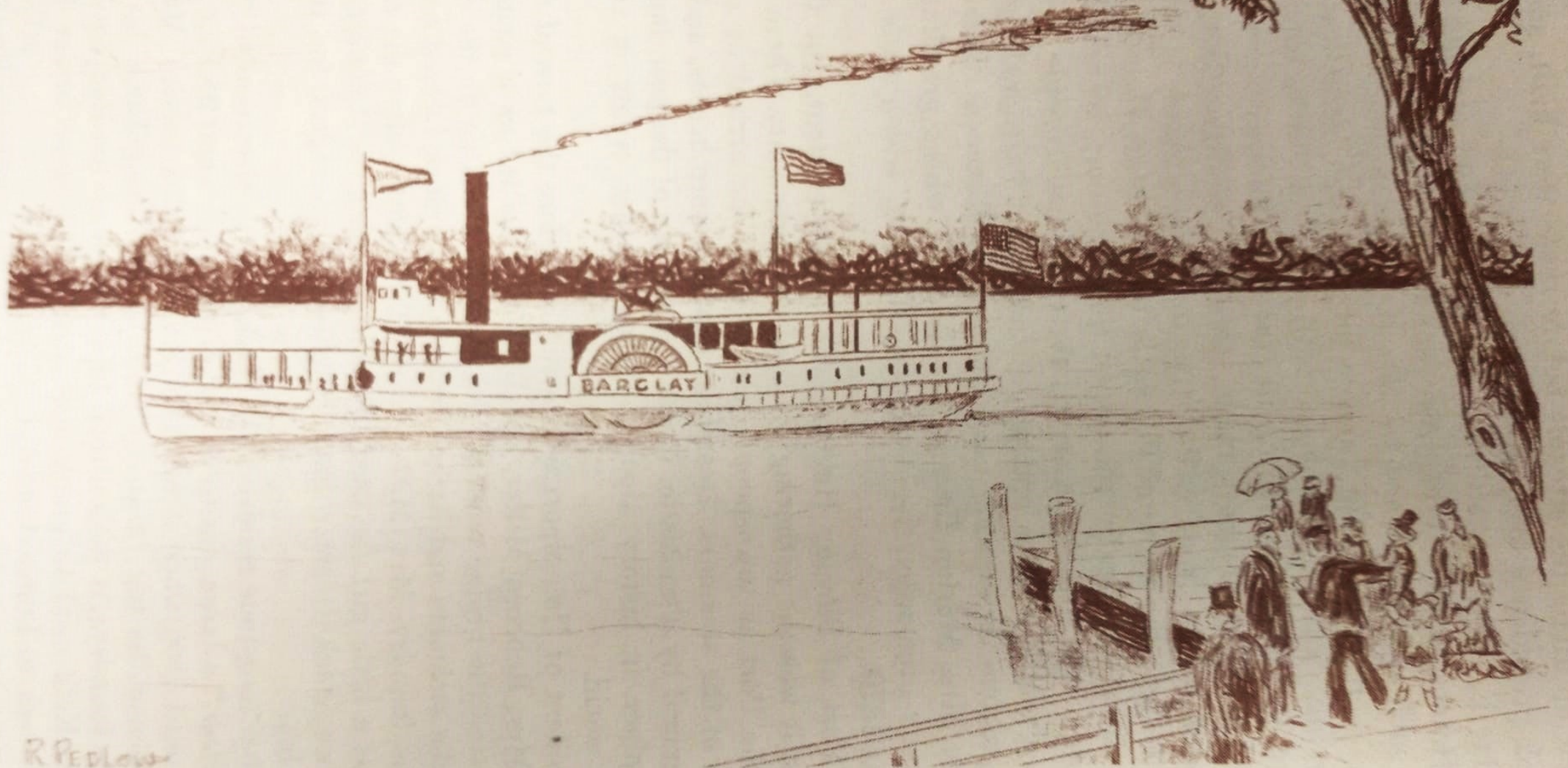


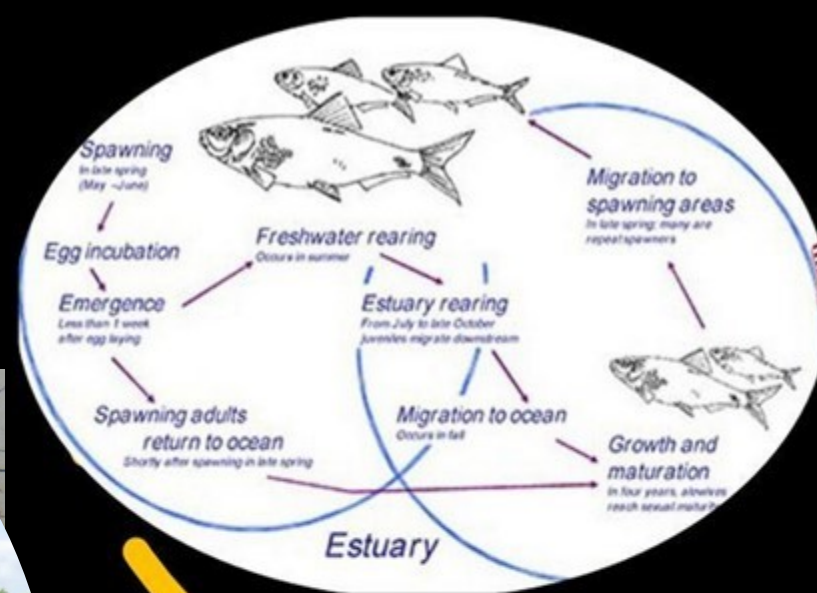
Herring Hall



R. Pedlow



Rancocas Creek blueback herring



Atlantic Ocean, Delaware Bay, Delaware
River Estuary, Rancocas Creek

April 2023 >>>

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 1880burg, 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



2015

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



Low Tide



Down the Rabbit Hole

Phossy Jaw
Cuban Filibusters
Tugboats



<<< Artwork by Hainesport resident Frank Vellucci

Hainespot Narrative

Maritime Cultral Landscape

Preservation, Geography, and History.

Enhance Public Awareness

Promote Conservation

Empower Collaboration

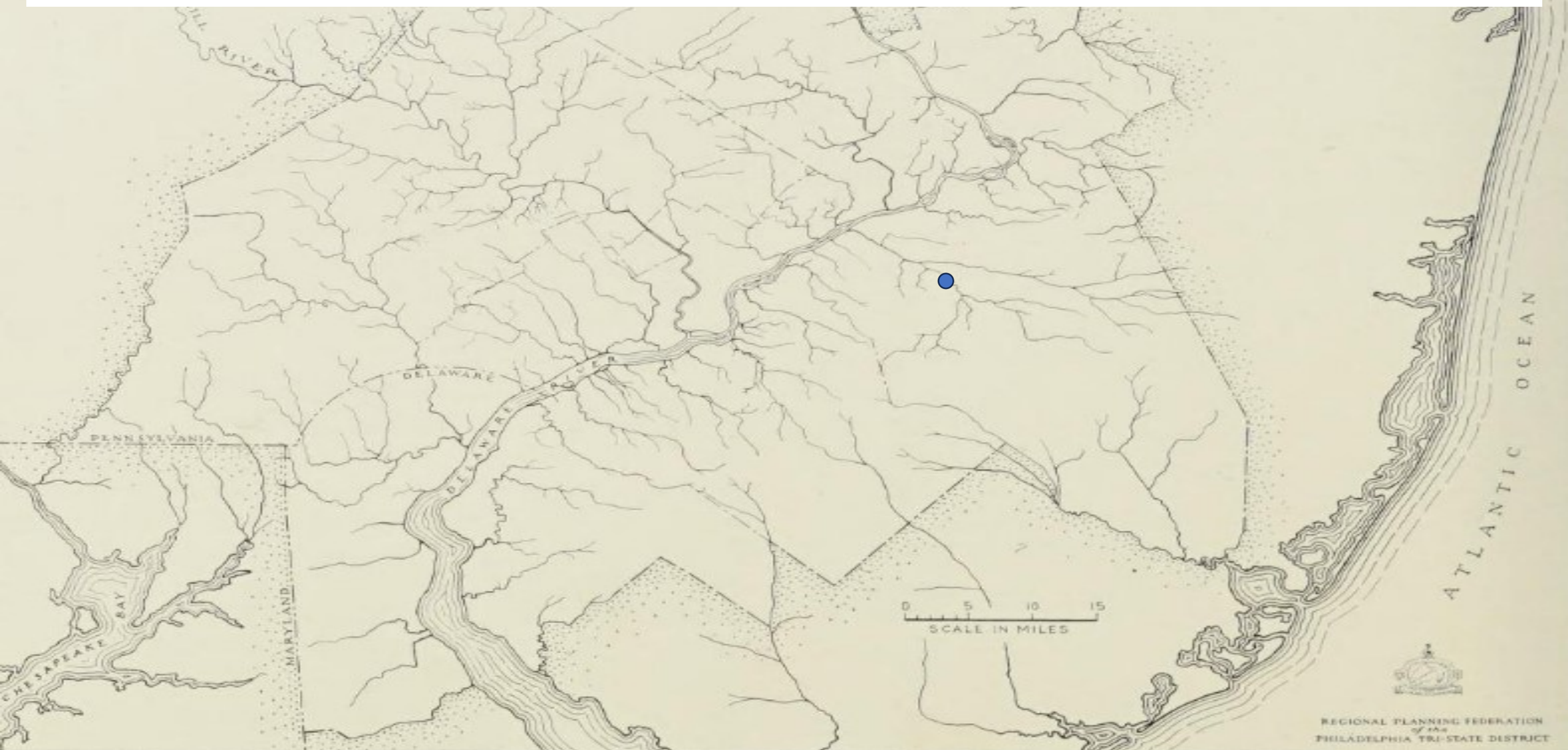
Maritime Cultural Landscapes



Tidal Channel Lights
2023



The greatest navigation possibilities are on the Rancocas where boats plied as far upstream as Hainesport, a distance of 20 miles: ref DVRPC 1931



Rancocas Creek Maritime Occupations 1664-1703

Underground Railroad

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.



THE SOSUA.

THE HAINESPORT.

(District Court, E. D. Pennsylvania. March 15, 1921.)

No. 60 of 1920.

1. Collision 71 (3)—Failure to keep lookout or give signals is fault.

A loaded steamship, passing up Delaware river at night on a flood tide and without a lookout, which, after reaching Philadelphia, overtook and passed a tug with five barges in tow, going within 75 feet on the port side of the tug, and after proceeding a short distance further across the course of the tug anchored about mid-stream, allowing her stern to swing across the channel, all such maneuvers having been made without giving signals, held in fault for a collision with one of the barges of the towing tug. The tug, which did all possible to avoid collision and covering that the steamship had stopped in the fairway, held not in fault.

2. Collision 71 (3)—Navigable waters 23—Obstruction by anchor in fairway.

The anchoring of a steamship near the middle of Delaware river at night, without warning signals and only a few hundred feet from the course of a tug following with a tow, held a violation of Act March 3, 1907, § 425, § 15 (Comp. St. § 9020), making it unlawful to anchor in navigable channels "in such a manner as to prevent or obstruct the passage of other vessels."

In Admiralty. Suit for collision by the Frugart Aktieselskabet of the Norwegian steamship Sosua, against the steam tug Hainesport. Decree for respondent.

H. Alan Dawson, of Philadelphia, Pa., and Haight, Sandford, & Griffin, of New York City, for libellant.
Willard M. Harris, of Philadelphia, Pa., for respondent.

THOMPSON, District Judge. [1] The collision which is the subject of the present suit occurred about 11 o'clock on the night of 19, 1920, in the Delaware river, between Philadelphia and Camden.

The Sosua is a Norwegian steamship, about 240 feet in length, and had come up the river loaded with a cargo of fruit, landed at the piers of the United Fruit Company at the foot of Arch street, Philadelphia. The tide was flood; the weather clear and night dark. It being too late for the Sosua to be towed into her berth, she cast anchor in the channel slightly above the Arch street pier.

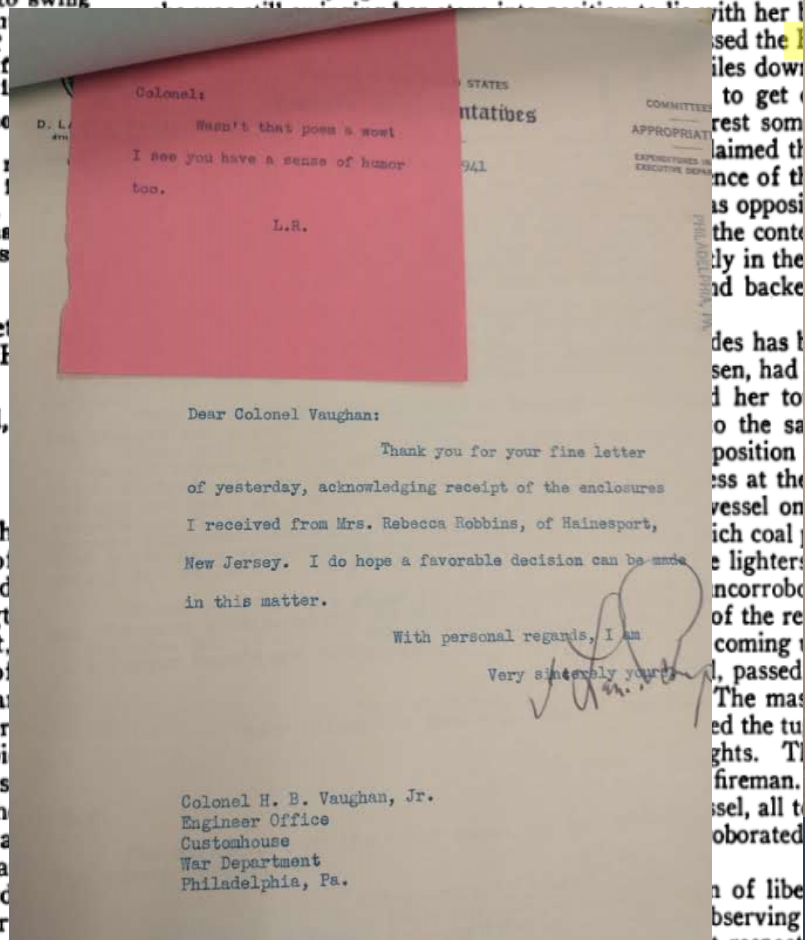
The Hainesport, having in tow five light barges in two tiers on the port and two on the starboard side, had proceeded up the river from Gloucester, and, directly after the Sosua had dropped her anchor, attempted to pass her stern, when the bow of the forward starboard barge came into collision with the Sosua, striking her starboard rudder underneath the stern and her rudder, causing injury to her stern and rudder.

The libellant's contention is that the collision was due to the negligence of the Hainesport in running too close to the Sosua without warning, after her anchor had been dropped and she was lying with her bow downstream, angling towards the New Jersey shore with

her stern about midstream. The respondent's contention is that the collision was due to the negligent and careless maneuvers of the Sosua in passing the Hainesport on her port side at or slightly below Walnut street without signal, crossing her bow at an angle, and proper anchorage without warning to the Hainesport, and, while in position across the channel, backing into the barge.

One of the disputes of fact in the case concerns the point whether the Sosua passed the Hainesport and her tow in coming up the river. The importance of this lies in its bearing upon the question whether the Sosua was lying at anchor at the time of the collision, or whether she was proceeding up the river with her bow down.

The importance of this lies in its bearing upon the question whether the Sosua was lying at anchor at the time of the collision, or whether she was proceeding up the river with her bow down. The importance of this lies in its bearing upon the question whether the Sosua was lying at anchor at the time of the collision, or whether she was proceeding up the river with her bow down.



It is found as a fact that the passing was immediately below the

DATE.	TUGS AND SCOWS.						No. double headed tugs & scows.	Total Number times draw opened.	Total number boats passing through draw.	Total number of minutes trains 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			121	180	17	57
Feb. 1914	15	1	-	-			45	50	4	12
Mar. 1914	16	6	10	2			99	189	13	39
April 1914	42	31	23	7			251	389	40	129
May 1914	41	30	32	10		1	289	522	38	149
June 1914	27	22	22	19			183	302	29	142
July 1914	59	26	17	19			266	517	44	141
AUG. 1914	53	37	25	12			307	590	35	133
Sept. 1914	40	34	20	17	2	1	313	634	51	222
OCT. 1914	63	42	29	12	1		389	695	43	187
Nov. 1914	27	46	25	8			164	314	24	92
Dec. 1914	41	22	15	5			108	224	14	84
Jan. 1915	46	17	5	4			96	165	12	52
Feb. 1915	27	10	7	5			139	332	32	101
Mar. 1915	60	18	12	4			209	461	42	144
Apr. 1915	57	38	26	10						

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 snare 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.

Rancocas Creek Sand Scows
100-120 feet 27-30 wide, square ends, deck top load, 70-80 feet long. Distance between barges 15 - 20 feet

For other cases see same topic & KEY-NUMBER in all Key-Numbered Digests & Indexes



Phosphorus Retort



American Egret, Confluence

A few other places on or near the Delaware secured steamboat connections, generally with Philadelphia as the other terminal. In 1823 the *Norristown*, a small vessel formerly used as a ferry-boat at Camden, steamed between Philadelphia and the various landings on **Rancocas** Creek.¹²¹ The next year leading citizens of Mount Holly organized a company which operated the *La Fayette* over the same route.¹²² Trips were made semiweekly and a through fare of 50 cents was charged, which included a stage ride of four miles between Mount Holly and Hilliard's Wharf. The venture did not attract sufficient patronage, however, and the *La Fayette* was sold at auction in 1826.

1860 Steamer Barclay Leaves Arch Street Wharf, daily at 2 ½ p.m.. Progress, Delanco, Bridgeboro, Centretown, Hainesport. Leaves Hainesport Daily at 7 a.m.. Stages meet boat for Mt. Holly and Lumberton

Local Steamboat and Coach Lines 1823



REPORTED BY THE PHILADELPHIA REGISTER

POST CHAISE, FOR PHILADELPHIA,
 THROUGH IN ONE DAY, AND BY DAY LIGHT—IN CONNECTION WITH THE PAID COACH LINE.

THE POST CHAISE is reported to have been first introduced in England. The new post and mail coaches were started in the summer of 1816, and in 1817, the first was introduced in this country. The first was started by NEWBERRY, & CO. of New York, and was called the "New York and Philadelphia Post." It was run by the "New York and Philadelphia Post Office," and was the first of the kind in this country. It was run by the "New York and Philadelphia Post Office," and was the first of the kind in this country.

A Post Coach Racing to Meet the Steamboat at the Landing

Free Steamboat Excursion TO **HAINESPORT** NEW JERSEY, ON SUNDAY NEXT.

Hainesport a Great Success! Lots Selling Rapidly!

"THE HAINESPORT LAND AND IMPROVEMENT COMPANY"

Sold a great many of its BEAUTIFUL LOTS at Hainesport at the Peremptory Sale last week. Those who attended this Sale declared that the location of these Lots surpassed anything of the kind they had ever witnessed, and upon their return home would recommend their many friends to buy here. Many of them intend BUILDING, but buyers are NOT OBLIGED TO BUILD. The Company's Restrictions are very reasonable indeed.

Having been requested by numerous people who cannot leave their work on WEEKDAYS to let the STEAMBOATS RUN TO HAINESPORT ON SUNDAY, we have concluded to make a

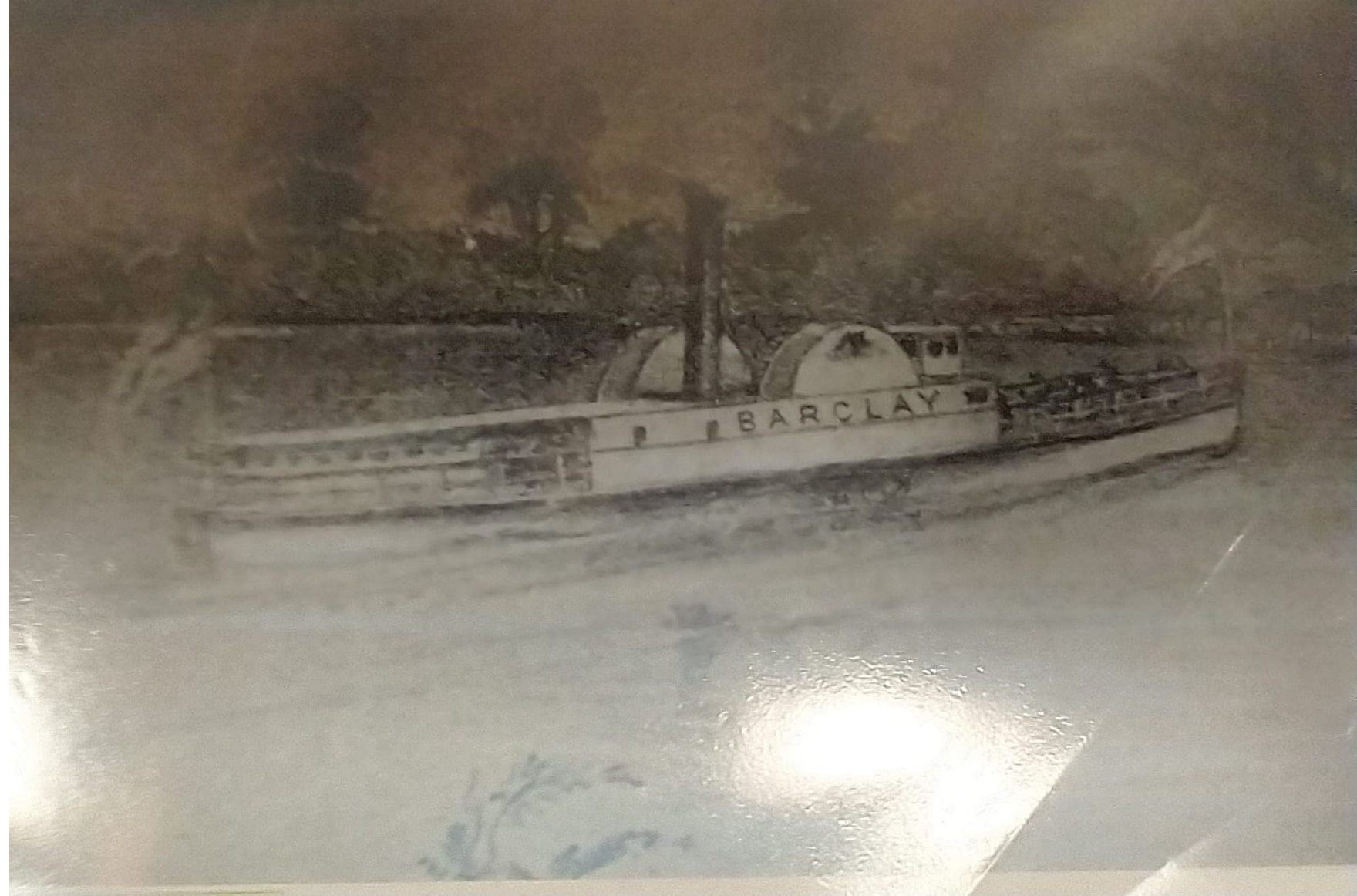
SPECIAL GRAND EXCURSION TO HAINESPORT ON SUNDAY NEXT, OCTOBER 12.

DON'T MISS IT OR YOU WILL REGRET IT.

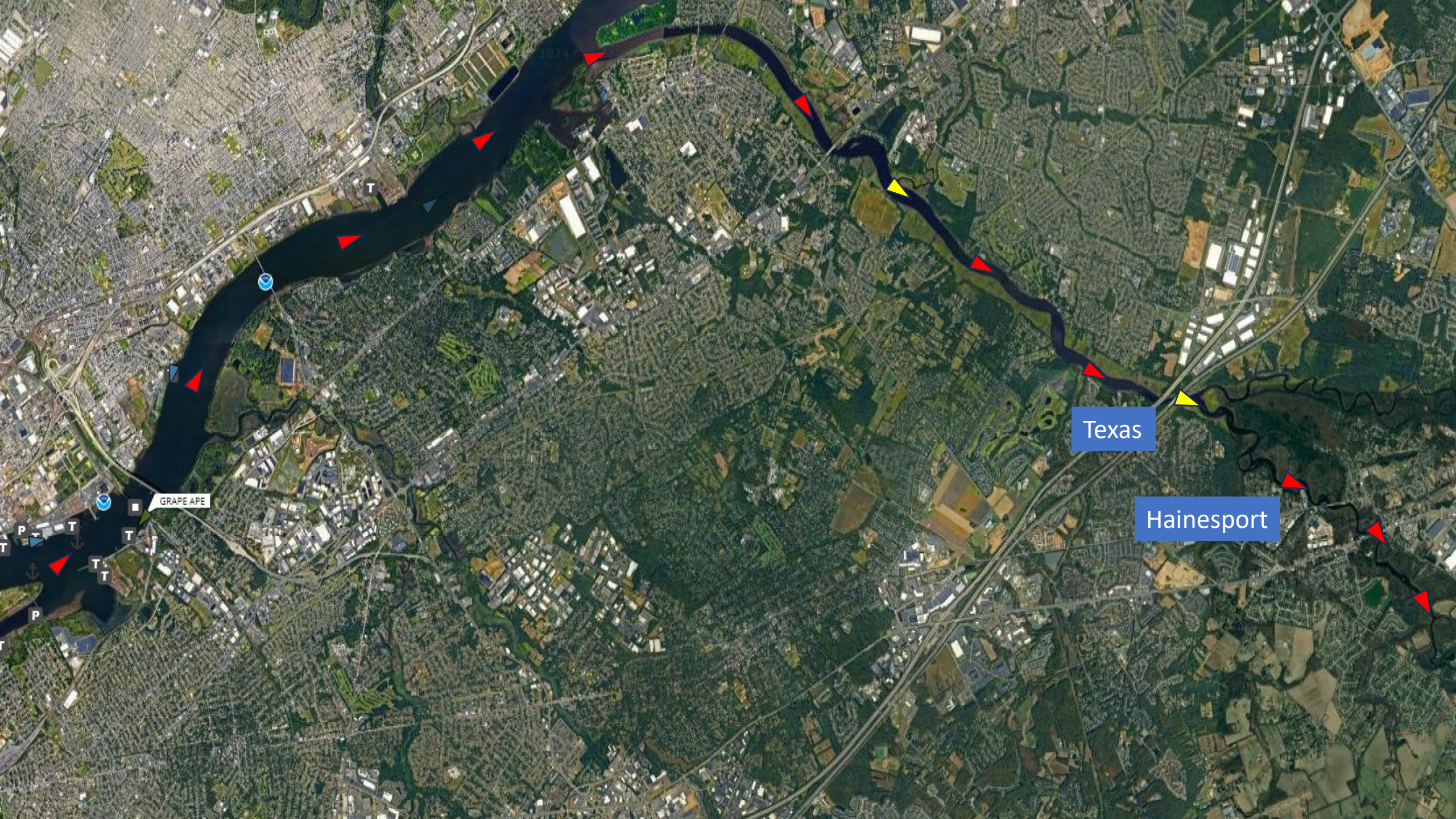
The Steamers "NELLIE BLY" and "ARTHUR MALLON" will therefore leave as follows:

ARCH ST. WHARF at 8.30 A. M. OTIS ST. WHARF at 9.15 A. M.
and BRIDESBURG WHARF at 10 A. M.,

Landing you right on the grounds, and returning in the evening.



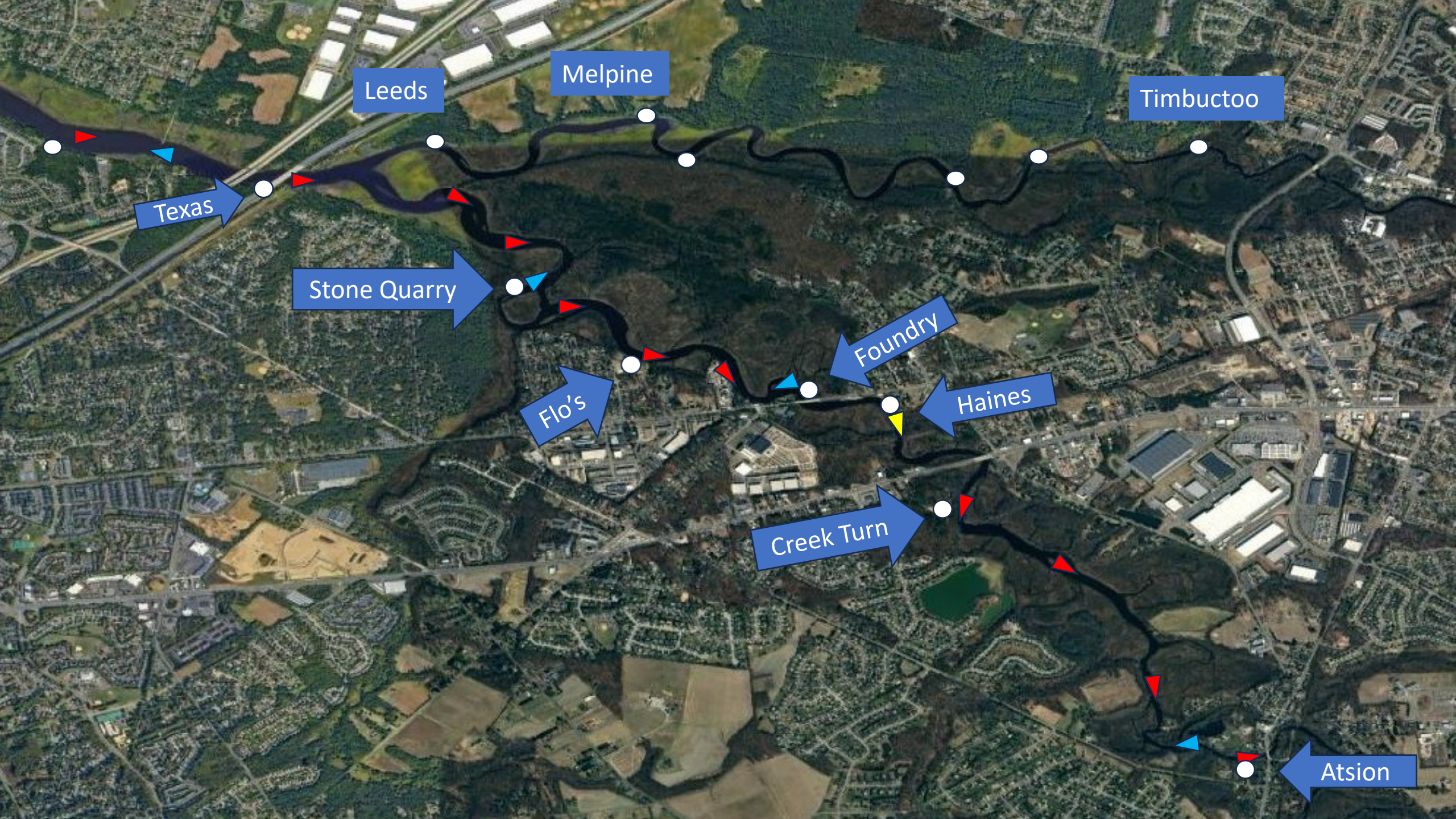




GRAPE APE

Texas

Hainesport



Leeds

Melpine

Timbuctoo

Texas

Stone Quarry

Flo's

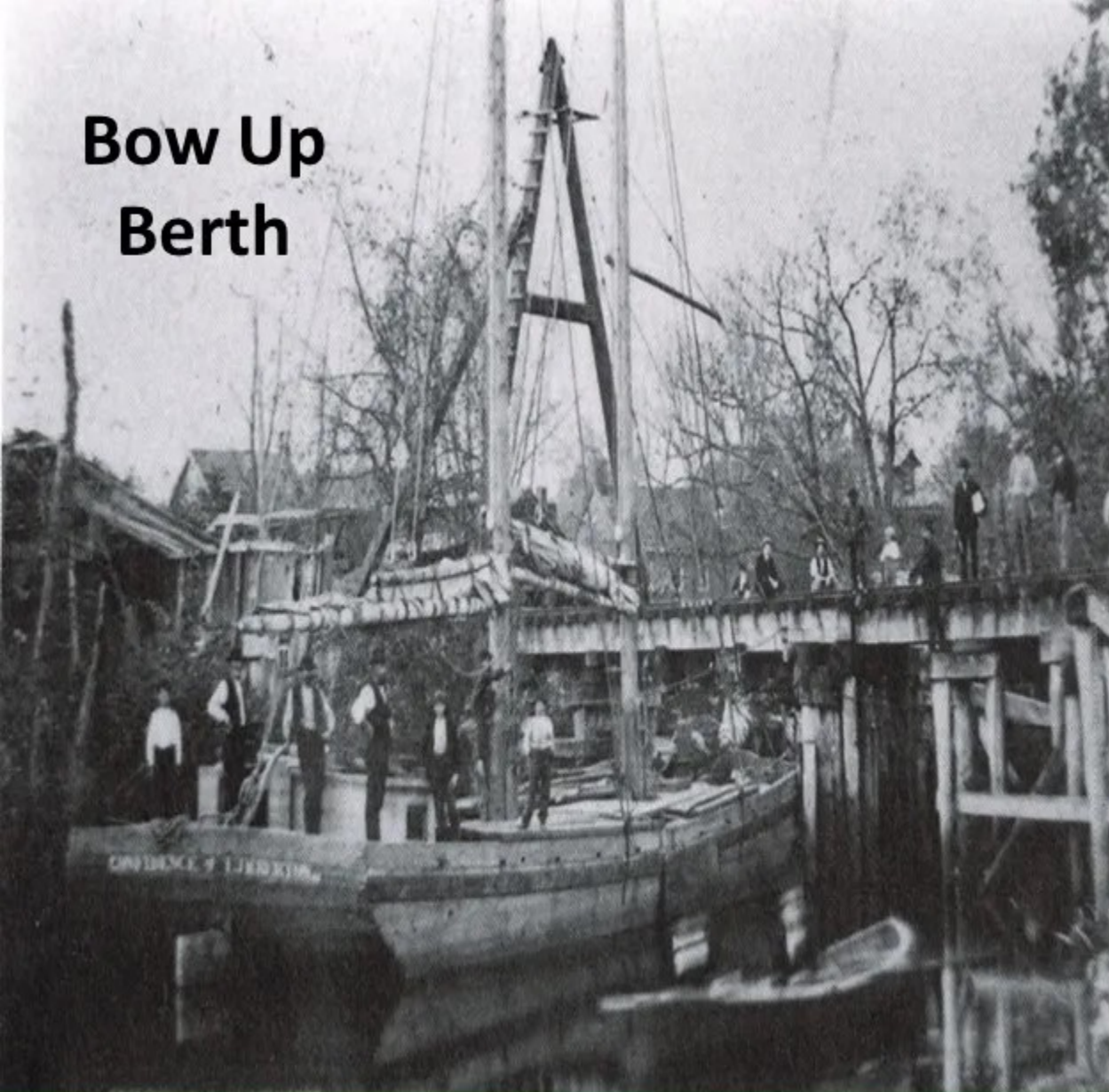
Creek Turn

Foundry

Haines

Atsion

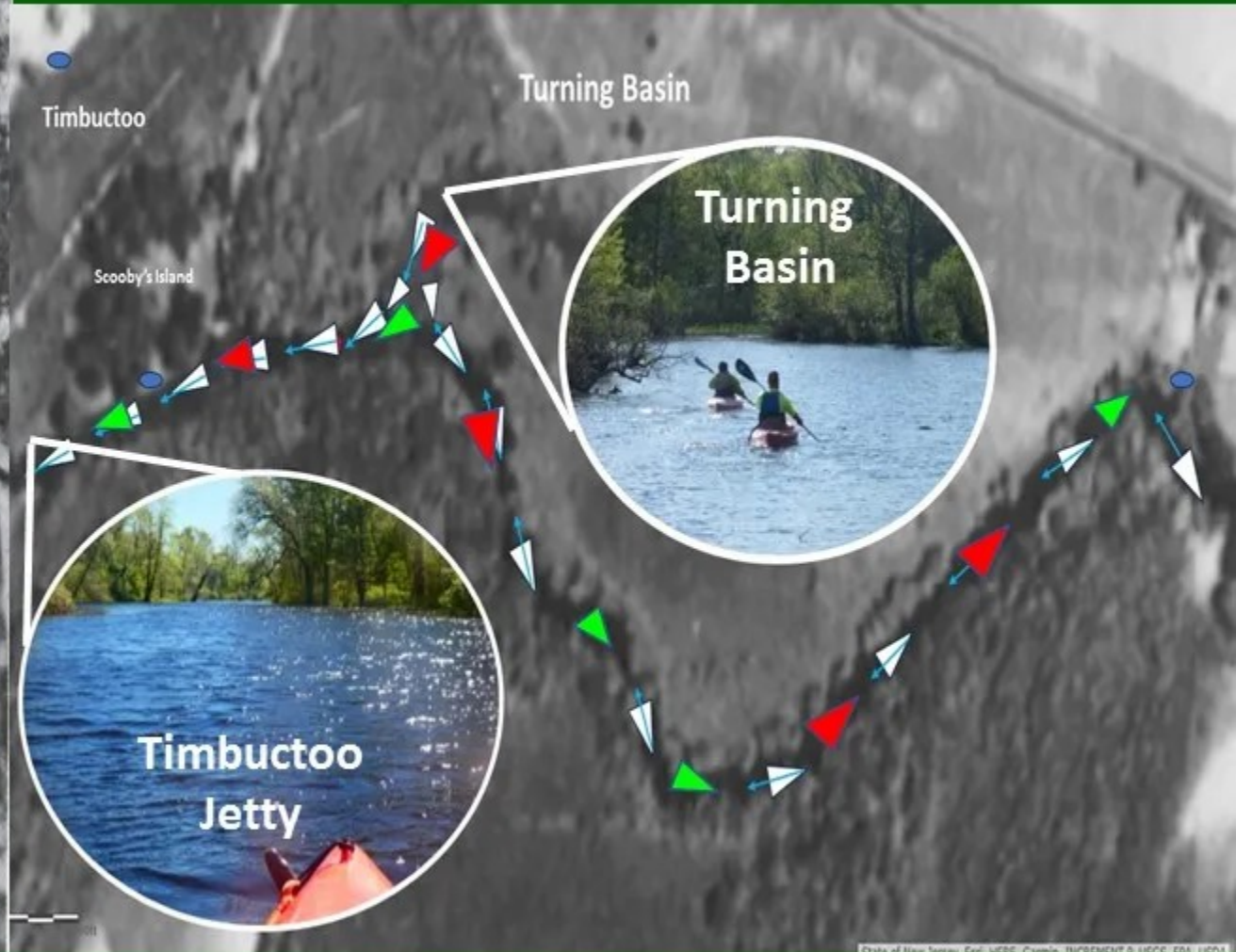
Bow Up Berth



Courtesy Mount Holly Historical Society
Note: Tidewater level on Rail Trestle

Rancocas Creek Vessel Precedence

Efficiency - Costs - Operations

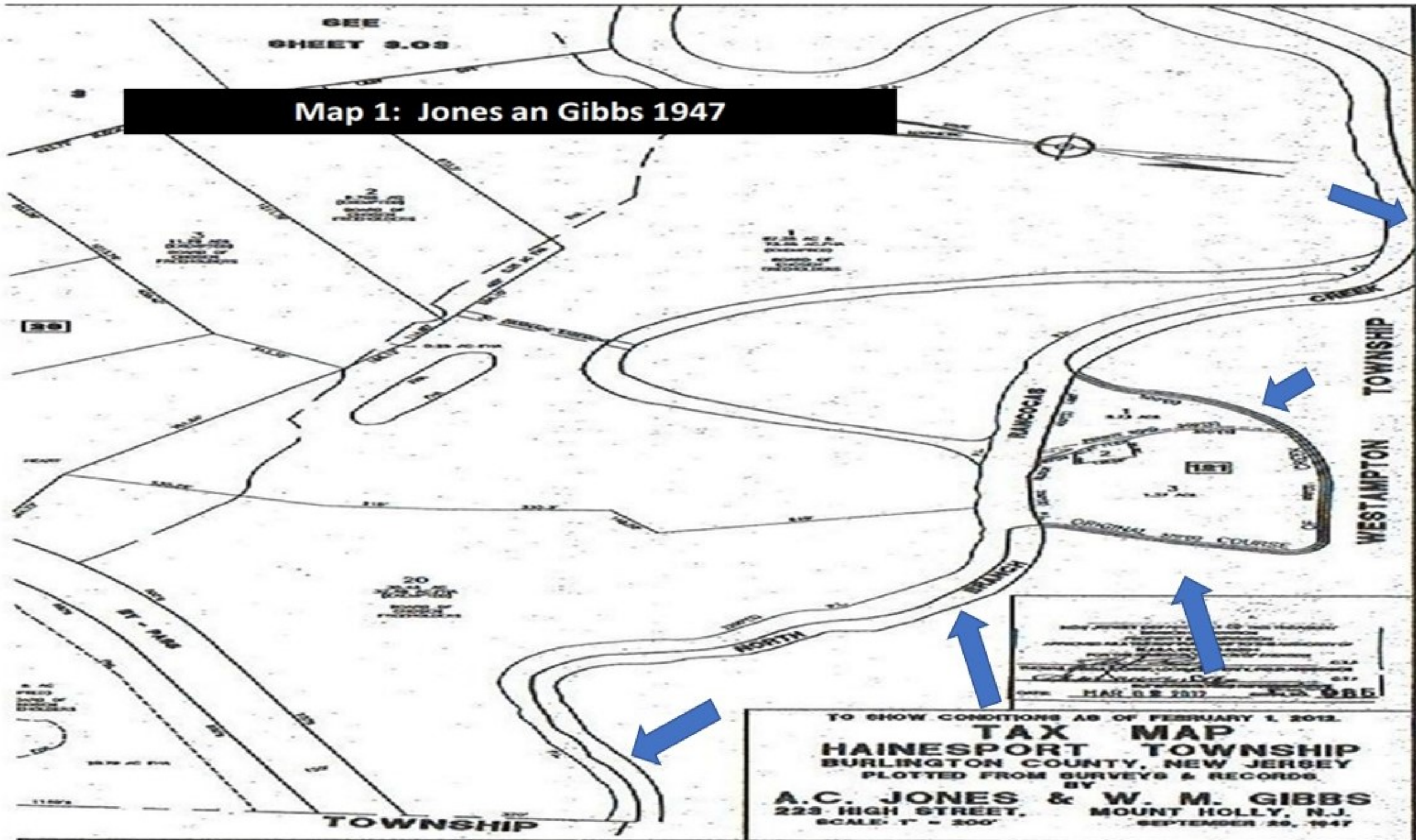


Turning Basin Way-Point
Rancocas Creek Water Trail Timbuctoo

Chart of New Jersey, Part 1000, Camden, TURBENTMENT 9, 11000, EPA, 11001

GEE
SHEET 3.03

Map 1: Jones an Gibbs 1947



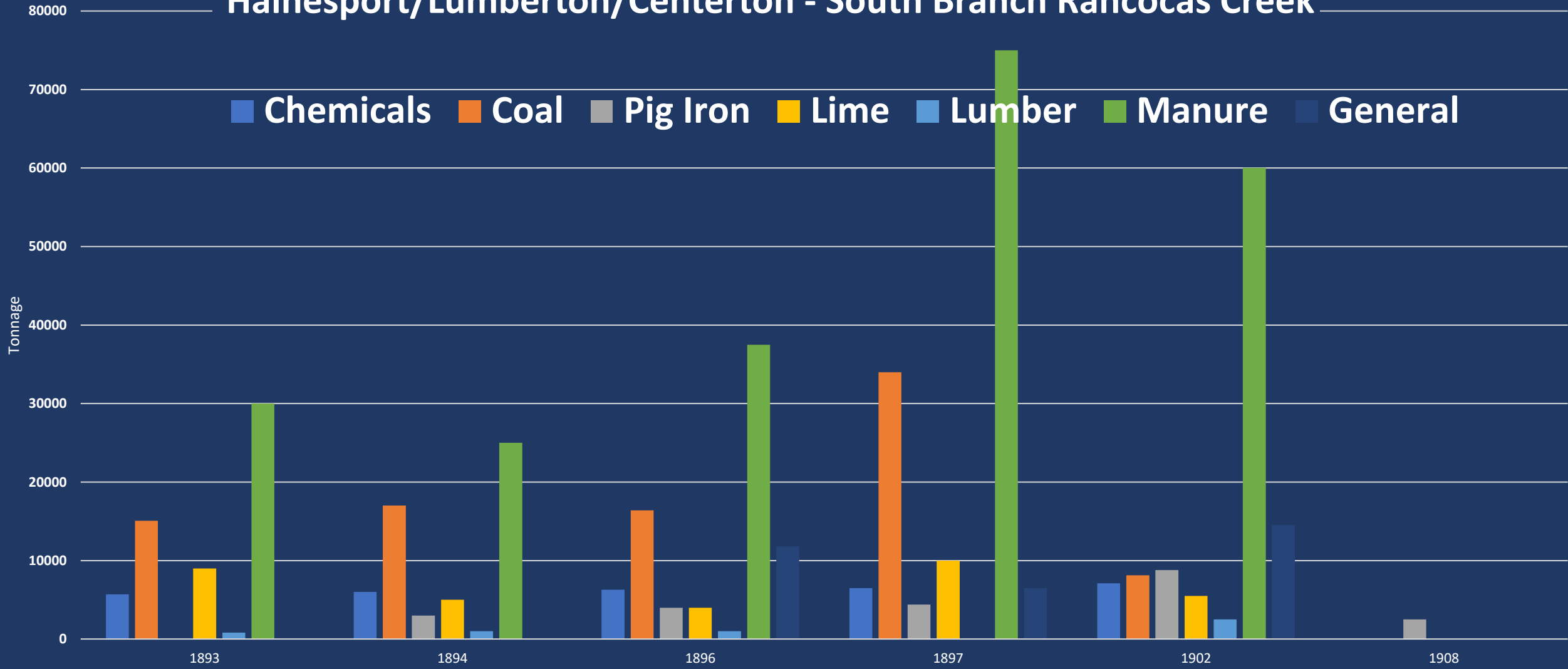


Timbuctoo



Product Arrival by Total Tons

Hainesport/Lumberton/Centerton - South Branch Rancocas Creek

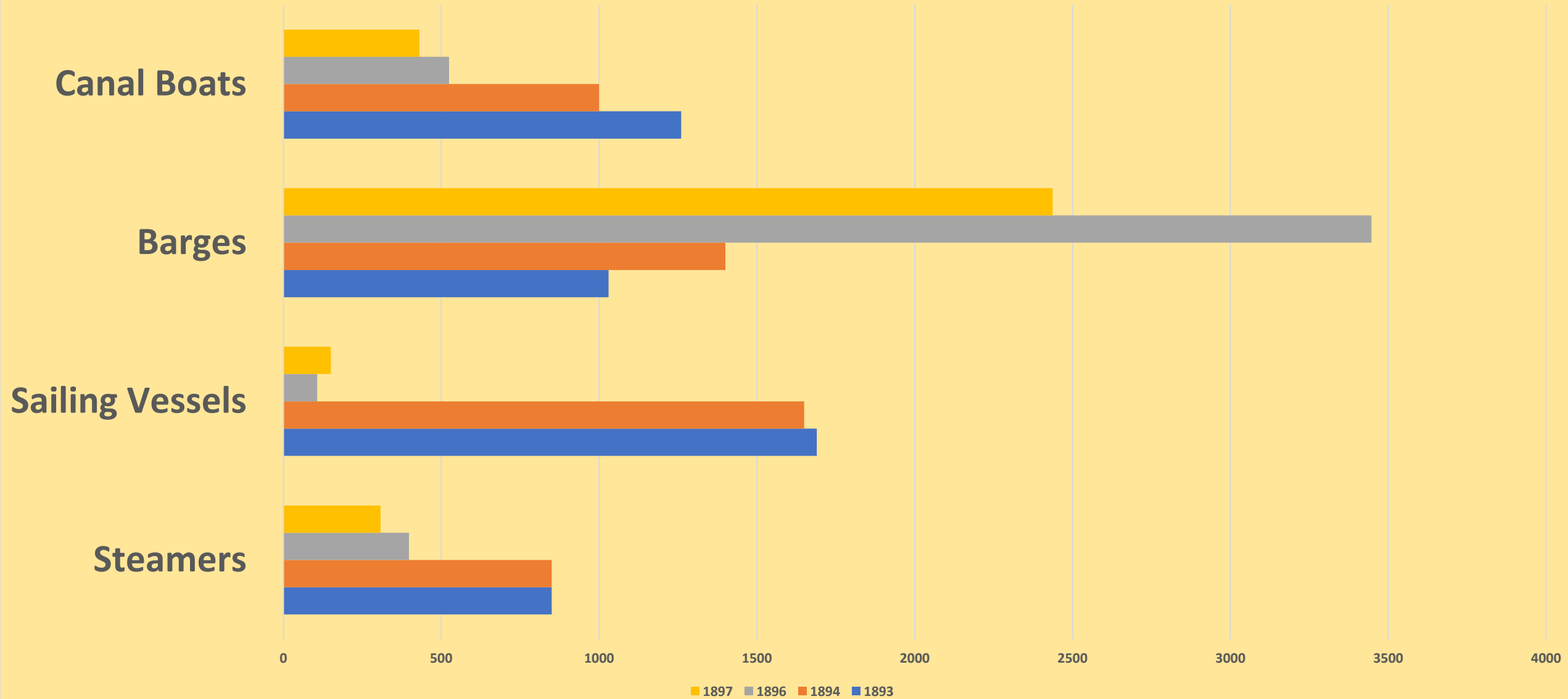


ref: Reports to Congress

Hainesport/Centerton/Lumberton - South Branch Rancocas Creek

Vessel Type & Number of Voyages per Year

Ref: Reports to Congress

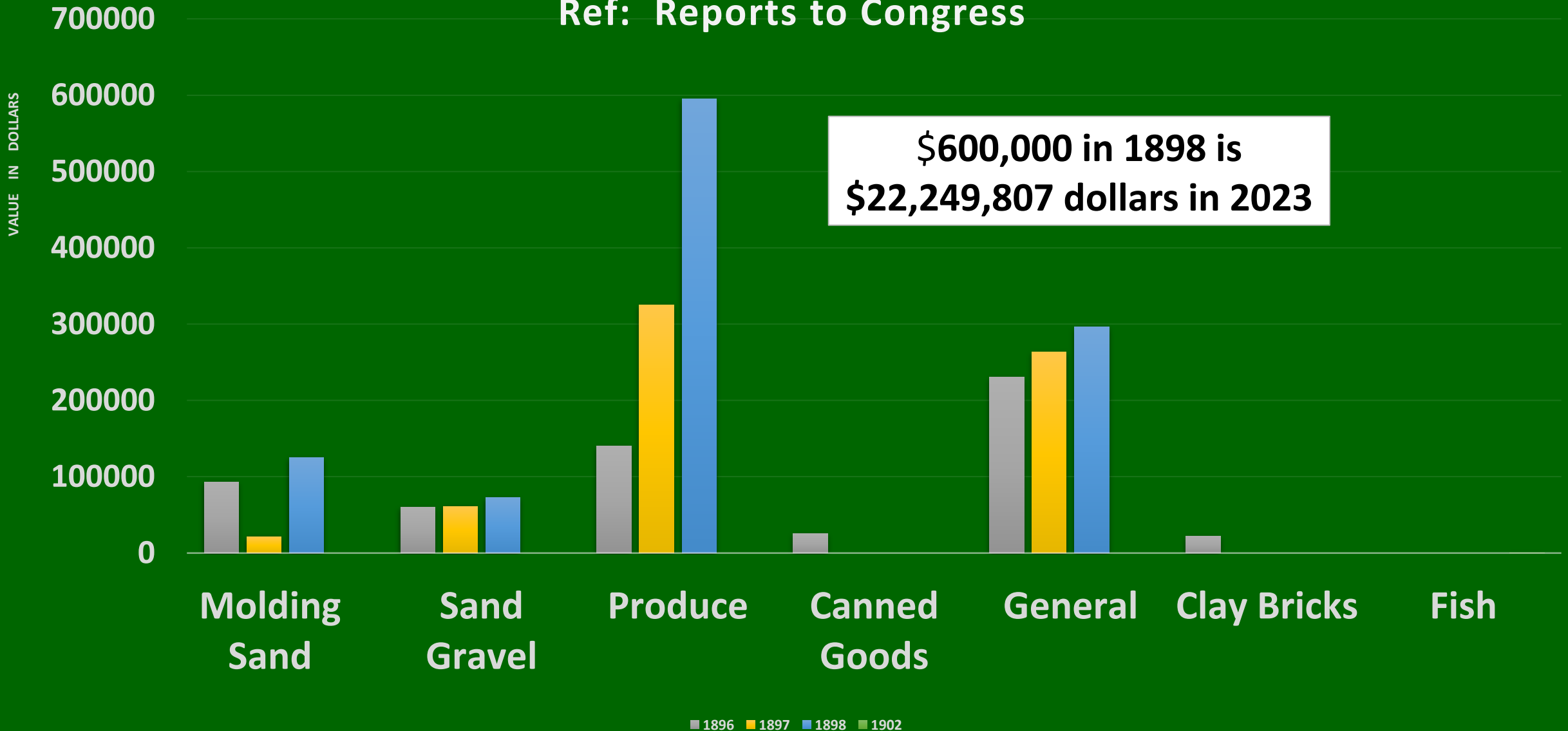


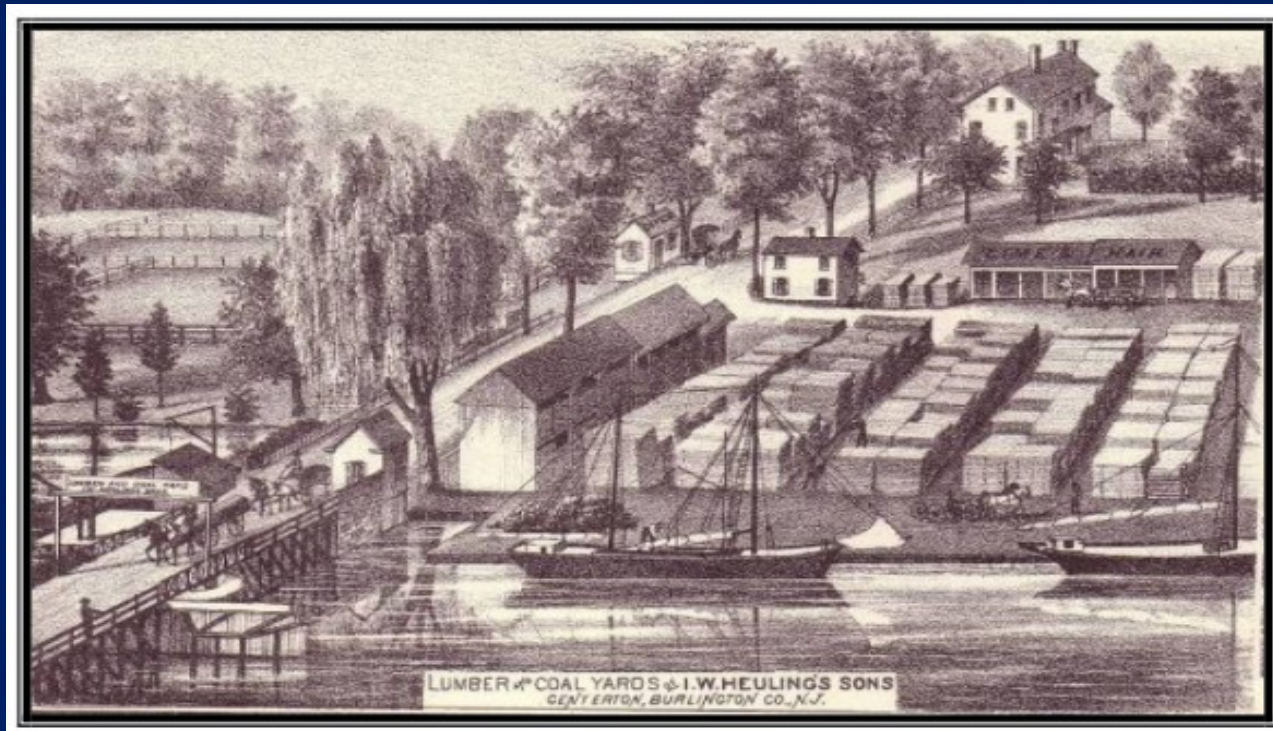


Departure Value in Dollars

Hainesport/Centerton/Lumberton - South Branch Rancocas Creek

Ref: Reports to Congress





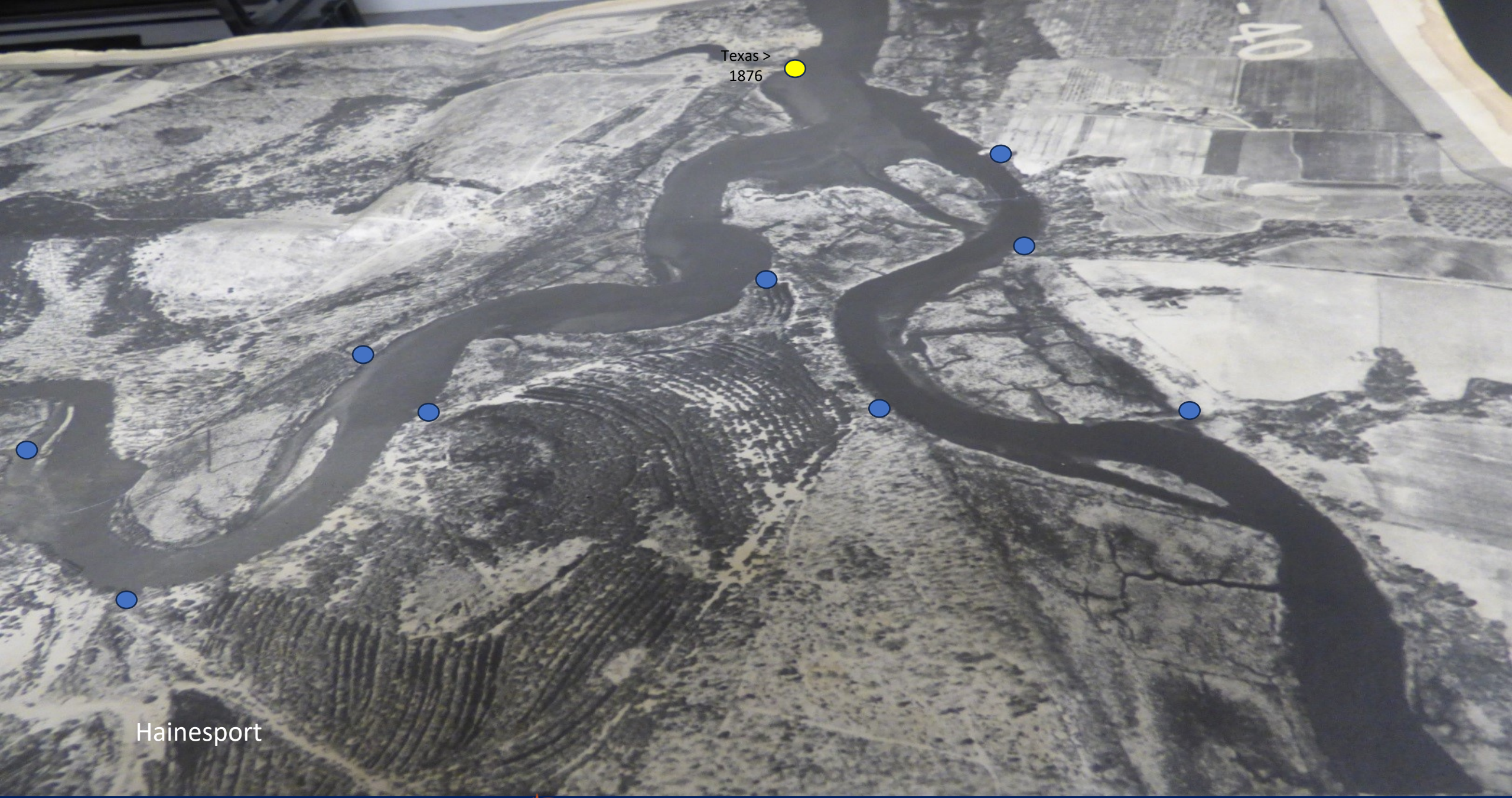
Centerton

Exploring Historic Pathways,
Discovering New Understandings



Schooner Rudder Dated to mid 1840's





Texas >
1876

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.

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.

March

1909

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)

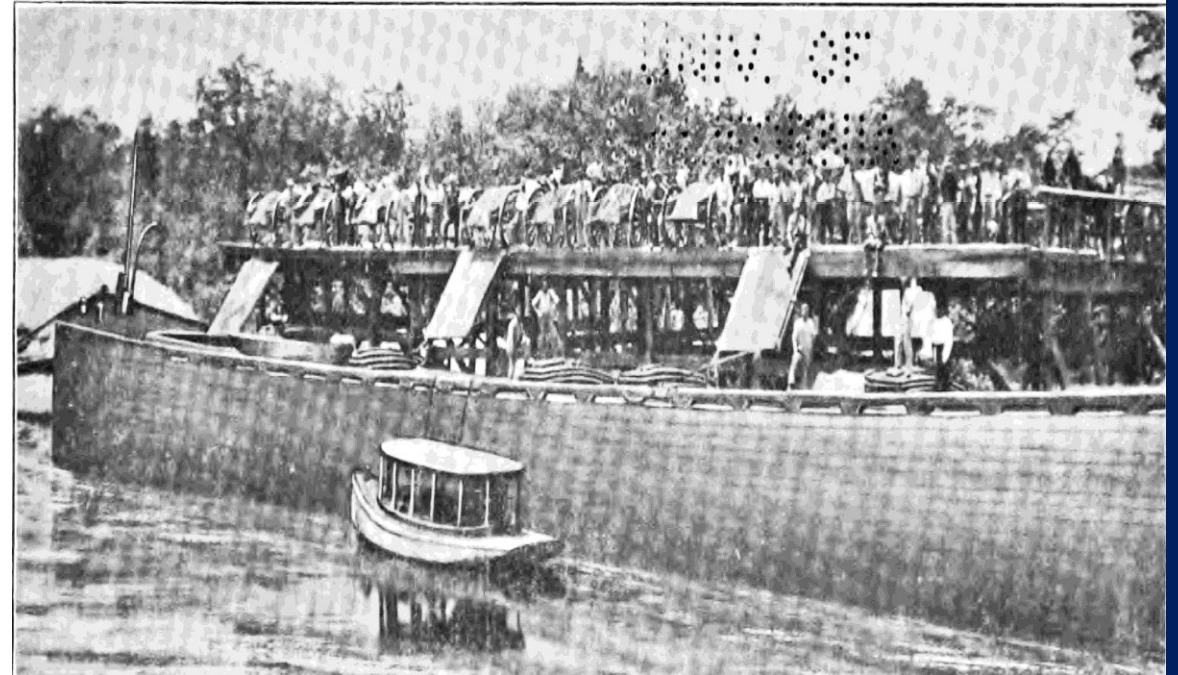
2,488 - 40,000 lbs
rail car loads of Rancocas Creek
Sand (p.a. 1922-1924)



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

1906

belonged to that period, is an heirloom that has come in possession of Mrs. William P. Bryan, of Vincenttown.

A Sunday school for the benefit of the Polish children of **Hainesport**, has been started by Rev. P. J. Hart, pastor of the Sacred Heart Church, Mount Holly, who will hold sessions every Sunday afternoon in the hall of the Columbian Iron Works' Beneficial Society, at **Hainesport**.

That the visiting nurse has been of great benefit to the people of Mount Holly is learned from the fact that she has made

country.

Struck Against Wearing Boots.

MOUNT HOLLY, N. J., March 7.—A strike occurred at the Columbia iron works at **Hainesport**, Burlington county, in consequence of an order being issued that all the employes should wear boots. The order was issued, it is stated, because so many of the employes were laid up by burns on their feet caused by molten iron, which those who wore boots escaped. The proprietors of the works offered to furnish boots free of charge to those who felt unable to pay for them, and also to pay them for time lost on account of injuries received. The men were sent to this and went out.

1889

"A More Assertive Pollex"

LIQUOR STOCK SEIZED

Constables And Troopers Raid Houses In Centerton And **Hainesport**—
Two Men Arrested

Within a mile of Adam's Wharf, where the famous Rancocas rum scandal had its inception, Sheriff Haines' raiding squad seized a large stock of illicit beverages on Saturday night.

George F. Murphy, whose home in Centerton was raided, was taken to the county jail to await a hearing before Commissioner Ralph W. Haines.

At Murphy's home Constable Bate, Cooper and Smith and Troopers Boyle and Powell, confiscated ten quarts of Scotch, fourteen pints of imported rum, two quarts of whiskey with foreign labels, five gallons of alcohol, several cases of beer and a quantity of coloring matter.

The raiders visited the home of James Nulvarick, near **Hainesport**, an arrested Nulvarick after confiscating a quantity of wine, cordials, blackberry brandy and coloring matter.

1927

Launch of a Steamer.

The freight and passenger steamer Ruth P. Lute, built at the shipyards of the Enoch Moore & Sons Co. for Capt. Richard Lute of **Hainesport**, N. J., was launched from the yards of the builders on Tuesday morning at 9.30. The vessel was christened by Capt. Lute. She measures 100 feet in length and will ply between **Hainesport** and Philadelphia. The boiler will be placed in the vessel to-day at the wharves of the Pusey & Jones Co., after which the finishing touches will be given to the vessel by her builders.

1898



Aleksander Gierymski - 1887

Hainesport Resident WW 1 Veteran



Pine, Stacy J. 359,325 *White *Colored

Residence: Hainesport, N. J.

*Enlisted *R. A. *No. ~~Ex. R. Ex. Inducted at~~ Gettysburg Pa July 27 19 17

Place of birth: Poland Age or date of birth: 18 yrs

Organizations served in, with dates of assignments and transfers:
Co. H 58 Inf to death.

Grades, with date of appointment: Pvt, Pvt 1st Oct. 9/17; Pvt Nov 24/17;
*Wagoner Apr 19/18; Pvt June 27/18

Engagements: Aug 6/18

Served overseas from: May 11/18 to: death from: to:

*Killed in action *Died Aug 6/18

Other wounds or injuries received in action:

Persons notified of death: Mrs. Bronnie Pine, Mother,
Box 55, Hainesport, N. J.

Remarks: Specific battles not mentioned.

File No.	Last Name	Army Serial No.	First name and Initials	Cablegram No.			
12166	PINE	559325	Stacy J.	235			
Rank	Organization		Cause of death	Date of Death			
Pvt.	Co. H, 58th Inf.		K/A	8/6/18			
Date of Burial	Place of Burial—Unconfirmed			No.			
Reburied				Cemetery Commune			
12/11/18							
Authority File No. D	Place of Burial—Confirmed			No.			
956	Grave No. 173, Amer Plot, Row G, Amer. Cty., Bazoches, Aisne.			Cemetery Commune 847			
Authority File No. D	Disinterred and Reburied: Date 5-22-19 In: Grave #150, Section M, Plot #3, American B/A.Cty., Fignes, Marne.			No. 617.			
20646				Cemetery			
Emergency Address:	Mrs. Brunnie Pine (Mother) Box 55, Hainesport, N.J.		Notified Emergency Address	F-107-sent 9-20-20			
R. B. Sketch No.	Photograph No.						
5261	F-13108						
Grave Marker	Name Peg	Cross	Head Board	Bottle	Ident. Tags	Buried with body	On grave marker
		Yes					Yes

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.



*Lumberton Sand
Allany Sand
Centerton Sand
Rancocas Sand
Hainesport Sand
New York
New Jersey
New Jersey
New Jersey
New Jersey*

Shippers
OF
MOULDING SAND
PIER 4-5
NORTH DELAWARE AVENUE.



Manufacturers
OF
FOUNDRY FACINGS
AND
FOUNDRY SUPPLIES.

*Cape May Sand
New Jersey
Cape May Sand
New Jersey
New Jersey
New Jersey
New Jersey
New Jersey
New Jersey
New Jersey*



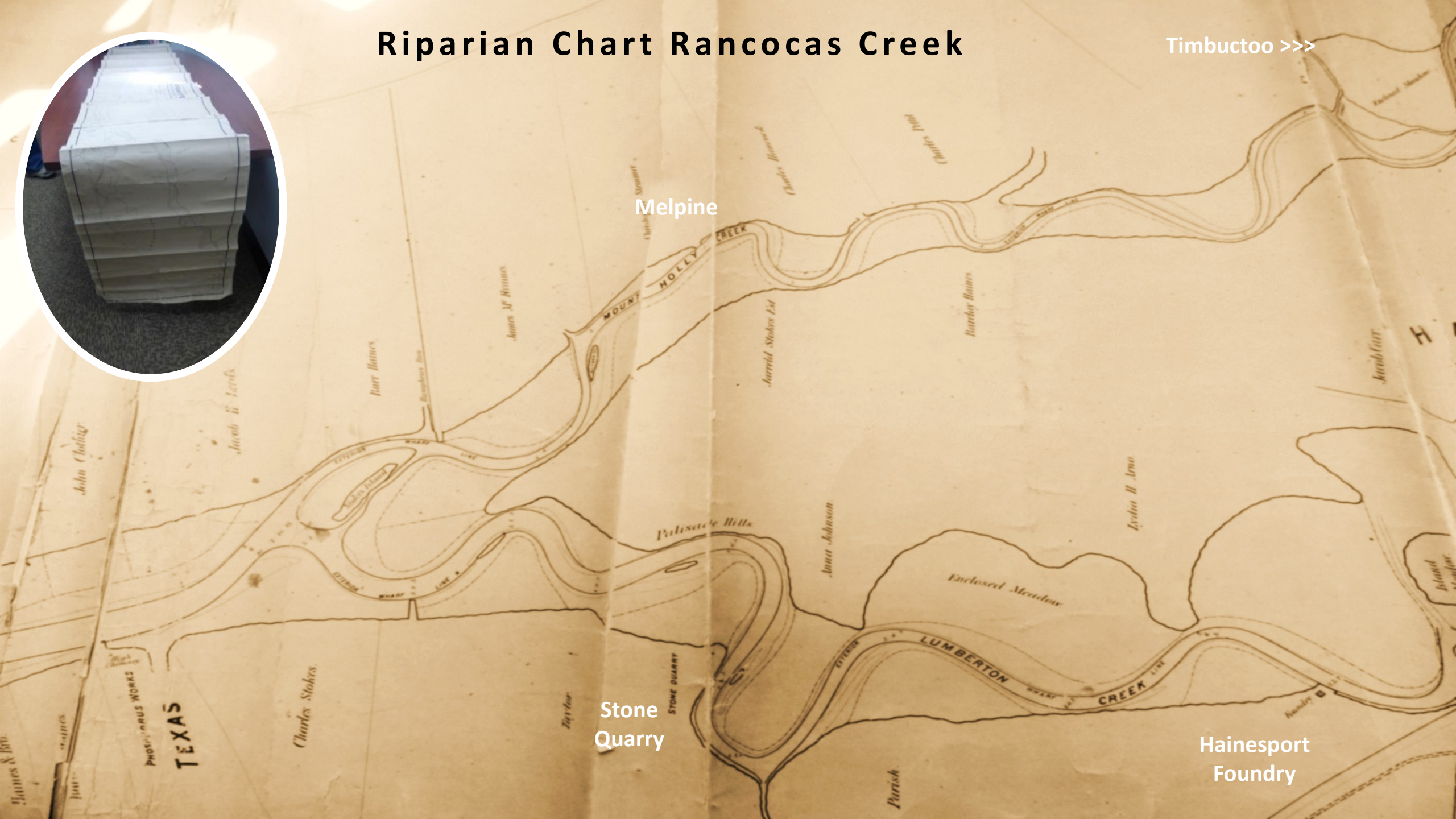
Reference: P. Uhland Collection...Thanks and Obliged

Exploring Historic Pathways, Discovering New Understandings



Riparian Chart Rancocas Creek

Timbuctoo >>>



Melpine

Stone Quarry

Hainesport Foundry



Dorothy
Cross



Courtesy RF Collection
Argillite Knife 6,000-8,000 years old

Rancocas State Park

photo rbennet

Feb. 27th, 1838
Rancocas Steamship Company Inc.

N^o. Thomson Neale is entitled to One Share in the Stock
of the PRESIDENT, MANAGERS, & COMPANY of RANCOCUS TOLL-BRIDGE.
WITNESS, the Signatures of the *President* and *Treasurer*, and the
Seal of the said Corporation, the *eighteenth* Day of *February* 1793.
Counter signed by *William Steyer* TREASURER. *Joshua M. Wallace*, PRESIDENT.

**Rancocas Creek
Wharves 1887**

**Wharf at Riverside
belonging to Geo Van
Sciver Sand**

**Two wharves at
Bridgeboro. Belong to
Geo VanSciver, Upper
and lower side of
drawbridge.**

**Sand wharf , 2 miles
below Centerton**

**Three wharves at
Centerton. Two on
lower side of bridge
belong to J W Paxton
Sand.**

**One wharf above the
bridge for Phosphorus**

**Wharf 3-4 miles above
Centerton on
Lumberton Branch
belong to DeFrain
Sand**

**Two wharves above
Defrain belong to JW
Paxton**

**Reynolds and Johnson
Foundry Wharf
Hainesport**

**VanSciver Wharf at
Hainesport, above
bridge.**



Courtesy Mt. Laurel Historical Society

ref. Schulich-Woolf Rare Book Collection



Tugboat Rancocas
Ref: Philadelphia Maritime Exchange
Annual Report 1887



Tug BM Thomas
Hainesport Mining and Transport Company
1919





*Lies here the hull of an old ship Strip't of her tackle and ornament
for worms but the work itself will not be lost.*

1818 Sailors Epitaph

**Visible Landside - Burlington County Rancocas Creek Greenway
Rancocas Point Trail - 1840's-1870's Rancocas Creek Deck Barge**



Rancocas Creek Centreton Area Wrecks - 2023



Rare and endangered plants of the intertidal zones of NJ's Rancocas Creek: Hainesport, Timbuctoo, Westampton, Willingboro , Mount Laurel, Centerton and Confluence.

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).

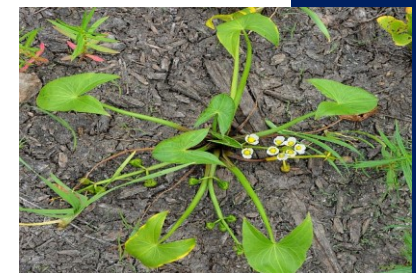
Mississippi Arrowhead, *Sagittaria calycina* S2 (imperiled because of rarity; 6 to 20 occurrences).

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.

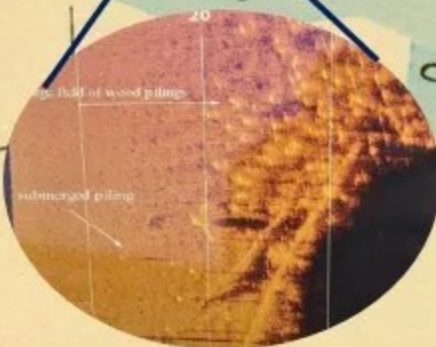
For explanation of the State ranks (S2,S3) see above NJDEP publication.



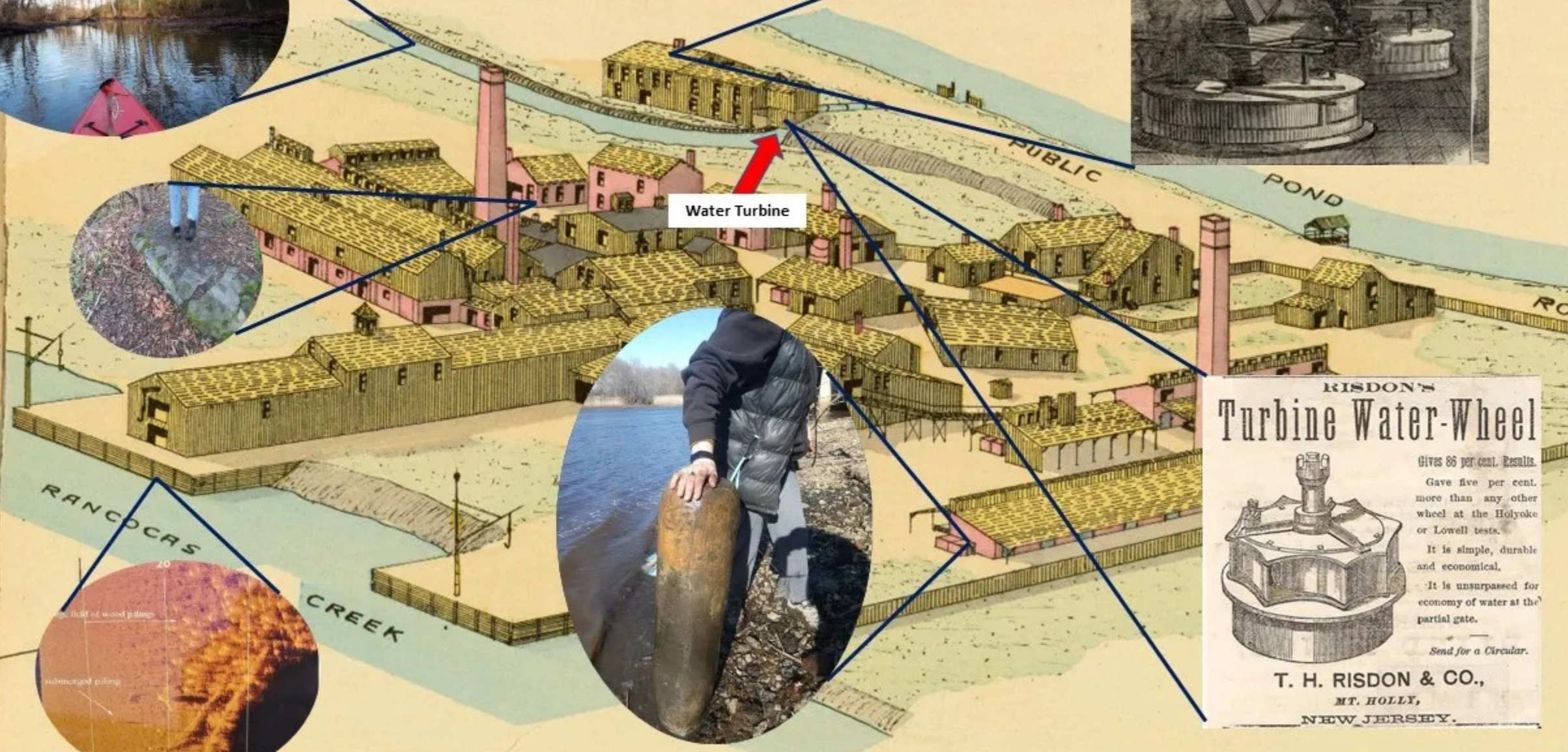
J. J. Allen and Sons Chemical Works

Force pump.
Scale: 30 feet to one inch

Phosphorus Shaping



Water Turbine



RISDON'S
Turbine Water-Wheel

Gives 86 per cent. Results.
Gave five per cent. more than any other wheel at the Holyoke or Lowell tests.
It is simple, durable and economical.
It is unsurpassed for economy of water at the partial gate.

Send for a Circular.

T. H. RISDON & CO.,
MT. HOLLY,
NEW JERSEY.



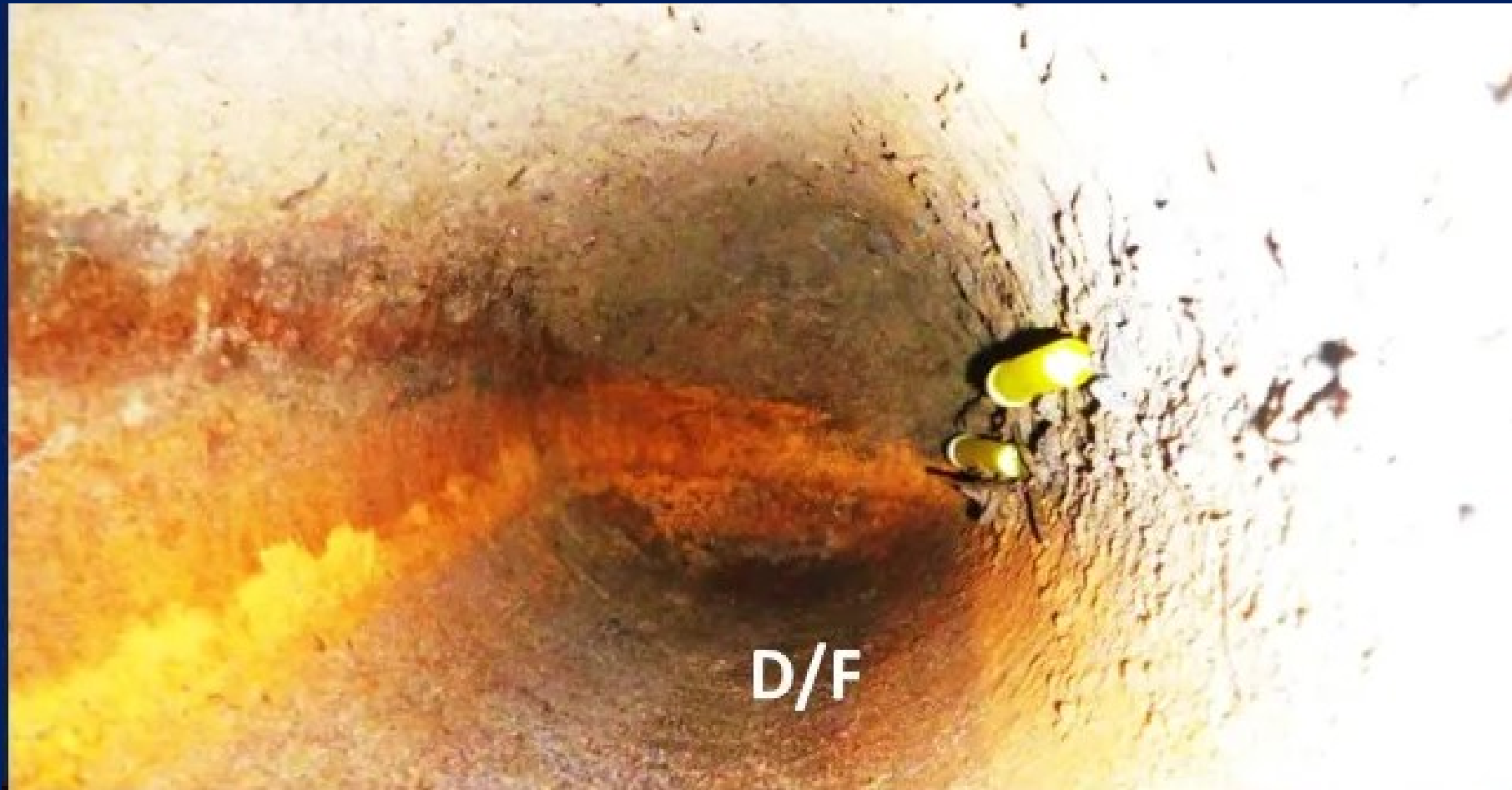
“Dippers”

“Mixers”



“Boxers”



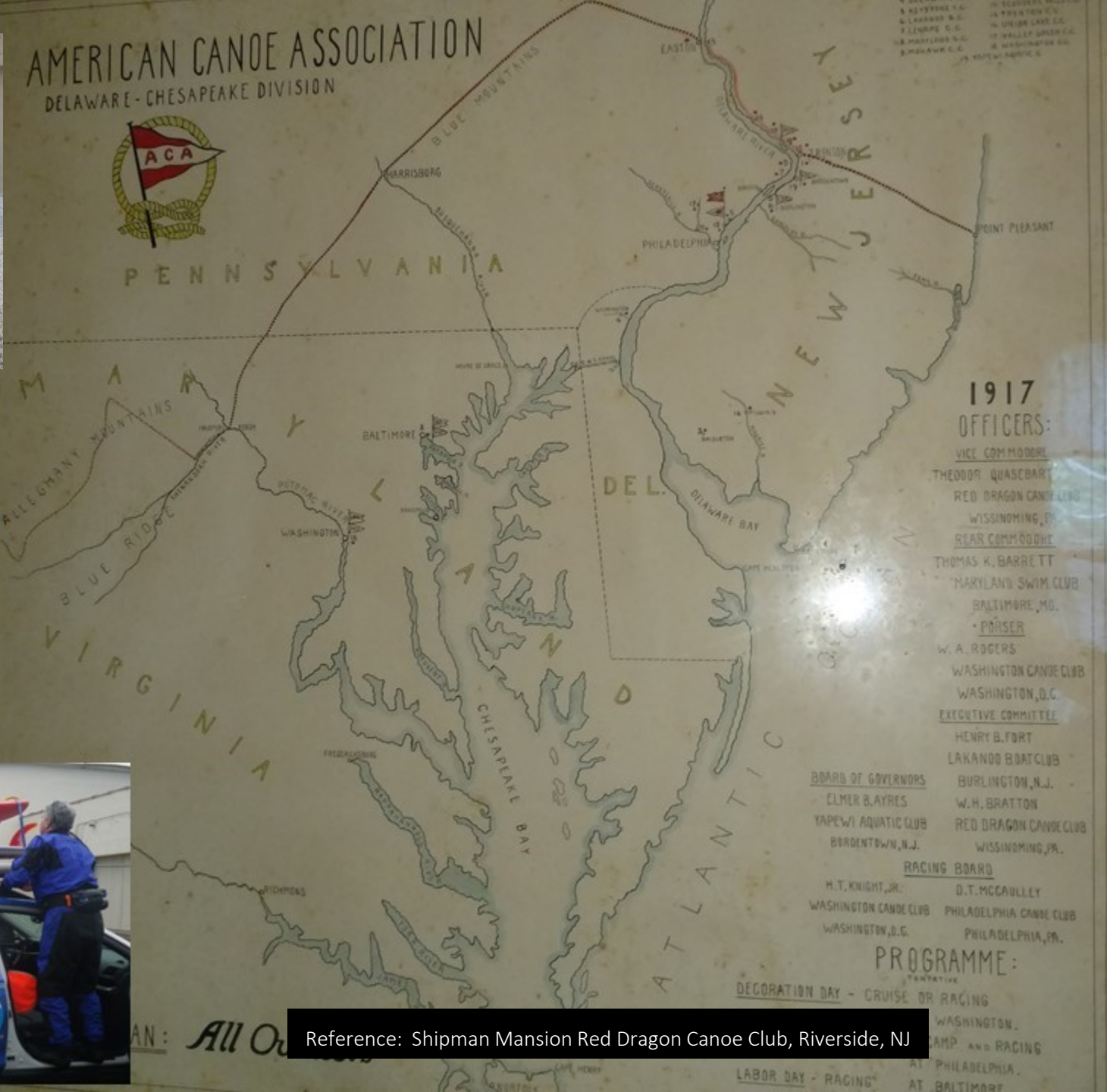






Snapping Turtle Old Sand Mine Site
South Branch





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

Rancocas Creek and the
ACA

100 Years of
Paddlesports



July 10, 1929

24 * * * *

BLUE ARMY LOSES ON 30-MILE FRONT

Entire War College Ordered to
Camp Dix as "Defenders" in
War Game Crumple.

"FOE" HOLDS AIR CONTROL

Cavalry Seeks to Map Position of
"Invaders"—Governor Larson to
Review Jersey Guard.

Special to The New York Times.

CAMP DIX, N. J., July 10.—Two
hundred students and instructors
from the United States Army War

College will arrive here Friday to assist in formulating the final campaign plans by which the Blue Army will seek to repel the Red invading army that has now theoretically landed nearly 300,000 men on the New Jersey Coast in war games.

This, it was said, will be the first time the entire personnel of the War College has been moved to the scene of a sham war. The group will remain for the duration of "hostilities."

During the last twenty-four hours, the Red hosts have driven the defenders back three miles along a thirty mile front stretching roughly from Toms River to Hammonton.

Already many thousands of the troops of the Forty-fourth Division National Guard, New Jersey, have been "wiped out" in staying the advance of the Red invaders.

The officers of the War College will confer with Major Gen. Hanson E. Ely, commander of the Second Corps Army Area; Major Gen. Quincy A. Gillmore, commander of the National Guard of New Jersey; Major Gen. William H. Haskell, New York National Guard commander; and other Generals here to formulate the plan for the drive that, it is hoped, will expel the Red invaders. In the meantime a division of cavalry, the Sixty-first Reserve, is reconnoitring; and information gained is being flashed to headquarters by a Signal Corps system, which, in contrast to most of the other units here, is not "theoretical" or "skeletonized," but has actually been built up and is being operated. Telegraph, telephone, radio and motorcycles are being used. Convoy wagons, drawn by drowsy army mules, and rattling army trucks are so common a sight on neighboring highways and byroads as to suggest that a war was actually in progress.

that a war was actually in progress.

Observation and pursuit planes from Miller Field, piloted by New York National Guardsmen, simulate the Red air fleet, which has supposedly gained control of the area. But there is no ducking for cover when the "enemy" planes swoop low over the encampment and zoom off after having deposited a theoretical bomb.

The thermometer has hovered about ninety degrees in the shade, and the hard-working signal men and the commissioned guardsmen, who are tramping across fields and through forests clad in hot uniforms, are perspiring as freely as they could if the "war" was as real as it is in the imagination of the supervising generals.

Preparations were completed today for the arrival tomorrow evening of Governor Morgan F. Larson of New Jersey, in his capacity of Commander-in-Chief of the National Guard of New Jersey. He will be the guest of honor of the Forty-fourth Division, National Guard.



**Stewardship
South Branch Hainesport**







Rancocas Creek Tethered Barge Reference: Tracy Muller Photo

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

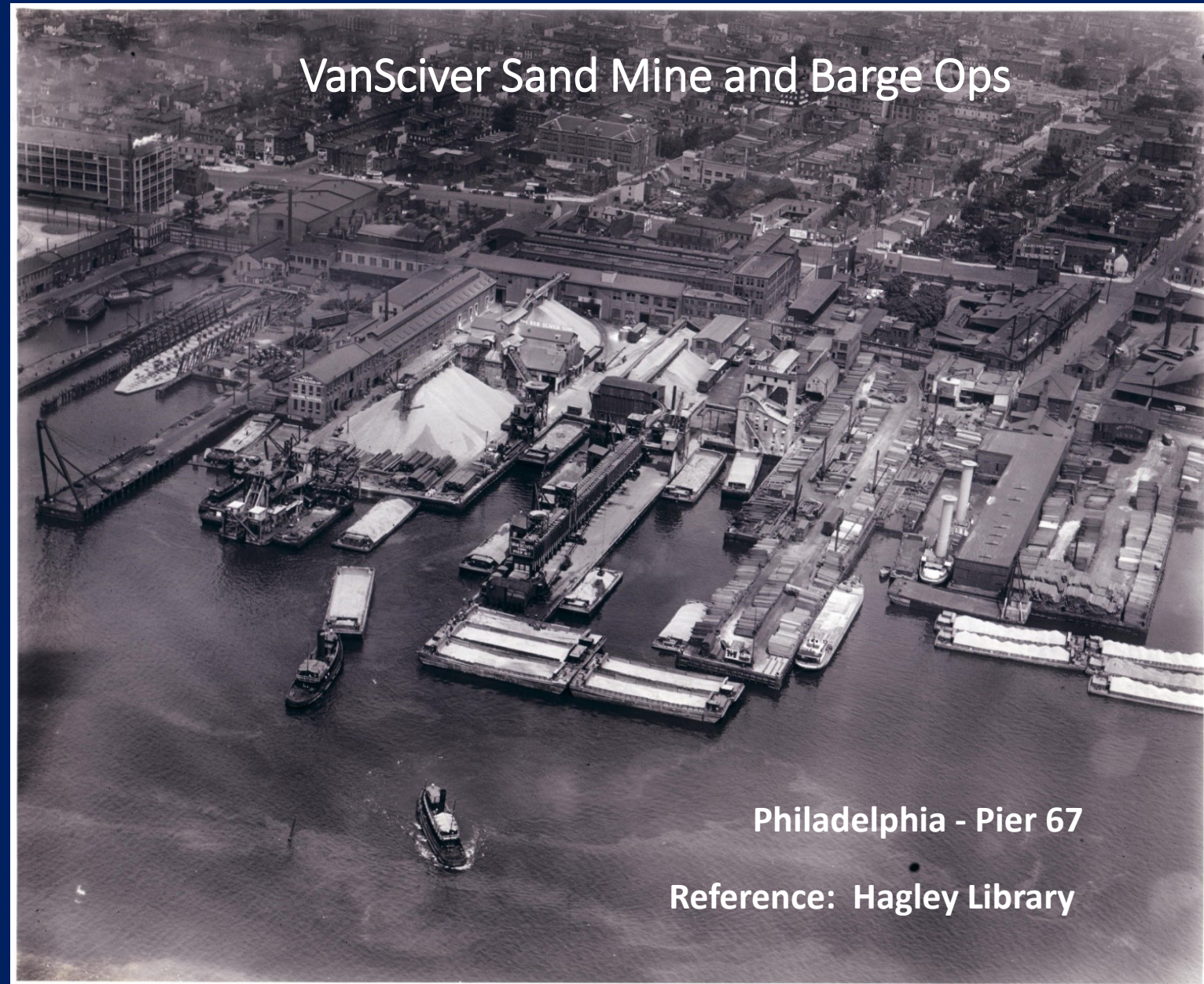


J. B. Van Sciver, Sr. born in Hainesport, May 14, 1861, with his brother George, developed the Hainesport Mining & Transportation Company, and the De Frain Sand Company.

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



Stone Quarry Landing
Hainesport



Stone Quarry Landing
Hainesport 1874



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)



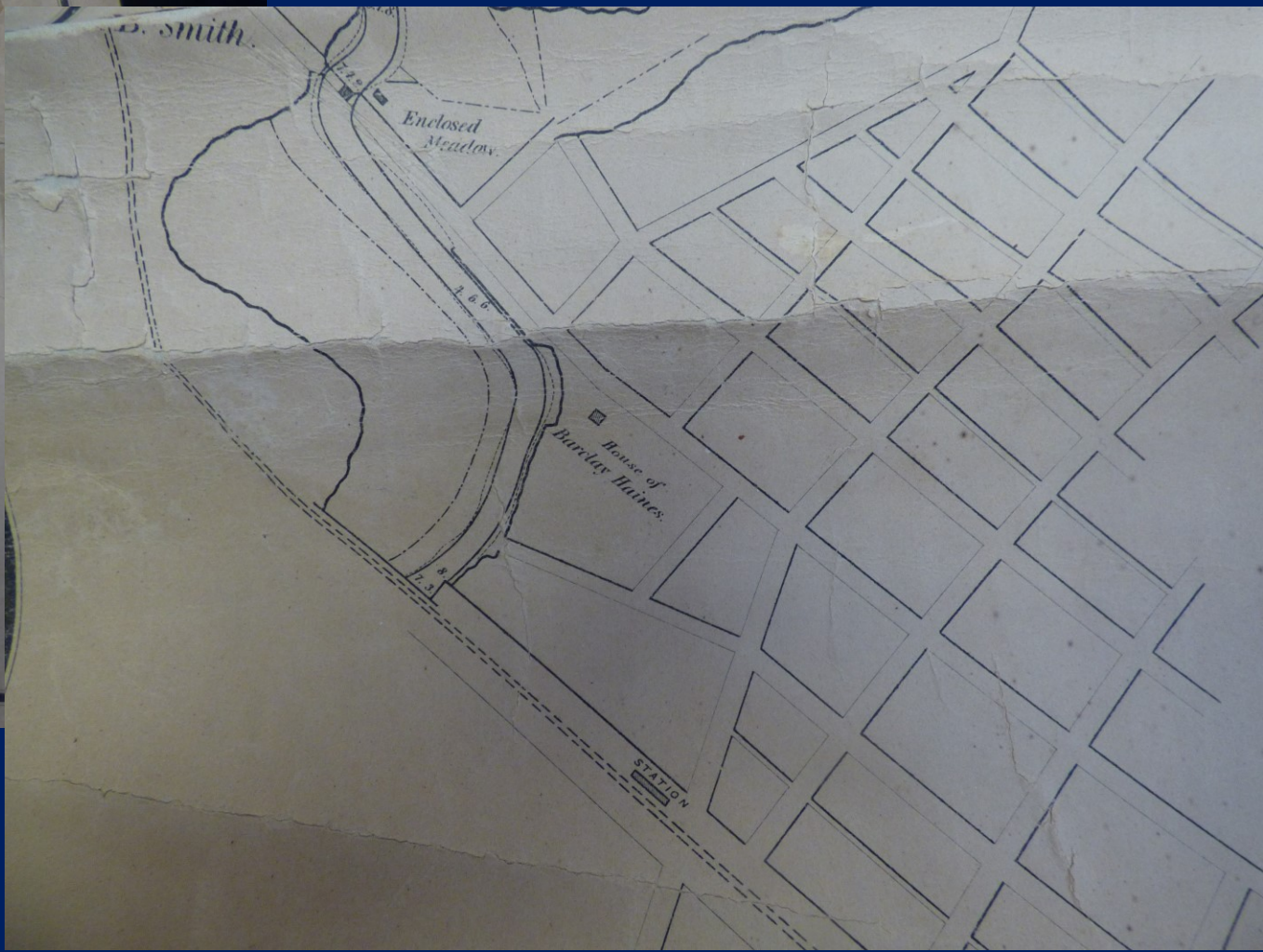
Stone Quarry Landing - Rancocas State Park
South Branch - Hainesport



Courtesy Lumberton
Historical Society



1875 Riparian Chart
Hainesport
House of Barclay Haines



Circa around 1910



BOAT HOOK

From

MINERVA

Single cylinder steam tug that
used to ply from Lumberton to the
Delaware. Salvaged from hulk by
retired Police Chief John Robinson,
Riverton, N. J.



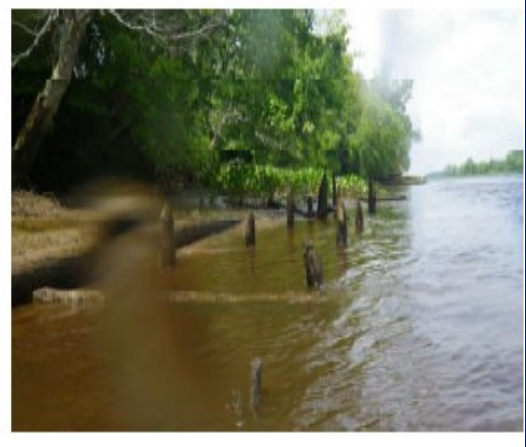


Hainesport Landing
Ray Stork Collection



Creek Turn Sand Mine South Branch





**Creek Turn Pottery Water Trail
Way Point**

Creek Turn Park

South Branch Hainesport





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

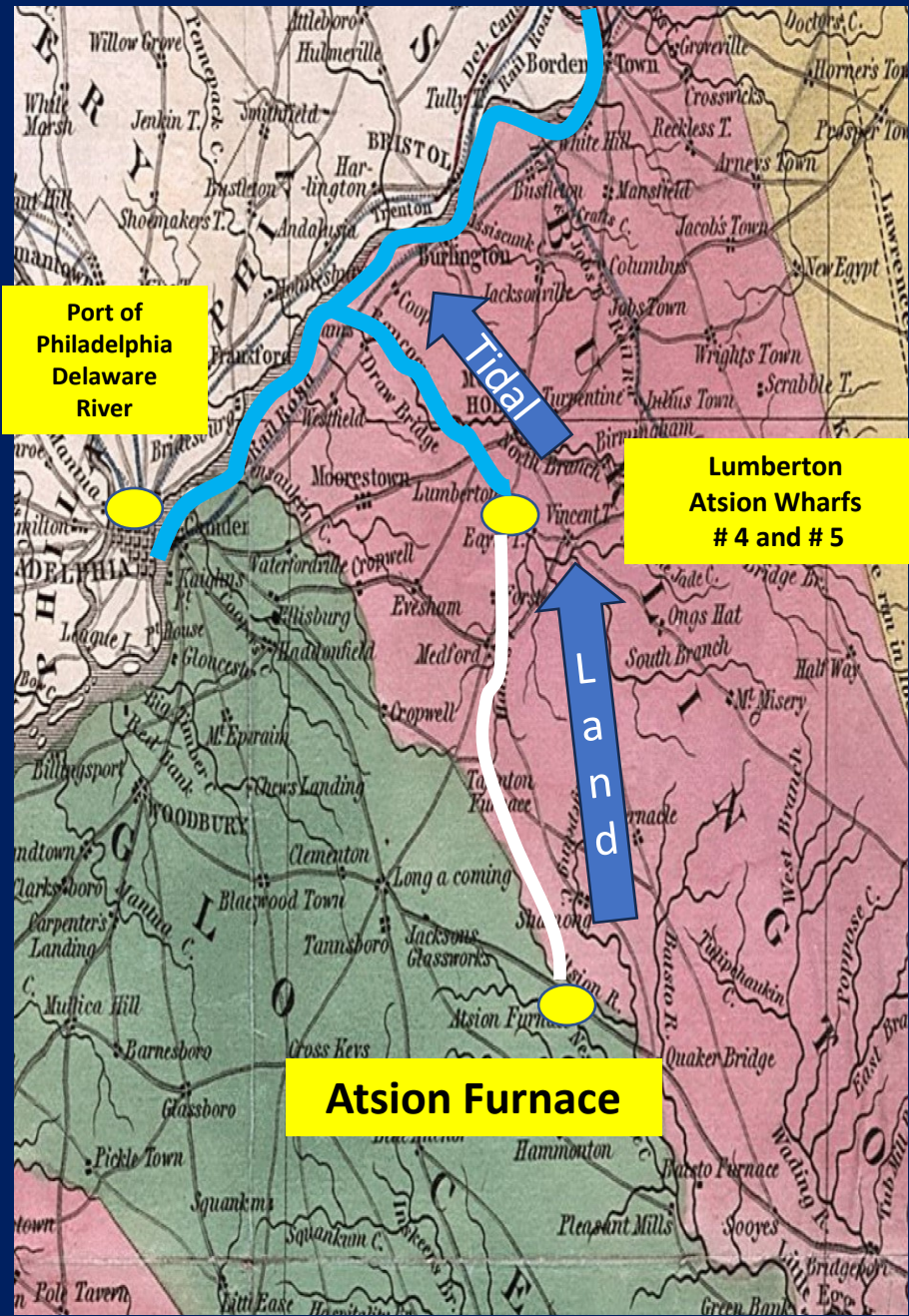
STEAMER ANNIE L. VAN SCIVER
leaves 10.30 a. m. daily at Arch Street Wharf, for Riverside, Delanco, Bridgeboro, Moorestown, Stanwick, Adams' Wharf, **Rancocas**, Centretown, Masonville, Hainesport, **Lumberton** and Mt. Holly. Connection made at Riverside for Trenton and points on the Camden and Trenton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



© City of Philadelphia, Department of Records



Exploring Historic Pathways, Discovering New Understandings



Port of Philadelphia Delaware River

Lumberton Atsion Wharfs # 4 and # 5

Atsion Furnace



Courtesy Lumberton Historical Society

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



1766 NJ Pioneer Navigation Act

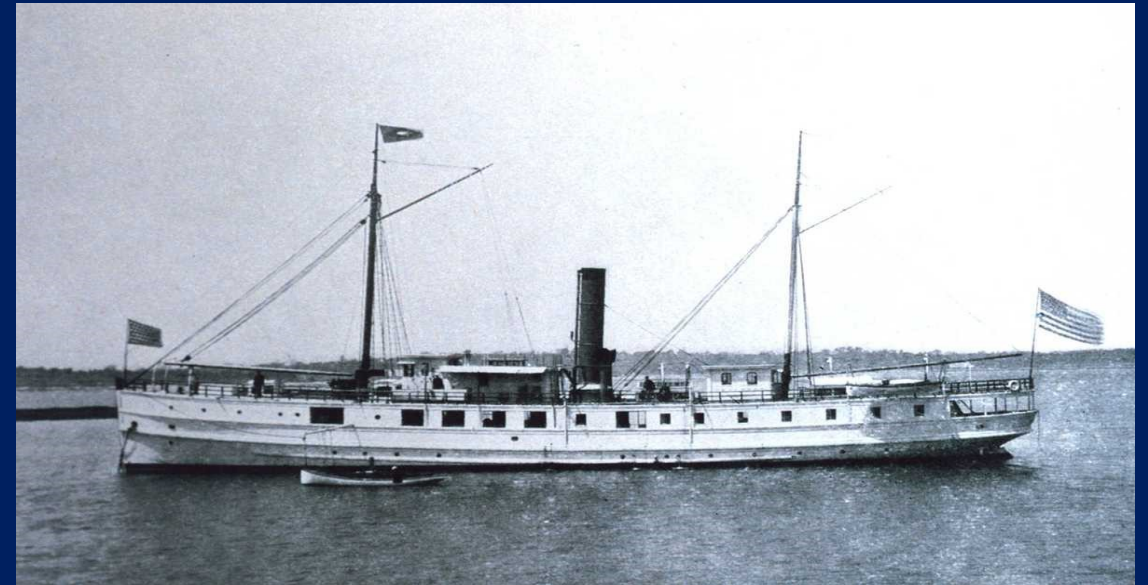


1897

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.

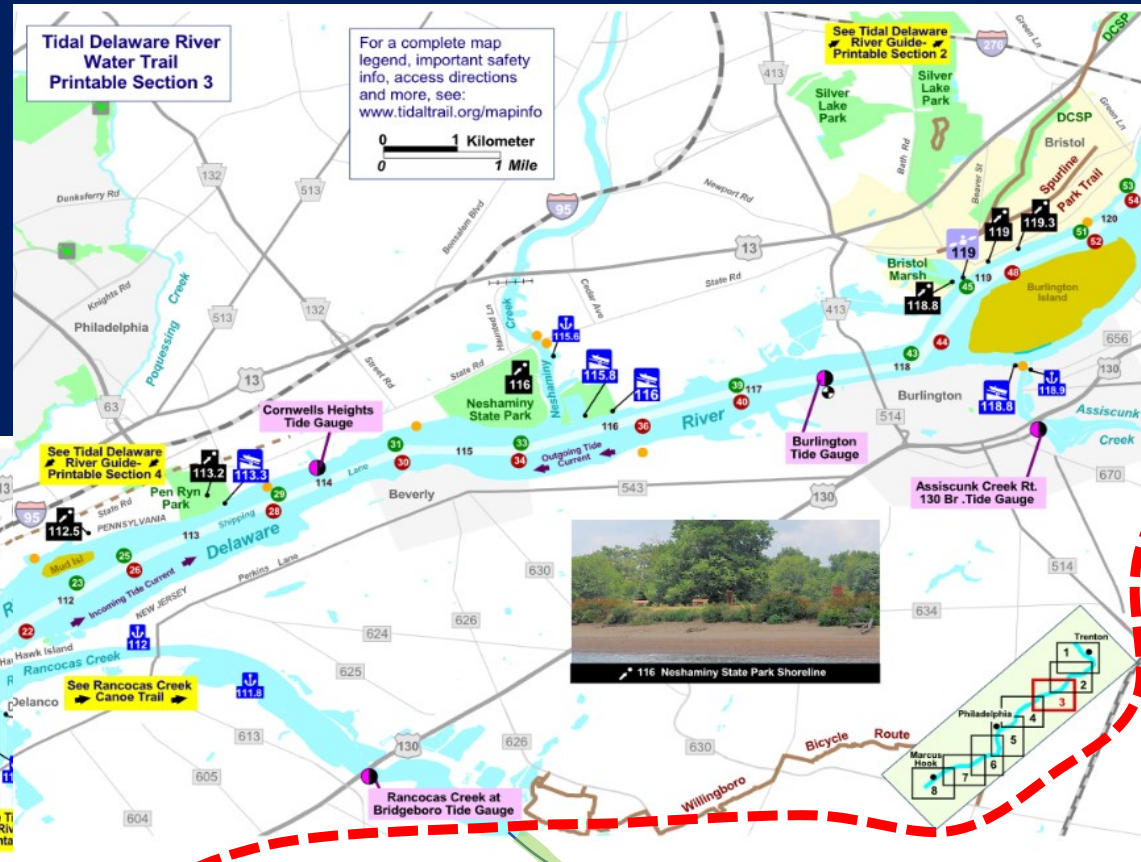
Reference: NOAA Historical Center



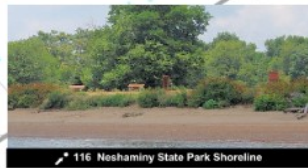
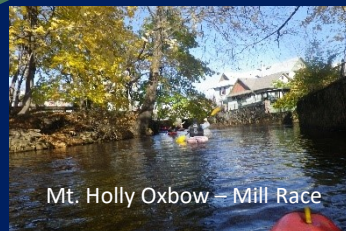
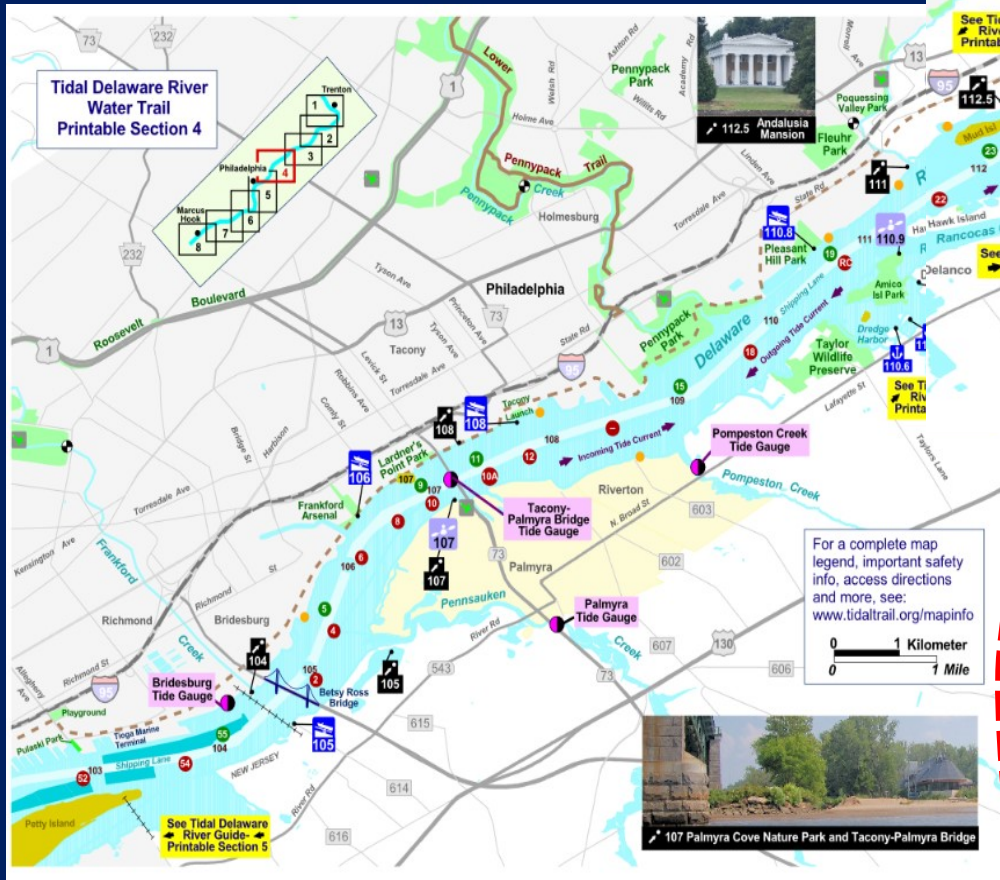
US Fish Hatchery Vessel "Fish Hawk" stocked Rancocas Creek w 800,000 Shad Fry
1897

Maritime Crossroads

Delaware River Water Trail



RCNWT
Insert



Stewardship



100
YEARS



E³: Energy Environment and Education

Rowan University
Atlantic Cape Community College
Atlantic County Utility Authority
Rancocas Pathways
Rowan College at Burlington County
South Jersey Land & Water Trust