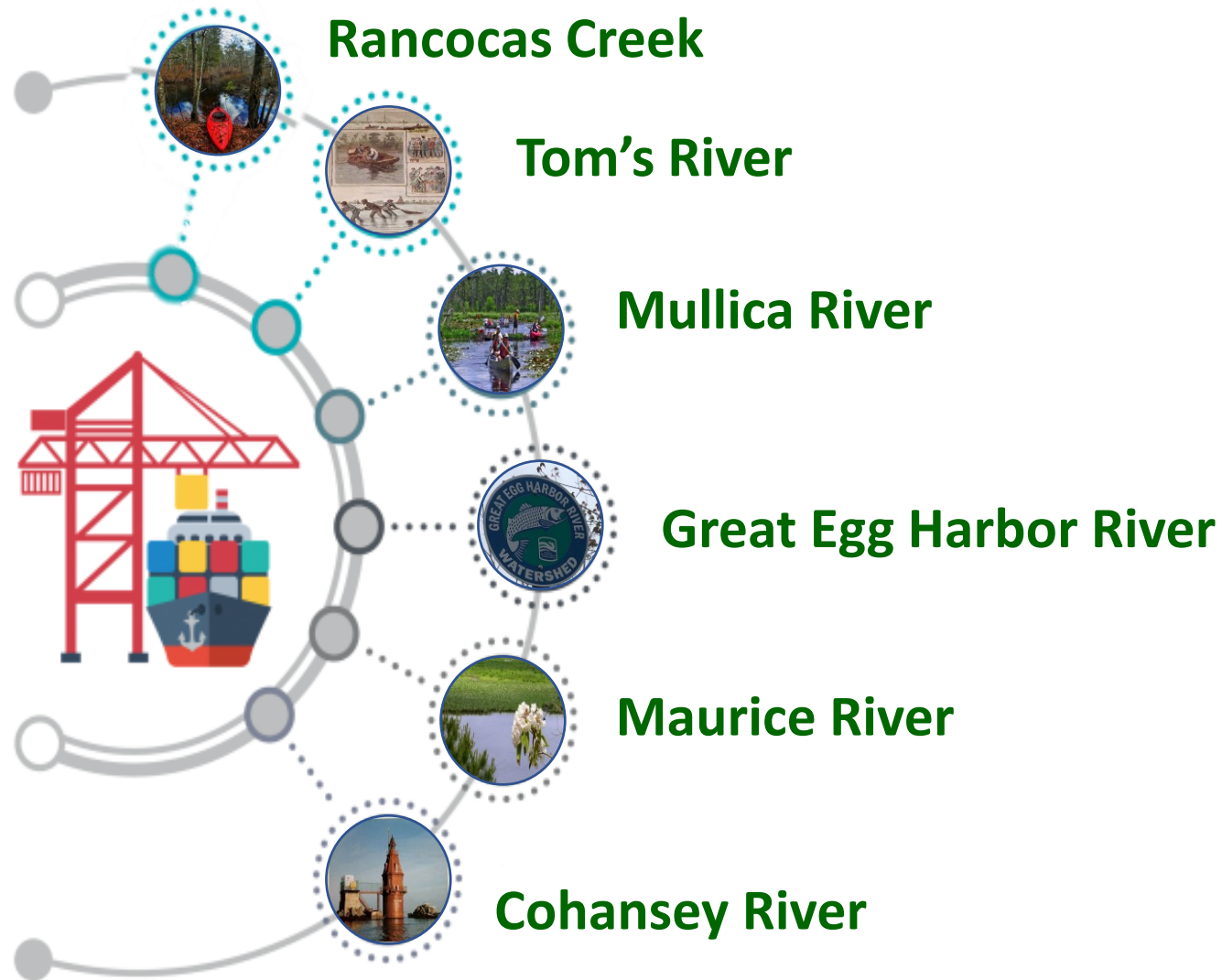


Maritime Cultural Landscapes of NJ's Pinelands National Reserve



Heritage, Culture and Natural History, A Self-Guided Flip Book of 500 Slides



Creek Turn Park
S Branch Rancocas Creek Water Trail
Hainesport

**When You Feel Like You Don't Know a Place, You
Realize You Want to Discover Its Heritage**

STEWARDSHIP

**Maps, Charts, Photo's, Stories, Slides Lets You Have
an Active Open Creative Dialogue with Maritime
Heritage and its Fusion with our Natural World**



**Quartzite/Siliceous
Quartz/Chalcedony?**

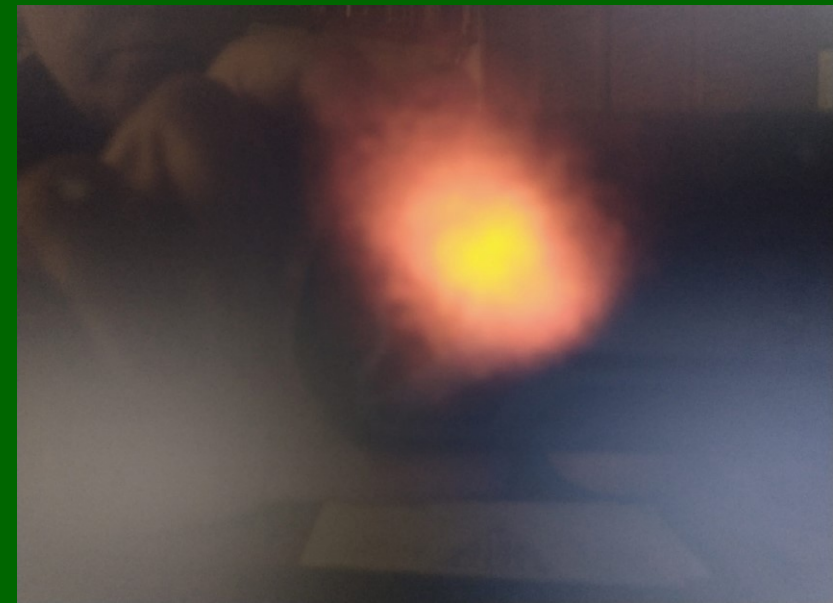


**Rancocas Creek
“Glow” Rocks**

**Triboluminescence
vs
Phosphorous**



**“Glow Rocks” Benefits
Indigenous Heritage**



Triboluminescence

Benefits to Indigenous Heritage

It is unknown what the role of quartzite is the heritage of the indigenous people of the Rancocas Creek.

Uncompahgre Ute Indigenous Quartz rattlers

The Uncompahgre Ute indigenous people from Central Colorado are one of the first documented groups of people in the world credited with the application of triboluminescence involving the use of quartz crystals to generate light. The Ute constructed unique ceremonial rattles made from buffalo rawhide which they filled with clear quartz crystals collected from the mountains of Colorado and Utah. When the rattles were shaken at night during ceremonies, the friction and mechanical stress of the quartz crystals impacting together produced flashes of light visible through the translucent buffalo hide.



An Uncompahgre Ute Buffalo rawhide ceremonial rattle filled with quartz crystals. Flashes of light are visible when the quartz crystals are subjected to mechanical stress in darkness.

Stewardship - Education - Inspiration

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

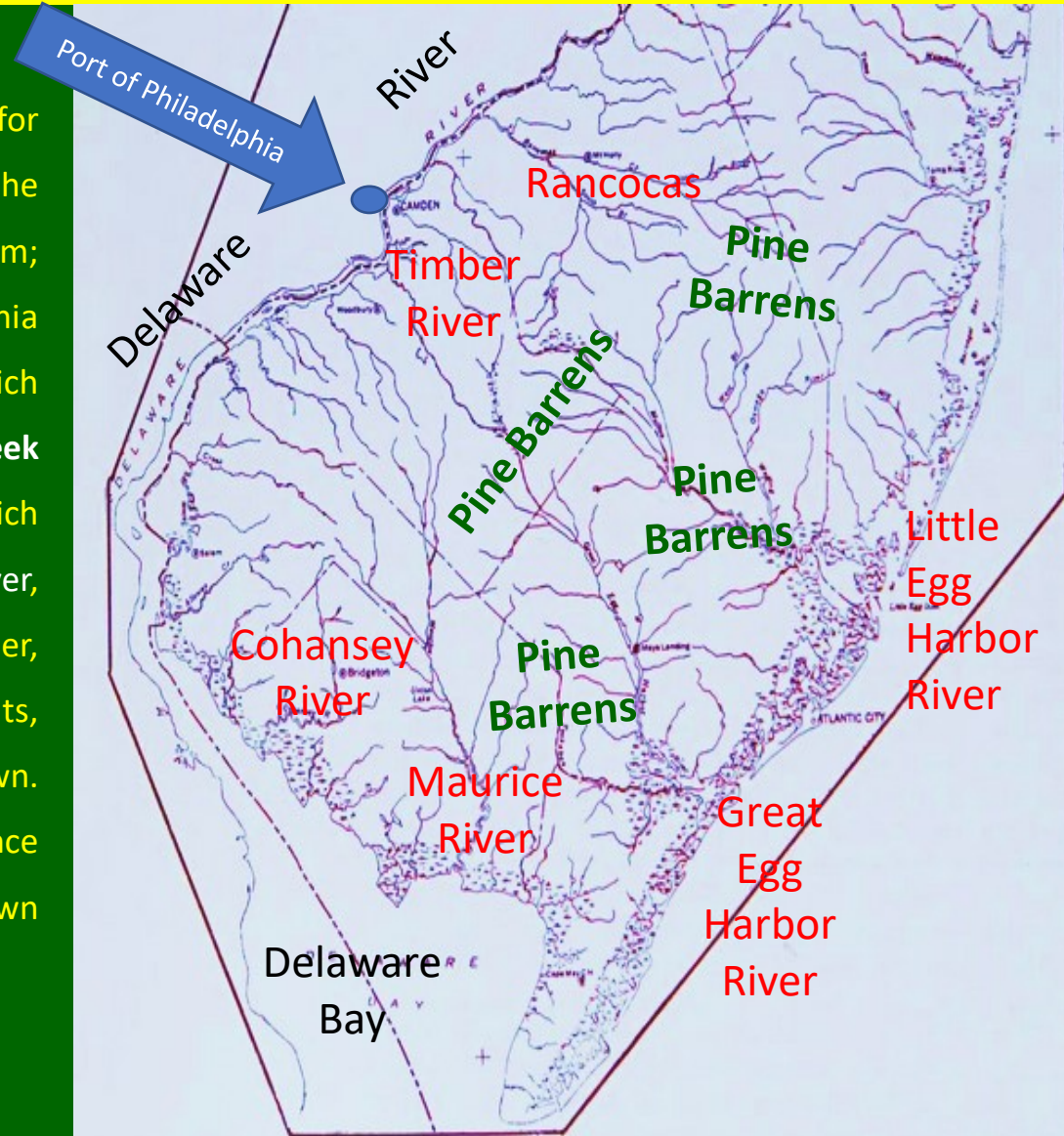
High Tide. N Branch Rancocas
Creek Water Trail. Westampton.

Rancocas State Park
“Teal” Duck

“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)



Rancocas Pathways

Figure 10-11. Map showing principal drainage basins of the New Jersey Coastal Plain. (Data from U.S. Geological Survey)

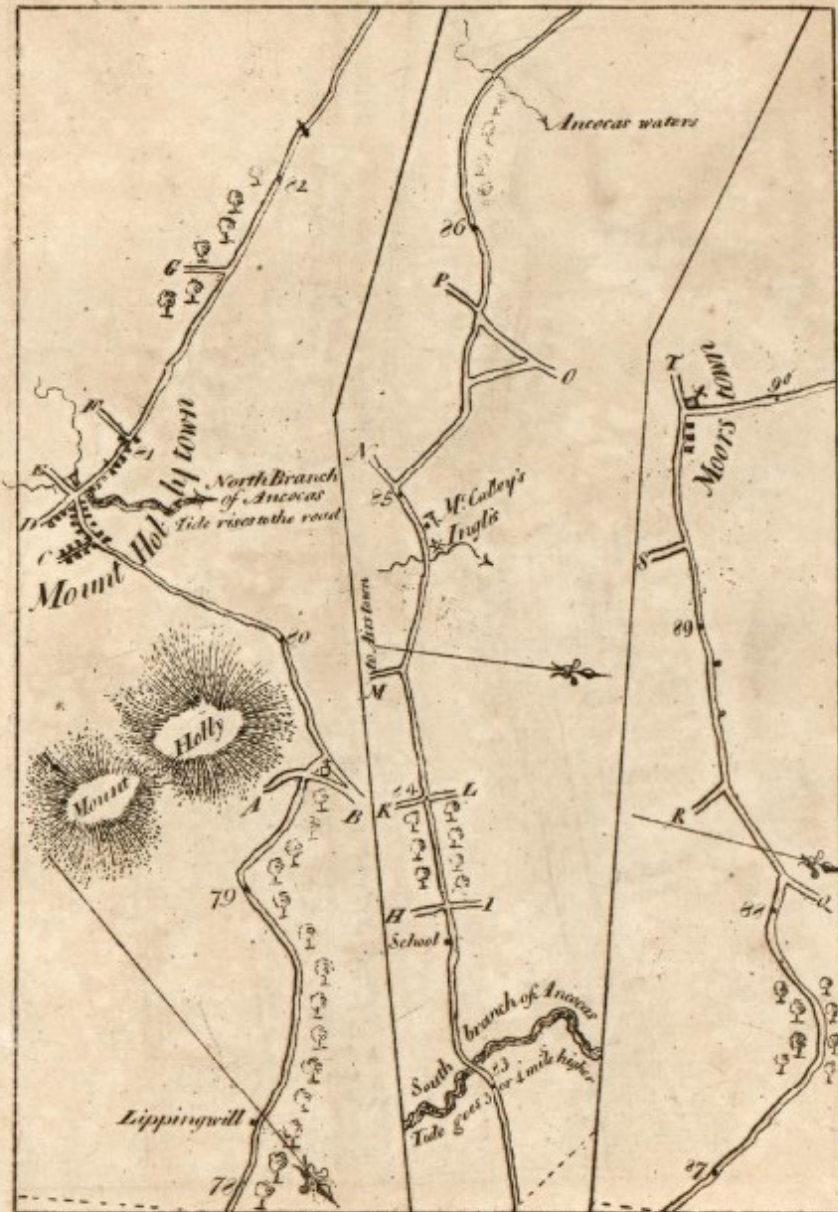


So great was the value of the waterways to the pioneer settlers that in 1682 the West Jersey Assembly passed an

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").

From New-York (49) to Philadelphia.

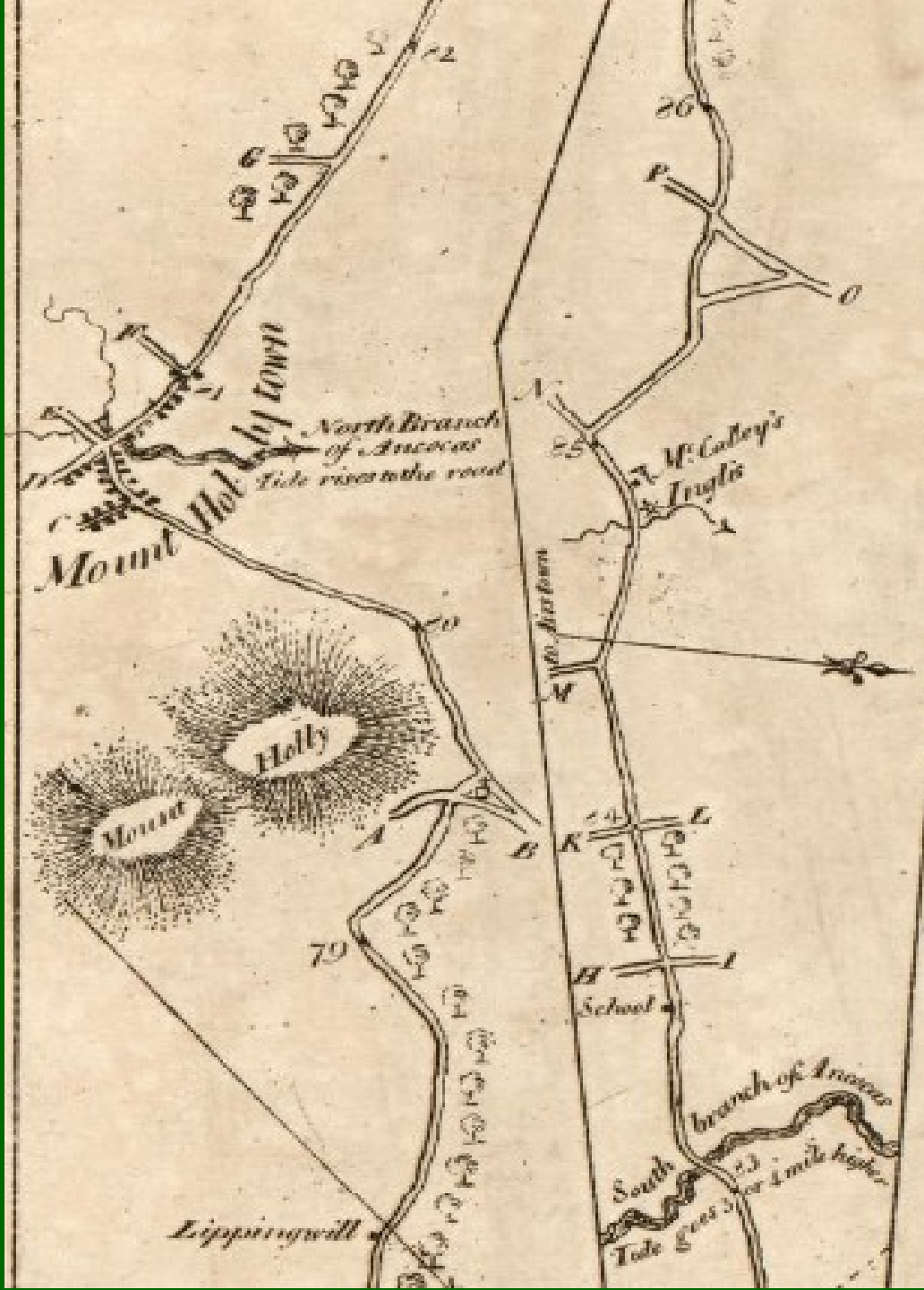


A survey of the roads of the United States of America

Note

Extent of Tide

Christopher Colles
1789



Hainesport, S Branch Rancocas

Long Bridge

Herring Hall

Herring Haul

Hainesport, Burlington County. This village, on the Rancocas Creek, was known for many years as Long Bridge. Sometimes it went by the name of Herring Hall and Herring Haul. John Cook was the pioneer settler, and owned most of the land upon which the village is located. About 1850 Barclay Haines, son of Abraham Haines and Agnes⁵ Haines (Simeon⁴, Abram³, Richard², Richard¹) (See 49 v) purchased this land from John Cook, and soon thereafter the name of the village was changed to Hainesport. [Ref: Woodward & Hageman — History of Burlington & Mercer Cos., N.J., p. 347. Bisbee — Place Names in Burlington Co., N.J., p. 49. U. S. Post Offices, 1877-1880, 1881-1885, 1886-1890, 1891-1895, 1896-1900, 1901-1905, 1906-1910, 1911-1915, 1916-1920, 1921-1925, 1926-1930, 1931-1935, 1936-1940, 1941-1945, 1946-1950, 1951-1955, 1956-1960, 1961-1965, 1966-1970, 1971-1975, 1976-1980, 1981-1985, 1986-1990, 1991-1995, 1996-2000, 2001-2005, 2006-2010, 2011-2015, 2016-2020, 2021-2025, 2026-2030, 2031-2035, 2036-2040, 2041-2045, 2046-2050, 2051-2055, 2056-2060, 2061-2065, 2066-2070, 2071-2075, 2076-2080, 2081-2085, 2086-2090, 2091-2095, 2096-2100, 2101-2105, 2106-2110, 2111-2115, 2116-2120, 2121-2125, 2126-2130, 2131-2135, 2136-2140, 2141-2145, 2146-2150, 2151-2155, 2156-2160, 2161-2165, 2166-2170, 2171-2175, 2176-2180, 2181-2185, 2186-2190, 2191-2195, 2196-2200, 2201-2205, 2206-2210, 2211-2215, 2216-2220, 2221-2225, 2226-2230, 2231-2235, 2236-2240, 2241-2245, 2246-2250, 2251-2255, 2256-2260, 2261-2265, 2266-2270, 2271-2275, 2276-2280, 2281-2285, 2286-2290, 2291-2295, 2296-2300, 2301-2305, 2306-2310, 2311-2315, 2316-2320, 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6871-6875, 6876-6880, 6881-6885, 6886-6890, 6891-6895, 6896-6900, 6901-6905, 6906-6910, 6911-6915, 6916-6920, 6921-6925, 6926-6930, 6931-6935, 6936-6940, 6941-6945, 6946-6950, 6951-6955, 6956-6960, 6961-6965, 6966-6970, 6971-6975, 6976-6980, 6981-6985, 6986-6990, 6991-6995, 6996-7000, 7001-7005, 7006-7010, 7011-7015, 7016-7020, 7021-7025, 7026-7030, 7031-7035, 7036-7040, 7041-7045, 7046-7050, 7051-7055, 7056-7060, 7061-7065, 7066-7070, 7071-7075, 7076-7080, 7081-7085, 7086-7090, 7091-7095, 7096-7100, 7101-7105, 7106-7110, 7111-7115, 7116-7120, 7121-7125, 7126-7130, 7131-7135, 7136-7140, 7141-7145, 7146-7150, 7151-7155, 7156-7160, 7161-7165, 7166-7170, 7171-7175, 7176-7180, 7181-7185, 7186-7190, 7191-7195, 7196-7200, 7201-7205, 7206-7210, 7211-7215, 7216-7220, 7221-7225, 7226-7230, 7231-7235, 7236-7240, 7241-7245, 7246-7250, 7251-7255, 7256-7260, 7261-7265, 7266-7270, 7271-7275, 7276-7280, 7281-7285, 7286-7290, 7291-7295, 7296-7300, 7301-7305, 7306-7310, 7311-7315, 7316-7320, 7321-7325, 732

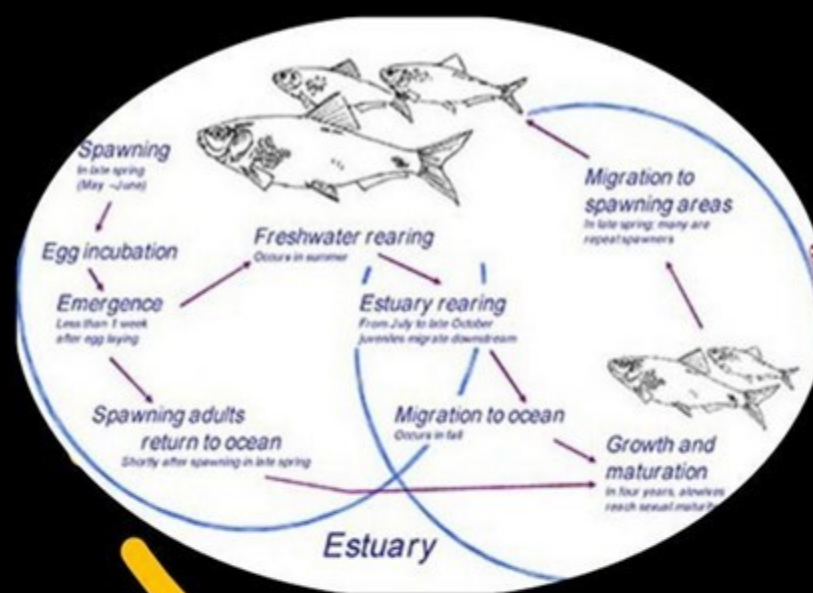


Rancocas Creek blueback herring

- Spawning migrations of adult alewife and blueback herring have been confirmed in the Rancocas main-stem as well as the north, south and southwest branches..

- Rancocas Creek herring are anadromous (lives in saltwater and returns to freshwater to spawn) and spawn in coastal rivers during the spring. River herring refers to alewife (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*).

- Blueback herring move into coastal rivers during March and April when the water temperatures reach the mid-50s. The spawning site can be from the tidal zone to more than 100 miles upstream. Females release as many as 250,000 eggs in shoreline areas where they are fertilized by the male. Upon spawning, the adults return to offshore areas to overwinter. Newly hatched fish remain in the lower riverine area for several months before moving to sea.

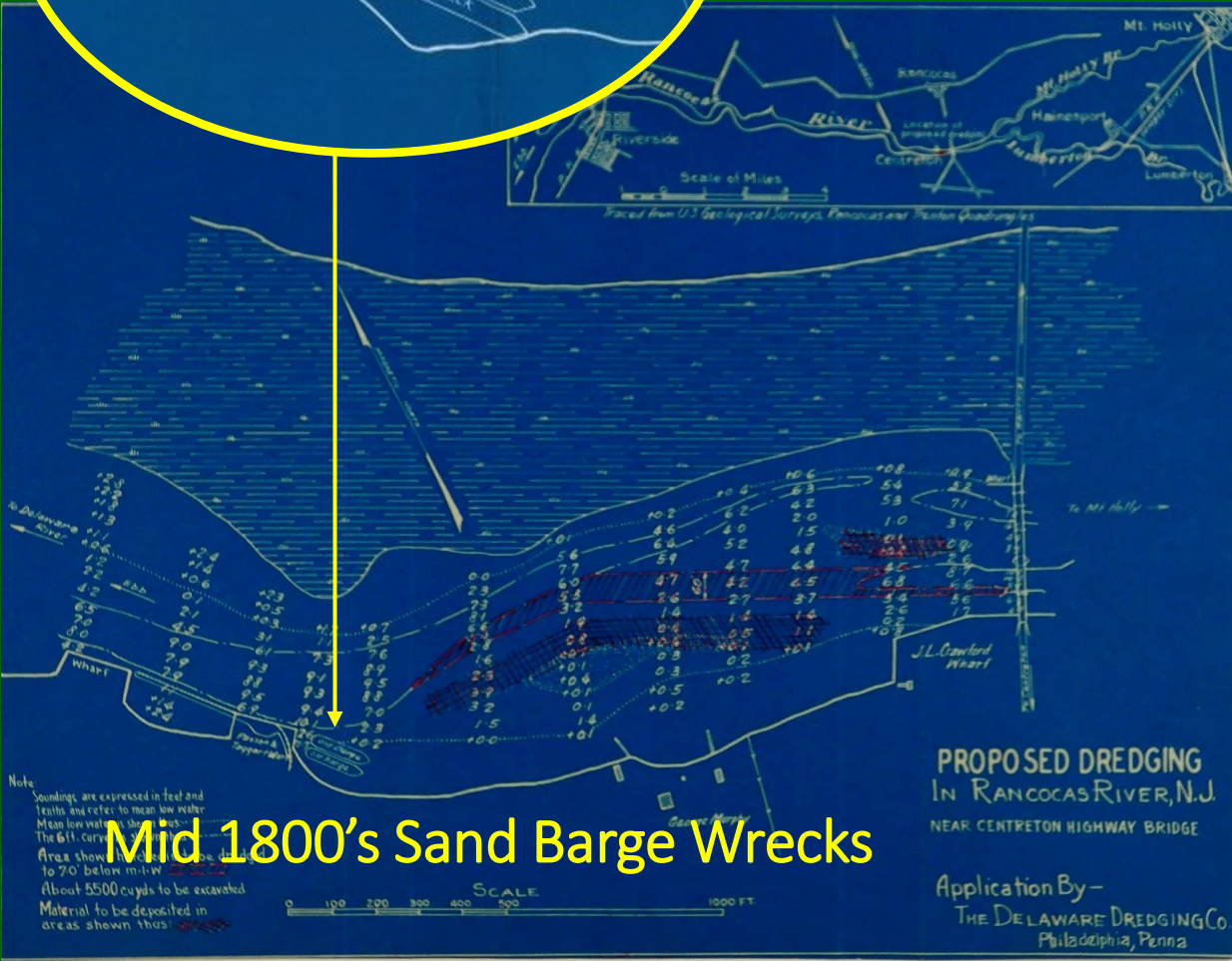


**Atlantic Ocean, Delaware Bay, Delaware
River Estuary, Rancocas Creek**

April 2023 >>>

Rancocas Creek Water Trail Mile 20 Centreton Mid 1800's Sand Barge Wrecks

Sand Barge Wrecks 2023

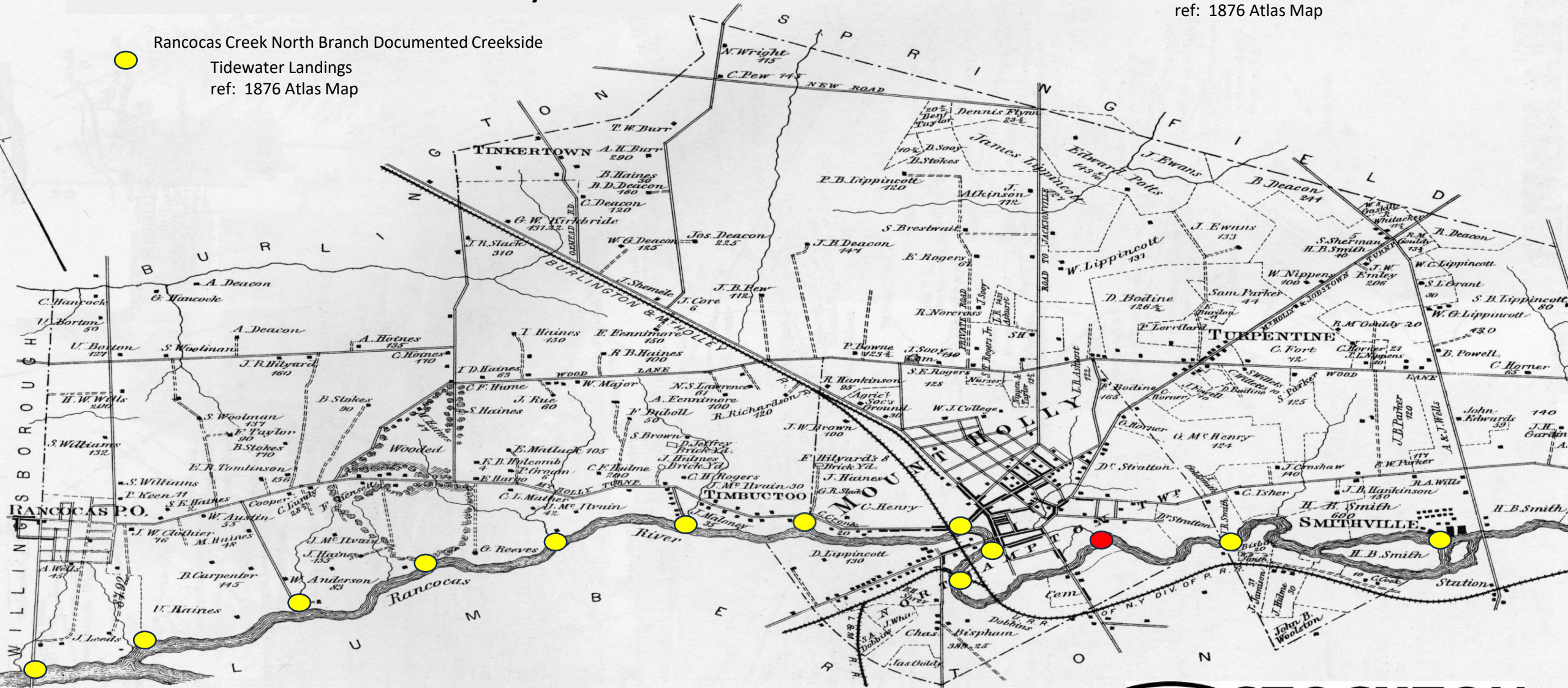


Mid 1800's Sand Barge Wrecks

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



FYI: Mahlon Dickerson was also Iron Mine Owner, a NJ Senator and a NJ Governor

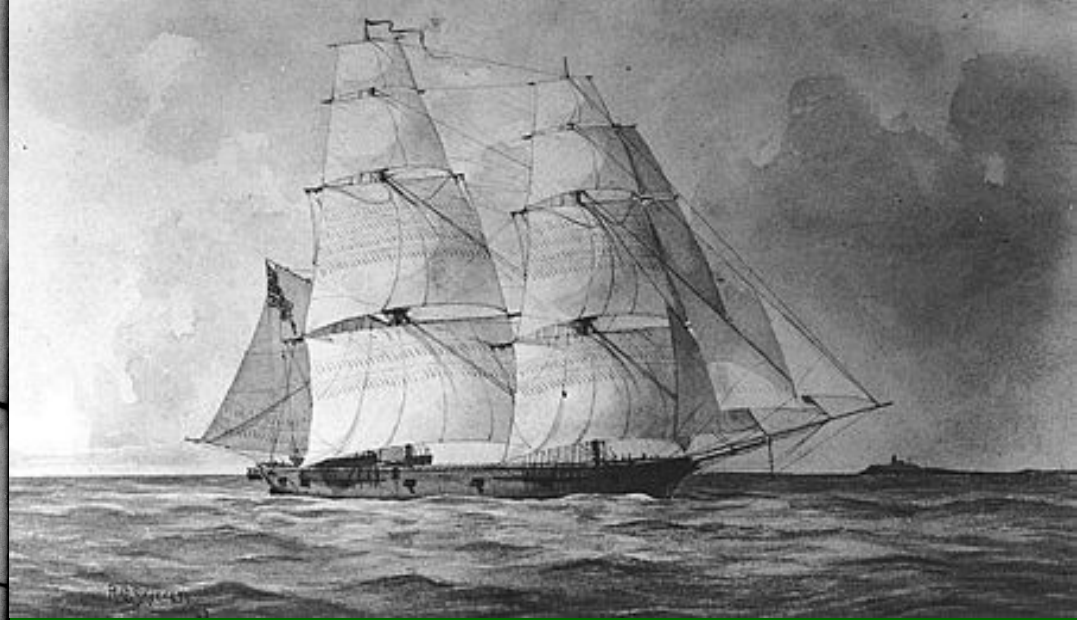
U. S. Ship. Natches
New York. October 3rd / 1835

Sir

In obedience to the order of Com^d Preshaw, 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. Bissham

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



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

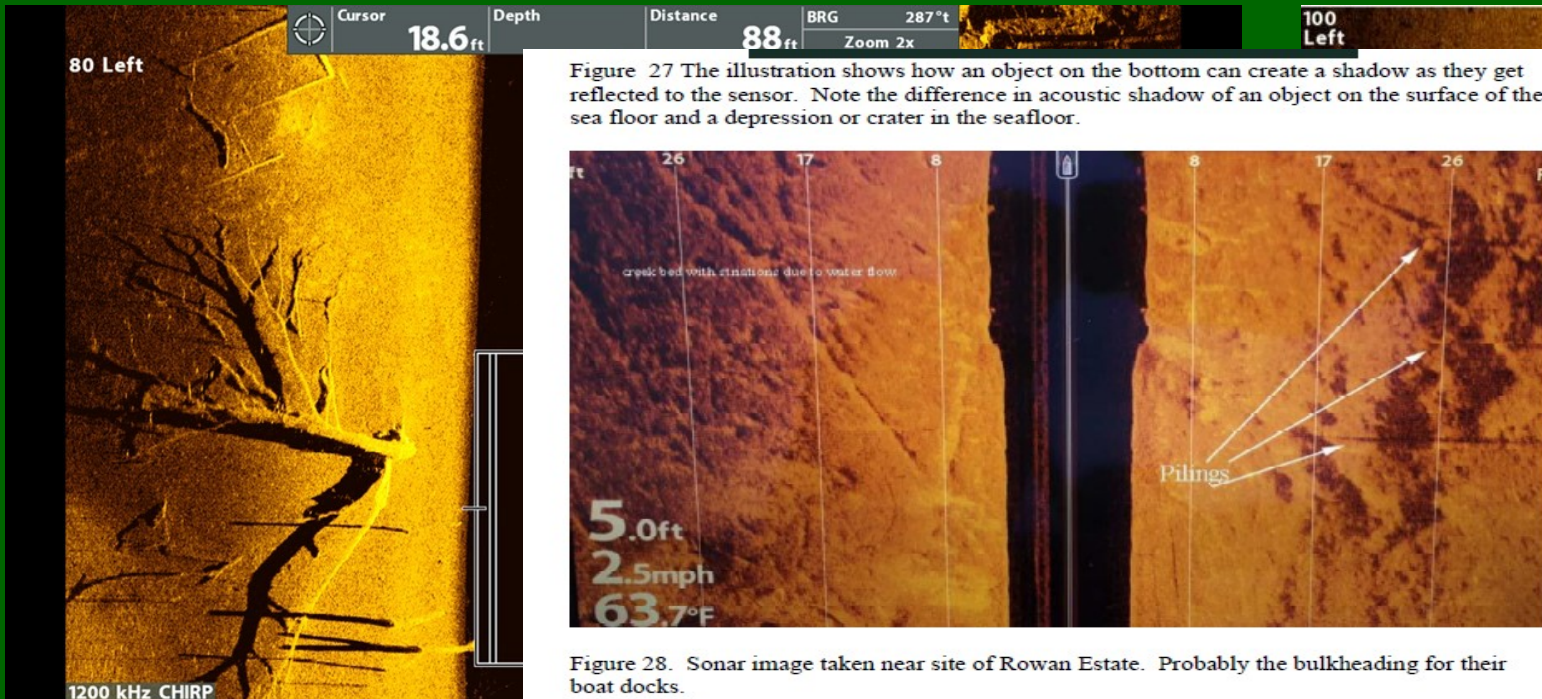


Figure 27 The illustration shows how an object on the bottom can create a shadow as they get reflected to the sensor. Note the difference in acoustic shadow of an object on the surface of the sea floor and a depression or crater in the seafloor.

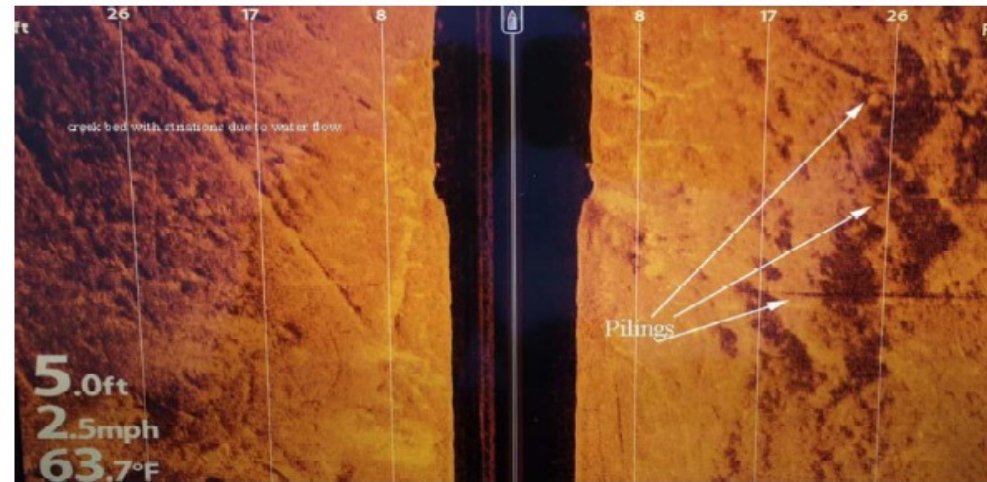


Figure 28. Sonar image taken near site of Rowan Estate. Probably the bulkheading for their boat docks.

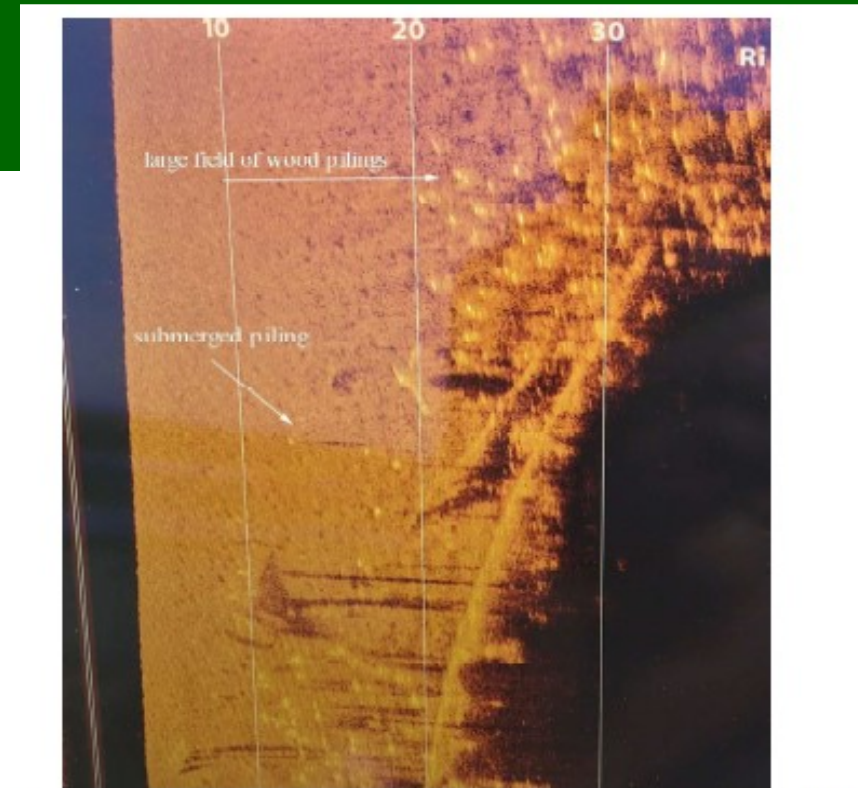


Figure 26 Sonar image of phosphorus plant bulkheading and piers or docks

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.



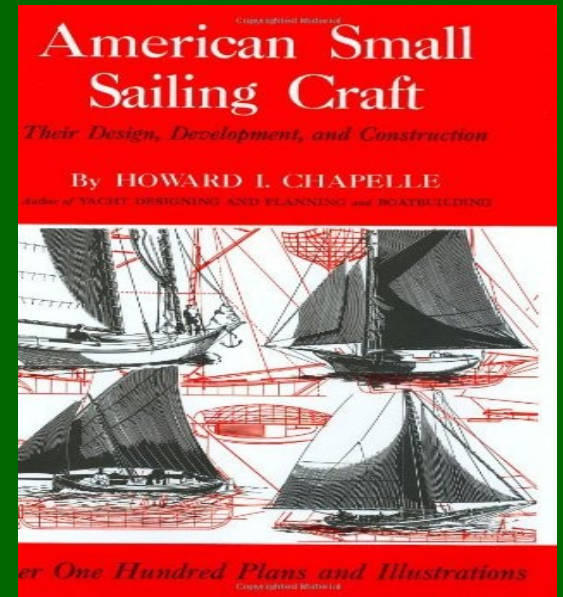
Howard I. Chapelle Biography



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



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 pistoled 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.



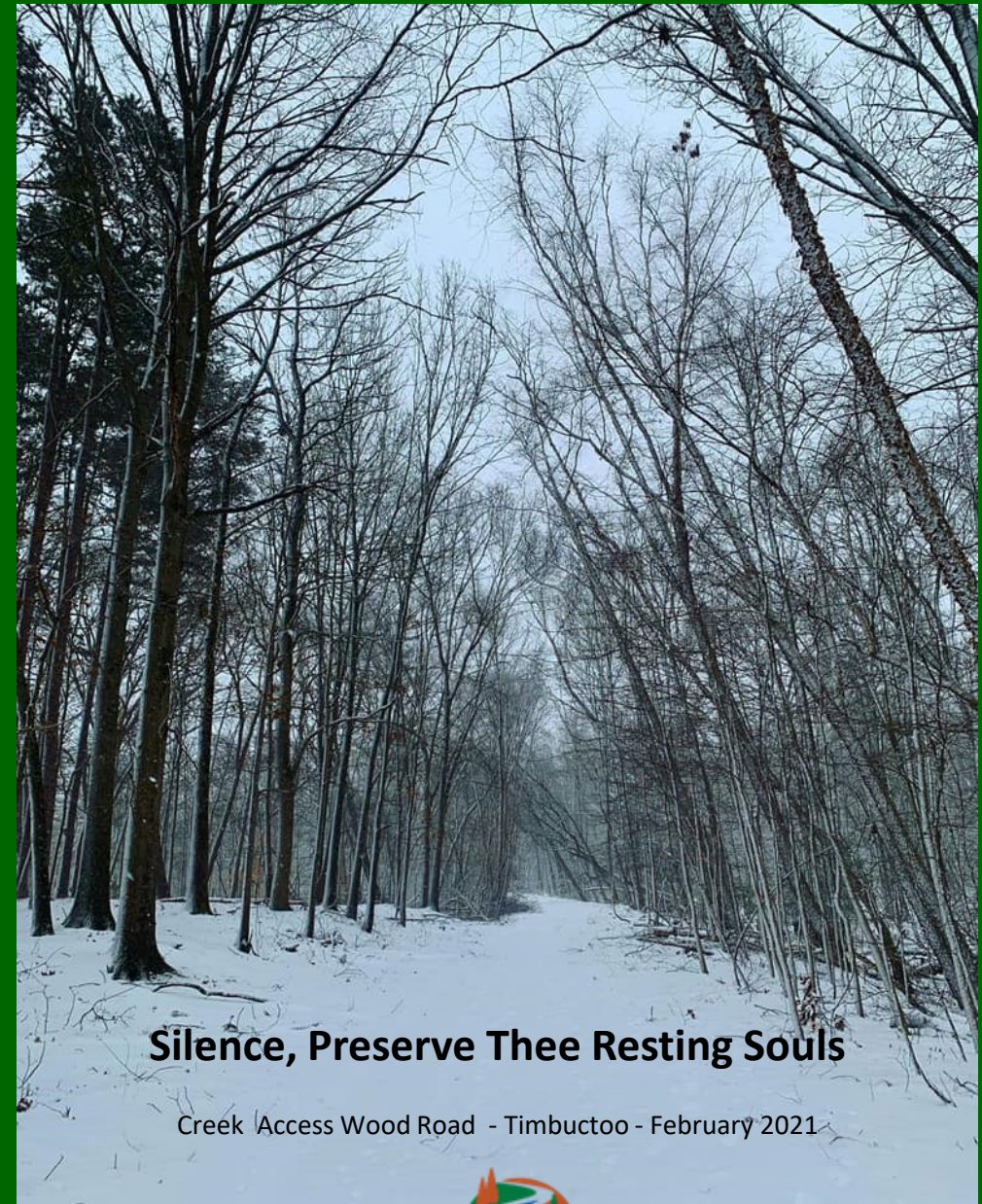
Even hexing is given credence. A story is told of an old woman who had the spirits of the air for her friends and who could bewitch anything or anyone.

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



...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.

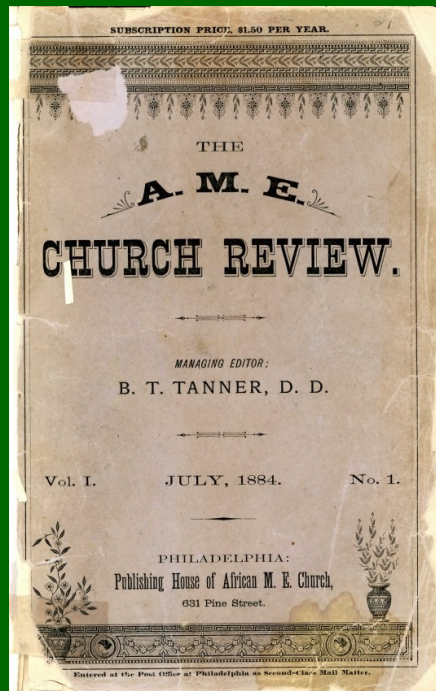
Each enrolled vessel is also required to carry a license. Enrollments are signed by the Collector of Customs, and naval officer, if there be one.

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.

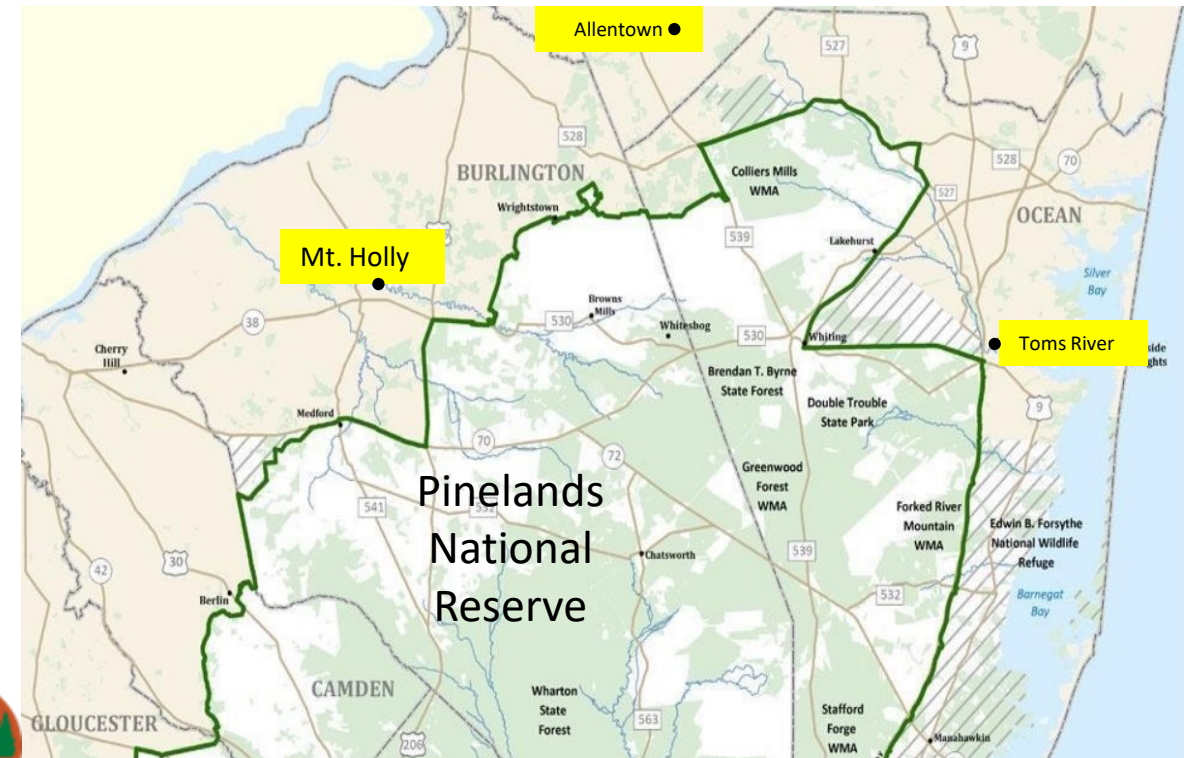
1. Joseph Wade, Capt., Pennsylvania Navy, commander of armed sloop *Fame*.
2. Timothy Shaler, of Gloucester, Massachusetts, commanded the New Jersey privateer boat *Chance*, guns and crew not stated, commissioned on 20 Mar. 1778. DNA, PCC item 196, vol. 2, p. 92.
3. Bowes Reed was one of the proctors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

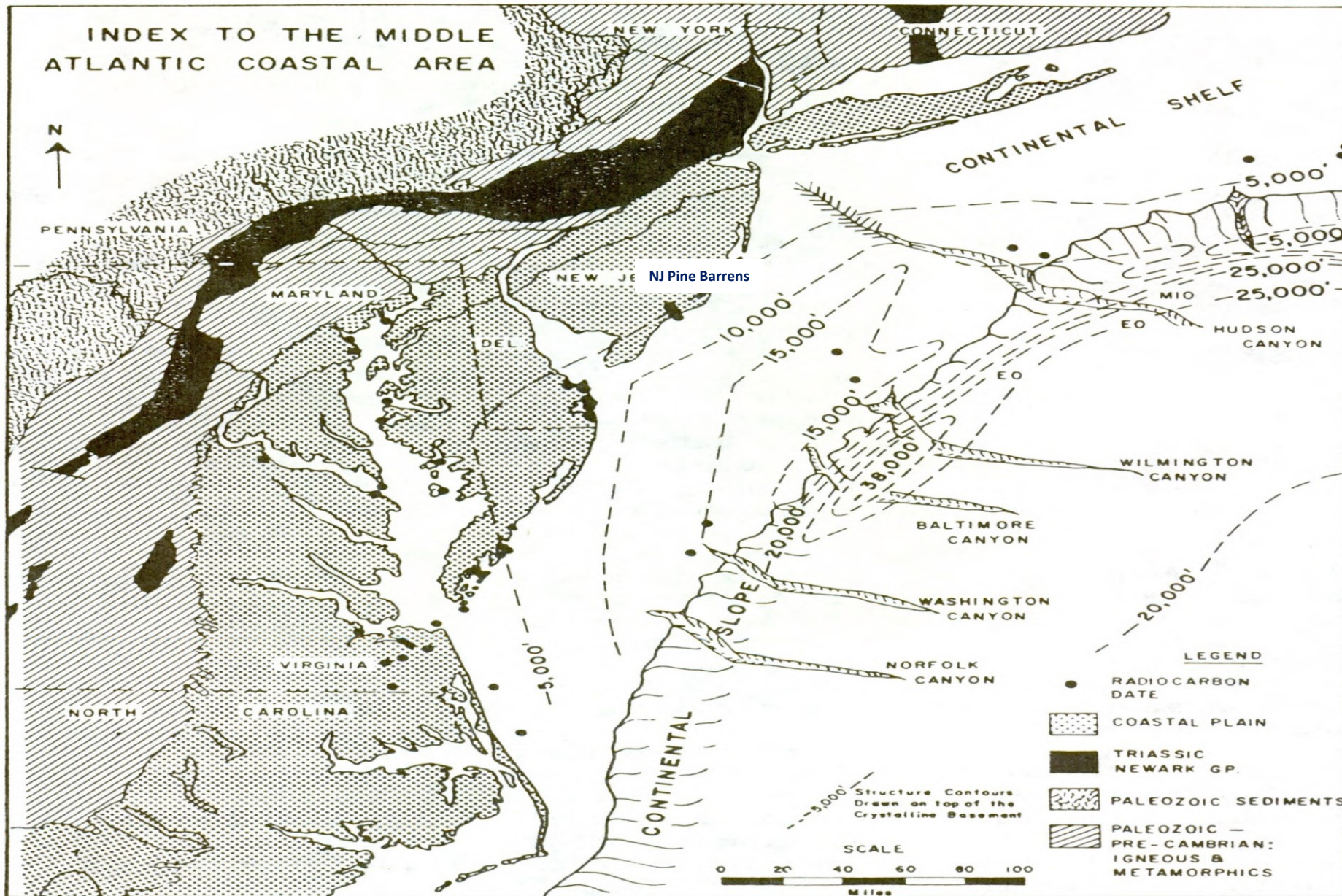
1. The *Comet* was ordered to be sold on 22 Jan., at Salem, New Jersey. *The New-Jersey Gazette*, 14 Jan.
2. Bowes Reed was one of the proctors of the Admiralty Court of the State of New Jersey.



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,



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

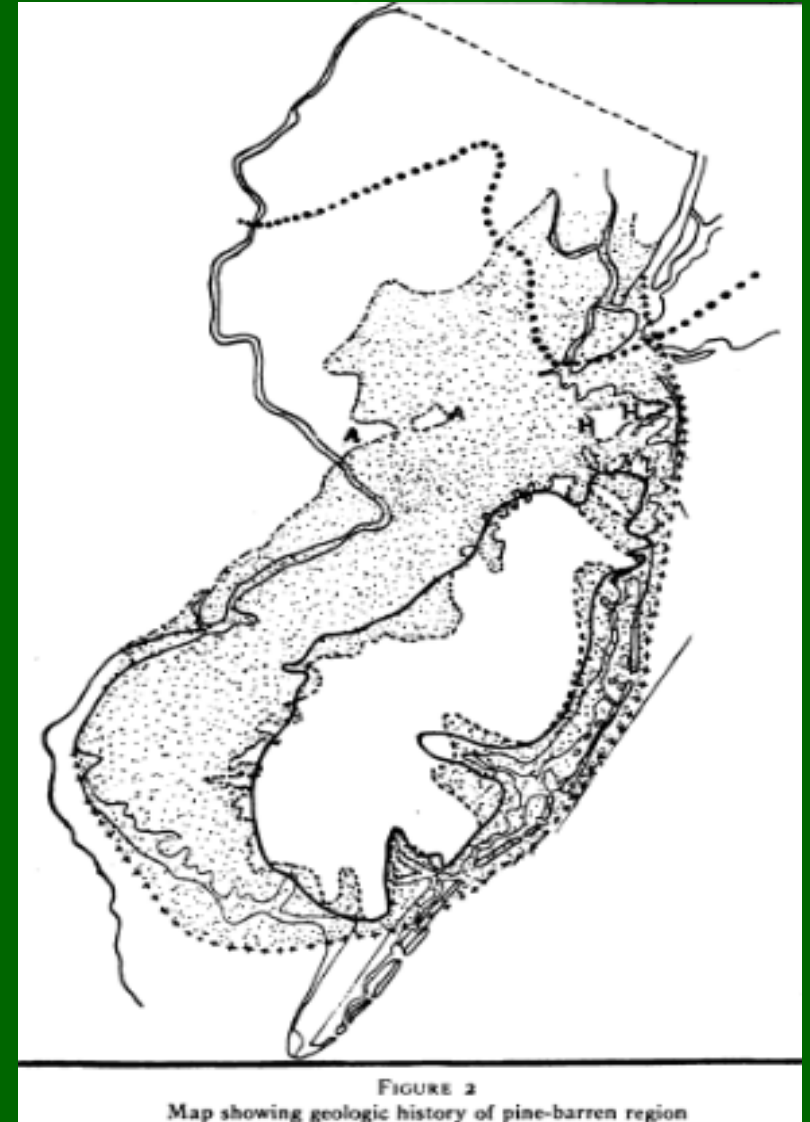
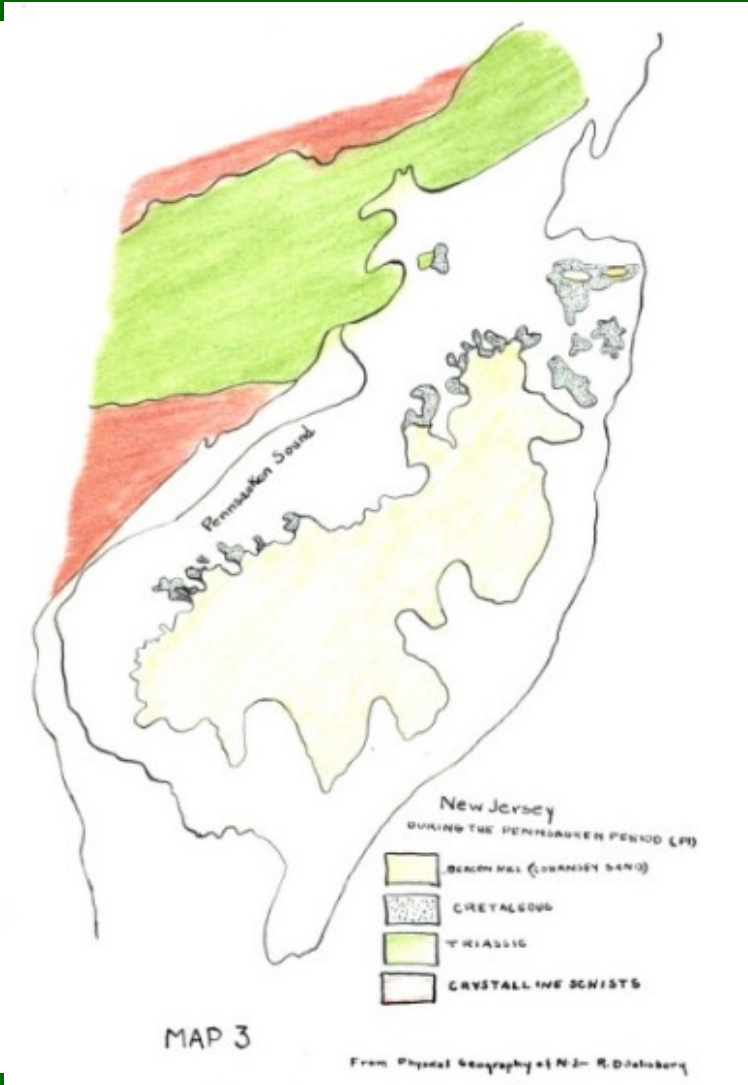
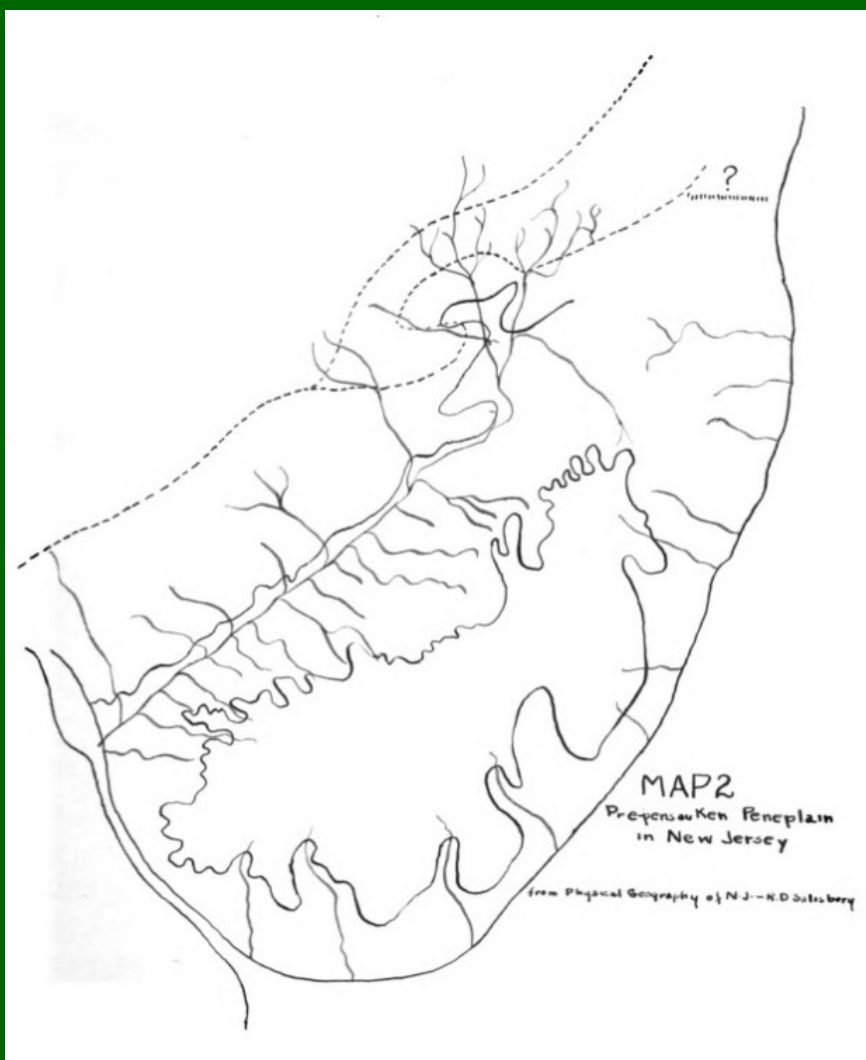
Geologic Time Frames

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



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.

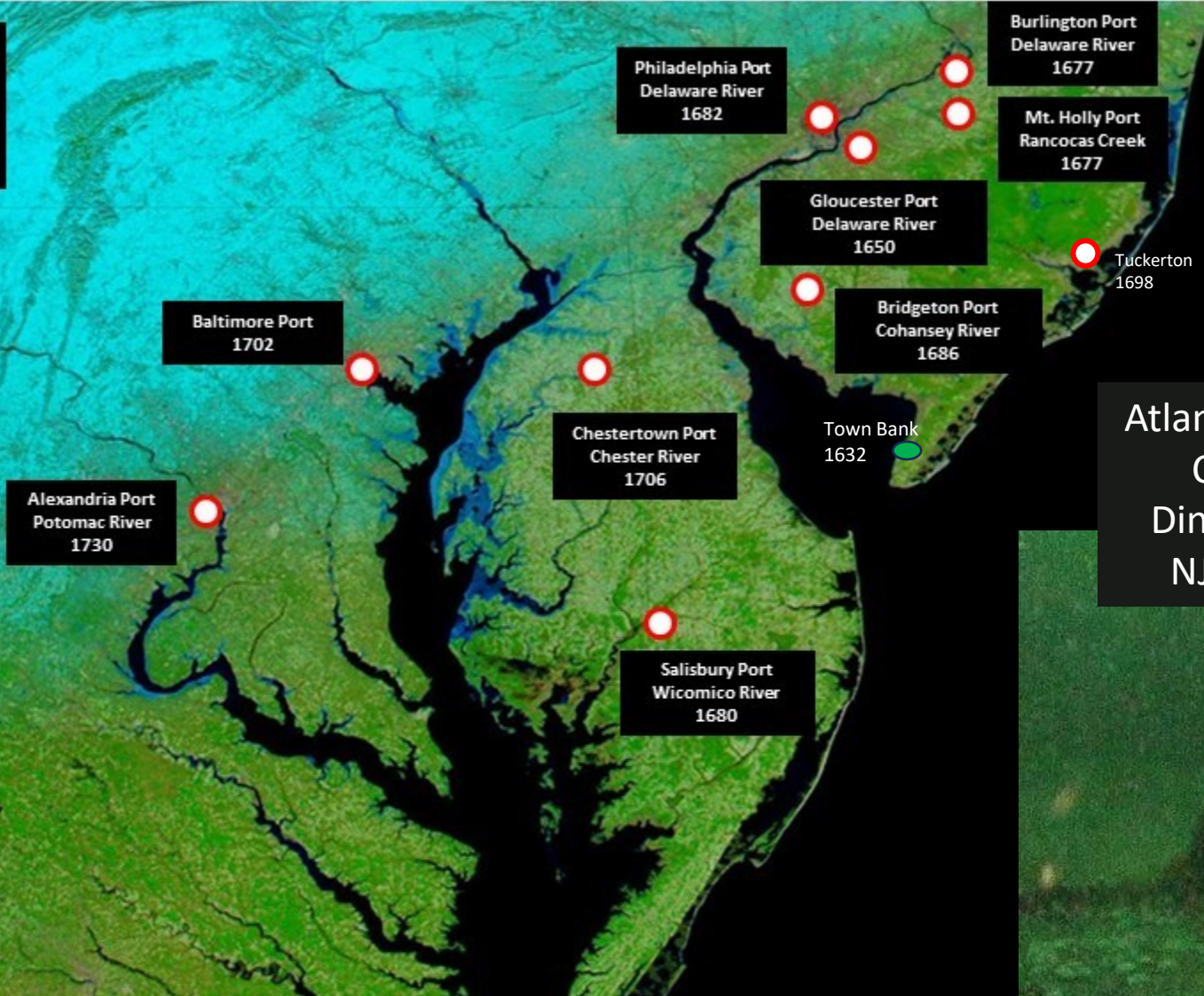
By 1823 hundreds of men worked the cedar swamps around Little Egg Harbor. By the end of the 19th century cedar and Pine Barrens lumbering ended.

* 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

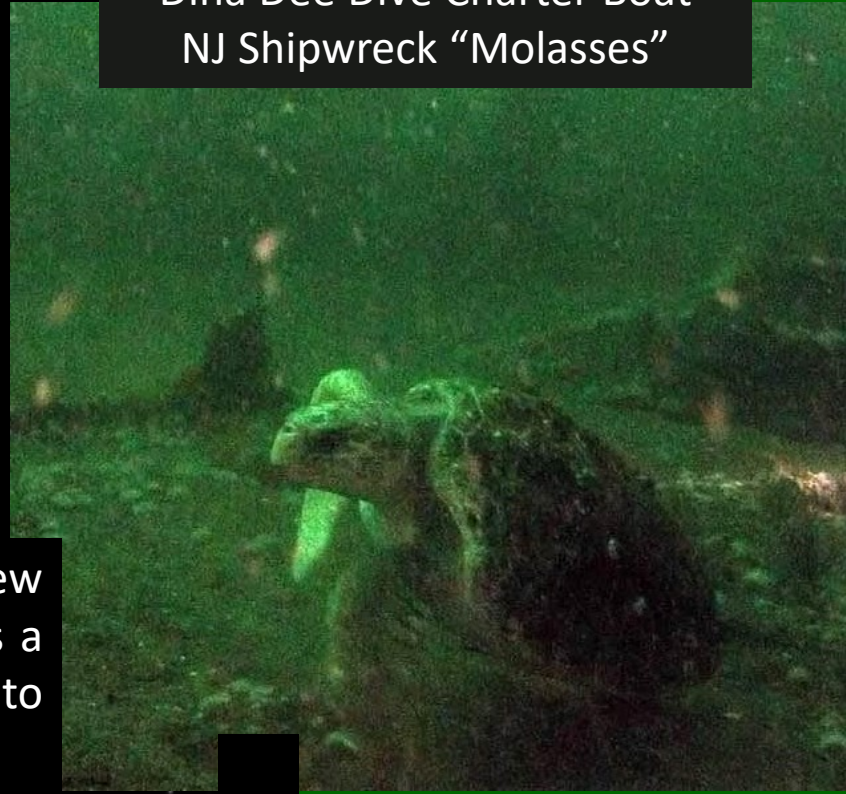
Early American Ports

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.

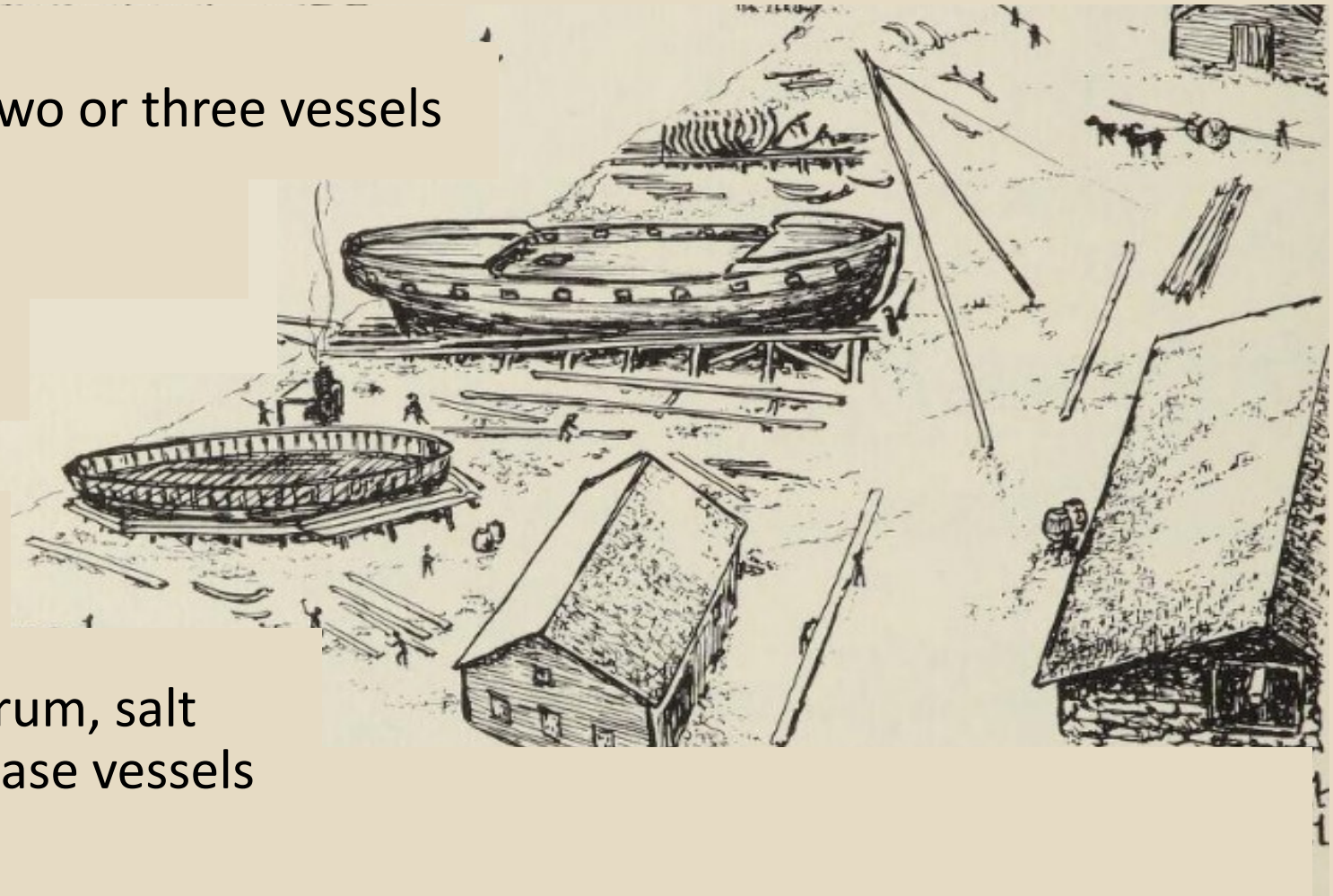
Ship-building and the manufacture of lumber were principal branches of business at Little Egg Harbor, where, about the year 1704, Edward Andrews erected saw and grist-mills on Tuckerton's or Andrew's Mill Creek. Saw and corn-mills were built about the year 1758 on the north branch of the **Rancocas**,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





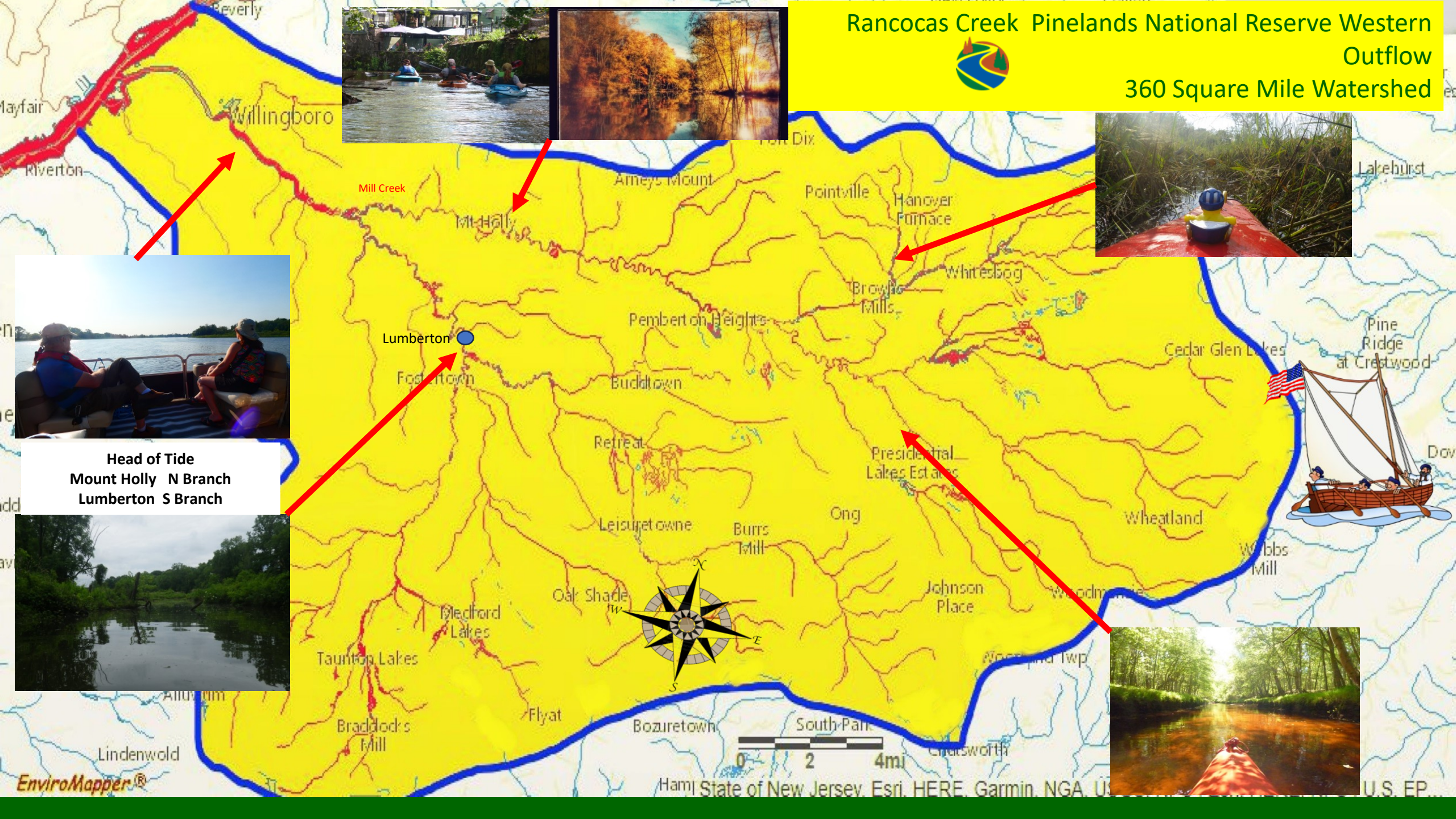
British Military Headquarters Map West Jersey East Bank Delaware River, 1778



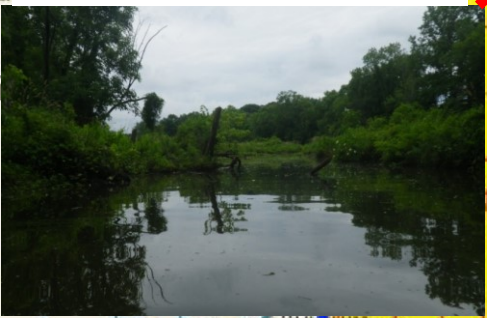
Compare w German and American Military Maps of the period. You will find differences. This map is outstanding in that it shows the East Bank of the Delaware River and this association w the British Navy. (ref U of Mich Library)

Rancocas Creek Pinelands National Reserve Western Outflow

360 Square Mile Watershed



Head of Tide
Mount Holly N Branch
Lumberton S Branch



Law of Primitive Growth

Reference: Purdy Moorestown 1886

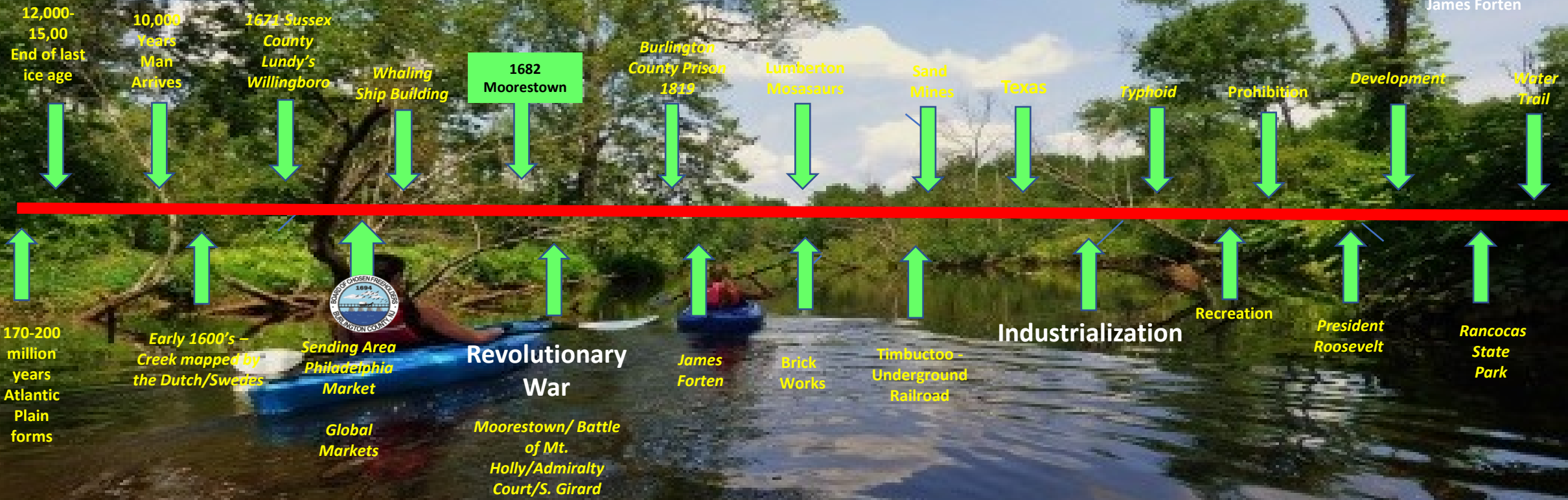


that neither history nor tradition sheds much light upon. According to the law of primitive growth the navigable water-courses controlled the location of the first settlement in the region. Penisauken and Rancocas creeks were such water-courses, and the first English settlement in this vicinity was planted 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

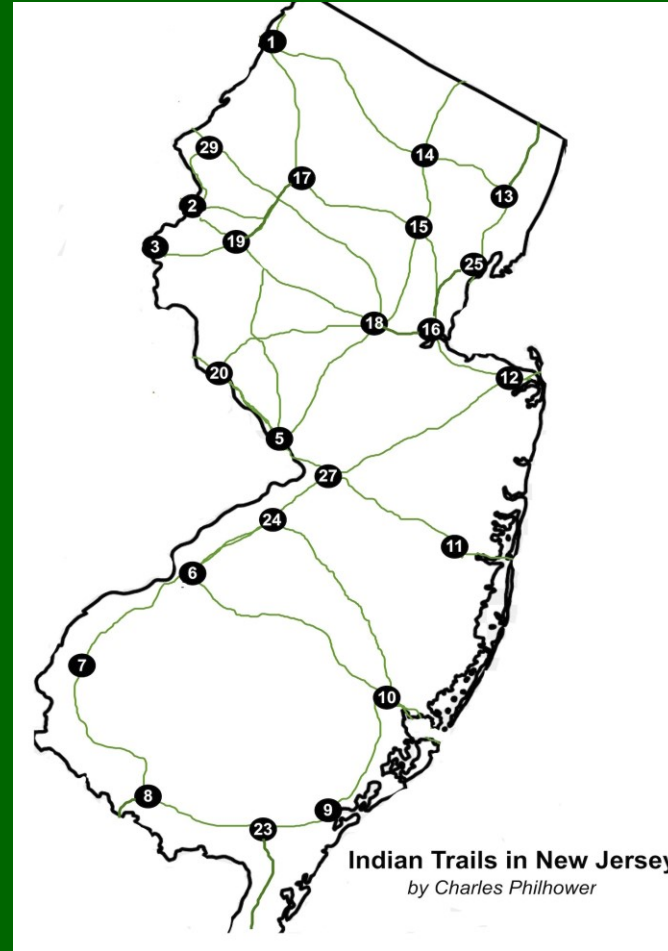
The Lenape practiced tree girdling and slash-and-burn techniques to clear land to raise corn, squash, beans, rice, sunflowers, cranberries, blueberries, and tobacco; many of these were domesticated by the Indians and later adopted by the Europeans.

**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.



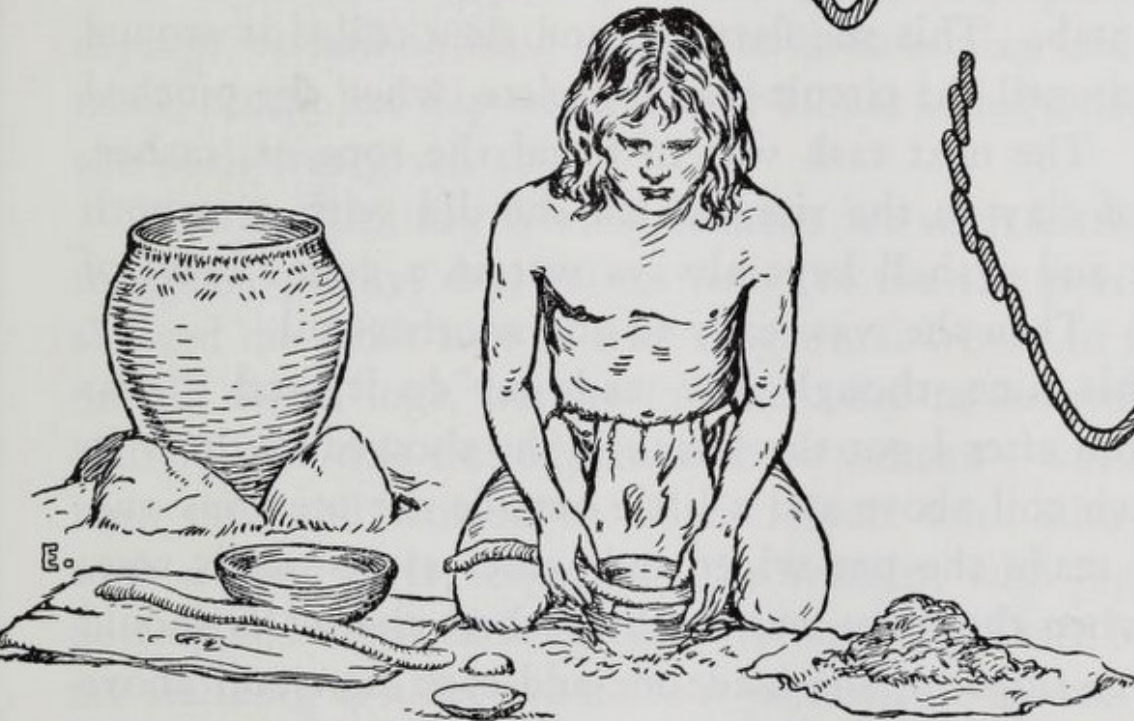
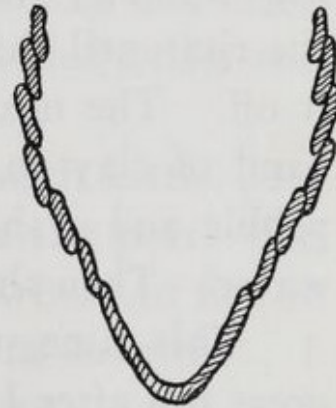
A ROPE OF CLAY IS MADE BY ROLLING A LUMP OF CLAY IN THE TWO HANDS AND THIS IS APPLIED TO THE OUTSIDE OF THE CUP IN THE FORM OF A RIBBON.



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 makinge their boates. XII.



Figure 2. "THE MANNER OF MAKINGE THEIR BOATES." BY JOHN WHITE, 1585 From: Hariot, *Virginia*

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 makinge 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, accordeinge 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 mucche 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 Courtesy: 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

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

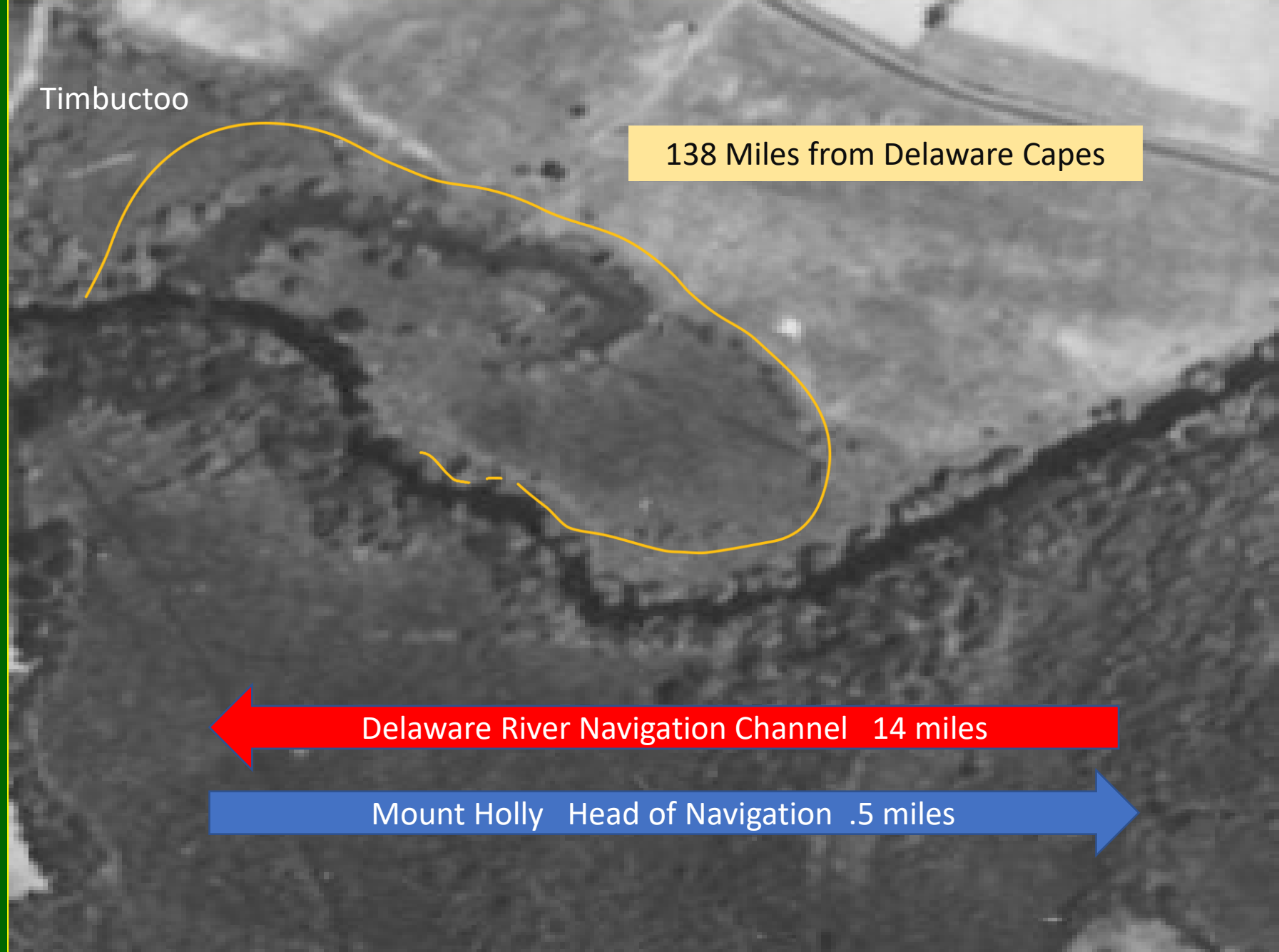


1898

Rancocas Creek

Maritime Turning
Basin

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



Maritime Turning Basin

GENERAL NOTES

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' 5.36"



Maritime Turning Basin



Rancocas Pathways

run by stadia Lines not referenced but all closures checked in field
Arthur S. Holly
State Supervisor

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

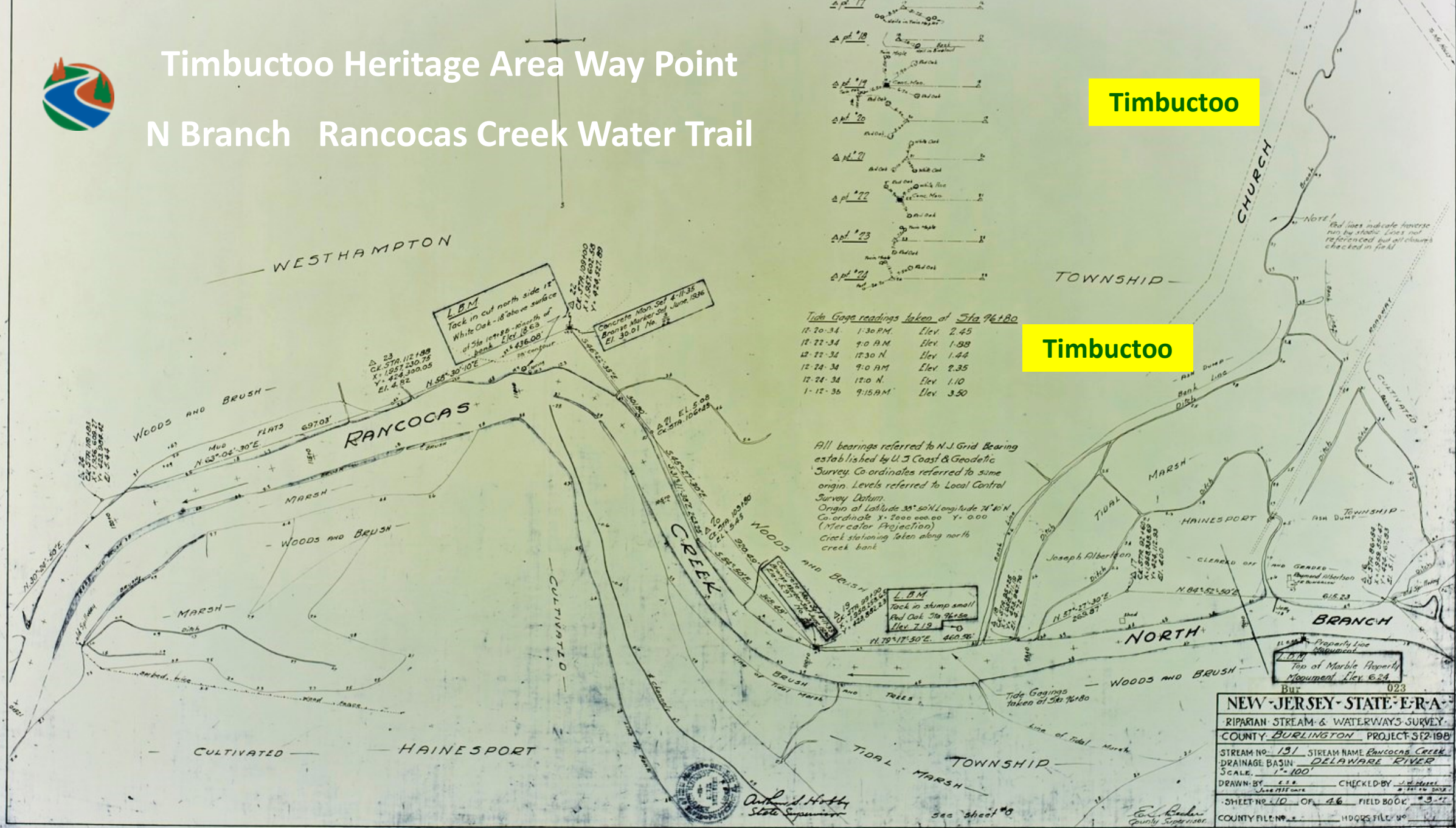


Timbuctoo Heritage Area Way Point

N Branch Rancocas Creek Water Trail

Timbuctoo

Timbuctoo



Tide Gauge readings taken at Sta 76+80

Date	Time	Elev
12-20-34	1:30 PM	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	12:0 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 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-1	
RIPARIAN STREAM & WATERWAYS SURVEY	
COUNTY BURLINGTON PROJECT 52-198	
STREAM NO. 191	STREAM NAME RANCOCAS CREEK
DRAINAGE BASIN DELAWARE RIVER	
SCALE 1" = 100'	
DRAWN BY E.S.	CHECKED BY J.H. JUNE 1988
SHEET NO. 10 OF 46 FIELD BOOK 23-22	
COUNTY FILE NO. 2 WOODS FILE NO. 40	

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.

[of Richard², Richard¹].

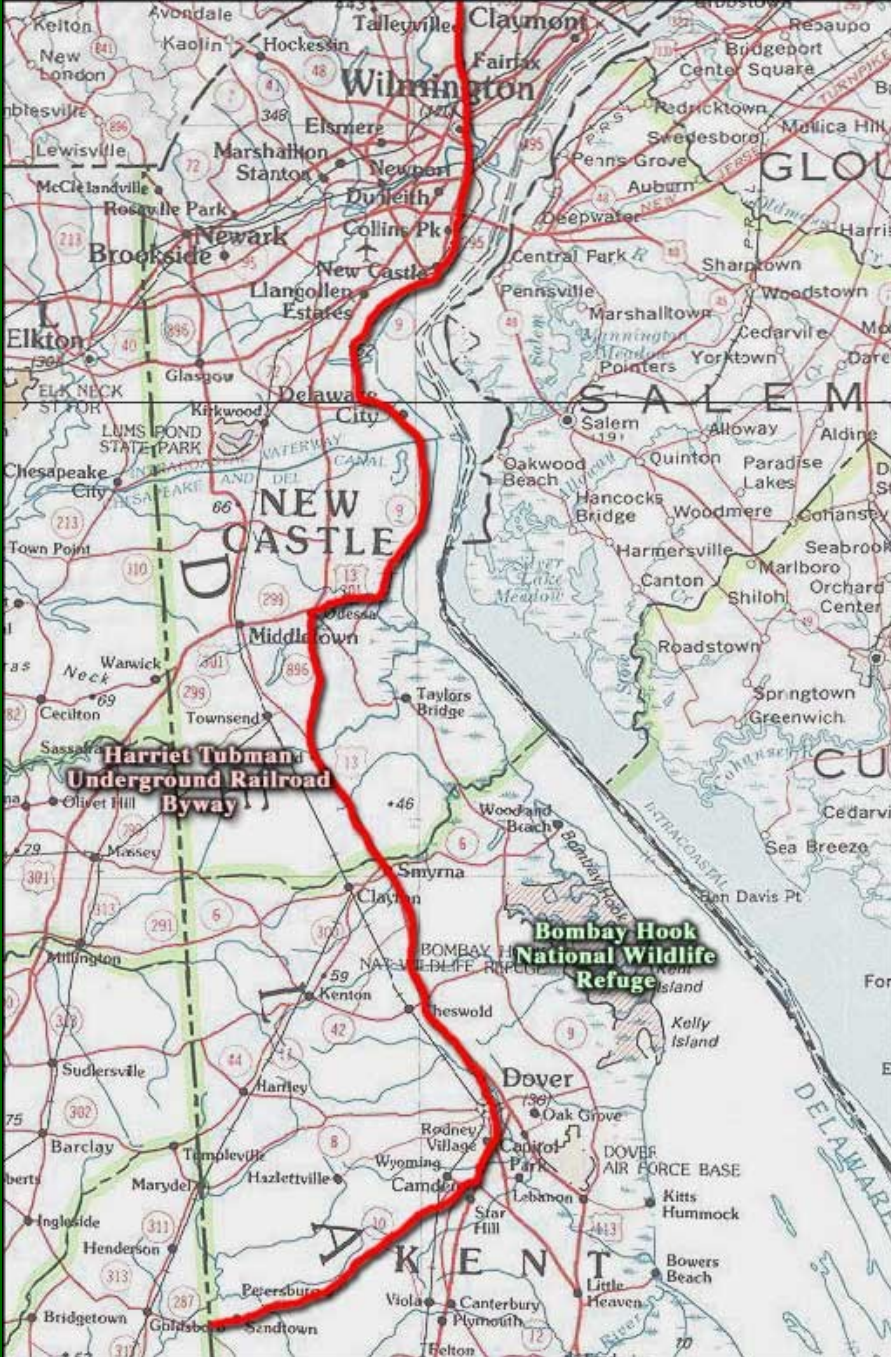
Joseph⁴ Lundy, b. in Hardwick, N. J., 3-29, 1762, probably s. of Thomas³ and Joanna (Doan) Lundy [of Richard², Richard¹], dw. for a time in Hardwick, Sussex Co., N. J., whence, in 1805, he, with his 2d wife and family, went down into Burlington Co., N. J., and settled on the north bank of Rancocas River, where his grandson, Joseph⁶ Lundy (s. of Richard⁵) now lives, obtaining deed to the "plantation" there in 1810, and there d. 1-13, 1846. The homestead at Rancocas was one of the stations on "the underground railway." He m. (1), at Rahway, N. J., 4-26, 1787, Elizabeth⁵ Shotwell, b. 1762, dau. of Benj⁴. & Ame (Hallett) Shotwell, of Shotwell's Landing (Bricktown, now part of Rahway), N. J., [of John³, John², Abr¹. (p. 93)], and had: (a) Benj⁵. Lundy, the eminent anti-slavery leader, b. 1-4, 1789, in Hardwick Tp., Sussex Co., N. J., d. of bilious fever in Lowell, La Salle Co., Ill., 8-22, 1839, and was buried in the graveyard adjacent to the old Clear Creek (Hicksite) Friends' Meeting House, 1½ mi. from the new. The graves of some of his grandchildren are near by. (Fuller sketch and descendants later.) His eldest and only living child, Susan M. (Lundy) Wierman, who, with her son Isaac P. Wierman and family, lives near the old Clear Creek Meeting House, has an excellent miniature of her father, painted by A. Dickinson in Baltimore, in 1829, showing his fine features, blue eyes and light curly hair, with a countenance indicating the philanthropist. Through the kindness of the family we are pleased to be able to present to our readers a half-tone reproduction of this portrait. His grandnephew, J. Wilmer Lundy, of Mt. Holly, N. J., has a

**Benjamin Lundy , the moist
unwearied of pedestrians in the holy
crusade against slavery**

Ref: 1789-1839

Ant-Slavery Editor

Son of Joseph Lundy



Pine Barrens Towns New Jersey

Maurice River

Cohansey River

Newfield

Salem River

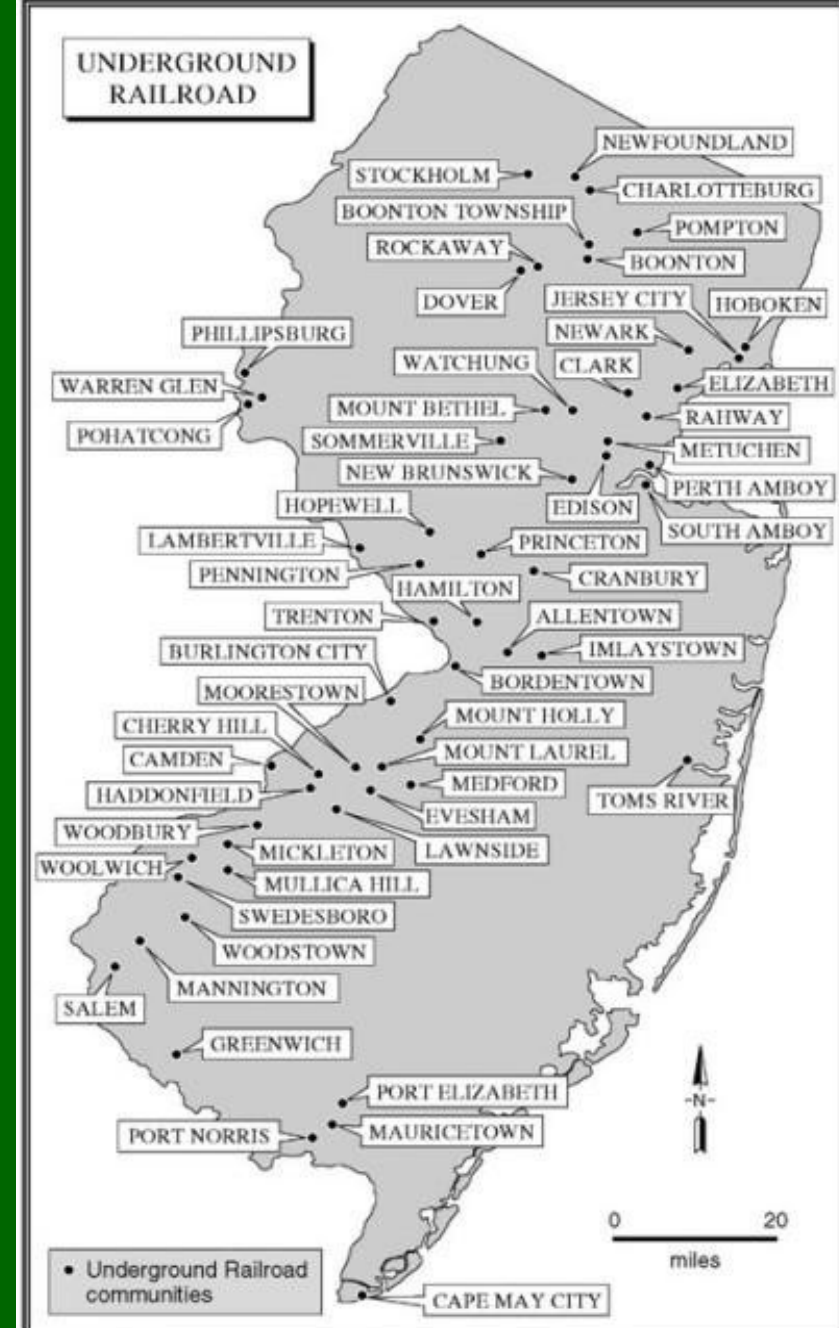
Rancocas Creek

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

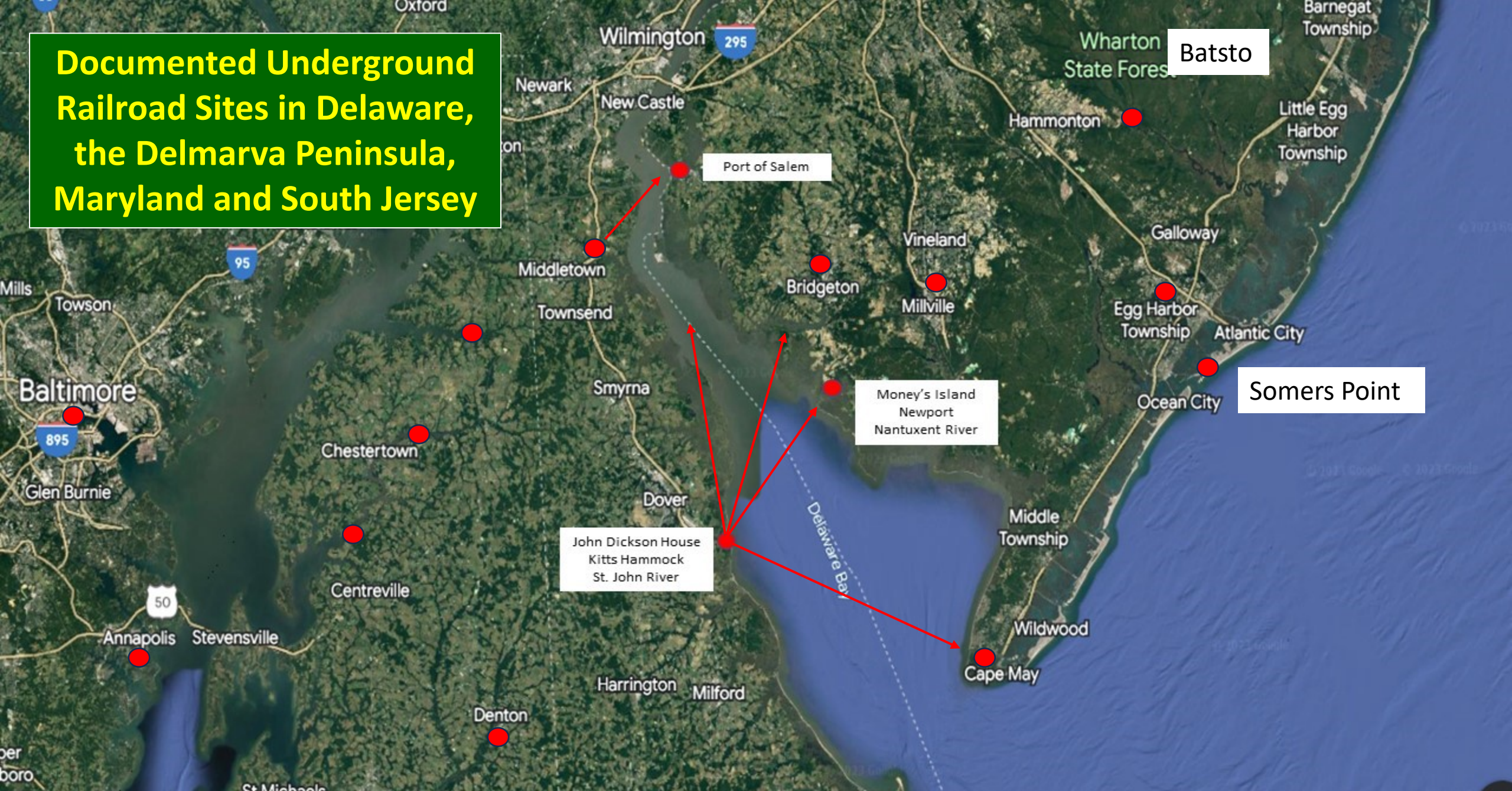
- Captain F. and the Mayor of Norfolk TWENTY-ONE PASSENGERS SECRETED IN A BOAT. NOVEMBER, 1855
- Crossing the Bay in a Batteau - Delaware to Cape May
- Arrival of Five from the Eastern Shore of Maryland SEPTEMBER 28, 1856.
- Captain F. Arrives with Fourteen “Prime Articles” on Board WILMINGTON, 3d mo.,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

Harriet Tubman

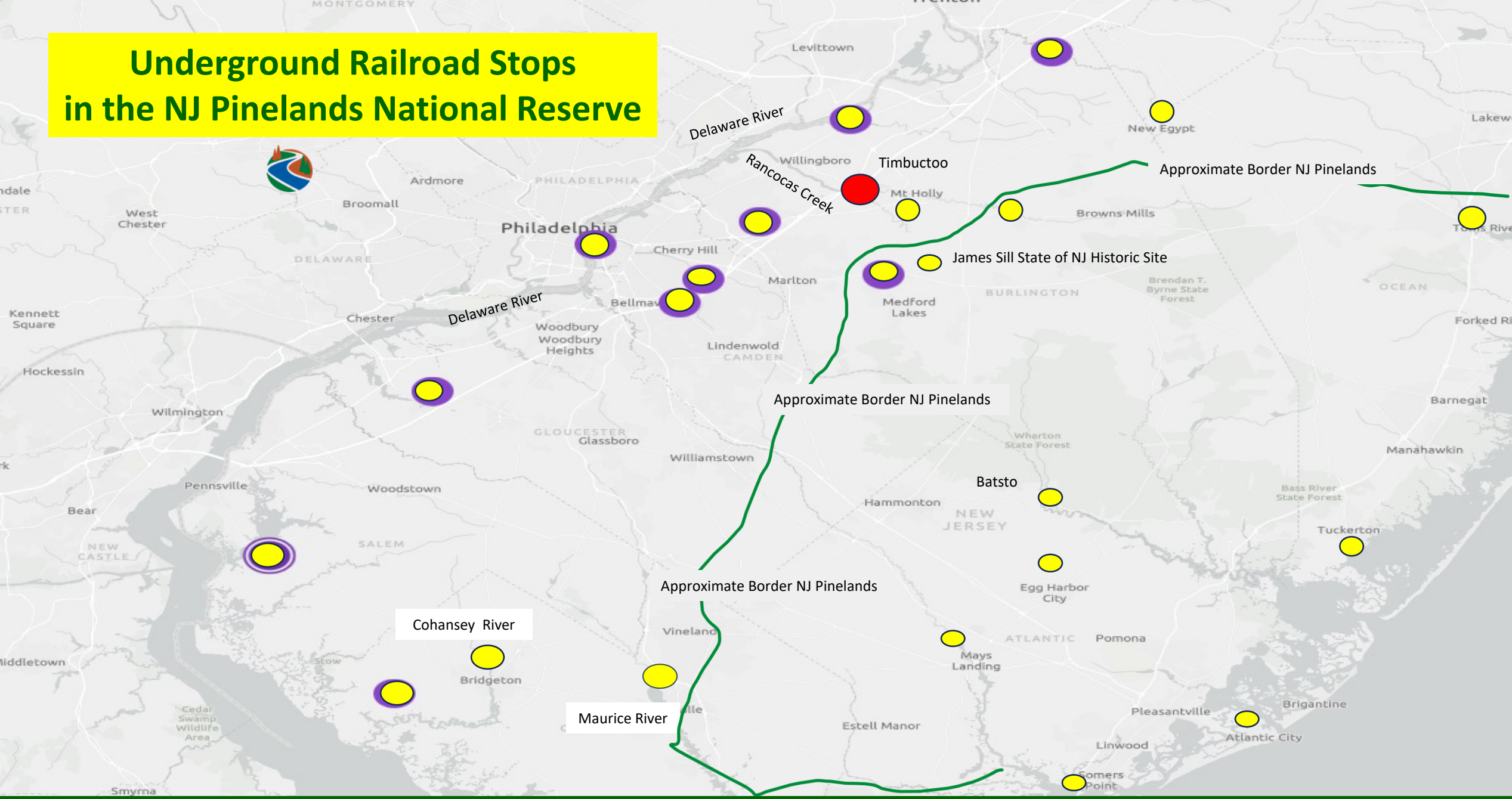
Tubman came from the Eastern Shore of Maryland, very close to the western side of Delaware Bay. Her knowledge of New Jersey may have come from historic ties between blacks of the Eastern Shore and the Delaware Bayshore. She escorted groups of slaves from the Eastern Shore of Maryland to Philadelphia 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.



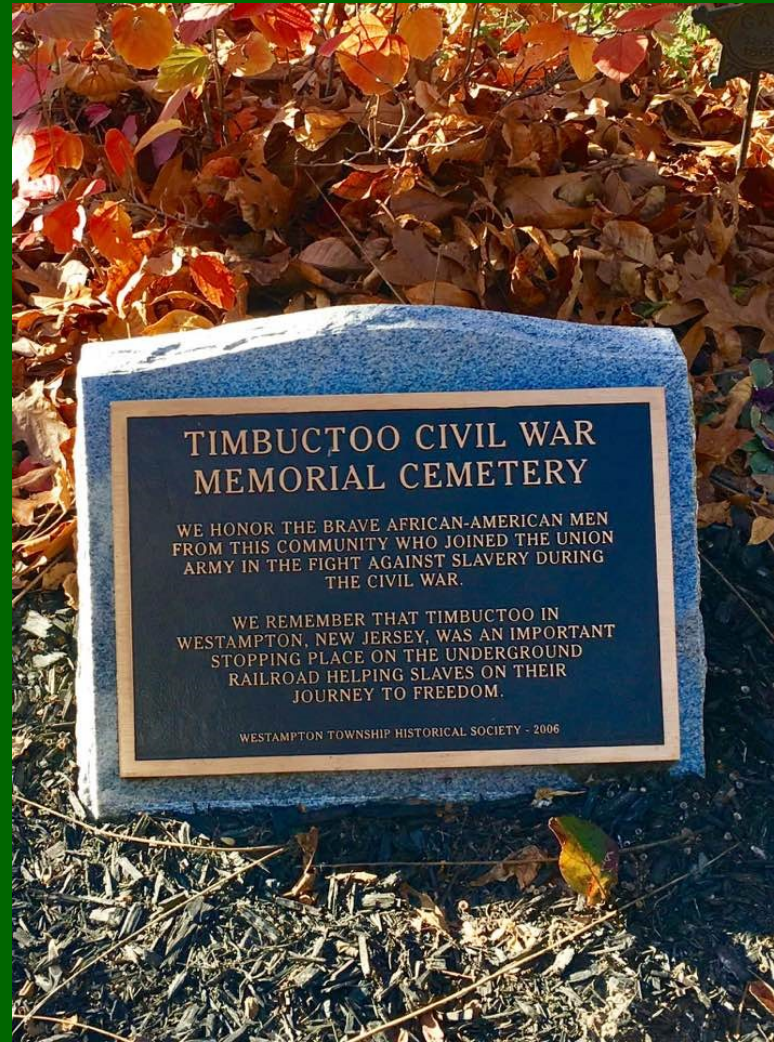
Timbuctoo is an unincorporated community in Westampton Township, Burlington County, New Jersey. Located along the tidal reaches of the North Branch Rancocas Creek Timbuctoo was settled by formerly enslaved and free Black people, beginning in 1826. At its peak in the mid-nineteenth century, Timbuctoo 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.



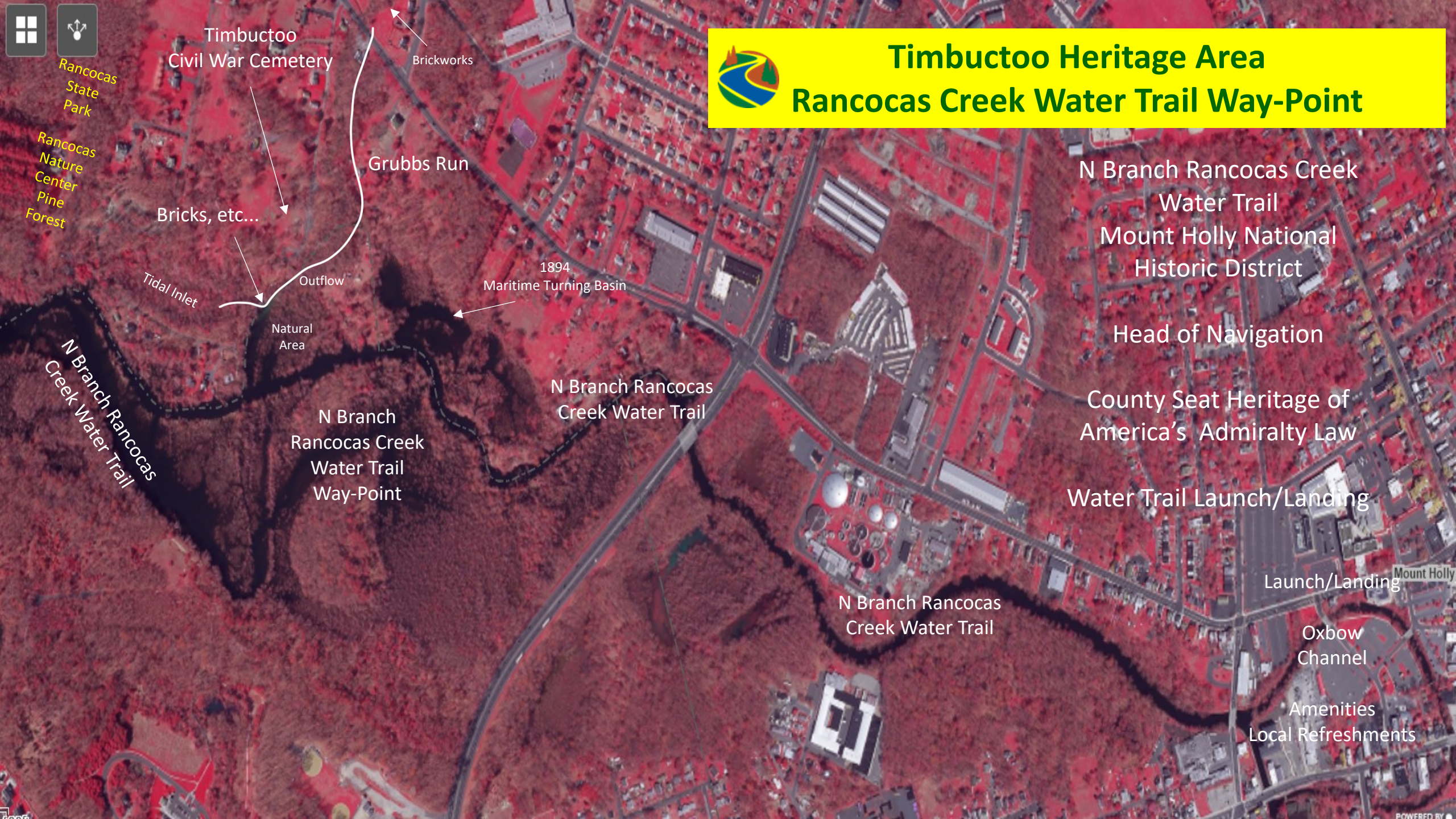
Timbuctoo Heritage Area Rancocas Creek Water Trail Way-Point





Timbuctoo Heritage Area

Rancocas Creek Water Trail Way-Point



Rancocas State Park

Rancocas Nature Center Pine Forest

Timbuctoo Civil War Cemetery

Brickworks

Grubbs Run

Bricks, etc...

Tidal Inlet

Outflow

Natural Area

1894 Maritime Turning Basin

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

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

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

Church

Grubb's Run Natural Area
Tidal Marsh
Woodland

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





Timbuctoo - Jetty

1931 Works Progress Admiration 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.B. (June 1931)
 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

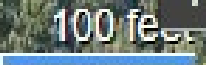
other

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

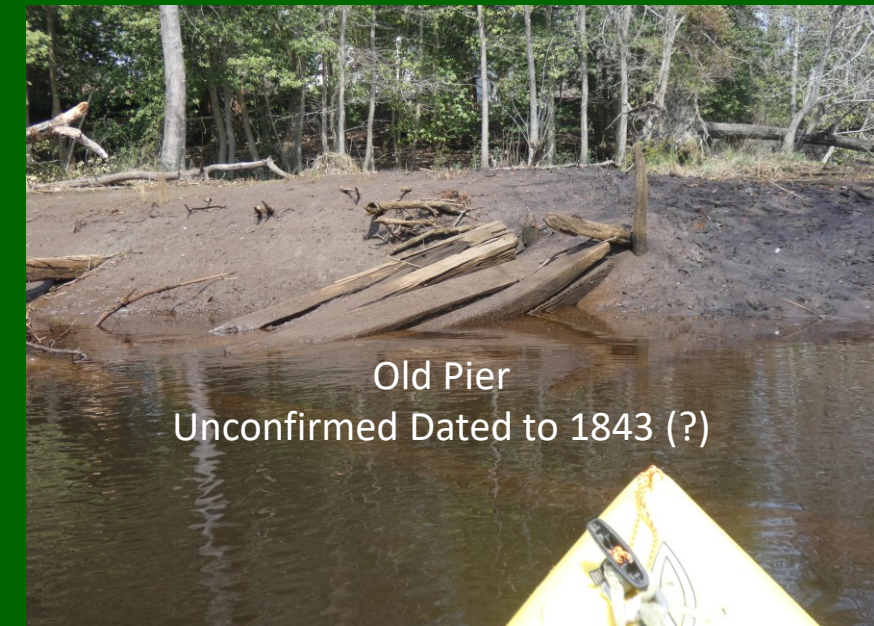
Timbuctoo Creek Front

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



Overlapping Planks w Cut Nails

Submerged at High Tide



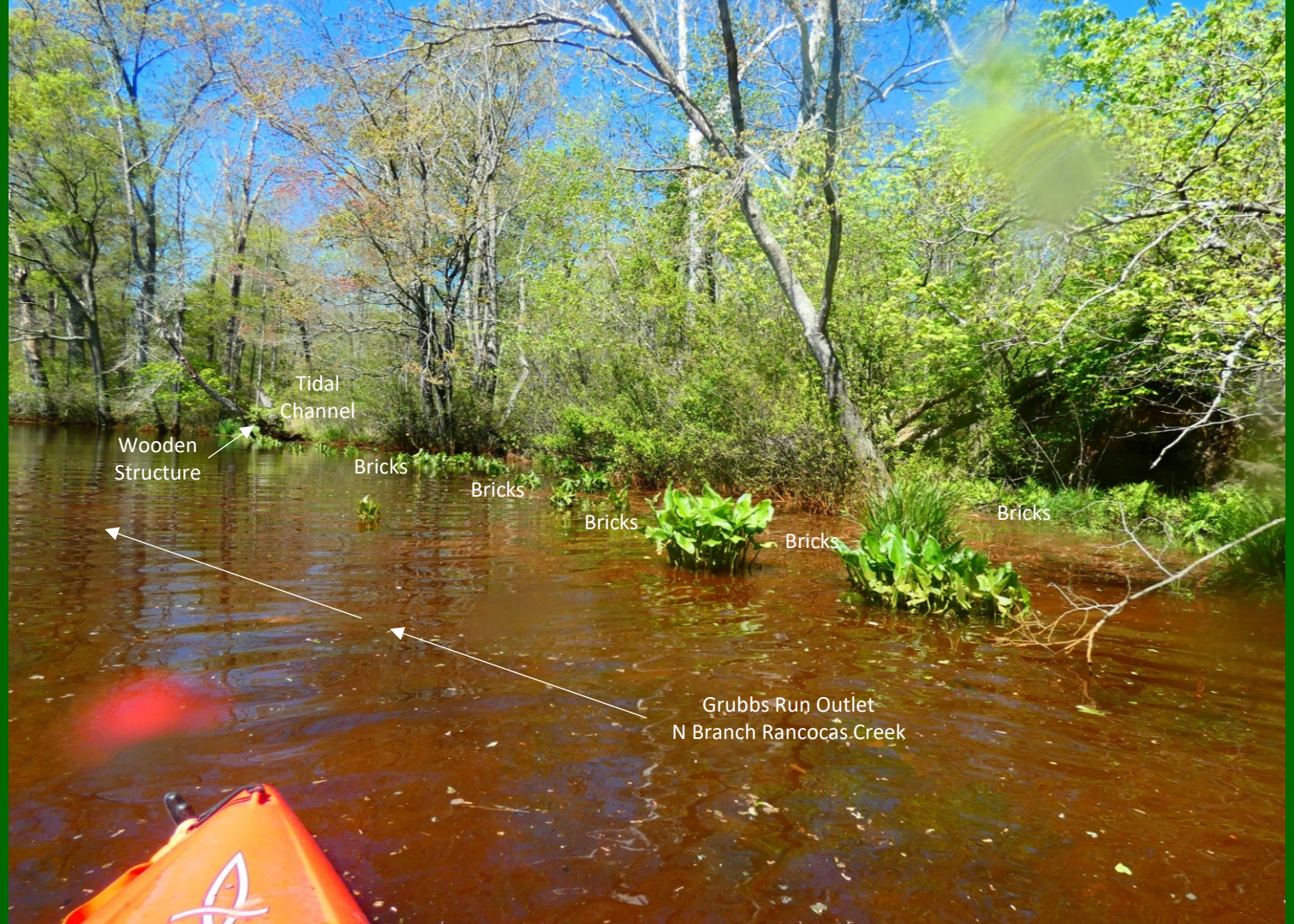
Old Pier
Unconfirmed Dated to 1843 (?)



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.

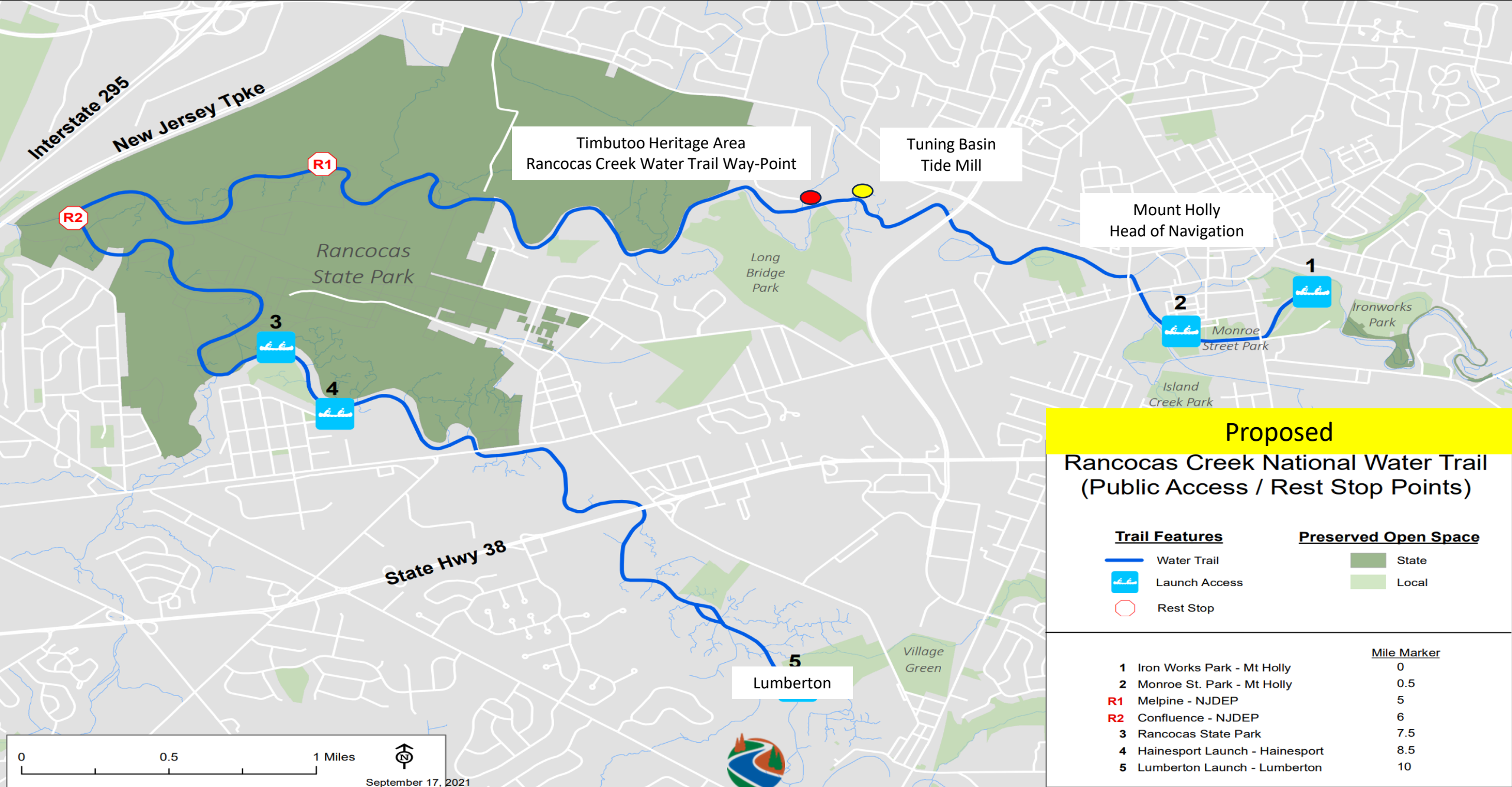


Figure 10 Four images of the dig site at Timbuctoo. Indicating potential evidence of clay and brick mining and features associated with pilings and dock or piers. Images from top left to bottom right: wood support pile, meter stick describing height of creek bank cut by currents and evidence of clay 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

	Mile Marker
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



N Branch Channel
Multi-Use



Timbuctoo...Fragility



Glossy Ibis
Centeron

KS337PHOTOGRAPHY



Red Fox



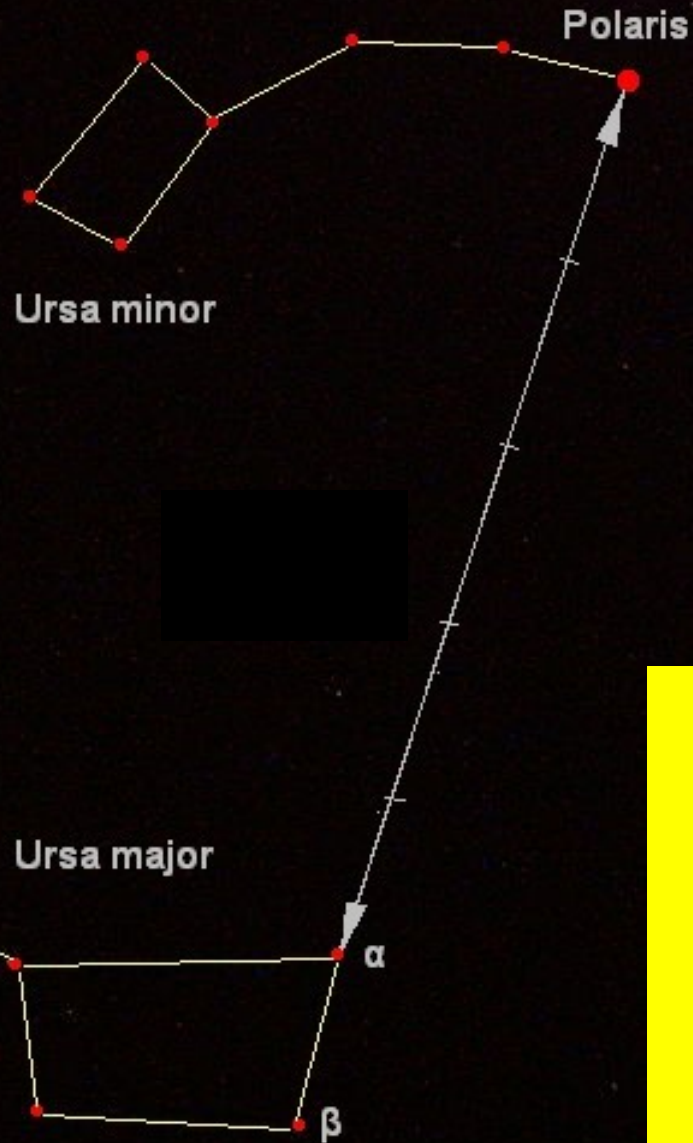
Did You Hear An Owl Call Your Name?



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.

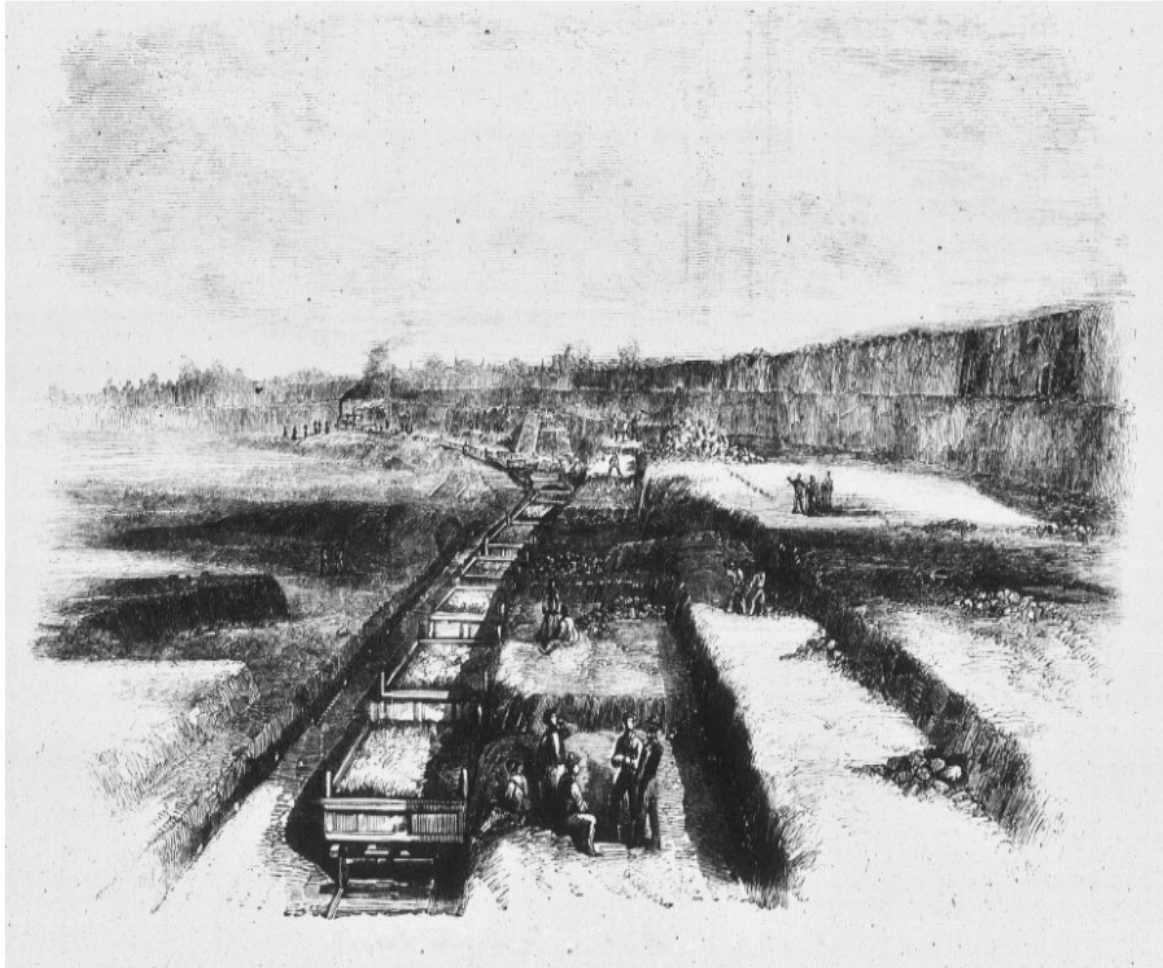


Polaris was used by
sailing shallops, tugs,
barges, yaliwackers,
steam-boats and the
like as they navigated
Rancocas Creek tidal
waters on night tides
and currents.

NEW JERSEY MARL PITS.

ref: frank leslies weekly newspaper 9-1-1866

Near Timbuctoo



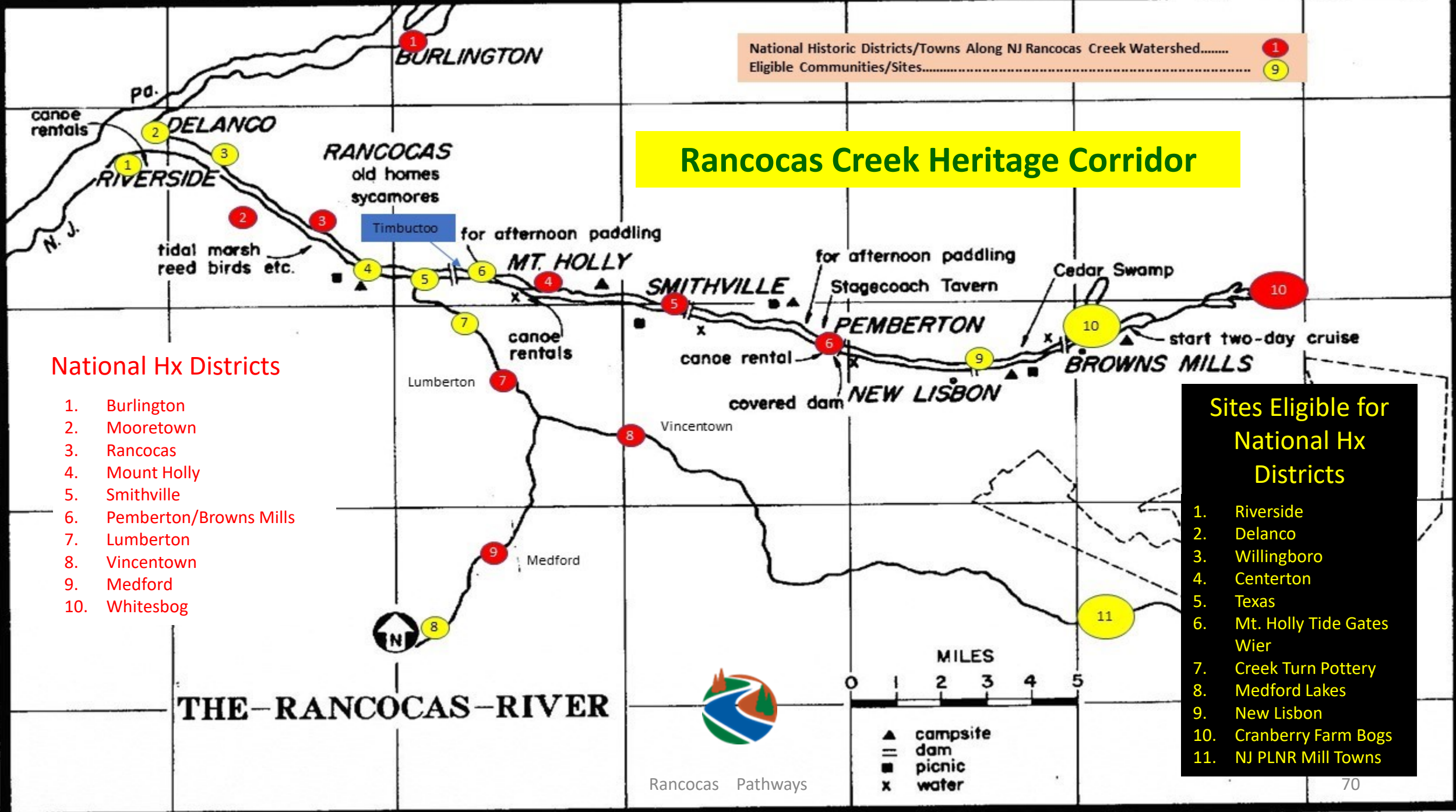
MARL PITS ON THE **RANCOCAS** RIVER, NEAR MOUNT HOLLY, NEW JERSEY.-

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 purchase of 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



MILES

0 1 2 3 4 5

▲ campsite
 = dam
 ■ picnic
 x water

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.

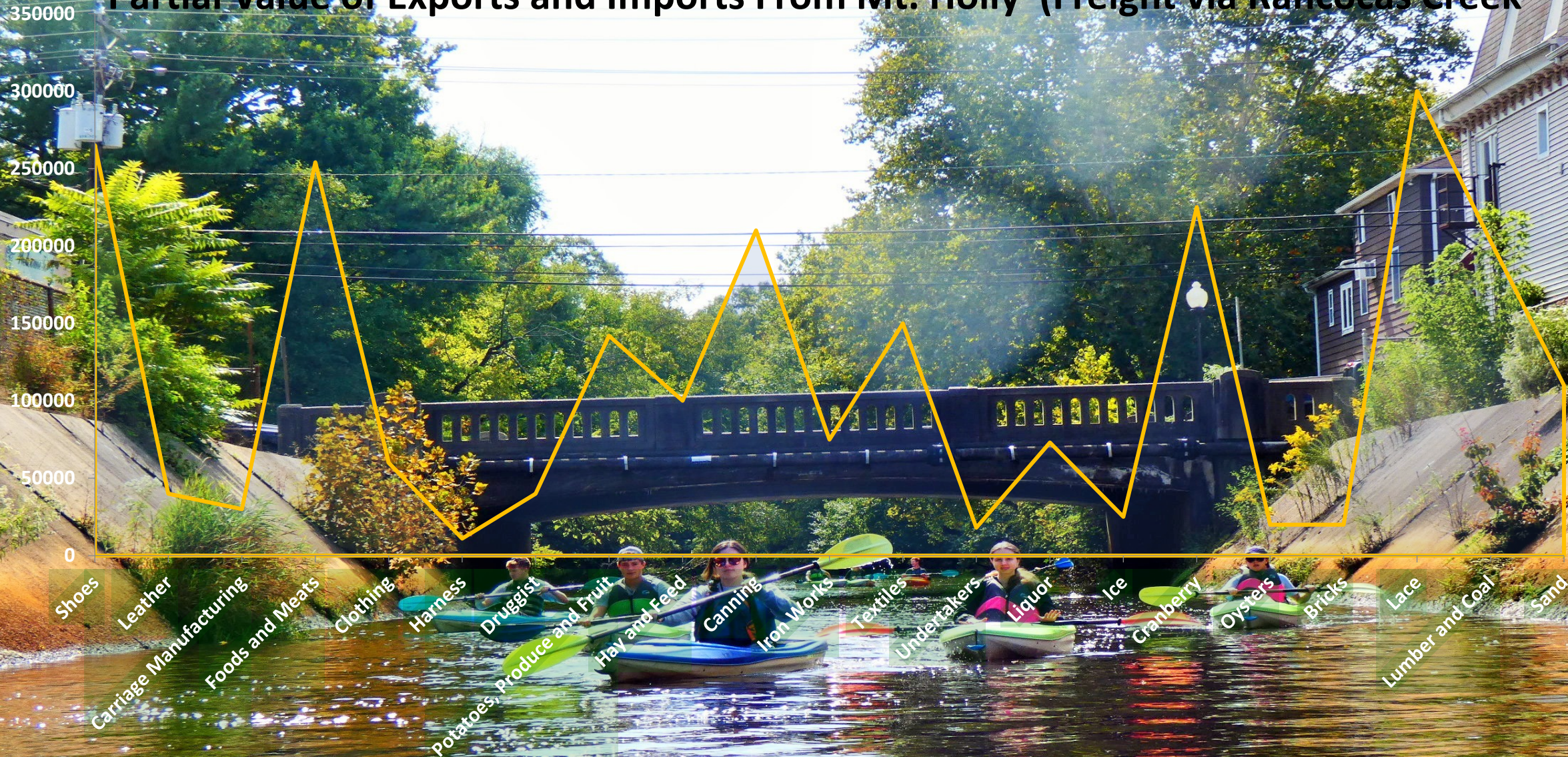
May 22d, 1778, it is announced that a British vessel with a cargo of fresh beef and pork, was taken by Captain Anderson and sixteen men in an armed boat, and brought into Toms River.



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.

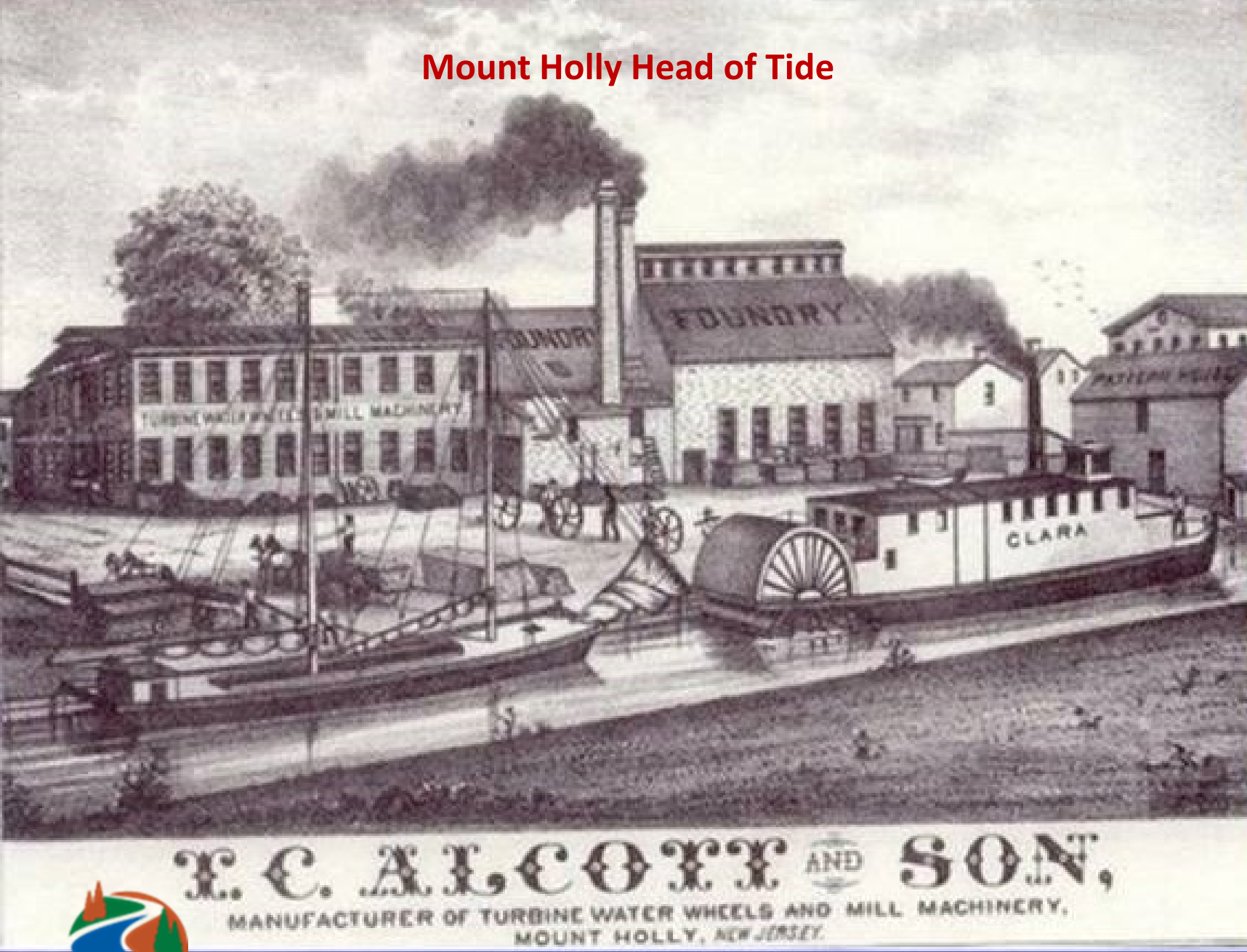
June - 1909

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

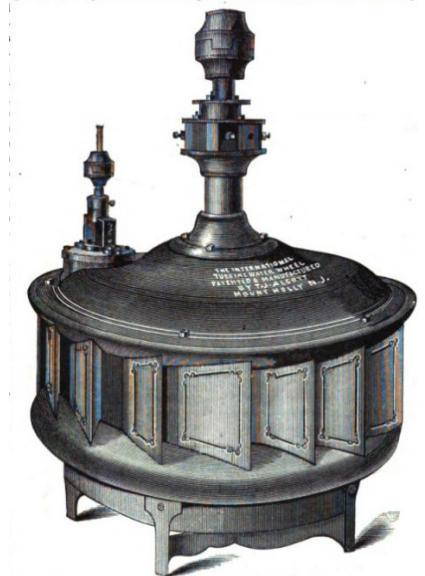


* Freight via Boat - Rail – Truck: .12 cents per 100 pounds vs Freight Via Boat: .09 cents per hundred pounds
Reference: WS Rendell-Chairman of Mt. Holly Committee on Rancocas Creek Improvements
Sec of War Rancocas Creek Report , New Jersey 1910

Mount Holly Head of Tide



T. C. ALCOTT AND SON,
MANUFACTURER OF TURBINE WATER WHEELS AND MILL MACHINERY,
MOUNT HOLLY, NEW JERSEY.

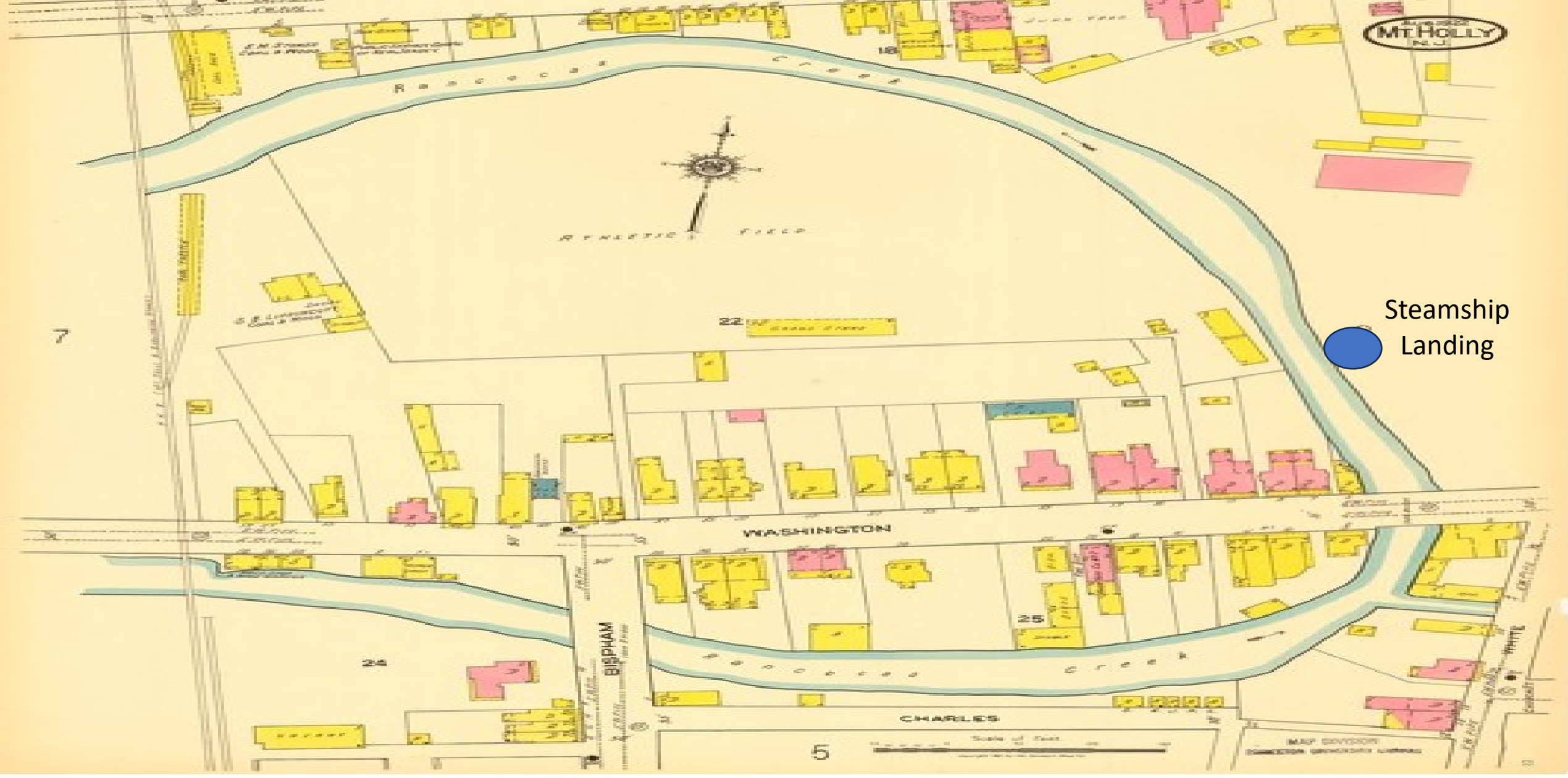


IMPROVED TURBINE WHEEL.

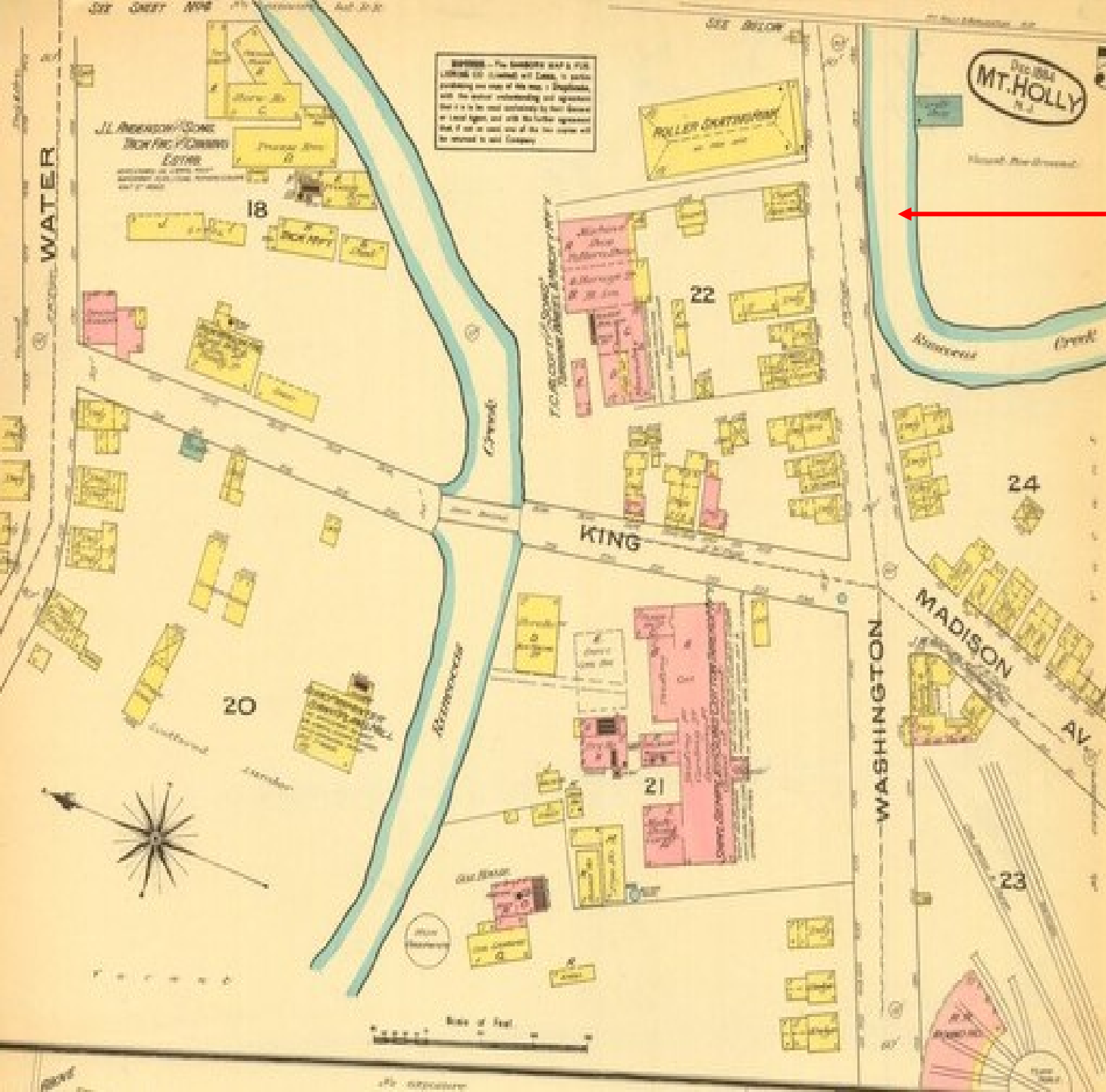
The price of this wheel varies from \$150 to \$1,100; the first price corresponds with wheels of 9 inches in diameter and discharges 9 square inches of water; the latter with those of 5½ feet in diameter and discharging 525 square inches of water.



Centerton Phosphorous Works



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



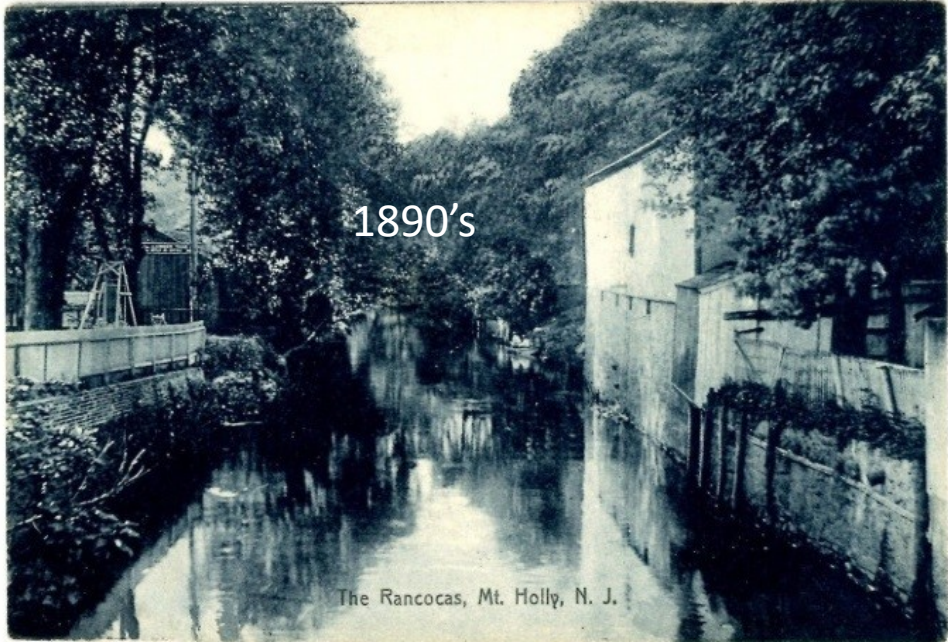
Rancocas Creek N Branch
Oxbow Channel
1890's Sanborn Insurance Maps





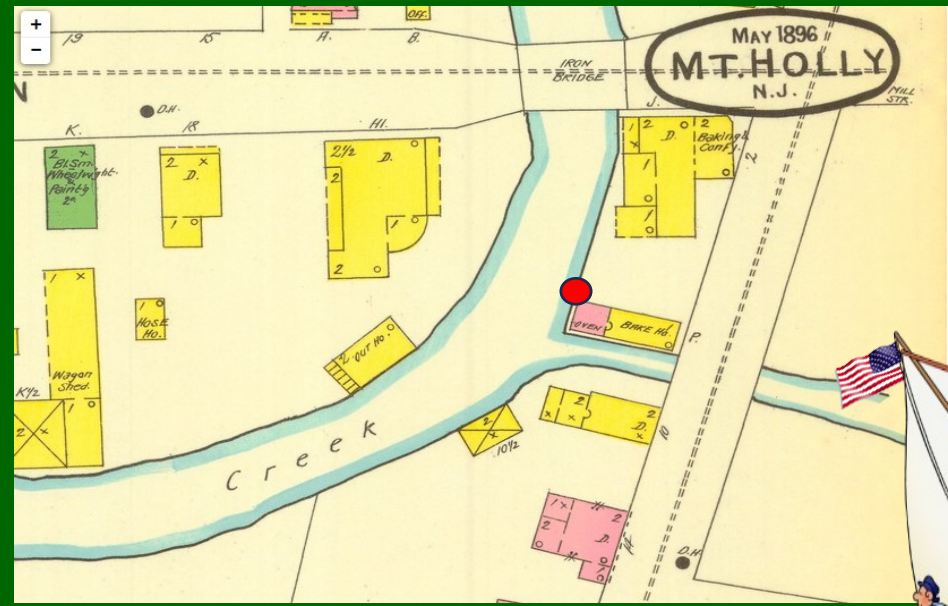
**N Branch is Joined By Mount Holly Mill Race
Rancocas Creek Water Trail**

1894



1890's

The Rancocas, Mt. Holly, N. J.



2021

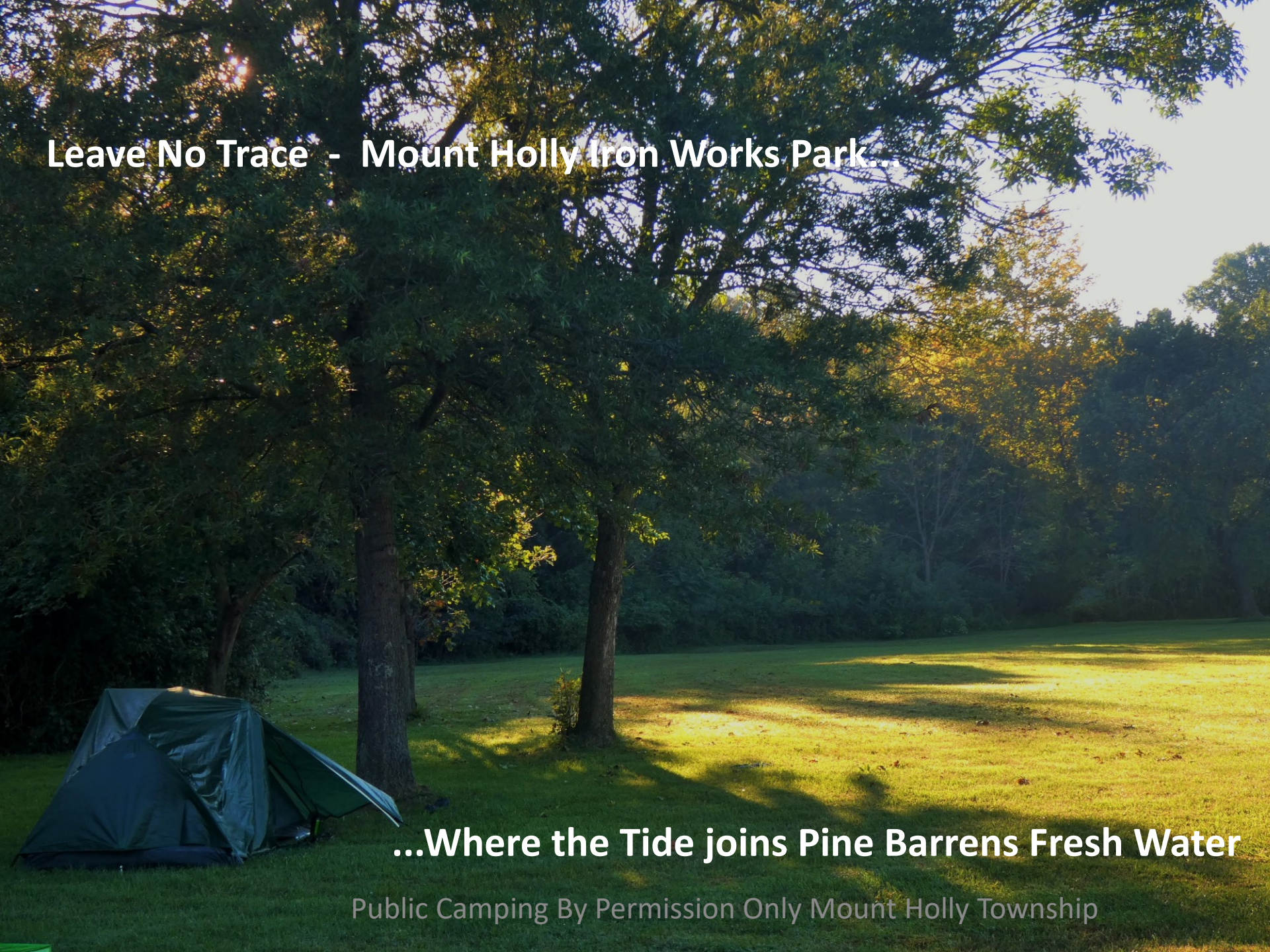
Rancocas Creek N Branch Oxbow Channel



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

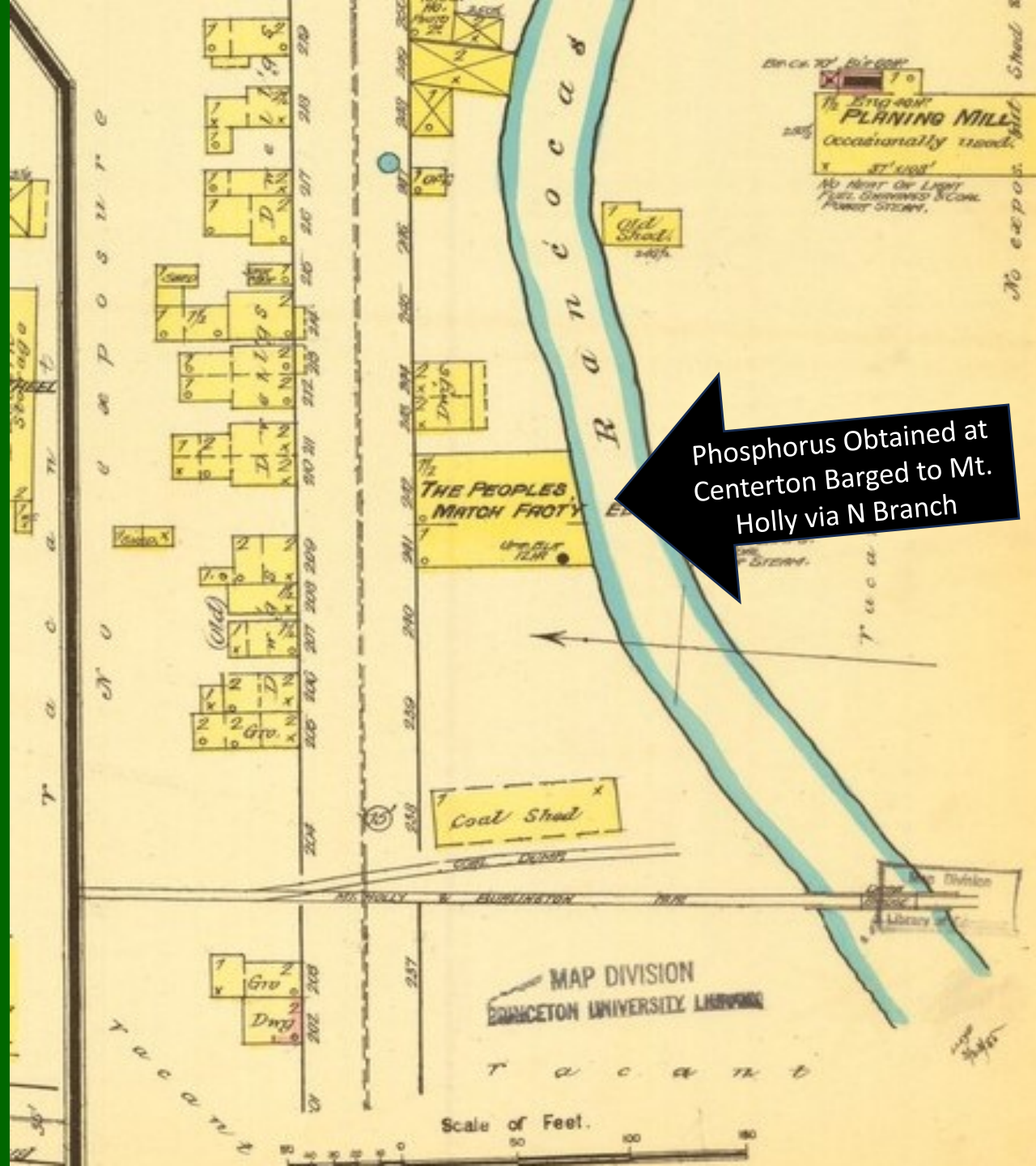
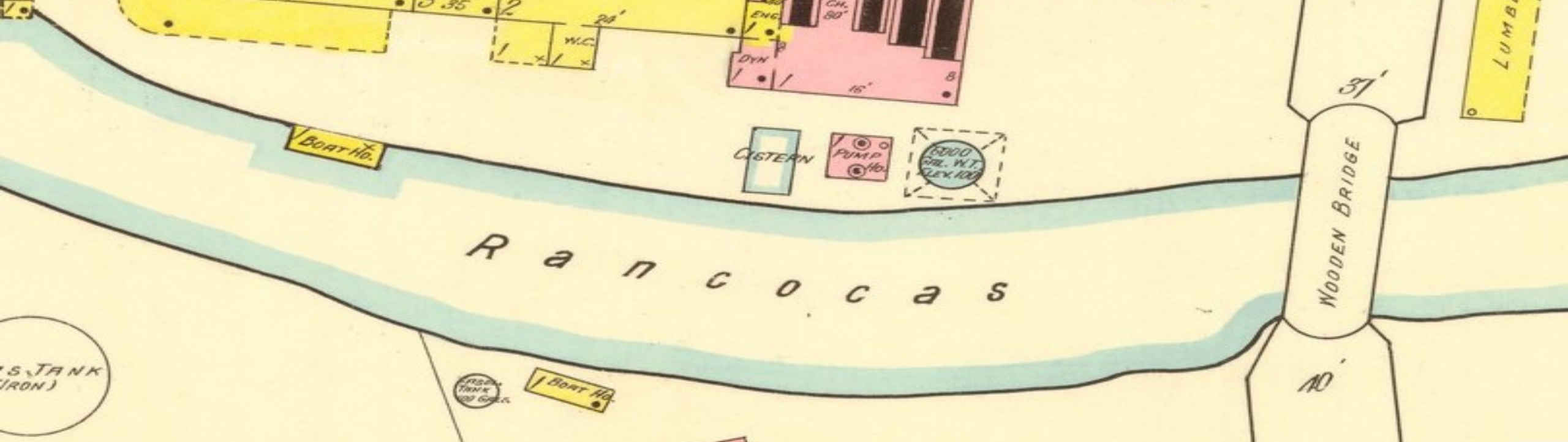
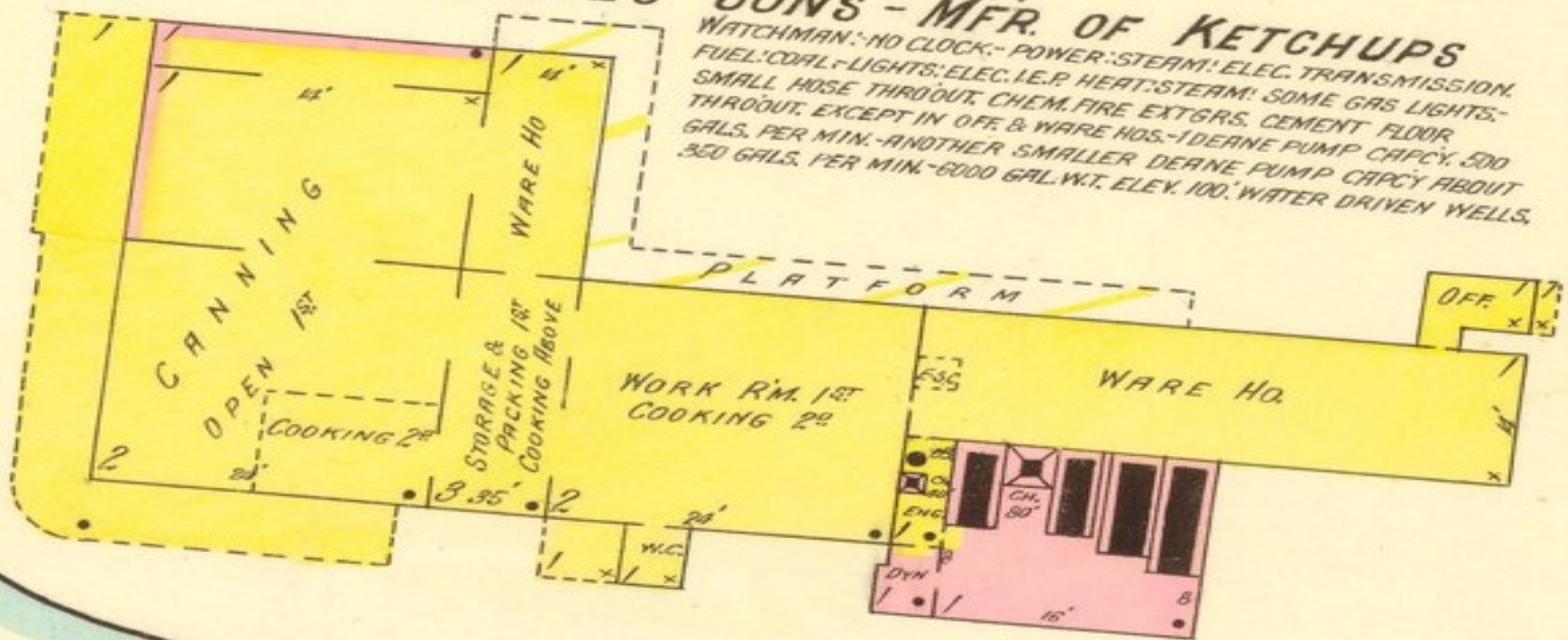


Photo Used By Permission of Mt. Holly Owner



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.





Meet Me in Mount Holly
N Branch Rancocas Creek Water Trail



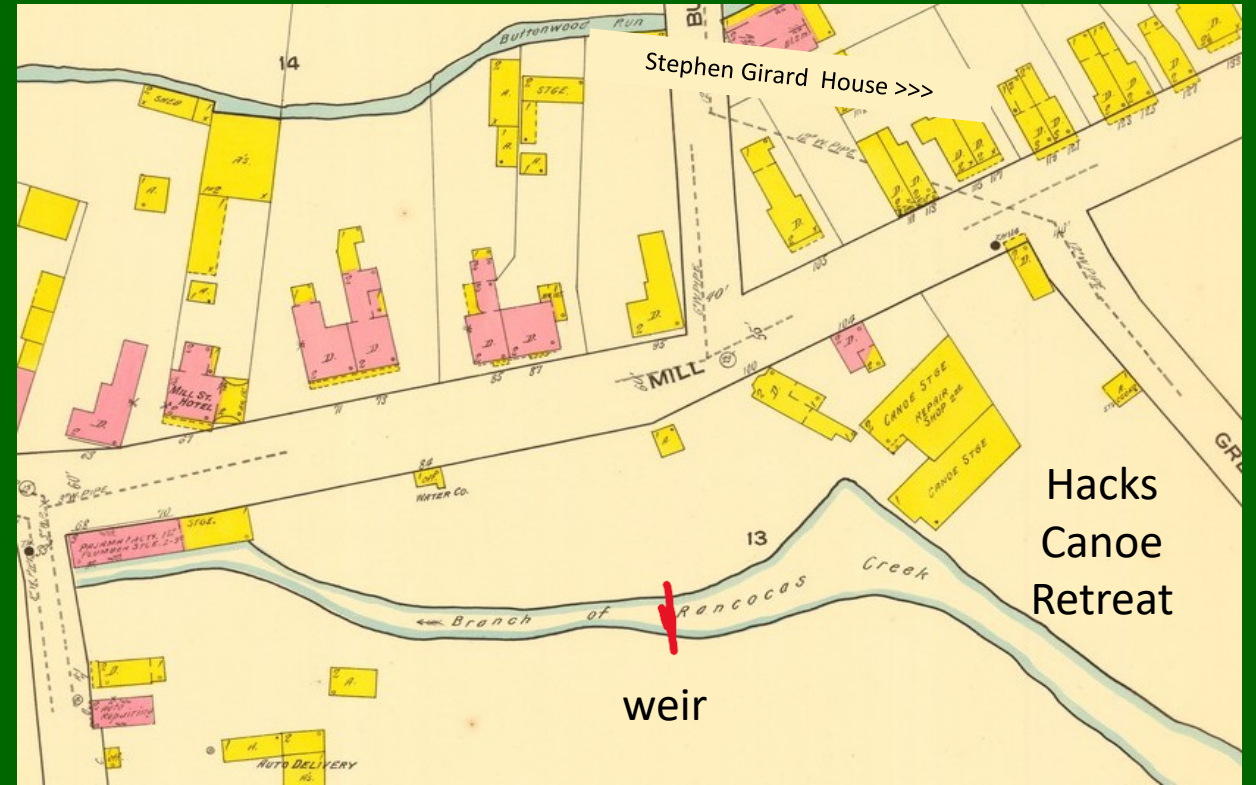
Mount Holly Head of Tide

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.

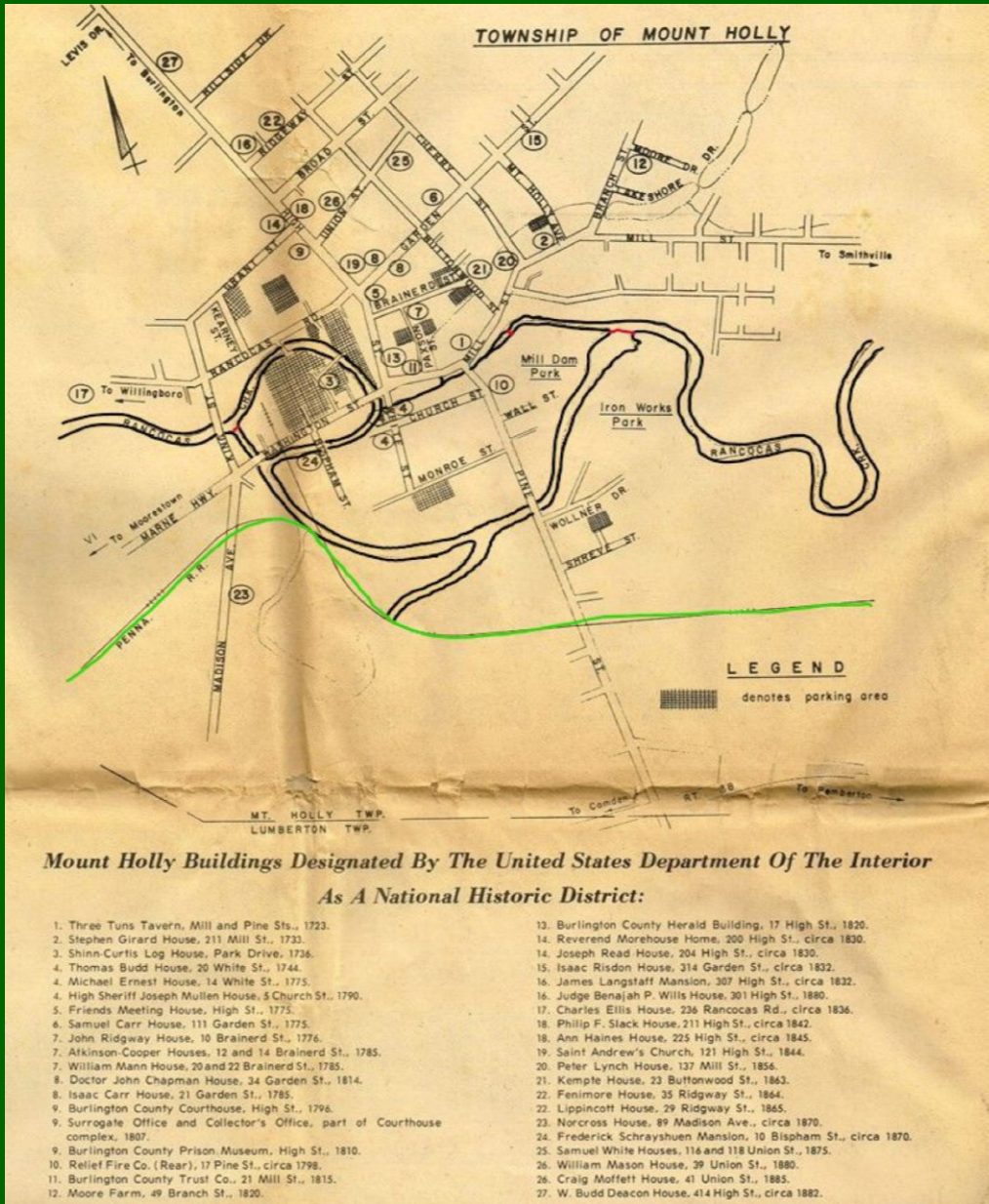
SIR :

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

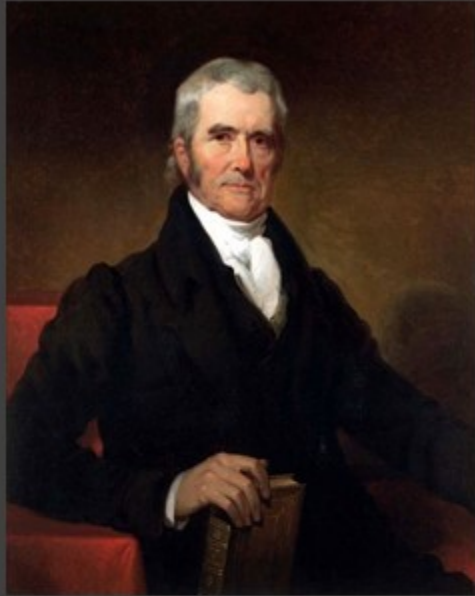
Historic Court House and Prison



National Historic District



1841 Ink Shop Now Robin's Nest Restaurant

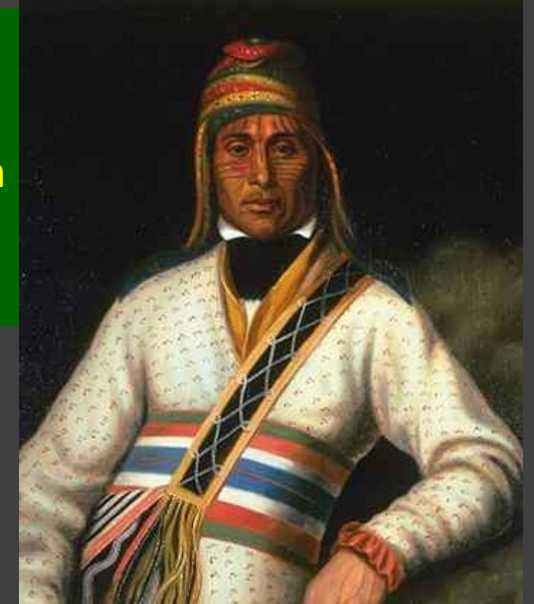


Chief Justice John Marshall

Mount Holly Artist Henry Inman (1831-1834)

Leading American portraitist of his time.

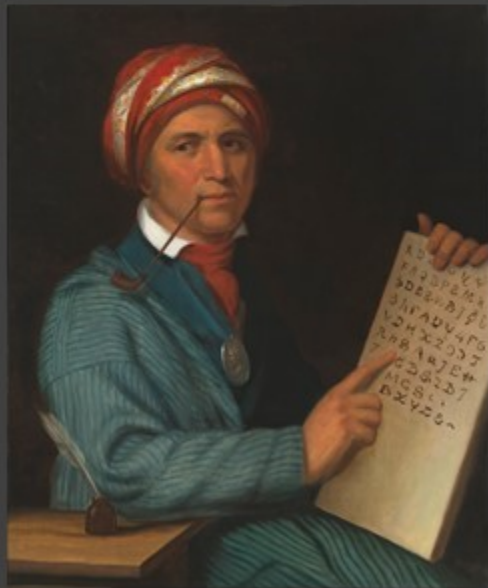
Inman contributed illustrations to gift books. He lived on a farm that he purchased across the river from Philadelphia, in Mt. Holly, New Jersey.



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.

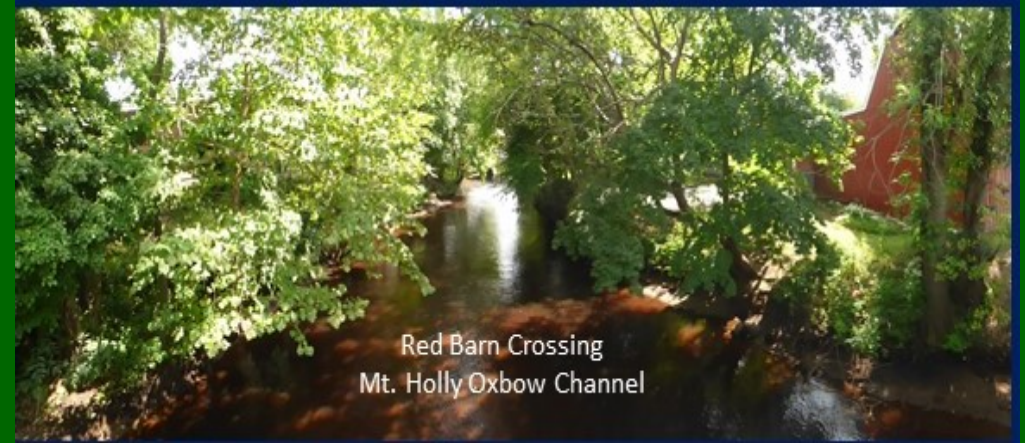


Payta-Kootha



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

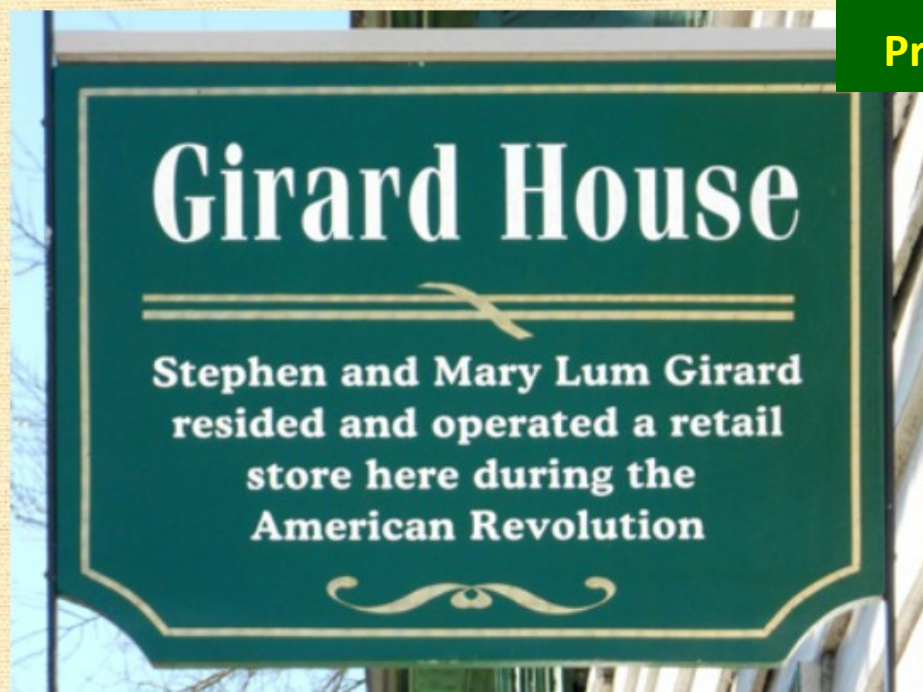
Stephen Girard was born in Bordeaux, France on May 20, 1750, into a wealthy family in the shipping business. Stephen himself first set out to sea at age 14, and he continued in the shipping business, which took him to New York in 1774.

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.

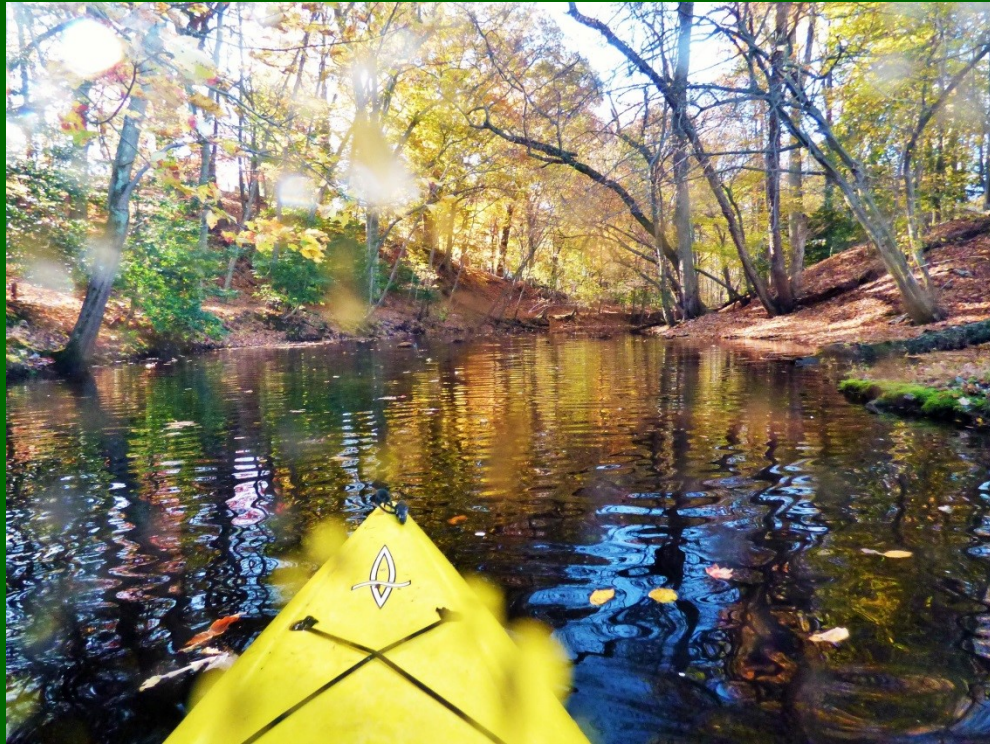
During his time here, the native Frenchman became increasingly interested in the cause of the American Revolution going on around him. In Philadelphia, on October 27, 1778, Girard signed an oath of allegiance and became an American Citizen.

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



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



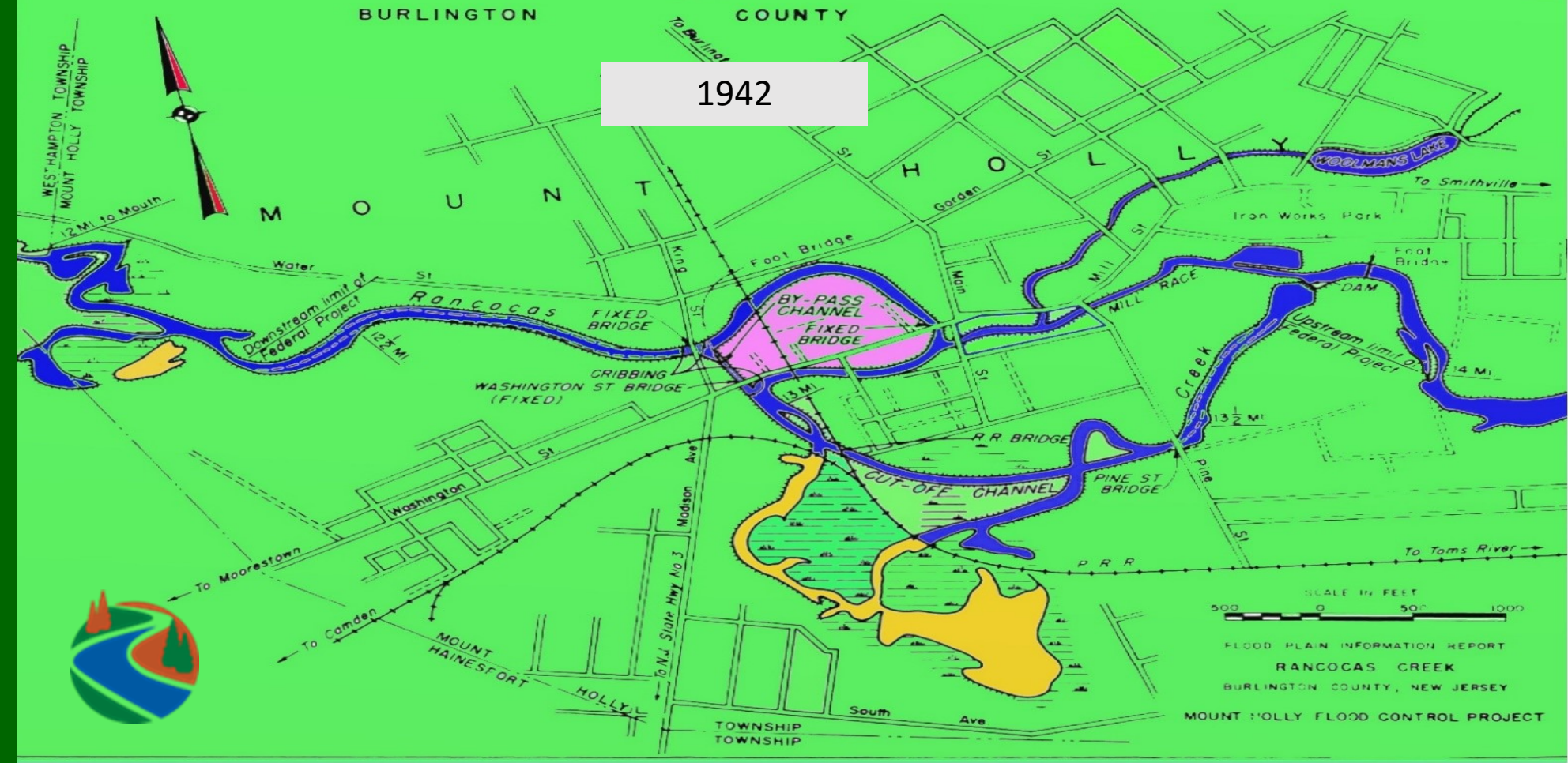
1938 Mt. Holly Flood Photos Courtesy of Larry Tigar, Mt. Holly Historical Society

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

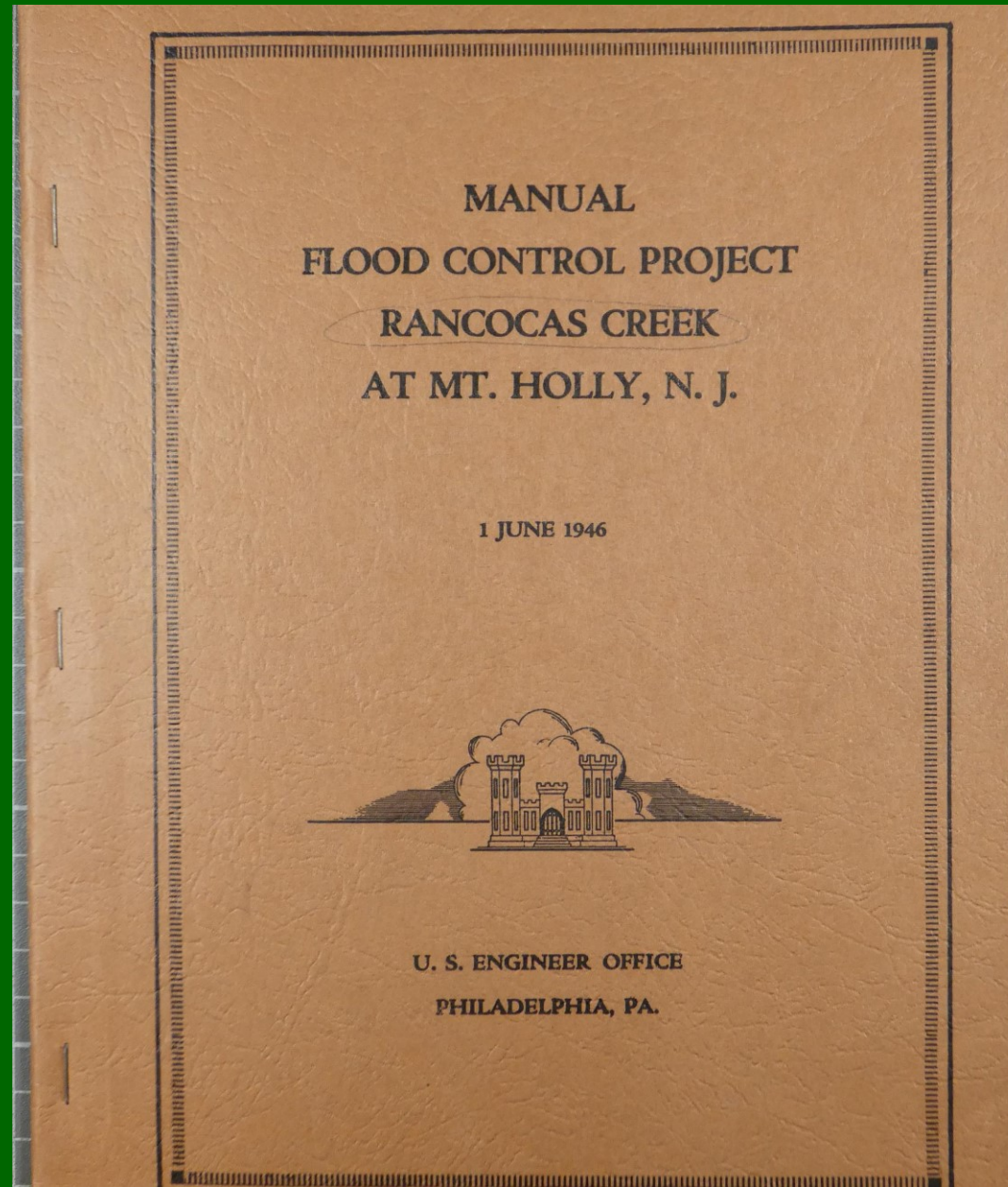
1942



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

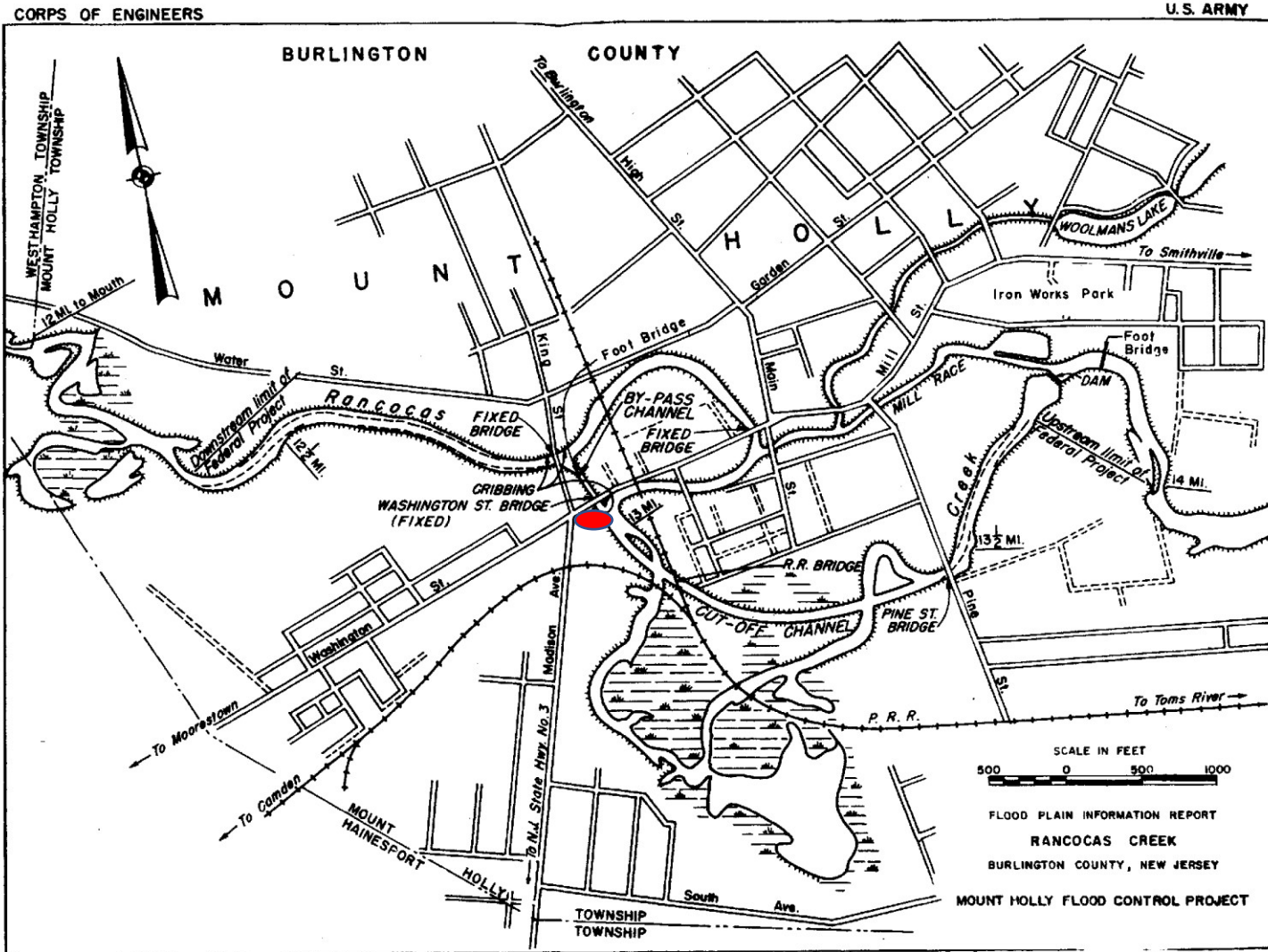


Published 1941





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.
1937 - 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



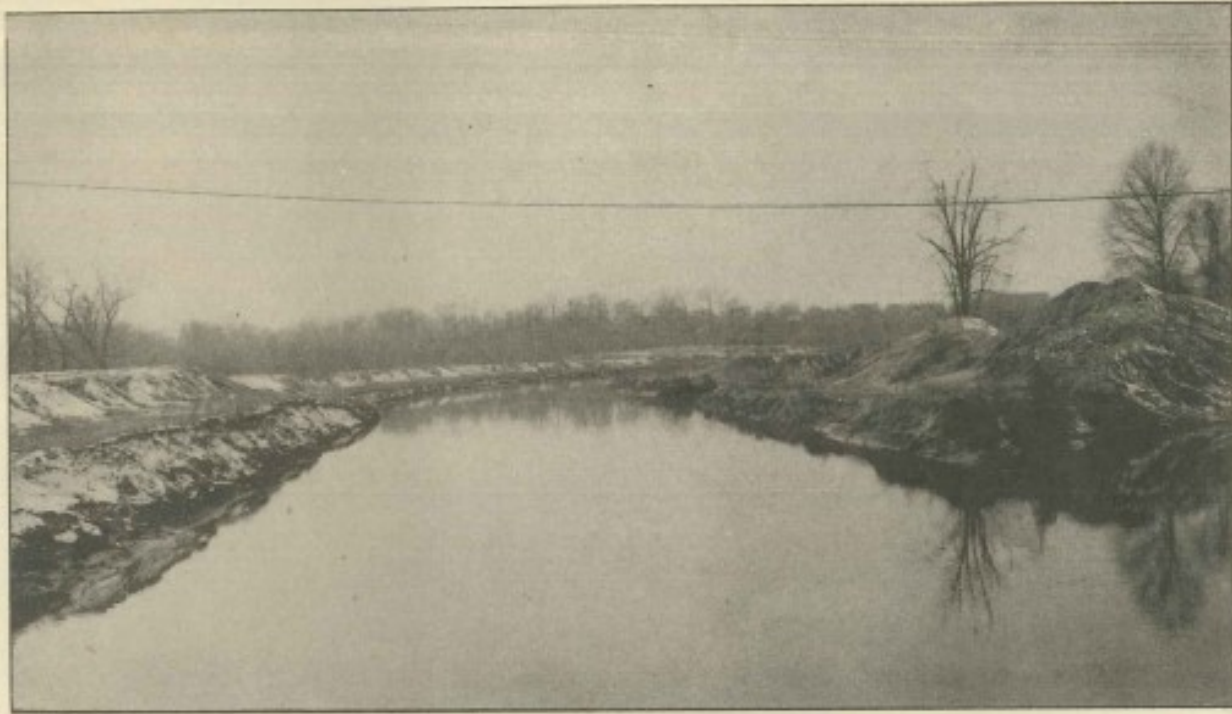
LOOKING UPSTREAM FROM RAILROAD BRIDGE



2023 Flood Channel



Mount Holly North Branch Rancocas Creek 1942 Flood Channel



CHANNEL BELOW PINE ST. BRIDGE



2023 Flood Channel



2023 Flood Channel



WATER STREET

BROWN ST

DUNN ST

PENNA. R.R.

STREET

WASHINGTON

MADISON AVE.

PENNA. R.R.

R.R. Bridge

AN "XING" A Standard U.S.E.D. Bronze disc set in top of concrete wall between crib wall and downstream face of North abutment of the King St bridge over Panocoas Creek at Mount Holly, N.J. El. 10.80'

Approximate Water Line

CONC. CRIB WALL

CONCRETE WEIR & FLASHBOARDS

LIFTING DEVICE (SEE ENG. FILE NO. 17120)

GATE

FENCE

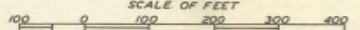
FENCE

CONC. CRIB WALL

AN "BY-PASS" A Standard U.S.E.D. Bronze disc set in top of upstream wing wall of the east abutment of the Washington St bridge over the Mount Holly Flood Control Works By-Pass channel at El. 25.4'

PLAN

SCALE OF FEET



LOWER END OF IMPROVEMENT

SECTION WASHINGTON ST. BRIDGE

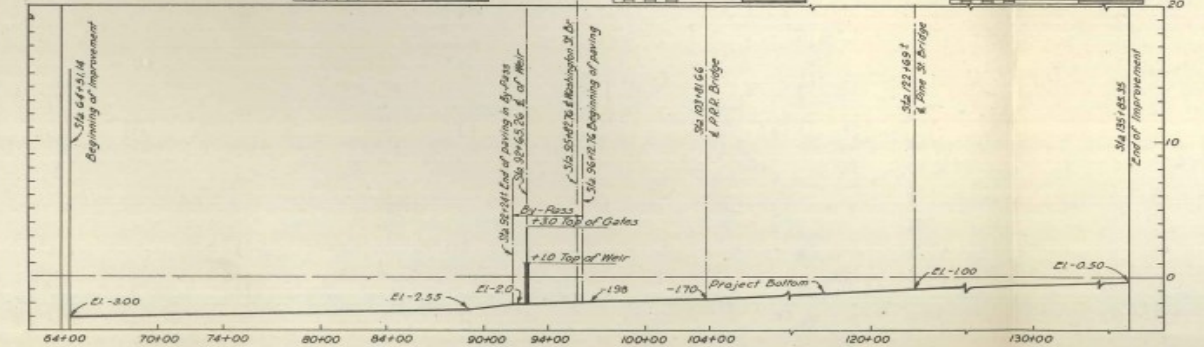
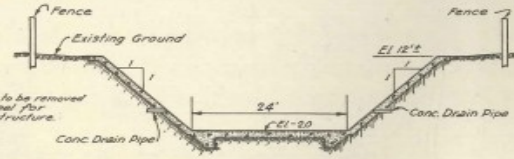
SCALE OF FEET

SECTION PENNA. R.R. BRIDGE

SCALE OF FEET

SECTION PINE ST. BRIDGE

SCALE OF FEET



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 soundings 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
RANCOAS CREEK AT MOUNT HOLLY, N. J.
MAINTENANCE PLAN

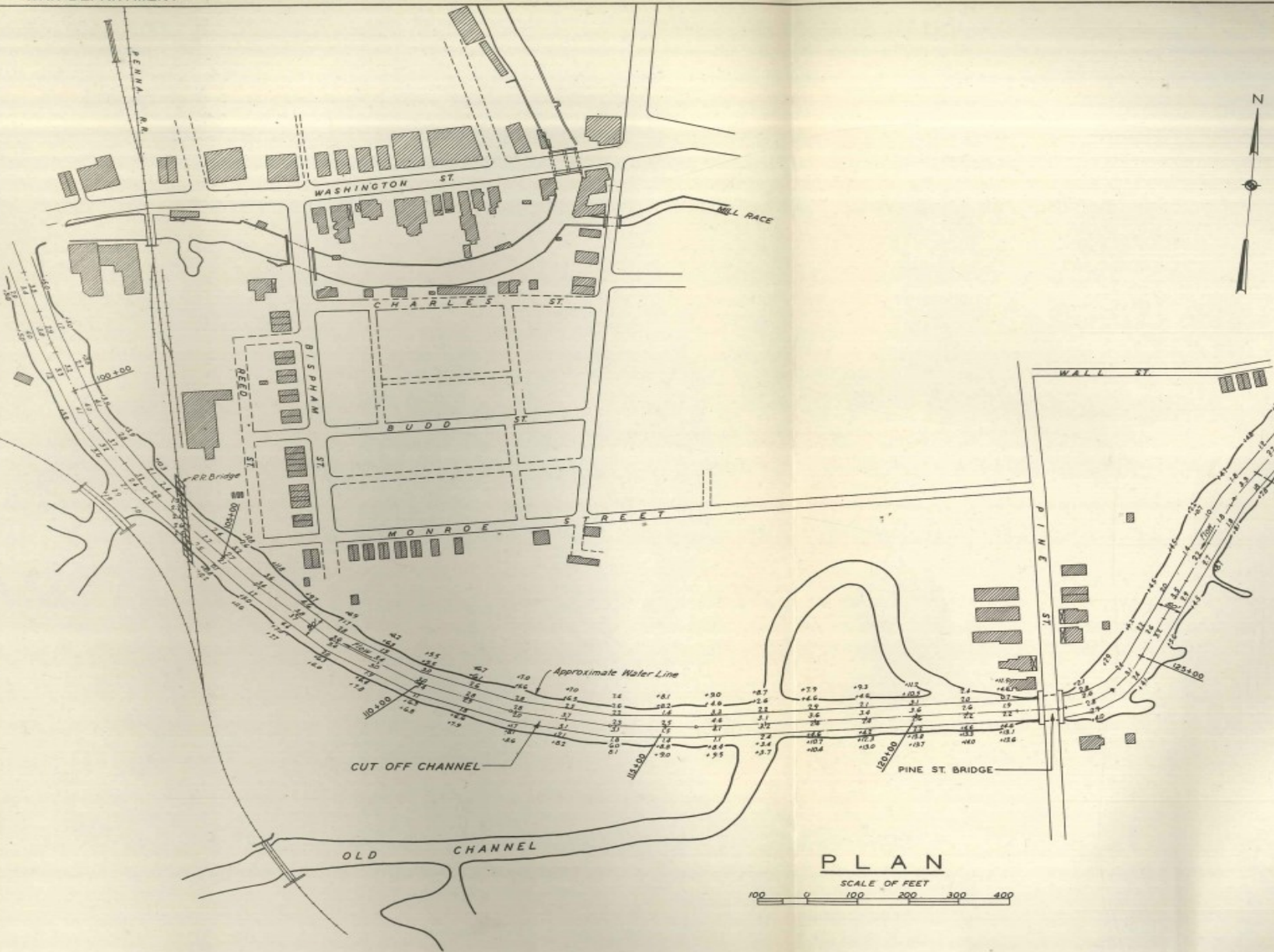
IN 2 SHEETS SCALES AS SHOWN SHEET NO. 1

U. S. ENGINEER OFFICE, PHILA., PA. 10 MARCH 1945

RECOMMENDED BY: [Signature] APPROVED BY: [Signature]

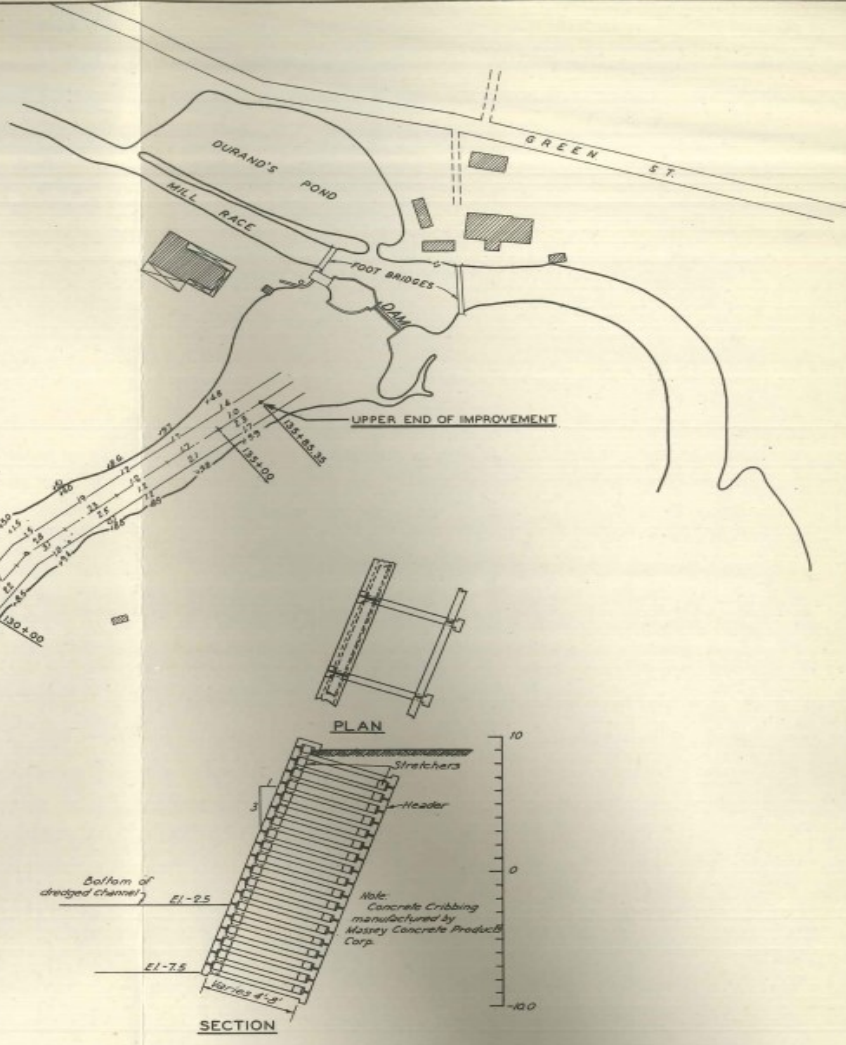
PREPARED BY: I.K. DRAWN BY: I.K. CHECKED BY: W.A.C.

BROWNE ENGINEERS 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

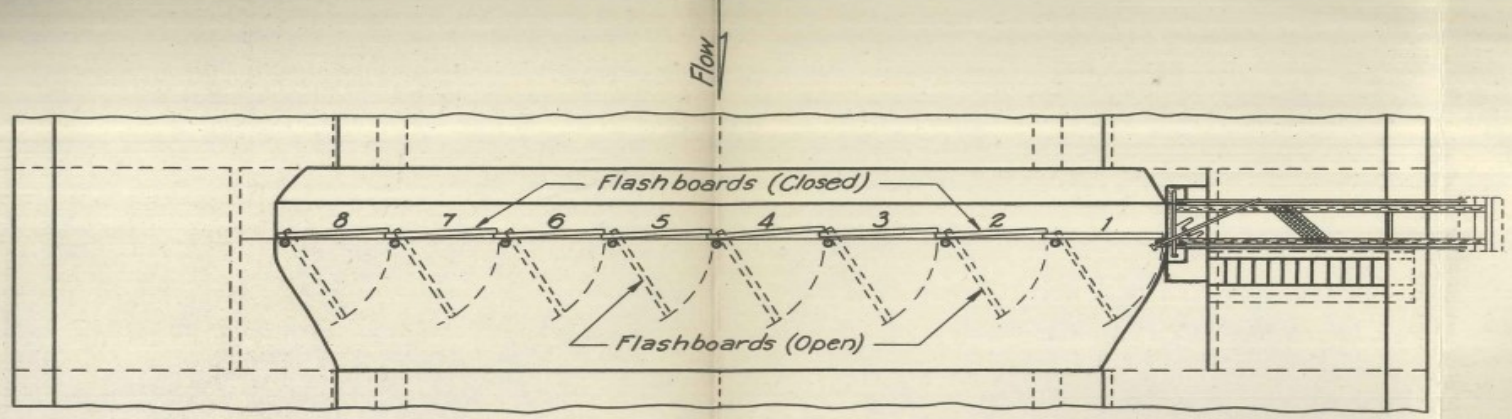
SCALE AS SHOWN U. S. ENGINEER OFFICE, PHILA., PA. 10 MARCH 1945

RECOMMENDED BY [Signature] APPROVED BY [Signature]

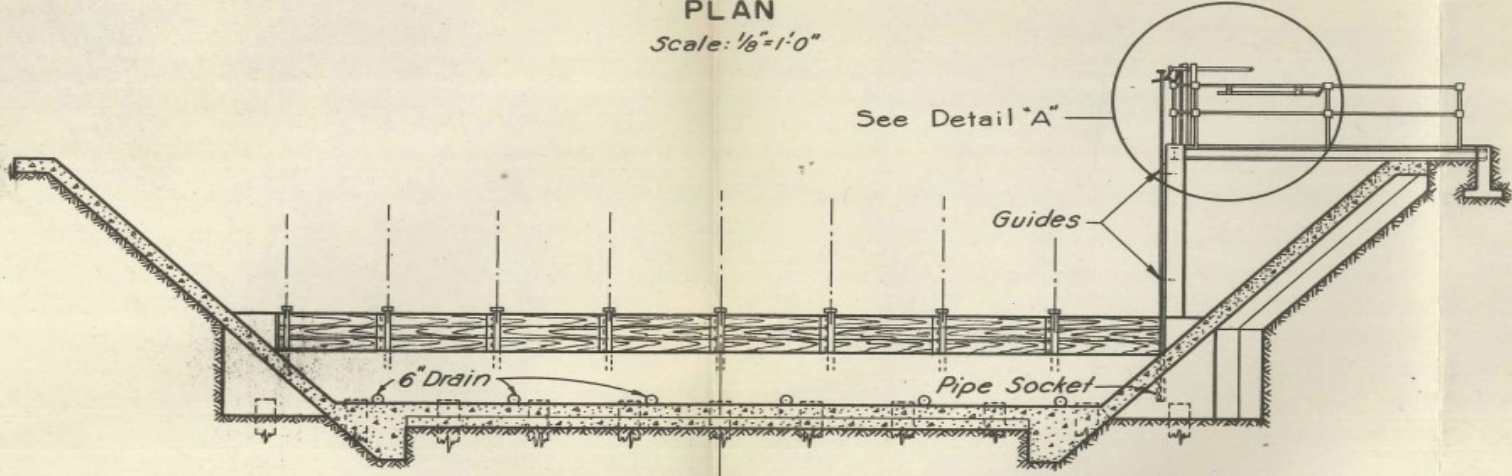
PREPARED BY L.K. DRAWN BY L.K. CHECKED BY W.A.C. BRASSER 298 FILE NO. 19990

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 Steeger consulting engineers for Mount Holly Township.

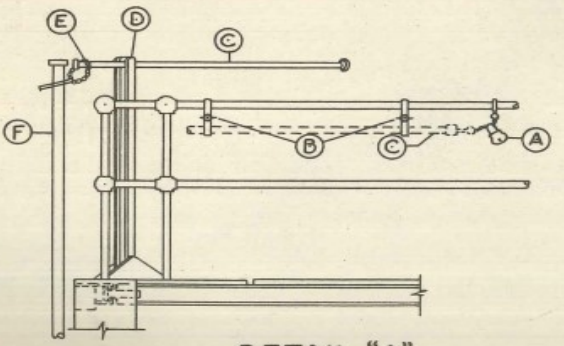
Rancocas Pathways



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

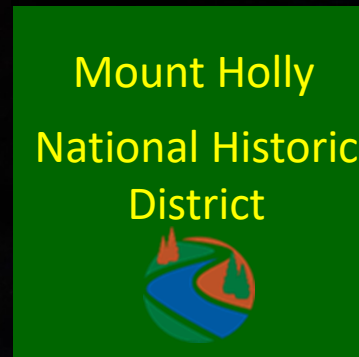




Rancocas Creek Oxbow Lights



Mill Race



Mount Holly
National Historic
District



Downtown Marsh Hawk



1796 Court House



1843 Foundry



Rancocas Creek Mill Race
Lights

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 Waggons 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 >>>



Head of Tide Creek Dredging 1972



2023 Mt. Holly Township Summer Recreation Water Safety Initiative





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

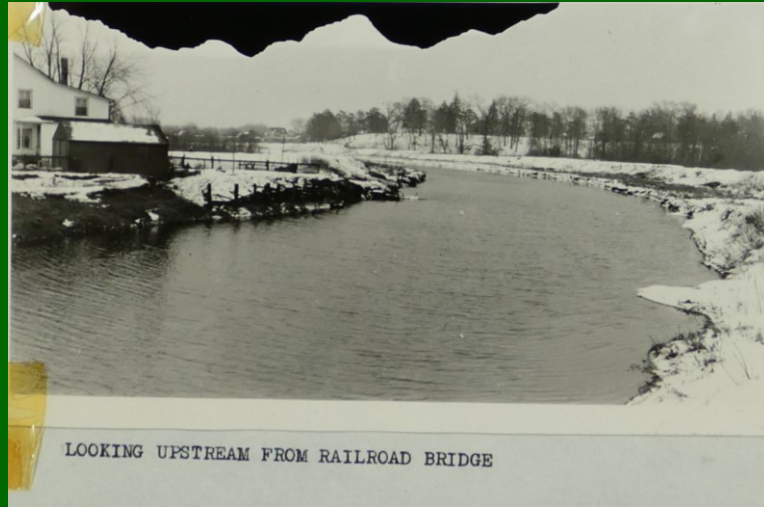
Tidal Weir under Construction

Photo Used w Kind Permission
of
Byer Family

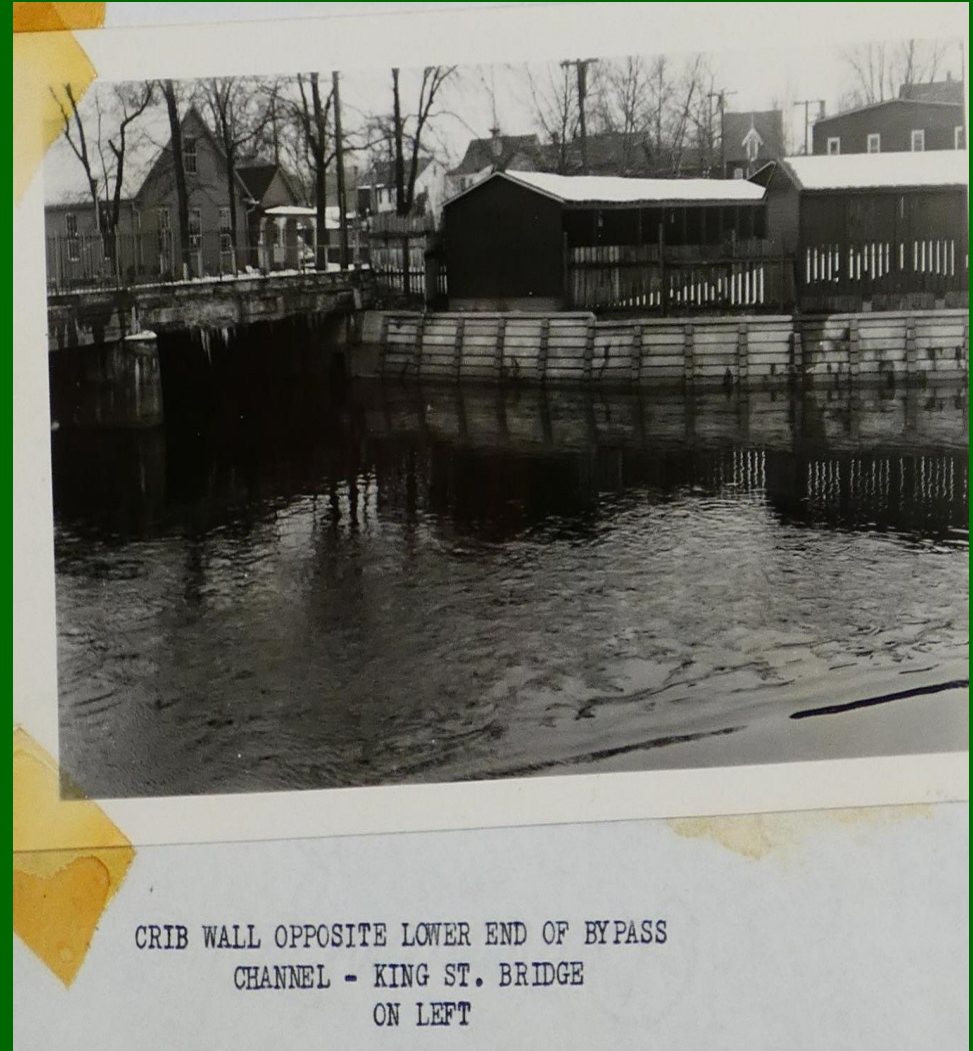
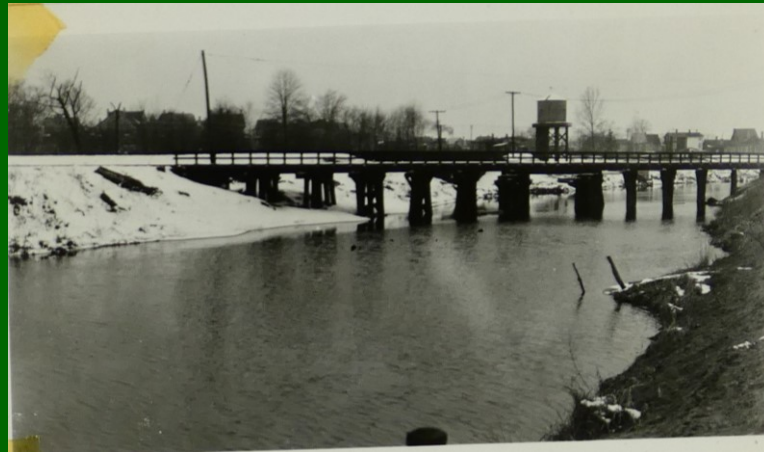
Mt. Holly



Mt. Holly
1946 Post
Tide-Water
Construction
N Branch



LOOKING UPSTREAM FROM RAILROAD BRIDGE



CRIB WALL OPPOSITE LOWER END OF BYPASS
CHANNEL - KING ST. BRIDGE
ON LEFT

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

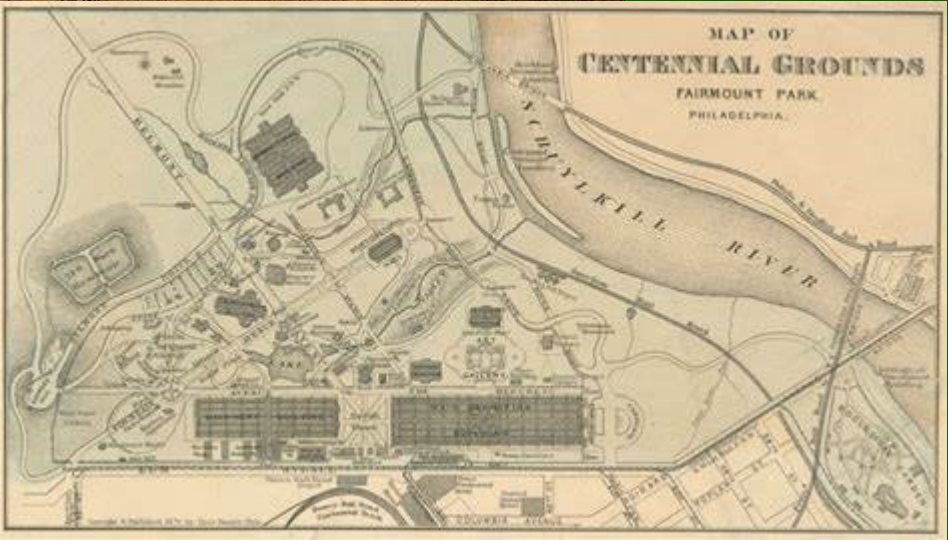
1913 Through 1973

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 19th 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



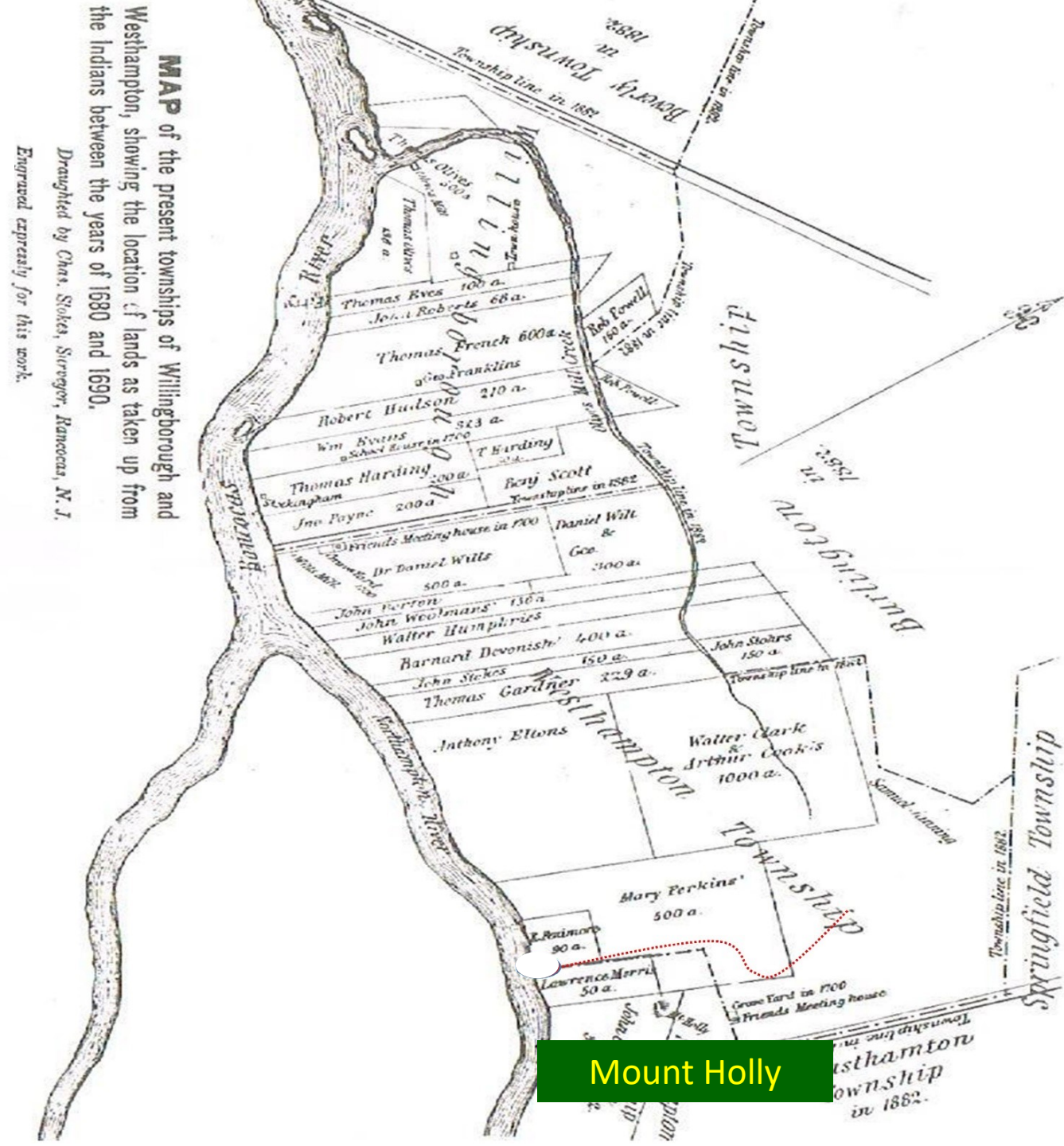
Historic Land Owners Rancocas Creek Courtesy Tidewaters North Branch



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

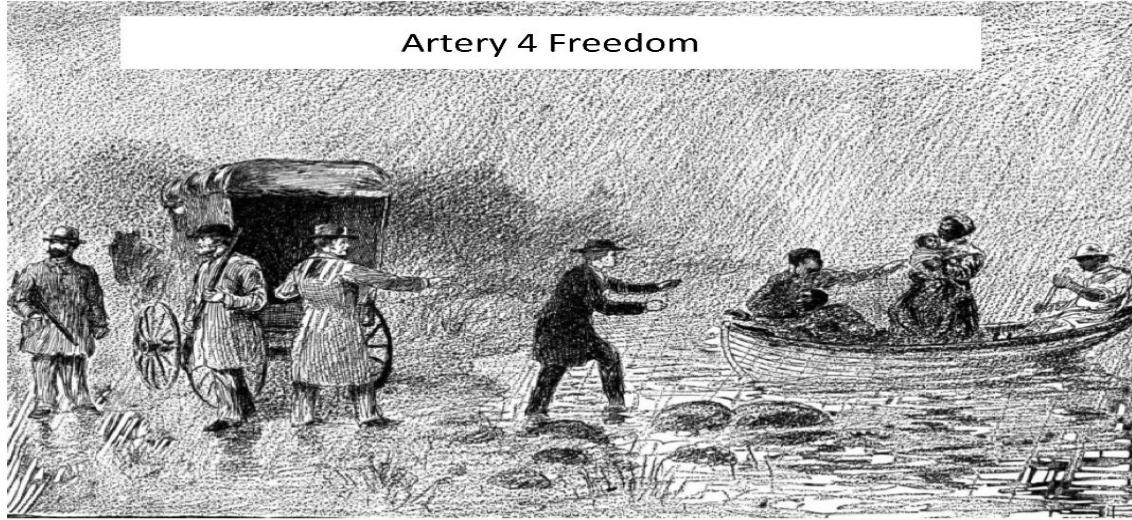
Timbuctoo, Westampton Township



N Branch Historic Timbuctoo Heritage Area Water Trail Way Point



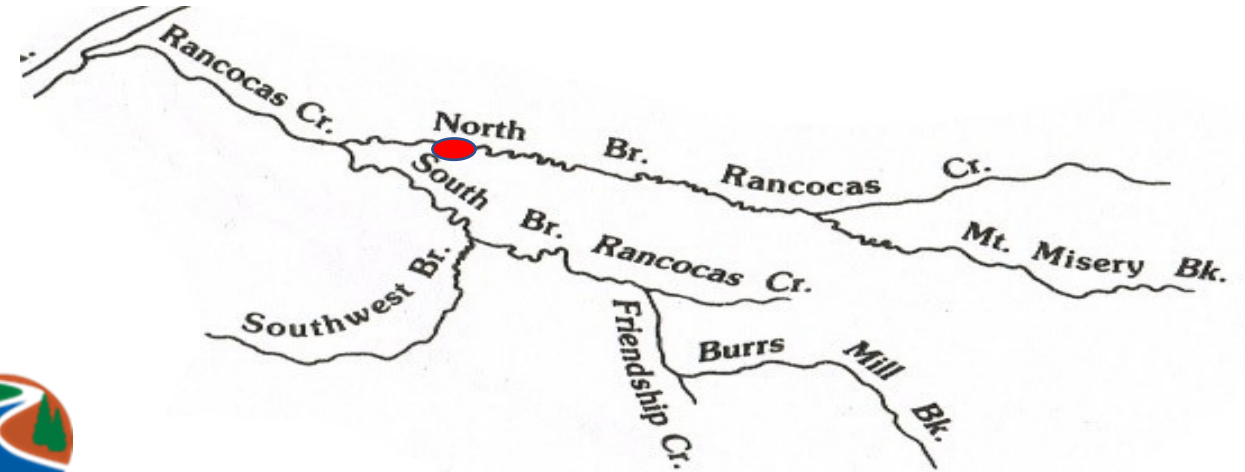
Artery 4 Freedom

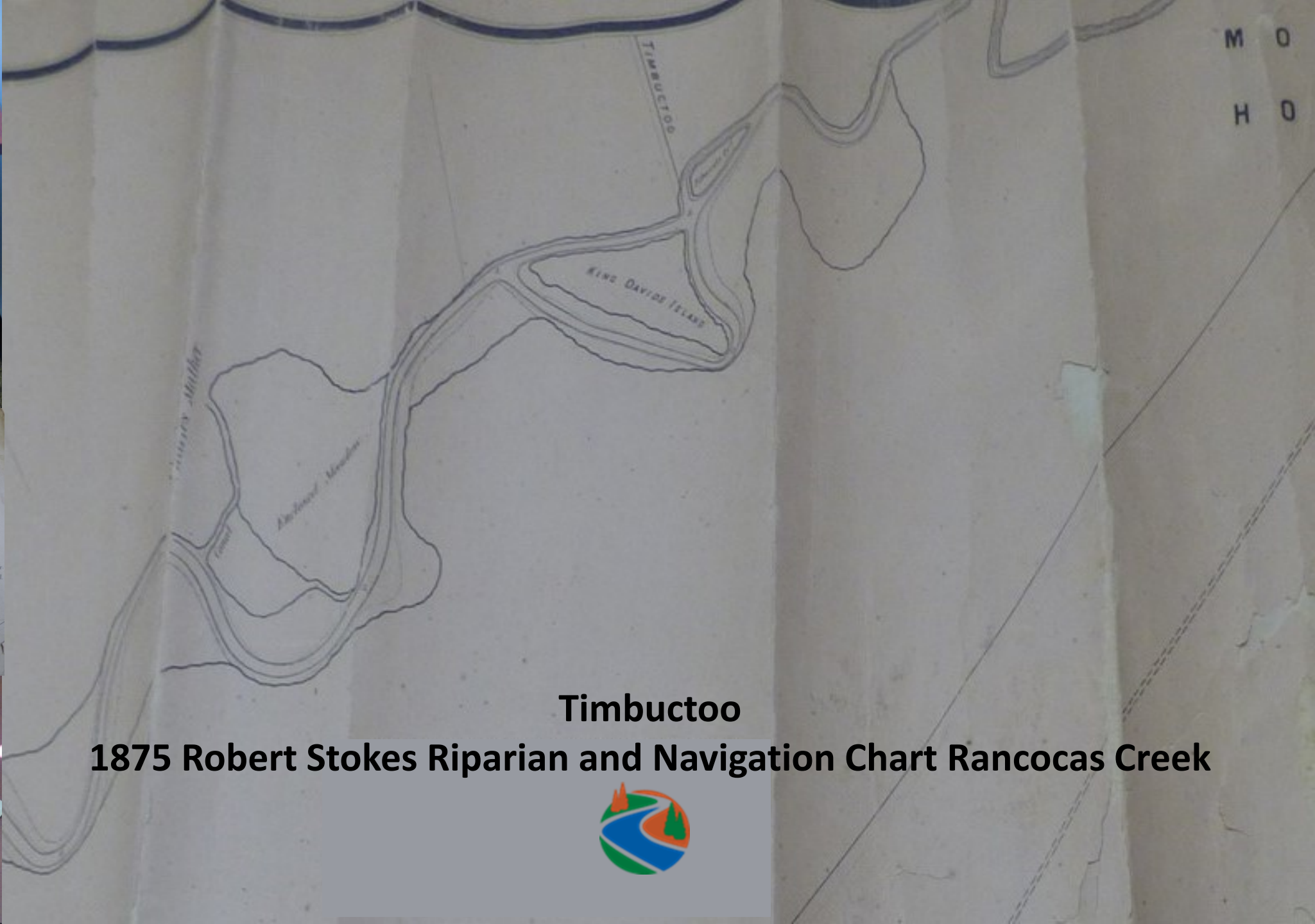
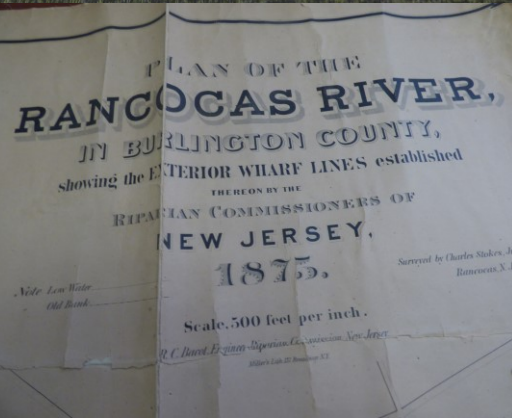


Marsh Environment and Eco-System

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.*





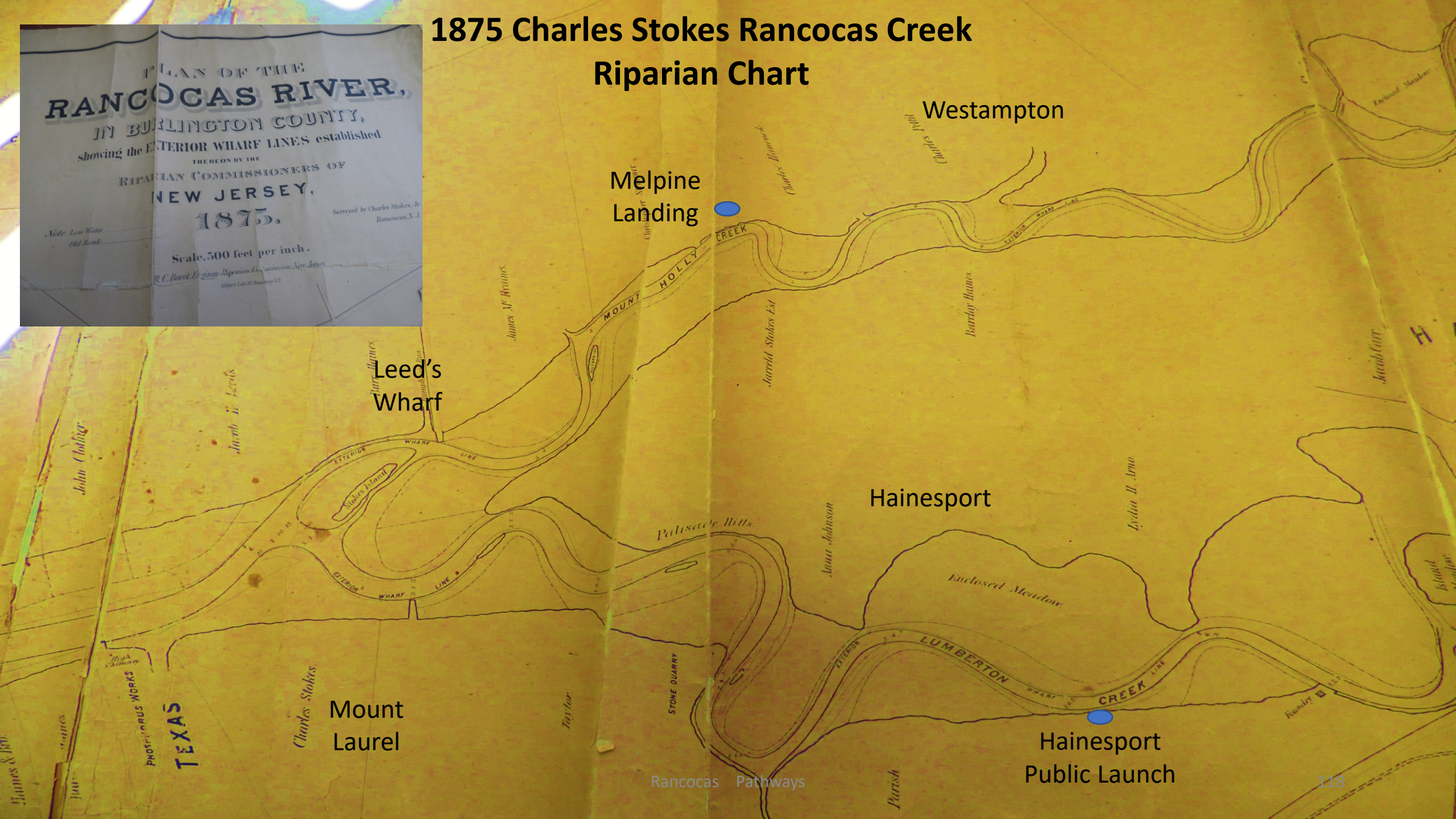
M O
H O

Timbuctoo

1875 Robert Stokes Riparian and Navigation Chart Rancocas Creek



1875 Charles Stokes Rancocas Creek Riparian Chart



Melpine
Landing

Westampton

Leed's
Wharf

Hainesport

Mount
Laurel

Hainesport
Public Launch

Rancocas Pathways

Rancocas State Park Western Border - Eastern Viewshed

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

North Branch

South Branch

August 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

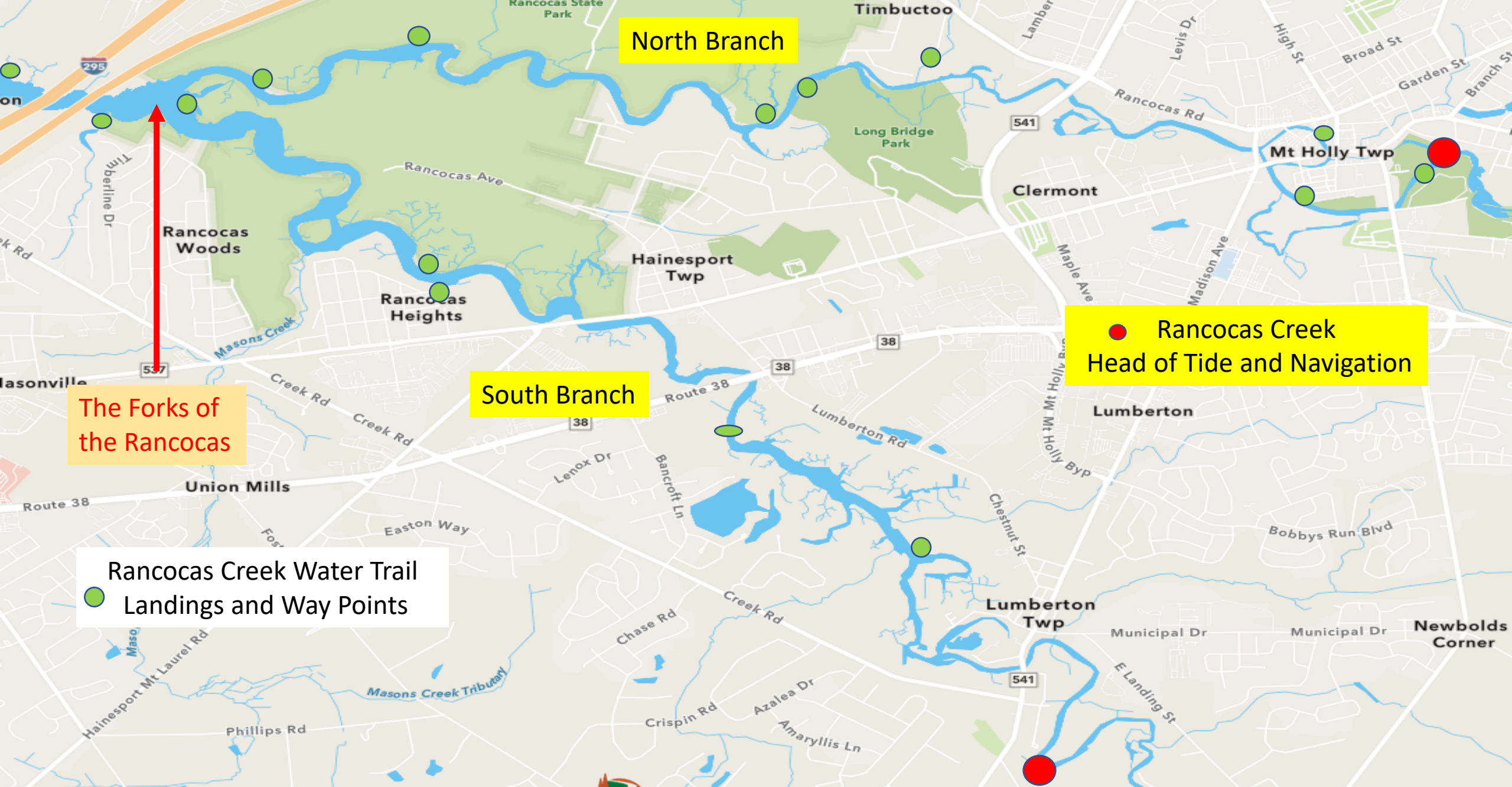
South Branch

<<< 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

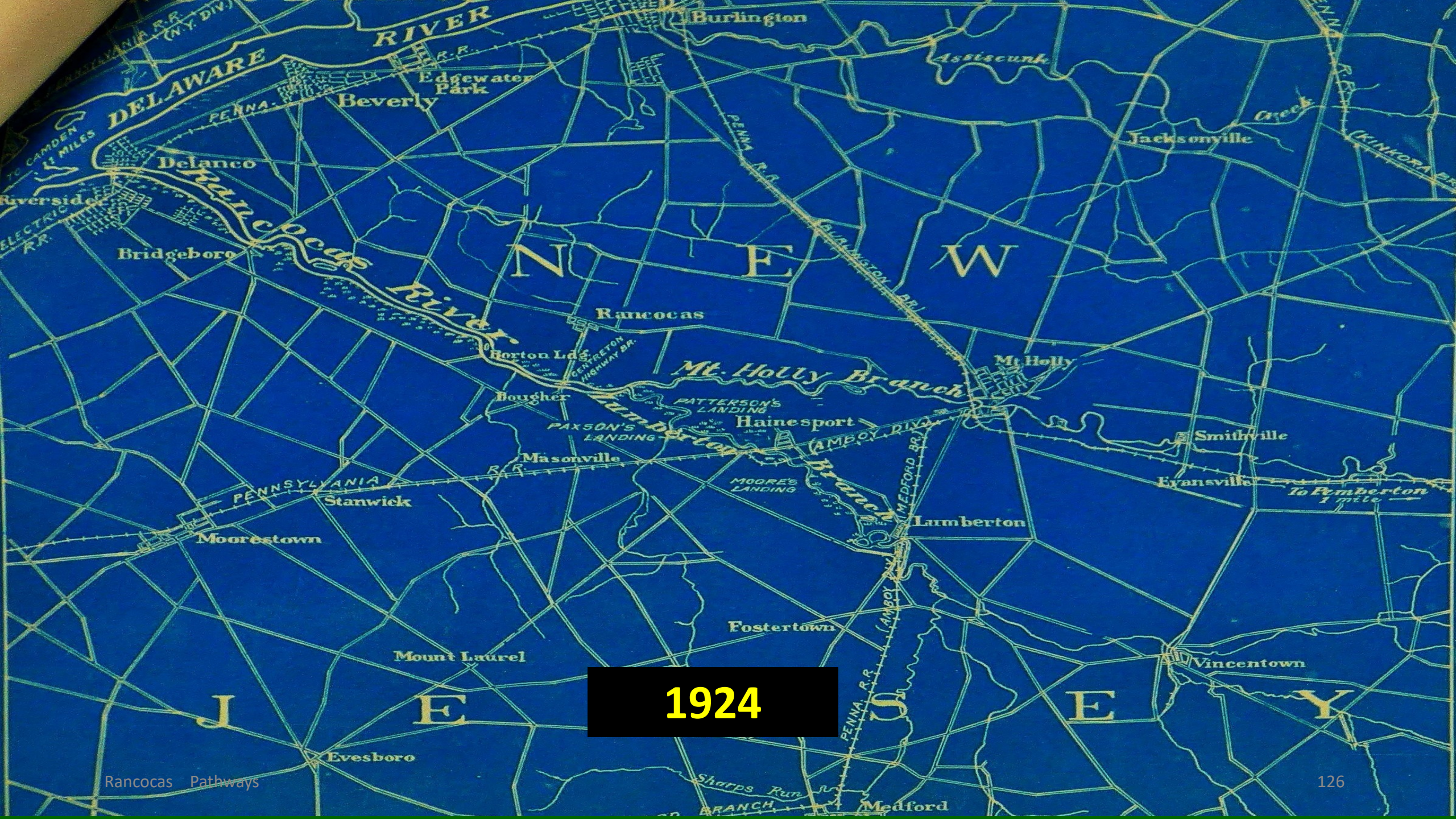
March 1909 >>>

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.



1924

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.

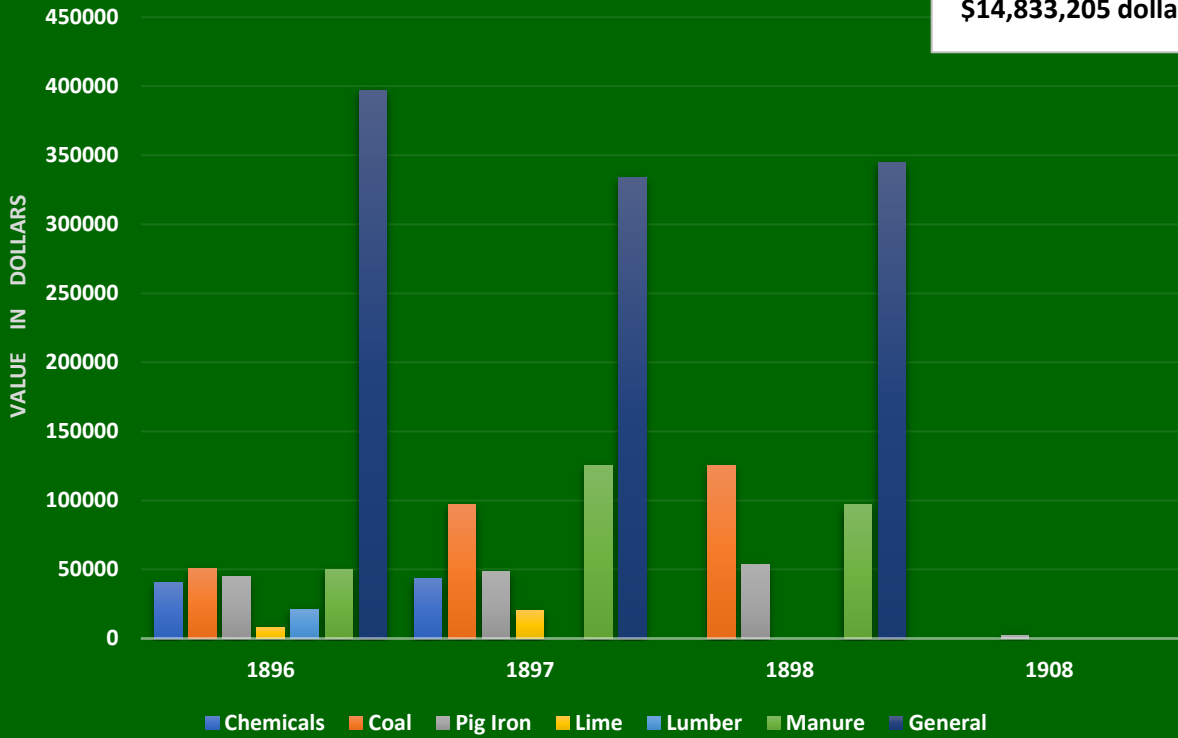
Philadelphia greatly needs a *first-class* FAMILY HOTEL *within convenient reach of the city*, for the accommodation of business men and their families, during the summer months, and, in many cases, all the year round. It is now proposed to supply that want.

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.

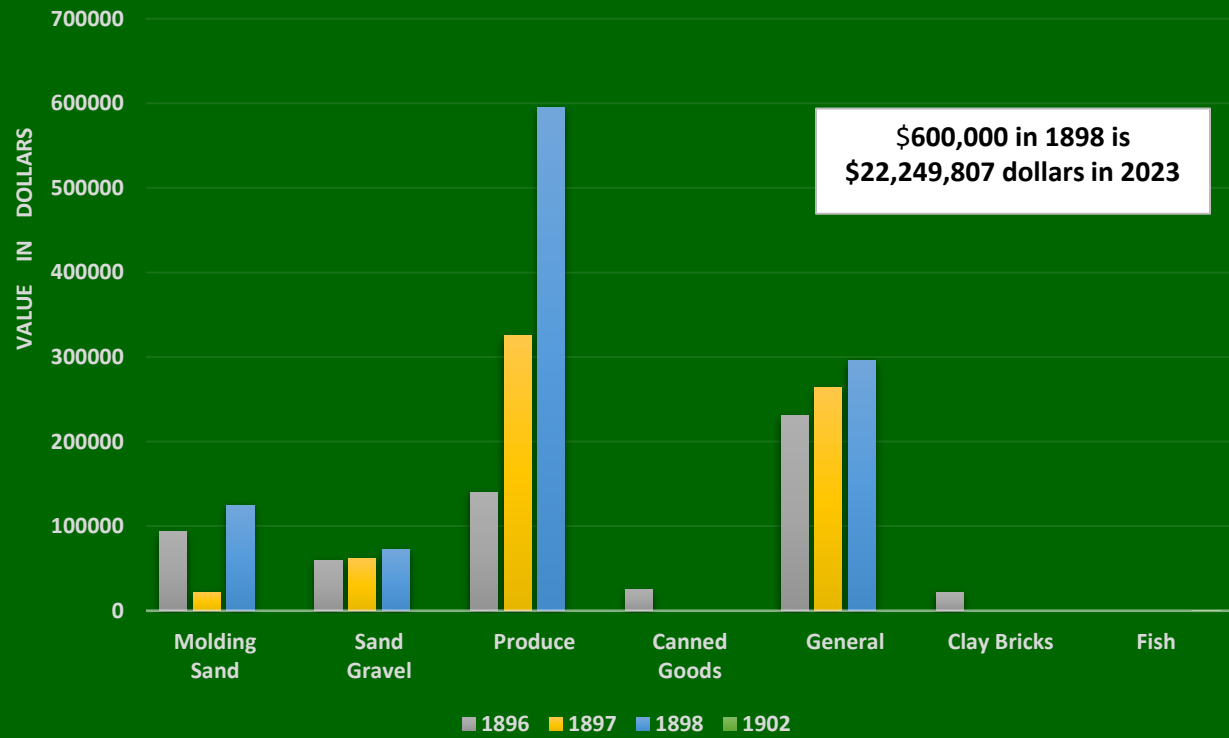
Arrival Value in Dollars South Branch Rancocas Creek

\$400,000 in 1898 is
\$14,833,205 dollars in 2023

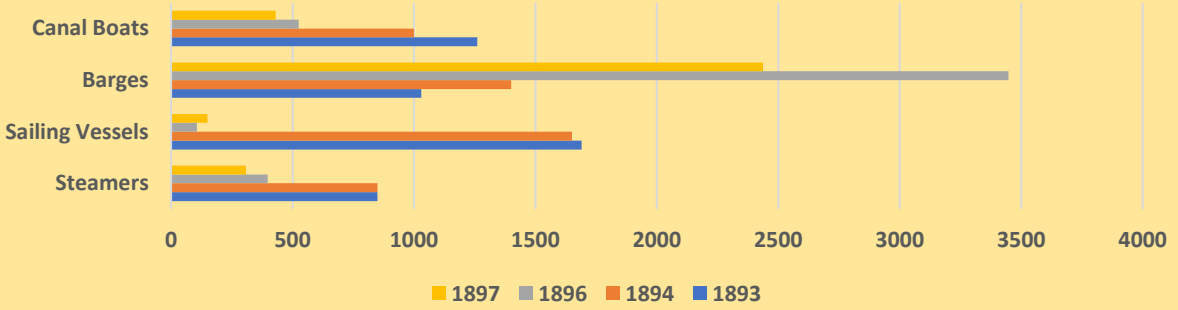


Departure Value in Dollars South Branch Rancocas Creek

\$600,000 in 1898 is
\$22,249,807 dollars in 2023



South Branch Rancocas Creek Vessel Type & Number of Voyages per Year



US Reports to Congress 1888-1910



Creek Turn Sand Mine South Branch



Rancocas Pathways

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 Lure of Long Beach

45

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 | MILLVILLE CORE SAND |
| CENTRETON SAND | BLUE ANCHOR GRAVEL |
| ALBANY SAND | JERSEY GRAVEL |
| OO CRESCENT SAND | WHITE SILICA CORE SAND |
| BURLINGTON ISLAND SAND | FIRE SAND FOR CORES |
| TULLYTOWN SAND | WASHED BAR SAND |
| NO. 1-STOVE PLATE SAND | CHICOPEE CORE SAND |
| DANVILLE SAND | YELLOW SILICA SAND |
| PHILADELPHIA FINE SAND | STRONG YELLOW SILICA SAND |
| FRENCH SAND (FONTENAY) | WELSH MOUNTAIN SILICA ROCK |
| WINDSOR LOCKS SAND | WELSH MOUNTAIN SILICA CLAY |
| SILICA MOLD WASH | 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

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.

CORPORATION

Associate Companies:


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

265


MARCH 1924

1923 DECEMBER 1923

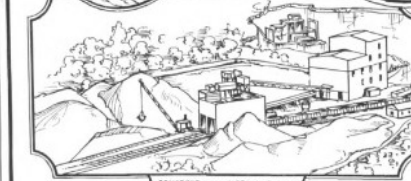
SUN MON TUE WED THUR FRI SAT



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 FAIRLAMBS COMPANY
 HAINESPORT MINING & TRANSPORTATION COMPANY

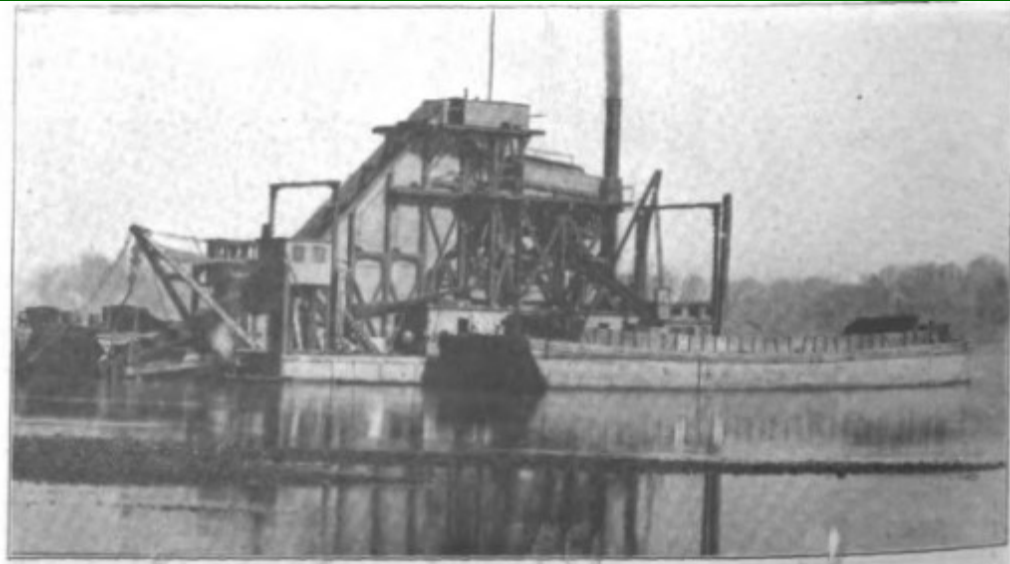
WHARVES AND WAREHOUSES:
 Schuylkill River at 30th and Chestnut Streets
 Schuylkill River at 14th Street and the Parkway

PLANTS:
 VAN SCIVER, PA. KNICKERBOCKER, PA.

THE VAN SCIVER CORPORATION
 The Parkway at Twenty-Fourth Street
 PHILADELPHIA



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 DeFrain 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 Calowhill 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)

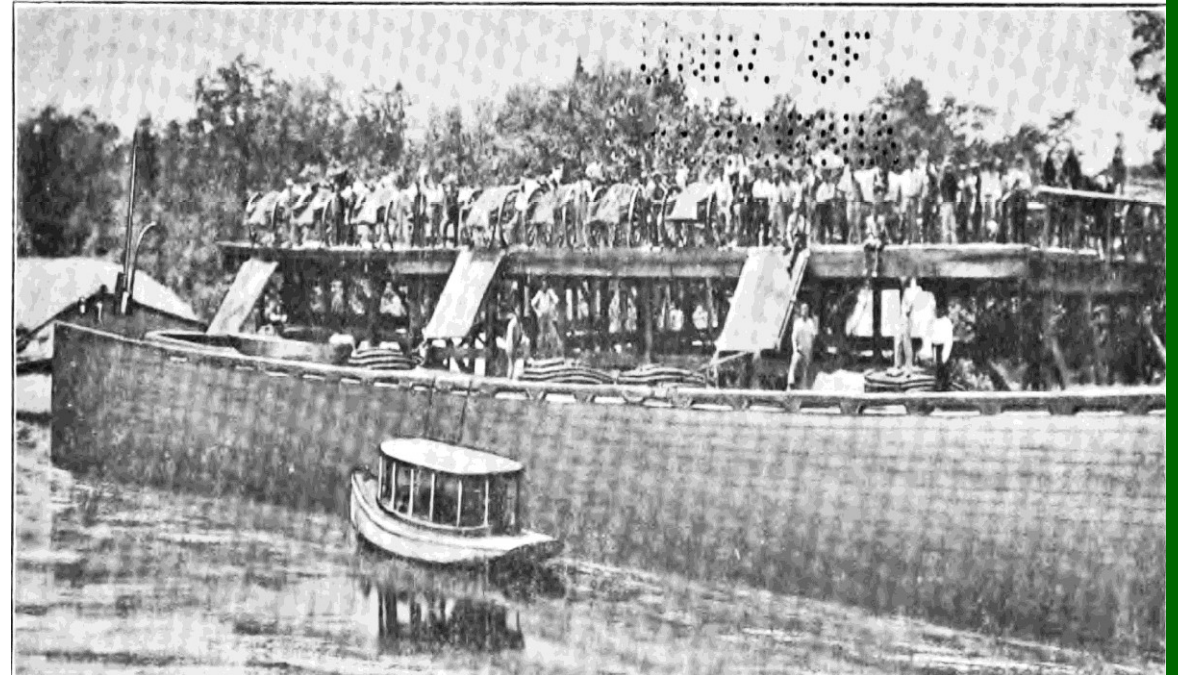
2,488 - 40,000 lbs
rail car loads of Rancocas Creek
Sand (p.a. 1922-1924)



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

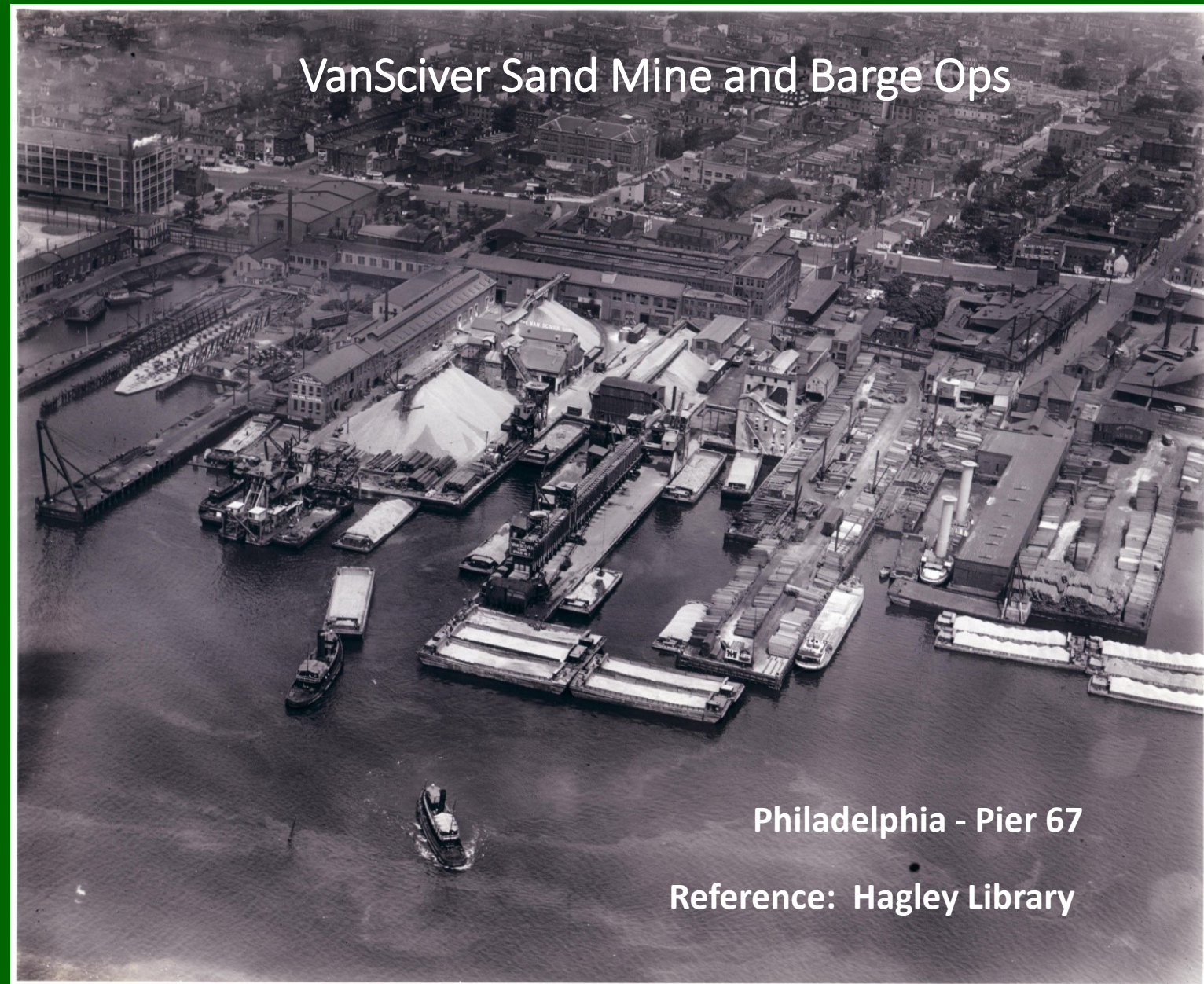
Pettinos Brothers

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:-

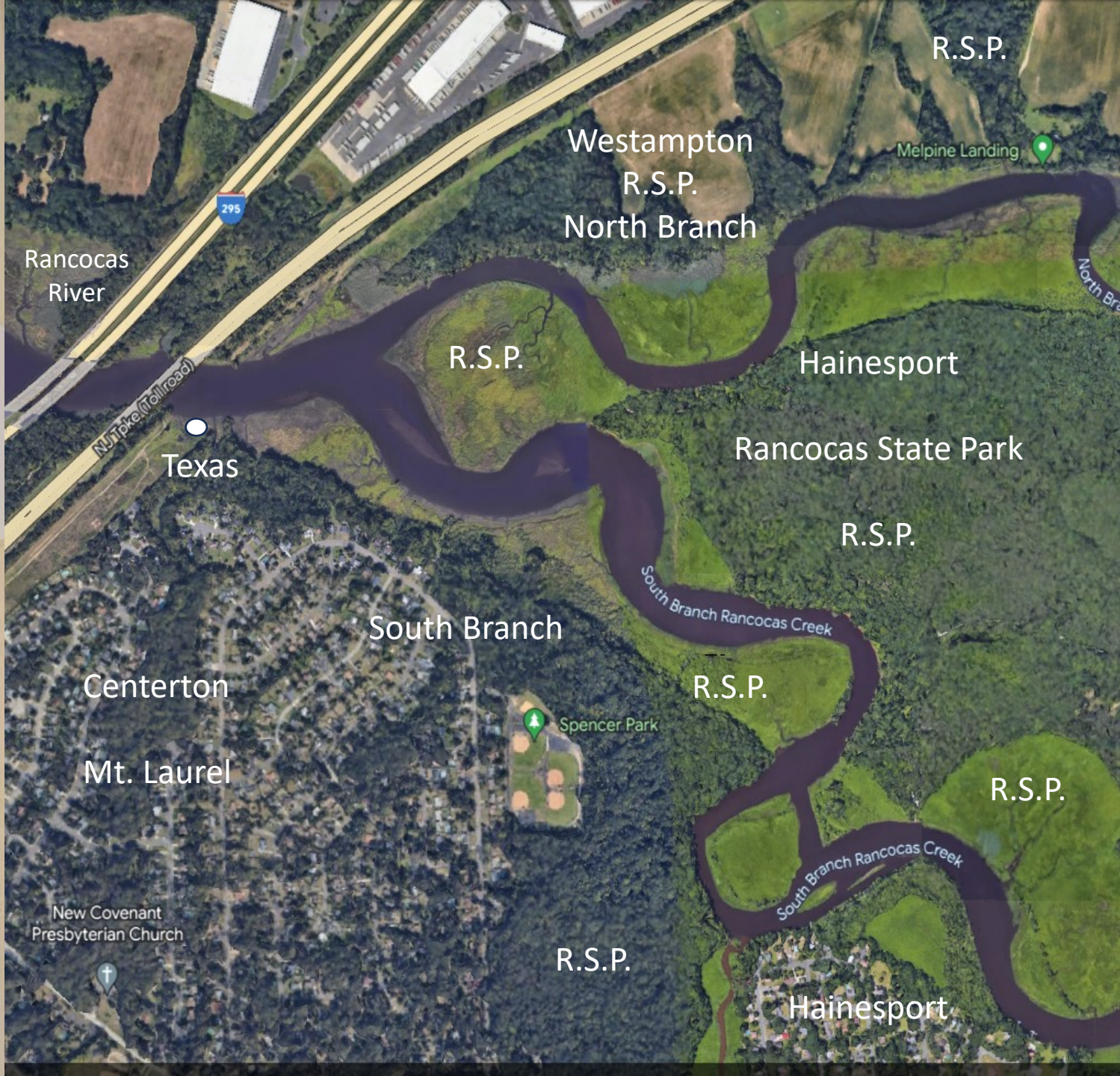
When I talked over the telephone yesterday with Mr. Franey about the dredging being done in the Rancocas River, I thought that the channel from the Centerton Bridge up to our wharf was eighty feet wide but I find now that I was mistaken - it was only forty feet wide, and just in front of our wharf, starting 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

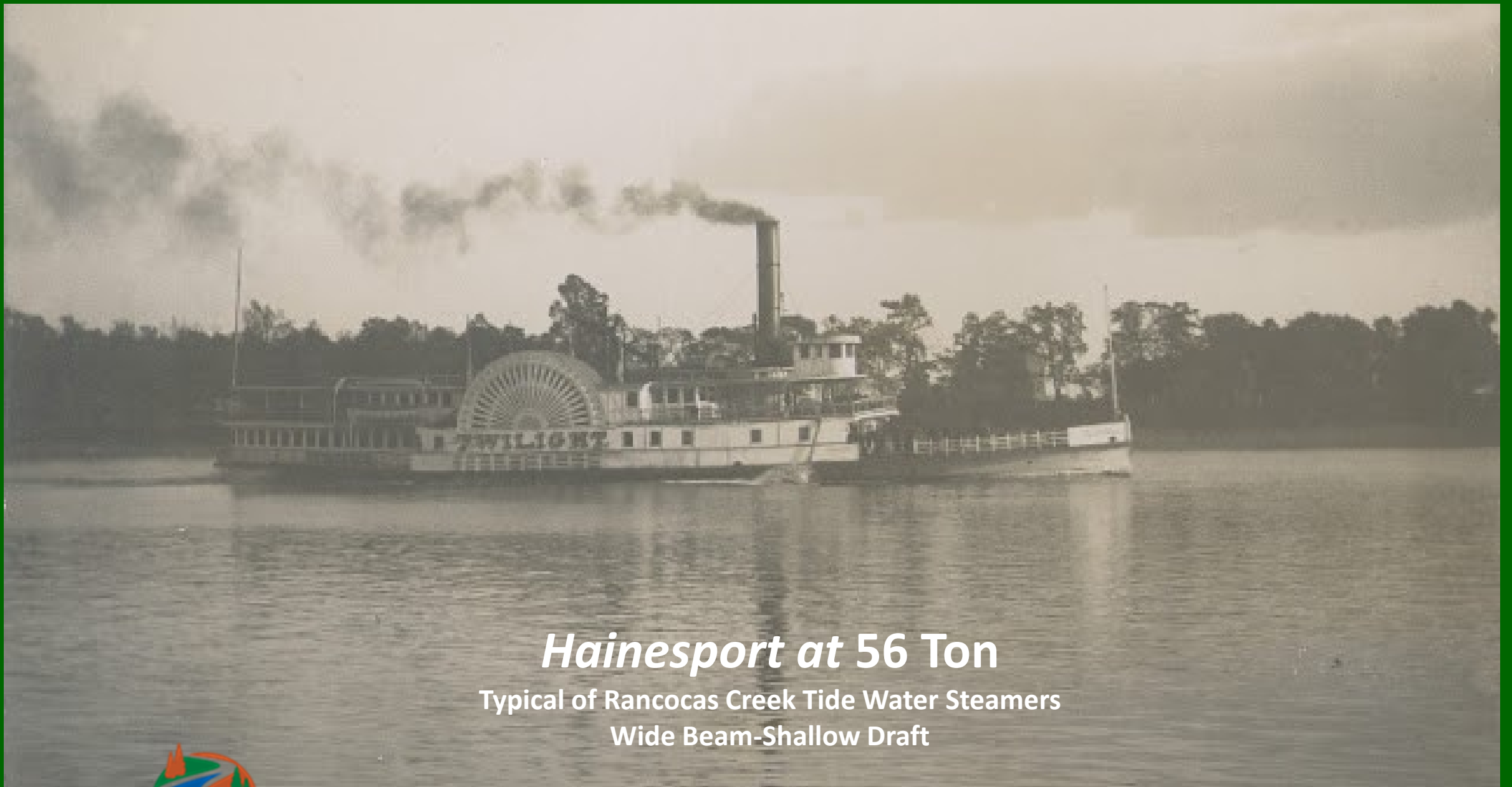


Stone Quarry Landing
Mt. Laurel/Hainesport1874



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

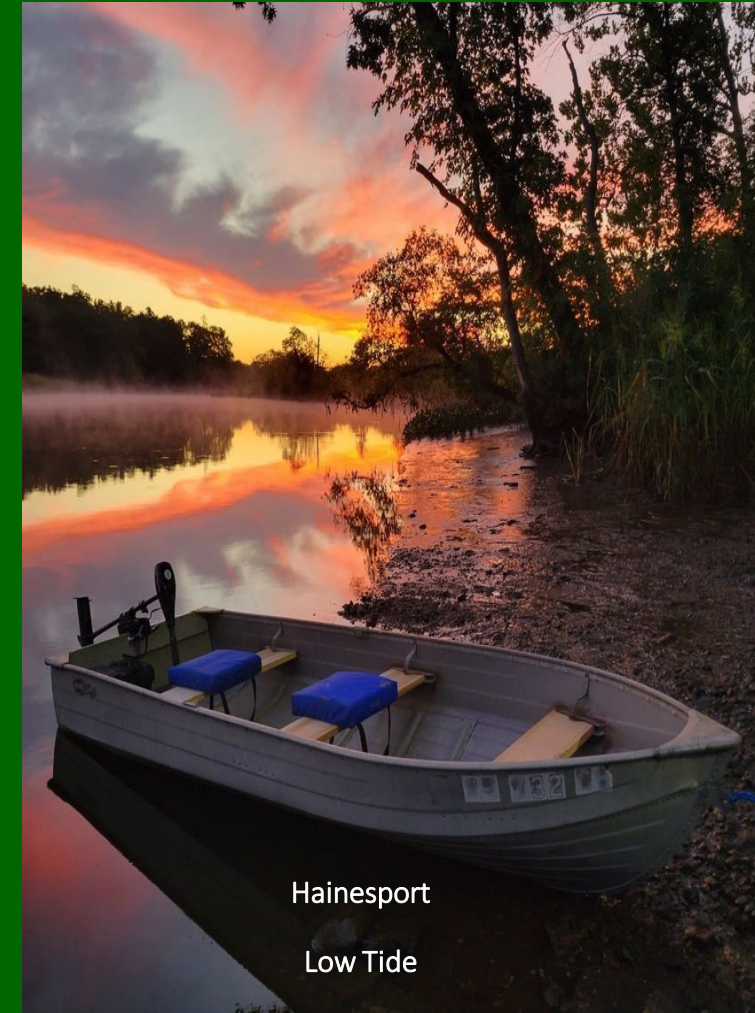


HAINESPORT, N.J.
D. RAJG



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



Burlington County Lyceum of Science and Natural History

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 Twship
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.

PHILADELPHIA.

RACE 1770.

BOSTON OFFICE
236 Old South Building

CLEVELAND OFFICE
563 American Trust Building

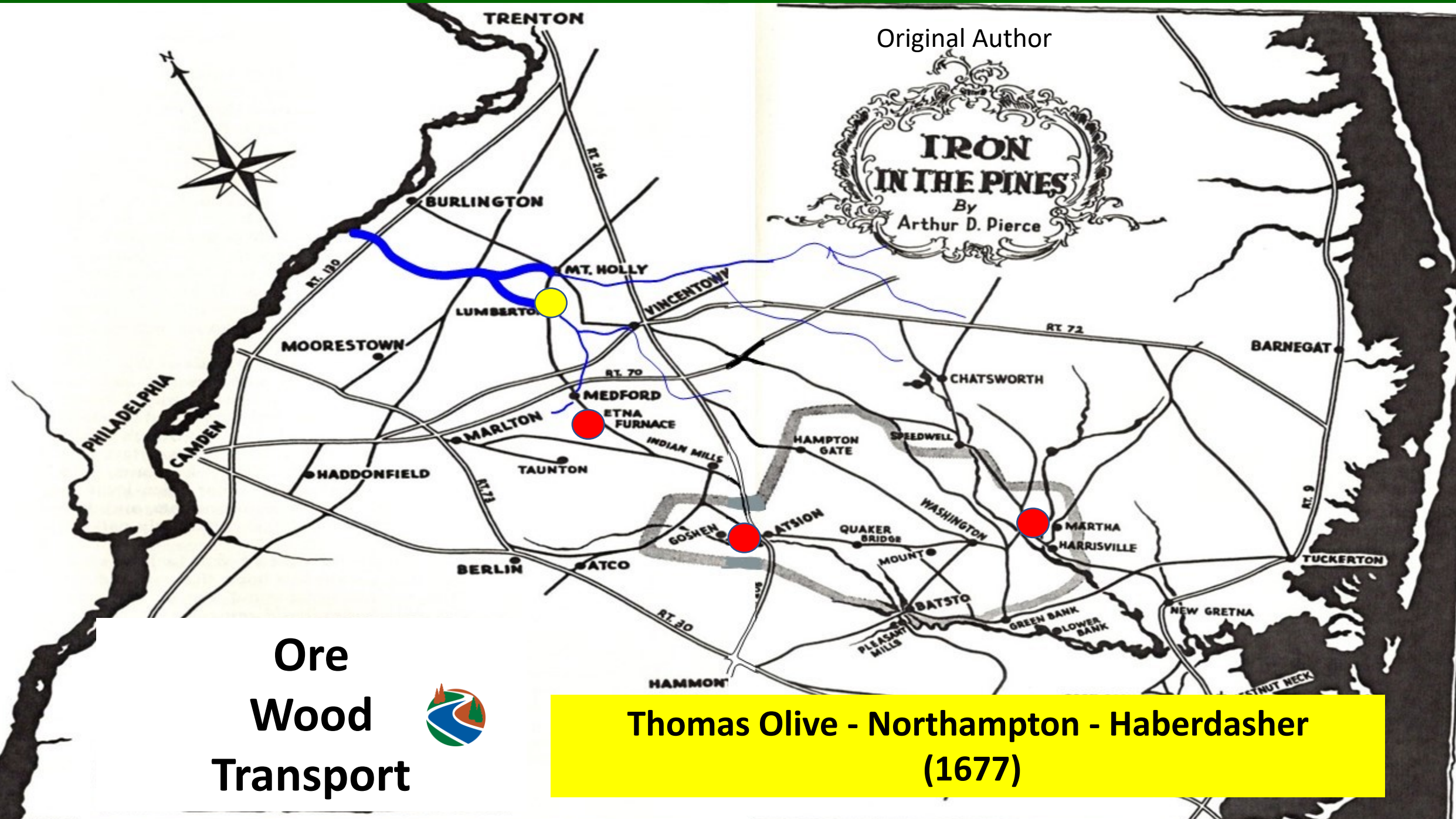


Ship bones South Branch - Hainesport



Creek Turn Pottery Water Trail Way Point

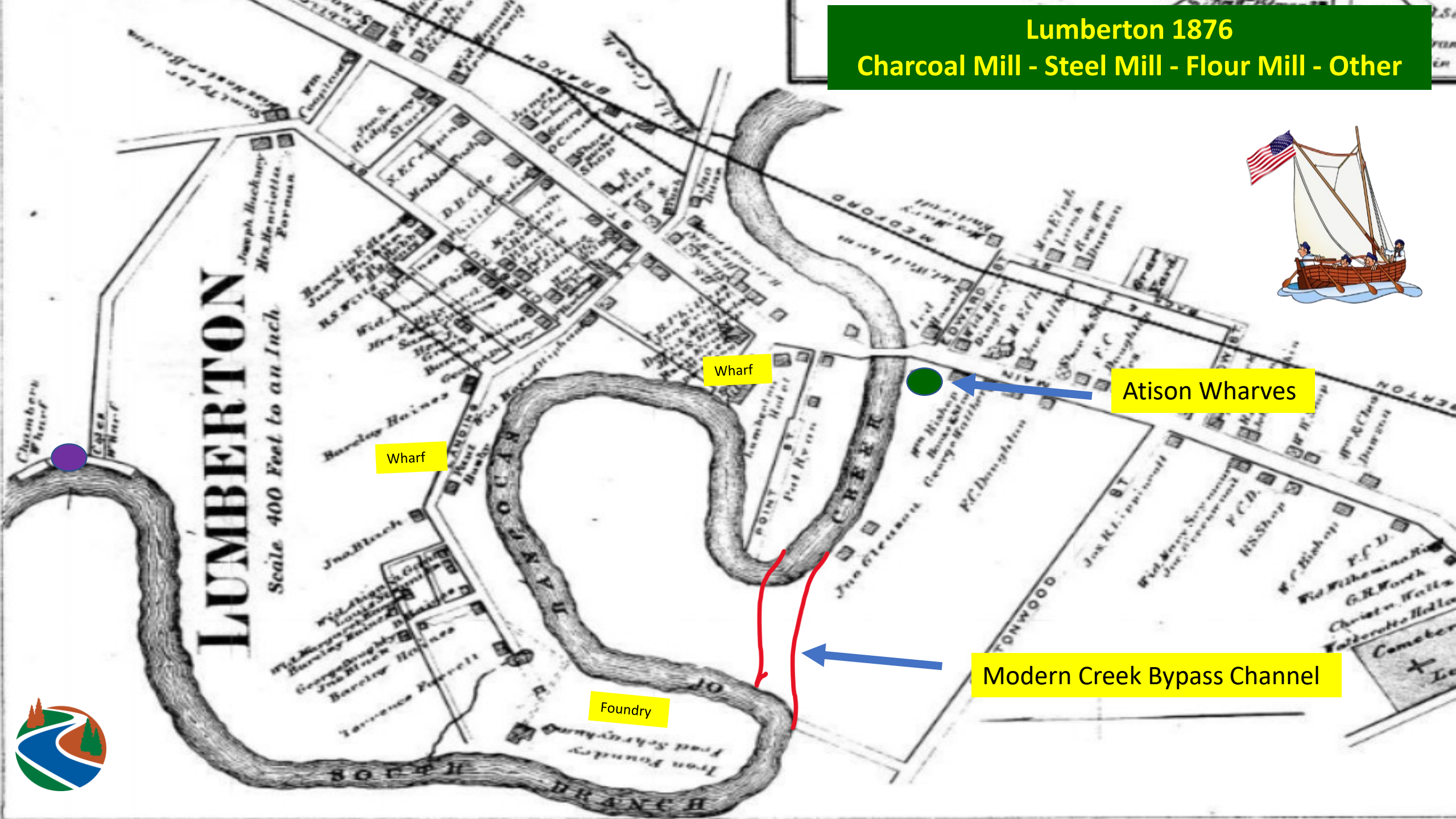
Original Author



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



Exploring Historic Pathways, Discovering New Understandings

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

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.

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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

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 BISPHAM, 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.)

21

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.

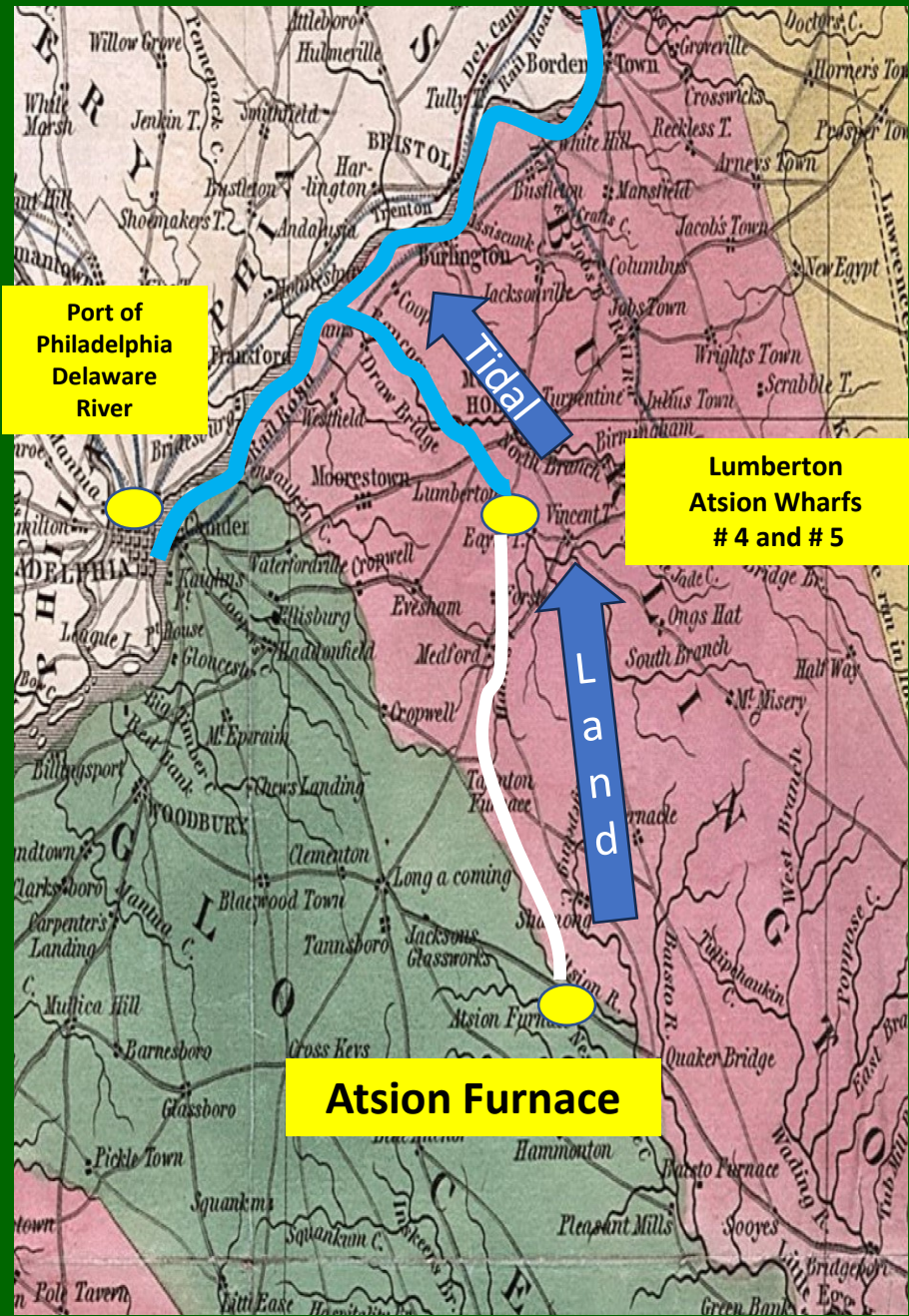
Regarding plate iron for salt pans to be delivered to Mt. Holly or Batsto.

Items 83-84 lent by NEW JERSEY STATE LIBRARY



South Branch Lumberton





Port of Philadelphia Delaware River

Lumberton Atsion Wharfs # 4 and # 5

Atsion Furnace



Courtesy Lumberton Historical Society

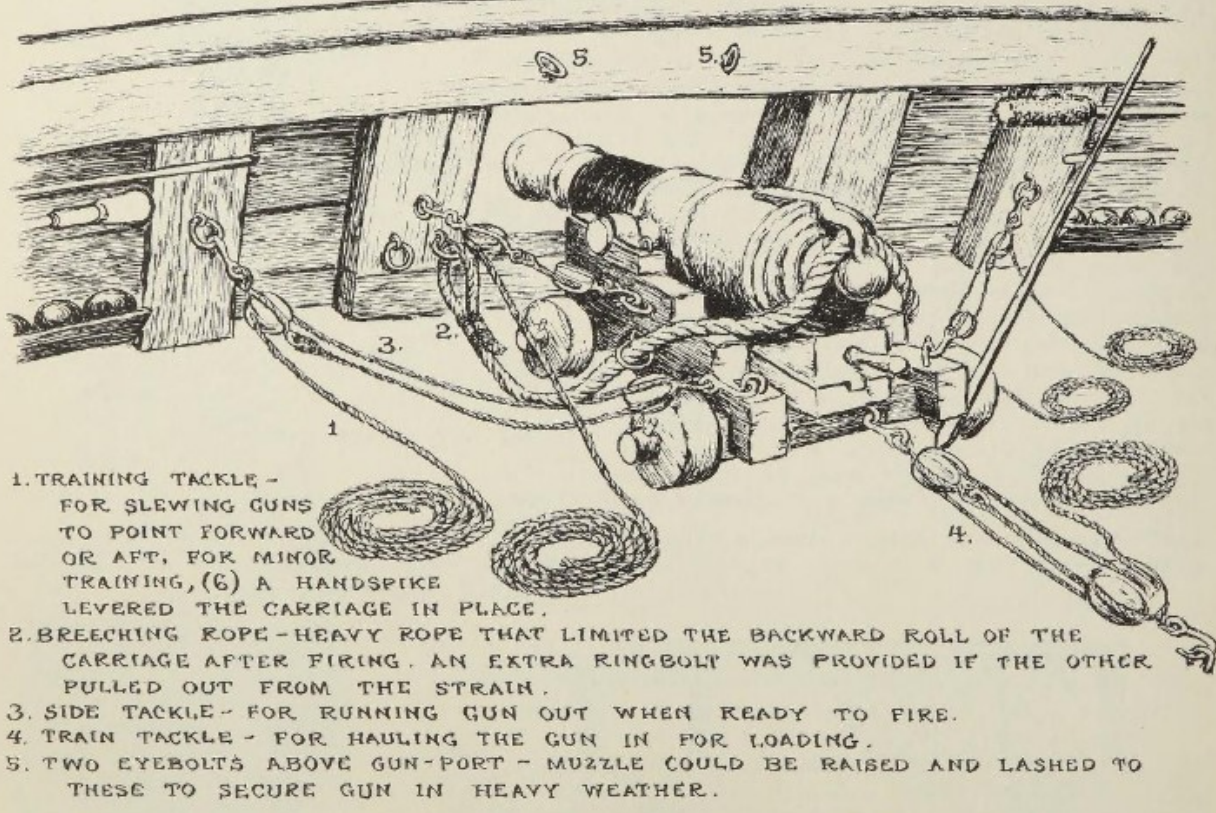
NJ Pinelands National Reserve Naval Stores Sailed to Delaware River Ports & Markets



1766

NJ Pioneer Navigation Act

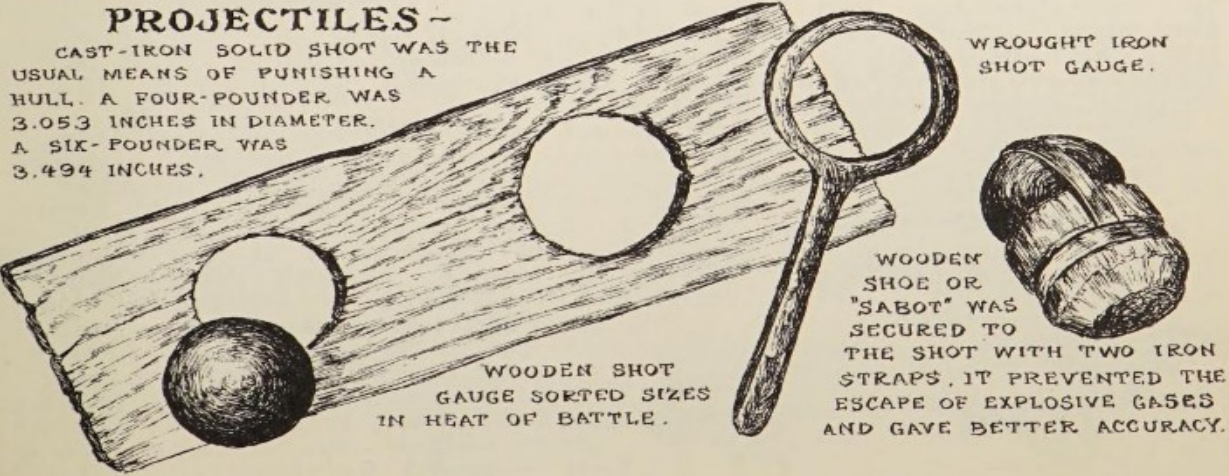




- 1. TRAINING TACKLE - FOR SLEWING GUNS TO POINT FORWARD OR AFT, FOR MINOR TRAINING, (6) A HANDSPIKE LEVERED THE CARRIAGE IN PLACE.
- 2. BREECHING ROPE - HEAVY ROPE THAT LIMITED THE BACKWARD ROLL OF THE CARRIAGE AFTER FIRING. AN EXTRA RINGBOLT WAS PROVIDED IF THE OTHER PULLED OUT FROM THE STRAIN.
- 3. 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 -

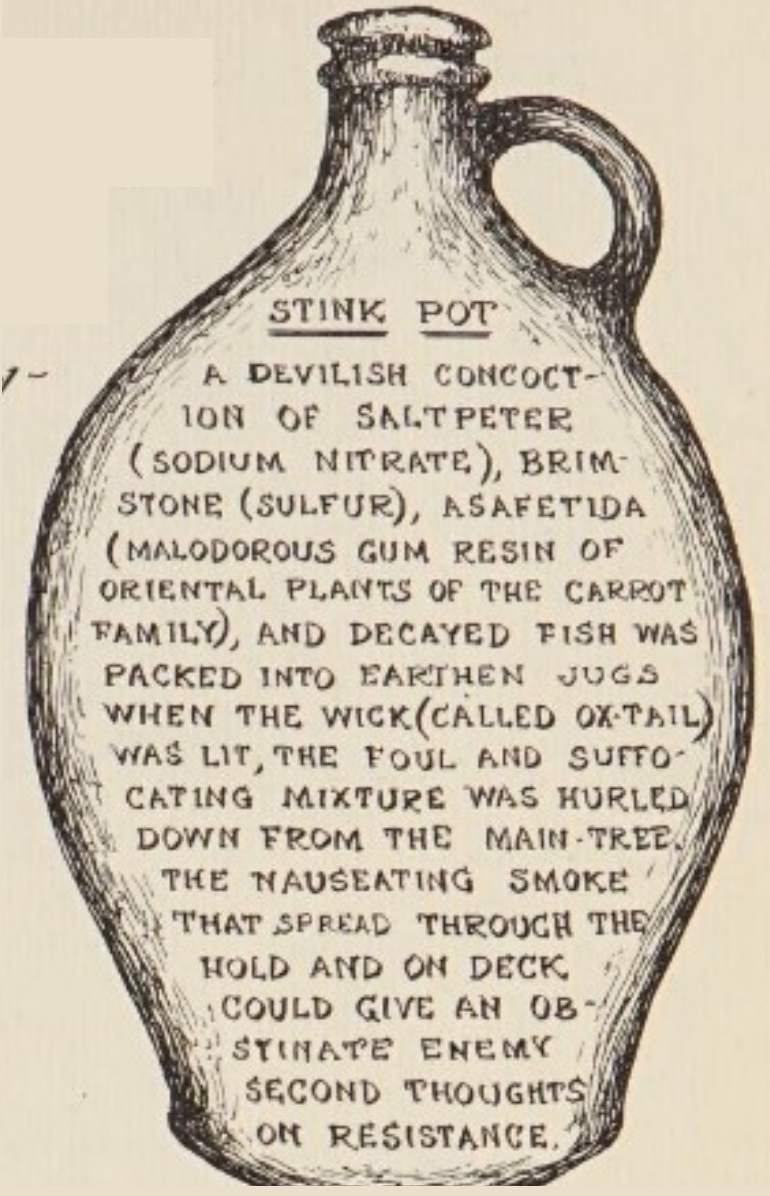
CAST-IRON SOLID SHOT WAS THE USUAL MEANS OF PUNISHING A HULL. A FOUR-POUNDER WAS 3.053 INCHES IN DIAMETER. A SIX-POUNDER WAS 3.494 INCHES.



WROUGHT IRON SHOT GAUGE.

WOODEN SHOT GAUGE SORTED SIZES IN HEAT OF BATTLE.

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



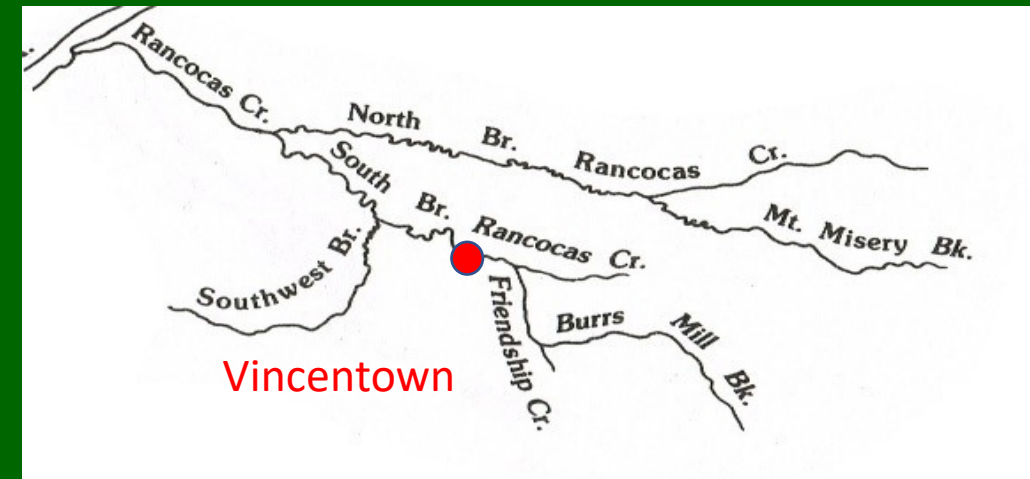


140 sqm
30 foot fall
590 Horsepower

(calculation ref: NJ Dept of Conservation)

Extractive Resources NJ Pinelands National Reserve

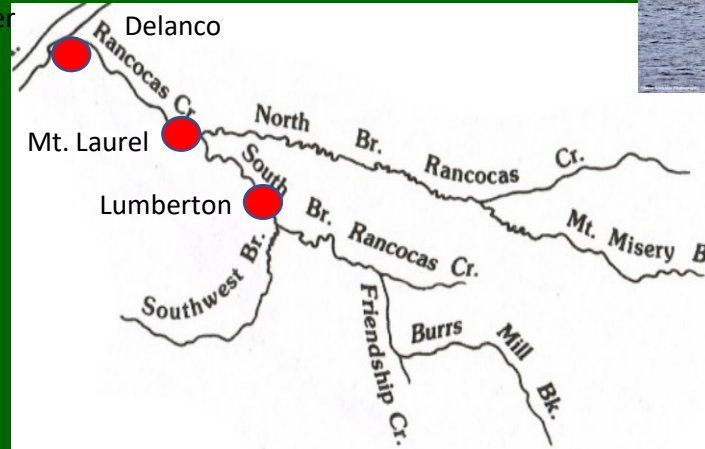
Vincentown Pine Barrens Marl and Molding Sands



Lumberton to the Delaware River Federal Navigation Channel



Delaware
River



1875 Charles Stokes Rancocas Creek
Riparian Chart



Westampton

Leed's
Wharf

Hainesport

Mount
Laurel

Hainesport

TEXAS



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

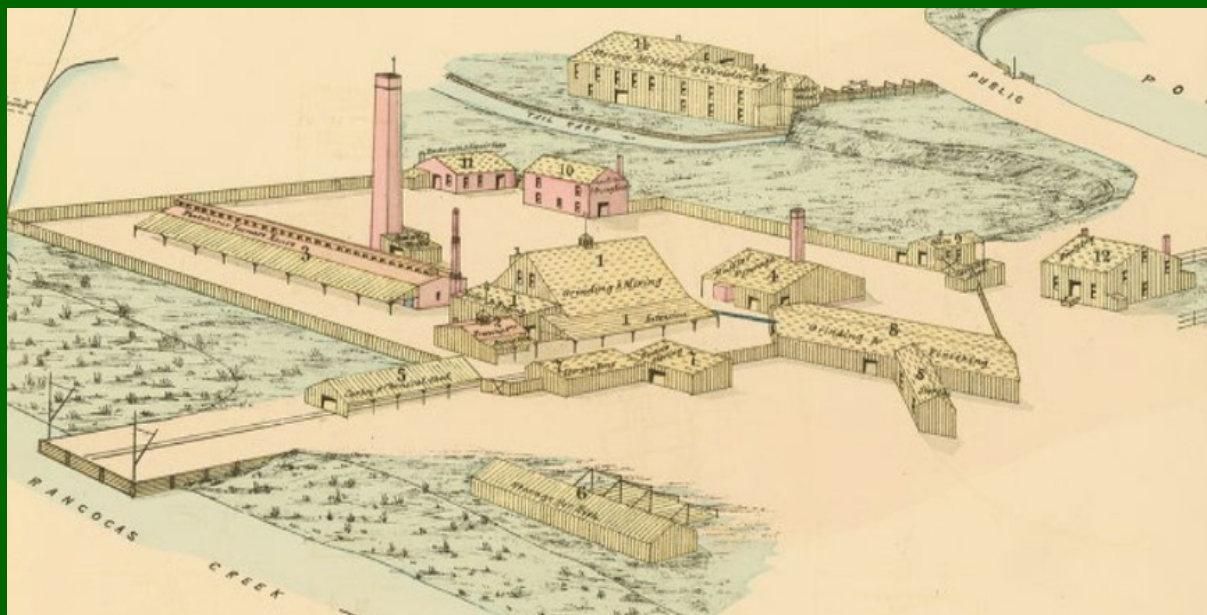


1875

Produced 1,700 lbs. of Phosphorus weekly

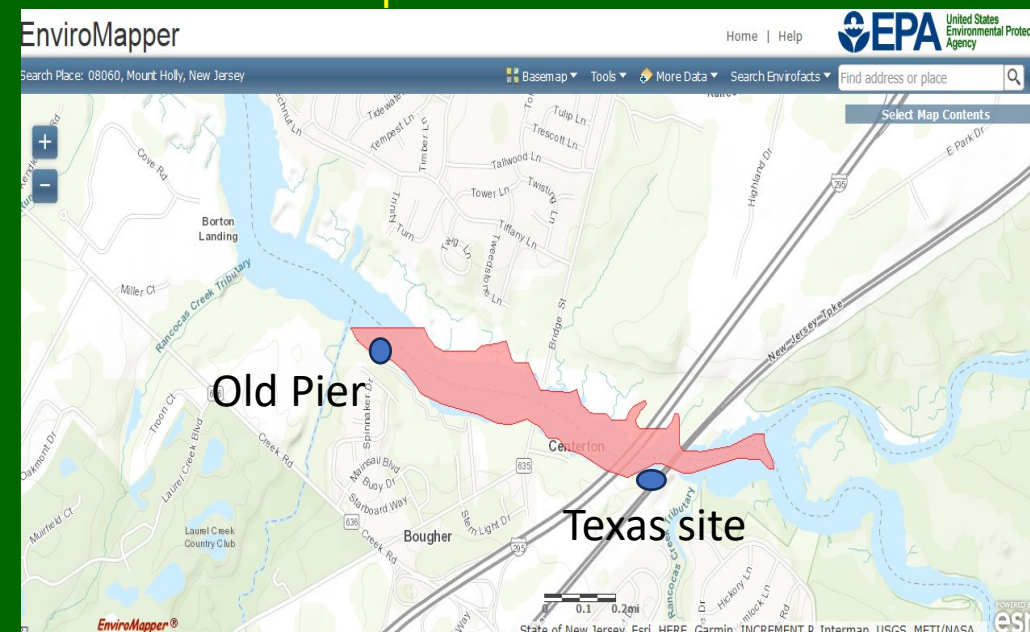
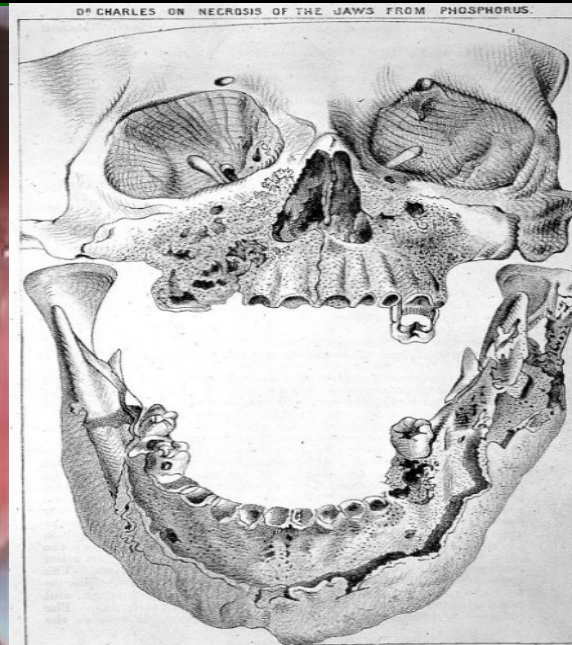
26 Tons Per Year

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 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.



*Lumberton Sand
Allany Sand
Centerton Sand
Rancocas Sand
Hainesport Sand
Del. Sand
Del. Clay
Del. Sand
Del. Sand
Del. Sand*

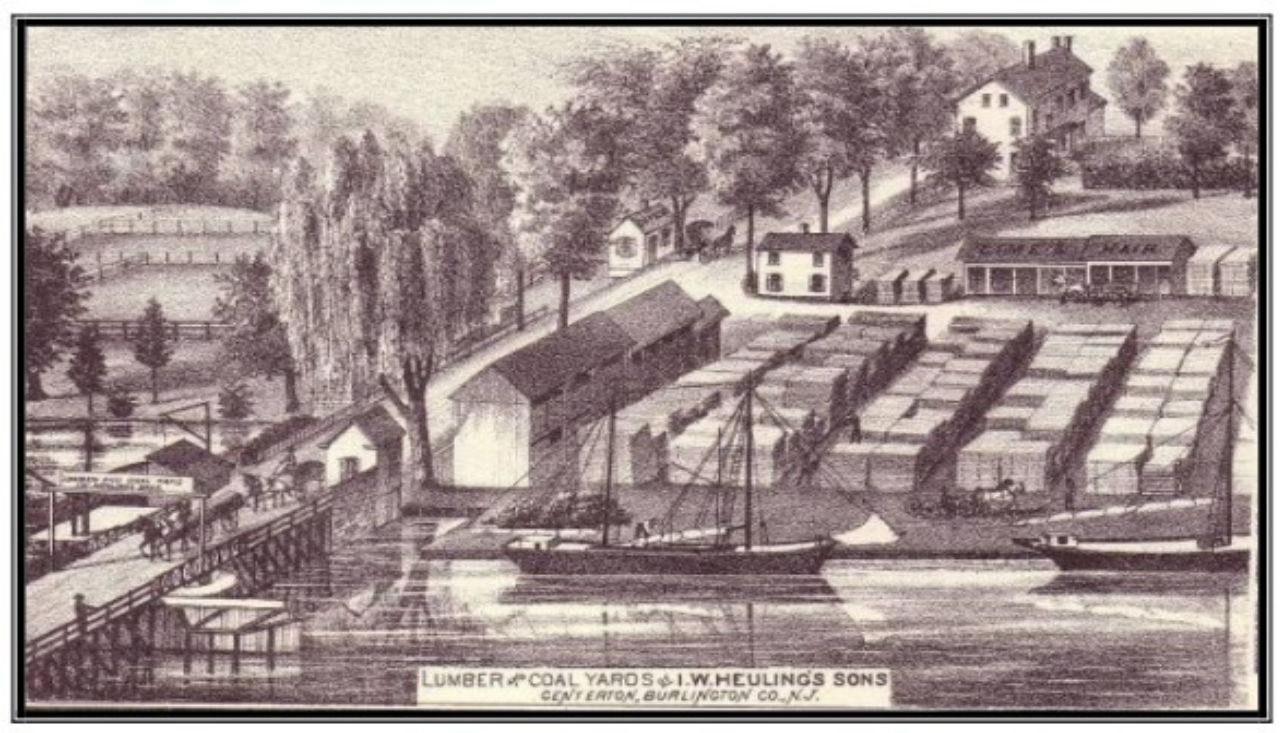
Shippers
OF
MOULDING SAND
PIER 45
NORTH DELAWARE AVENUE.



Manufacturers
OF
FOUNDRY FACINGS
AND
FOUNDRY SUPPLIES.

*Caplan Sand
Blair Sand
Coburn Sand
Gorman Sand
Harrison Sand
Hickory Landing
Howell Landing
Howard Landing
Rye Landing
St. Albans*

703 F



Mount Laurel



Creek Barge



Exploring Historic Pathways,
Discovering New Understandings



Schooner Rudder Dated to mid 1840's

Centerton

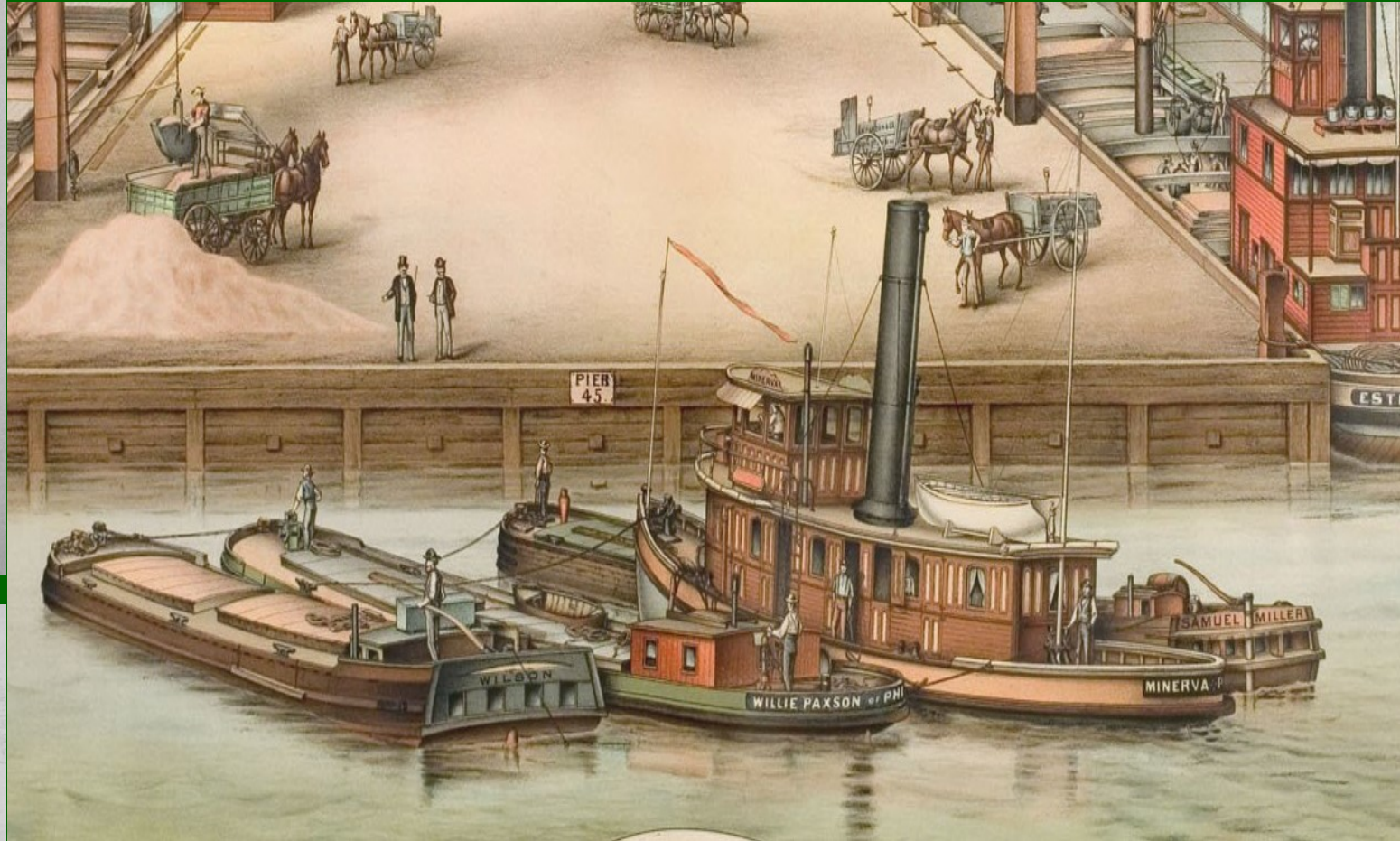


RANCOCAS RIVER

Adjoining the Pettinos property at Centreton there has been established a wharf for 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.

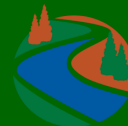
Dear Sir:-

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 2 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	28	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. VanSoyer"
at the Old Centerton Wharf
Mt. Laurel NJ c - 1910

Rancocas Creek Mile 22



Golden Age of Steam

Rancocas Pathways

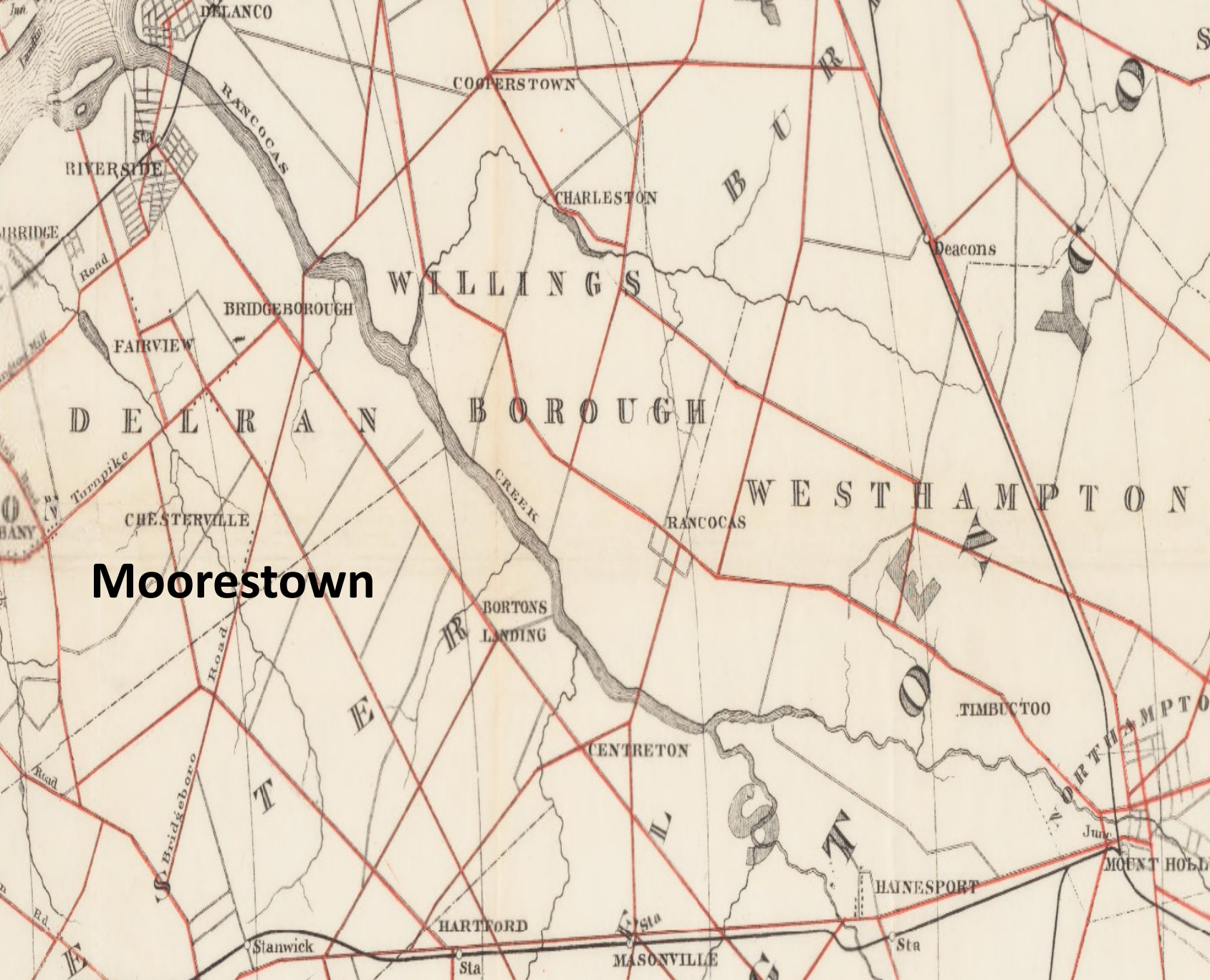


James Stokes, Centeron Sand Mine



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

Exploring Historic Pathways, Discovering New Understandings

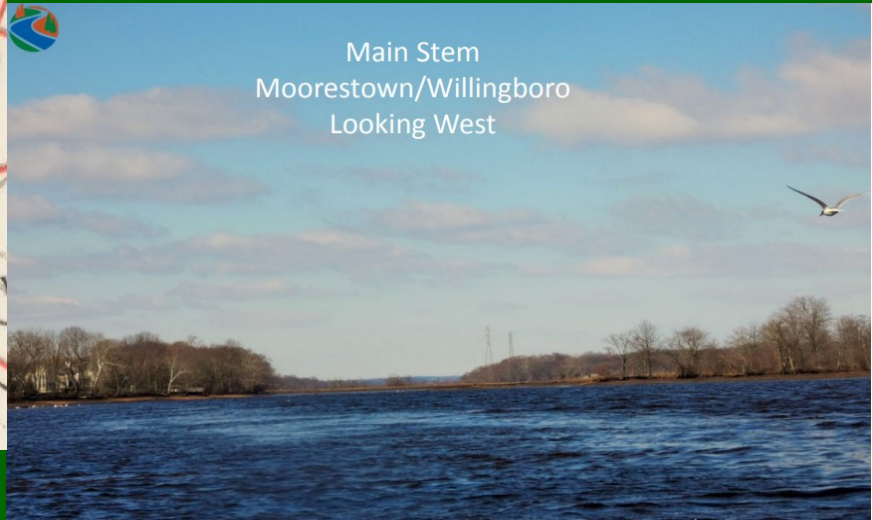


Moorestown



Moorestown- Remains of Sand Barrel

Moorestown Main Stem



Main Stem
Moorestown/Willingboro
Looking West



Borton Landing

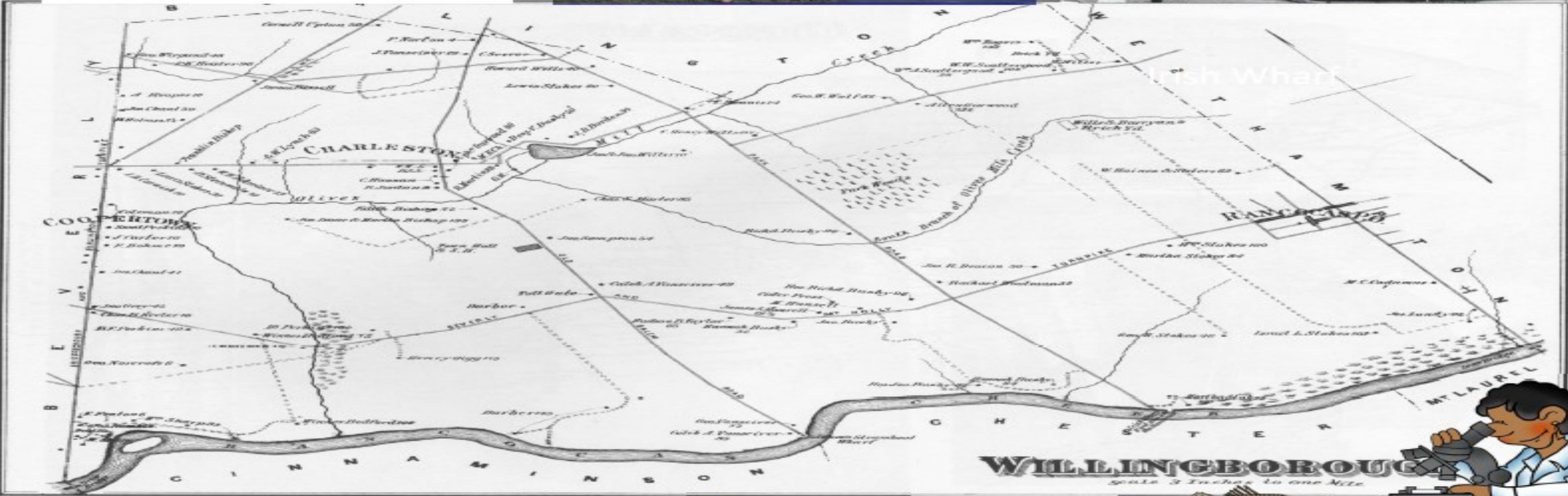


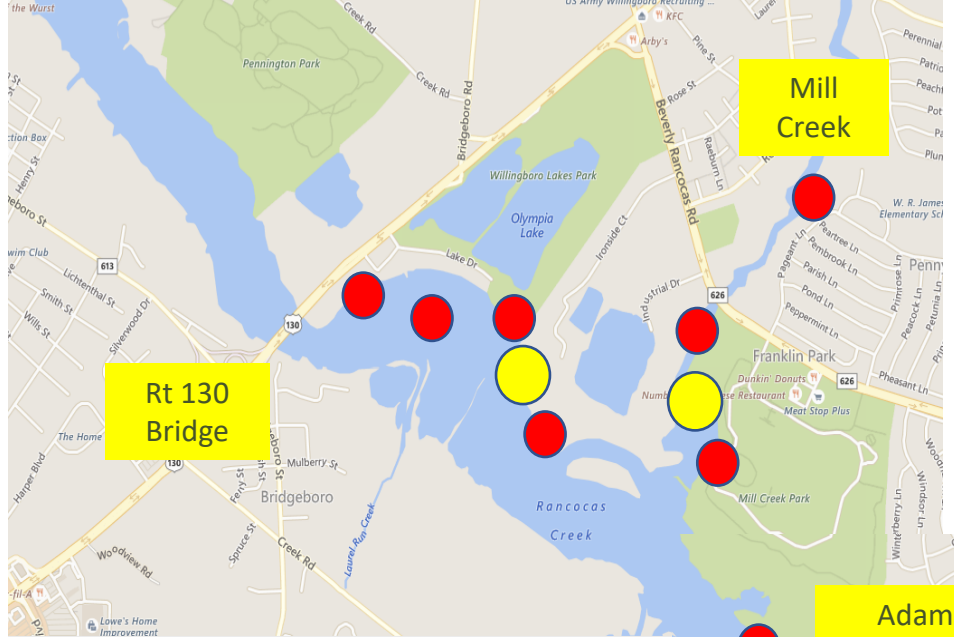
1760's coinage. Moorestown Creek Front. Used w Permission

Moorestown's Borton Landing



Willingboro 1842 Note Landings on Rancocas Creek Tide Waters

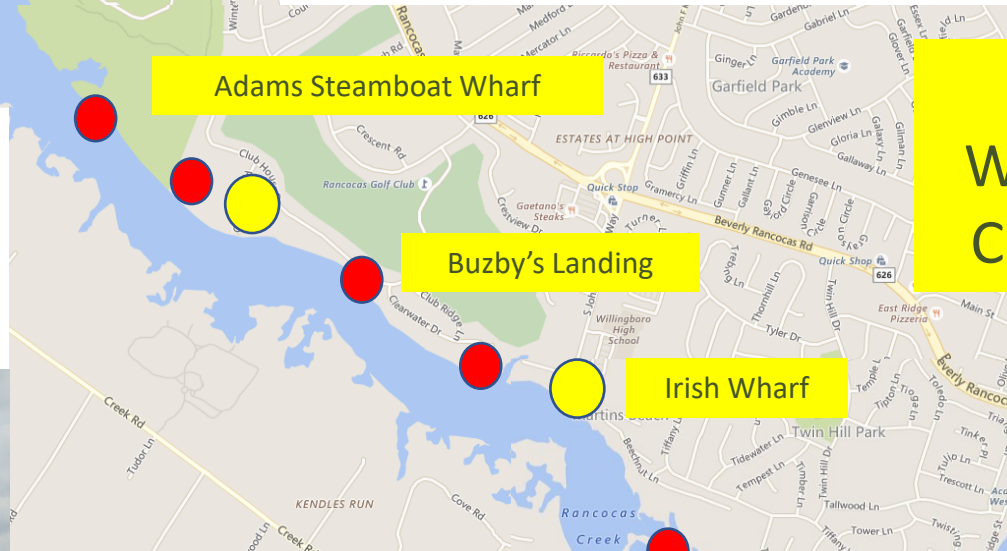




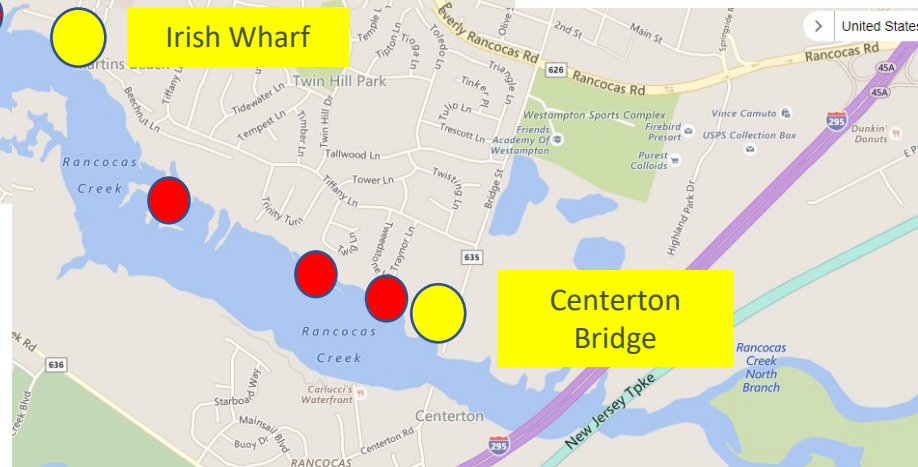
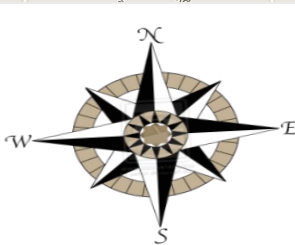
Willingboro
THE TOWNSHIP OF
NEW JERSEY
A Naturally Better Place to Be.



Sites of Interest



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

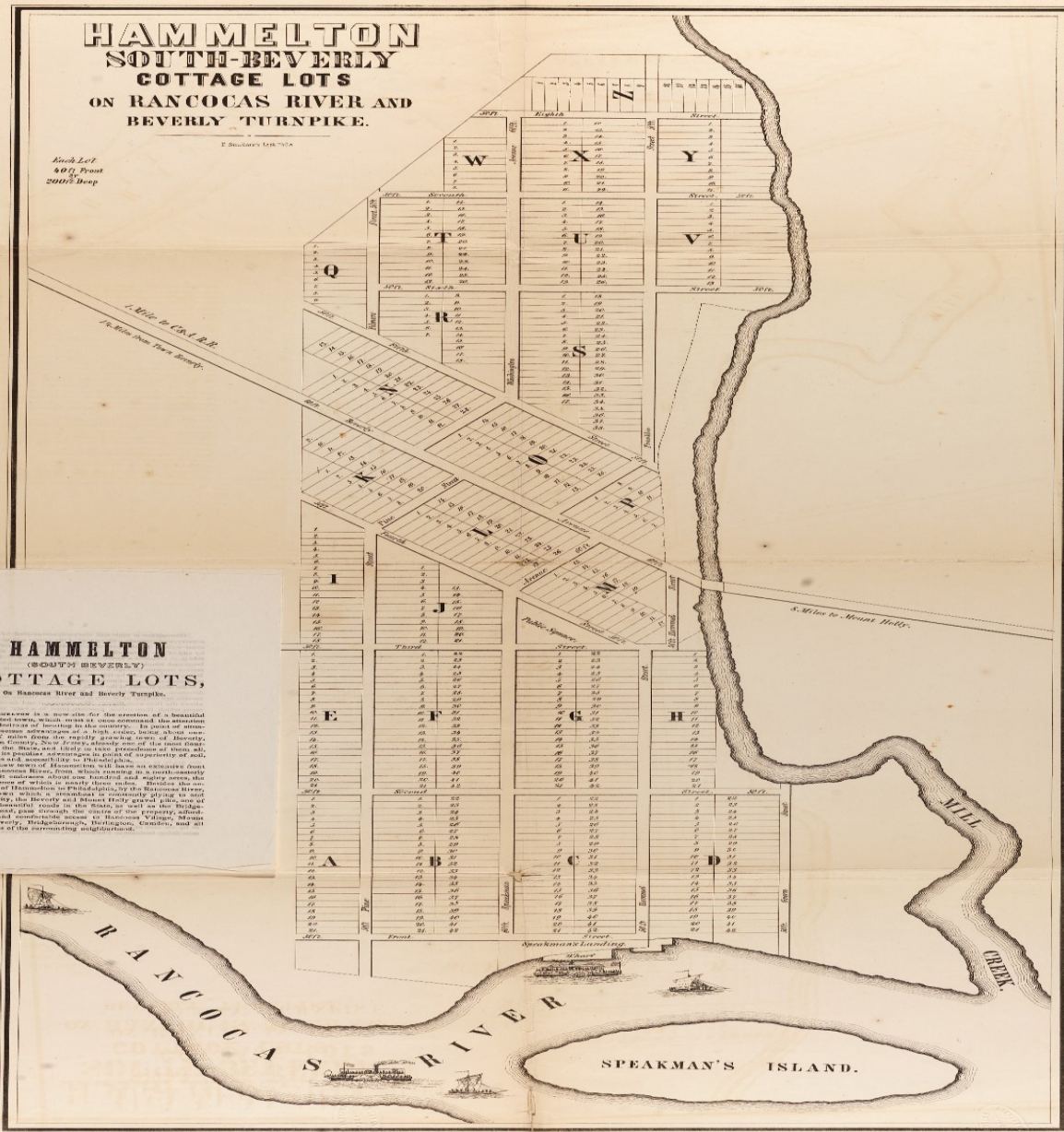


Exploring Historic Pathways, Discovering New Understandings



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

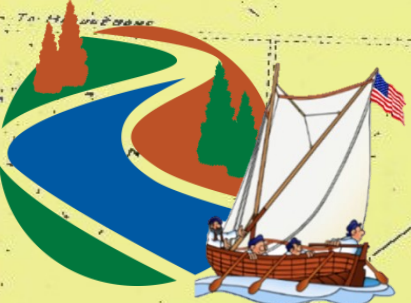
Hudson Island

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'	
DRAWN BY: [illegible] CHECKED BY: [illegible]	
SHEET NO: 3 OF 10 FILED COPY: 2282	





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



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,

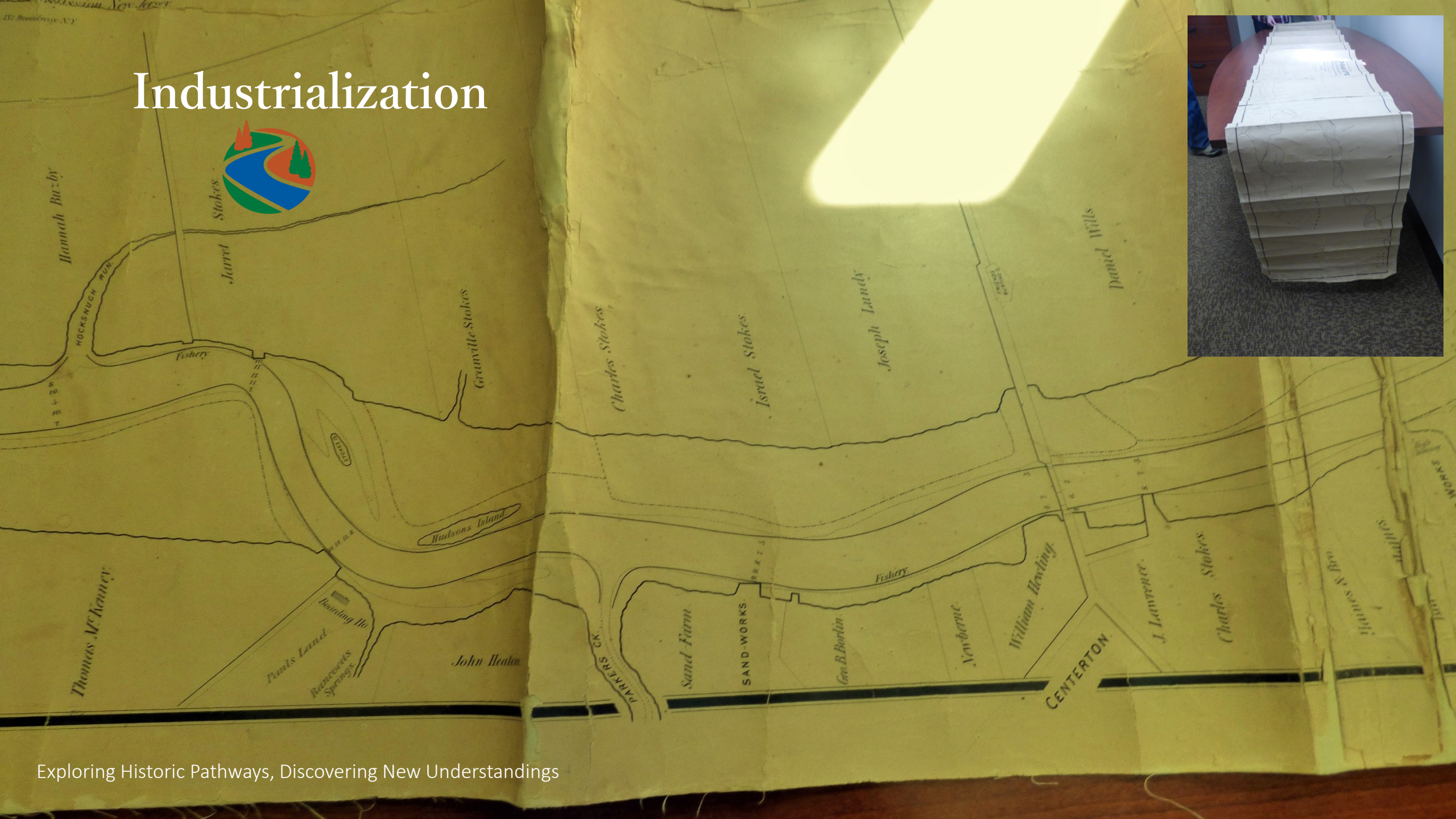
Catch 1,800 shad sold \$35.00 per one hundred



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 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., l.-w. d. of 6' from mouth to Centerton, 7½ m., and 5' l.-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,
Rich. B. Cook, Engineer.

PART OF
RANCOCAS RIVER, N. J.

ABOVE BRIDGEBOROUGH.

Surveyed Nov. 1880

by

Asst Eng^{rs} 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 Tides 6.0 ft at Bridgeborough Bridge

3 ft curve:

6 " " :

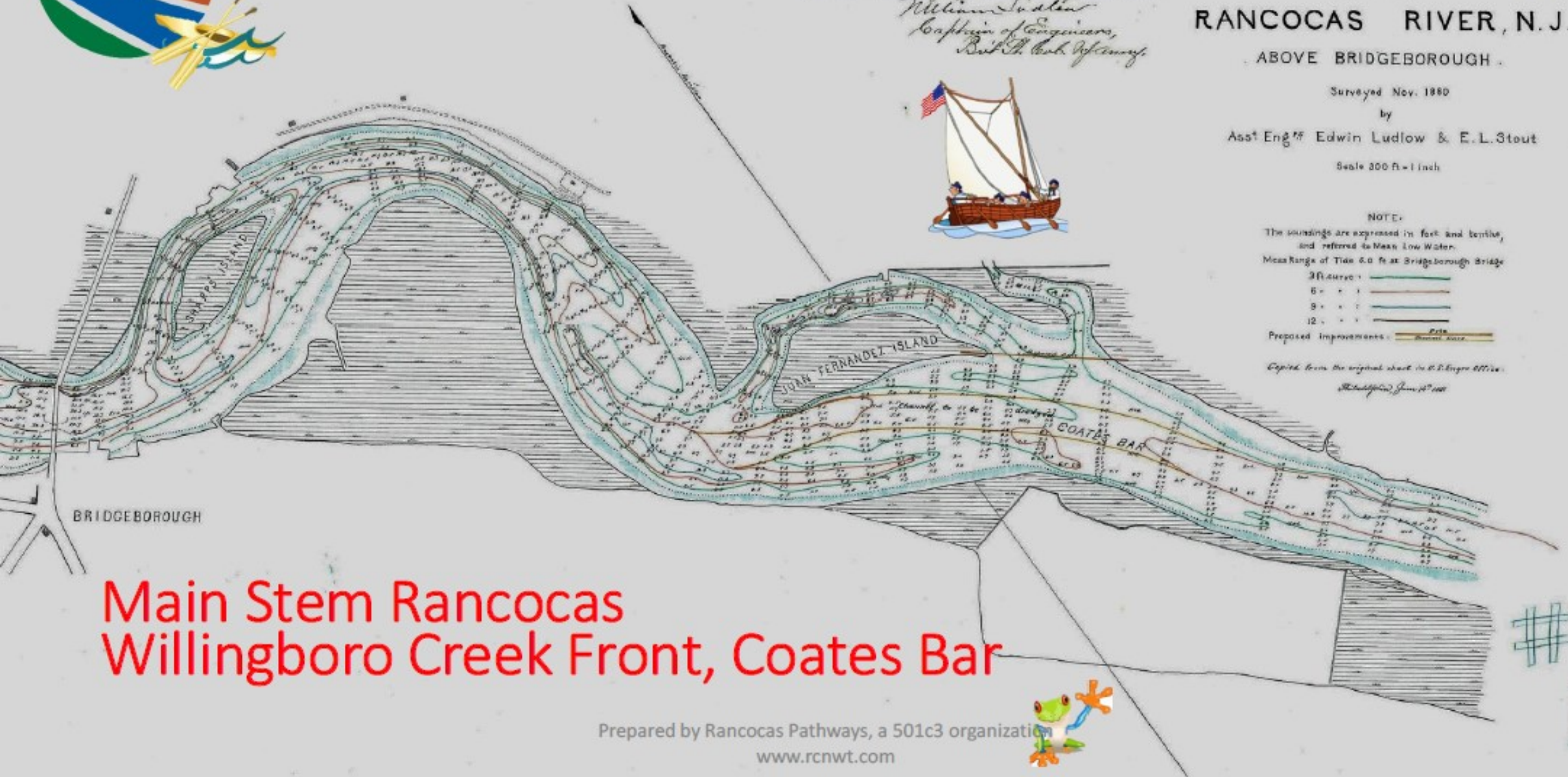
9 " " :

12 " " :

Proposed Improvements: *Canal*

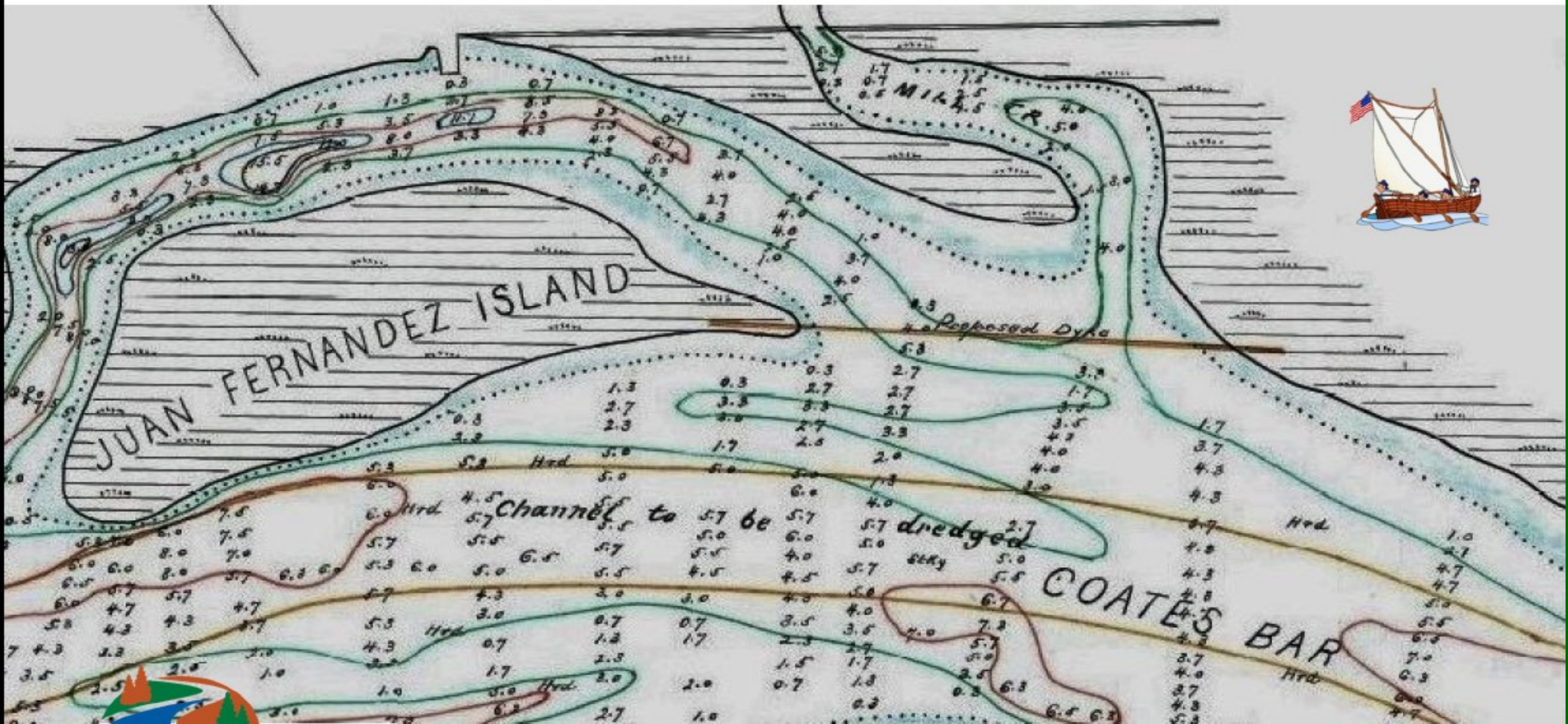
Copied from the original sheet in U. S. Eng^{rs} Office.

Philadelphia Jan 26, 1880



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





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?

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

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. headroom under the canvas in the cabin. The cockpit is 9 ft. 3 in. long. 16 h.p. four cylinder Keweenaw power unit drives the boat, has high tension magneto and impulse coupling, reverse gear, etc. The gasoline tank is of 28 gal. capacity.





Two-burner stove, toilet, sink, liquid compass, brass fog bell, flags and flag poles, rugged galvanized frame covered with khaki awning over the entire cockpit, 8-ft. military mast, anchor, anchor rope, lights, cushions for cabin and cockpit and everything else that goes to make a boat ready for her first cruise.

If you do not already know the details of this "Boat Without a Competitor," we shall be pleased to send you the details in Folder M1.

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



DELANCO 27

\$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

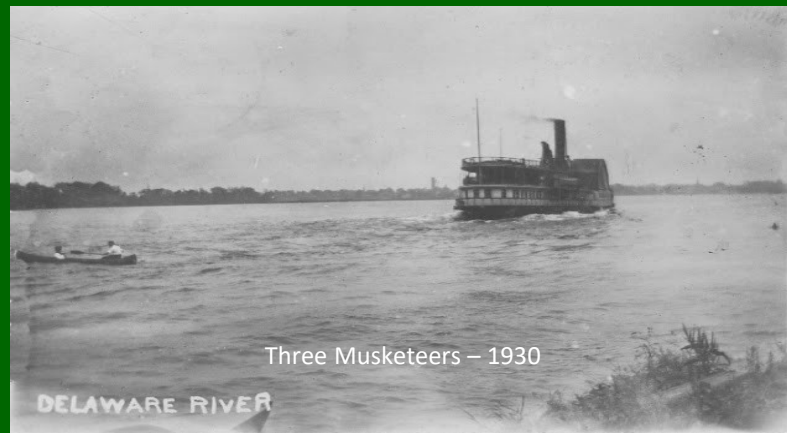
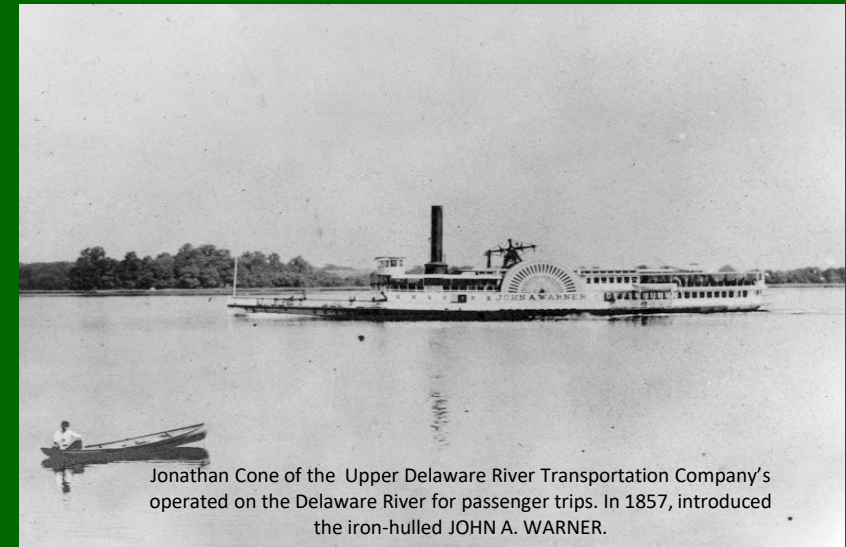
Rancocas Creek Joins Delaware River

1898 Steamer Fare

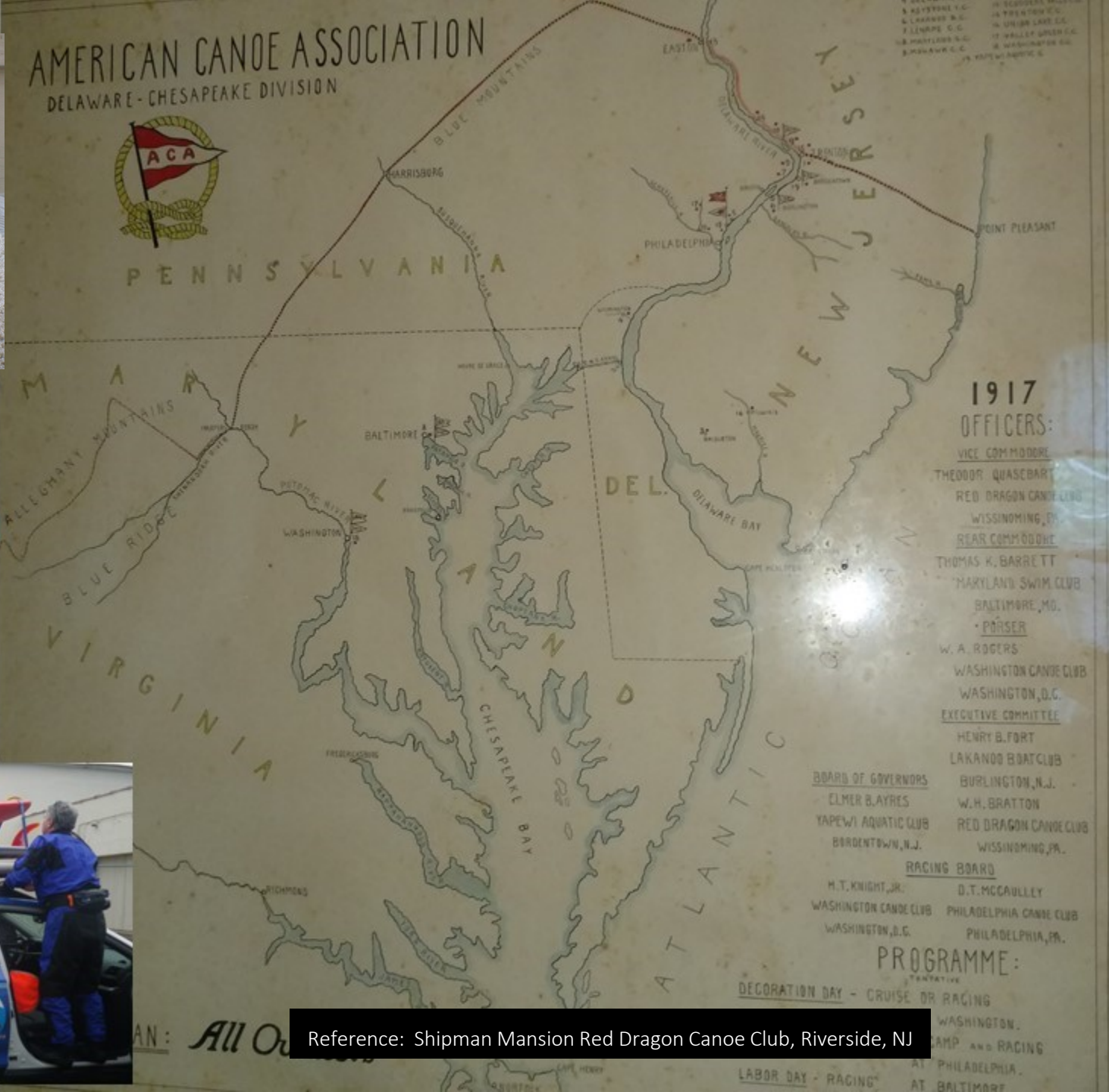
Regularly scheduled trip was \$0.25 one-way or \$0.40 for a round-trip to Bristol or \$0.50 to Trenton



TWILIGHT built by the Harlan & Hollingsworth yard in 1868



Pennsylvania Side of Delaware River



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

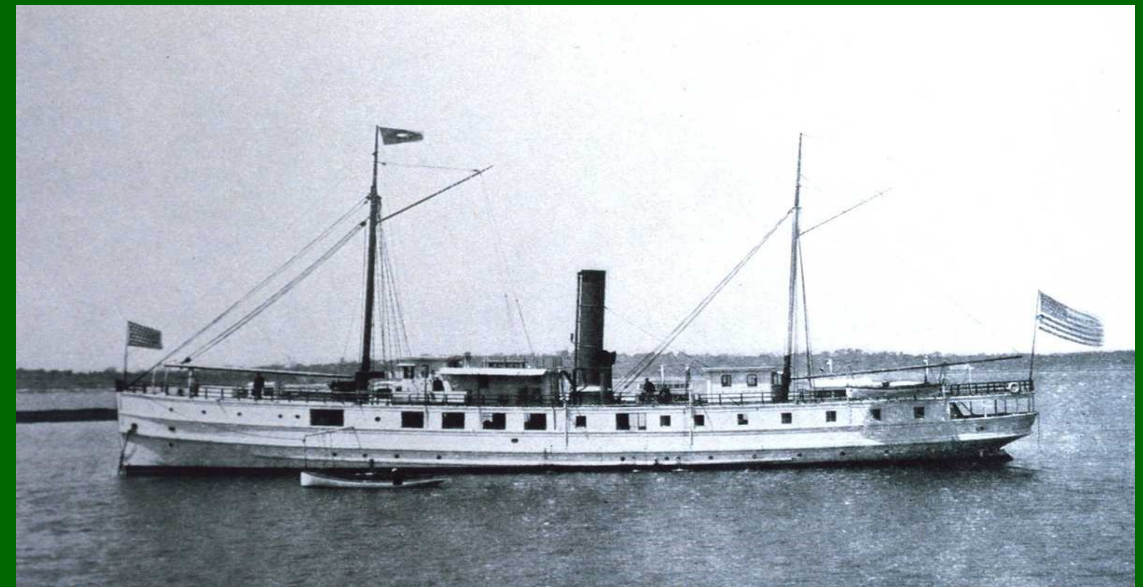


1897

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

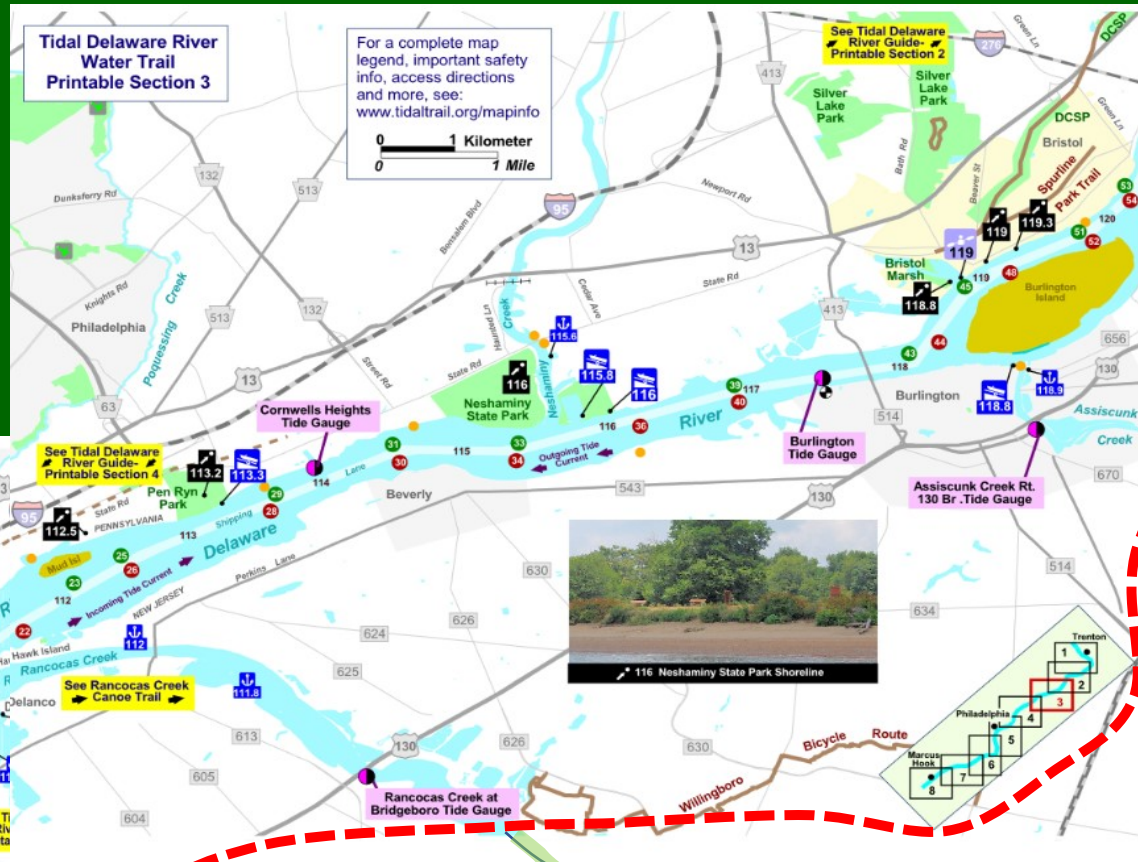
Hawk Island
Delanco Township

Rancocas Creek and the Delaware River
Federal Navigation Channel Maritime Crossroads

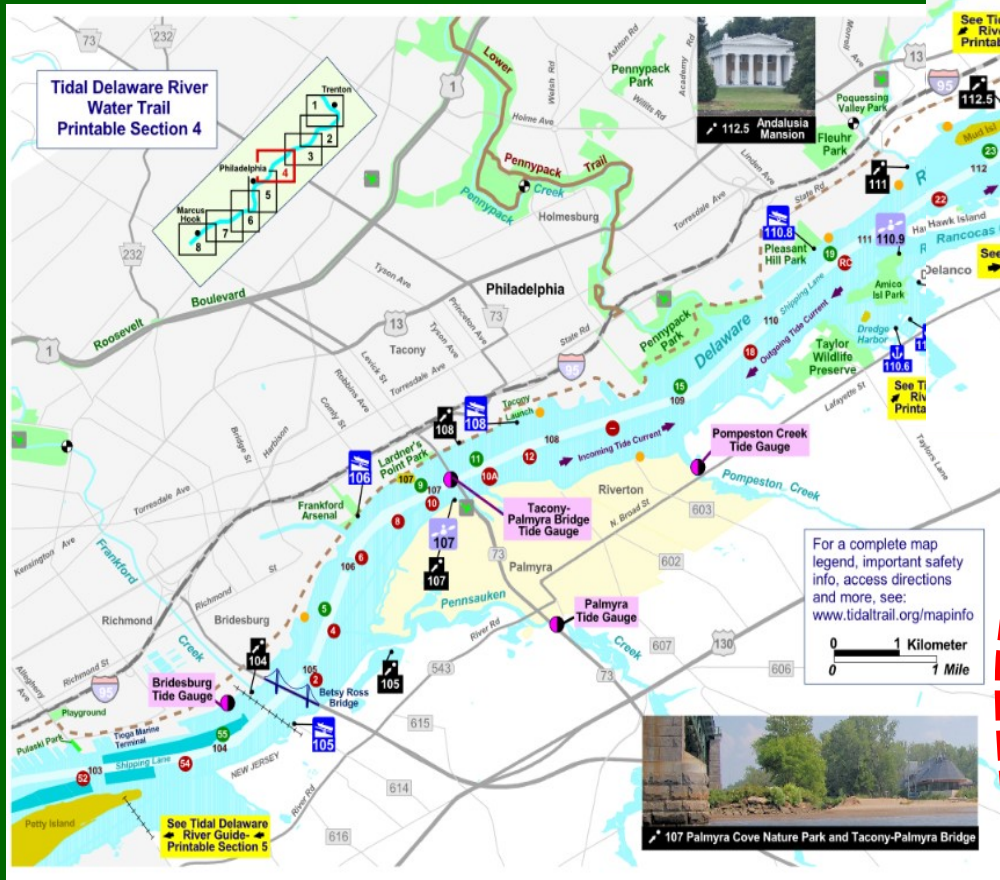


Maritime Crossroads

Delaware River Water Trail



RCNWT
Insert

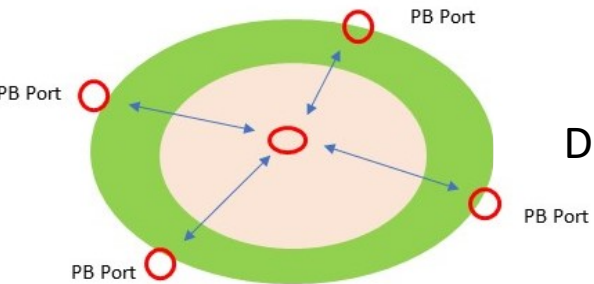


Port Elizabeth Sand Mining - Since 1841

NJ Pinelands National Reserve, NJ Pine Barrens Molding Sand



Pine Barrens Commodity Sand Mining



Delivery



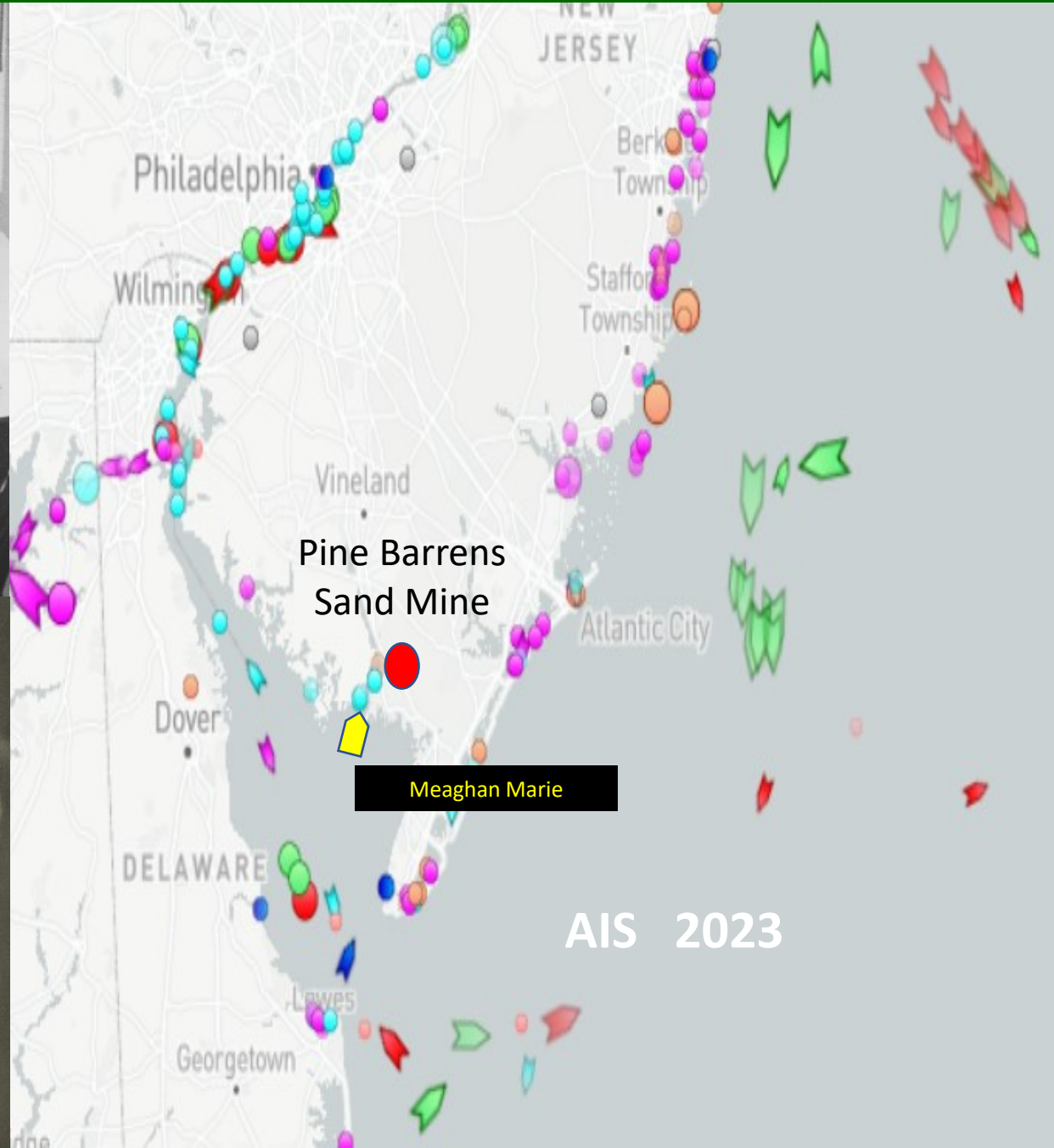
Market

North River
Port of Albany

Getting Commerce, Sand to Market Via Tug Boat and Barge



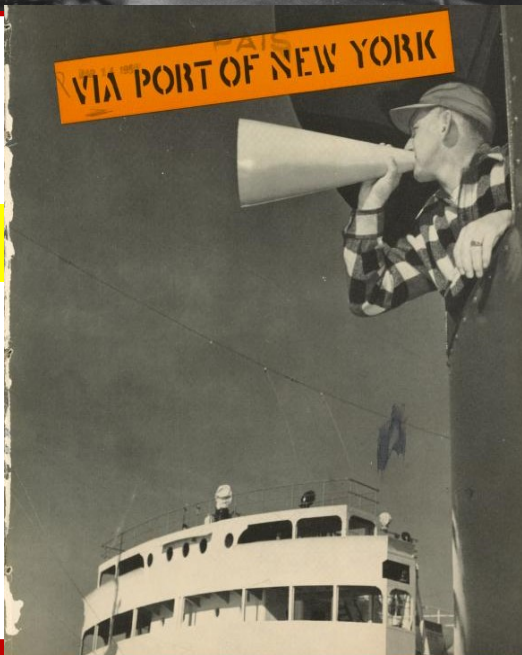
NYC 1946



AIS 2023

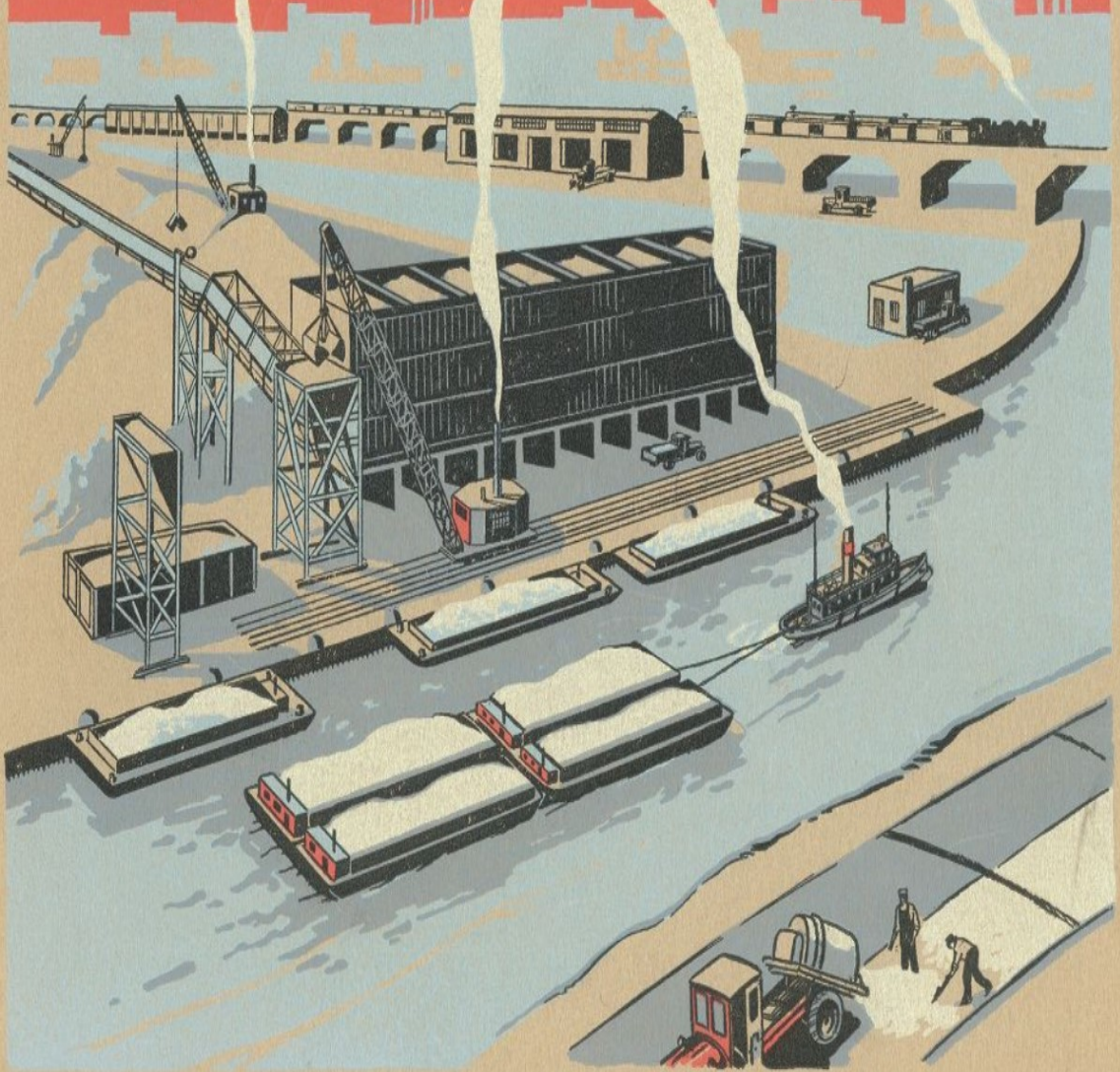


That Was Then, This is Now



WARNER

1794-1929



The Warner Company's origins traced to 1794, when brothers John Warner (1773-1825) and William Warner (1774-1845) operated a sailing packet service on the Delaware River between Wilmington, Delaware and Philadelphia, Pennsylvania. Charles Warner Company was among Wilmington's leading dealers in coal, cement, lime, plaster, and building sand. Sand and gravel operation also on the Delaware River above Philadelphia. Warner Company produced lime, sand, and gravel, as well as products derived from those raw materials, such as hydrated lime for agricultural, chemical, construction, and domestic use, plaster, masonry, cement, and concrete. Products shipped from Warner's production plants to riverfront distribution yards in Wilmington, Chester, Philadelphia, and Morrisville via the company's fleet of tugs and barges.

Tug Boat Company Assigns Contract to Barge 2,000 Metric Tons of Pine Barrens Sand from Maurice River to North River, Port of Albany



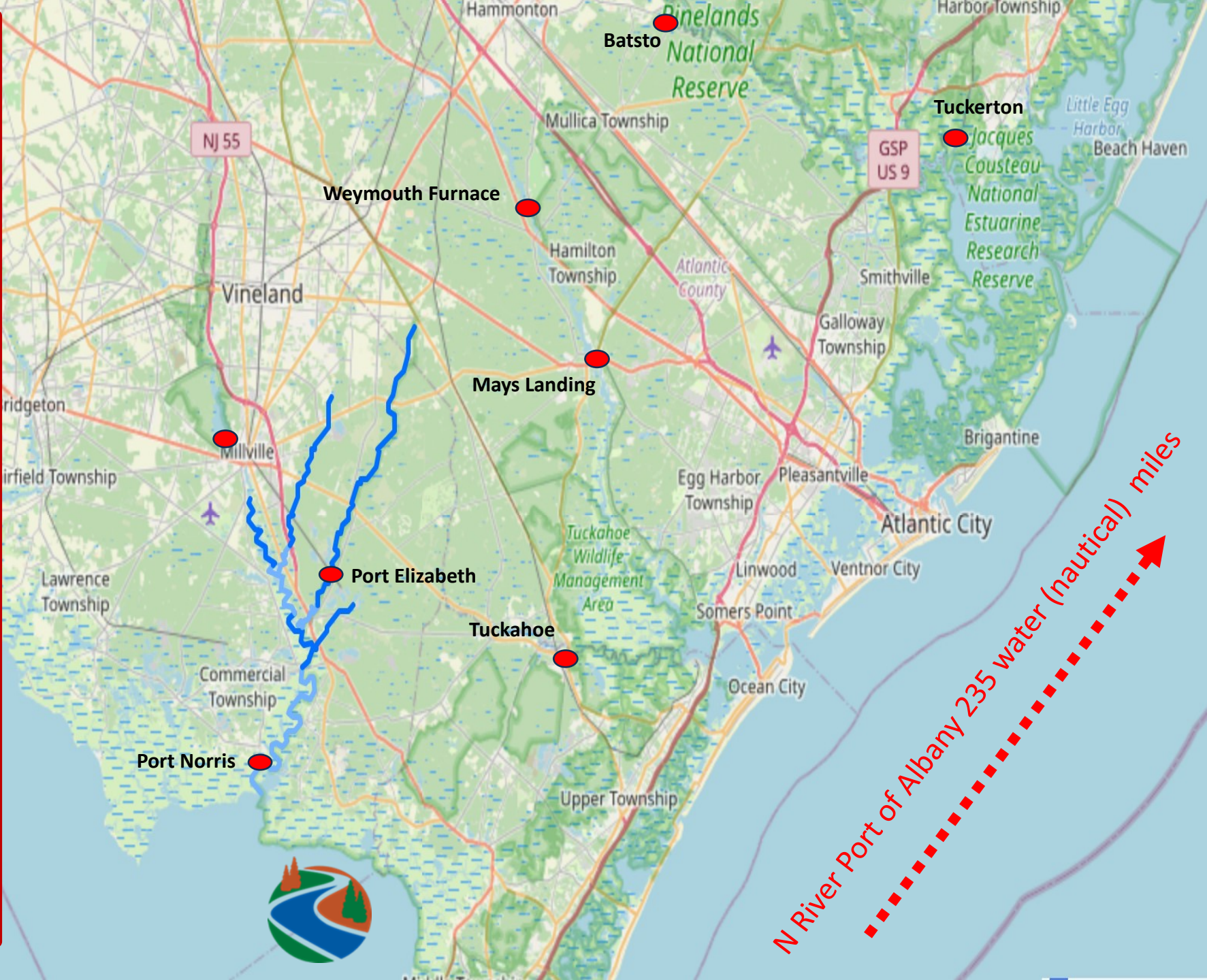
Meaghan
Marie

Coast Wise
Sand Trade

Sailing Maurice River
Sand Barge

28 August 2023





Platform For Your Maritime Operations connecting maintenance, compliance, personnel, and operations all in one innovative system.

Dispatch, Billing, Jobs Dashboard, Integrated, Collaborative

- Trips
- Planner
- Templates
- Saved Filters

Req. Date: 48 hours | Pick Dates: Saved Filter | Apply Filters | Coastwise Trade | Maurice R - N River | New Order

Division: Bridgeton Port of Entry | Area: Delaware Bay | Location: Port Elizabeth 1 Maurice River | Trip Type: Coastwise Barge Assist

Ship: SCM 278 | Agent: Jim Nasium | Customer: National Sand Barge | Dispatch Status: Active AIS

Awarded To: Delaware Bay Barge and Towing

Proprietary

Reset

PROFORMA AS EXAMPLE ONLY

Hide Filters | Clear Filters

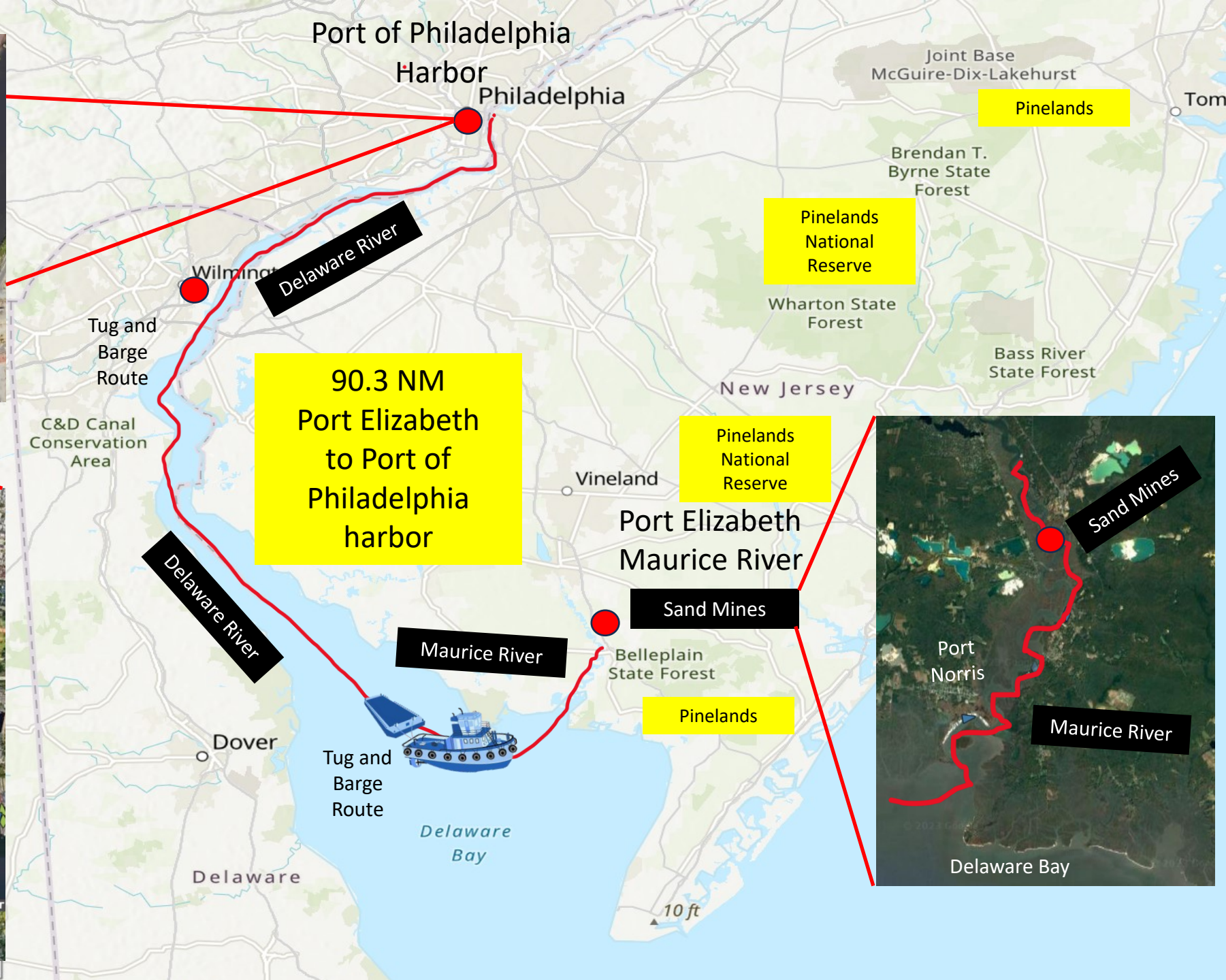
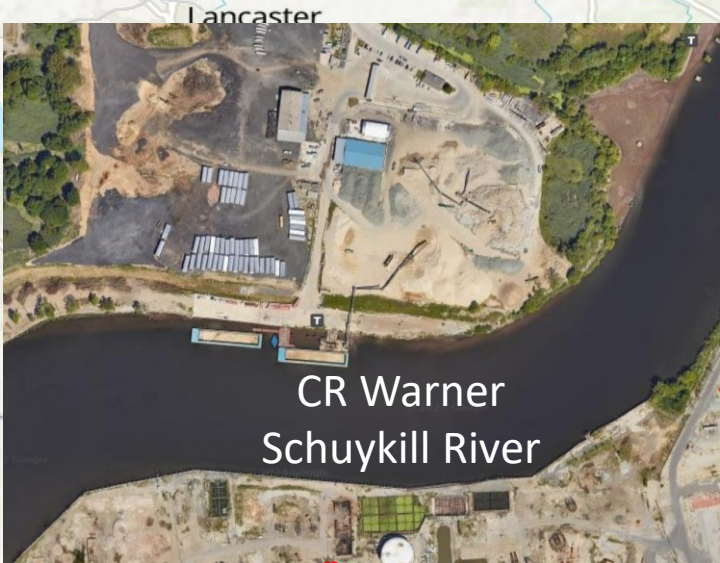
Ship	Agent Acc...	Customer	Req. Date	Req. Time	From	To	Area	Trip Type	Order#	Tugboats
✓	Other tug movements, proprietary information blocked									0
✓	Other tug movements, proprietary information blocked									0
●	SCM 278	Sand Barge	National	SB9152023	00:45	Port Elizabeth	Slater Wharf	Albany	Coastwise Barge Assist	✓ 0
○	Other tug movements, proprietary information blocked									✓ 0
○	Other tug movements, proprietary information blocked									✓ 0
●	Other tug movements, proprietary information blocked									✓ 0
●	Other tug movements, proprietary information blocked									✓ 0
✓	Other tug movements, proprietary information blocked									✓ 0



Port Norris sand barge moves up onto Delaware River Port for Offloading Philadelphia Harbor

Port Norris down on Maurice River

7-24-2023





1880's

Tidewater marshes feeding grounds for rail and reed birds.

West Jersey Game Protective Society
200 members came into Port Elizabeth via
4-5 steam and sailing yachts

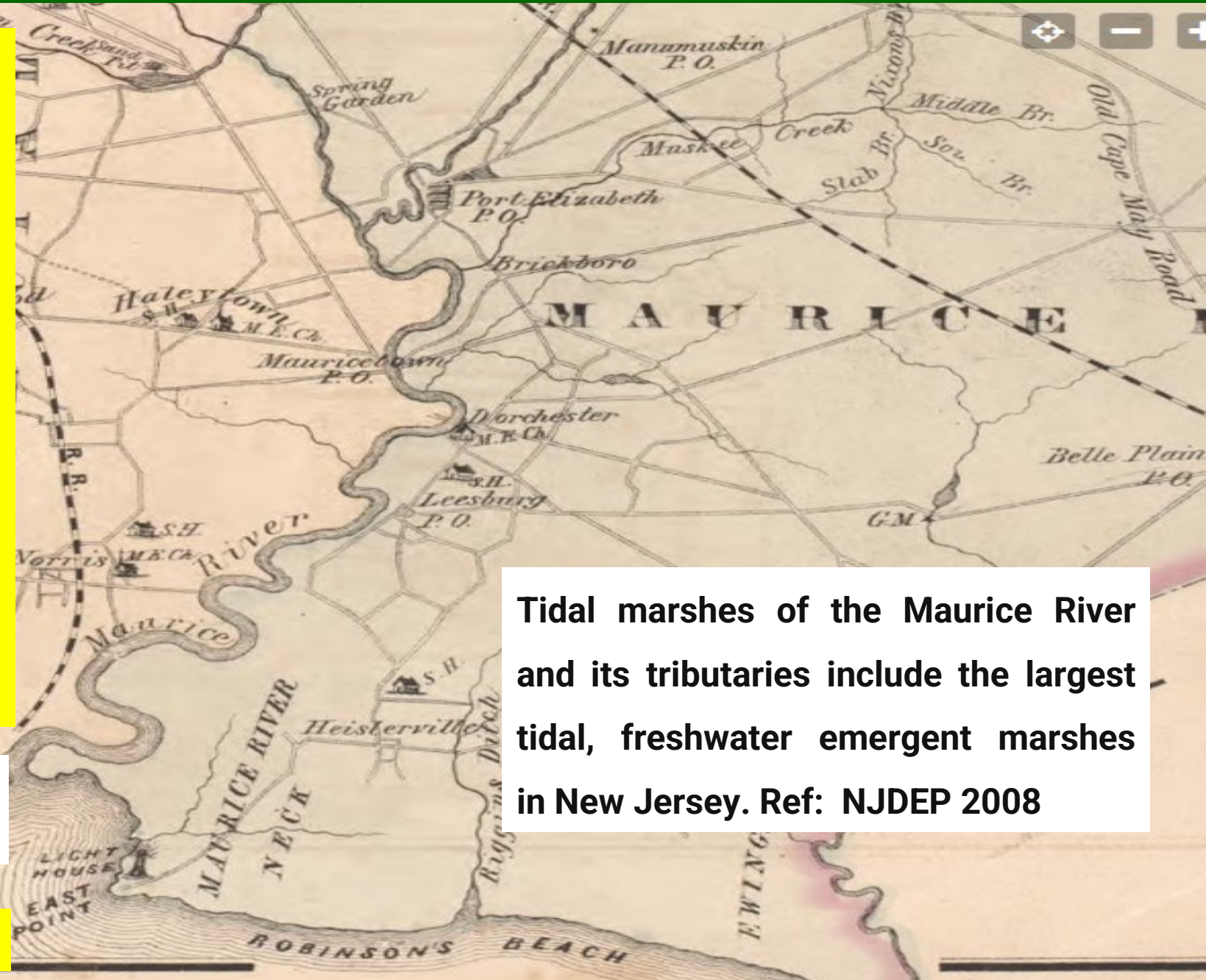
100,000 to 125,000* rail birds killed per
season

375 rail birds killed in two tides by a single
gunner (1882)

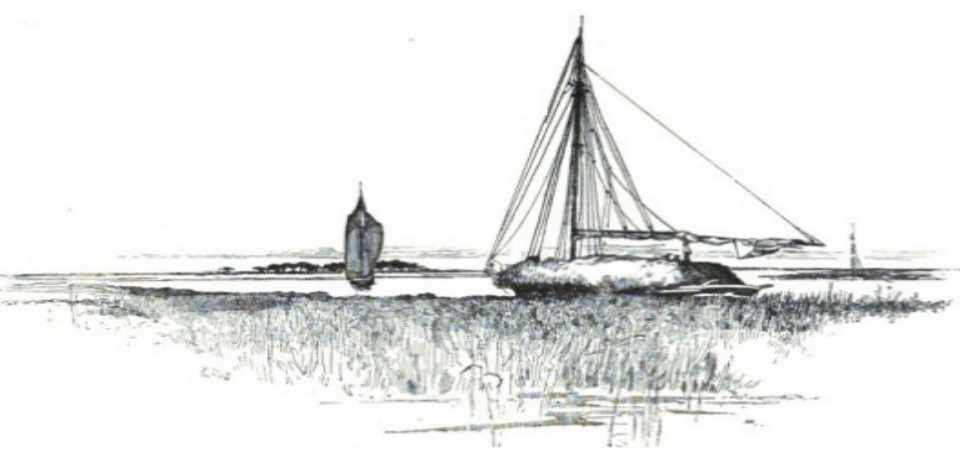
Ref: F.W. Bowden

1881 NJ Enacted laws to stop wanton
slaughter of rail birds

* Bowden notes possible exaggeration on number of birds killed there are documented records of 10,000 birds killed at one time by a single gunner.



Tidal marshes of the Maurice River and its tributaries include the largest tidal, freshwater emergent marshes in New Jersey. Ref: NJDEP 2008



**Hay Sloop in the Jersey Tidewater Marsh
Maurice River**

Reference: Vacation cruising in Chesapeake and Delaware bays. J. T. Rothrock.
1880

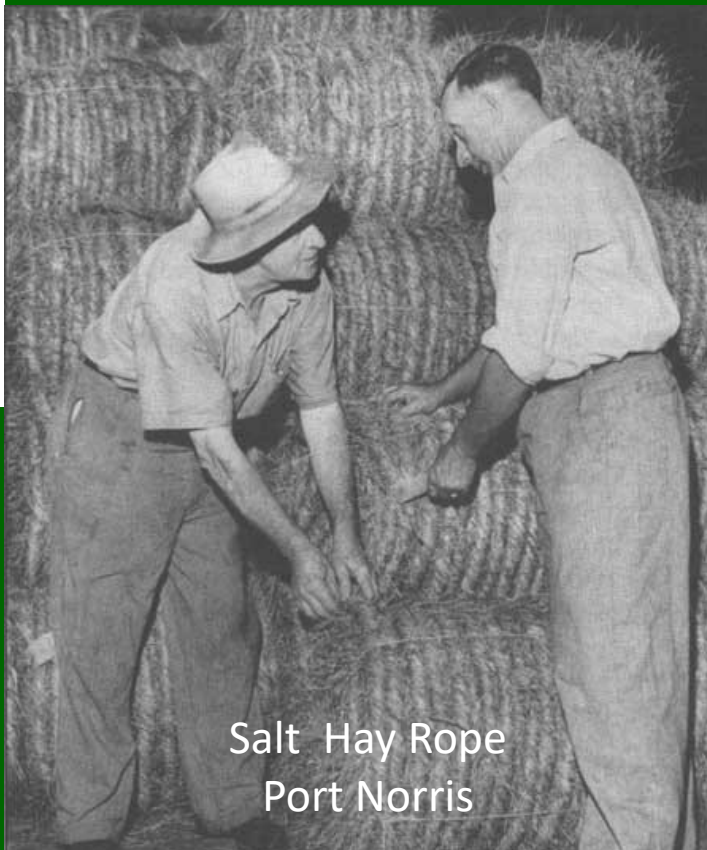
South Jersey Tradition

Salt Hay Rope

Other uses of salt marsh hay: stable bedding, fodder, packing for shipping of Pine Barrens glassware and pottery, insulation in Pine barrens ice houses

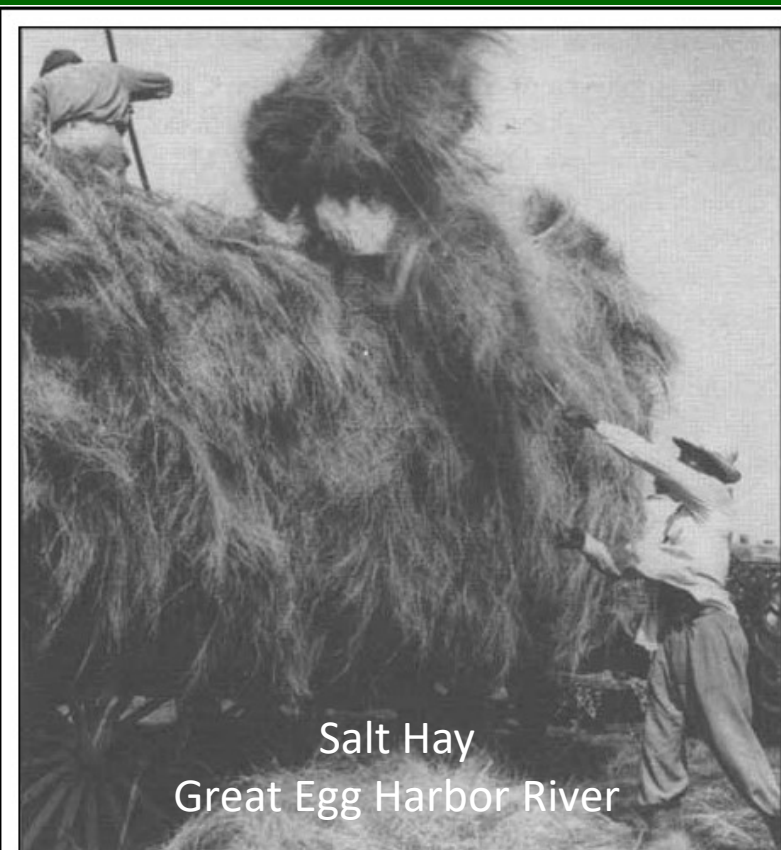


Reference: NJ Coastal Heritage Trail



**Salt Hay Rope
Port Norris**

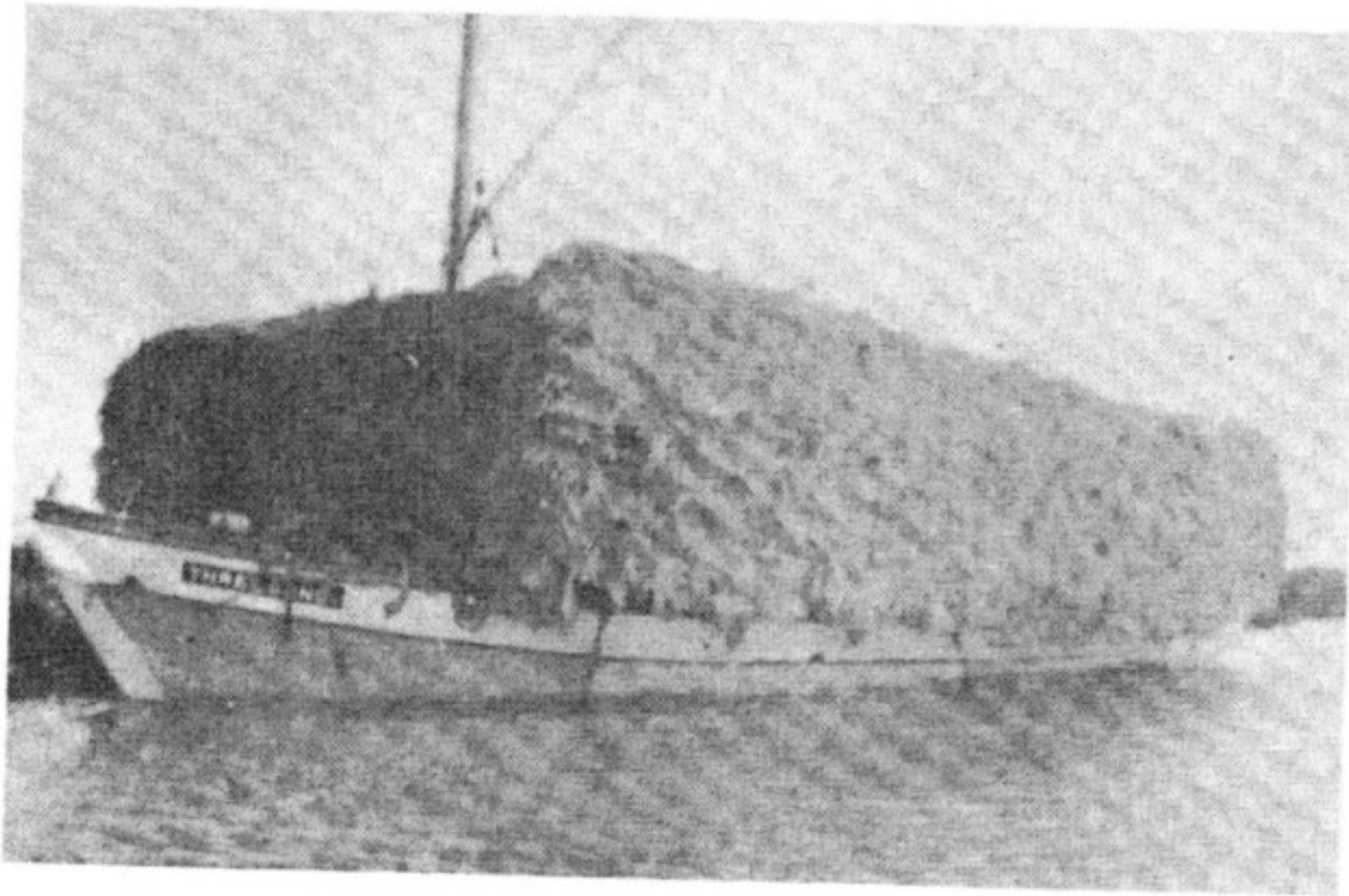
Figure 33. Owen J. Carney, Sr. (left) and Austin Berry (right) discuss Carney's spools of salt-hay rope. *Gibson's Private Collection.*



**Salt Hay
Great Egg Harbor River**

Figure 25. Until the 1950s, salt hay was loaded onto wagons via pitchfork. *Gibson's Private Collection.*

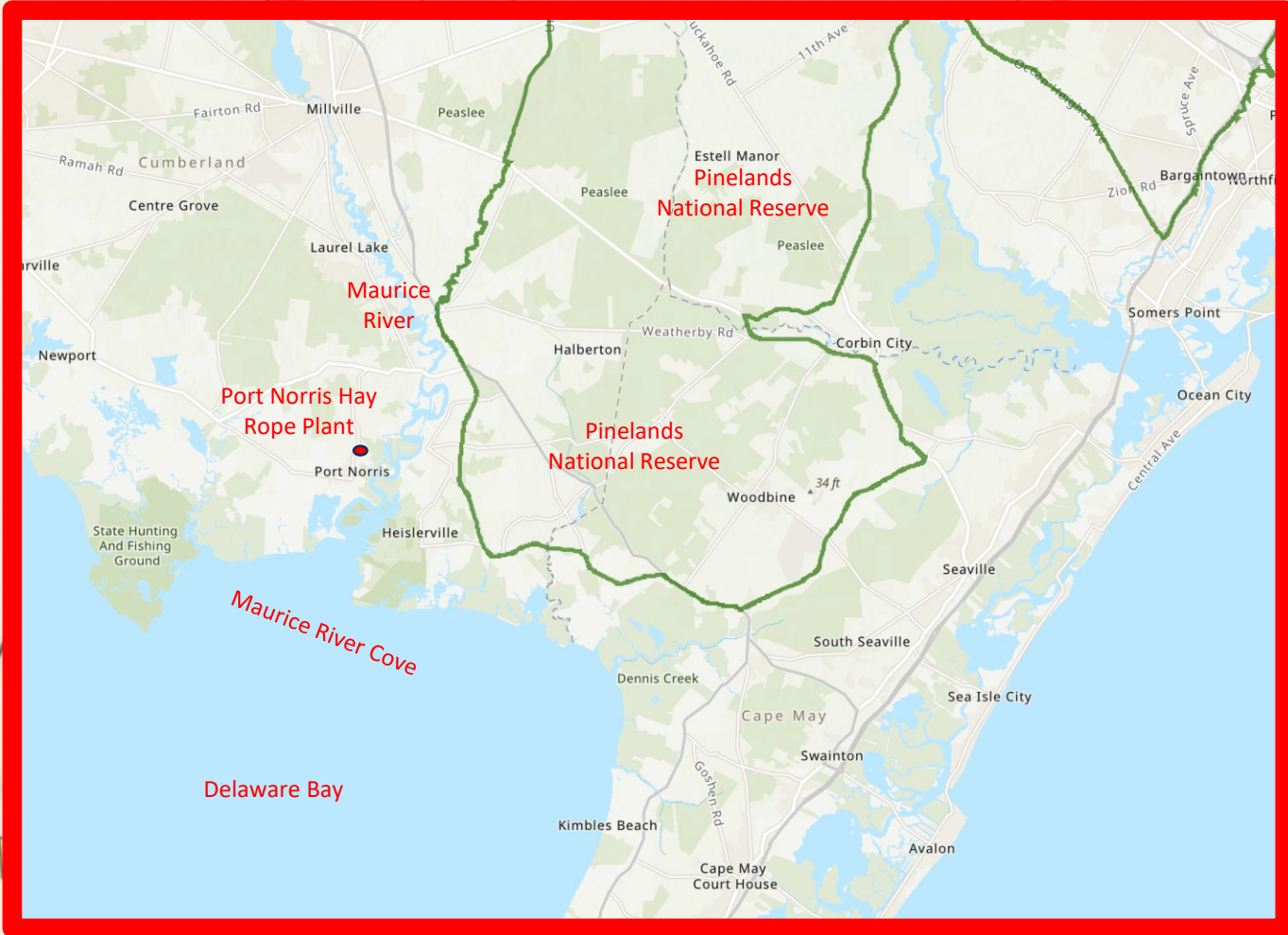




The salt hay business shown in the pictures is the freight boat "Three Brothers" with 80 tons of hay aboard. This was loaded in Long Reach on the Maurice River from the Cadwalader farm which

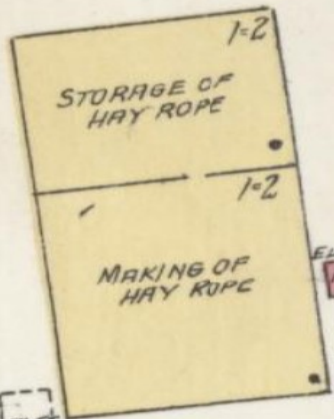
In 1921 according to the Soil Survey of the Millville Area, between 10,000 and 12,000 acres of salt hay were cut each year along the Maurice River. The better grades of hay, which were usually cut before the first frost, brought between \$5 to \$6 a ton locally and \$8 to \$10 a ton at more distant markets.





PORT NORRIS HAY ROPE CO.
HAY ROPE PLANT

NO WATCHMAN.- HEAT: STOVE.-
LIGHT: GAS.- 300'-2 1/2" HOSE AS SHOWN.-
WATER SUPPLY FROM TANK (5500 GAL.)-
FILLED BY ELEC. PUMP.-



V A C A N T

LINCOLN

V A C A N T

AUTO
REP.

W.T.
100' IRON PA. 50'
CAP. 5500 GAL.

SCHOOL

160 MAIN 159

MAIN

158

40'

157

156 MAIN

155

164

50'

50'

Maurice River National Wild and Scenic River



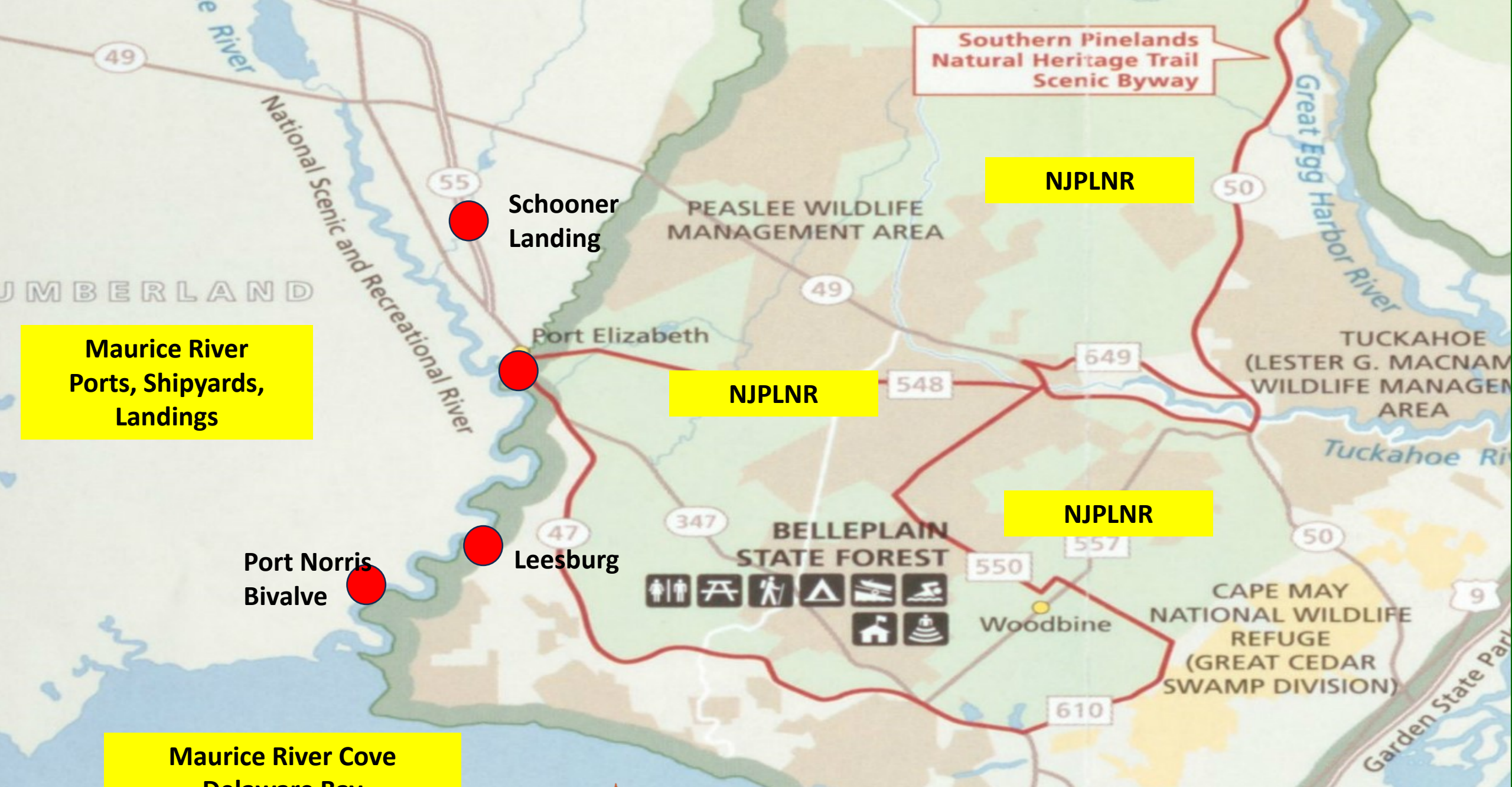
In 1993, the Maurice River and several tributaries including Menantico and Muskee Creeks and the Manumuskin River were added to the National Wild and Scenic River System.

The Maurice (pronounced "morris") River corridor is an unusually pristine Atlantic Coastal river with national and internationally important resources. As part of the Atlantic Flyway, its clean waters and related habitats are vitally important to the migration of shorebirds, songbirds, waterfowl, raptors, rails, and fish. Other important resources include a rare and endangered joint vetch, short nose sturgeon, striped bass, and a pre-historic settlement site. Historically, the Maurice is home to a rich fishing, boating, and oystering heritage.

The Maurice River flows through what was once an oyster harvesting town; you can still see buildings and activities related to this industry. The river supports New Jersey's largest stand of wild rice and 53% of the animal species that New Jersey has recognized as endangered, excluding marine mammals. The Maurice River is a critical link between the Pinelands National Reserve and the Delaware Estuary both nationally and internationally important.

The Maurice River corridor serves as the western boundary of the Pinelands.





Maurice River
Ports, Shipyards,
Landings

Maurice River Cove
Delaware Bay



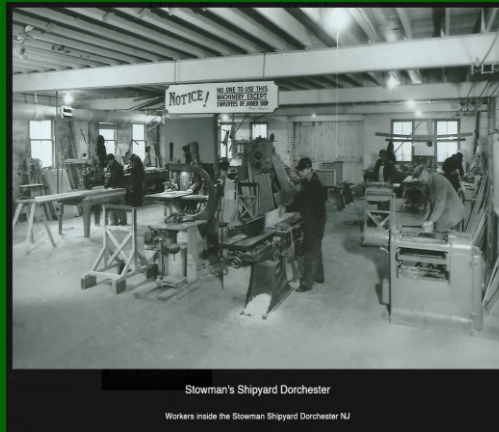
Ram VII (IMO: 8765838)

Off-Shore Supply Vessel “Jack-Up”

**Leesburg, Maurice River
08/29/2023**



Photos from the web site of the Maurice Township Heritage Association



Stowman's Shipyard Dorchester
Workers inside the Stowman Shipyard Dorchester NJ



Delaware Bay Shipyard
Delaware Bay Shipyard photo courtesy of Drew Tomlin

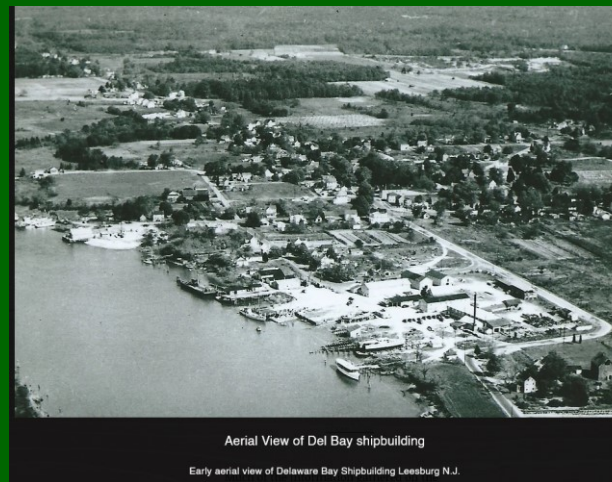


ATR 58 April 23 1944 Delbay
Atlantic Tug Rescue 58 built by Delaware Bay Shipyard Leesburg N.J. launched April 23 1944 delivered to US Navy 1945 photo courtesy of Paul Cox



Welsbach Dorchester 1965 C. G. Pusher Tug pC

Welsbach built by Dorchester Shipyard 1965 Coast Guard Pusher Tug, inland Tender original Name Spike photo courtesy of Paul Cox



Aerial View of Del Bay shipbuilding
Early aerial view of Delaware Bay Shipbuilding Leesburg N.J.



1944 ATR 59 Delbay Shipbuilders
Atlantic Tug Rescue built by Delaware Bay Shipyard Leesburg N.J. launched Sept. 1944 delivered to US Navy 1945 sold in 1947 as the Myrtle E. Wilson photo courtesy of Paul Cox

Stowman Shipyard was established in 1890 by Charles Stowman.

End Use NJPLNR Timber Maritime, Essence of Community

Delaware Bay Shipbuilding Co. Inc. was formed in 1920 by Dr. Malcolm Sharp, a medical doctor who was the son of a seafaring man.

Port Norris

The launching of the Robert C. Morgan, a translation of the wooden schooner into steel, Dorchester shipyard. (Photograph by Elaine Thatcher. 83BET217561-01-33.)

Reference: Dennis Township Museum



Circa 1908
Reference: Dennis Township
Museum

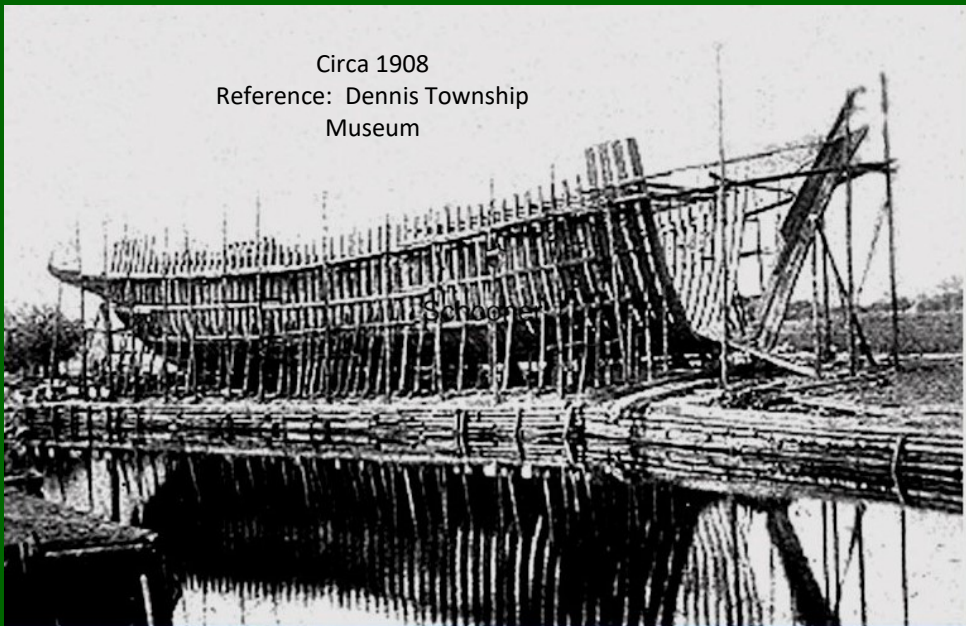


Figure 28. Sailmaker Ed Cobb working in the sail loft of a building that is extant in Bivalve. Rutgers Collection, early 20th century.



Lumbering

Cedar Trees

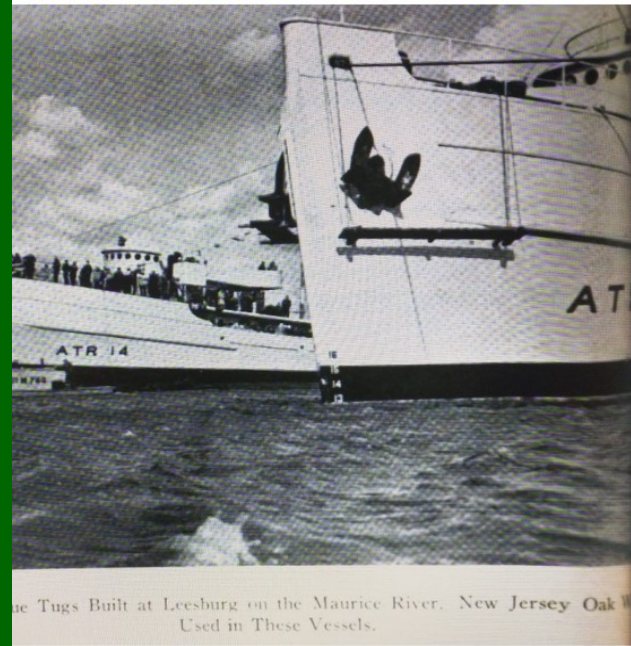
Soft, Durable, Straight Grain for ship building. Vessel yards, top masts, hulls, bowsprits, sails; Shingles; For Cooperage – vats, tanks, churns, piggins, firkins, tubs

Church Organ Pipes

Ben Franklin Poor Richards Almanac 1793



Rancocas Pathways



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

New Jersey Pine Barrens Oak Maurice River



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

Mount Holly N Branch Rancocas Creek Saw Mill Logs floated down from Pine Barrens



Tip of hat to Heidi for Use

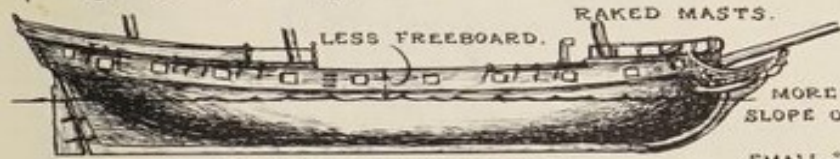
"SHARP" AMERICAN HULLS



THE SPEEDY SHARP-BUILT HULL. THE TOPSAIL SCHOONER RIG WAS A FAVORITE.

The average cargo vessel of the eighteenth century was bulky by nature. Resembling a wooden box set adrift, they were the beasts of burden on the high seas. But there were those American merchant craft that were decidedly not average. They were small and sleek, and rather frankly designed to do service in smuggling or illegal trading. The Crown's restrictive trade acts had long been out-manuevered and out-sailed by these sharp-hulled sailors. Those from New England carried a higher freeboard to take on the sloppy North Atlantic weather while those built in the Chesapeake Bay region needed less height above the calmer southern seas. But aside from a few regional differences, they carried similar streamlined profiles. Converted to privateersmen, they initially took a heavy toll of British wartime shipping.

THE NEW PRIVATEER BREED - The enemy reacted quickly by placing more armament aboard his cargo ships and



LESS HULL DISPLACEMENT.

MORE FORWARD SLOPE OF BOW.

SMALL "TUMBLE HOME"



NARROW STERN.

RELATIVELY NARROW BEAM.

SHARP BOW.



"V" BOTTOM (GREATER DEADRISE OR ANGLE OF RISE FROM THE BOTTOM.)

sending over more of the Royal Navy on convoy and watch-dog duty. By early in 1776, the shipyards along the American coastline were busy with the answer. The sharp lines of the New England and Chesapeake swift vessels were enlarged into a privateer built specifically for the purpose. Actually, no hull was built to exceed one hundred and twenty feet in length. They were still small enough to carry whatever rig struck one's fancy, be it schooner, brig, brigantine, snow or whatever. And under that spread of sail was the sharp hull that would pleasure any privateering captain.

Storage space was decreased, for there were fewer provisions and less ammunition needed for short cruises. Prize goods taken aboard would include only the valuable smaller items. Cannon that lined the deck were small bore and lighter requiring less "tumble home" to bring

NJ Pinelands National Reserve

Maritime Cultural Landscape

Forest Ecology

Natural Resources



Maritime Cultural Landscape, NJ's Coastal Hinterland NJ Pine Barrens



Fernwood Springs
NJ Pine Barrens Western Fringe

Reference: Richard Forman, Pine Barrens Landscapes, 1979

1799: Collector of Customs records – 20 sailing vessels regularly docked at Somer's Point. VsIs made 16 trips per year to Philadelphia and NYC. Cargo timber from Egg Harbor hinterland, the NJ Pine Barrens. Each voyage per year moved 35 thousand board feet per voyage or 11,200,000 board feet per year. Fuel Wood by 1833 steamboats w “their hug maws” fed an insatiable appetite w thousands of shallop loads of Pine Barrens wood . Between 1815-1945 one hundred vessels of 20-100 tons sailed from the Mullica River carrying cordwood. 50 other vessels operated from Barnegat Bay. Heavy cutting is recorded in the 1840 census around the Great Egg Harbor River and Mullica River



Atlantic White Cedar

Tree up to 80 feet high. In the pine barrens tree height is down to around 50 feet. Tree bark is reddish, greenish bark, fissured into flat connected ridges. Inner bark maybe torn into down long, strong strips. Favors wet areas, produces a light, soft, strong, close grained, ; light, brown to reddish, fragrant wood. Produces a resinous sapwood.

Used for boatbuilding, shingles, interior finish, fence posts, railway ties, cabinets, woodware, interior ship

Building. Inner bark used to make baskets.

Indian Annie, of Tabernacle, cedar baskets are works of art.



ATR 14 vessel Class Notes Built and Launched Cohansey and Maurice River Shipyards

- On 12 Sep 41 the chief of the Bureau of Ships sent a long letter to the Chief of Naval Operations on the "need of rescue tugs to tow in disabled vessels." He stated that it was imperative in time of war to salvage, as far as possible, every ship which had been placed in peril of sinking by reason of damage incurred through enemy action or resulting from marine casualties.
- On 19 Jan 42 CNO directed the construction of ATR 1-40 as Part of the U.S. Navy's Maximum War Effort (1799 Vessel) Program, and on 5 Aug 42 VCNO directed the construction of ATR 50-89 using tonnage still available in this program.

Presumably to minimize the impact of the rescue tug program on other Navy ship procurement, the Navy decided to have the vessels built of wood and equipped with relatively simple triple expansion steam machinery. The hulls could then be built by small shipbuilders not involved in the main Navy shipbuilding effort while the engines could similarly be built by small local machine shops.

- The 80 wood ATR's took an average of 9.4 months between keel laying and launch and 13.6 months between keel laying and commissioning while the first 79 steel 143' equivalents (omitting ATA 219-238) took an average of 1.9 months from keel laying and launch and 5.2 months from keel laying to commissioning. The ATR-1 program included seven ships that were ordered in 1942 and not completed until 1945, including one that was commissioned only one day before Japan's surrender.

On 16 Apr 43 the Under Secretary of the Navy directed the construction of the next batch of ATRs . On 13 May 43 BuShips formally recommended that ATR 101-140, be changed from wood to steel construction, and CNO approved this recommendation on 3 Jun 43. These were built to the 143-foot BAT/ATR design and are listed here as the ATA-174 class.



Reference: USN Heritage Program

Richard Smith, Tacoma



NJ Pine Barrens Atlantic White Cedar Forest

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.