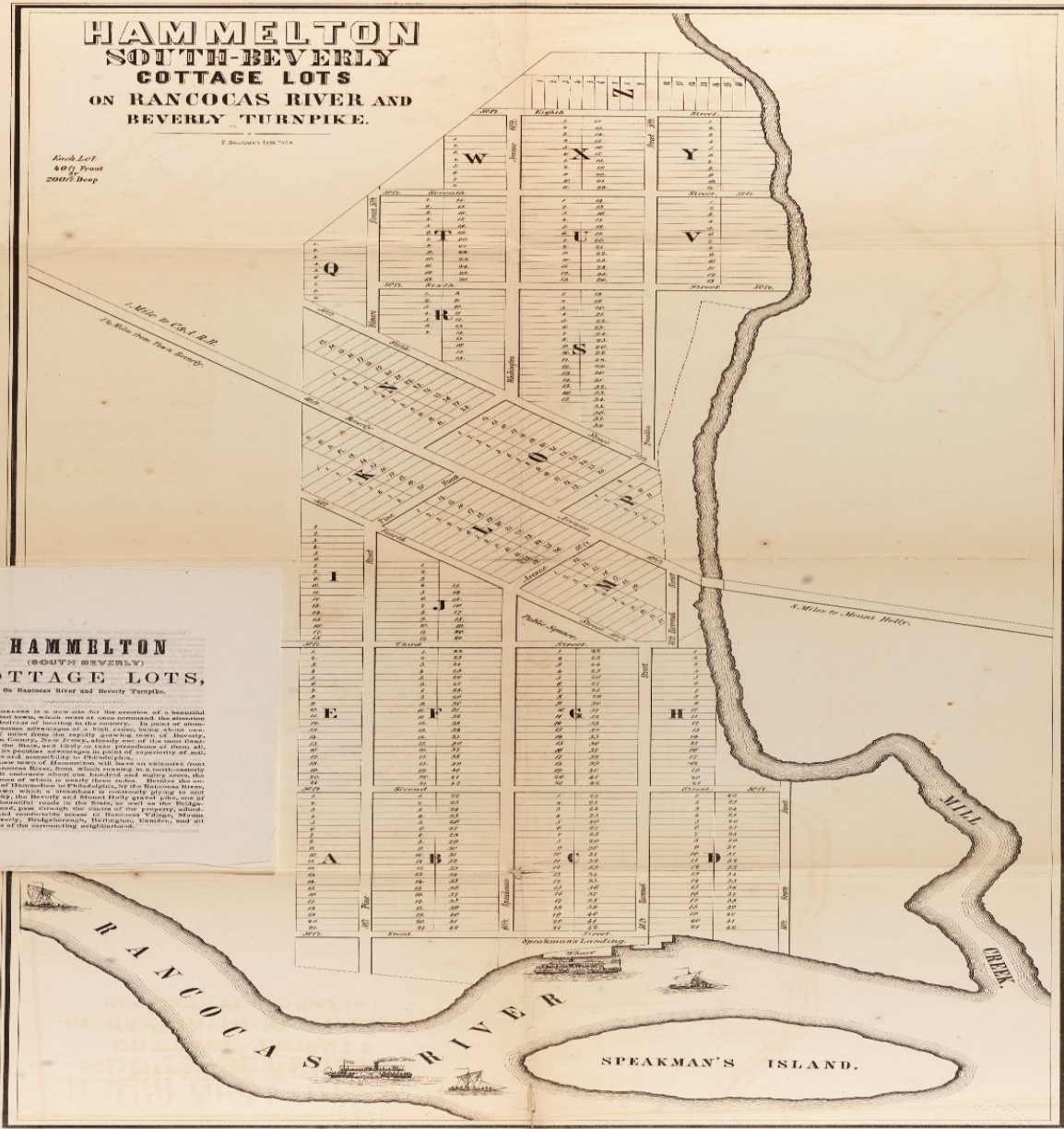


Exploring Historic Pathways, Discovering New Understandings



Tug and Barge Graveyard - Willingboro Lakes County Park - Burlington County Greenway





1890's

Proposed Development

Rancocas Creek Mill Creek

Willingboro

Rancocas River – Below the confluence or the forks of the Rancocas where the North and South Branch Join, technically becomes Rancocas River. Its known locally as the Rancocas.

Note: Proposed Landing



Works Progress Administration

Landings

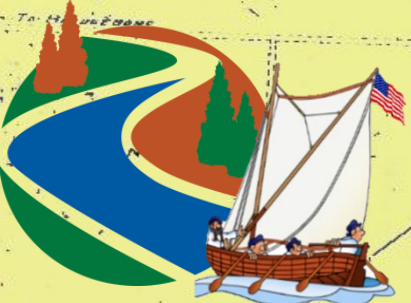
Hudson Island

Ferry

Pettinos Sand Mine

KEY MAP
RANCOCAS CREEK
STREAM NO 131

NEW JERSEY STATE D.R.A.	
DIAPHRAN STREAM & WATERWAYS SURVEY	
COUNTY BURLINGTON PROJECT 32119	
STREAM NO. 131	STREAM NAME RANCOCAS CREEK
DRAINAGE BASIN BELLEVILLE RIVER	
SCALE 1" = 100'	
CHECKED BY	
DATE	
FILED	





STANDARDIZED MOTOR TUGS
 Designed by J. Murray Watts, N. A.
 BUILT BY
DELANCO SHIPBUILDING CO., Inc.
 DELANCO, N. J.



These sturdy tugs framed of oak for hard service are built and carried in stock. Reasonable price and quick delivery. Write for blueprints and description.



Courtesy Peter Fritz



Shown By Permission



Maritime Cultural Narrative

Creek Mile 28 - Community Incubator

1876 Shad Fishing Rancocas Creek

Langhorn Thorn, Warden of Burlington County reports on the Rancocas Creek at Delanco, Riverside and Bridgeboro there are 37 shad fishing nets in place, average length 140 fathoms (840 feet), 8 feet in depth,

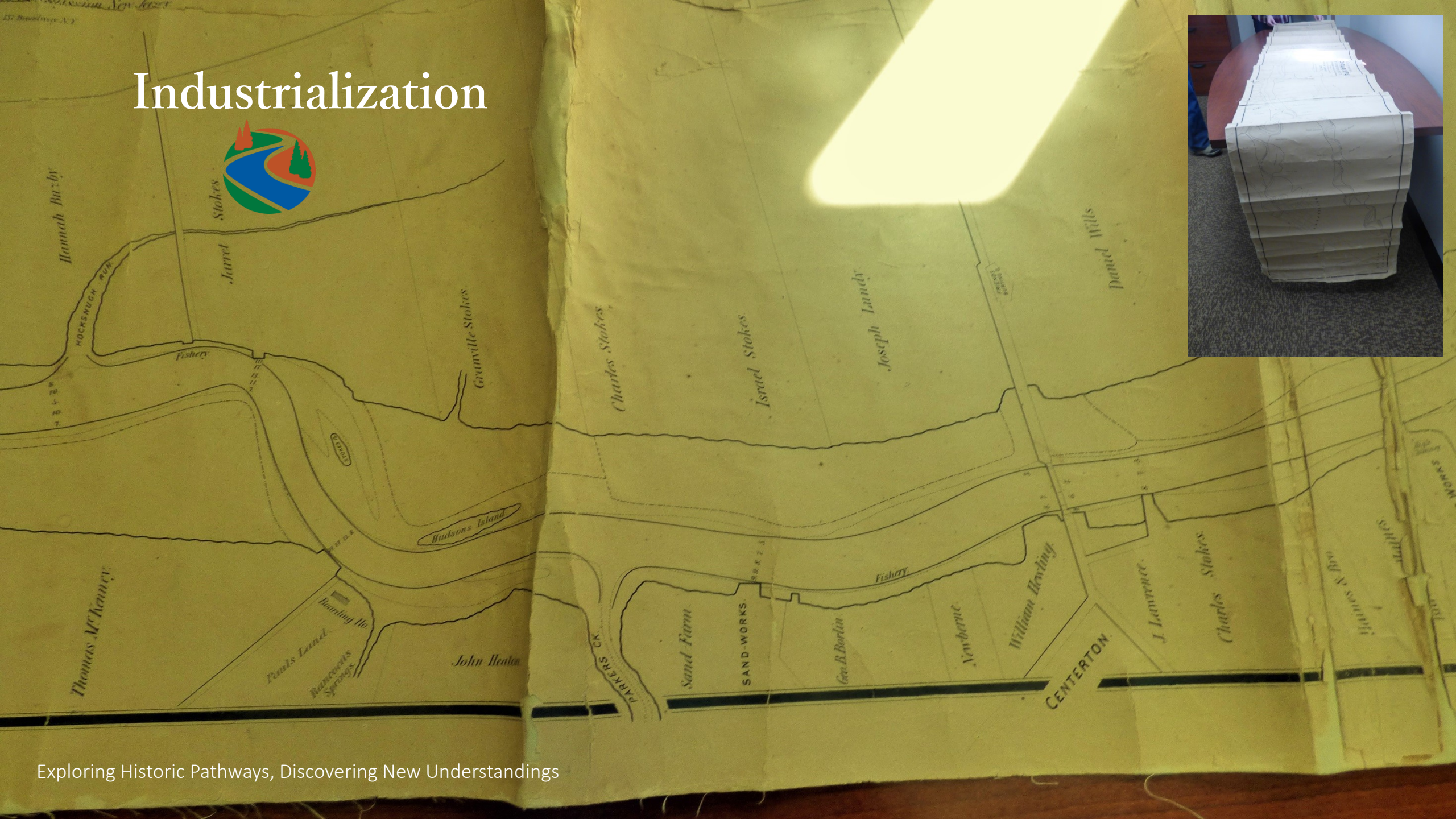
Catch 1,800 shad sold \$35.00 per one hundred



1866-71

U.S., PA & NJ Fish & Game Commissions organized in Part to regulate shad fishing. PA took responsibility for the Susquehanna River believing it to be a better shad fishery. NJ took responsibility for the Delaware River in Part because most of the successful shad spawning grounds were on the east side (more unspoiled tributaries, less deforestation and lower water temperatures). Complaints arise against Kensington and Fishtown fishermen who ignore the regulating authorities in NJ by rowing away. These fisherman believe they have ancestral fishing rights along the Delaware River.

Industrialization



Rancocas River Aids to Navigation and Dredging



Rancocas Creek

Navigation Laws

NJ Legislature



RANCOCAS, OR ANCOCAS CREEK.					
1783.	To build and sustain mill-dam across the north branch of Ancocas creek at Fork Bridge.....	7 ses.	2 sit.	"	71
1788.	Act for the improvement of the navigation of the southwest branch of Ancocas creek, amended	13	" 1	" "	491
1792.	Act for the improvement of the navigation of the southwest branch of Ancocas creek, of November 28, 1788, amended.....	17	" 1	" "	793
1791.	Biddle, Stacy, to authorize, to erect a dam across the north branch of Rancocas creek at Slab bridge.....	16	" 1	" "	726
1792.	Jones, Benjamin, junior, to erect a dam across the north branch of Rancocas creek at Slab bridge	16	" 2	" "	766
1792.	President, Managers and Company of Rancocas Toll Bridge, incorporated	17	" 1	" "	806
1798.	President, Managers and Company of Rancocas Toll Bridge, act amended, part of act of November 28, 1792, repealed.....	22	" 2	" "	263
1807.	President, Managers and Company of Rancocas Toll Bridge, amended.....	32	" 1	" "	47
1793.	Parker, Jacob, for dam on main branch of Ancocas creek.....	17	" 2	" "	842
1795.	The President, Managers and Company for the improvement of the navigation of the north branch of Rancocas creek.....	19	" 2	" "	1041
1796.	The President, Managers and Company for the improvement of the navigation of the north branch of Rancocas creek, act of November 16, 1795, amended.....	20	" 2	" "	40
1825.	The President, Managers and Company for the improvement of the navigation of the north branch of Rancocas creek, act of November 16, 1795, amended.....	50	"	" "	48
1827.	The President, Managers and Company for the improvement of the navigation of the north branch of Rancocas creek, act of November 16, 1795, amended.....	52	" 1	" "	3
1805.	Howell, Samuel E., to erect a mill-dam across the north branch of Rancocas creek	30	" 1	" "	510
1812.	Earl, William L., and Thomas R. Lacey, to erect and maintain a mill-dam, &c., across the south branch of the main north branch of Rancocas creek.....	37	" 1	" "	3
1817.	Earl, William L., and Thomas R. Lacey, and John Black, to erect dam across one of the branches of Rancocas creek.....	41	" 2	" "	32
1806.	Bolton, Joseph, and Rolen Jones, to erect and maintain a mill dam, &c., across the south main branch of Rancocas creek, in the township of Northampton.....	30	" 2	" "	669
1817.	To clear out and improve the navigation of the north main branch of Rancocas creek, between the town of Mount Holly and the south main branch of Rancocas creek.....	41	" 2	" "	30



Aid to Navigation

[See pp. 14-22 for
explanations, etc.]

I-53

RANCOCAS RIVER, N. J.

APPROPRIATIONS.

1881,	\$10,000,	81, 795.
1882,	10,000,	82, 778.
1890,	10,000,	91, 1085.
1892,	5,000,	92, 936.
1894,	3,000,	95, 1068.
1896,	2,000,	96, 927.
1899,	2,000,	99, 1356.
1902,	3,000,	02, 1047.

Total, 45,000

COMMERCE.

Description of, 95, 1084, 1087.
1901, 321,135 t., 02, 1048.

CONTRACTS.

1881. American Dredging Co., dr., 55¢ c. y., 81, 796.
1882. American Dredging Co., dr., 32¢ c. y., 83, 635.
1891. F. C. Somers, dr., 22¢ c. y., and removal of 3 wrecks, at a total of \$800, 91, 1085.
1892. F. C. Somers, dr., 14½¢ c. y., 92, 935.
J. P. Randerson, dr., 20¢ c. y. (\$4,000), 93, 1175.
1894. F. L. Somers, dr., 17¢ c. y. (\$2,125), 95, 1068.
1897. F. C. Somers, dr., \$1,767.59, 98, 1097.
1899. J. L. Mills, dr., 25¢ c. y. (\$1,700), 99, 1257.
1903. F. K. Wills Construction Co., contraction works (wing dams) on Lumberton Branch, 03, 984.

ENGINEERS.

Chief of Engineers. R., 80, 98; 81, 126; 82, 123; 83, 124; 84, 133; 85, 123; 86, 120; 87, 82; 88, 82; 91, 116; 92, 117; 93, 126; 94, 115; 95, 129, 132; 96, 118; 97, 150; 98, 153; 99, 174; 00, 198; 01, 238; 02, 179; 03, 166; 04, 157; 05, 164; 06, 177; 07, 185; 08, 194; 10, 256.

In charge:

Col. J. N. Macomb, 1880-82. R., 81, 795.
Capt. W. Ludlow, 1882-83. R., 82, 777.
Lt. Col. G. Weitzel, 1883-84. R., 83, 635.
Maj. W. H. Heuer, 1884-85. R., 84, 833.
Lt. Col. H. M. Robert, 1885-91. R., 85, 849; 86, 841; 87, 807; 88, 708.
Maj. C. W. Raymond, 1891-1901. R., 91, 1084; 92, 935; 93, 1174; 94, 854; 95, 1066, 83, 86; 96, 925; 97, 1219; (Lt. Col.) 98, 1097; 99, 1356; 00, 1578; 01, 1327.
Col. Jared A. Smith, 1902. R., 02, 1046.
Capt. J. C. Sanford, 1903. R., 03, 984.
Capt. C. A. F. Flagler, 1904-08. R., 04, 1228; 05, 1097; (Maj.) 06, 1051; 07, 1107; 08, 1149.

Assistant: A. Stierle. R., 83, 635; 84, 834.

OPERATIONS.

1881-82. 723 l. f. dike built from n. bank to upper end of Hamills Isld.; 17,000 c. y. dr. from the chan., 82, 778.
1882-83. 25,983 c. y. dr. from the chan., 83, 636.
1883-84. Removal of "Coates Bar" completed, 84, 834.
1890-91. 3 wrecks and 32,749 c. y. removed from chan. between the mouth and Centerton, 91, 1085.
1891-92. 7,330 c. y. dr., 92, 935.
1892-93. 19,936 c. y. dr., 93, 1174.
1894-95. 12,044 c. y. dr., 95, 1067.
1897-98. 5,026 c. y. dr., 98, 1097.
1899-00. 5,879 c. y., p. m., dr., 00, 1579.
1902-03. 5 wing dams completed; about 60% of entire work completed, 03, 984.
1903-04. 18 wing dams in all built; work completed, 04, 1228.

PHYSICAL CHARACTERISTICS.

Description of R. and obstr. therein, 81, 796; 95, 1084, 1084.

PROJECTS.

By Col. Macomb, 1881, chan. from 150'-200' w., 1-w. d. of 6' from mouth to Centerton, 7½ m., and 5' 1-w. chan. thence to Mount Holly; est., \$81,236, 81, 798; 91, 1084.
By Maj. Raymond, 1894, chan. 5' x 50' in continuation of chan. dr. in 1893. Extension found to be impracticable, 95, 1067.
By Maj. Raymond, 1897, 6' chan. 30' w. at Patersons Landing and Paxsons Landing in Lumberton Branch as far as the \$2,000 app. in 1896 would permit, 98, 1097.
By Lt. Col. Raymond, 1899, 6' chan. m. l. w., 30' w., through the shoals below Moores Landing and below Hainesport as far as available funds would permit, 99, 1356.
Act 1902 au. \$3,000 for continuing imp., 02, 1007.

SURVEYS.

Au. act June 14, 1880; made, 1881, by Col. Macomb, 81, 796.
Ex. au. act Aug. 17, 1894; made by Maj. Raymond, 1894 (R. unfav.), 95, 1083.
Ex. of Lumberton Branch au. act Aug. 17, 1894; made by Maj. Raymond, 1894 (R. unfav.), 95, 1086.
Sur. of Lumberton Branch made by Maj. Raymond, 1897, 97, 1219.
Pre. ex. and sur., mouth to Mount Holly; R. by Capt. L. H. Rand (R. unfav.), 10, 256.
Maps.³





Rancocas River Dredge 1912





U. S. Engineers Office, Philadelphia, Pa. Jan 26, 1880.
 Sent to Col. Jas. M. Keen, Republican
 Commissioner of N. J. with letter of this date
 William S. Foster
 Captain of Engineers,
 R. I. C. S. V. S.

PART OF
RANCOCAS RIVER, N. J.

ABOVE BRIDGEBOROUGH.

Surveyed Nov. 1880

by

Asst Eng^r Edwin Ludlow & E. L. Stout

Scale 300 ft = 1 inch

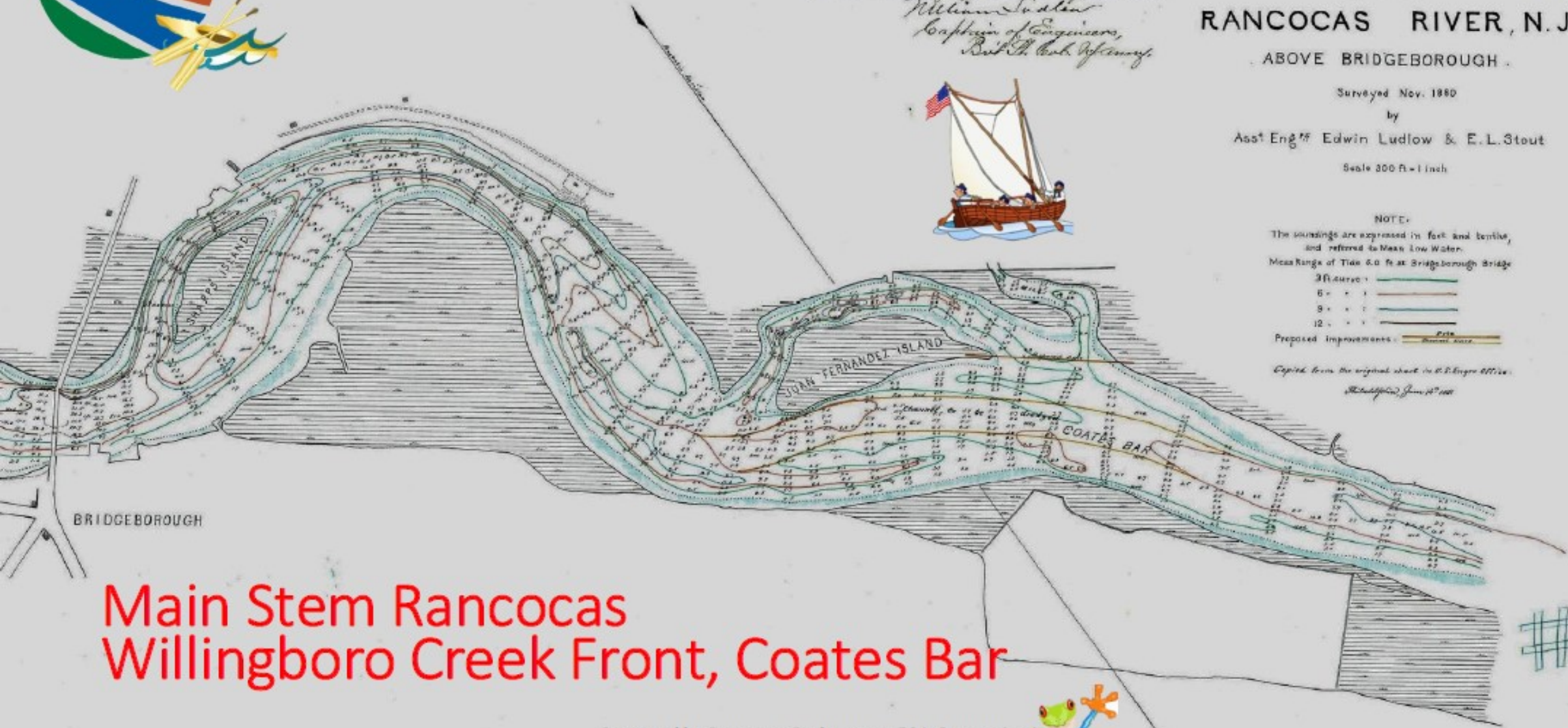


NOTE:
 The soundings are expressed in feet and tenths,
 and referred to Mean Low Water.
 Mean Range of Tide 6.0 ft at Bridgeborough Bridge

3 fathoms	
6 " "	
9 " "	
12 " "	

Proposed Improvements: *Canal*

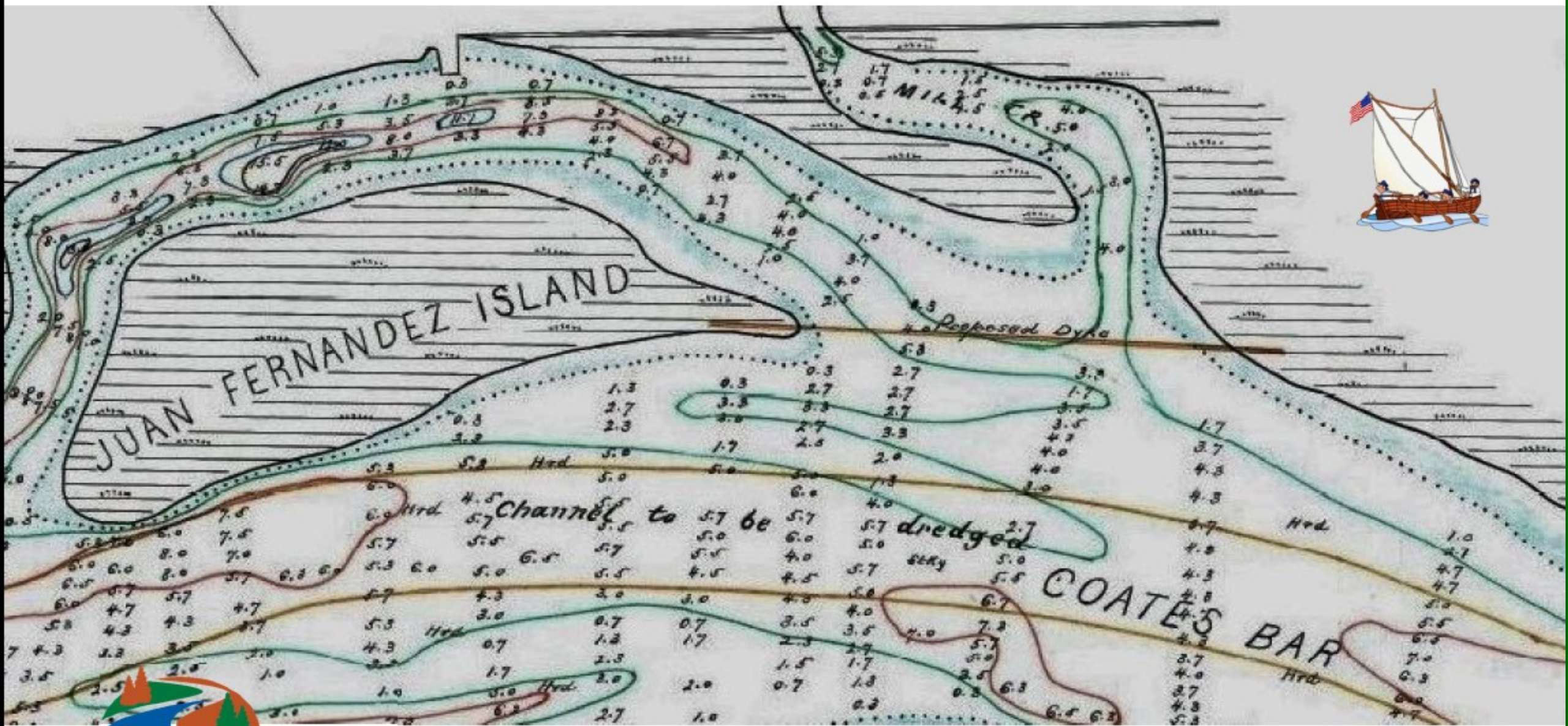
Copied from the original sheet in U. S. Eng^r Office
 Philadelphia Jan 27, 1880



**Main Stem Rancocas
 Willingboro Creek Front, Coates Bar**

 1





Creek Channel Depth Reading in Feet - Main Stem Rancocas
Willingboro Creek Front, Coates Bar





Back in the day when
a Rancocas Creek
steam boats/tugs run
ashore on the creek
bank leaving behind
today's relics



Vessel Graveyard - Rancocas Creek





“Louise,” a 50' tug powered with a Mianus oil-engine

OIL-ENGINED TUG FOR PHILADELPHIA

A motor-tug for the Philadelphia Paper Manufacturing Company under construction by the Rancocas Construction Company, from designs drawn up by J. Murray Watts has been previously re-

55 Ft. Diesel Towboat

MARION ADELE, 55 ft. Diesel towboat, has been completed recently by the Rancocas Construction Co. at Delanco, N. J., for the Meteor Transport & Trading Co., Miami Beach, Fla. She was designed by J. Murray Watts, Naval Architect, Phila. The boat is powered by a 150 hp. 6-cylinder Standard full Diesel engine which turns a 4-bladed wheel 50 in. diameter by 36 in. pitch at 400 r.p.m. and gives the vessel a speed of 14 m.p.h. light. MARION ADELE has a length on waterline of 52 ft., beam of 15 ft., and draft of 5 ft. 6 in. Pilot house control has been fitted so that the vessel may be handled by one man. Electric bilge pump, air compressor and general service pump are installed.

BARBARA, 3000 ton rotor ship, and second rotor ship to be constructed has passed successfully through a series of trial trips in the North Sea. Besides having three large rotors she is fitted with Diesels for auxiliary use. Her performance was good and she maintained a speed of 10 knots





RANCOCAS RIVER.—Steamer **BARCLAY** leaves lower side Market street, for **HAINESPORT**, daily, (Sundays excepted) at 2½ P. M., stopping at Progress, **Delanco**, Bridgeboro, Centreton, and other landings. Returning, leaves Hainesport at 7 A. M. Stages at Hainesport will run to Lumberton, Vincentown, and Mount Holly. Fare to Mount Holly, 25 cts. mh29 1m'84

STEAMBOAT FOR SALE—A good

Mar

TROLLEY AND BOAT FOR CHARMING TRIP

From Trenton to Camden, to Mount Holly and Burlington and Then Home Again.

For a combination of city, suburban and rural scenes in life no more interesting trip can be suggested for Trenton people than to go to Philadelphia by boat, cross on the ferry to Camden and then go to Burlington via Mt. Holly.

For a circuitous trip of varied delights the outing may take the form of an all-day picnic by rambling a little out of the beaten paths at one or more of the modern, thriving suburban towns, or the historic villages scattered along the route from Camden to Burlington. The return to Trenton may be made by trolley, train or by river steamer.

The distance from Camden to Burlington is about twenty-six and a half miles. By stopping at Merchantville, where a fresh fare is collected, and again at Moorestown, or just beyond Moorestown, where one can walk less than a mile through one of the most historic portions of South Jersey to Stanwick, where another nickel is requested by the insatiable conductor; and again at Hainesport, where the famous old milling industries are scattered along Rancocas creek. Between Hainesport and Mt. Holly one can secure the most varied scenes for the money expended. But the through trip is interesting for a warm day, when rambling does not appeal to the tourist, as the trolley runs through interesting sections of open country, dairy

Reference: 1849

Muskrat Prices Attract Hunters.

Delanco, N. J.—The prediction that muskrat pelts will be worth \$1 apiece the coming winter is attracting many persons to fur hunting in South Jersey and thousands of traps have been set.



1902

Reference: 1889

Delanco Slides 295 - 301

Top Notch Brochure – Anchor’s Delanco’s Fusion w Rancocas Creek
Maritime Cultural Landscape

Credited to Delanco Historic Commission



Delanco's Historic Riverfronts

By Peter Fritz

For a village like Delanco, nestled between the Delaware River and the Rancocas Creek, it was natural for its early residents to be tied to life on the water. From early times, local watermen netted shad and sturgeon, hunted ducks, geese, rail and reed birds, and built the specialized small craft that made these activities possible. Delanco's Historic Preservation Advisory Board is seeking information on this chapter and we need your help.



A wooden tugboat and a two-masted yawl sitting at a wharf at the foot of Poplar Street. The PRR trestle bridge is visible in background. Can anyone name these vessels or help us date this photo?

1



Transportation on the Delaware and Rancocas

We know that as early as 1787, regular steamboat service on the Delaware between Philadelphia and Burlington City was attempted by inventor John Fitch. It was not commercially successful and lasted less than a year. Others followed, and in 1823 regular steamboat service was established between Philadelphia and Lumberton and Mount Holly by way of the Rancocas Creek, with stops for passengers and freight at the many wharfs in between.



Steamboat Admiral of the VanSciver Freight Line is shown on the Rancocas Creek near the foot of Buttonwood Street in Delanco. Regular steamboat service between Philadelphia and Mount Holly began on the Rancocas in 1823 and continued well into the 1900s.

One such wharf, Wallace's Landing, was located at what would later become Delanco. Can anyone help us identify Wallace? In 1850 a fine deepwater crib and rubble wharf was built at the foot of Union Avenue on the Delaware River. It was originally referred to as Parson's Wharf for the retired dentist who operated a nearby boardinghouse on Union Avenue.

Known wharves and landings in the Delanco area

Ca. 1823	Wallace's Landing	Rancocas at Burlington Avenue?
Unknown	Poplar Street Wharf	Rancocas at Poplar Street
Ca. 1851	Bechtold's Wharf	Rancocas at Pavilion Avenue
1850 - 1969	Parson's Wharf	Delaware at Union Avenue

2

Early Delanco Business Directories tell us Samuel Seeds shipbuilding was operating by 1876, followed by George Hartley by 1895. Sam Borel's Boatyard appears in the early 1900s. In 1913, a young man named Louis D. Steel, son of industrialist Thomas C. Steel, began building pleasure boats on Rancocas Avenue near the foot of Poplar Street. He took on several partners and reorganized as Rancocas Construction Co. in 1922.



Two boys share a lunch while sitting on the massive carriage on Delanco's largest shipway. The first home of Thomas C. Steel, located on the Poplar Street Wharf is shown in the background. Can anyone identify this wooden tug or the names of the children?

Delanco Shipbuilding Co. was in operation by 1919. Then between 1939 and 1941 Edmond E. Robins Shipbuilding and Welding Co. was established between Ash and Poplar Street, building steel-hulled ships for military use. During WWII, the large loft of the former Ridgway Shoe Factory at the foot of Ash Street was used to replicate patterns for U.S. Navy Patrol Torpedo Boats; making a useful contribution to the war effort.



The tugboat Emma R, named for Mrs. Robins is shown in its finishing stages at Robins Shipyard in 1941. Delanco was particularly known for production of seagoing tugs that were exported to England, the Netherlands, South America, and the Caribbean.



Two welders at work on a steel-framed ship under construction at Robins Shipyard sometime between 1939 and 1941.

Special thanks to the Daniels and Steel families, formerly of Delanco, and the Robins family of Riverside for providing many of these photographs to the Delanco town archive for preservation. Thanks also to Jay Cohen of Delanco and the Riverside Historic Society for research. Thanks to Paul Schopp for his review and suggestions.



A steel ship, probably the 65-foot, 60-ton US Army Ferry Maj. Carroll Edgar, under construction at Robins Shipbuilding in Delanco. It was launched September 9, 1941 and put into service at Ft. Slocum, NY.

Prior to 1958, the Lakeman Boat Company was established off Rancocas Avenue and Orchard. It then moved to the foot of Ash Street at Rancocas. It is not yet clear if Lakeman was a broker or a builder. By 1958 Harry Wolf Shipbuilding was constructing tugboats for service on the Delaware River and beyond. In its heyday Delanco's boatbuilding industry had several marine railways. The largest, capable of hauling ships of 65 feet of length and a draft of five feet, is still located at the yard at the foot of Poplar Street.

A 1920's news article announced a drydock capable of handling ships of 120 feet and a houseboat factory were planned. But we have no evidence they were ever built.

* * *

The Delanco Historic Preservation Advisory Board asks anyone who has additional information on any of these companies to contact us. We have displayed material on Delanco's Historic Shipyards in the past. If you have additional photos, hand tools, ship models or other artifacts to lend or donate for future exhibits, please let us know. We can be reached by email at: PFritz5976@aol.com or by phone at 609-760-7746.

Peter Fritz is Chair of the Delanco Historic Preservation Advisory Board.



March 10, 1922
MOTOR BOAT
41

Just the boat you've had in mind

Standardized production has made it a reality
—and priced it to fit nearly every pocket.

How many times have you planned, in your mind, a cruiser just like this—and wondered why some one did not supply it at a price within reason?

Well, here's the boat you've dreamed of—the "Delanco 27"—complete at \$1500.

No digging down for extras.

Consider this special equipment on each one of these V-bottom "Delanco 27" Cruisers—

This V-bottom "Delanco 27" is 27' x 9' 6" x 3' 8". Main cabin 6 ft. 8 in. long and forward is a roomy toilet. The after end of the raised deck structure has a galley 3 ft. 4 in. long and the width of the boat. There is 2 ft. 8 in. head-room under the canvas in the cabin. The cockpit is 9 ft. 5 in. long. 16 h.p. four cylinder Keweenaw power unit drives the boat, has high tension magnets and impulse coupling, reverse gear, etc. The gasoline tank is of 25 gal. capacity.





THE DELANCO SHIP BUILDING CO., INC.
At Delanco New Jersey



\$1500

for this cruiser—complete in every detail.

A Boat without
A Competitor



A 1922 magazine advertisement for a 27-foot motor yacht selling for the princely sum of \$1,500. The cost rose later in the year to \$1,800. This advertisement was provided by Jay Cohen.

Produced by Delanco Historic Preservation Advisory Board
770 Coopertown Road, Delanco NJ 08075
www.delancotownship.com

Rancocas Creek Joins Delaware River

1898 Steamer Fare

Regularly scheduled trip was \$0.25 one-way or \$0.40 for a round-trip to Bristol or \$0.50 to Trenton



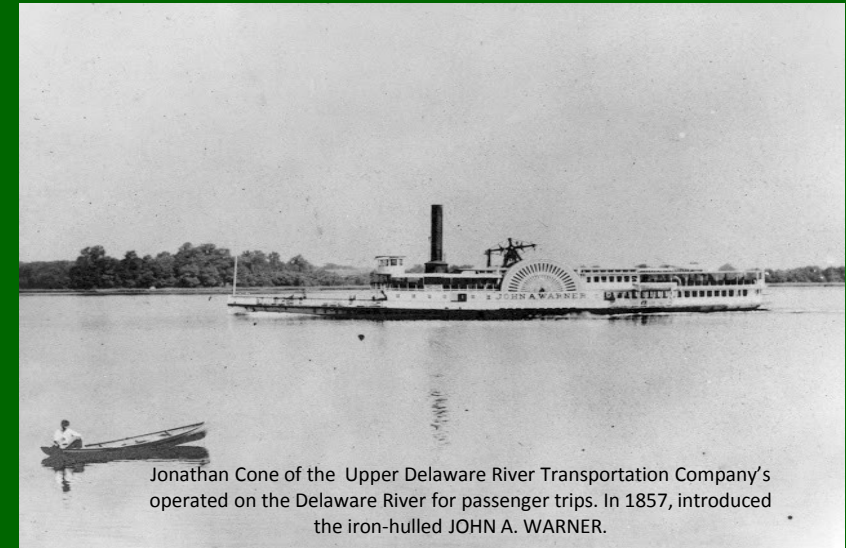
TWILIGHT built by the Harlan & Hollingsworth yard in 1868

BURLINGTON N.J.



Photo # NH 102175 - Ferry steamship Samoset, which was USS Samoset in 1918-1922

Samoset (American Ferry Steamship, 1897)



Jonathan Cone of the Upper Delaware River Transportation Company's operated on the Delaware River for passenger trips. In 1857, introduced the iron-hulled JOHN A. WARNER.

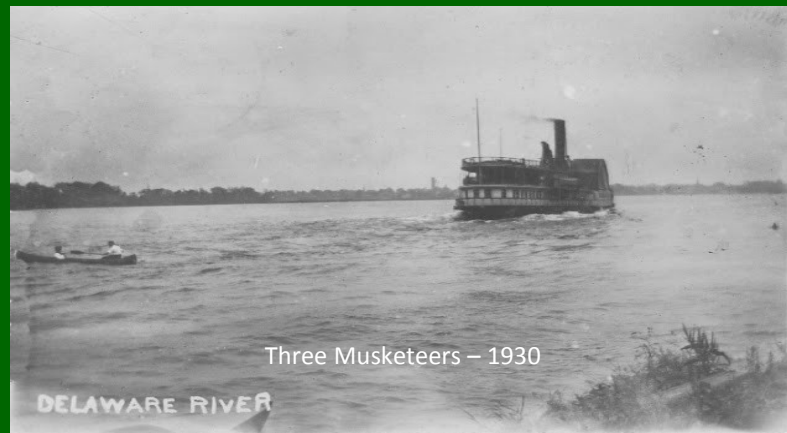


Columbia-1898-Delanco Landing



Model of Annie VanSciver, Rancocas Creek Steamer (1907)
Museum of the Albemarle, 2009 - Virginia Pilot

10/31/2023



Three Musketeers - 1930

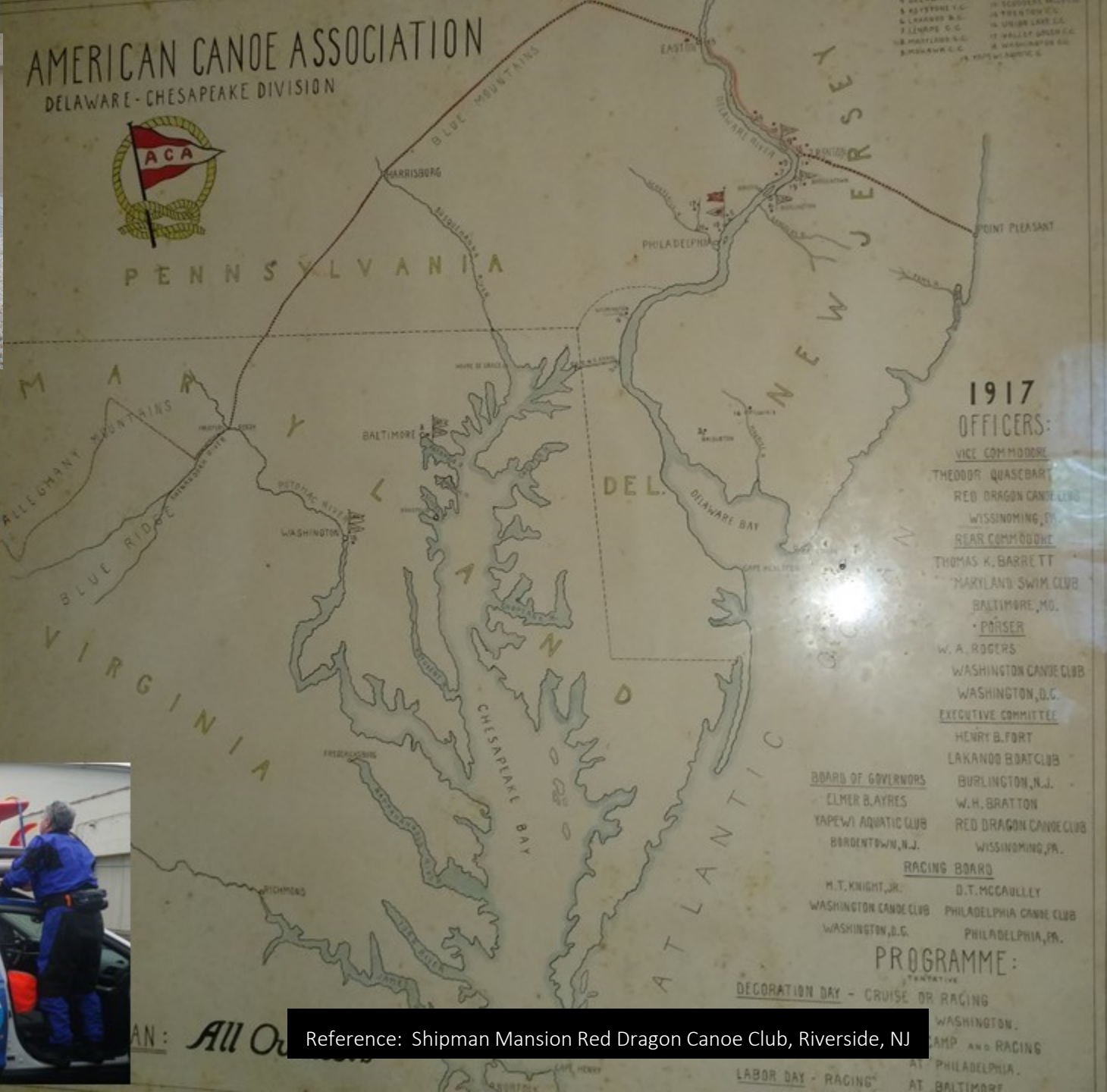
DELAWARE RIVER

4 Rancocas Creek National Water Trail Nomination



Pennsylvania Side of Delaware River

311



Rancocas Creek and the ACA

100 Years of Paddlesports

From the Log Book
August 7th, 1898

As the night fell the ugly clouds gradually rolled away, and we flew up the Rancocas on a strong flood by the light of a magnificent full moon, reaching the old camp above Mille Creek about 9 o'clock.



Mt. Holly Oxbow
2016

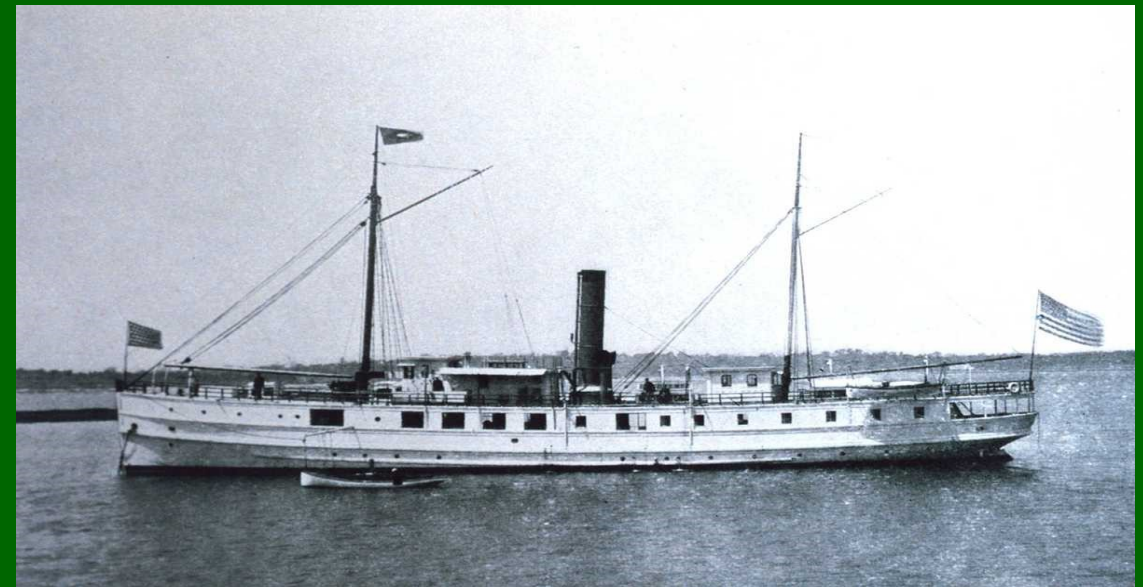
Reference: Shipman Mansion Red Dragon Canoe Club, Riverside, NJ

1897

Rancocas Creek Tidewater Fishery (Rancocas overfished then stocked w shad)

Fish Hawk's main deck was filled with hatching equipment to allow her to serve as a floating hatchery for American Shad, striped bass, mackerel, and herring. A pump supplying 10,000 US gallons (38,000 L) of water per hour and two 500-US-gallon (1,900 L) distribution tanks fed the equipment. Fertilized fish eggs were placed in 36 hatching cones, each capable of hatching 200,000 American shad eggs, and feed valves regulated the current through the cones to keep the eggs gently in motion so they would not mat or settle to the bottom. *Fish Hawk* also had 18 hatching cylinders – each capable of holding 250,000 eggs – with wire gauze bottoms; the cylinders were suspended from beams hanging over the sides of the ship and Partially submerged, with nine on each side. Cam machinery caused the cylinders to rise gently and drop more rapidly for about eight inches (20 cm), which made the eggs circulate freely without settling on the bottom.

Reference: NOAA Historical Center



US Fish Hatchery Vessel "Fish Hawk" stocked Rancocas Creek w 800,000 Shad Fry
1897



Tracy Mueller Collection Main Stem Rancocas Creek Delanco
Rope Works in Center Background, Ship Yard on Background Right



Rancocas Creek Joins Delaware River



Rancocas River is formed when the N Branch and S Branch join at the forks of the Rancocas.



Philadelphia
Camden Harbor

Approximate 30 miles East Whites Bog Historical
Village, N Branch Rancocas Creek, NJPBLR:
15 miles East Head of Tide and Navigation: N Branch
Mt. Holly, S Branch Lumberton

Pier H
Piers for Bulk
Liquids
Scrap Metal
Piers

Over Delanco Viewshed
Tip of Hat Photo Sam

Dredge Harbor
Marinas

Amico Island
Burlington County Parks

Riverside

Rancocas Creek NJPLNR Western Outflow
Note: Dark brown tannic Pine Barrens waters flow into the Delaware River

Hawk Island
Delanco Township

Rancocas Creek and the Delaware River
Federal Navigation Channel Maritime Crossroads



Activity for Kids & Maritime Related Lessons Plans

<https://www.nps.gov/subjects/teachingwithhistoricplaces/index.htm>

Individuals of all ages enrich their understanding of American history and heritage through the narratives of New Jersey's Pinelands National Reserve Maritime Cultural Landscapes.

These maritime related lesson plans as put together by the National Park Service Maritime Heritage Program easily adapt to the Rancocas Creek and other Pine barrens MCL. The Power of Place uses historic properties to enliven history, social studies, geography, civics, and other subjects. These resources bring history and heritage alive.



Teaching with Historic Places

In Our Community, Power of Place



Make Your Very Own Toot the Paper Tugboat!

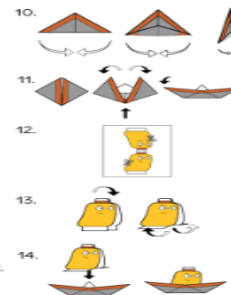
10. Repeat Step 8.

11. Gently open out the corners of the square to turn it into a boat shape - hooray! Open it out from the bottom a bit further so it can stand up on its own.

12. Carefully cut out Toot's head on the other printed sheet, making sure the two sides of his head remain connected by the funnel.

13. Fold Toot's head along the funnel, keeping his face on the outside. Fold the white flaps so that they stick out.

14. Position Toot's head over the white triangle in the middle of the boat, and tuck the head flaps inside the sides of the boat. To make his head extra sturdy you can stick these flaps in with Sellotape or Blu-Tack.



WOOHOO! You've made Toot the Paper Tugboat! Why not try decorating him or sailing him on water? :)

(NB: If using in water, you could try these waterproofing ideas: Scribble some wax crayon onto the base of the boat, or stick a rectangle of tin foil or sandwich bag plastic underneath the boat).

If you take a photo of your Toot-tastic creations, share them on the Toot Facebook or Twitter pages for a special shout-out! :)



Twitter: @TootTinyTugboat
Facebook: www.facebook.com/toottingtugboat
Website: www.toothtinytugboat.com

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References and Sources



S Branch Rancocas Used w Permission

References, sources and credit are provided as shown in this material. When possible if an outside source issued that is acknowledged. A few organizations request that credit be stated if material from their data bases are used. Have strived to mee this goal. If you find a specific reference or source not listed or listed inappropriately please contact via text 609-456-9344.

Sources, excellent illustrations and references were curated from internet databases like Hathi Trust, the Library of Congress, the National Archives, the State of NJ online archives, and the NJ State Library. These and other resources were used in a complimentary manner w online newspaper databases. Of these the NY Times online archives and Newspaper.com were often consulted. Internet archives online library was also used both as a primary and secondary resource. One area plumbed are local library's, historical society's, Division of Tourism resources. An avenue that provided a lot of initial material to search for further specific information was reviewing the period advertisements of different waters. The material for the Pine Barrens MCL is commonly available. What the atlas does is present the Pine Barrens MCL's in one place and location. Central to that theme are reviewing the designation of Pine Barrens communities as a National Historic Site/Town.

Numerous e-mails were exchanged w both subject matter experts and local historians to gain better insight into a reference or theme. As a matter of scholarship a very small number of historians specifically refused to allow any of "their material" to be used in the Atlas. Such requests are appreciated and "their material" has not been included. Though it is interesting to note such claims petered away when one finds "their material" readily available from an archives, newspaper article or internet database.

The host of separate resources and far flung items gathered over the last few years forge this atlas connection to citizens and communities alike. A valuable resource for material are Facebook, Twitter and other social media platforms. Delaware River Shipping, NJ Pine Barrens, South Jersey History and local community sites always enhanced background, provided leads to investigate and engaged in robust public discussions.

Anatomy of research: Lucky Pine barrens MCL nomenclature is unique. Thus it becomes easy enough to search single words. All prefaced with a key term: maritime, privateers, Chapelle, Rancocas, Cohansey, Mullica, Great Egg, Port Norris, Tuckahoe, etc.... when entered into a online search engines. One can dial even more by entering a key word followed by the word maritime. Ie: Rancocas maritime; Mullica maritime, etc.... Collaborative grass-root research methodology is enhanced when a subject mater expert, local historian or community stakeholder engages into such conversations. One then spends time researching discussed topics which is facilitated by the prior conducted research. A number of sites were enhanced when local residents highlighted local stories. So called amateur historians more often then not directed research down pathways of mutual beneficial alliances.

Suggested Books...Suggesting books is a mine-field, these are valid desktop keepers. There are other on desk top books, that are the most excellent books written and published by local authors, written by residents of communities who know and feel local heritage. And there is nothing wrong w immersing one's self in a book.

David Cecelski	"A Historians Coast, Adventures into the Tidewater Past". 2002.
George DeCou	"The Historic Rancocas, Sketches of Towns and Pioneer Settles in Rancocas Valley" 1949.
Howard Boyd	"Field Guide to the NJ Pine Barrens"
Erastus Benedict	"The American Admiralty", Jurisdiction and Practices w Practical Forms and Direction 1850.
Arthur Jensen	"The Maritime Commerce of Colonial Philadelphia". 1963.
Capt. Stephen Nagiewicz	"The Hidden History of Maritime New Jersey 2016.
William Baker	" Sloops and Shallops" 1966.
C.A. Weslager	"Dutch Explorers, Traders, Settlers in the Delaware Valley 1609-1664 1961.
Roland, etal.	"The Way of the Ship, America's Maritime History Revised 1600-2000.
Crawley	"Little Rivers of New Jersey" Third Printing, 1993.
Fowlers	"Hand Book of Natural History" 1968.
Wilbur Siebert	"The Underground Railroad, From Freedom Slavery to Freedom, a Comprehensive History 2006.
Cle Lesger	" The Rise of Amersterdam Market and Information Exchange 1550-1630. 2006.
Howard .Chapelle	"American Small Sailing Craft" (and other excellent works)
Dorthey Cross	NJ Archeology Native Americans - Works Progress Administration



Some of these books adapt well to all ages. Likewise the Atlas. Lots of activities abound to engage different ages in Pinelands National Reserve maritime cultural landscapes.

The best resources are local historical clubs and associations. Local maritime museums abound along the Pine Barrens fringe tidal landings and communities. This atlas is an invitation to explore, to wander off the beaten path, to escape the maelstrom of today, to step back and enjoy NJ Pinelands National Reserve maritime cultural landscapes. But beware of New Jersey history and heritage political charlatans and de Jersey Devil.



Melpine Landing
Rancocas Creek Water Trail



#

Appendix

Pages 443- 451

National Water Trail, Catalyst for a Healthy Community

General George Washington Papers Ancocas (Rancocas) Creek



A Sense of Place

“Water trails enhance public access and promote awareness of healthy lifestyles as a fundamental cornerstone of a healthy community”

Sec of Interior Secretary
Salazar



**BUILDING
HEALTHY
COMMUNITIES**

A Garden to Grow

Planned Approach to Community Health (PATCH)

In 1985, the Center for Disease Control along with State health departments, local health departments and community groups developed PATCH, a widely recognized, effective model for planning, conducting and evaluating community health programs, as part of a healthy community.

- The Planned Approach to Community Health (PATCH) is a model for grass-root planning, conducting, and evaluating community health promotion and disease prevention programs. The benefits of using PATCH include:
- **Community involvement:** PATCH encourages community members to participate in the planning and implementation of health promotion programs, which can help increase the effectiveness of these programs.
- **Tailored interventions:** PATCH emphasizes the importance of tailoring community based health promotion interventions to the specific needs and characteristics of the community.
- **Evidence-based strategies:** PATCH promotes the use of evidence-based strategies for enhanced public access, health promotion and disease prevention, which have been shown to be effective in improving health outcomes.
- **Collaboration:** PATCH encourages collaboration among individuals, community organizations, health care providers, and other stakeholders to improve the coordination and delivery of health promotion programs.
- **Evaluation:** PATCH emphasizes the importance of evaluating community programs to determine their effectiveness and identify areas for improvement.



National Water Trails, Fusion for a Healthy Community

The National Water Trails System is a network of waterways that increase public access to water-based outdoor recreation, encourage community involvement in clean waterways and conservation and promote tourism to these places. The rivers and other waterway trails designated National Water Trails become the newest addition to the class of national recreational trails under the National Trails System Act of 1968.

Chattahoochee River in Georgia is the first National Water Trail. Sec of Interior Kenneth Salazar said. “Is a wonderful example of what we can do with our rivers when a community embraces them, and looks to them for all of the benefits that brings to conservation, as well as the economics of the local community and the health of the community.” Water Trails increase access to water-based outdoor recreation, encourage community stewardship of local waterways, and promote tourism that fuels local economies across America. National Water Trails spotlight community-driven conservation and stewardship.

“Rivers, lakes, and other waterways are the lifeblood of our communities, connecting us to our environment, our culture, our economy, and our way of life,” Salazar. National Water Trail designation brings signage, technical assistance and resources is provided to build on and promote the development of quality water trails. Water trails become catalysts for restoring the health of local waterways throughout the community. National Water Trails may be designated by the Secretary of the Interior and the Secretary of Agriculture.



SIR,

Yours of last evening reached me at 4 o'clock this morning. I immediately sent Orders to Commodore Seymour to despatch one of his Gallies down to Dunk's Ferry, and I shall dispose of the Remainder in such manner, and at such places as will be most likely, not only to annoy the Enemy in their Passage, but to give the earliest Information of any attempt of that kind.

Parties of the Enemy have been reconnoitering both up and down River, and I imagine that it has been one of those parties that have appeared near Burlington, for as they have not found the least opposition from the People of Jersey, they venture very far from their main Body, which for the best Information still lays about Trenton and above it.

I have desired Col^d Humpton, who is the bearer of this, to apply for a party of men, to go up Cooper's and **Ancocus** Creeks, and bring down all the Craft he may find there, for it is in vain to cut down Bridges, if the Boats are left. They cannot be trusted to the care of the owners, for if an Enemy was to appear, such is their Fear, that they would deliver them up upon the first demand.

I think that the Fort began at Billingsport should be attended to, if there is not a party already there, one should be sent under a good Officer, who would not too readily take the Alarm and come off, for you may depend that only small Bodies will be sent to that Distance. But I have always found that the intelligence brought by people not used to see Men in Arms, has always magnified numbers exceedingly, and on this Head the Officer should be guarded, not to trust to Report, but be well satisfied himself, before he gives up his Post.

Having sent down Major General Putnam to throw up necessary Works for the Defence of your City, I hope you will co-operate with him, and give him every Assistance in your power to expedite so necessary an Operation.

I have the Honour to be Sir

Your most ob^d Serv^t

G^d WASHINGTON

To HONBLE THOMAS WHARTON JUNR ESQR.

George Washington Papers

10th December 1776

River, and I imagine that it has been one of those parties that have appeared near Burlington, for as they have not found the least opposition from the People of Jersey, they venture very far from their main Body, which for the best Information still lays about Trenton and above it.

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ORDERS TO ALL VESSELS ON THE DELAWARE RIVER ¹

Ordered by the subscriber commanding in Philadelphia, September 23, 1777.

I. That every decked vessel in the river Delaware, between Market-street wharf and Burlington, be, by the next tide of flood, taken up to Burlington, and put under the care of the naval officer commanding there. All such as are below Market-street wharf and fort Mifflin, to be taken down the river, and put under the care of the naval commanding officer there. All such as are found on the river after the above mentioned times, will be burned by boats and guards sent for that purpose. But all shallops, sloops, and flats employed in removing goods public or private from this city, or in supplying it with wood, are excepted in the above order.

II. All sloops, shallops and flats, not immediately employed, must remain in the stream, opposite Chestnut-street wharf, ready to proceed up or down the river, as the tide will permit, on any emergency.

III. Every boat, batteau, skew or other undecked vessel of every denomination between fort Mifflin and Burlington, the old and new ferries in Philadelphia excepted, must be immediately removed into the following creeks, Timber creek, Annecocus, and Burlington creeks, in the Jerseys. All that are found afloat, or on shore, on the Pennsylvania side of the river, twenty-four hours after the publishing these orders, will be destroyed.

IV. All merchandize and provisions, brought into this city since Friday the nineteenth instant, must be immediately removed to some place of safety, and none brought in beyond what is immediately necessary for the use of the inhabitants; all others to be removed if time will permit, or destroyed; the expence of removing and rewarding such as give notice thereof, to be charged to the account of the owners.

V. All riots and unlawful assemblies are strictly prohibited. Such as offend will be immediately confined as enemies to the states.

Lewis Nicola, col. invalids.

1. *Pennsylvania Evening Post*, September 23, 1777.

Reference: Naval documents of the
American Revolution / editor, William
Bell Clark ; with a foreword by
President Ronald Reagan
and an introd. by Ernest McNeill Eller.

v.9

To be sold
By Publick Vendue, at Burlington, on Thursday the 12th
instant, (February)

THE schooner LITTLE HOPE, now lying in **Ancocas**¹ near Wallace's Ferry, burden about 45 tons, with her tackle, apparel, furniture and cargo, consisting of a number of blankets, several pieces of baiz of divers colours, tea, pepper, claret, port wine, London porter, corks, &c. &c. Also a vessel known by the name of LEWIS'S MILL BOAT, now lying in **Ancocas** aforesaid, near the Ferry aforesaid, burden about 30 tons, with her tackle, apparel, and furniture. The Vendue to begin at ten o'clock on said day, and attendance given by

ISAAC KAY, *Marshal.*

N. B. The cash to be paid on the delivery of the goods.

¹ Rancocas river.

**British vessels and
cargo sold under
Admiralty**

**Ancocas
(Rancocas)
Creek
Anchorage**



Source gallica.bnf.fr / Bibliothèque nationale de France

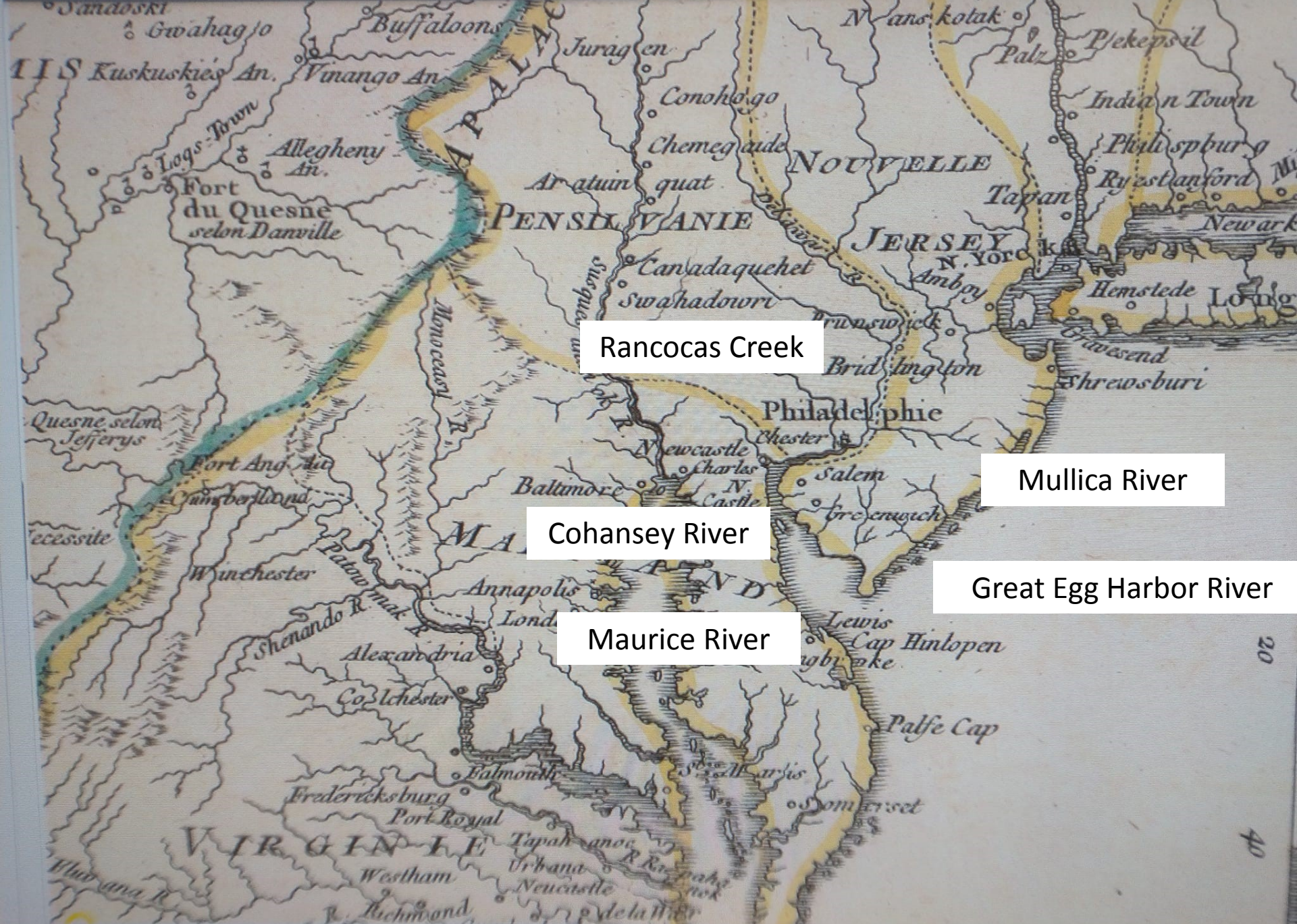
Rancocas Pathways



<<< Rancocas Creek

Partie méridionale des possessions anglaises en Amérique pour servir d'intelligence à la guerre présente entre les Anglais et leurs colonies...





Rancocas Creek

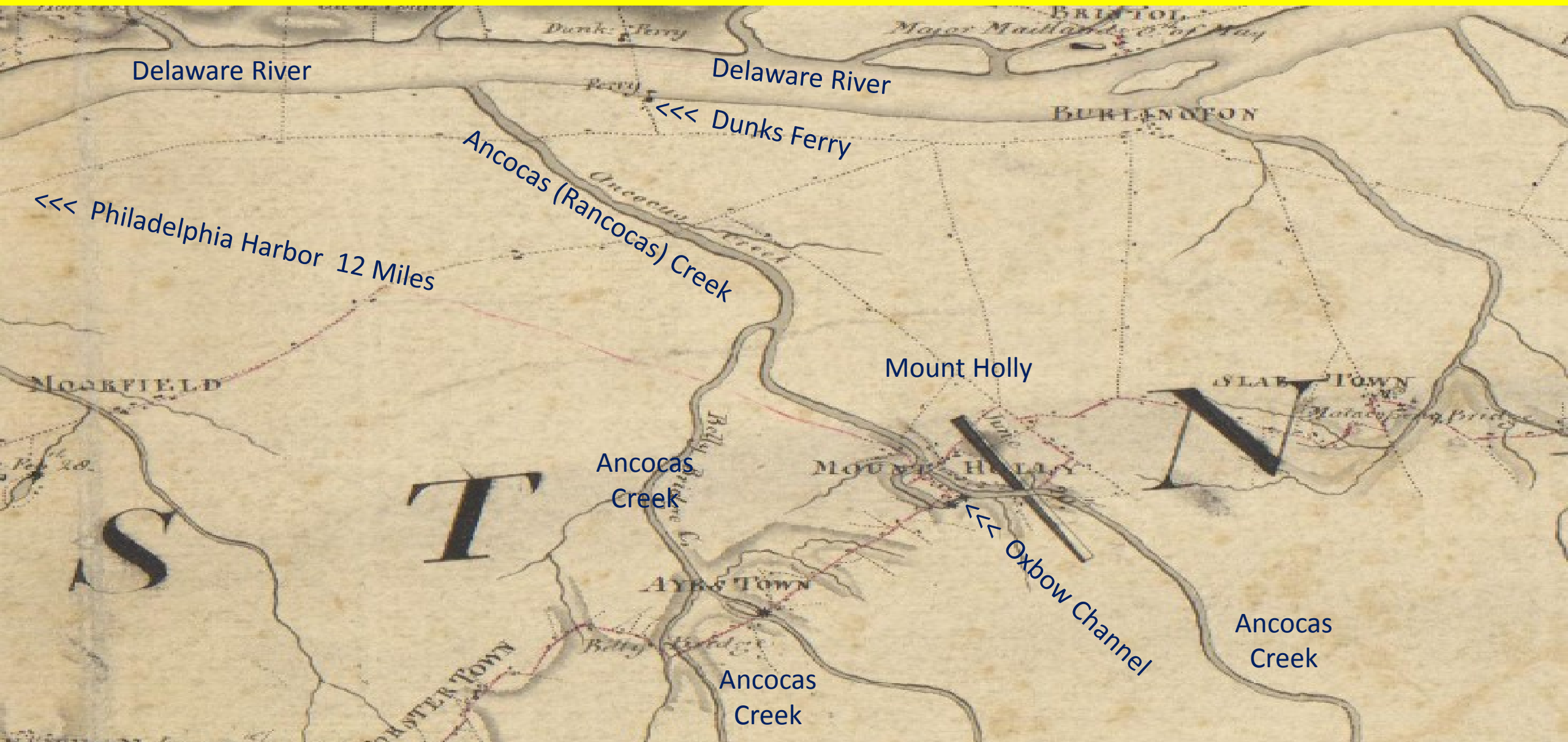
Mullica River

Cohansey River

Great Egg Harbor River

Maurice River

Insert from "A complete plan and map of part of the province of Pennsylvania East and West Jersey shewing the transactions of the royal army under the command of their excellencies Sr. Wm. Howe and Sr. Hy. Clinton. of the most Honorable Order of the Bath in marching from Elk River 1777 to the embarkation at Navesink 1778". British Army Headquarters



List of Plants Collected on Ship's Ballast Port of Philadelphia -1867

BY ISAAC BURK.

Since 1867, when Aubrey H. Smith, Esq., published his "Notes on some Colonies of Plants," in the Proceedings of the Academy, there have been large additions made to the number, and, as some of them are likely to become permanent colonists, and others are interesting, either from their rarity or the place of their nativity, I propose to give a list of such as have been collected since that time as far as I have been able to ascertain them.

The extensive improvements made in the lower portion of the city by the Pennsylvania Railroad and the American Steamship Company, and the consequent increase in the number of vessels required to carry away merchandise and produce, have been the means of introducing a great variety of plants, many of which exist but a single season and then disappear, whilst others maintain a foothold for a longer period.

Some which do not flower the first year were given the protection of a cool greenhouse, and in this way I have become acquainted with some very interesting plants.

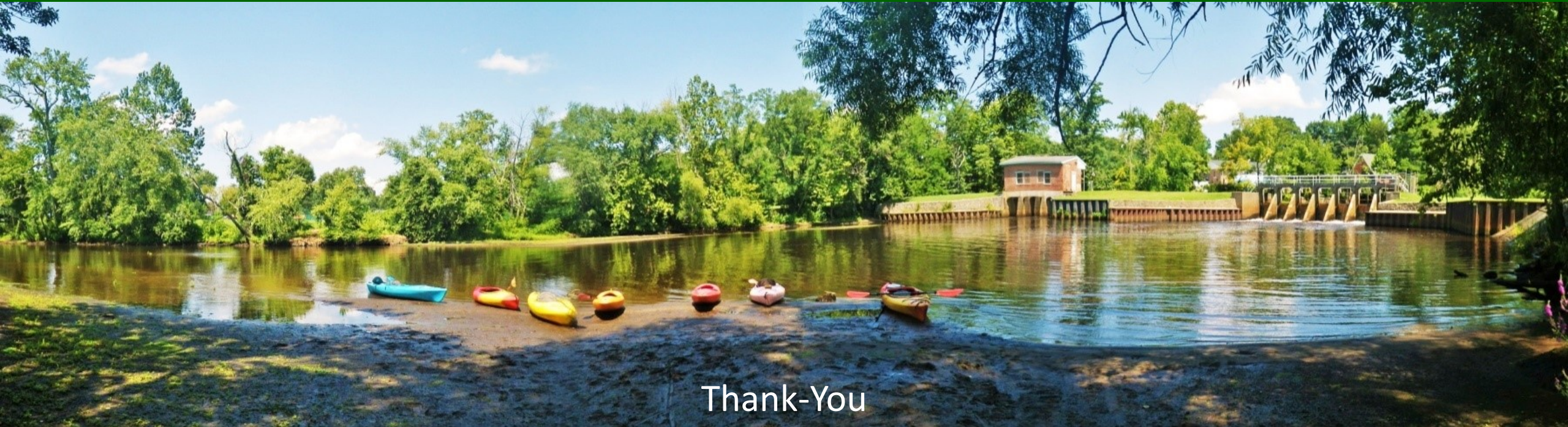
Much of the land on which these improvements have been made was low marsh, which was covered with the mud dredged from the docks, and when this had attained sufficient consistency covered with any kind of ballast which could be obtained, much of it being chalk or oolite, showing that it came from British ports, and producing plants common in such localities.

15. *Reseda lutea* var. *maritima*. Greenwich Point.
16. *Reseda alba*, L. Greenwich Point.
17. *Reseda odorata*, L. Greenwich Point.
18. *Gynandropsis pentaphylla*, D. C. Girard Point. Nat. of S. America.
19. *Cleome pungens*, Willd. Very abundant at Greenwich Point along with *Polygonum Orientale* on mud freshly dredged from the bottom of the river. S. America.
20. *Silene inflata*, Smith. Greenwich Point.
21. *Silene noctiflora*, L. Greenwich Point.
22. *Lychnis vespertina*, Sibth. Greenwich Point.
23. *Lychnis diurna*, Sibth. Greenwich Point.
24. *Vaccaria vulgaris*, Host. Greenwich Point.
25. *Corregiola littoralis*, L. Kaighn's Point. Very rare.
26. *Frankenia pulverulenta*, L. Kaighn's Point. A single specimen.
27. *Tribulus terrestris*, L. Greenwich and Kaighn's Points.
28. *Malva parviflora*, L. Greenwich and Kaighn's Points.
29. *Sphæralcea miniata*, Spach. Kaighn's Point. Nat. of South America.
30. *Geraneum dissectum*, L. Greenwich Point.
31. *Geraneum molle*, L. Kaighn's Point.
32. *Oxalis corniculata*, L. Greenwich Point. Bentham seems to think this has been introduced into England from America, but it appears to be much more common there than here, and Linnæus gives Italy, Sicily, and Germany as its native habitat.
33. *Medicago sativa*, L. Kaighn's and Greenwich. Of a weak prostrate habit. Specimens at the Centennial Exhibition, grown in Kansas, were much stouter and rigidly erect.
34. *Trigonella Monspeliaca*, L.
35. *Trigonella ornithopodoides*, L. A single specimen.
36. *Lotus corniculatus*, L. Kaighn's Point.
37. *Trifolium hybridum*, L. This appears likely to take permanent possession of the sandy soil of New Jersey, and will probably make a valuable forage plant.
38. *Lathyrus aphaca*, L. Kaighn's Point. A single plant.
39. *Psoralea bituminosa*, L. Kaighn's Point. Native of S. Europe.
40. *Potentilla reptans*, L. Kaighn's Point.



NJ Pinelands National Reserve Maritime Cultural Landscape

Mount Holly - Head of Tide - North Branch Rancocas Creek Water Trail - Where the tide meets the Pines



Thank-You

New Jersey has a rich, vibrant, diverse heritage. A pleasant today, the possibility of an exciting tomorrow. These are the elements that please anyone who sets out to understand the State lodged between New York City and Philadelphia. Unfortunately, too many of New Jersey's own elected officials and bureaucrats fail to open their eyes, ears and heart to that which is close at hand. New Jersey Rancocas Creek Water Trail is that transformative threshold, after 60 years, a catalyst of, for and by the people for OUR greater good.