High Tide. NJ's N Branch Rancocas Creek
Photograph Joe Pluck's Hot Air Ballon, July, 2024.

Cast Away Island - NJ's Quintessential Natural Resource - Environmental Resource Inventory

Stewardship - North Branch Rancocas Creek - Rancocas Creek Water Trail

All Photos from Cast Away Island

Acknowledgement

Cast Island ERI was put together through a multi-year grass-root very informal community collaborative shilly-shally infusion of people with diverse and at time opposing interests enjoying a common ground, this the stewardship of NJ's quintessential natural-resource the Rancocas Creek. Respect multi-use and privacy of land-owners.

287 pages to go, take one down, pass it around 286 pages to go, take one down, pass it around....285 pages to go.

Thank-you and Much Obliged

Stewardship

High Tide

Looking East, Up North Branch, Rancocas Creek

Who's that knocking ?

North Branch Rancocas Creek Water Trail

Naturally, here is where we find a peaceful, tranquil symmetry of nature, tides, history, heritage, people, & community stewardship

Cast Away Island ERI

Hainesport
Tug *Minevra* tethered sand barge. In background (sand) train.
Tied off Haines Landing

Hainesport

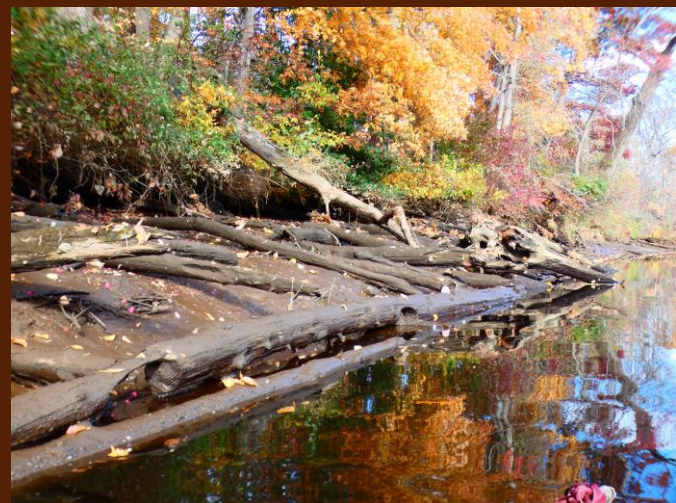
Paradise Hill
Lumberton Creek

SSW Cast Away
Island

Cedar Water/Low Tide

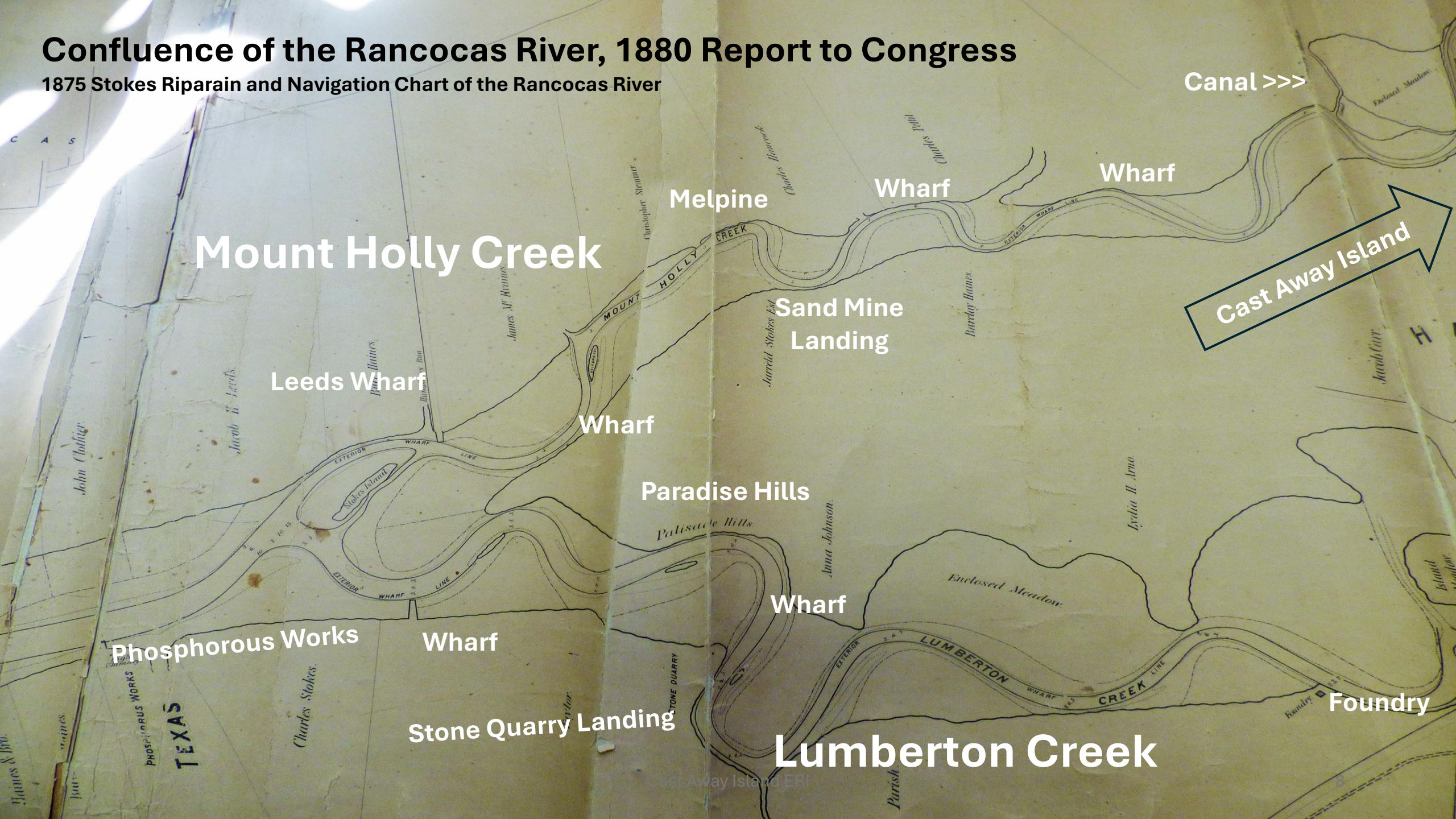
1870’s Sand Mine Piers

Rancocas State Park

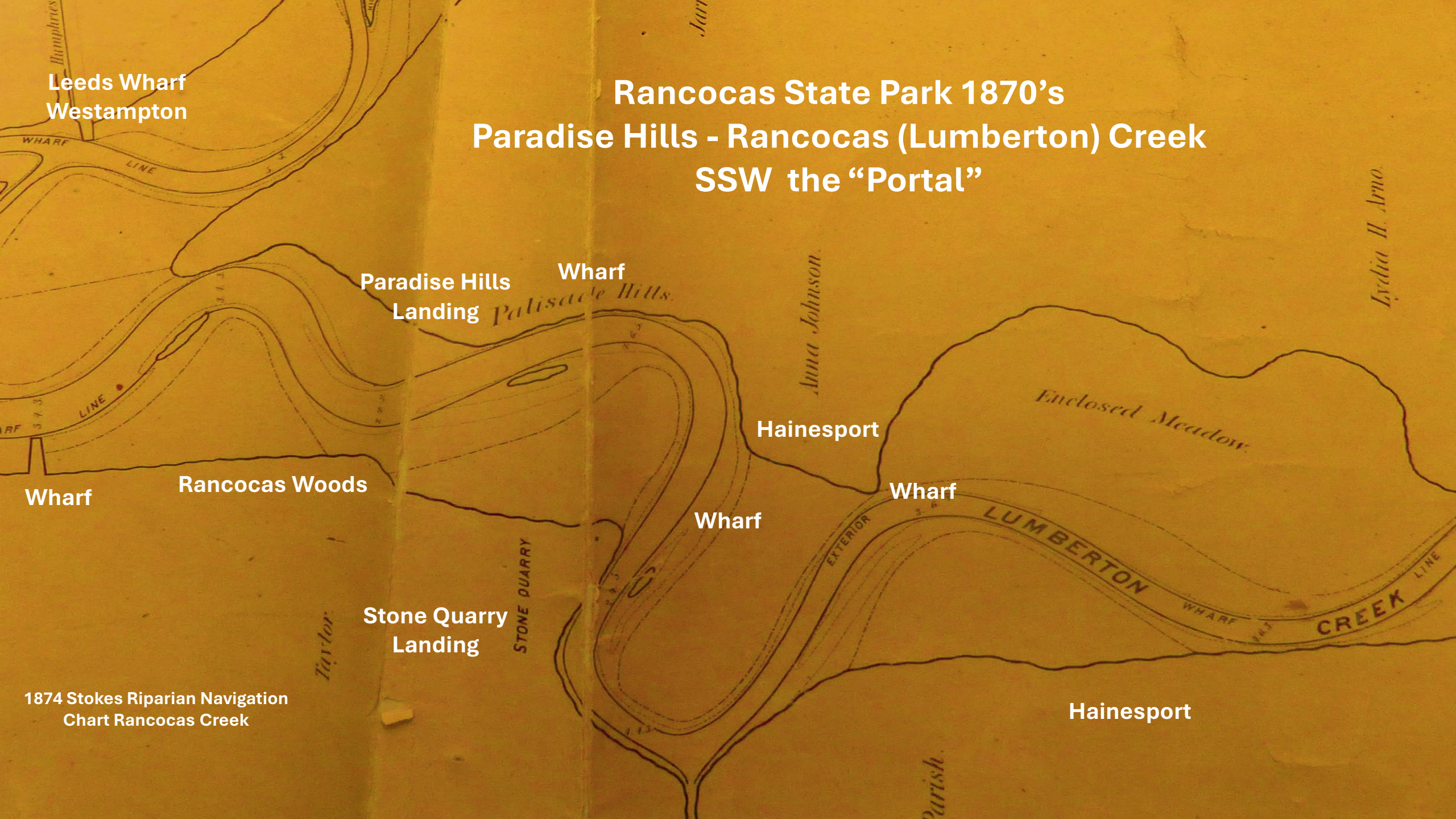


Confluence of the Rancocas River, 1880 Report to Congress

1875 Stokes Riparain and Navigation Chart of the Rancocas River



Rancocas State Park 1870's
Paradise Hills - Rancocas (Lumberton) Creek
SSW the "Portal"



1874 Stokes Riparian Navigation
Chart Rancocas Creek

Stewardship

Enroute Cast Away Island - Timbuctoo

North Branch - Rancocas Creek Water Trail

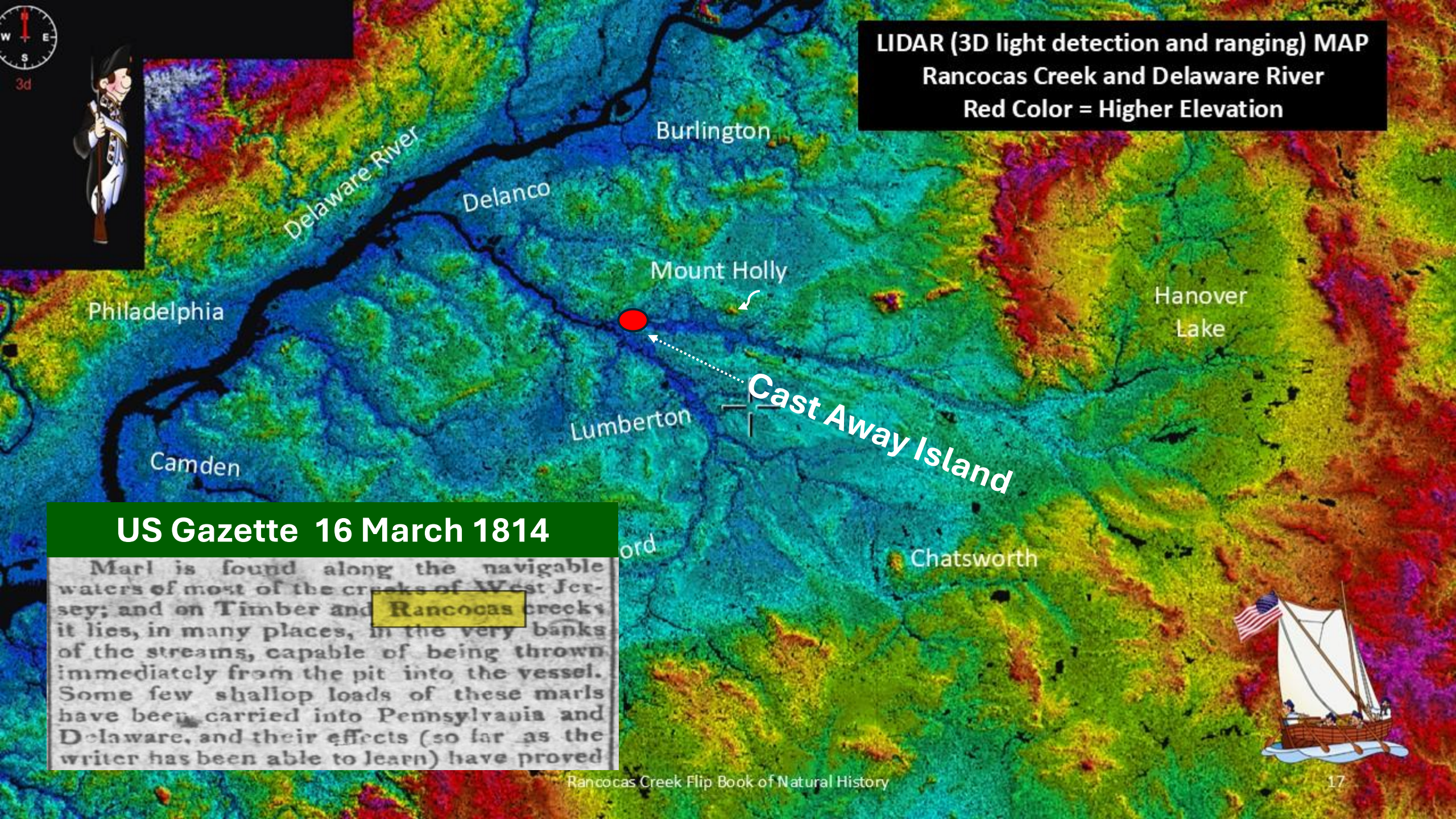
Cast Away Island is an isolated partially submerged 15 acres oligohaline wild-rice marsh on the North Branch of New Jersey's Rancocas Creek. It is naturally protected, sheltered and isolated by Rancocas State Park and Long Bridge Burlington County Park.

Bathed by twice-daily tides and constantly flowing past amber Pine Barrens waters, the island sits in the apex of New Jersey's largest remaining colonies of wild rice, hosts eagles, kingfishers, turtles, migrating fish and numerous other wildlife. It also supports year-round multi-use.

For centuries the Rancocas Creek has supported people - from Native Americans to early American intrigue, the underground rail-road and so also 19th-century sand and clay mining, industrialization. Historic maps and WPA charts show how navigation shaped the Rancocas Creek Cast Away Island maritime cultural landscapes and communities.

Photo by ks337

Art by Luke


LIDAR (3D light detection and ranging) MAP
Rancocas Creek and Delaware River
Red Color = Higher Elevation
3d
Burlington
Delaware River
Delanco
Mount Holly
Philadelphia
Hanover
Lake
Cast Away Island
Lumberton
Camden
ord
Chatsworth
US Gazette 16 March 1814
Marl is found along the navigable waters of most of the creeks of West Jersey; and on Timber and Rancocas creeks it lies, in many places, in the very banks of the streams, capable of being thrown immediately from the pit into the vessel. Some few shallop loads of these marls have been carried into Pennsylvania and Delaware, and their effects (so far as the writer has been able to learn) have proved

Rancocas Creek tidewater marshes are bordered by tidal water downstream and upstream pine barrens cedar water western outflows.

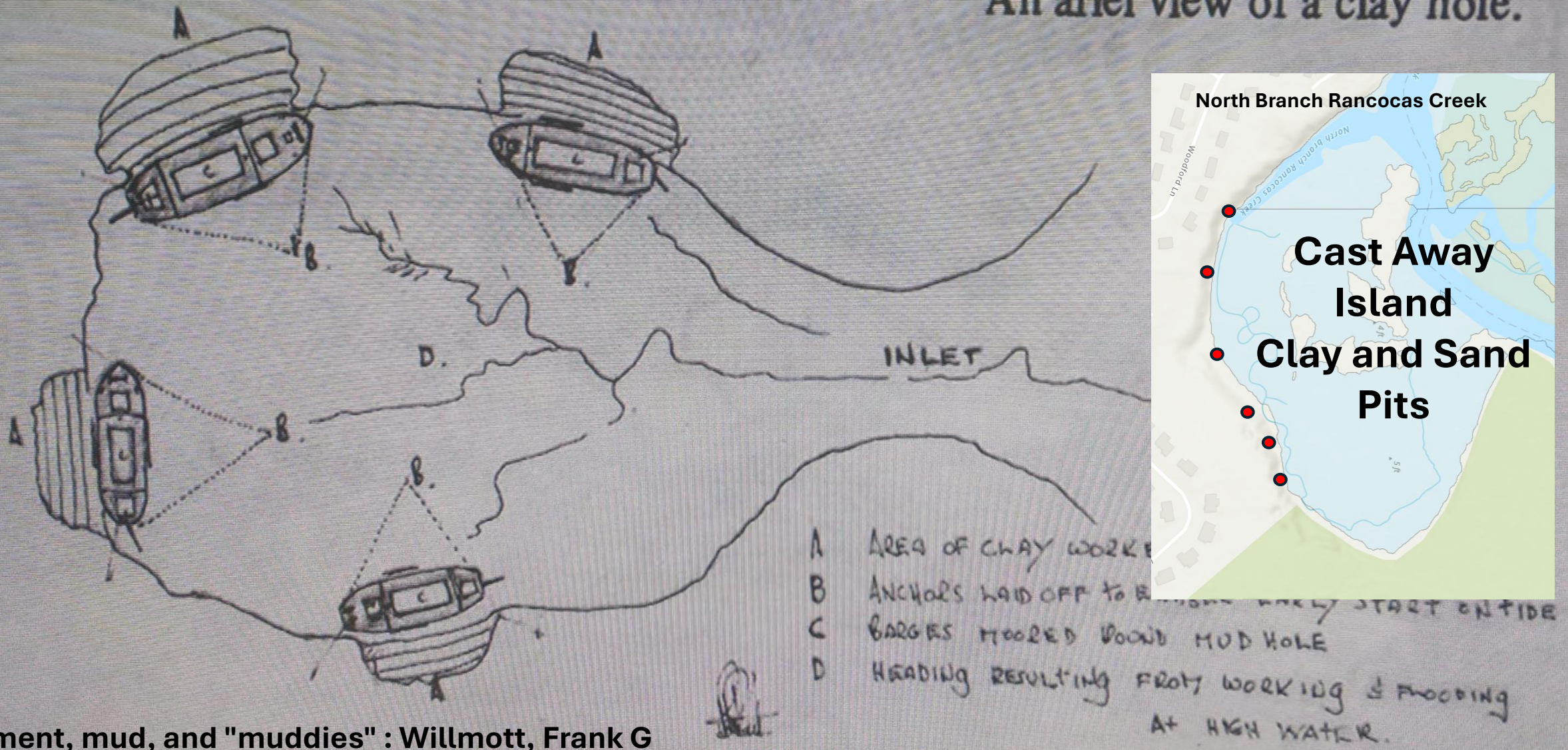
Mud and Muddies

11

1851

Extraction Method for Clay/Sand Holes Along a Tidewater Creek/River (as an example)

An ariel view of a clay hole.



Cement, mud, and "muddies" : Willmott, Frank G

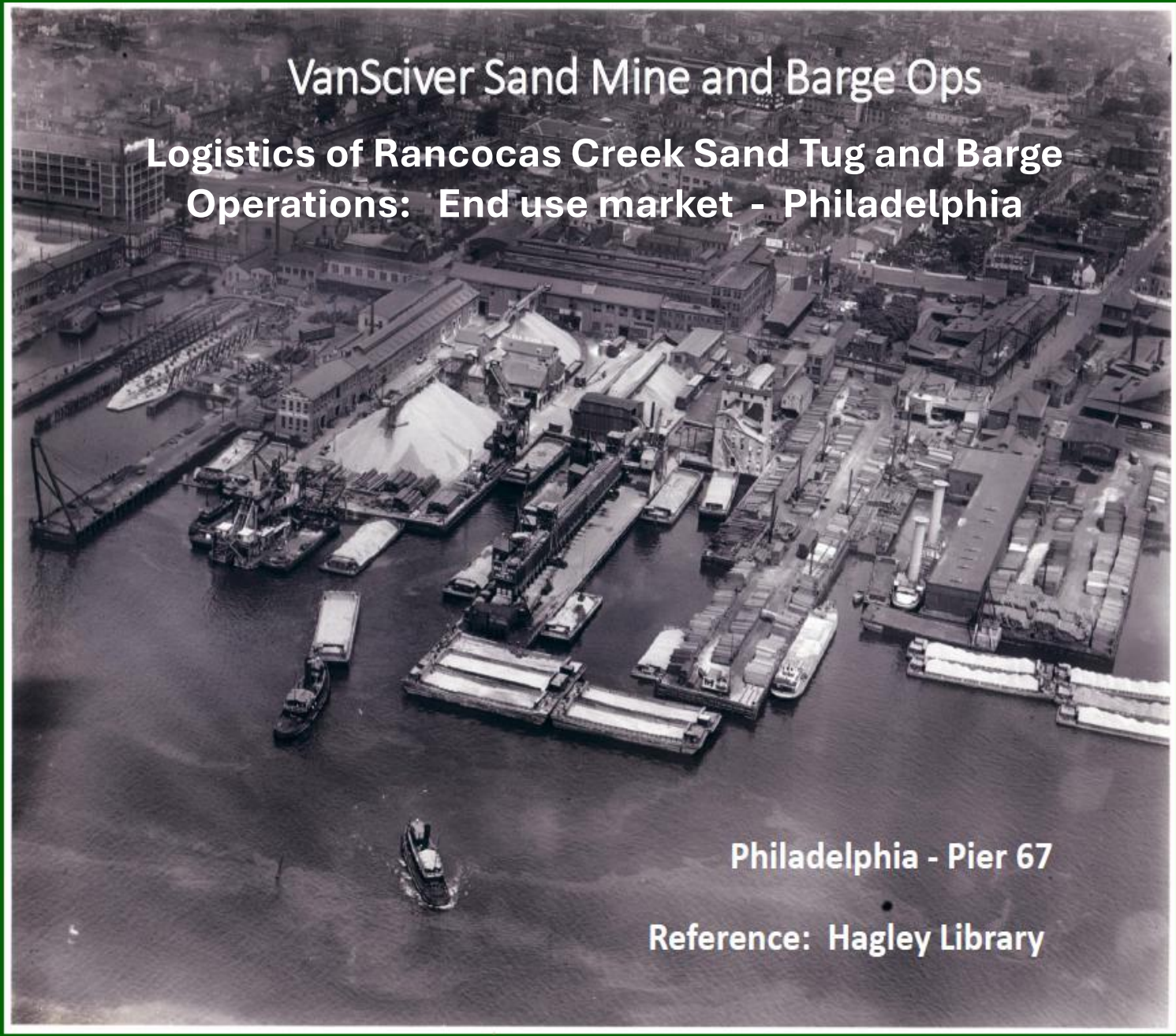
Stewardship

J.B. VanSciver, Sr. was born in Hainesport, 14 May 1861. He and his brother George developed the Hainesport Mining and Transportation Company and the DeFrain Sand Company.

These companies consolidated into the VanSciver Sand Company. Mr. Van Sciver was also a director at Knickerbocker Lime Company.

By the 1920's these were the premier manufactures and distributors of building material in South Jersey and NE Pennsylvania.

In WW1 VanSciver supplied sand, gravel and concrete to build the Emergency Fleet at Hog Island . In 1929 VanSciver was sold to the Warner Company.



Tidewater Marshes Around Cast Away Island Come Alive in April

Red Wing Blackbird

Tidewater migratory, seasonal visitor

By fall migration the wild rice marshes that make the fabric of Cast Away Island tidewater ecology are covered in quilts of red wings, bobolinks, meadowlarks, grackles.

A natural crescendo.

Fall Migration

Red Wing Blackbirds

Wild Rice draws flocks of Red Wing Blackbirds

21 July Rancocas State Park

Rancocas Creek Navigation Channel
1890's Wing Dam
West of Cast Away Island

Note: height of wild rice tidewater narsh

Sections

Stewardship

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Section One: Location, Tidal-Morphology

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Section Three: Who was here first?

Section Four: Maritime Cultural Landscape

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Section Seven: Multi-Use Public Access

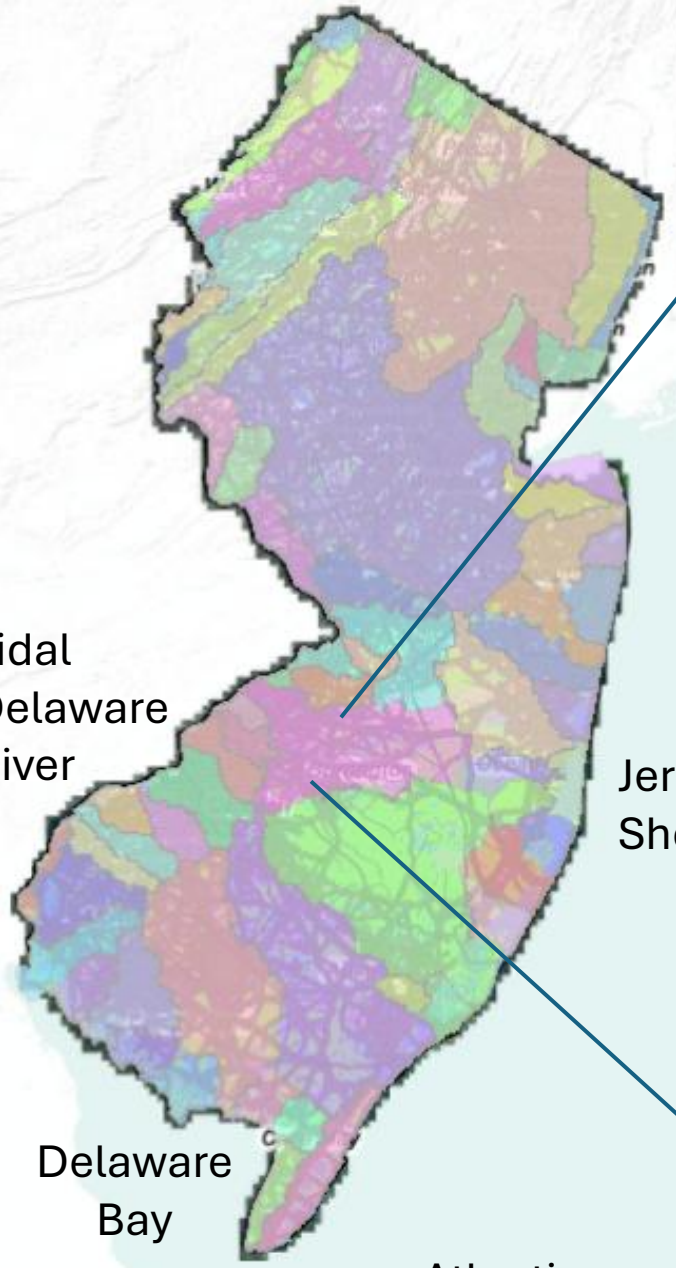
Appendix: Industrial Statistics, Reading and Activity Lists

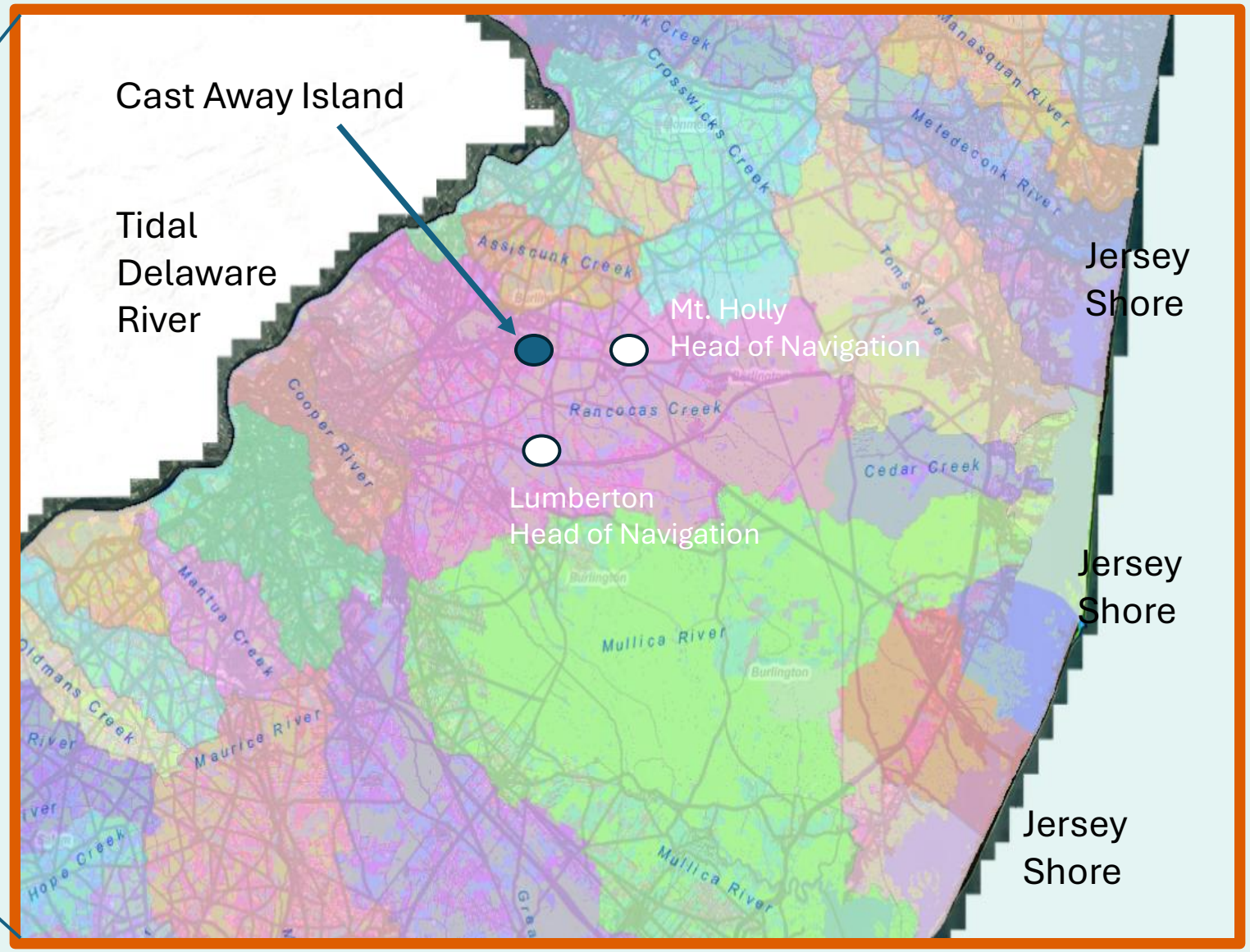
Conclusion

Cover Photo: Looking East. High Tide. N Branch Rancocas Creek Water Trail . State of NJ Rancocas Natural Area , left. Cast Away Island, right. Timbuctoo, Mt. Holly, center. Arney's Mount, upper right.

Photograph Joe Pluck's Hot Air Ballon, July, 2024.

Rancocas Creek Watershed





Ref: General Map NJDEP

Philadelphia Trading Area 1760

Philadelphia Trading Area

20,000 Square Miles

Within 20 miles of Philadelphia Port

375,000 people

Ref: Rob Howard, Winterthur

1760

Pine Barrens yielded thousands of board feet planks, beams ands scantlings.

10 months a year sailing shallops carried grain, flour, fence rails, cheese and meats of South Jersey "at a trifling expense" to Front Street, Port of Philadelphia

Relied on tides vs sailing power to navigate South Jersey Delaware River tidewater tributaries.

Ref: *Maritime Commerce of Colonial Philadelphia*

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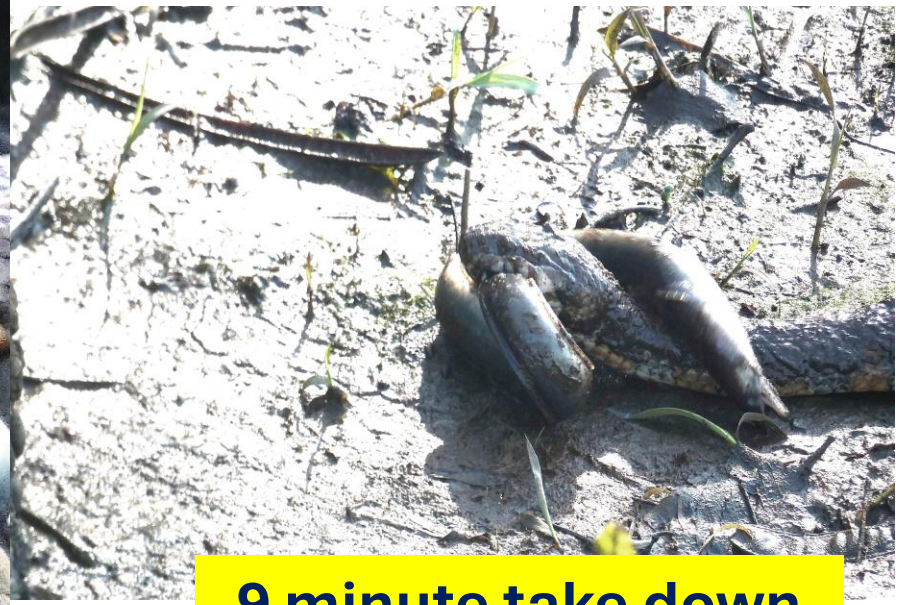
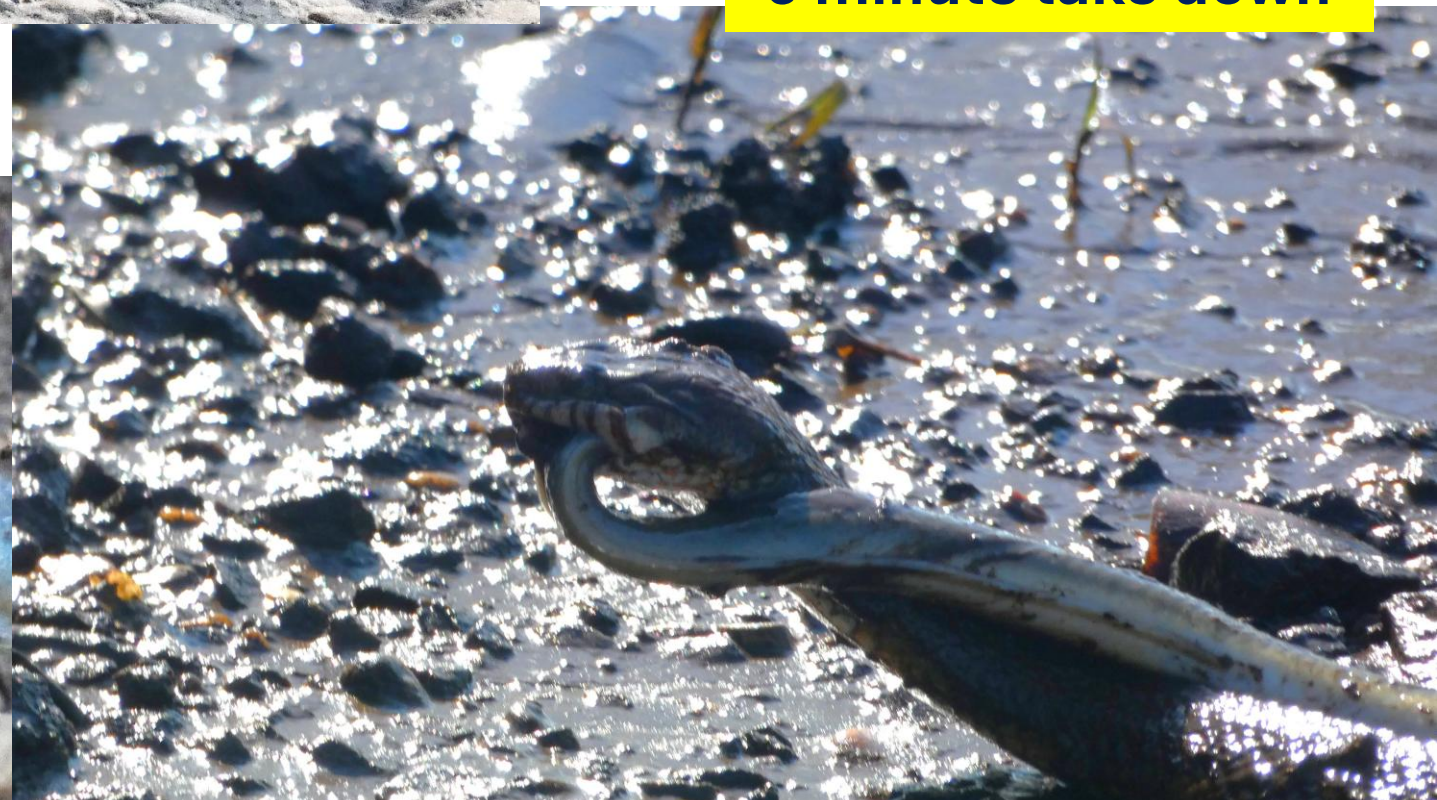


9 minute take down

Water snake ambushes ell.
Cast Away Island



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High Tide – Beggar Tick Flowers hold their blossoms under water
Cast Away Island

Geography

Physiographic region and/or subregions
Maps/Charts/Slope, Relief, Elevation
Freshwater Oligohaline tidewater marsh

Geology

Unconsolidated (loose rock, sands) and thickness
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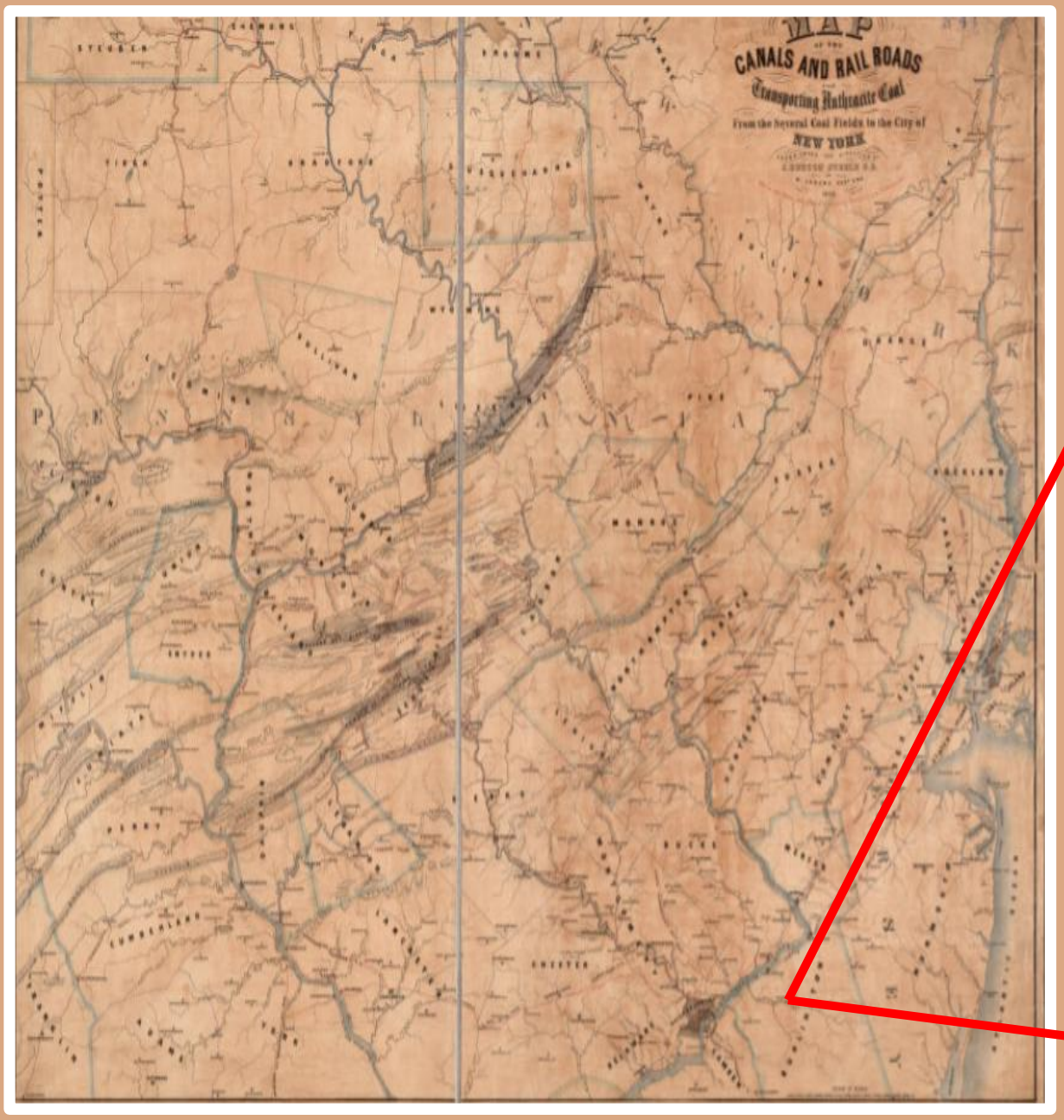
Soils

Soil types, texture, stoniness, depth, types
Erodibility, potential soil loss in cubic feet per year
Surface runoff , permeability, perviousness
Nutrient absorption (exchange capacity)


MAP
OF THE
CANALS AND RAIL ROADS
Transporting Anthracite Coal
From the Several Coal Fields to the City of
NEW YORK

Cast Away Island
BUCKS
MERCER
MONMOUTH
BURLINGTON
CAMDEN
DELAWARE
PHILADELPHIA
PRINCETON
TRENTON
BORDENTOWN
BRISTOL
BURLINGTON
NORRISTOWN
PHOENIXVILLE
DOYLESTOWN
MONMOUTH
ALLENTOWN
HADDONFIELD
GLOUCESTER
WOODBURY
SCALE OF MILES.

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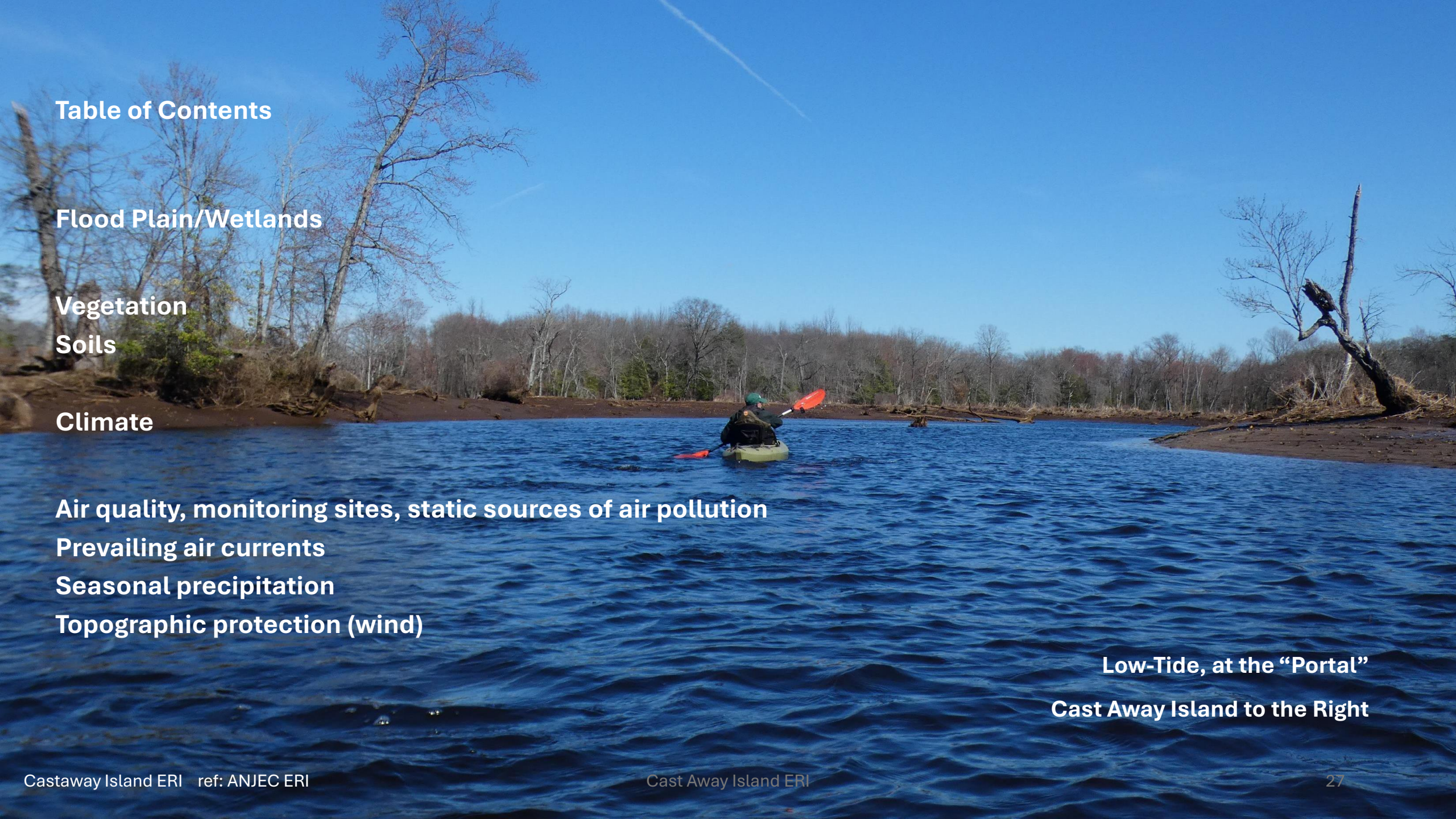
Watershed and subwatersheds
Tidewaters
Floodplains, wetlands, tides
Water quality, drainage, outflows
Surface water and tributaries

Cast Away Island

Incoming Tide



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Flood Plain/Wetlands

Vegetation
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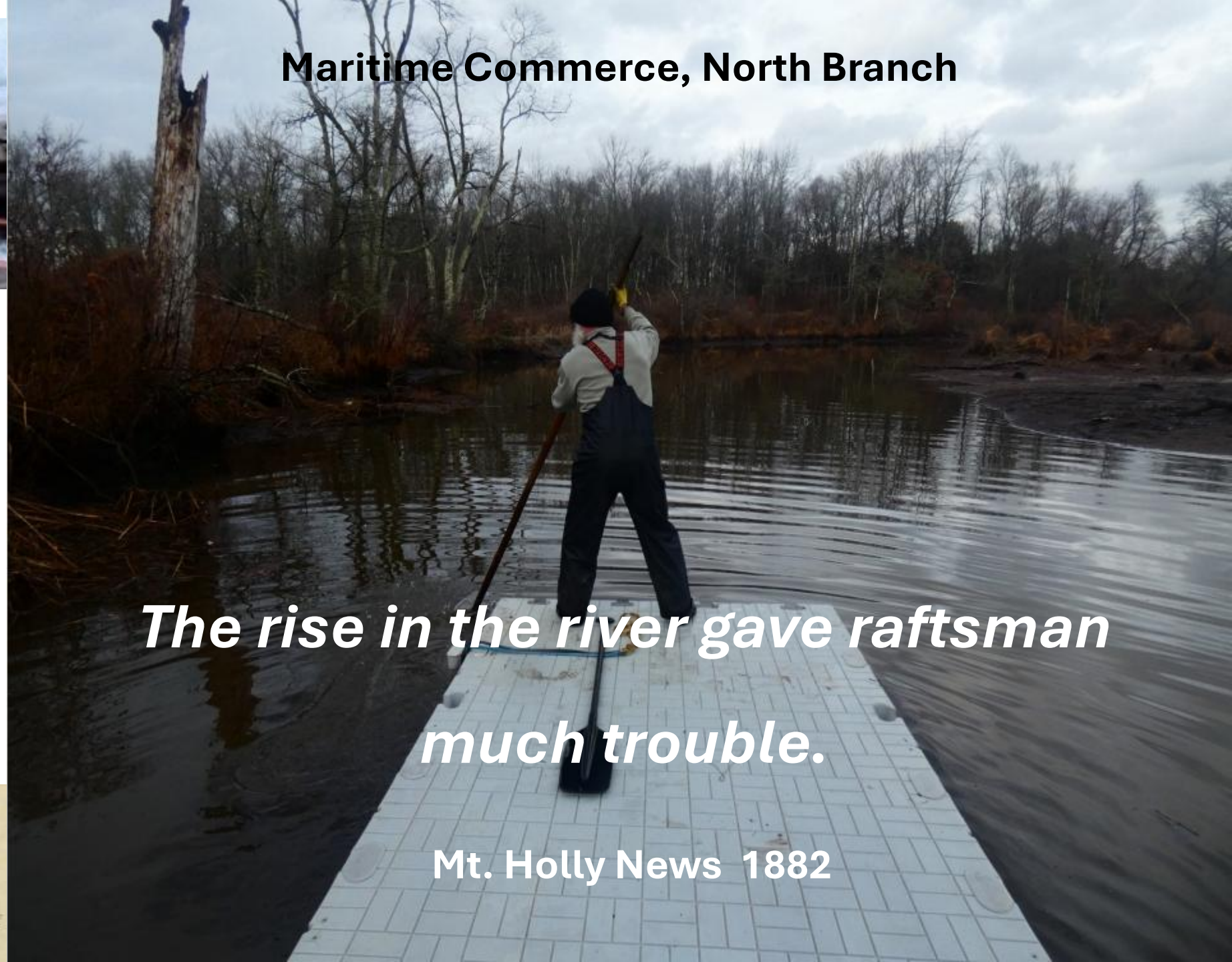
Air quality, monitoring sites, static sources of air pollution
Prevailing air currents
Seasonal precipitation
Topographic protection (wind)

Low-Tide, at the “Portal”

Cast Away Island to the Right

Rancocas Creek Commerce Rapid Growth from Location of Delaware River Ports, People, Community, Heritage,



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Vegetation

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Vegetation of recreational and/or historic value
Vegetation of economic value
Rare or endangered species
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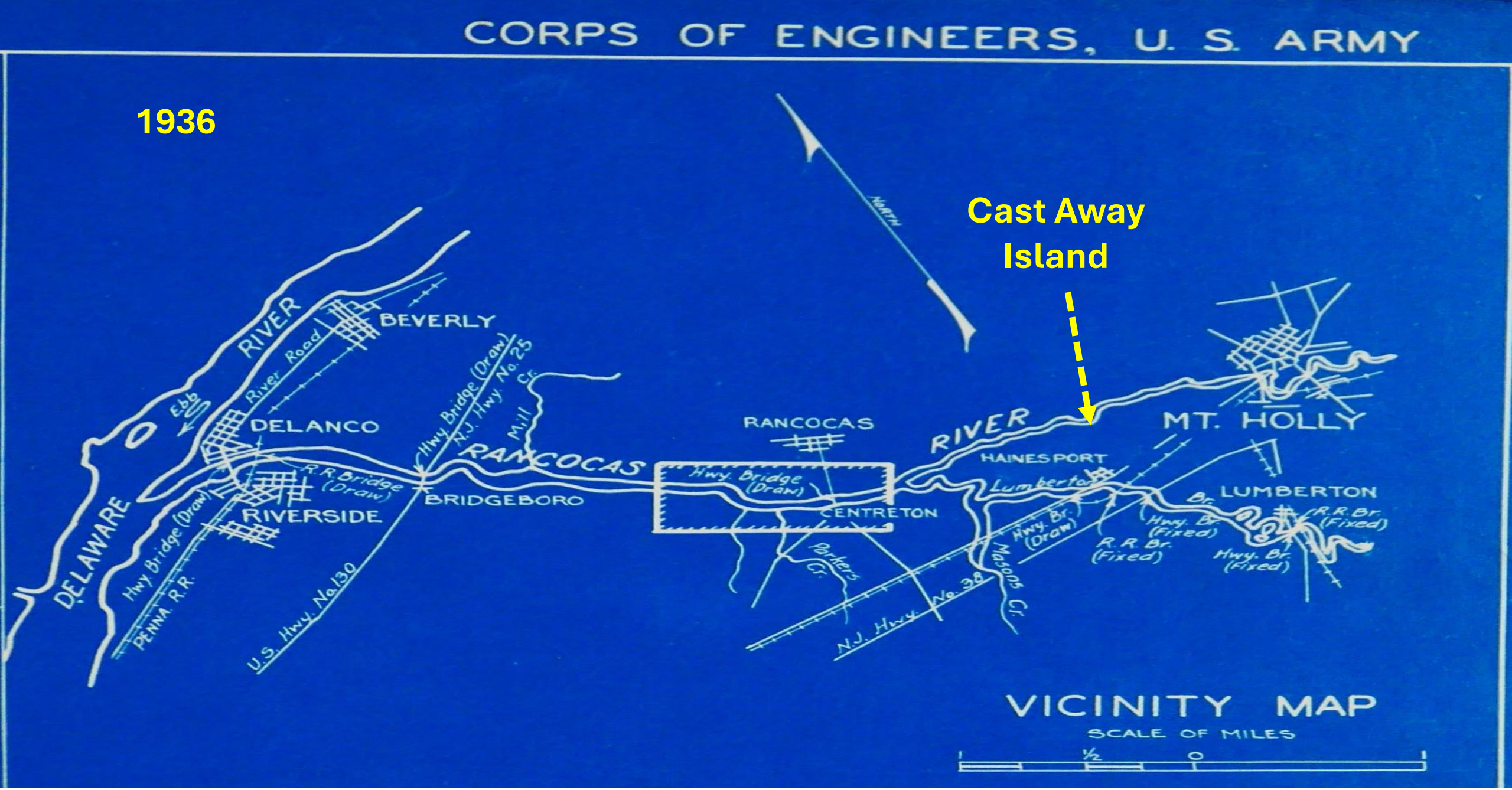
Forest cover
Agricultural areas

Cast Away Island Viewshed


CORPS OF ENGINEERS, U. S. ARMY
1936
Cast Away Island
NORTH
BEVERLY
RIVER
River Road
Ebb
DELANCO
Hwy Bridge (Draw)
N.J. Hwy. No. 25
Mill Cr.
RANCOCAS
RIVER
R.R. Bridge (Draw)
BRIDGEBORO
RIVERSIDE
DELAWARE
Hwy Bridge (Draw)
PENNA. R.R.
U.S. Hwy. No. 130
RANCOCAS
Hwy. Bridge (Draw)
CENTRETON
Borkers Cr.
N.J. Hwy. No. 38
Masons Cr.
HAINES PORT
Lumberton
Hwy. Br. (Draw)
R.R. Br. (Fixed)
MT. HOLLY
LUMBERTON
Br.
Hwy. Br. (Fixed)
R.R. Br. (Fixed)
Hwy. Br. (Fixed)
VICINITY MAP
SCALE OF MILES
1
½
0

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Land Use is Multi-Use

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(including easements)

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Cast Away Island
Leave No Trace

Courtesy Larry Tigar Mt. Holly Historical Society

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Historic sites and areas

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Historic roads, bridges and trees

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Noise sensitive areas

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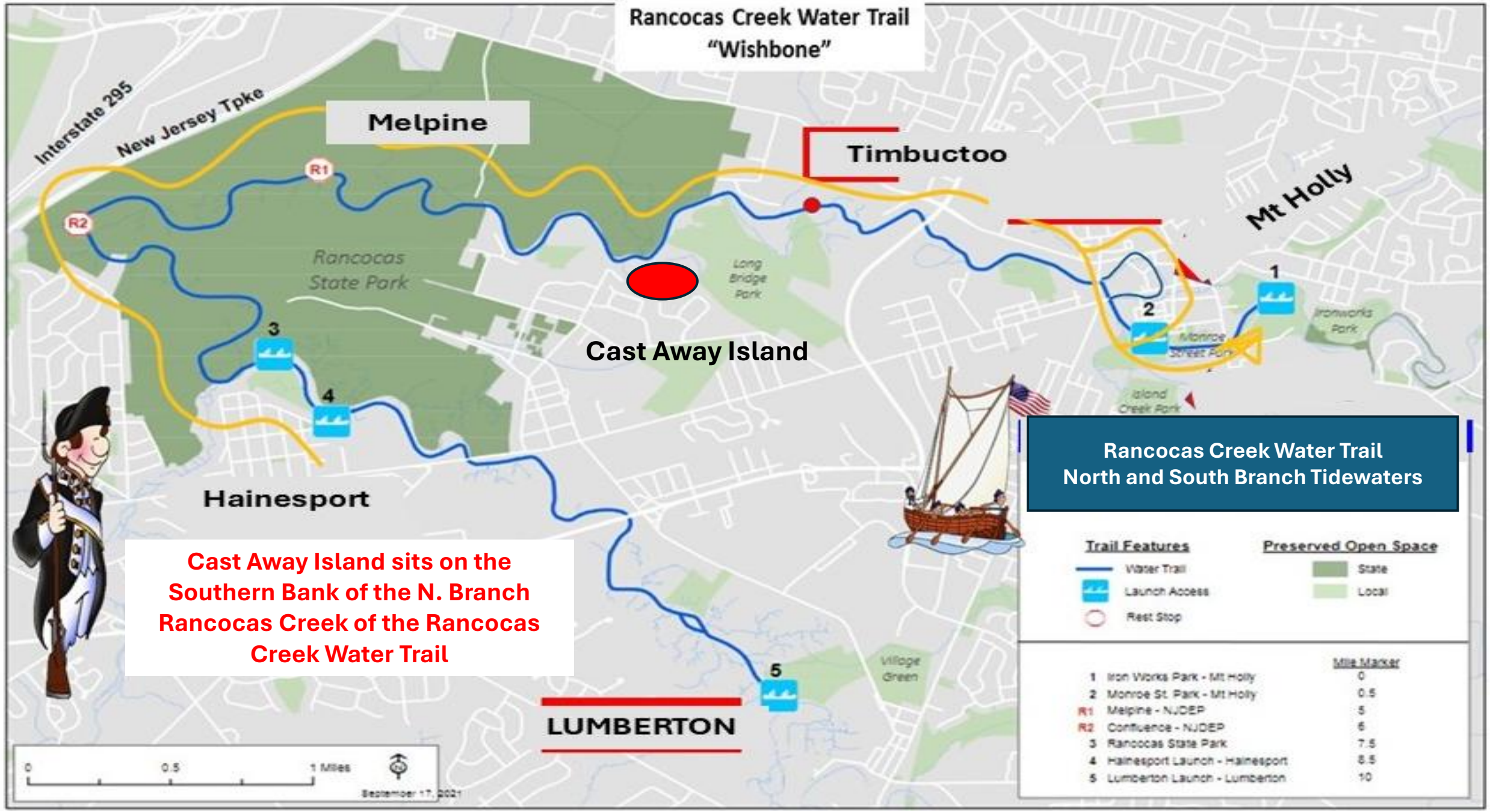

Cast Away Island sits on the Southern Bank of the N. Branch Rancocas Creek of the Rancocas Creek Water Trail

Photo from Cast Away Island

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Summary

Conclusion

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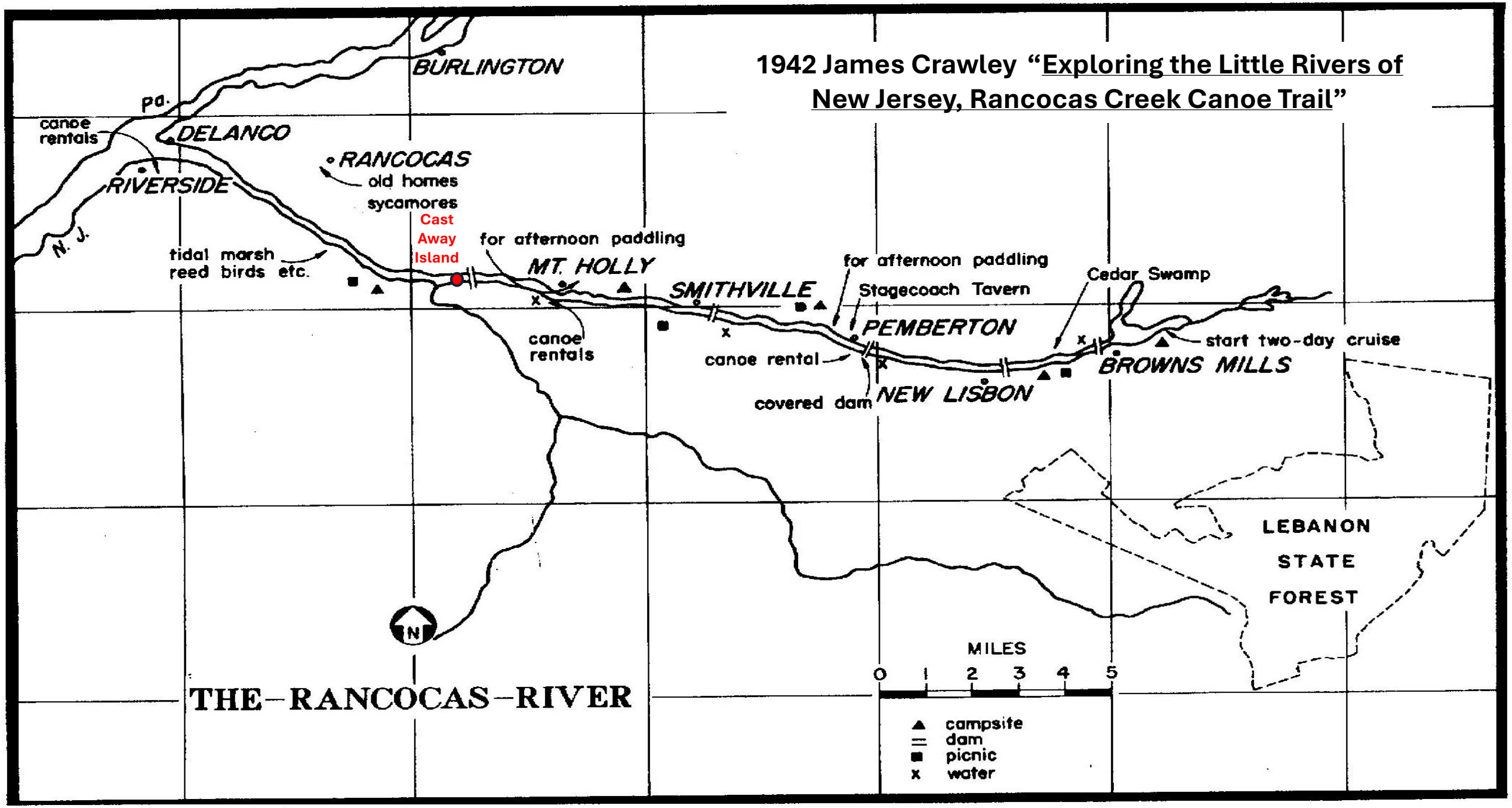
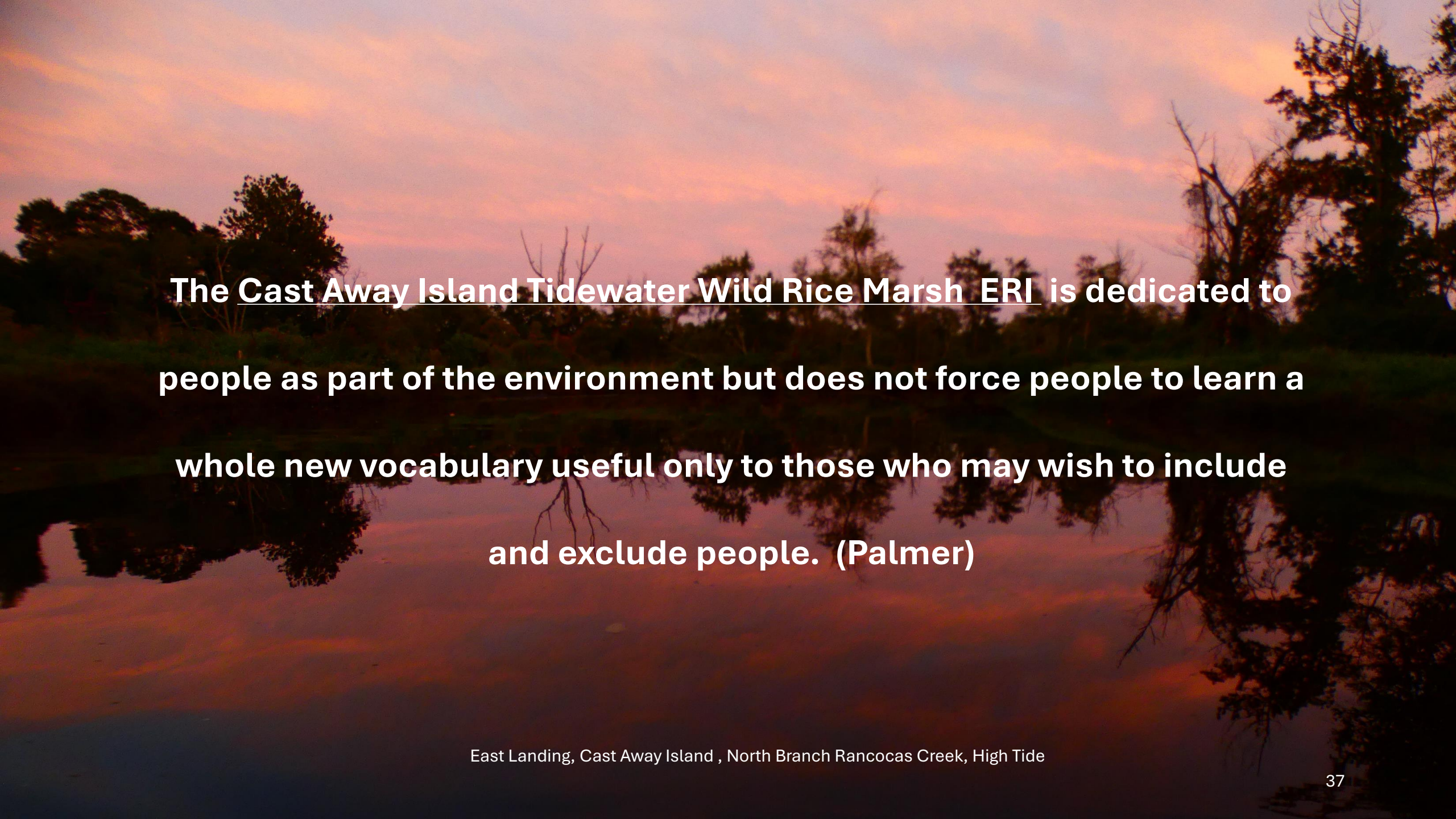

1942 James Crawley "Exploring the Little Rivers of New Jersey, Rancocas Creek Canoe Trail"
BURLINGTON
Pa.
canoe rentals
DELANCO
RANCOCAS
old homes
sycamores
RIVERSIDE
N. J.
Cast Away Island
tidal marsh
reed birds etc.
for afternoon paddling
MT. HOLLY
canoe rentals
SMITHVILLE
for afternoon paddling
Stagecoach Tavern
PEMBERTON
canoe rental
covered dam
NEW LISBON
Cedar Swamp
start two-day cruise
BROWNS MILLS
LEBANON STATE FOREST
N
THE-RANCOCAS-RIVER
MILES
0 1 2 3 4 5
campsite
dam
picnic
water



The Cast Away Island Tidewater Wild Rice Marsh ERI is dedicated to people as part of the environment but does not force people to learn a whole new vocabulary useful only to those who may wish to include and exclude people. (Palmer)

East Landing, Cast Away Island , North Branch Rancocas Creek, High Tide

Enhanced Awareness

Welcome to Cast Away Island on a Rancocas Creek Tidewater Wild Rice Marsh

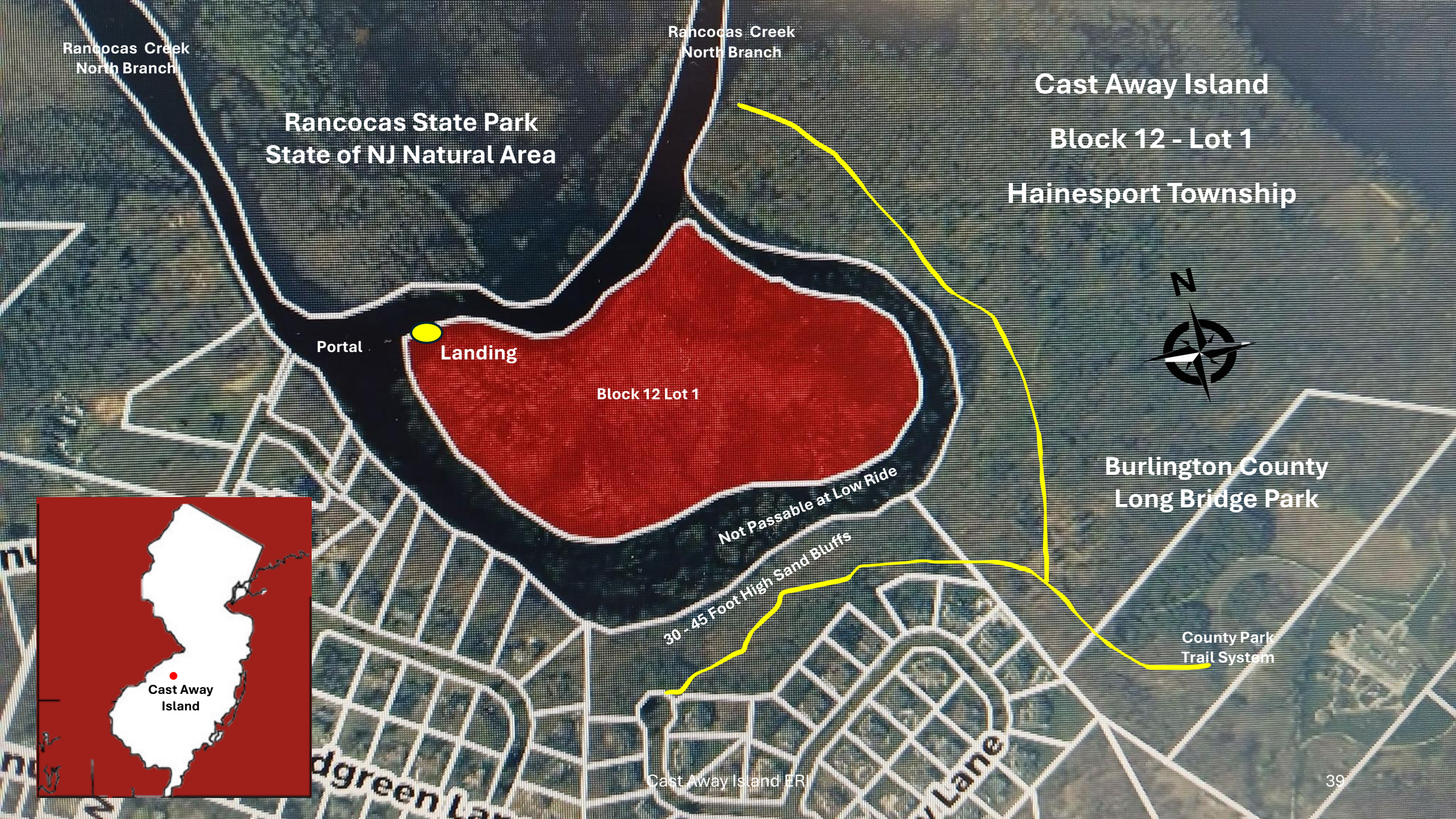
Cast Away Island is privately owned by a legally registered 501c3 organization.

Cast Away Island is located 10 miles East of the Delaware River Federal tidal navigation channel. It is 2 miles west of Burlington County's County Seat, historic Mount Holly. Guarded against urban development to the North and West by Rancocas State Park and the State of NJ Rancocas Natural Area. Cast Away Island is flanked on the East and South by Burlington County's Long Bridge Park. Cast Away Island, sentential of isolation preserves, protects and restores a natural ecosystem, naturally.

Here among "green-sand" Cast Away Island is sculpted by expansive quilts of yellow flowering Begger-ticks, bounding to life after the natural seasonal cycles of a 1,700 acre wild rice tidewater marsh. NJ's largest remaining colony of wild rice.

Here as bald eagle snap up ducks a plenty, where eels and fishes spawn and migrate to the sea, here where hummingbirds call, here is where we find a peaceful, tranquil symmetry of nature, history, heritage, people and community.

All Photos Unless Otherwise Noted from Cast Away Island


Rancocas Creek
North Branch
Rancocas Creek
North Branch
Cast Away Island
Block 12 - Lot 1
Hainesport Township
Rancocas State Park
State of NJ Natural Area
N
Portal
Landing
Block 12 Lot 1
Burlington County
Long Bridge Park
Not Passable at Low Ride
30 - 45 Foot High Sand Bluffs
County Park
Trail System
Cast Away
Island

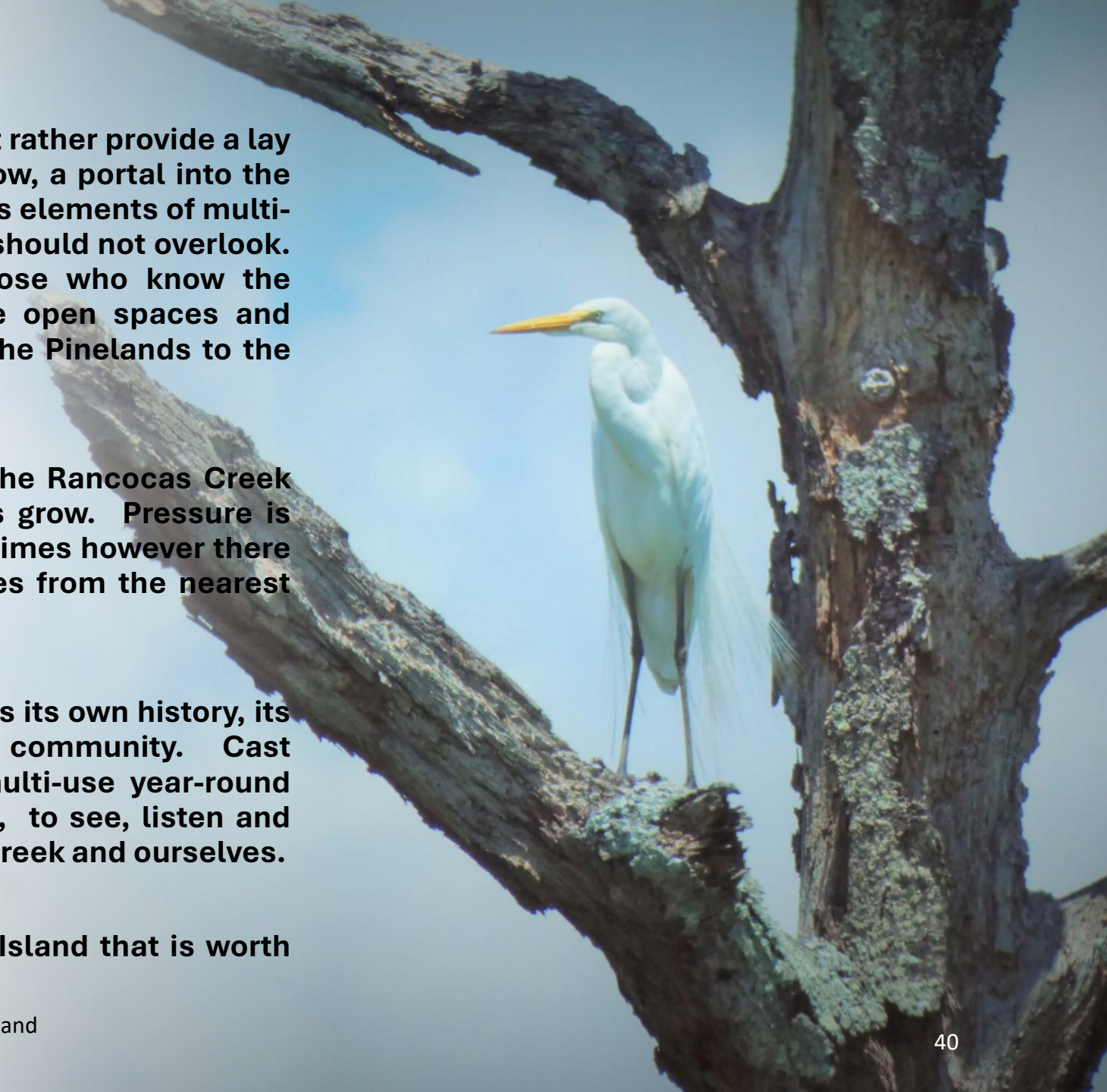
Introduction to the Cast Away Island ERI

This ERI seeks not to plot every detail of the island, but rather provide a lay of the land. The purpose of the ERI is provide a window, a portal into the heart of New Jersey's natural beauty. This ERI promotes elements of multi-use conservation that we catalogue by eye. These we should not overlook. The ERI is meant to share the knowledge from those who know the wonders, mysteries, the tides, currents, winds , the open spaces and communities of New Jersey's Rancocas Creek, from the Pinelands to the Delaware River tides.

Growth in South Jersey, in Burlington County and in the Rancocas Creek Watershed expands as populations and communities grow. Pressure is placed on all areas and manner of open space. Sometimes however there is a space, there is a spot, there is a location, 6 miles from the nearest public boat launch that says "hold yer horses".

We seldom wonder if a creek, a tidewater, a marsh, has its own history, its own story, its own connections to people, place and community. Cast Away Island ERI presents an agreeable variant of multi-use year-round activity that is a path for those who have yet to learn, to see, listen and study field, forest, the water, the tides, the marsh, the creek and ourselves.

This ERI connects a relaxing sociability of Cast Away Island that is worth knowing.



All Photos Unless Otherwise Noted from Cast Away Island

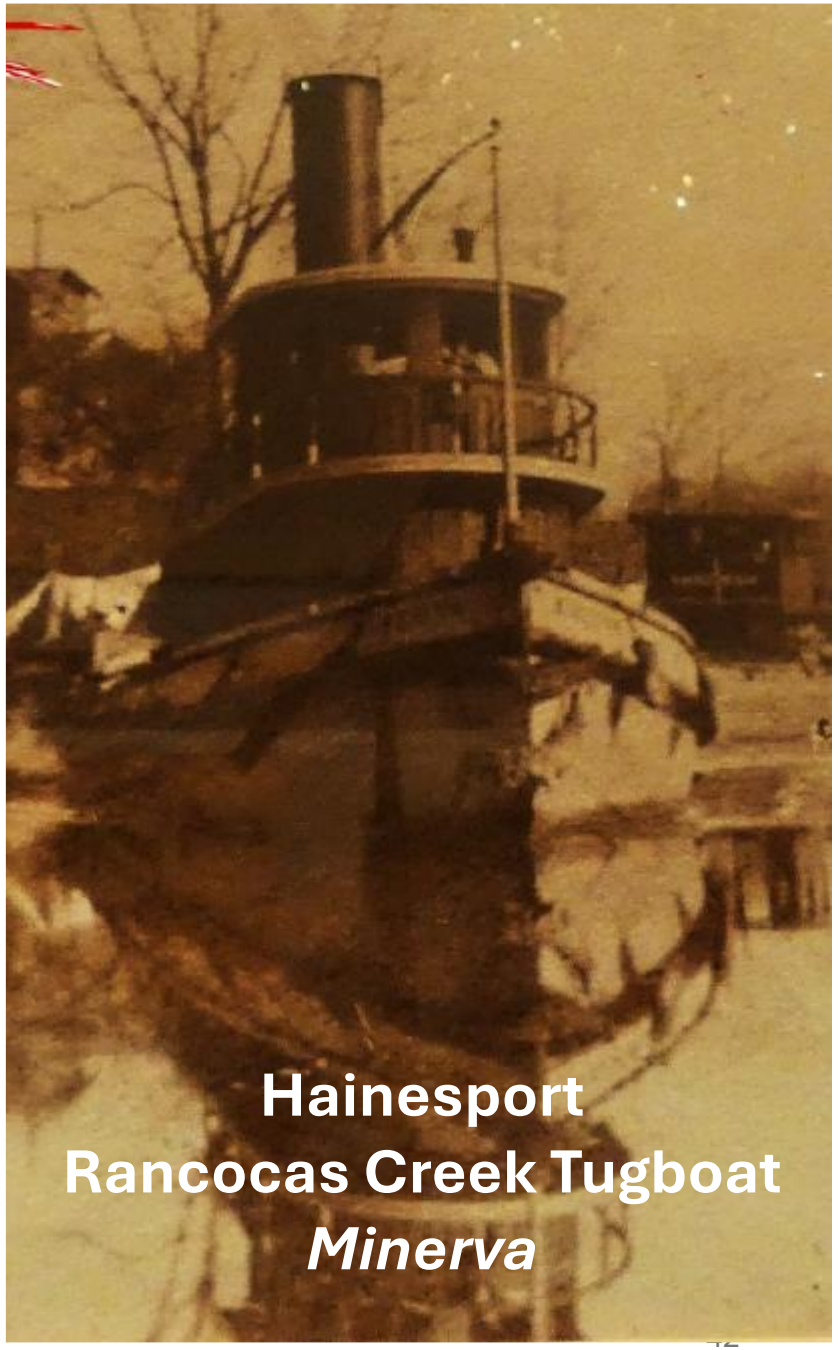
Low -Tide Snapping Turtle
Cast Away Island

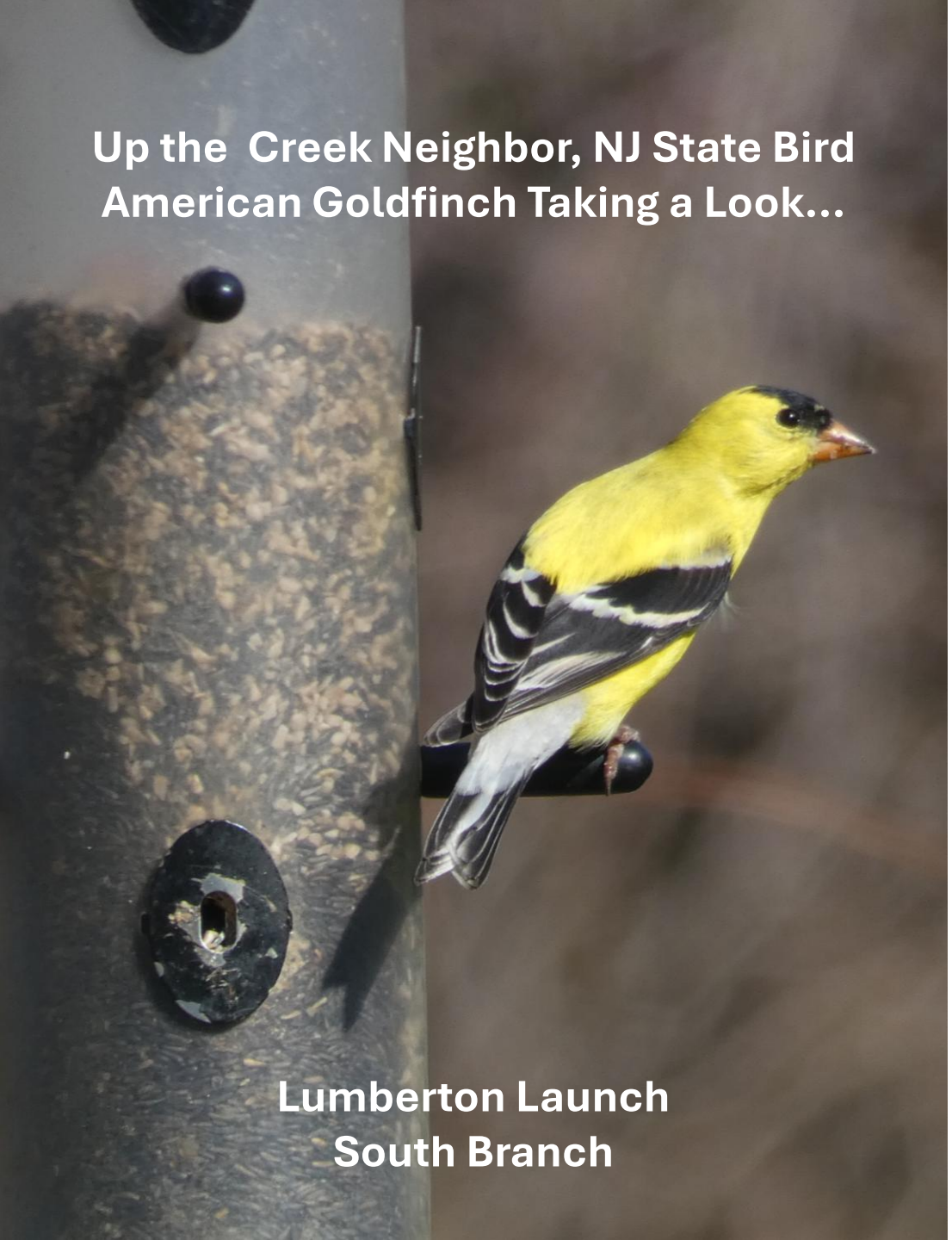
First, however is location. Maps and Charts of the Cast Away Island ERI

Preamble, the first step in this ERI is to define the precise location of the North Branch Rancocas Creek's Cast Away Island. These maps and navigation charts set the foundation of the Cast Away Island ERI. The brevity of these maps and navigation charts help the reader ascertain location.

The arrangement of the Cast Away Island ERI maps, navigation charts, and a table of contents provides information that portrays Cast Away Island as an exercise on the economy of simple graphics and explanations.

The Cast Away Island ERI opens your immersion into NJ's Rancocas Creek amber flowing pine barrens waters emptying into tidewater dynamics fusion with, natural history, ecology, conservation and a more personal inquiry. The ERI is geared to people of all walks of life who want to know more about what happens why, how and when the last remaining hidden niches of New Jersey are exposed.



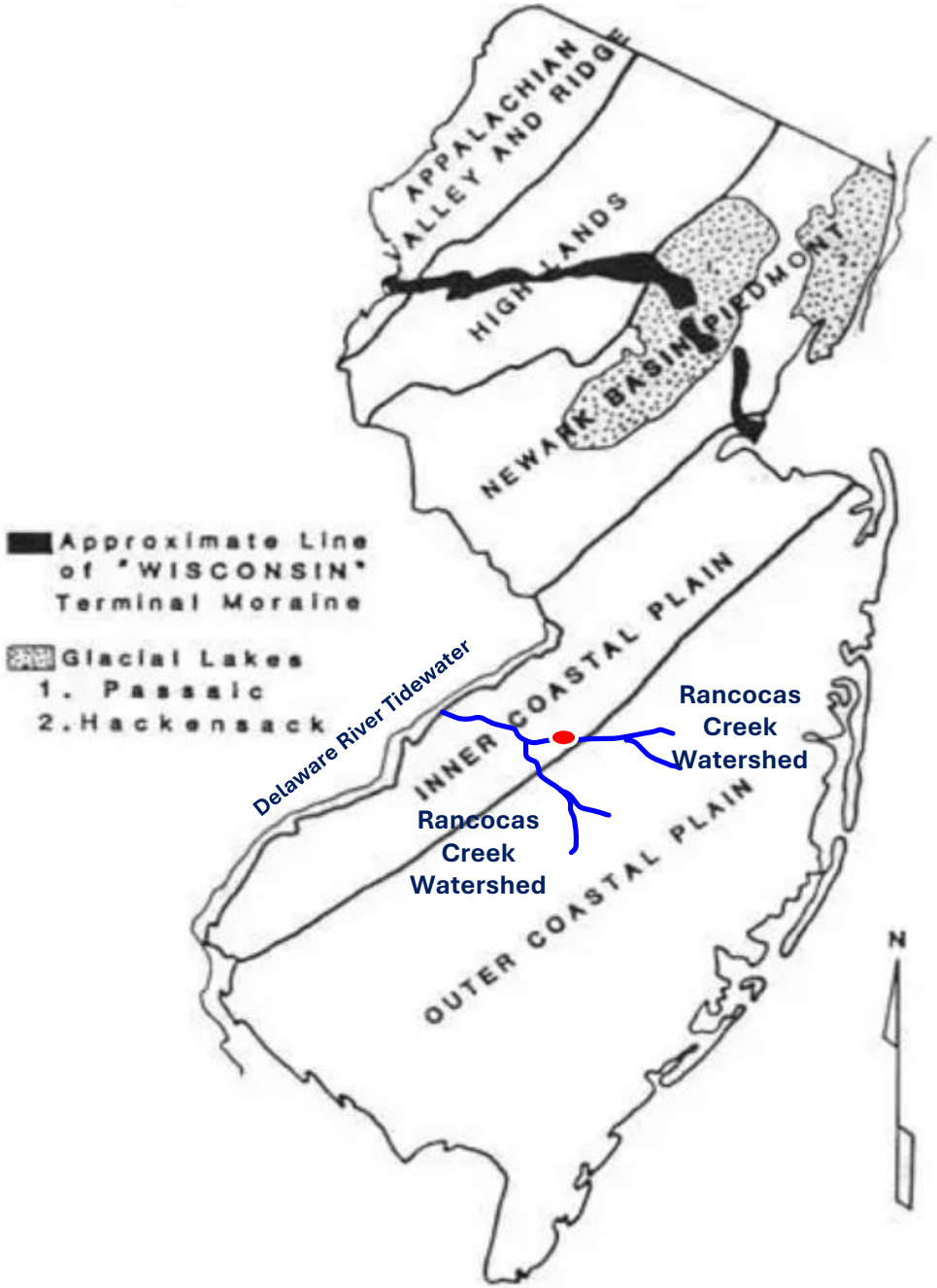


Section One:

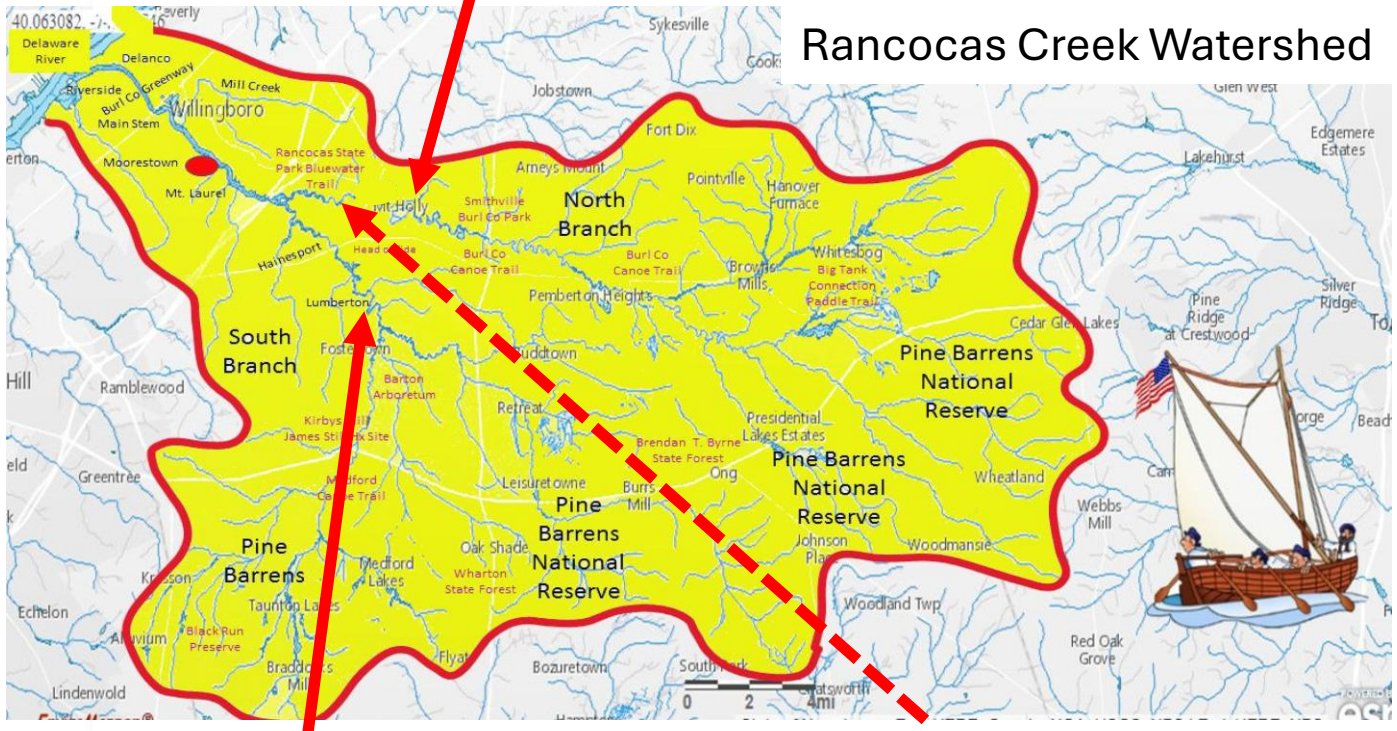
Location of Cast Away Island

Rancocas Creek drains a 360 square mile bisected watershed. Its headwater sources are found deep inside 3 sub-watersheds of the NJ Pine-Lands National Reserve. Rancocas Creek empties and slowly winds, meanders across Western New Jersey's outer coastal plain, coursing through pine barrens forested glades, entering the inner coastal plain to join the tide at Mt. Holly on the North Branch and Lumberton on the South Branch.

The tidal reaches of the Rancocas Creek, sailed by Swedes in the mid 1600's and Native American's before, extend in a north-western direction from its Pine Barrens headwaters. The Rancocas tides flow east from Delanco, North of Philadelphia. Here on the tide Rancocas Creek widens, bordered by lush heavily wooded forests and wild rice marshes. These tidewaters connect people to the Burlington County Rancocas Creek Greenway. The Rancocas joins the Delaware River Federal Navigation Channel, Mile 102N.



Head of Tide N Branch
Mount Holly



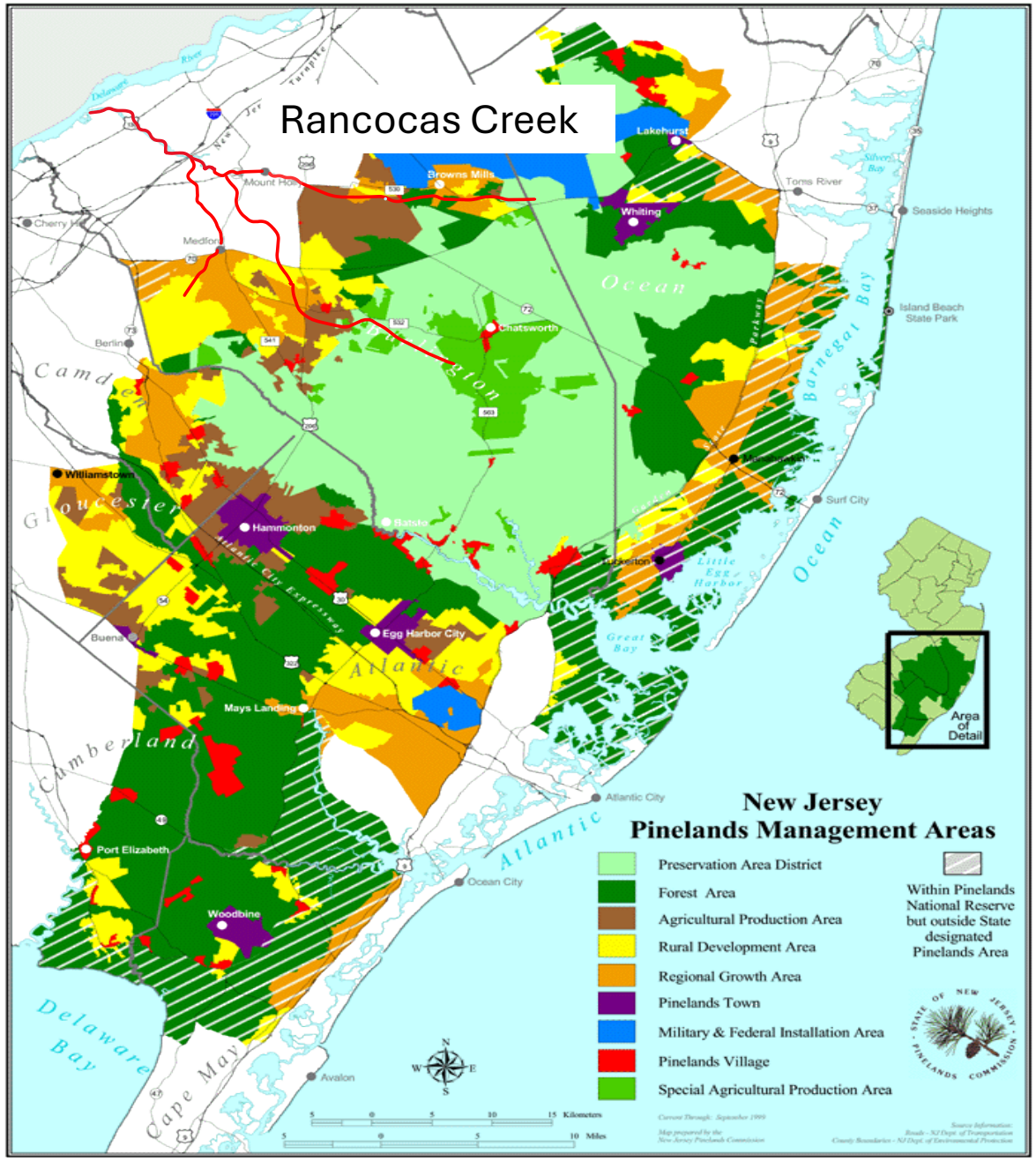
Cast-Away Island

Head of Tide S Branch
Lumberton

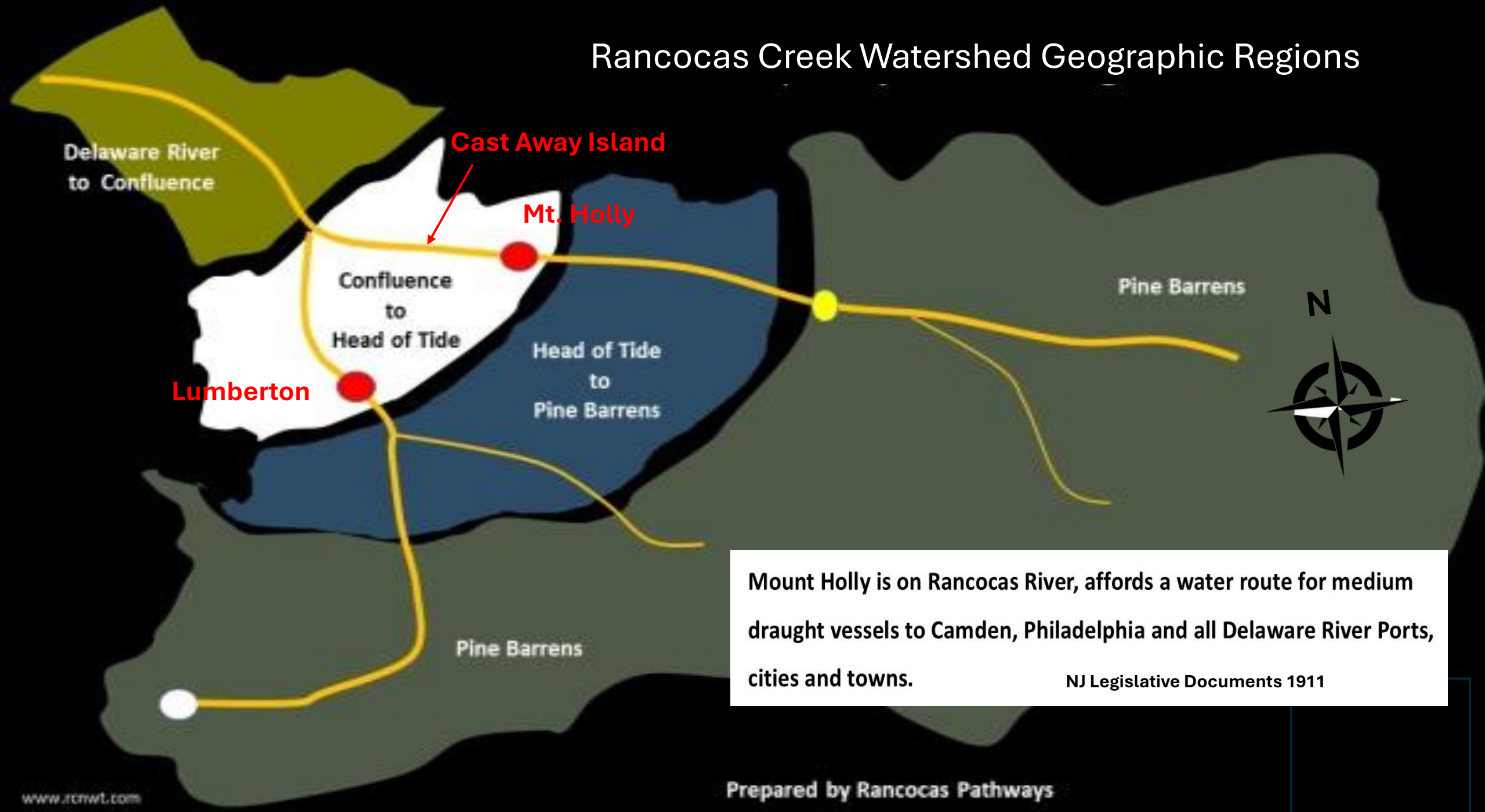
Pine Barrens Western Outflow

Rancocas Creek is one of the major waterways of the NJ Pine Barrens. Its 360 square mile watershed western outflow drains and empties to the west, into the Delaware River.

The Pinelands National Reserve (PNR) was created by Congress under the National Parks and Recreation Act of 1978. The PNR is the first National Reserve in the U.S. This internationally- important, ecological region is 1.1 million acres in size, covers portions of seven counties and occupies 22% of New Jersey's land area. It is the largest body of open space on the Mid-Atlantic seaboard between Richmond and Boston. It is underlain by aquifers containing an estimated 17 trillion gallons of pure water. In 1983, the area was designated a U.S. Biosphere Reserve by UNESCO.



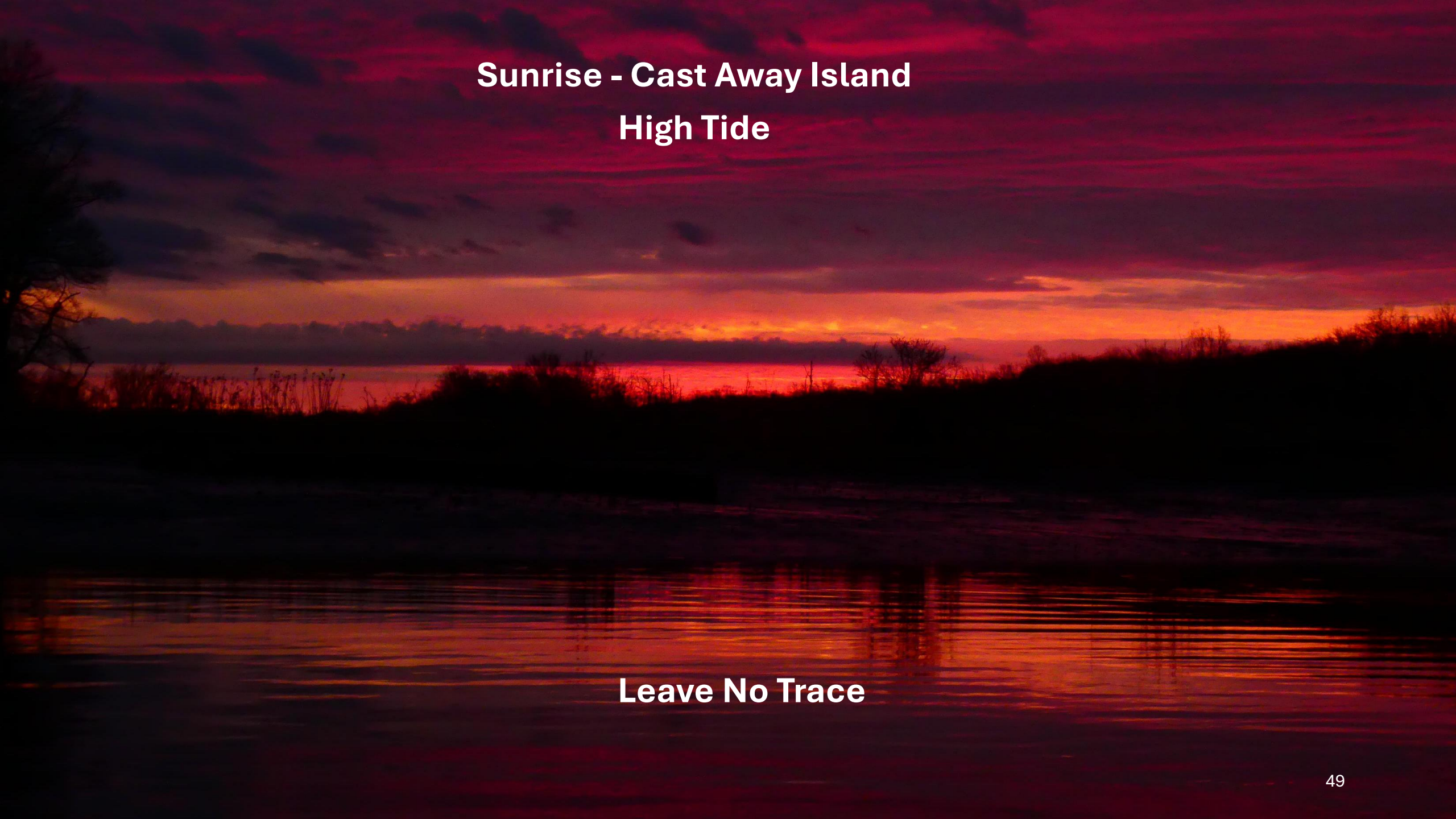
Rancocas Creek Watershed Geographic Regions



Mount Holly is on Rancocas River, affords a water route for medium draught vessels to Camden, Philadelphia and all Delaware River Ports, cities and towns.

NJ Legislative Documents 1911

North Branch
Heading Towards Cast Away Island


Sunrise - Cast Away Island
High Tide
Leave No Trace

From 1930 to 1950 ACOE had a full scale working tidal-flow model of the Bay and River Delaware, including tributaries

Information from the model focuses on the tidal range of Cast Away Island, 152 miles from twin Delaware Capes

Description of Model

1. The Delaware River model reproduces the entire tidal estuary of Delaware River and Bay, beginning at Capes May and Henlopen at the downstream end and extending to Trenton, New Jersey, at the upstream end. The tidal portions of major tributary streams (Maurice, Cohansey, Salem, Christiana, Schuylkill, and Rancocas Rivers) are reproduced to correct lengths and cross sections, but the tributaries are bent to conform to the general alignment of the main stream. That portion of the Chesapeake and Delaware Canal from its junction with the Delaware River to Biddle Point, approximately 3.0 miles, is also reproduced. The limits

4. The model is equipped with the necessary appurtenances to reproduce and measure all pertinent phenomena of the prototype. These appurtenances include primary and secondary tide control mechanisms, tide recorders, inflow measuring devices, salinity measuring and recording apparatuses, current meters, tide gages, and apparatus for injecting and retrieving shoaling material. The rise and fall of the tide in the model, and the resulting flood and ebb tidal currents, are reproduced by pumping water into the model to reproduce the flooding tide and removing it from the model by gravity to reproduce the ebbing tide.

Rancocas Creek tidal periods change from day to day. Rancocas Creek tides have 2 high and 2 low tides tidal cycle. Tidal period is the length of time between successive high or low tides

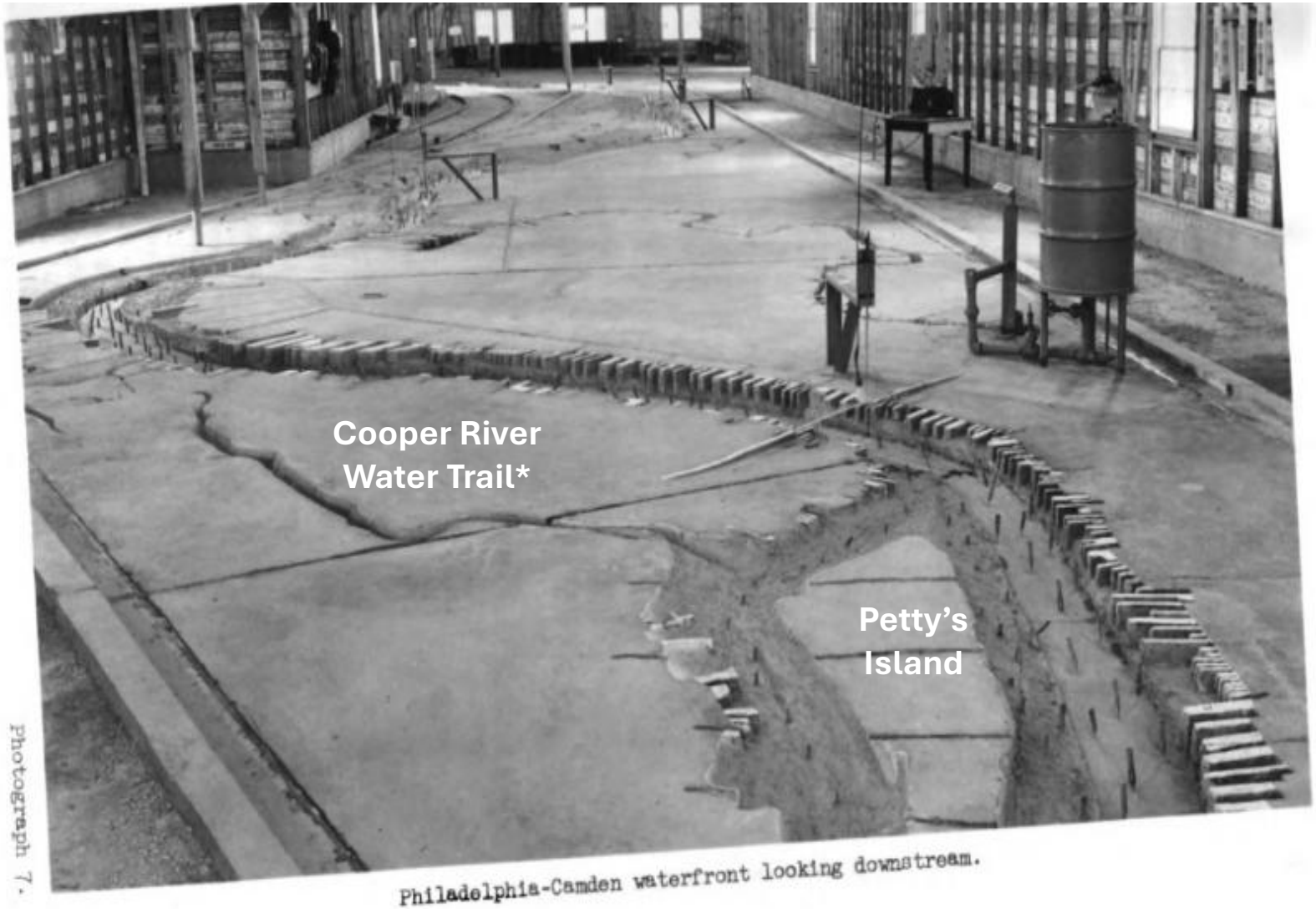
Ref: 1950 ACOE Waterways Experiment Station Delaware River Model

Atlantic Ocean, Delaware Bay and River Tidal Morphology to the Mouth of the Rancocas Creek, to the Forks of the Rancocas, Up the North or South Branch

Delaware Bay, looking upstream from model headbay.

The Delaware River model / prepared for the Committee on Tidal Hydraulics [by the] Waterways Experiment Station.

Delaware Bay, looking downstream from Artificial Island.

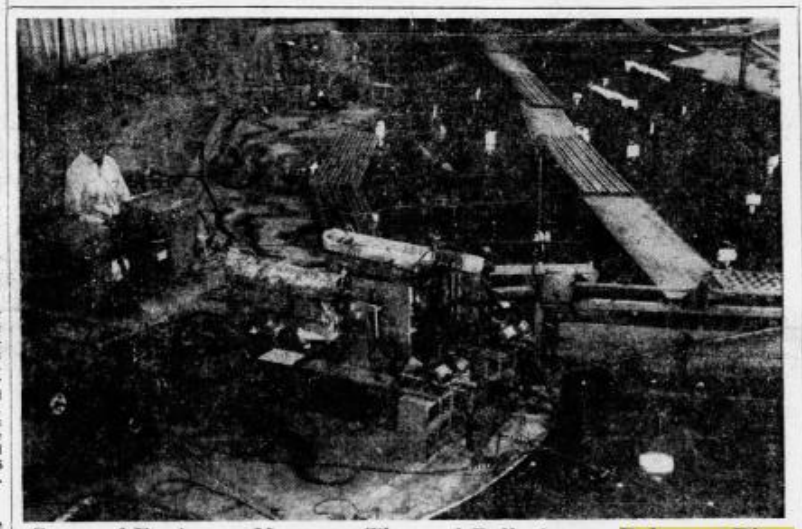


Photograph 7.

Philadelphia-Camden waterfront looking downstream.

*** Tributaries may-not follow exact water course**

Delaware River Model, Tidal Estuaries and Effects of Nuclear Weapons



Corps of Engineers Measures Thermal Pollution on Delaware River

Model in Vicksburg, Miss., simulates actual conditions on river here

Delaware River Down in Mississippi? 100-Yard-Long Model Helps Planners

By MIKE CLARK
Of The Inquirer Staff

The Delaware River has a little brother approximately 1000 miles from Philadelphia. It's not nearly so wide, not as long as the local version, but it is extremely important.

The little brother actually is a scale model of the Delaware and is one of many built by the U.S. Corps of Engineers at its Waterways Experiment Station in Vicksburg, Miss.

Located on a corner of the 650-acre station, the Delaware River model is inside a large tin house almost the size of a football field. The model includes the area from the Delaware Bay up to Trenton and is exact, down to placement of the large bridges spanning the river. The piers are lined up just as they are on the river here, and there are representations of water intakes, sewer chargers and streams emptying into the Delaware.

For example, the model, based on surveys of the river, has Camden's Cooper River flowing into it as well as Pennypack Creek. The Tinicum Marsh is there along with the huge loading and unloading piers at U. S. Steel's Fairless Hills Works.

The Vicksburg station of the Corps of Engineers came into being after the disastrous Mississippi River floods of 1927. The corps wanted to advise local areas in their attempts to control flooding on the lower reaches of the river.

Since this beginning the corps has been adding to the facility, creating hundreds of models of virtually every major body of water in the United States.

The models are much more than toys, according to Henry Simmons, an engineer in charge of constructing the models.

After a detailed survey of the Delaware River was completed more than 20 years ago, the first step in constructing the model involved making wooden forms on which concrete was poured. Then, using charts developed in the survey, the engineers drew special configurations into the wet cement to simulate physical characteristics peculiar to the Delaware. When the cement dried, the model duplicated the real thing.

The Delaware River model is approximately 100 yards long but is dwarfed by the huge 250-acre outdoor model of the Mississippi.

The models don't stop at simply rivers. For instance, the Vicksburg facility built a scale model of the Tocks Island Dam long before actual work began on acquiring land for the project. Results of studies, conducted four to five years ago, resulted in some basic changes in the final design.

When plans were made to build the Salem nuclear power plant at Artifical Island, the

Continued on Page 6, Col. 1

Revolutionary Spirit Returns t

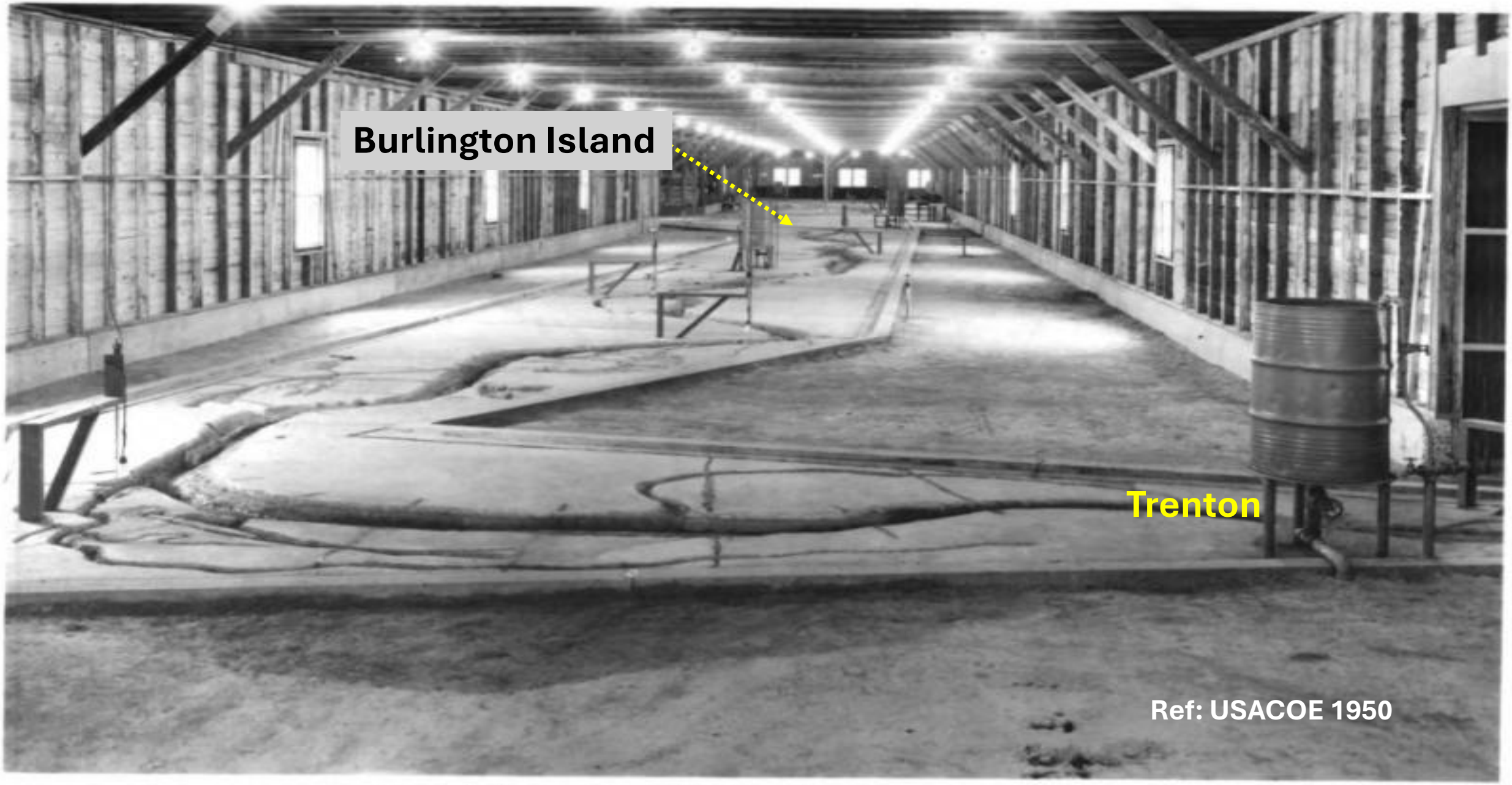
STANDING ON THE SOUTH BANK of the Chesapeake and Delaware Canal reproduced on a hydraulic model (left to right) Col. J. A. Johnson, District Engineer, Philadelphia; H. Willis Jackson, Chairman of the Joint Executive Committee for Improvement and Development of the Philadelphia Port Area; and Colonel Ernest D. Peixotto, Director of the Waterways Experiment Station, where the model is located; discuss plans for duplicating all of the predominating forces of nature to scale to determine the net transport of fresh water through the canal.

Delaware River model

Chapter 6 Hydraulics Research Giant, 1949-1963, Part II: Tidal Estuaries and Nuclear Weapons Effects 125

Delaware River Philadelphia/Camden

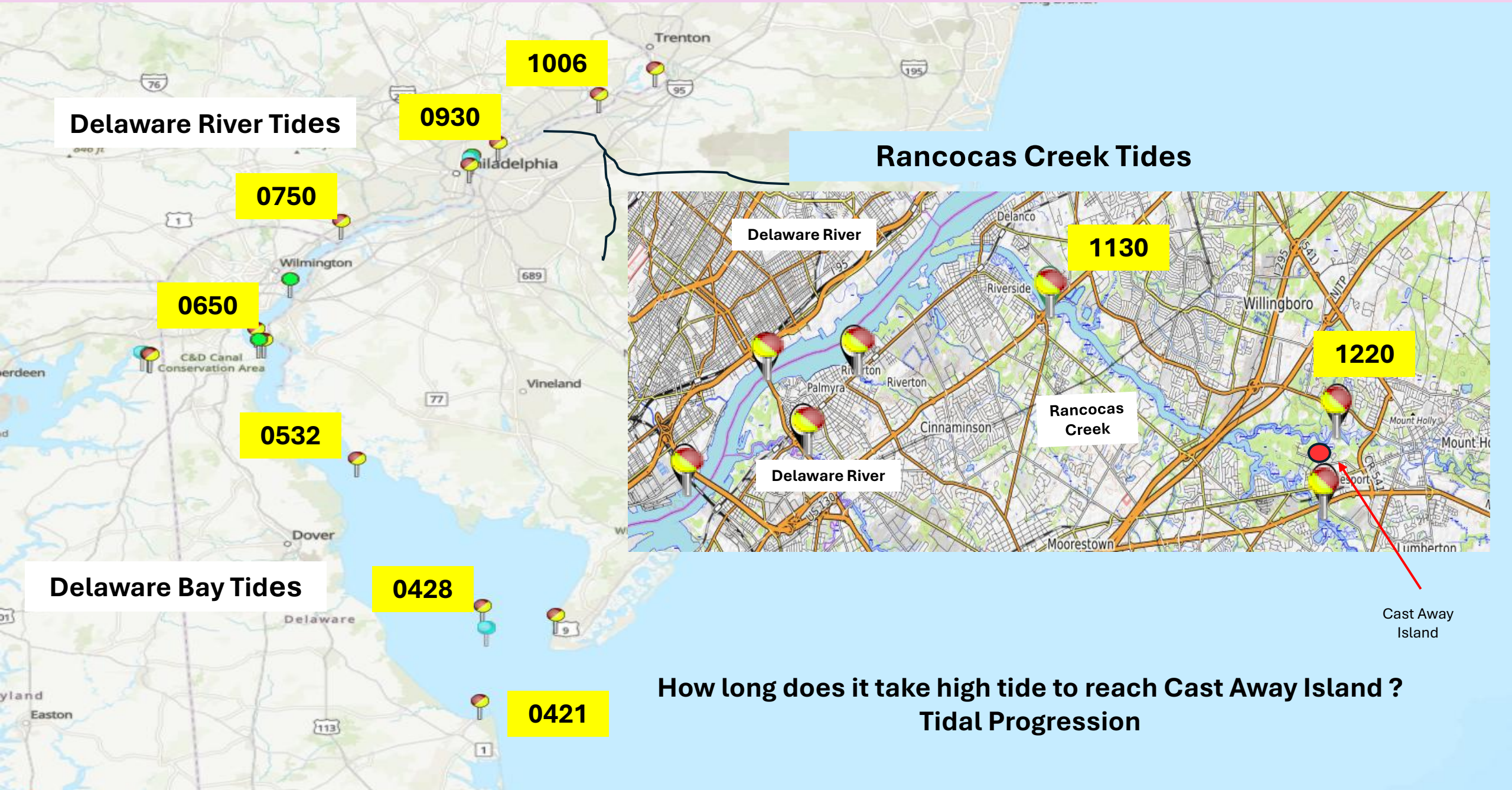
Cast Away Island



Photograph 8.

Upper Delaware River, looking downstream from Trenton.

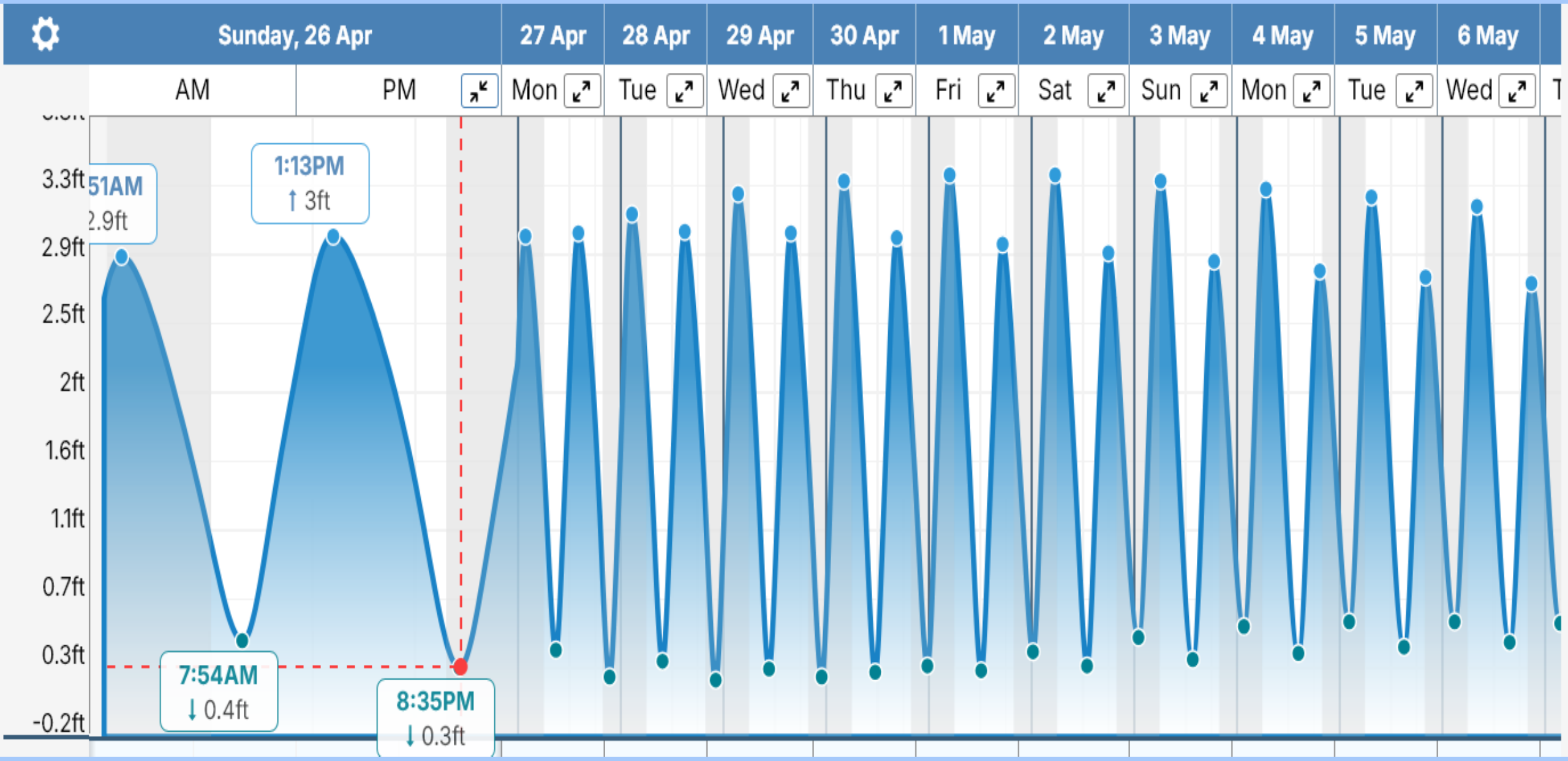
Snap-Shot of Incoming High Tide: Delaware Bay to River to Rancocas Creek



How long does it take high tide to reach Cast Away Island ?
Tidal Progression

Low Tide – Cast Away Island Landing

Cast Away Island Range of Daily Tides



High Tide – Cast Away Island Landing

PENNSYLVANIA
NEW JERSEY
DELAWARE
DELAWARE BAY
Delaware River
Tides Meet
Rancocas Creek
Tip of the hat Thanks to Sam
The forks of the
Rancocas Creek

Cast Away Island

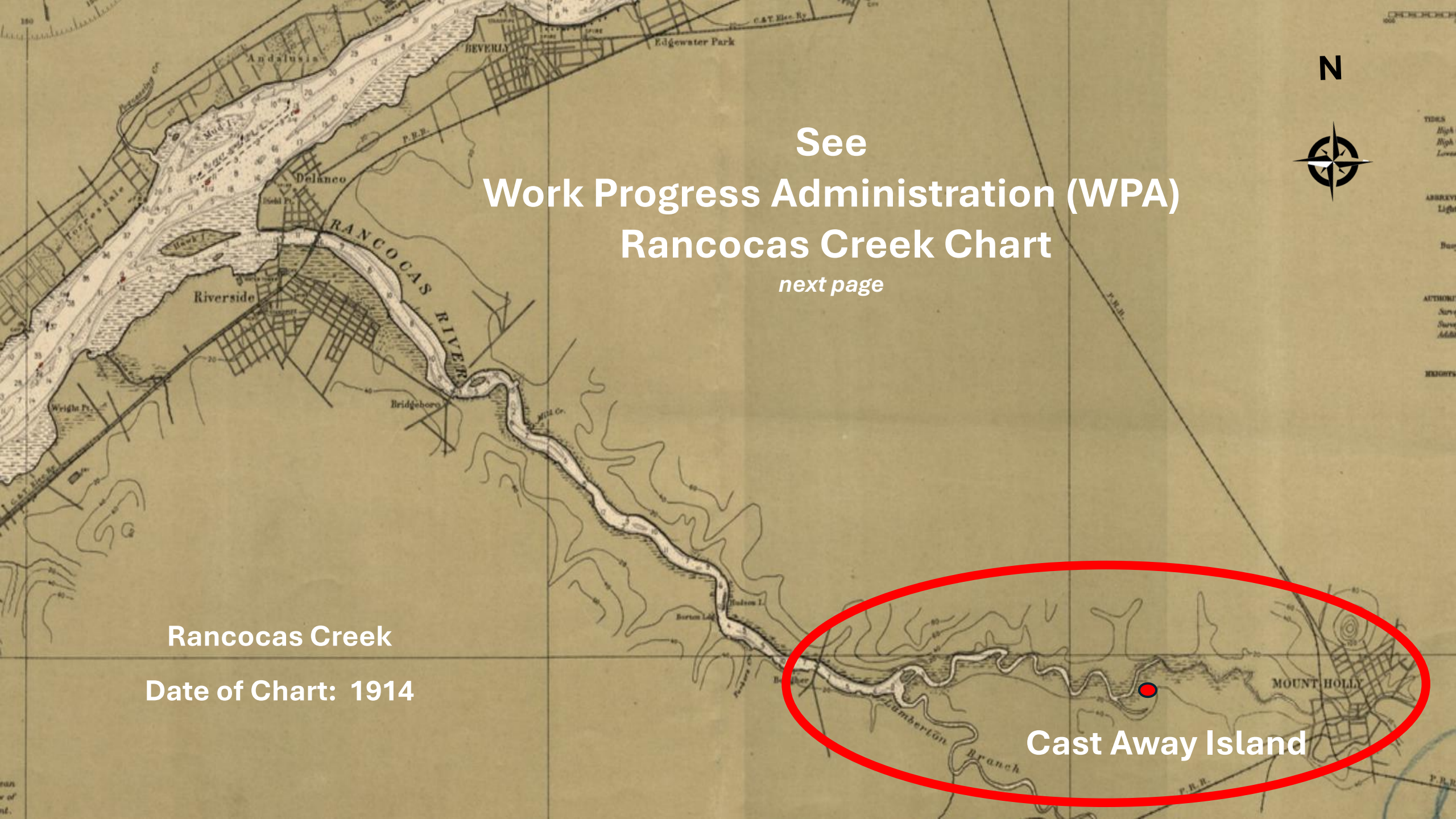
North Branch

Westampton
Timbuctoo
Mt. Holly

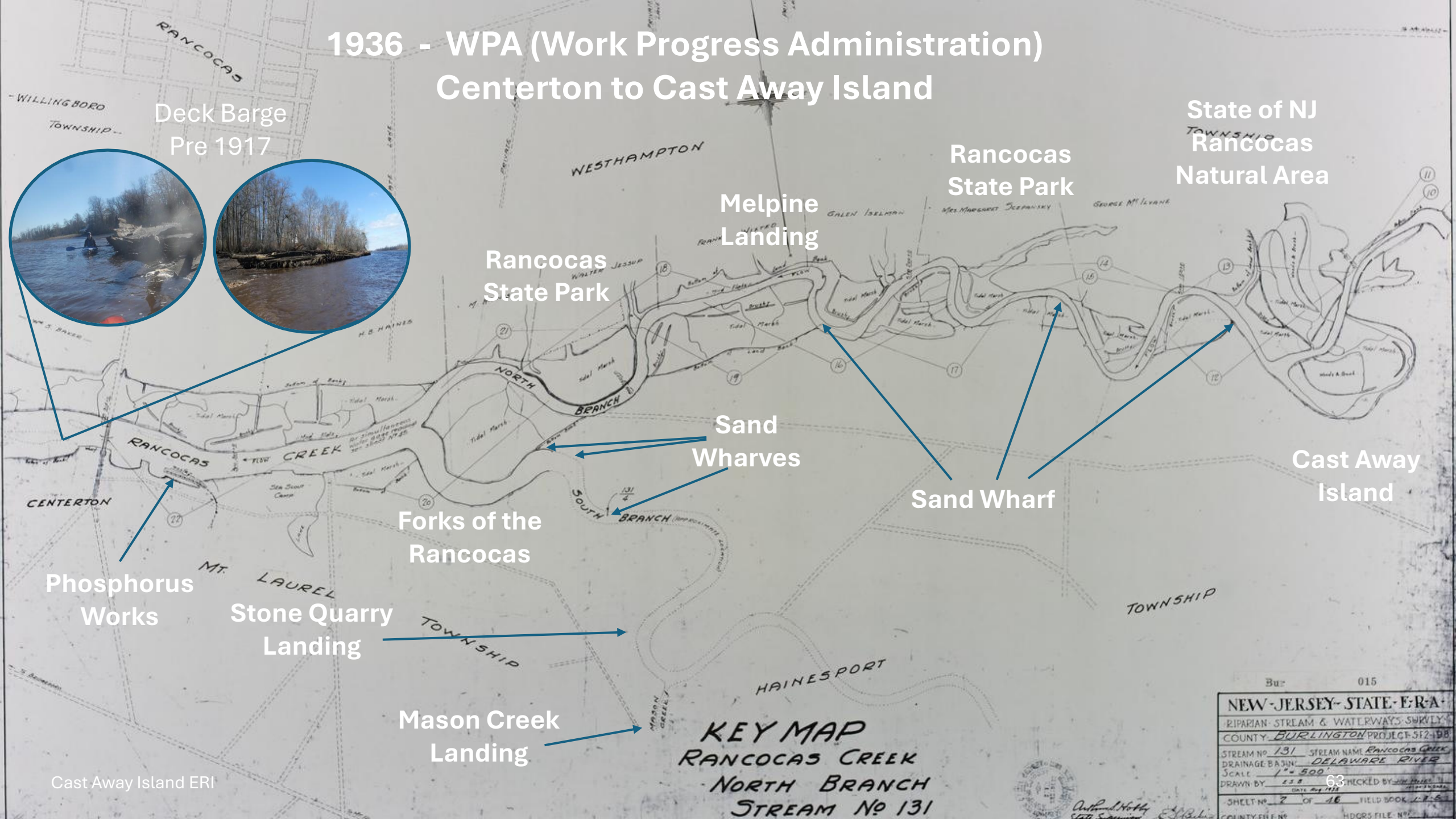
Tip of the Hat
Ray B.
for photo

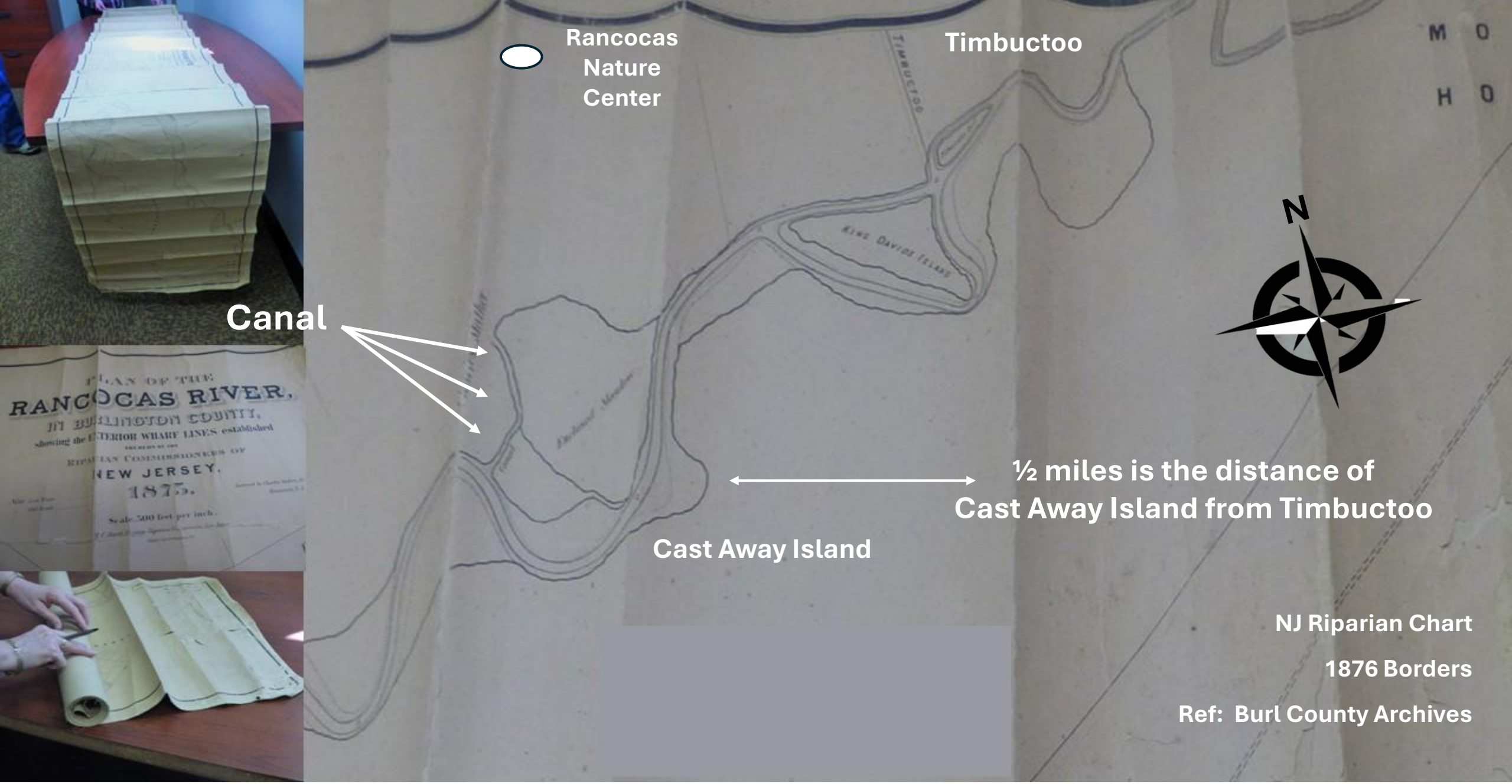
South Branch

Hainesport
Lumberton
Mt. Laurel

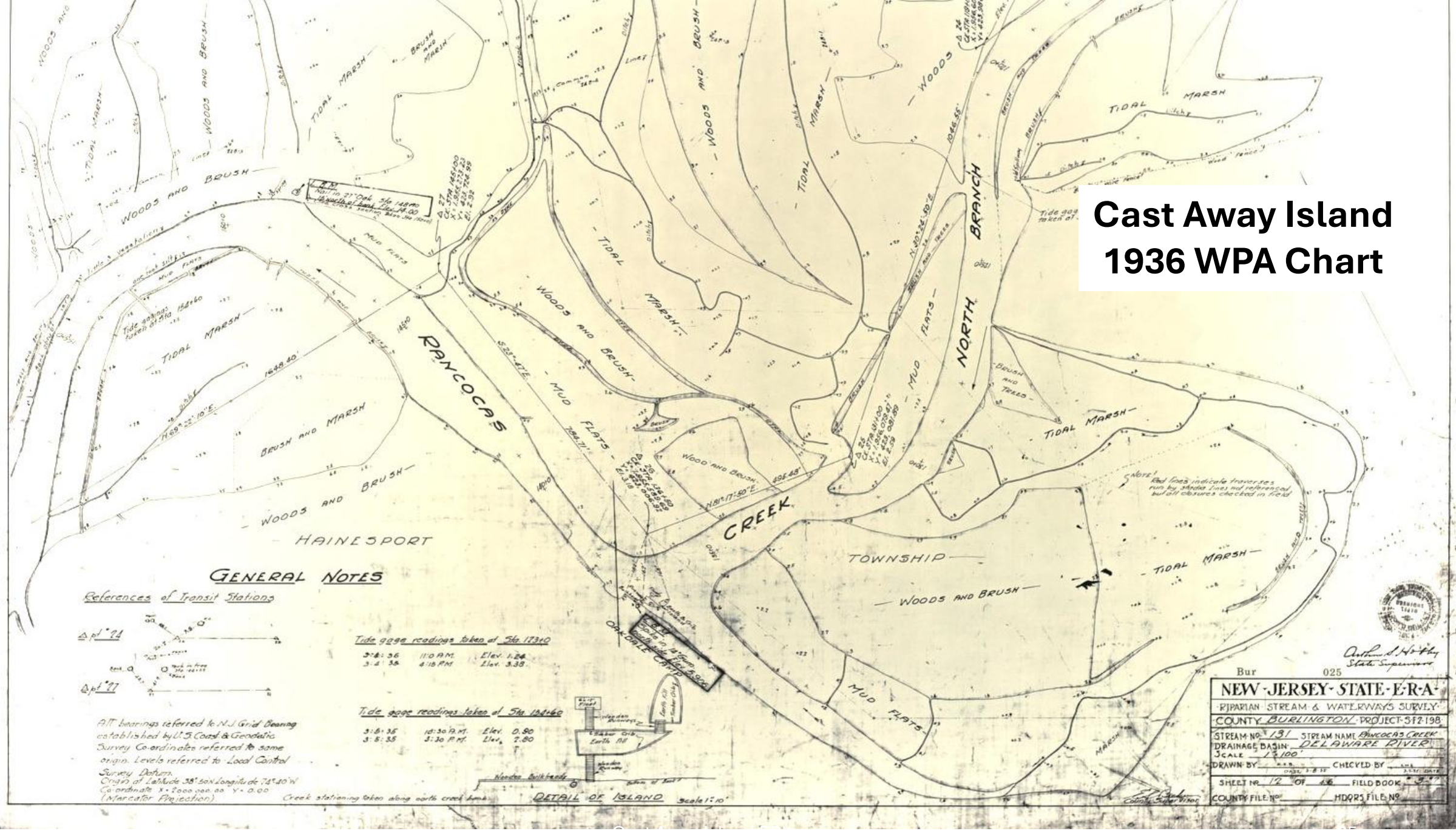

N
See
Work Progress Administration (WPA)
Rancocas Creek Chart
next page
Rancocas Creek
Date of Chart: 1914
Cast Away Island
Andalusia
BEVERLY
Edgewater Park
Delanco
Riverside
RANCOCAS RIVER
Bridgeboro
Torresdale
Wright Pt.
Mud I.
Hawk I.
Hudson I.
Lamberton Branch
MOUNT HOLLY
P.R.R.
C.&T. Elec. Ry.

1936 - WPA (Work Progress Administration)
Centerton to Cast Away Island

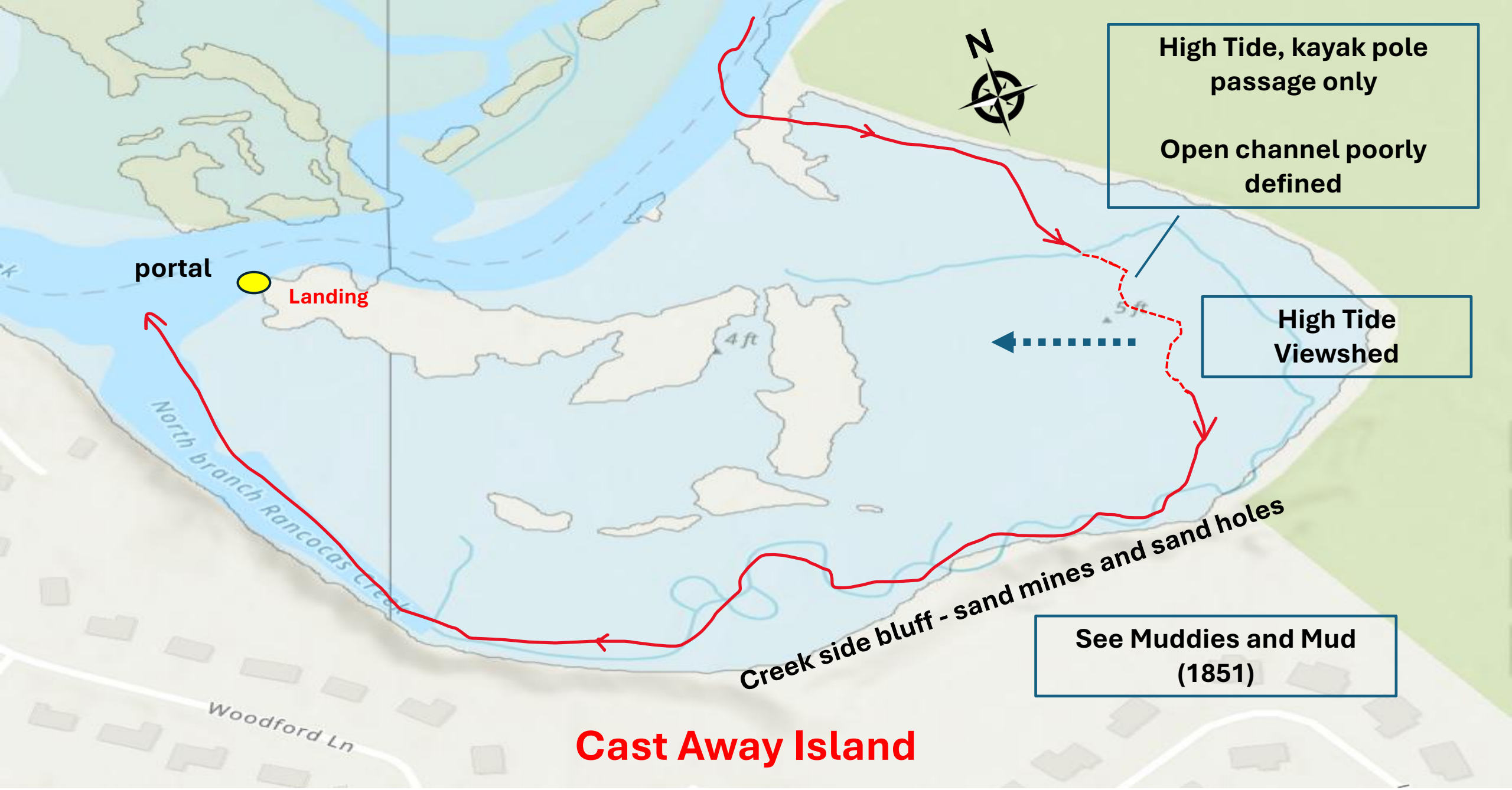



Rancocas Nature Center
Timbuctoo
Canal
½ miles is the distance of Cast Away Island from Timbuctoo
Cast Away Island
N
NJ Riparian Chart
1876 Borders
Ref: Burl County Archives

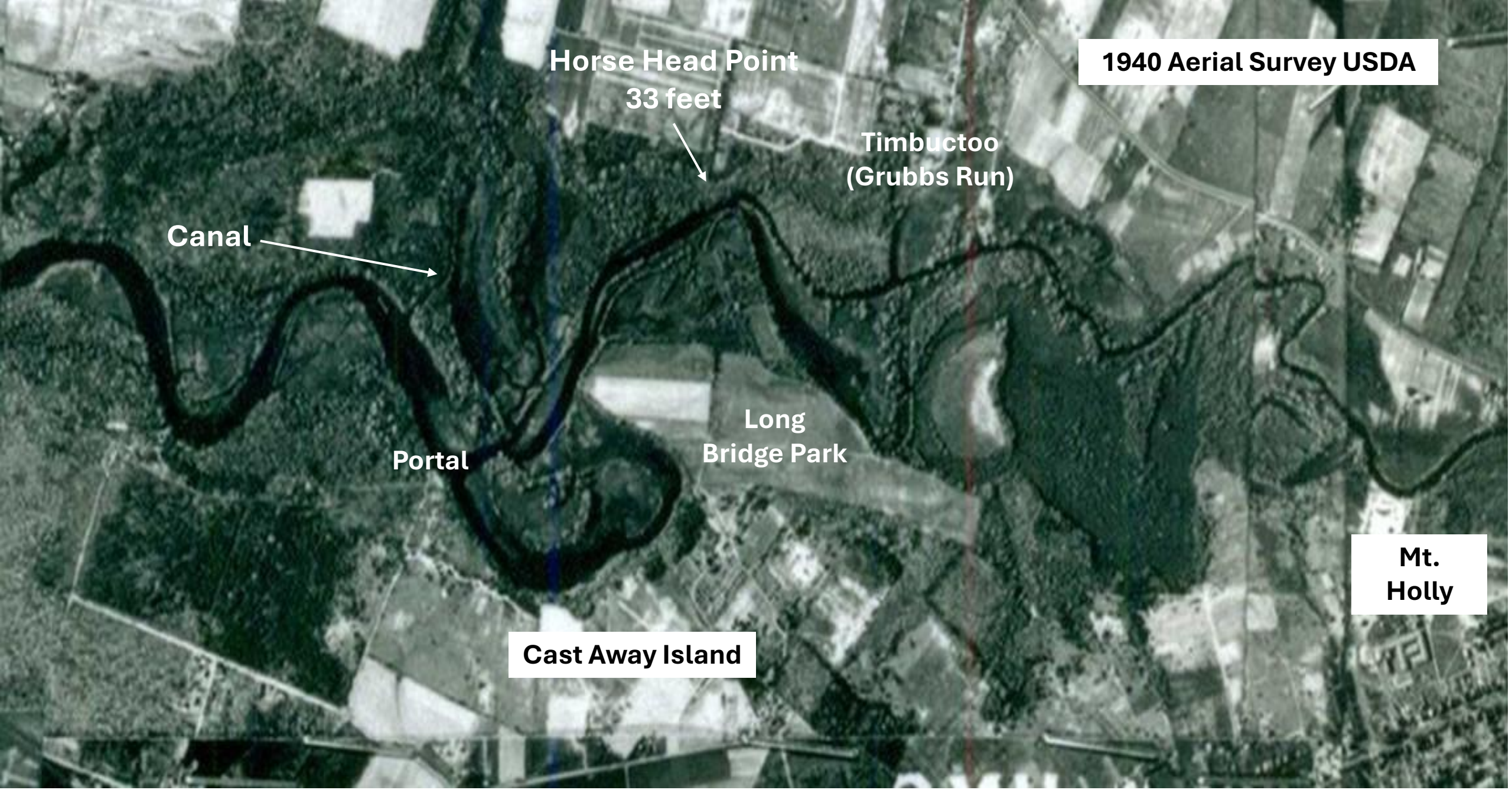
Cast Away Island
1936 WPA Chart



Cast Away Island ERI


N
High Tide, kayak pole passage only
Open channel poorly defined
High Tide Viewshed
portal
Landing
4 ft
5 ft
North branch Rancocas Creek
Creek side bluff - sand mines and sand holes
See Muddies and Mud (1851)
Woodford Ln
Cast Away Island

High Tide – Viewshed - Cast Away Island


1940 Aerial Survey USDA
Horse Head Point
33 feet
Timbuctoo
(Grubbs Run)
Canal
Long
Bridge Park
Portal
Mt.
Holly
Cast Away Island

Tide Ebbing - Portal - Cast Away Island

Today's
Rancocas Nature Center
20-380
1959
Horse Head Point
33 feet
Timbuctoo
(Grubbs Run)
Canal
Long
Bridge Park
Portal
Mt. Holly
Cast Away Island
20-378

To the North / NW / NE: State of New Jersey Rancocas Natural Area, Rancocas State Park

Rancocas Natural Area
Management Plan

Adoption Date
September 8, 1998

New Jersey Department of Environmental Protection
Division of Parks and Forestry
Office of Natural Lands Management
P.O. Box 404
Trenton, New Jersey 08625-0404

Introduction

The Rancocas Natural Area occupies 58 acres within the Rancocas State Park (Figures 1 and 2). The park is located in Westampton Township, Burlington County, New Jersey, and contains roughly 1,252 acres. The natural area is adjacent to land currently leased from the Division of Parks and Forestry by the NJ Audubon Society for its Rancocas Nature Center (Figure 2).

The management plan provides an outline for conserving and protecting the natural resources and associated values of the Rancocas Natural Area, as summarized in the management objective of this natural area. It provides a brief overview of the physical and biological features of the area and describes the current objectives and concerns for managing the natural area.

The Natural Areas System was established and is administered pursuant to N.J.S.A. 13:1B-15.4 et seq. and N.J.S.A. 13:1B-15.12a et seq. A "Natural Area" is defined as: "an area of land or water, owned in fee simple or as a conservation easement by the Department, which has retained its natural character, although not necessarily completely undisturbed, or having rare or vanishing species of plant or animal life, or having similar features of interest, which are worthy of preservation for present and future residents of the State" (N.J.A.C. 7:5A-1.3). Rancocas was added to the Natural Areas System in 1978 through promulgation of rules associated with the Natural Areas System Act of 1975.

The Division of Parks and Forestry, through Lebanon State Forest, serves as the local agency responsible for administration and implementation of policy and land management practices affecting Rancocas Natural Area. As part of its responsibilities to implement management policies and practices, Lebanon State Forest may consult with other Divisions, organizations and individuals, as well as the ONLM, as necessary to achieve the management objective of this plan.

The Office of Natural Lands Management (ONLM) is responsible for overall administration of the Natural Areas System, promulgation and revision of rules governing System lands, and preparation of management plans. The ONLM also periodically monitors implementation of the management techniques outlined in management plans, and may propose amendments to plans as needed.

Management Objectives and Concerns

The management objective of the natural area is the "preservation of freshwater marsh and southern floodplain habitat, including one of the largest stands of wild rice in New Jersey." Several activities are consistent with this objective:

- Identify the natural area boundary with natural area signs.
- Monitor and assess the impact of public use in the natural area.
- Promote natural resource education in the natural area.
- Maintain and enhance interpretive loop trail.
- Monitor and control erosion on foot paths not maintained as trails.
- Monitor and control invasive exotic species.
- Protect archeological features.
- Maintain and enhance habitat for threatened and endangered species.

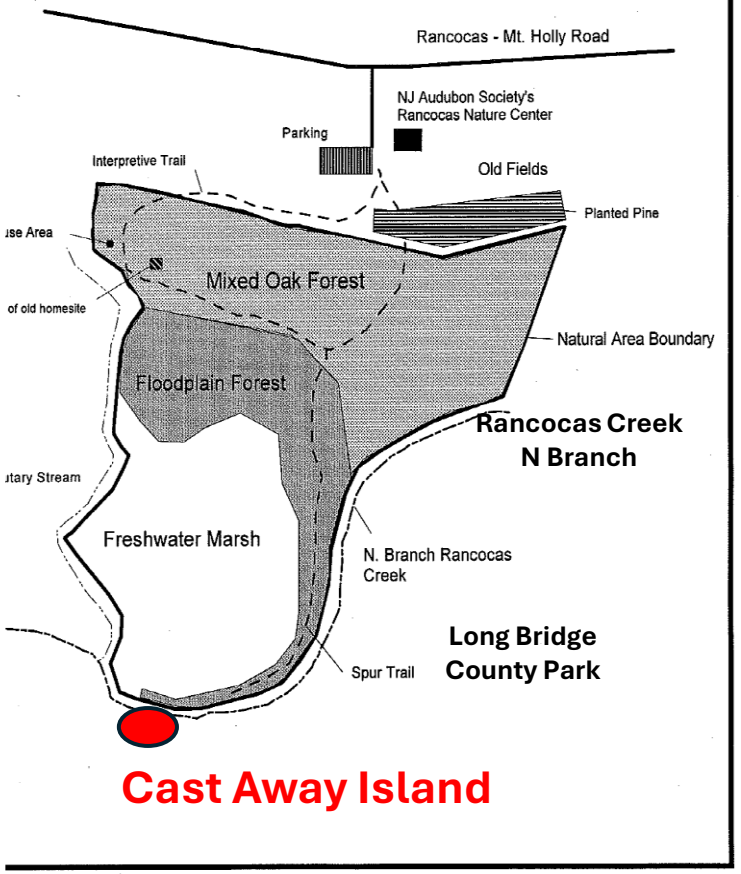


Figure 3. Rancocas Natural Area
Boundary and Biotic Communities

N

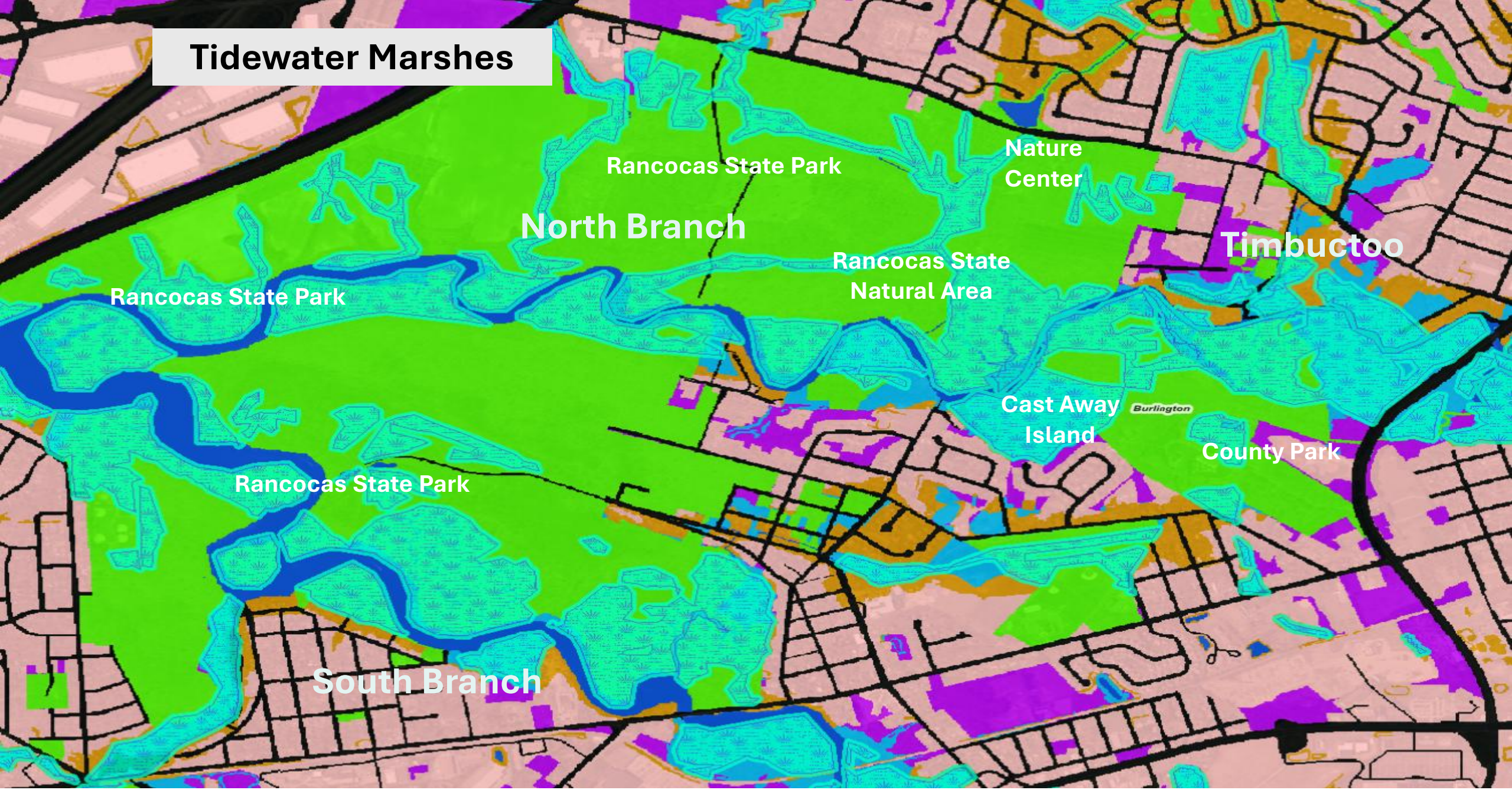
Photograph Joe Pluck's Hot Air Ballon, July, 2024.

To the East and South East, Long Bridge Burlington County Park Rancocas Creek Burlington County Greenway

Cast Away Island haven for wildlife fusion with the natural world is guarded against development and incursions by people flanked by Burlington County's Long Bridge Park.

This location isolates Cast Away Island, naturally. It's isolation protects and restores an exemplary natural resource of New Jersey.

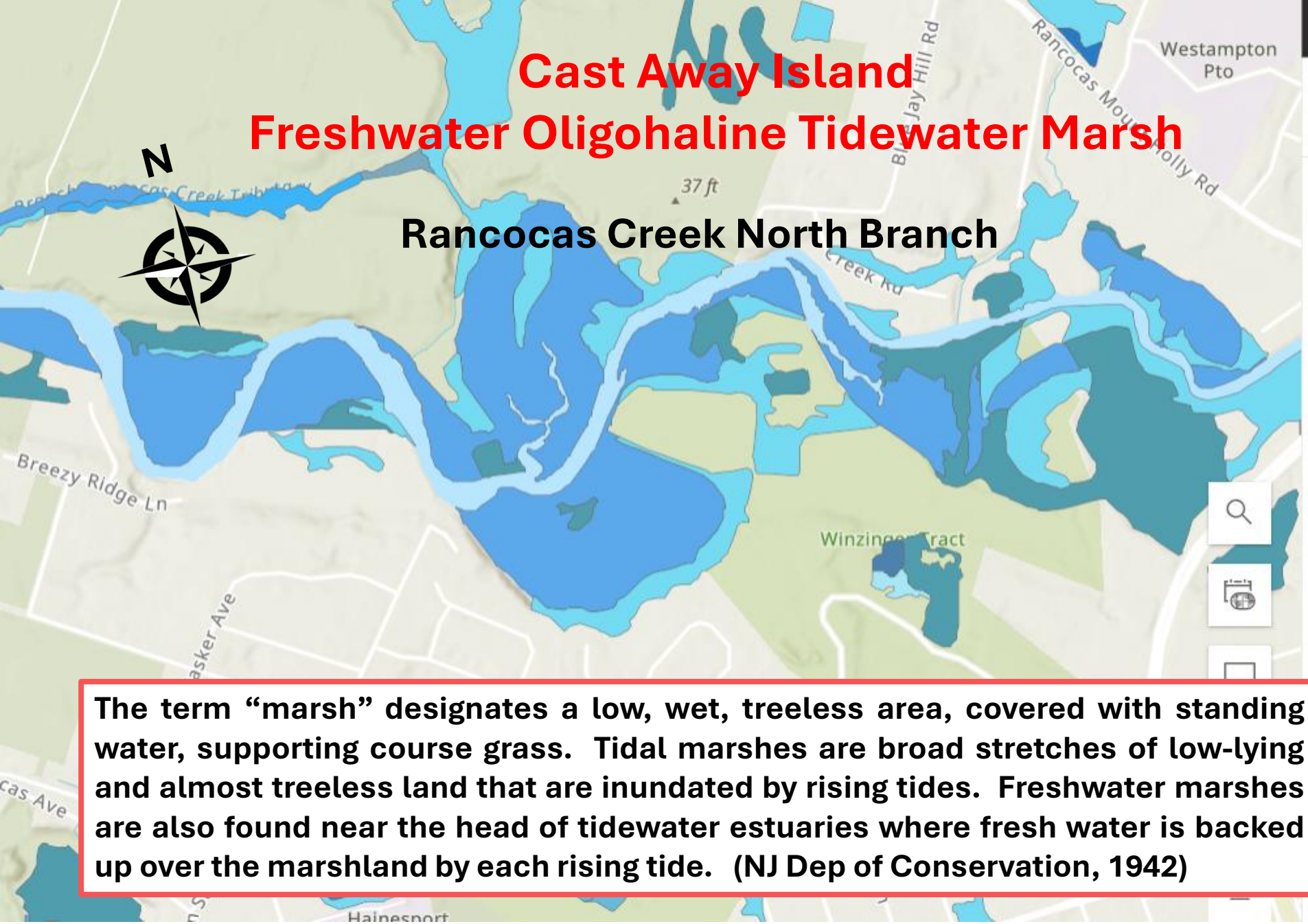
Tidewater Marshes



Ref: General Map NJDEP

Cast Away Island
Freshwater Oligohaline Tidewater Marsh

Rancocas Creek North Branch



The term "marsh" designates a low, wet, treeless area, covered with standing water, supporting course grass. Tidal marshes are broad stretches of low-lying and almost treeless land that are inundated by rising tides. Freshwater marshes are also found near the head of tidewater estuaries where fresh water is backed up over the marshland by each rising tide. (NJ Dep of Conservation, 1942)

Map of Elevations

Cast Away Island Elevation: 5 feet

Freshwater Oligohaline Tidewater Marsh

Rancocas Creek's freshwater oligohaline tidewater marshes natural diversity are crucial for healthy sustainable estuarine and tidewater ecosystems. Rancocas Creek tidewater areas provides essential habitats for fish, crustaceans, birds, other wildlife and people enjoying the tide.

Rancocas Creek daily tides flood these tidewater areas. Here they are infused with a constant daily passage of pine barrens cedar water. These diverse wetlands are the fulcrum in nutrient cycling and water quality.

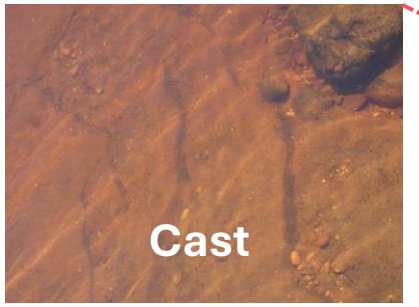
Naturally, the ecological significance of oligohaline marshes extends beyond their role of wildlife and the fisheries.

These connections anchor year-round multi-use public access conservation on Rancocas Creek's tidewater.

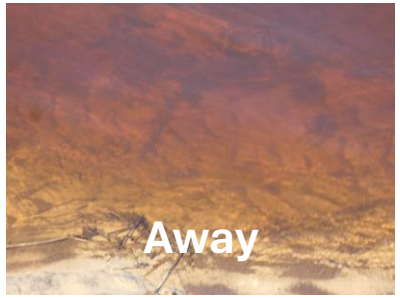
Vital Rancocas Creek Watershed cedar waters are capillaries promoting stepping stones for enhanced awareness.

Cast Away Island, constantly washed by New Jersey's Pinelands National Reserve Western Outflow empty's amber-colored, cool-flowing cedar water into Delaware River tide-waters.

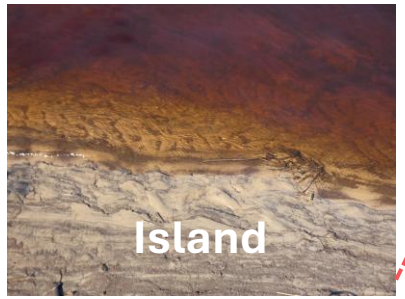
Cast Away Island harbors unique micro-habitats



Cedar

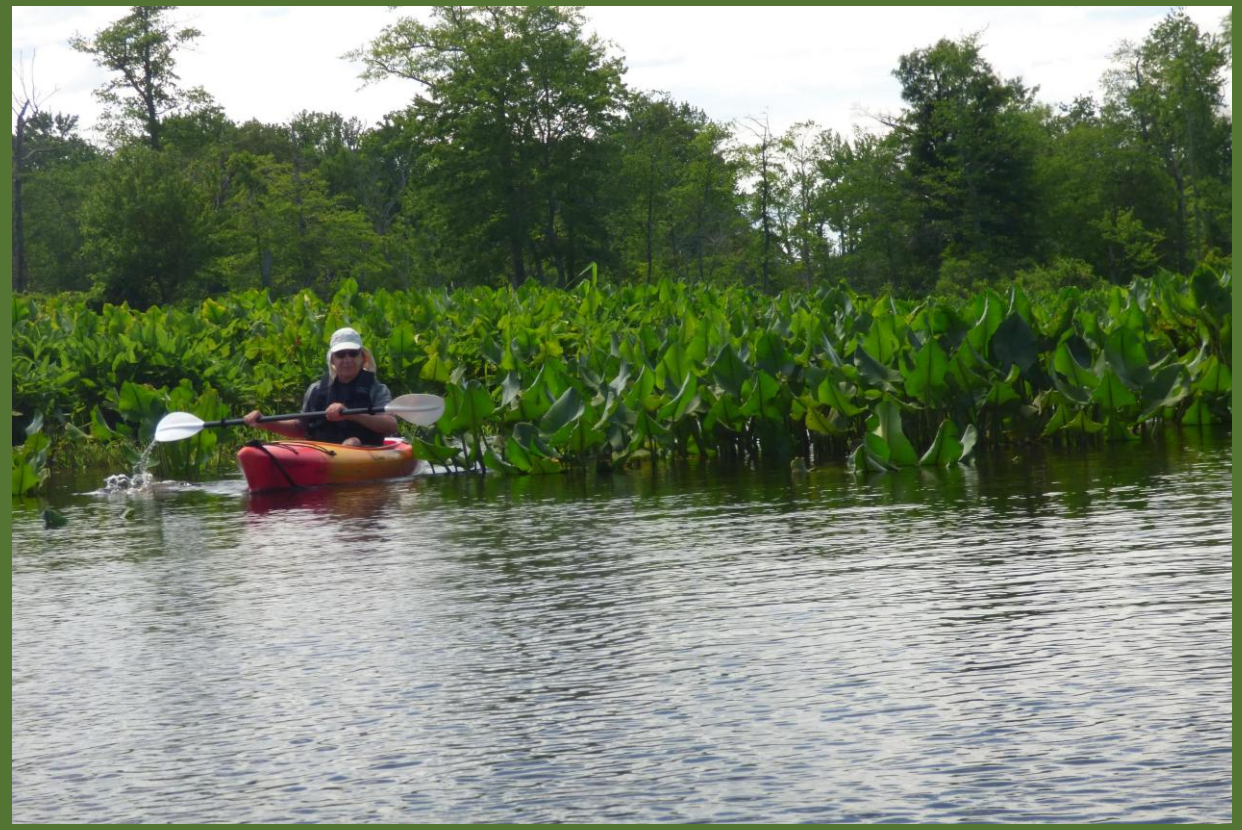


Water



Naturally, Rancocas is one part of exploring, discovering and enjoying West Jersey's diverse tidewaters heritage, history and communities.

Cast Away Island – High Tide

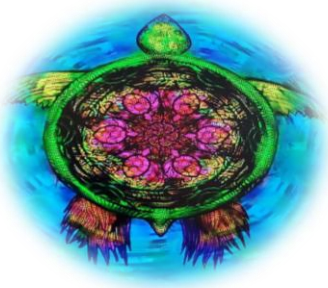


Rancocas State Park – Rancocas State Natural Area – Long Bridge Park

Tree Swallow nesting
Cast Away Island

Section Two

Cast Away Island Wildlife



Cast Away Island wildlife is protected from people because its isolated from people.

Wildlife thrives in their private world, naturally. Here man intrudes.

The following section offers a partial listing of the flora, fauna and wildlife that use Cast Away Island as home.

Cast Way Island Food Web and Ecology anchors a natural vibrancy and diversity on the numerous remains of old wooden creek vessels/boats (detritus) found on Cast Away Island and on the Rancocas Creek tidewaters and the little critters, like *fairy shrimp*, that thrive in these conditions.

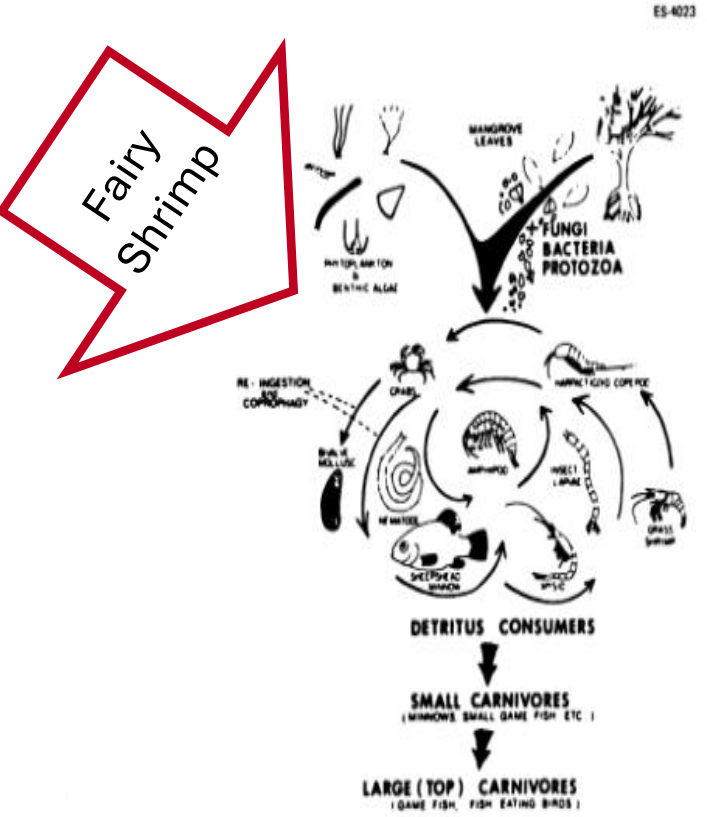
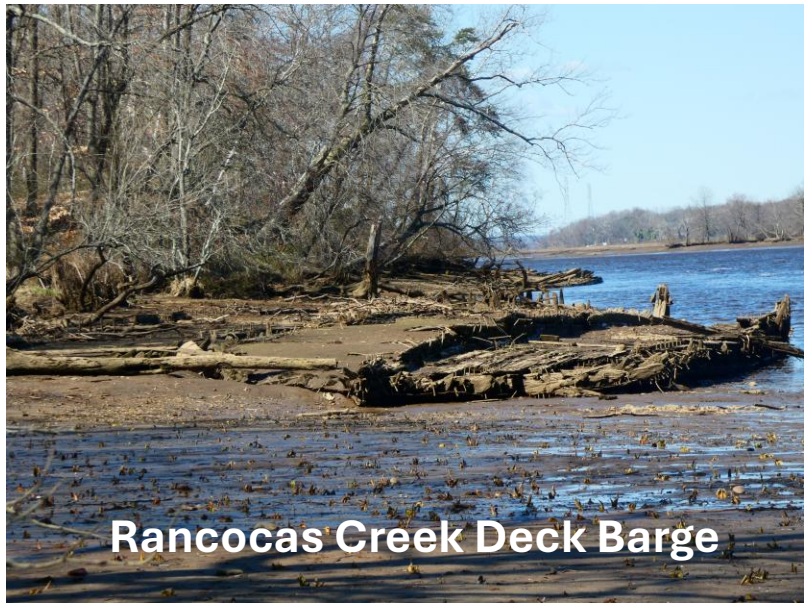


Fig. 2.2. Diagram of the detritus-based food web. The omnivorous detritus consumers ingest small amounts of living algae along with large quantities of vascular plant, largely *Rhizophora*, detritus. Much detrital material recirculates in the form of fecal matter. Source: L. Eugene Cronin, Ed., *Estuarine Research*, vol. 1, Academic Press, Inc., New York, 1975, p. 280. (Reprinted by permission)

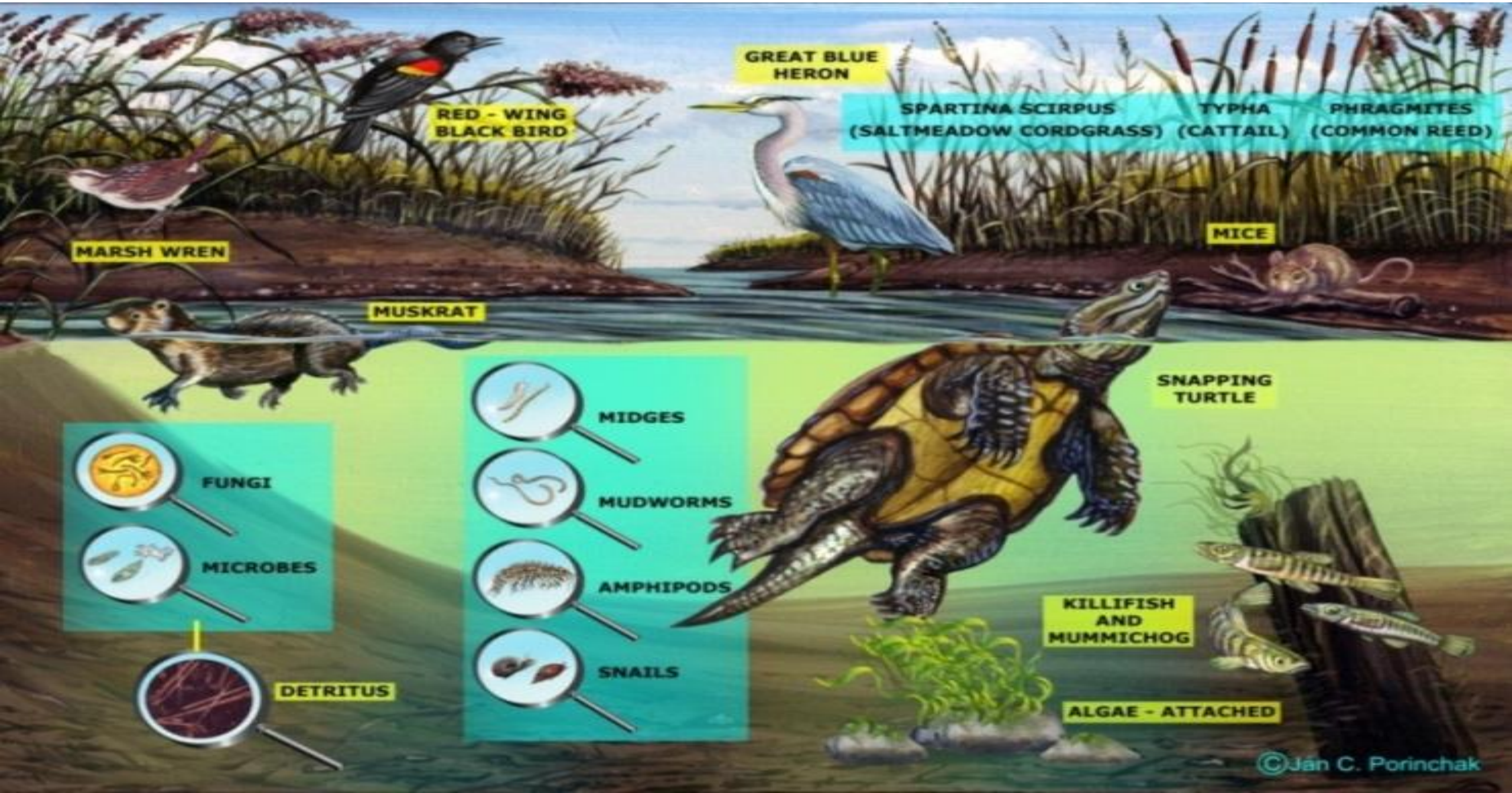
Detritus is broadly defined as any form of non-living organic matter, including different types of plant tissue: leaf litter, dead wood, aquatic macrophytes, algae), carrion, dead microbes, manure, dung, pellets, guano, as well as products secreted, excreted or exuded from organisms (e.g. extra-cellular polymers, nectar, root exudates and leachates, dissolved organic matter, extra-cellular matrix, mucilage), basically anything they can thrive on in their own ecosystems.

Wooden detritus around Cast Away Island

Connection of heritage to natures food chain, ecology and people



Wooden remains of Cast Island Wharf and Vessels: Detritus Based Food Web



Cast Away Island Vernal/Tide-Water Pools

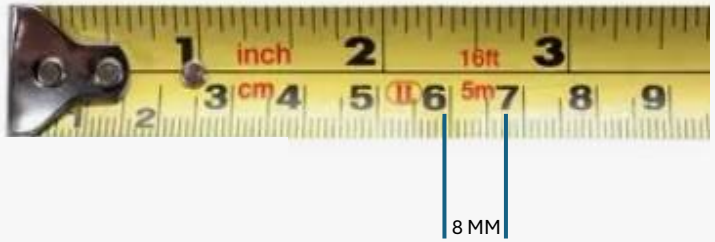
Fairy Shrimp

Archetypal crustacean lives off wooden debris microbes

11 pairs of swimming legs that also function as gills. Glide gracefully through the water upside down, swimming by beating their legs in a complex, wavelike movement that passes from front to back

Common resident of Cast Away Island vernal tidewater pools and the foundation of natures, natural, food chain are fairy shrimp.

Fairy Shrimp are 6–25 millimeter long



5 Star residence for schools of minnows and other small fish and crustations
Cast Away Island ERI

Low Tide

Snacking Time

North Branch "Portal" - 06 May 2018

We Have a Qurom

Rare and Endangered Plants of Cast Away Island Intertidal Zone

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

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

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

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

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

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

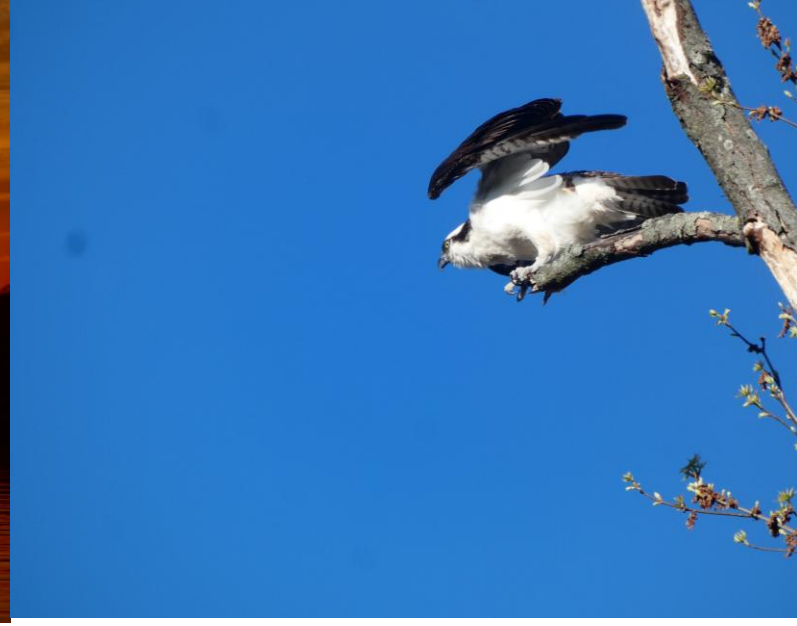
REFERENCES:

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

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

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

Citation, Naturally



Cast Away Island Sunrise & Wildlife
Osprey, Black Crowned Night Heron, Wood Duck, Red Fox

Kingfisher

Cast Away Island

Kingfisher Ecology Life Cycle and Native American Myths

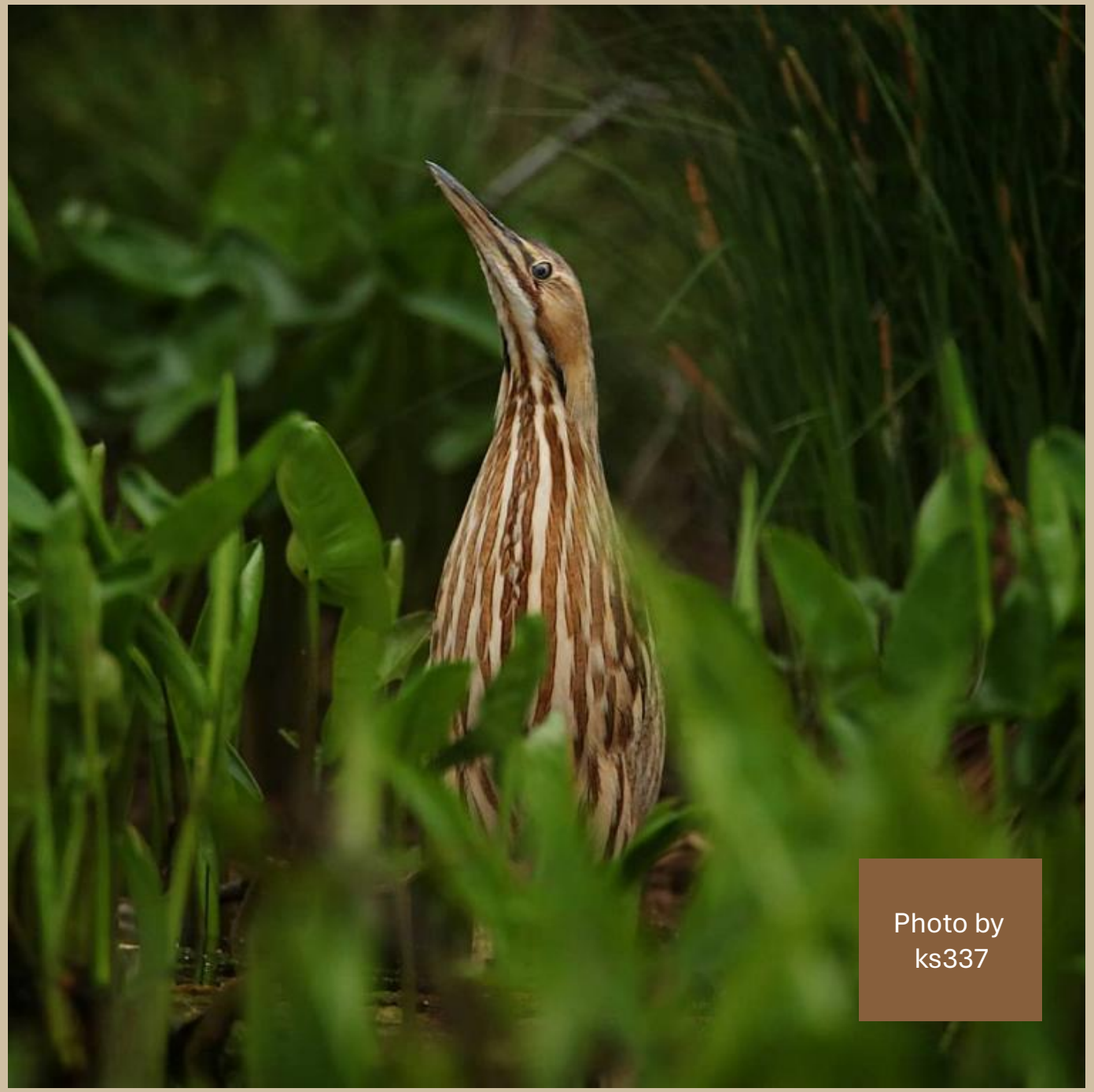
The kingfisher holds various symbolic meanings in Native American mythology, reflecting its role as a messenger and a sign of good luck. Among Eastern Woodland Indians, the kingfisher is viewed positively, symbolizing good fortune and abundance. In another legend, a human thief was transformed into the first kingfisher, while in the Siouan tribes, the kingfisher is associated with fertility. Some tribes view the kingfisher as mischief.

The kingfisher's presence is often seen as a sign of balance, freedom, and courage, and it is revered for its association with good luck and joyful spirits. Kingfishers are also considered totems in some Native American cultures, and are used as clan animals in others

American

Bittern

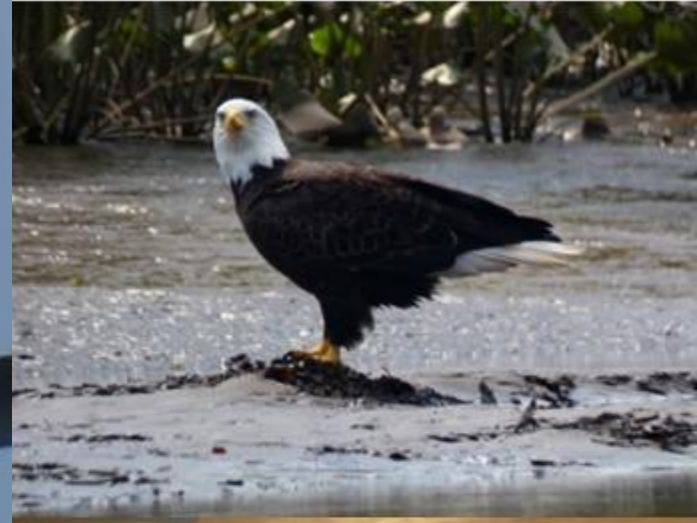
Inhabitant of Rancocas Creeks "Wild Rice Tidewater Marshes"

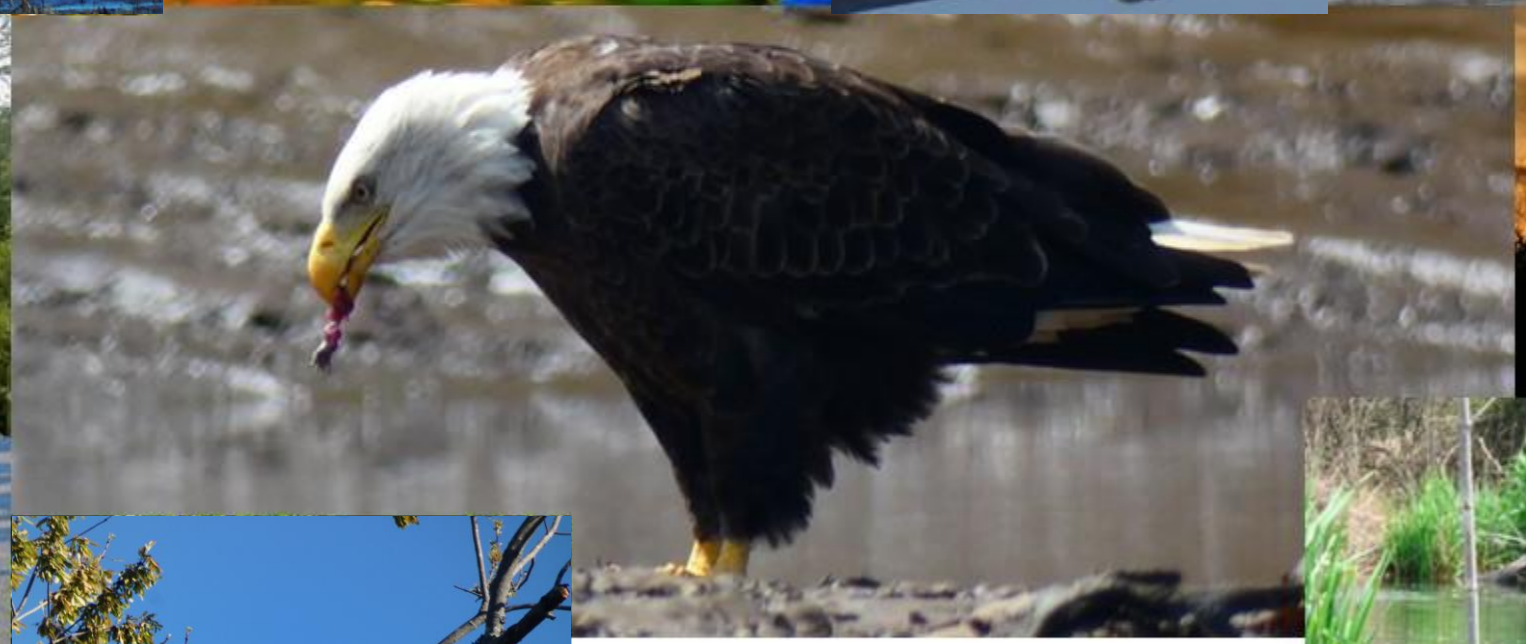


Cast Away Island Viewshed

North into the State of NJ Rancocas Natural Area

North Branch - Rancocas Creek - High Tide





Cast Away Island Bald Eagles

Cast Away Island ERI

Bald Eagle Facts

The bald eagle's ecology is deeply intertwined with its habitat and the ecosystem it inhabits. As an apex predator, it plays a crucial role in maintaining ecological balance by regulating fish and small mammal populations, preventing overgrazing of aquatic vegetation, and maintaining water quality. Its scavenging habits also contribute to the decomposition process, recycling nutrients back into the soil, which supports the growth of new plant life. The bald eagle's presence can even influence the behavior of other species, leading to a more diverse distribution of

The large, majestic bald eagle was selected as the U.S. national emblem in 1782 "as a symbol of strength, courage, beauty, and freedom."[1] During the nesting season, bald eagles are always found close to a water body where a ready supply of fish or waterfowl is available. They typically nest in old, large trees with a clear flight path on one or more sides, and often, a view of the water. The bird's population in the lower 48 states decreased drastically in the 1960s, from environmental contamination, loss of habitat, and illegal shooting of wildlife.

Biggest threat to Bald Eagles are over-development, loss of habitat, politicians who could care less and people not respecting Eagle's privacy.

Cast Away Island Bald Eagle Habitat

Cast Away Island: Eagle “scarfing” duck

State of New Jersey Rancocas Natural Area

Cast Away Island Eagle Feeding

EAGLES EARS ARE SMALL HOLES ON EITHER SIDE OF THE HEAD BACK BEHIND THE EYES, UNDER THE FEATHERS
CAN SEE 7X BETTER THAN HUMANS
LIFESPAN 30 YEARS
EAGLES CAN SEE BOTH FORWARD AND SIDEWAYS AT THE SAME TIME
BOTH EYES FOCUS FORWARD ON A SINGLE ITEM, AND THIS PERMITS VERY ACCURATE DEPTH PERCEPTION ALLOWING THEM TO SWOOP IN FOR THE KILL
CRUISING SPEED 30-50 KM/HR
BALD EAGLES ARE NOT BALD AT ALL
HUNDREDS OF YEARS AGO, THE ENGLISH WORD FOR WHITE WAS BALDE AND THE WORD PIEBALDE MEANT MOTTLED WITH WHITE, SO THE EAGLES WITH WHITE HEADS WERE CALLED BALDE EAGLES
EAGLE BILLS ARE MADE OF KERATIN, SIMILAR TO HUMAN FINGERNAILS
TOP SPEED 120 KM/HR
BALD EAGLES HAVE BETWEEN 7000 AND 7200 FEATHERS
FEATHERS ARE MADE OUT OF KERATIN THAT GROW CONTINUOUSLY LIKE HAIR
THEY ARE LAYERED TO TRAP AIR TO INSULATE BIRDS AGAINST COLD & RAIN
TOP ALTITUDE

Indicator Species: The Health of Ecosystems

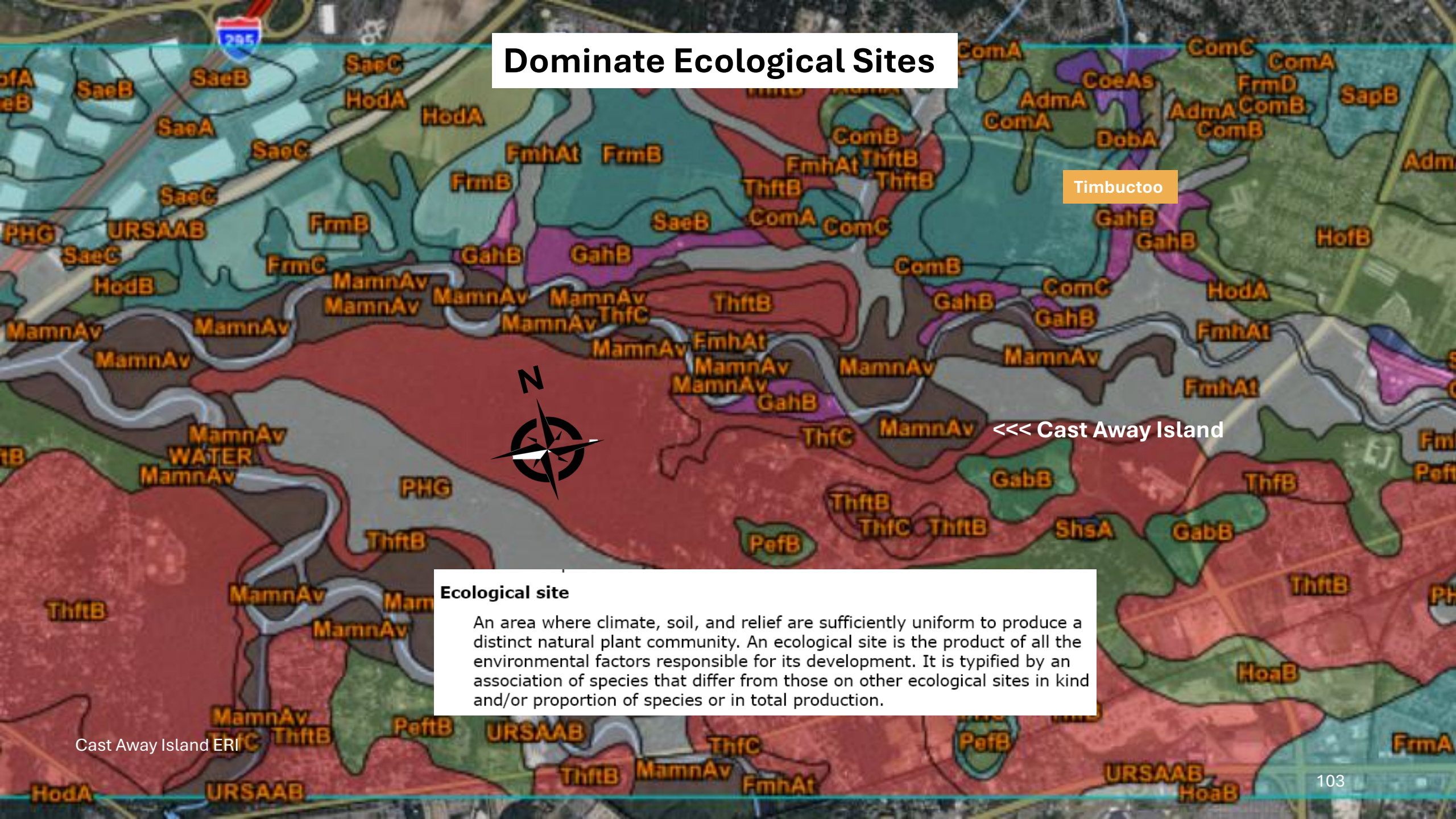
Bald eagles act as an indicator species—a biological marker that reflects the health of the environment. Their population trends can provide insights into the overall ecosystem's condition.

A decline in bald eagle populations may signal environmental issues such as pollution, habitat loss, or decline in prey availability. Monitoring eagle populations, is important for multi-use conservation and managing ecosystems sustainably. A robust population of Bald Eagle's generally indicates a healthy environment capable of supporting diverse populations of wildlife and these connections to multi-use.

Rancocas Creek, Hainesport

Leave No Trace

Dominate Ecological Sites



Ecological site

An area where climate, soil, and relief are sufficiently uniform to produce a distinct natural plant community. An ecological site is the product of all the environmental factors responsible for its development. It is typified by an association of species that differ from those on other ecological sites in kind and/or proportion of species or in total production.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
AdmA	Adelphia fine sandy loam, 0 to 2 percent slopes	82.0	1.8%
CoeAs	Colemantown loam, 0 to 2 percent slopes, occasionally flooded	16.3	0.3%
ComA	Collington fine sandy loam, 0 to 2 percent slopes	108.2	2.3%
ComB	Collington fine sandy loam, 2 to 5 percent slopes	49.5	1.1%
ComC	Collington fine sandy loam, 5 to 10 percent slopes	18.1	0.4%
DobA	Donlonton loam, 0 to 2 percent slopes	4.6	0.1%
FmhAt	Fluvaquents, loamy, 0 to 3 percent slopes, frequently flooded	317.8	6.8%
FrfB	Freehold loamy sand, 0 to 5 percent slopes	13.7	0.3%
FrfC	Freehold loamy sand, 5 to 10 percent slopes	7.9	0.2%
FrmA	Freehold fine sandy loam, 0 to 2 percent slopes	124.1	2.7%
FrmB	Freehold fine sandy loam, 2 to 5 percent slopes	180.2	3.9%
FrmC	Freehold fine sandy loam, 5 to 10 percent slopes	43.0	0.9%
FrmD	Freehold fine sandy loam, 10 to 15 percent slopes	5.3	0.1%
GabB	Galestown sand, 0 to 5 percent slopes	44.3	0.9%
GahB	Galloway sand, 0 to 5 percent slopes	86.9	1.9%
GakB	Galloway fine sand, 0 to 5 percent slopes	1.7	0.0%
HoaB	Holmdel loamy sand, 0 to 5 percent slopes	46.5	1.0%
HodA	Holmdel fine sandy loam, 0 to 2 percent slopes	119.6	2.6%
HodB	Holmdel fine sandy loam, 2 to 5 percent slopes	11.7	0.2%
HofB	Holmdel-Urban land complex, 0 to 5 percent slopes	97.2	2.1%

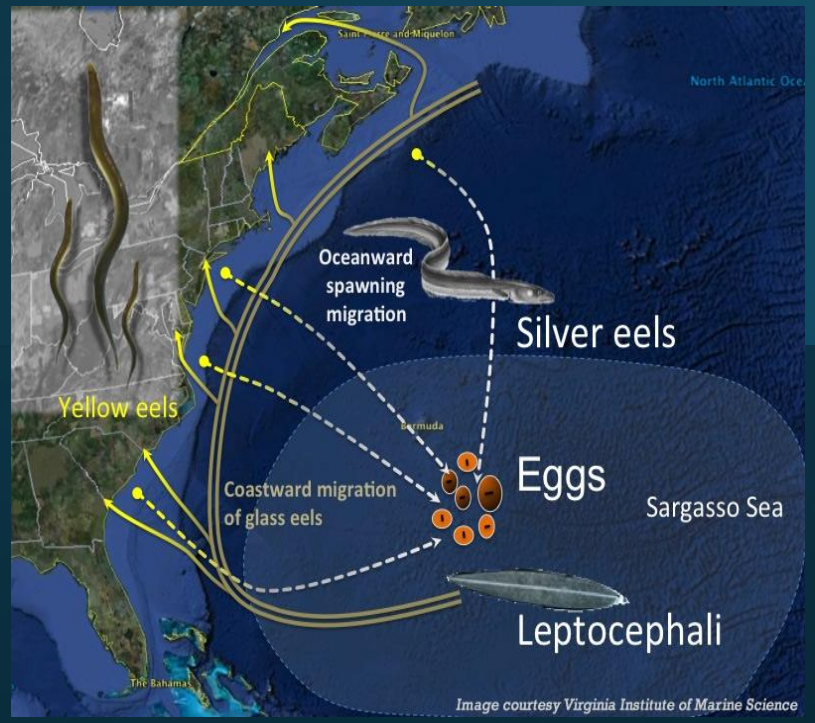
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
MamnAv	Mannington-Nanticoke complex, 0 to 1 percent slopes, very frequently flooded	436.4	9.3%
PefB	Pemberton sand, 0 to 5 percent slopes	31.0	0.7%
PeftB	Pemberton sand, thick surface , 0 to 5 percent slopes	222.0	4.8%
PHG	Pits, sand and gravel	163.9	3.5%
SaeA	Sassafras fine sandy loam, 0 to 2 percent slopes	121.5	2.6%
SaeB	Sassafras fine sandy loam, 2 to 5 percent slopes	154.8	3.3%
SaeC	Sassafras fine sandy loam, 5 to 10 percent slopes	31.1	0.7%
SapB	Sassafras-Urban land complex, 0 to 5 percent slopes	18.9	0.4%
ShsA	Shrewsbury fine sandy loam, 0 to 2 percent slopes	4.3	0.1%
ThfB	Tinton sand, 0 to 5 percent slopes	295.5	6.3%
ThfC	Tinton sand, 5 to 10 percent slopes	133.6	2.9%
ThftB	Tinton sand, thick surface, 0 to 5 percent slopes	1,337.4	28.6%
UdrB	Udorthents, refuse substratum, 0 to 8 percent slopes	2.4	0.1%
URSAAB	Urban land, sandy, 0 to 8 percent slopes	139.1	3.0%
WATER	Water	178.2	3.8%
WofA	Woodstown fine sandy loam, 0 to 2 percent slopes	7.2	0.2%
WofB	Woodstown fine sandy loam, 2 to 5 percent slopes	14.1	0.3%
Totals for Area of Interest		**4,670.4**	**100.0%**

Cast Away Island Migration

Selected Examples

Lifecycle of Cast Away Island eels.

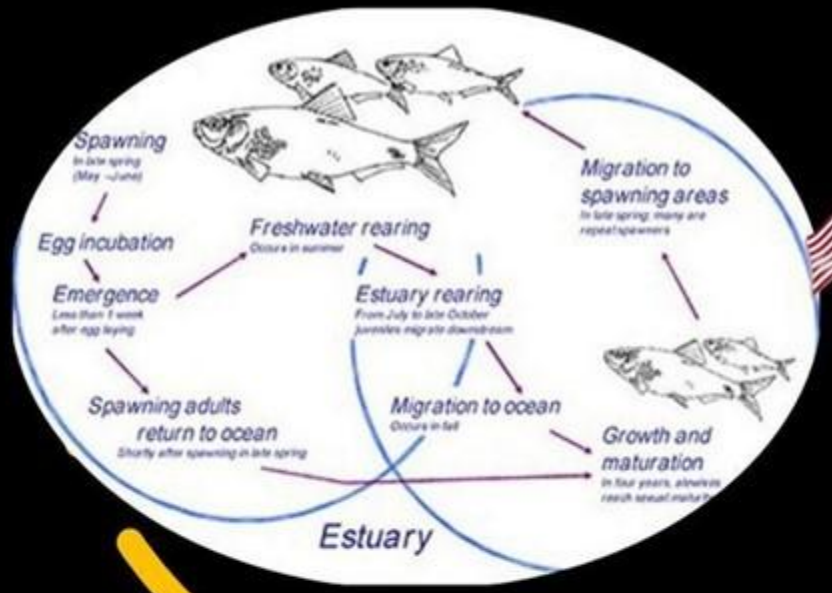
Leave No Trace



Leave No Trace

Leave No Trace

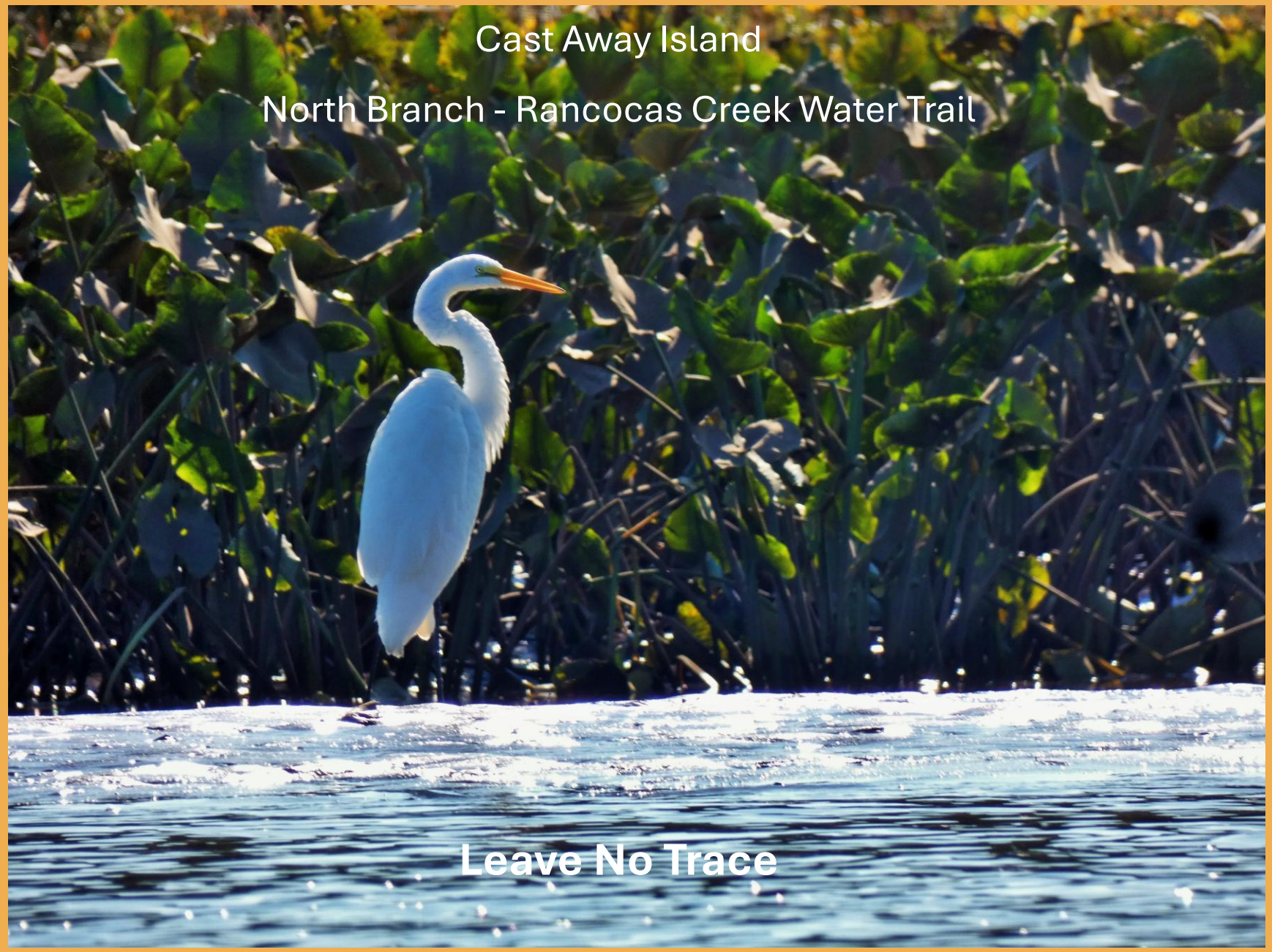
Cast Away Island blueback herring



- 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*).

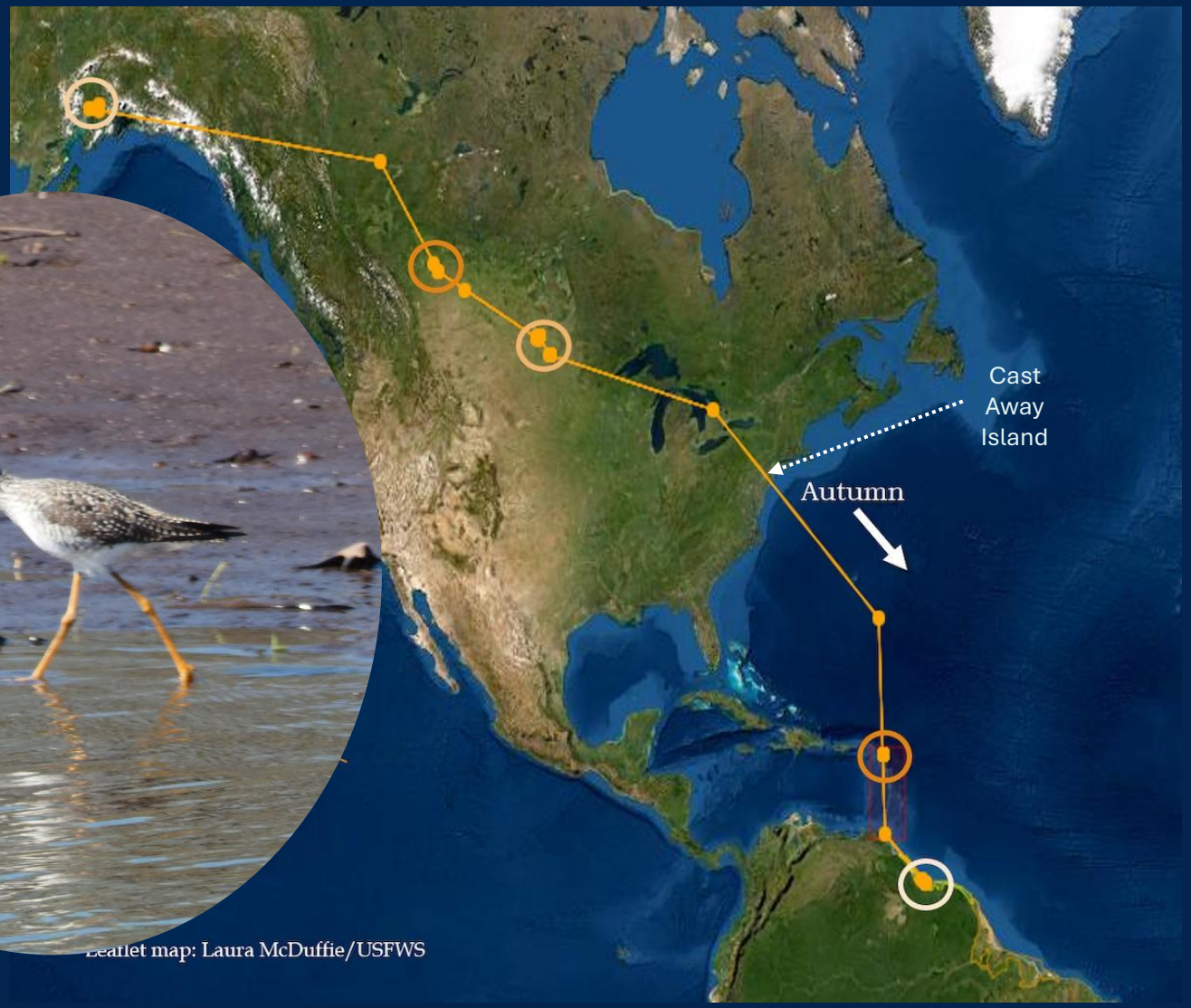
- Blueback herring move into coastal rivers during March and April when the water temperatures reach the mid-50s. The spawning site can be from the tidal zone to more than 100 miles upstream. Females release as many as 250,000 eggs in shoreline areas where they are fertilized by the male. Upon spawning,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


Cast Away Island
North Branch - Rancocas Creek Water Trail
Leave No Trace

Yellow Leg Sand-piper Rancocas Creek Yearly Cast Away Island Visitor

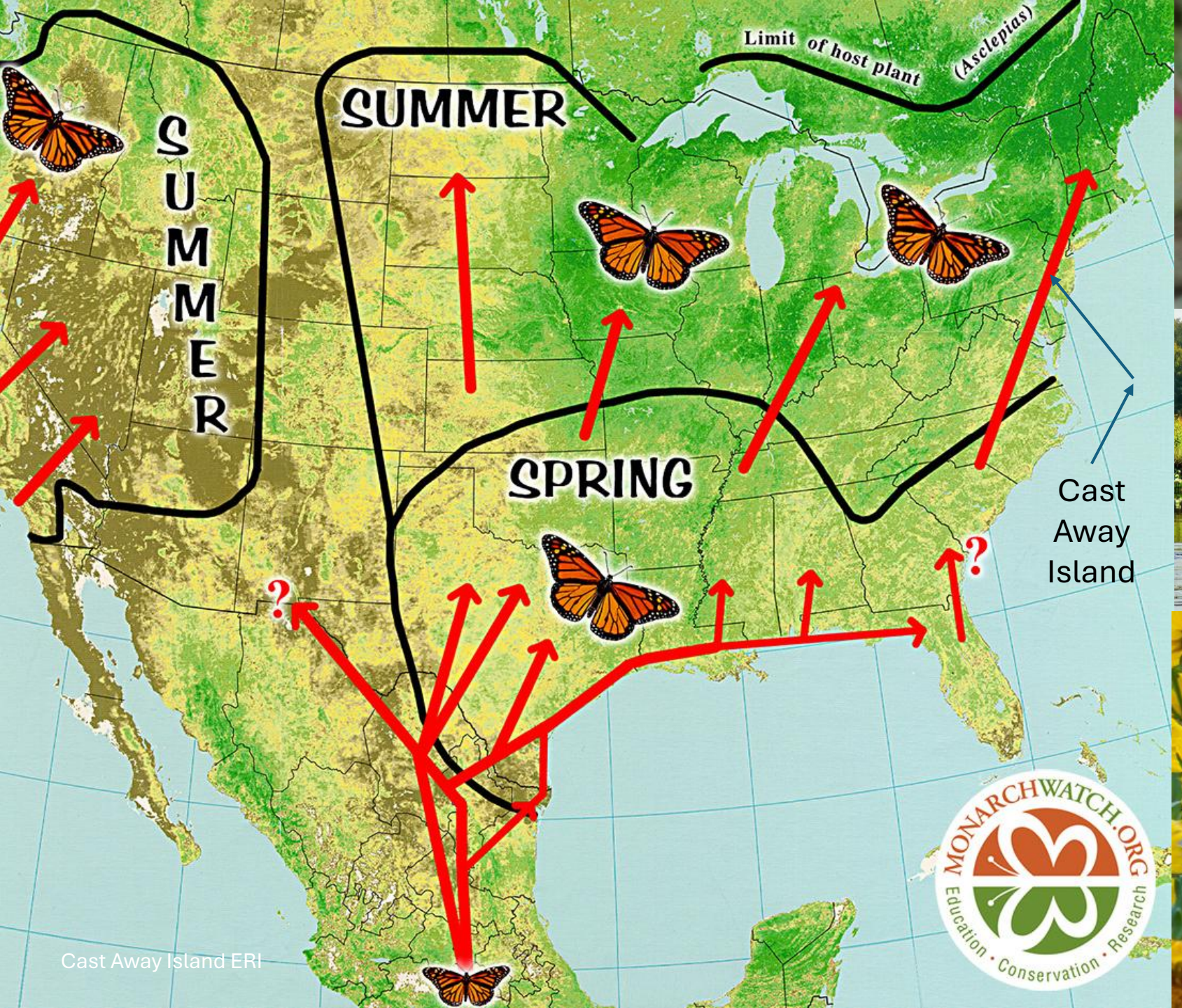
Migration

Medium- to long-distance migrant. Spring migration is earlier than most other shorebirds, with the species beginning to leave South America by late February and arriving in the U.S. 2–3 weeks later. Fall migration is prolonged and variable. Adult Greater Yellowlegs leave around the end of July, with young birds following 4–6 weeks later.



Cast Away Island Spring Migration
Leave No Trace

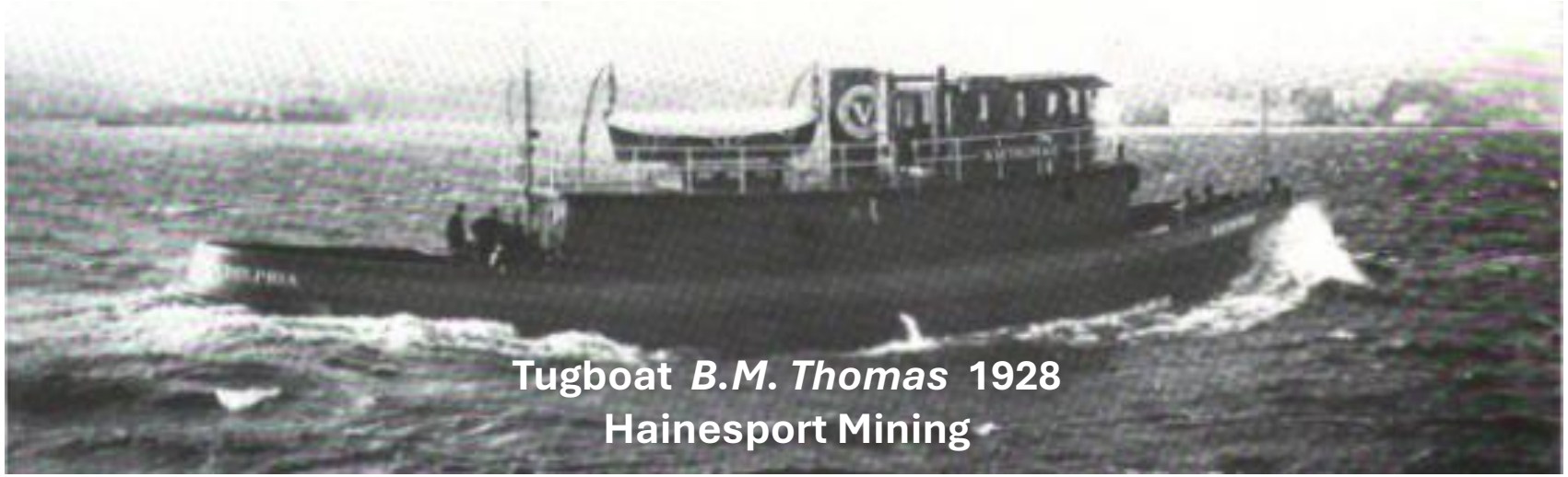
Rancocas Creek Tidewater Migratory Pathway
Cast Away Island Monarchs and Begger Tick Ecology


Limit of host plant (Asclepias)
SUMMER
SUMMER
SPRING
?
?
Cast Away Island
MONARCHWATCH.ORG
Education · Conservation · Research
Cast Away Island ERI

Cast Away Island Monarchs

Cast Away Island

Section Three: Who was here first?



Industrial Sands of Cast Away Island

Rancocas Creek Maritime Occupations 1664-1703
Underground Railroad

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

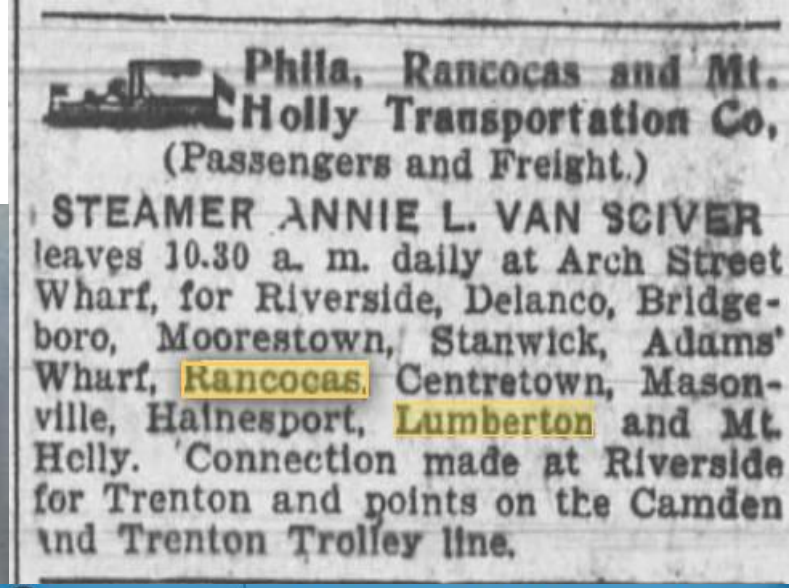
James Forten - Notable Delaware River, Philadelphia Sail Loft Owner. By Nature of the Delaware River maritime trade he knew of the Pine Barrens Western Outflow – Rancocas and Other West Jersey Delaware River tidewaters

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

Reference: 1664-1703 West Jersey Documents NJ State Archives as Published

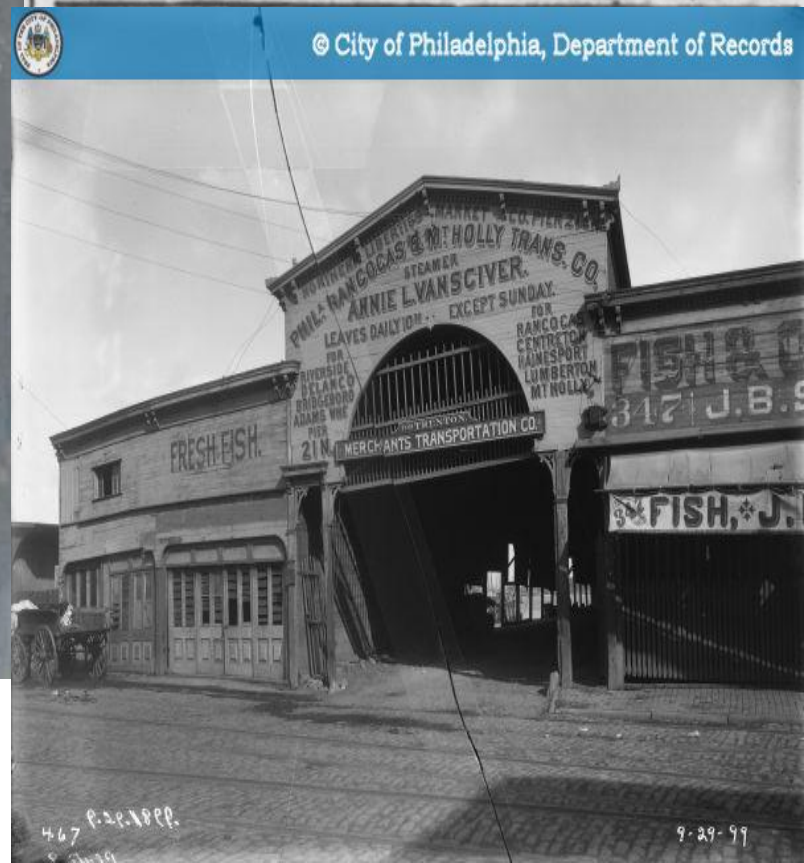
Annie VanSciver Approaching Rancocas Creek Landing

Moving mostly Passengers and Freight
Note: Wide and expansive cargo Doors on first Deck.

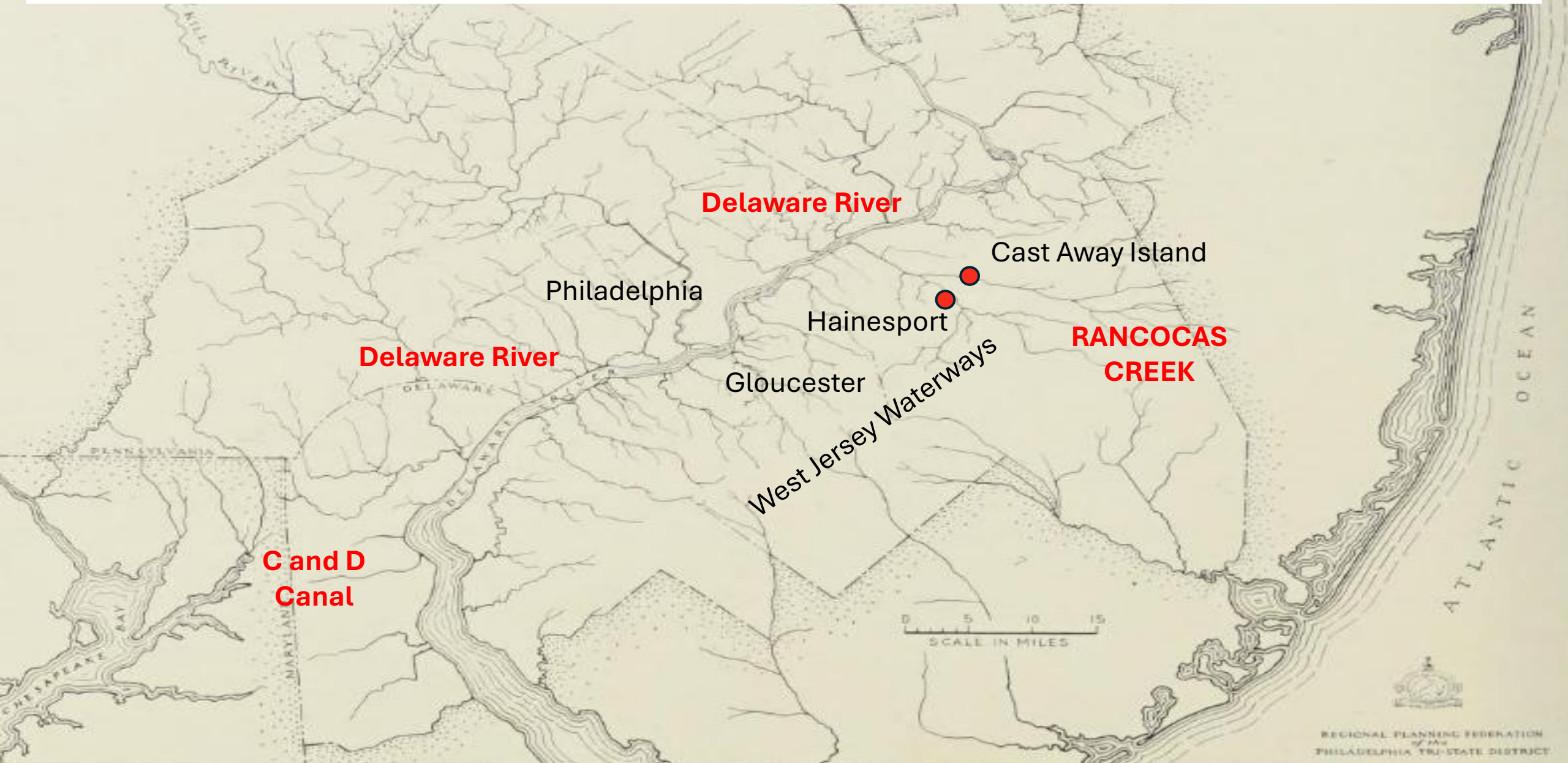


Phila. Rancocas and Mt. Holly Transportation Co.
(Passengers and Freight.)

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.



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



Do Not Disturb Nesting Wildlife and Eagles

Raptors are most vulnerable during reproductive season. Raptors are easily stressed when paddlers are near their nests. Protect Raptors w Enhanced Awareness on Basic Facts about Raptor Nestings. Respect Closures.

Late Winter

Raptors pair set up breeding territory, nest site and mate

If Disturbed raptors may not select a breeding / nesting site. Paddle Clear

Early Spring

Both adults incubate eggs which takes 30+ days

Disturbed adult raptors may leave nest. Eggs vulnerable to exposure and predators. Paddle Clear

Late Spring

Adults protect and feed chicks, Takes 6-7 weeks to learn to fly

Disturbed adults forced to defend nests. Provide less food. Chicks early fledge and death. Paddle Clear

Summer

Chicks learn to fly on their own but adults still supply food

Chicks less dependent on nests , sensitivity to disturbance remains. Paddle Clear

Different raptors have different length of times on nests. If you hear a high pitched scream your too close. Paddle Clear. Do Not Disturb. Zap Rancocas Pathways questions. www.rcnwt.com

1860 Steamer Barclay Leaves Arch Street Wharf, daily at 2 ½ p.m.. Progress, Delanco, Bridgeboro, Centretown, Hainesport. Leaves Hainesport Daily at 7 a.m..

1861Stages meet boat for Mt. Holly and Lumberton

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

THE SOSUA.

THE HAINESPORT.

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

No. 60 of 1920.

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

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

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

The anchoring of a steamship near the middle of Delaware river in the night, without warning signals and only a few hundred feet in front of a tug following with a tow, *held* a violation of Act March 3, 1899, c. 425, § 15 (Comp. St. § 9920), making it unlawful to anchor in navigable channels "in such a manner as to prevent or obstruct the passage of other vessels."

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

H. Alan Dawson, of Philadelphia, Pa., and Haight, Sandford, Smith & Griffin, of New York City, for libelant.

Willard M. Harris, of Philadelphia, Pa., for respondent.

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

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

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

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

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

May 19th 1916.

DATE.	Tug and one scow	Tug and two scows	Tug and three scows	Tug and four scows	Tug and five scows	Tug and six scows	No. double headers 2 tugs 3 scows	Total Number times draw opened	Total number boats passing through draw	Total number of trains delayed	Total number of minutes trains were delayed.
Jan. 1914	21	7	4	1				122	180	17	57
Feb. 1914	15	1	-	-				45	50	4	12
Mar. 1914	16	6	10	2			1	99	189	13	30
April 1914	43	21	23	7				261	369	40	159
May 1914	41	30	32	16			1	289	322	36	149
June 1914	27	22	22	19				221	367	49	165
July 1914	52	26	17	19				163	306	39	142
Aug. 1914	53	37	26	18				266	537	44	141
Sept. 1914	50	34	30	17	2	1		307	590	35	132
OCT. 1914	63	42	29	12	1			313	634	51	222
Nov. 1914	27	46	29	6				280	593	45	187
Dec. 1914	41	22	13	6			1	164	314	24	92
Jan. 1915	46	17	6	4				105	224	14	84
Feb. 1915	27	10	7	5				96	165	18	52
Mar. 1915	60	16	12	4				189	332	32	101
Apr. 1915	87	36	26	10				209	461	42	144

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

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

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

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

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

determine just what constitutes a navigable stream, the following extracts from decisions of the U. S. Supreme Court, which have

Rancocas Creek Sand Scows

100-120 feet 27-30 wide, square ends,

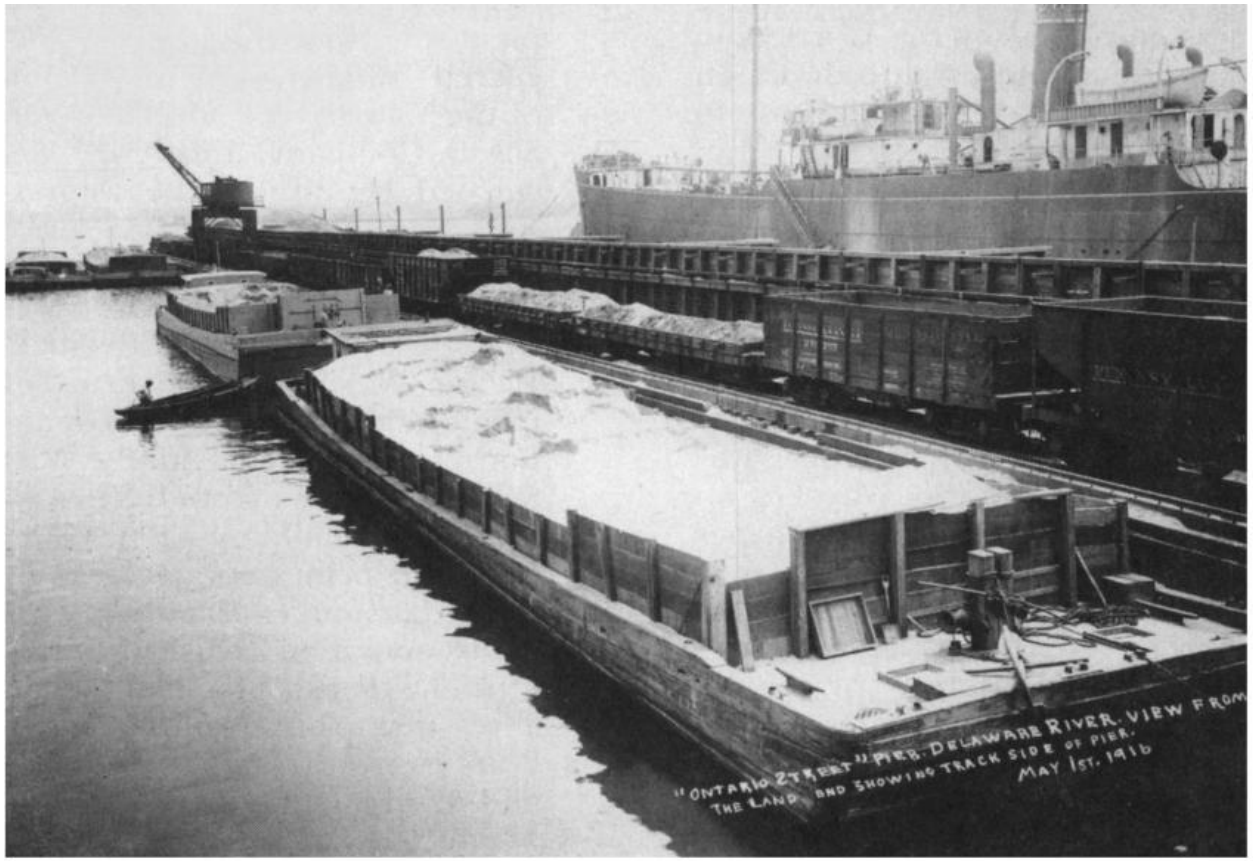
deck top load, 70-80 feet long.

Distance between barges 15 – 20 feet

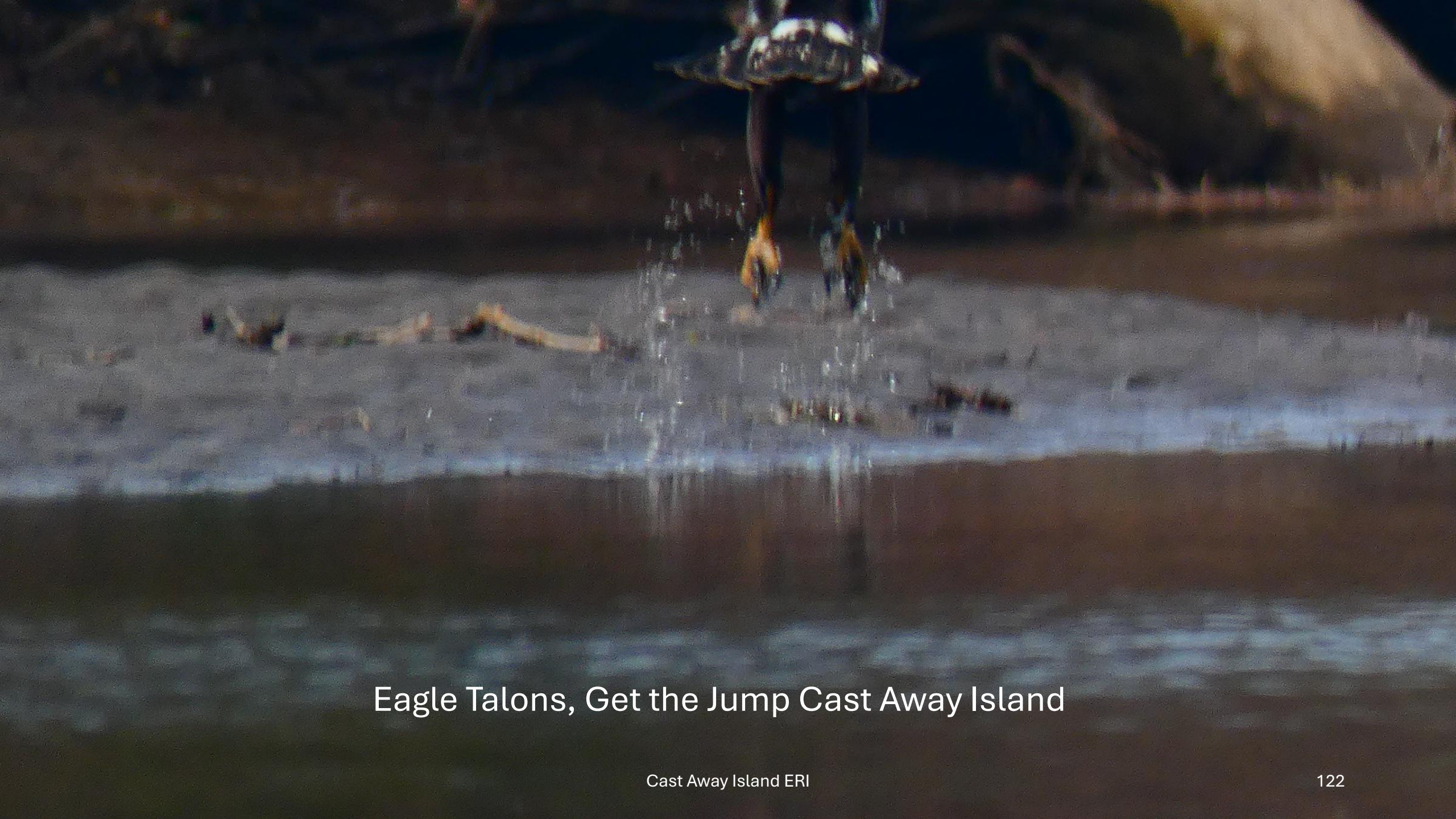
Extractive Resources and Sand Mining

“these sands are dug at the most available points along the Rancocas Creek to market, in this case the Delaware River” (Smith, 1926)

Rancocas Creek - Winter
Short Tether - Tugboat and Sand Barge
Breaking Ice
(note ice “pancakes” wake characteristics)

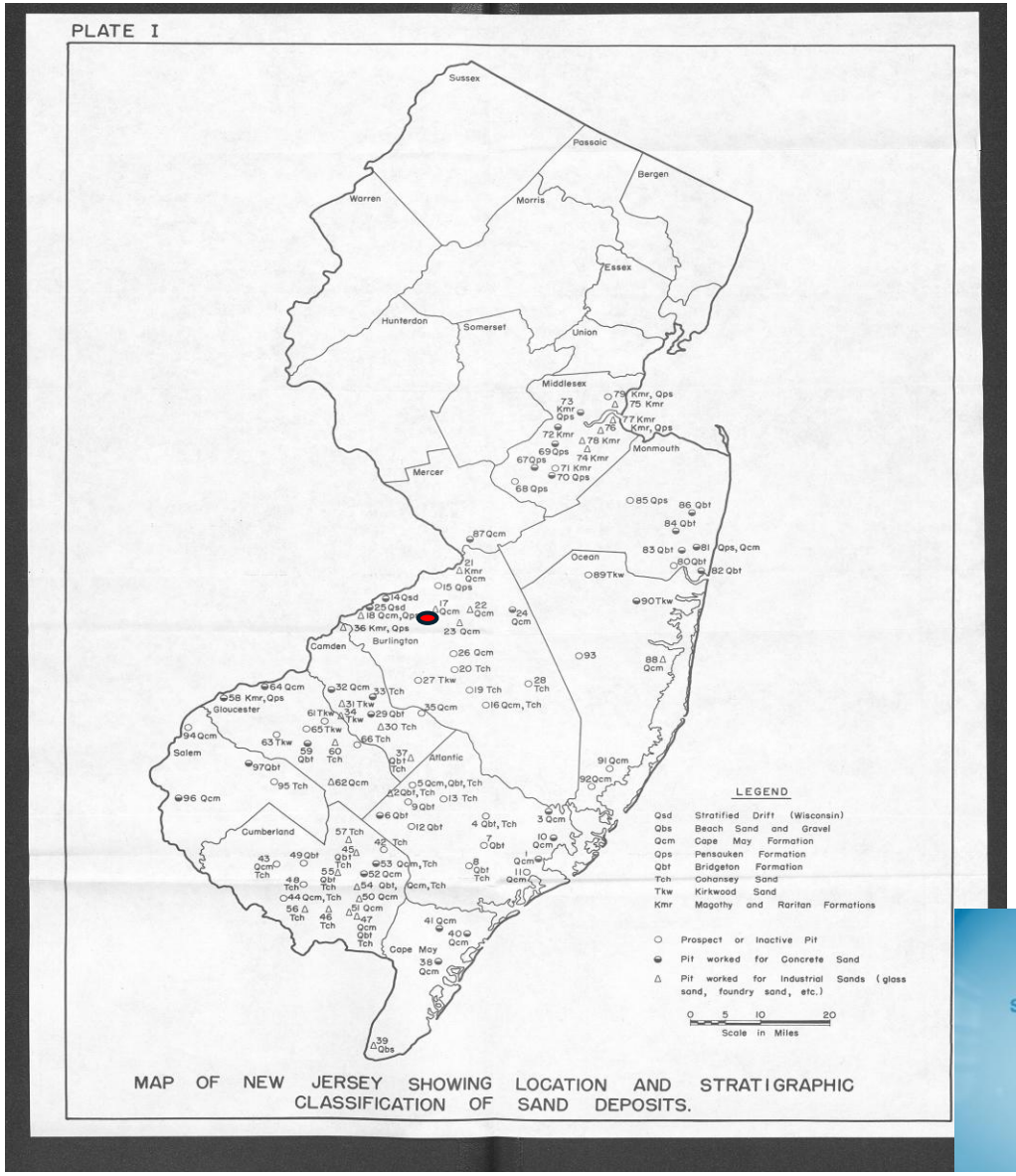


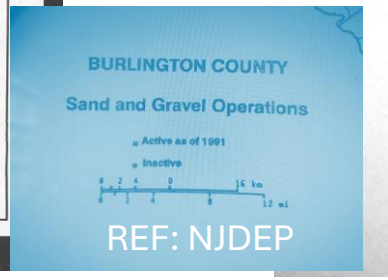
Transportation continues to be a major factor in the sand and gravel business. This 1916 photo is of a Warner pier located at the juncture of the Delaware River and Ontario Street in Philadelphia. Barge loads were transferred to railroad cars, horse drawn wagons and ocean going vessels. The ship in the background transported sand and gravel used for construction in Florida.



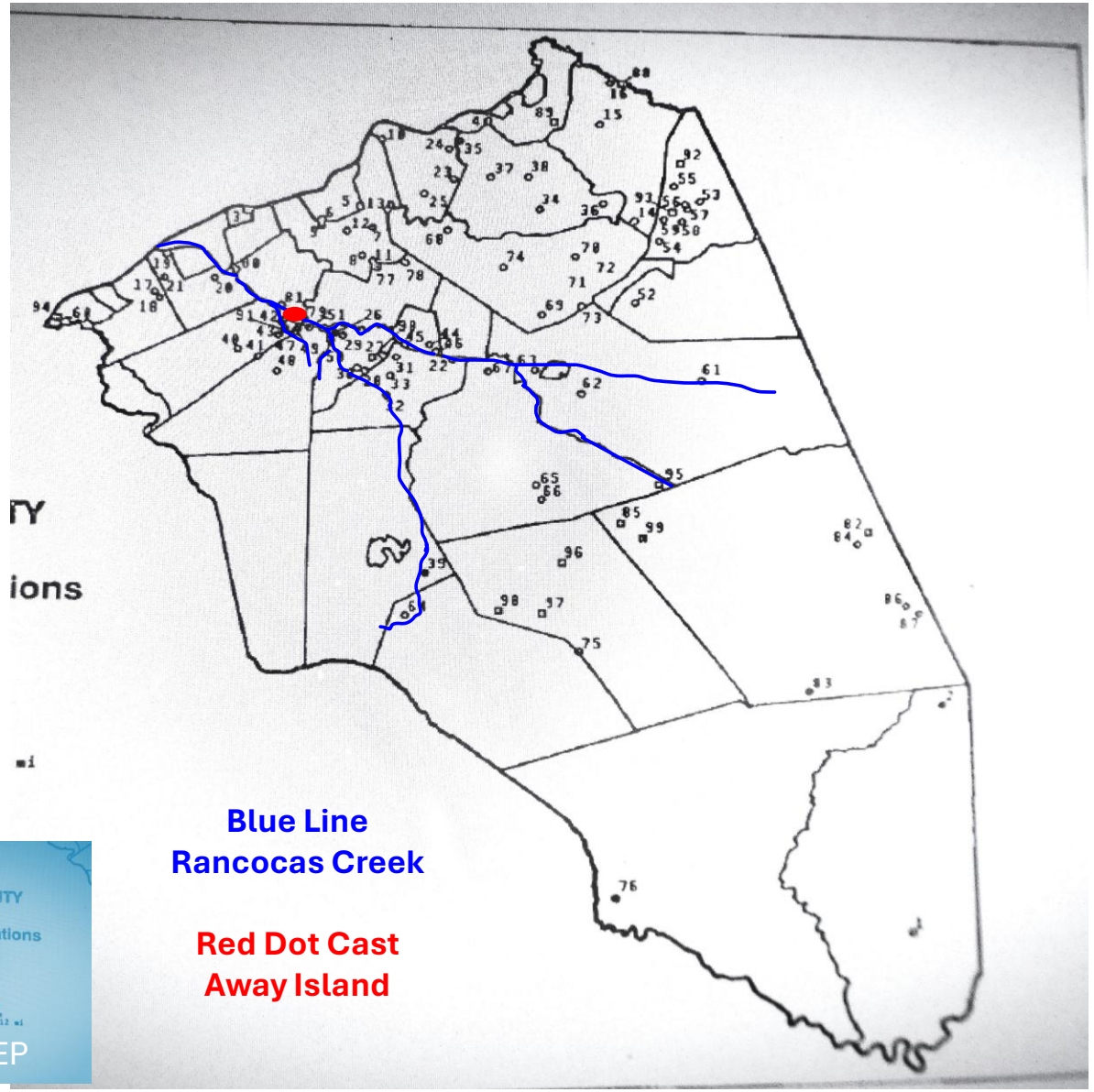
Eagle Talons, Get the Jump Cast Away Island

Industrial Sands of New Jersey

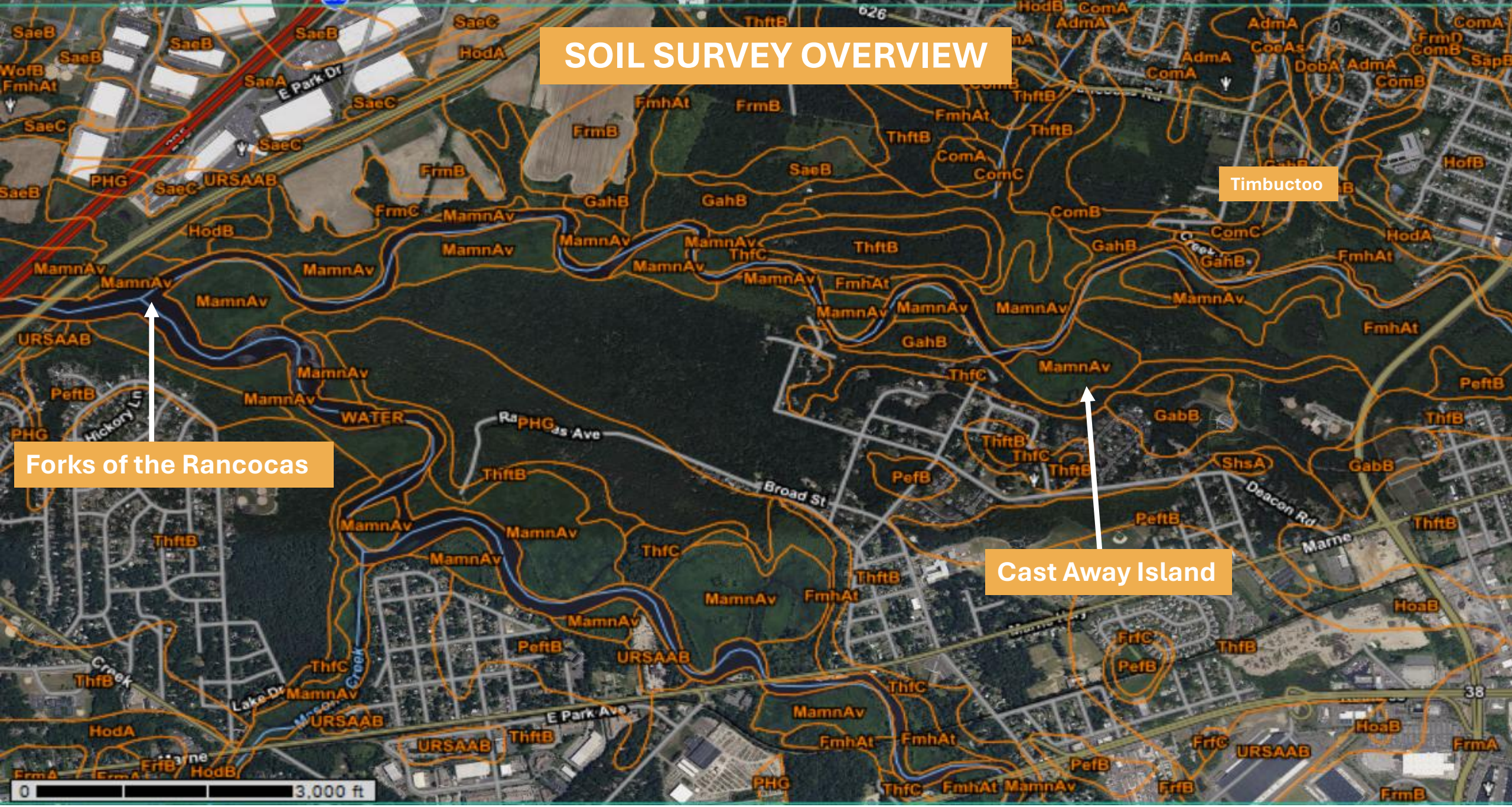




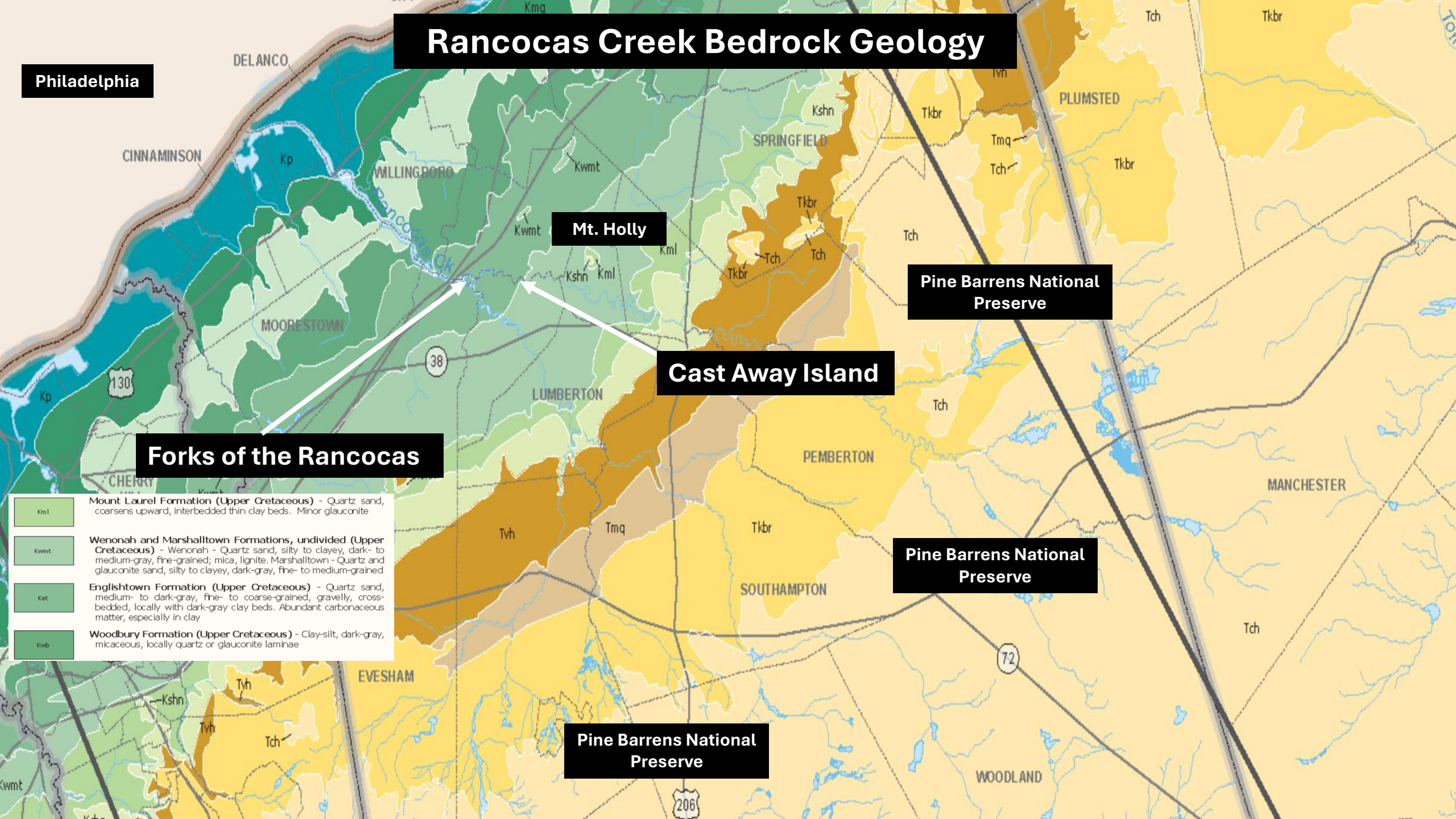
REF: NJDEP



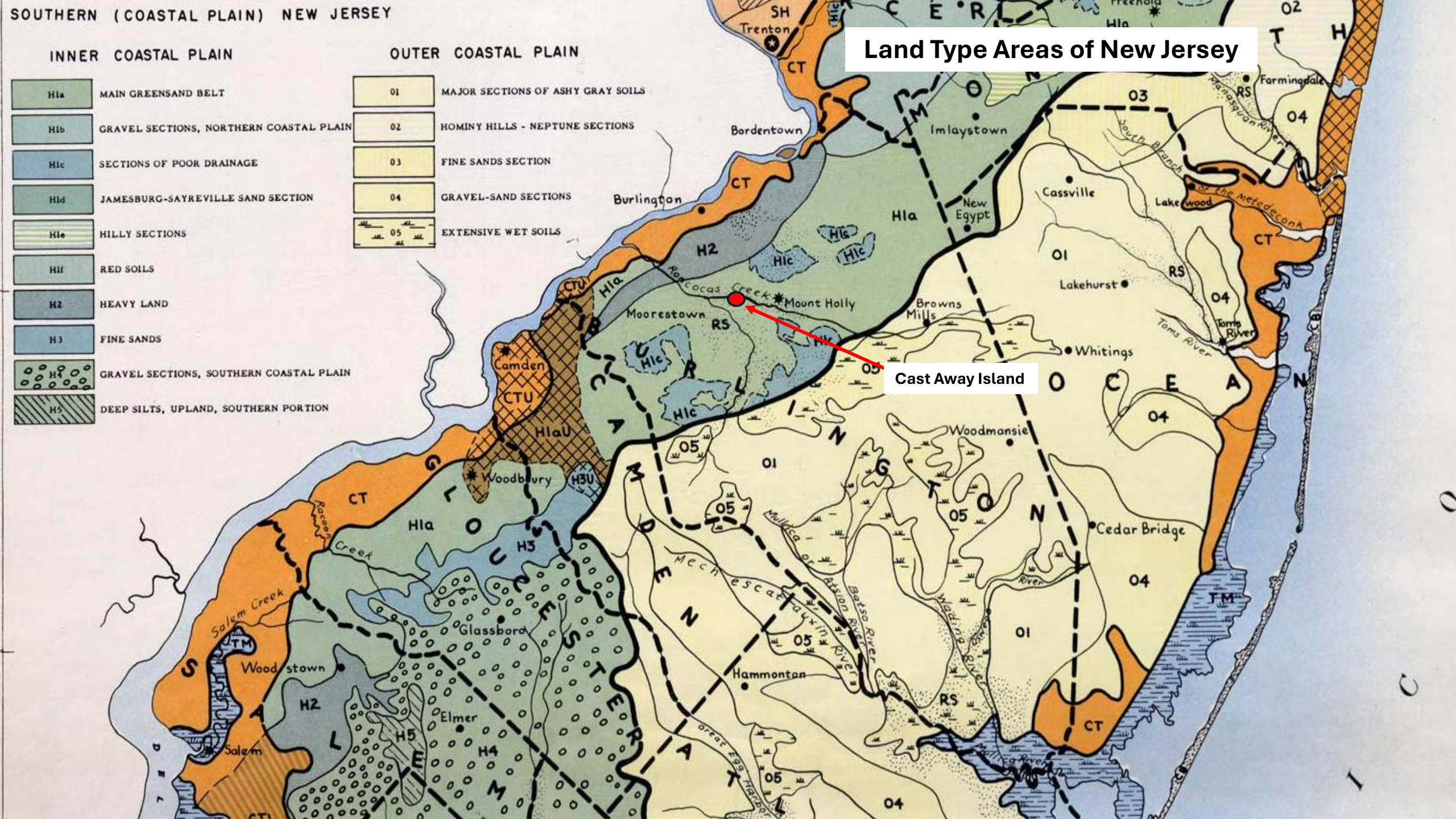
SOIL SURVEY OVERVIEW



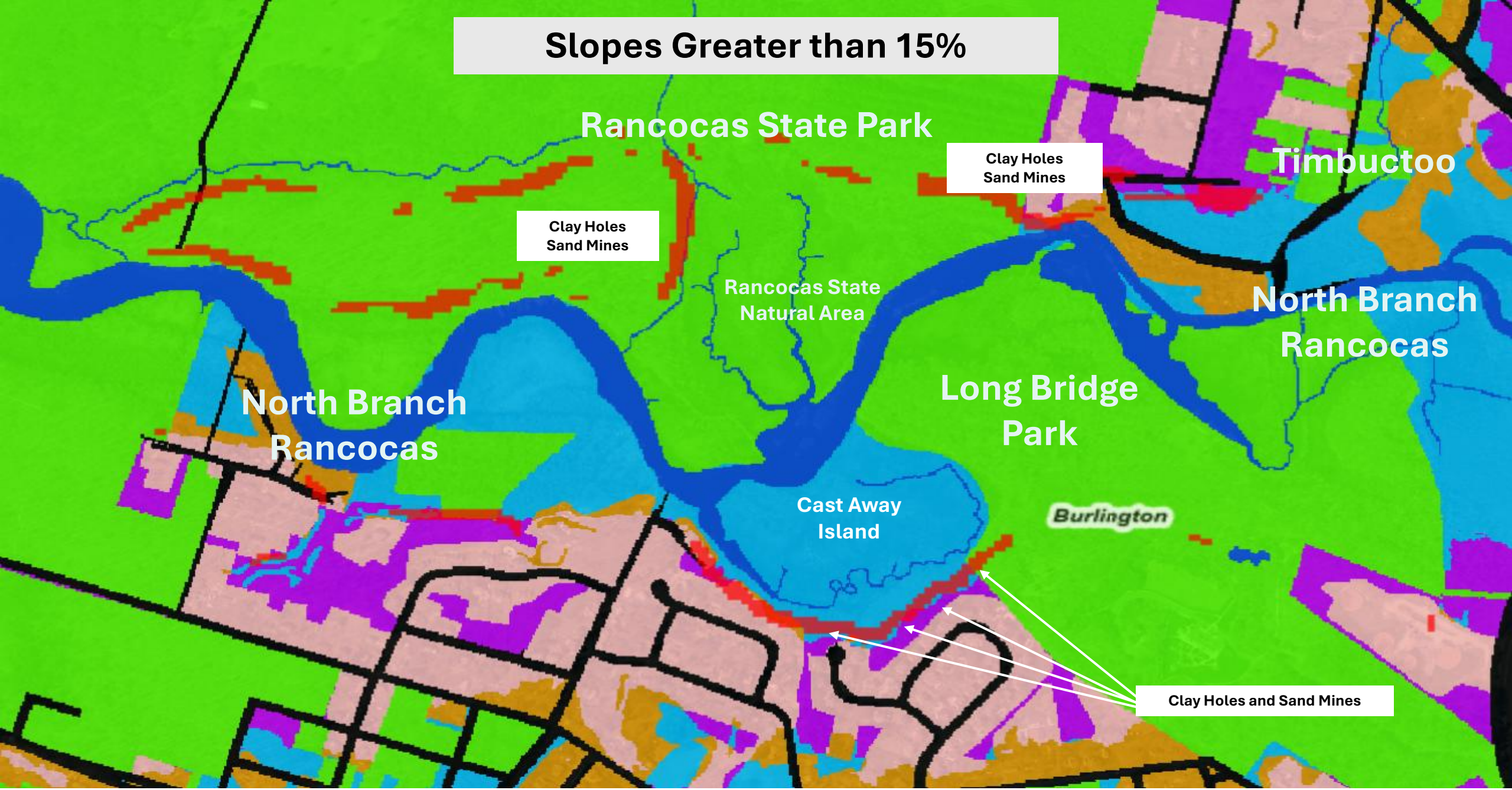
Rancocas Creek Bedrock Geology



Land Type Areas of New Jersey



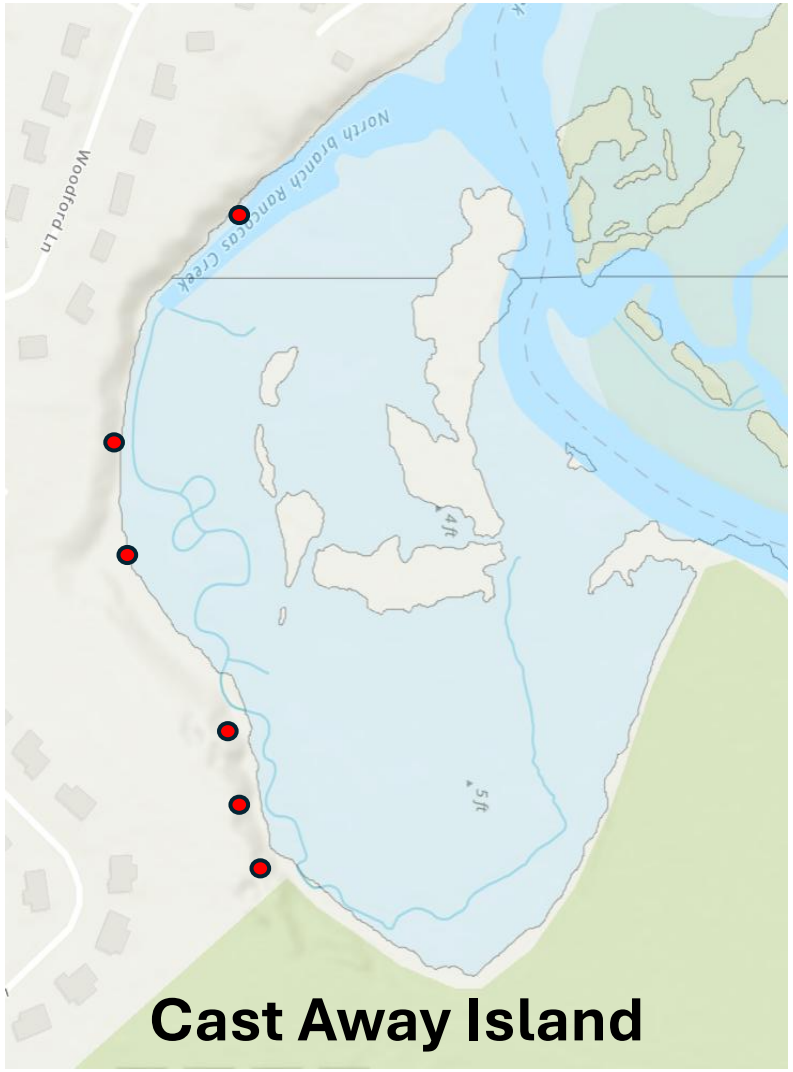
Slopes Greater than 15%



Ref: General Map NJDEP

Cast Away Island from State of NJ Natural Area

Rancocas Creek Cast Away Island Clay Holes
Precursor to Rancocas Creek Sand Mining



Cast Away Island
Clay and Sand Pits

As an example: Woodbridge, NJ Clay Mining
Ref: NJ Geologist, 1910

Remains of clay pits/sand mines/sand holes

Found along the South Bluff overlooking Cast Away Island

Burlington County Long Bridge Park

From Beacon Hill Trail
Top of Creek Side Bluff

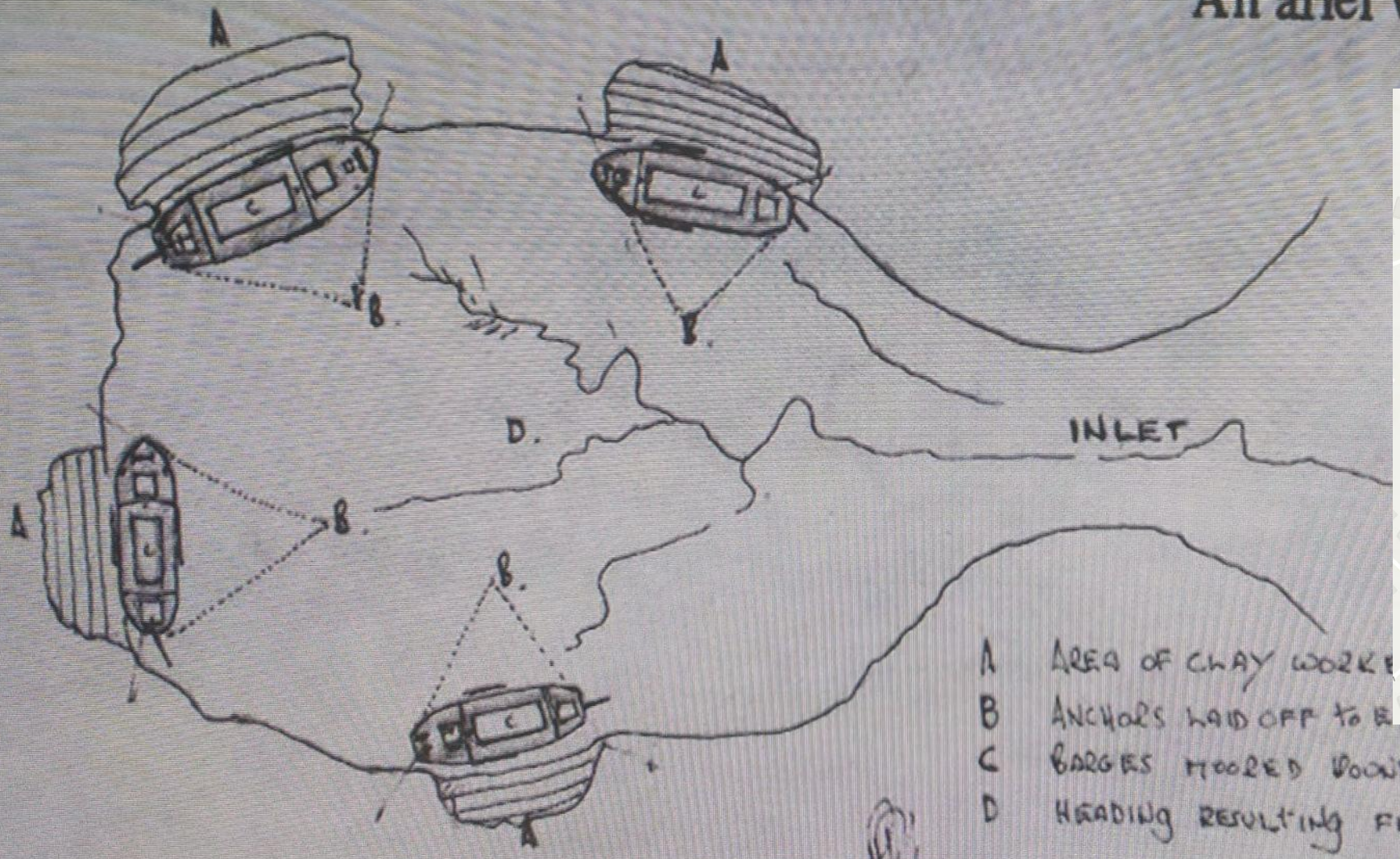
Mud and Muddies

11

1851

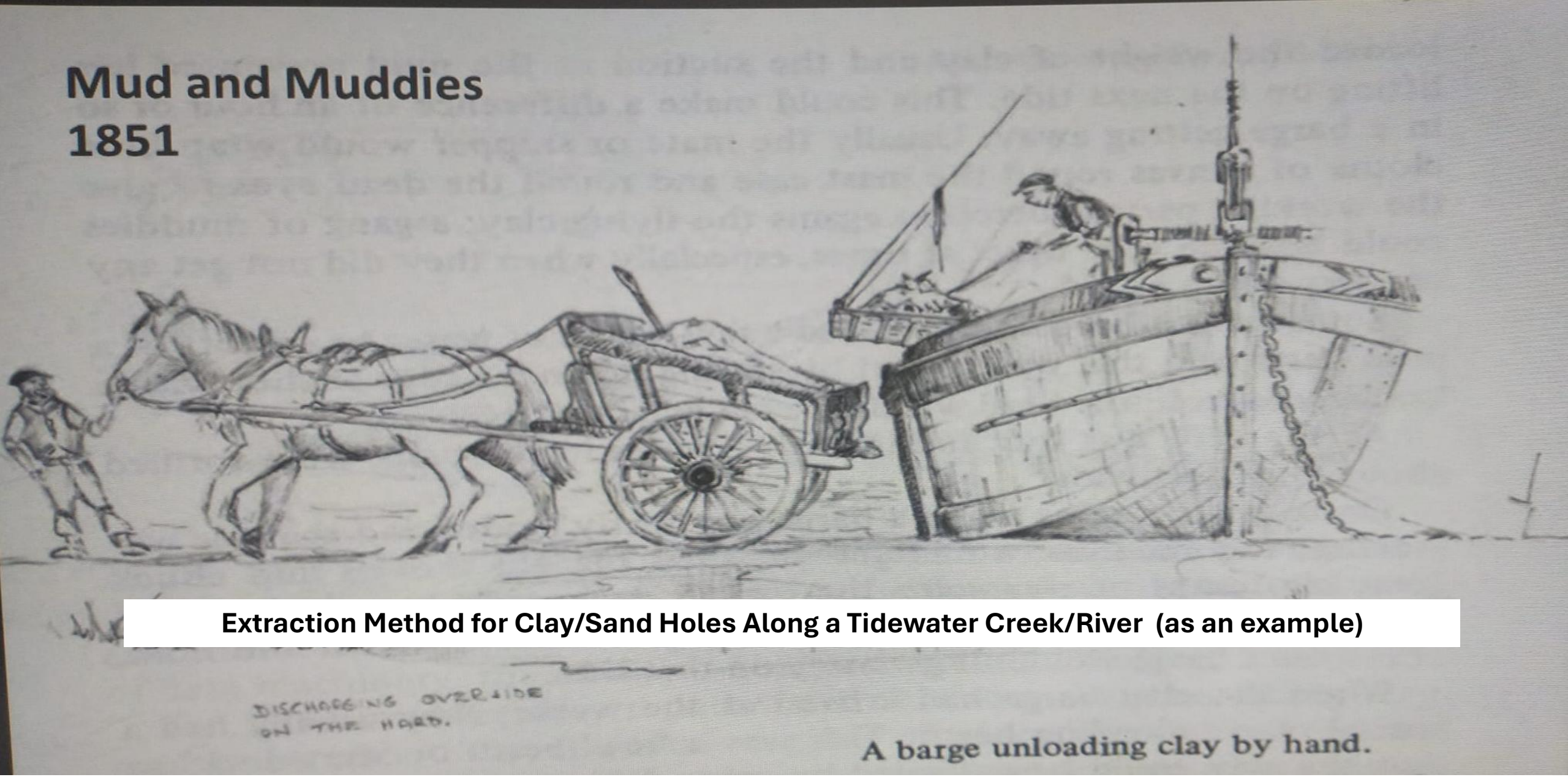
Extraction Method for Clay/Sand Holes Along a Tidewater Creek/River (as an example)

An ariel view of a clay hole.



Cement, mud, and "muddies" : Willmott, Frank G

Mud and Muddies
1851

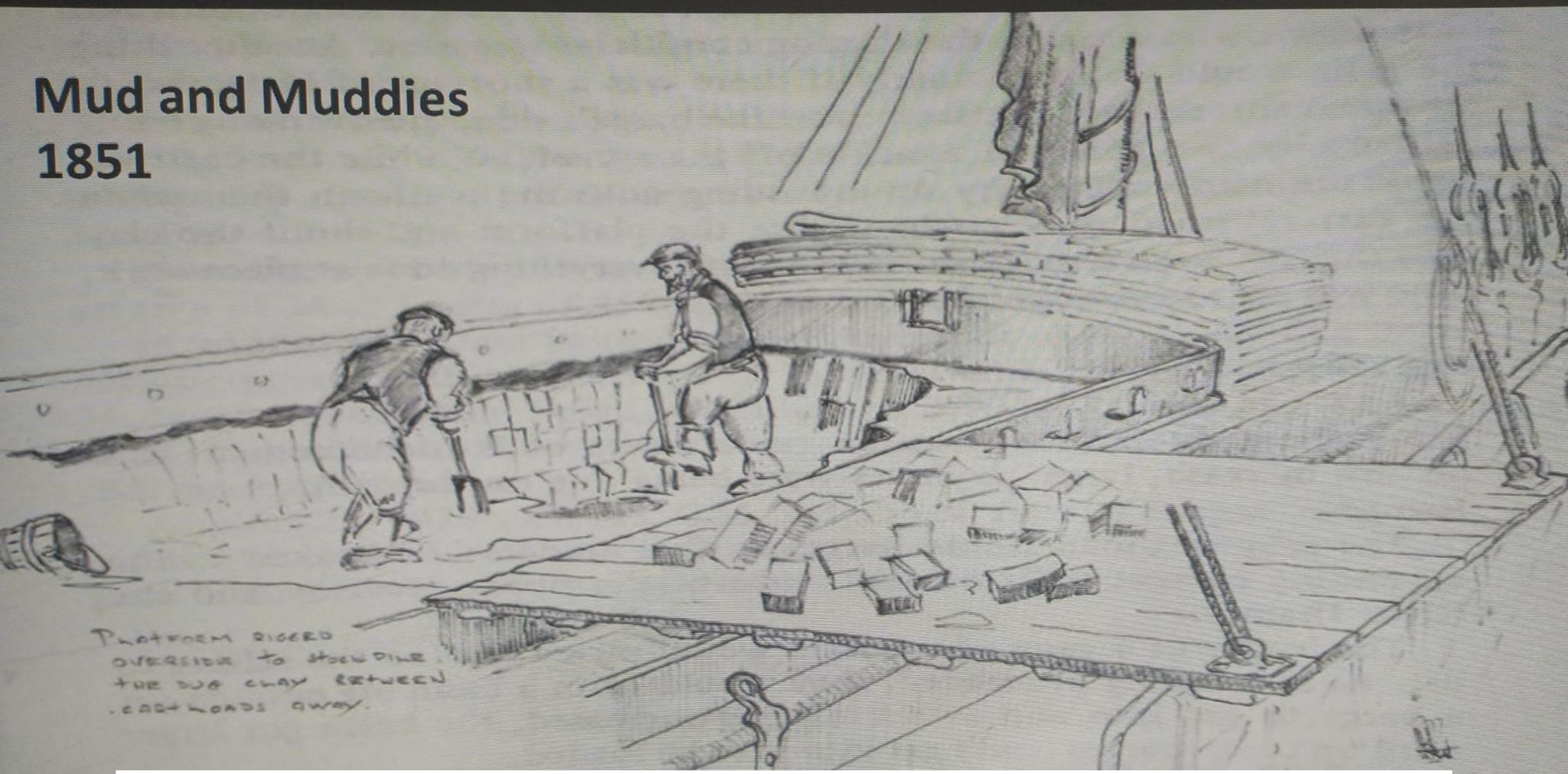


Extraction Method for Clay/Sand Holes Along a Tidewater Creek/River (as an example)

A barge unloading clay by hand.

Ref: Sand and Clay Mining Cornwall England
Circa: 1972

Mud and Muddies
1851

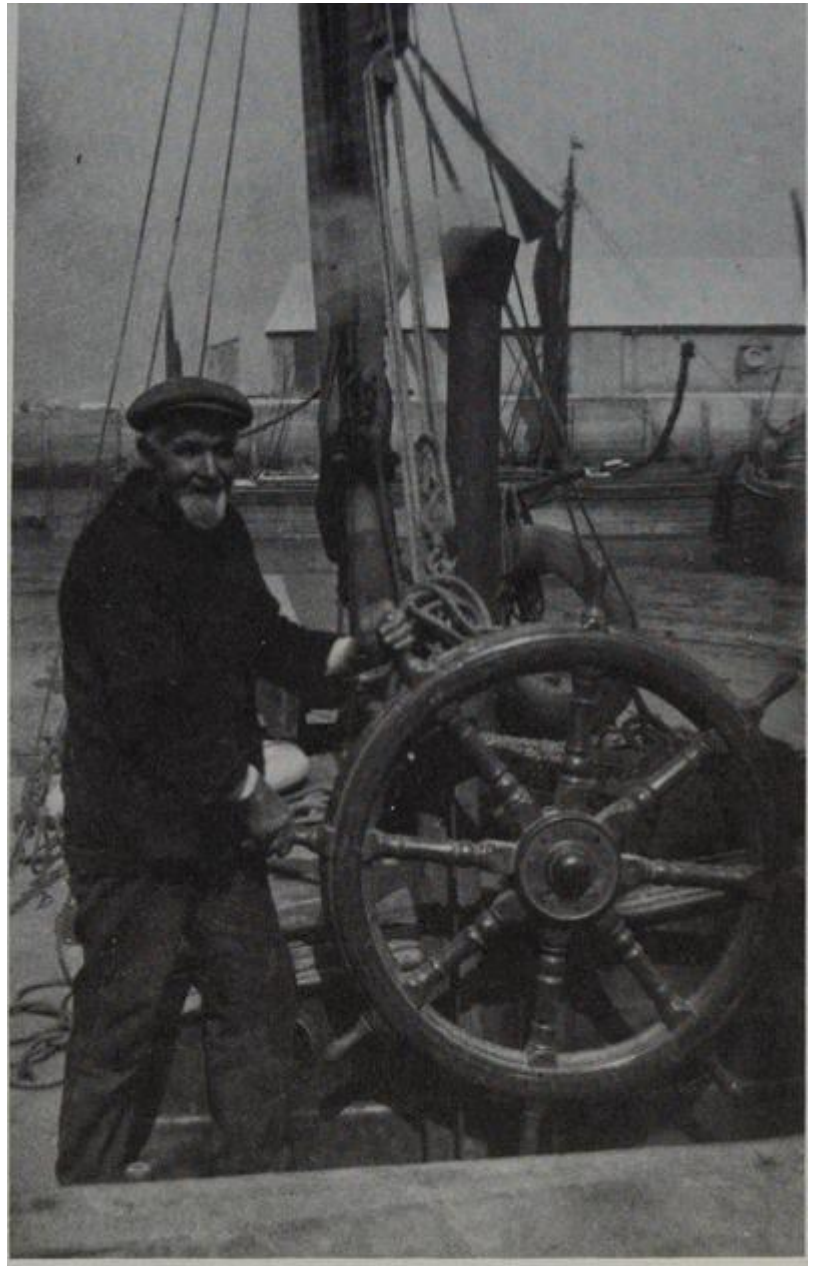


Extraction Method for Clay/Sand Holes Along a Tidewater Creek/River (as an example)

Unloading clay by hand.

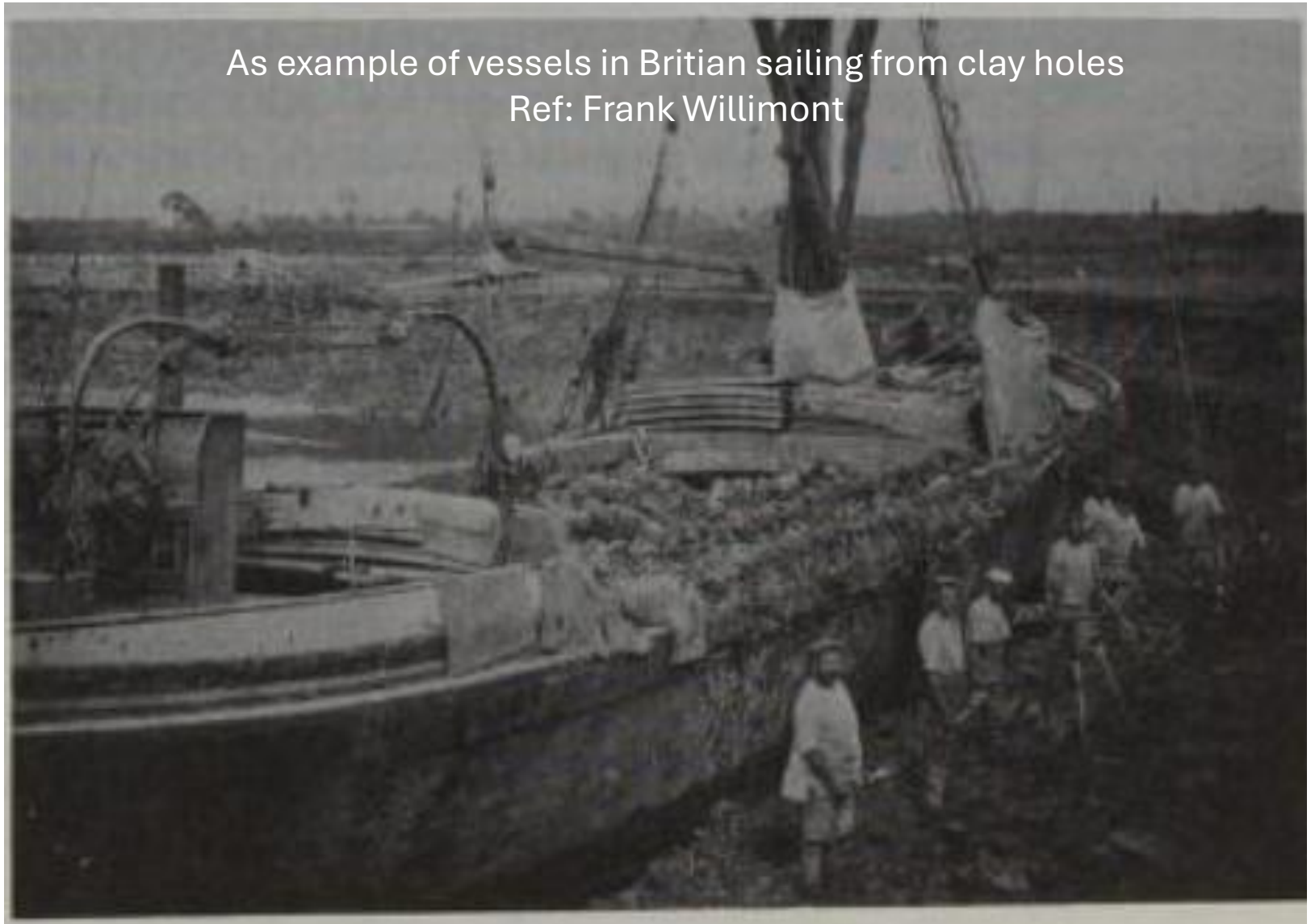
Down in the old Sand Mine

Mergansers – Cast Away Island

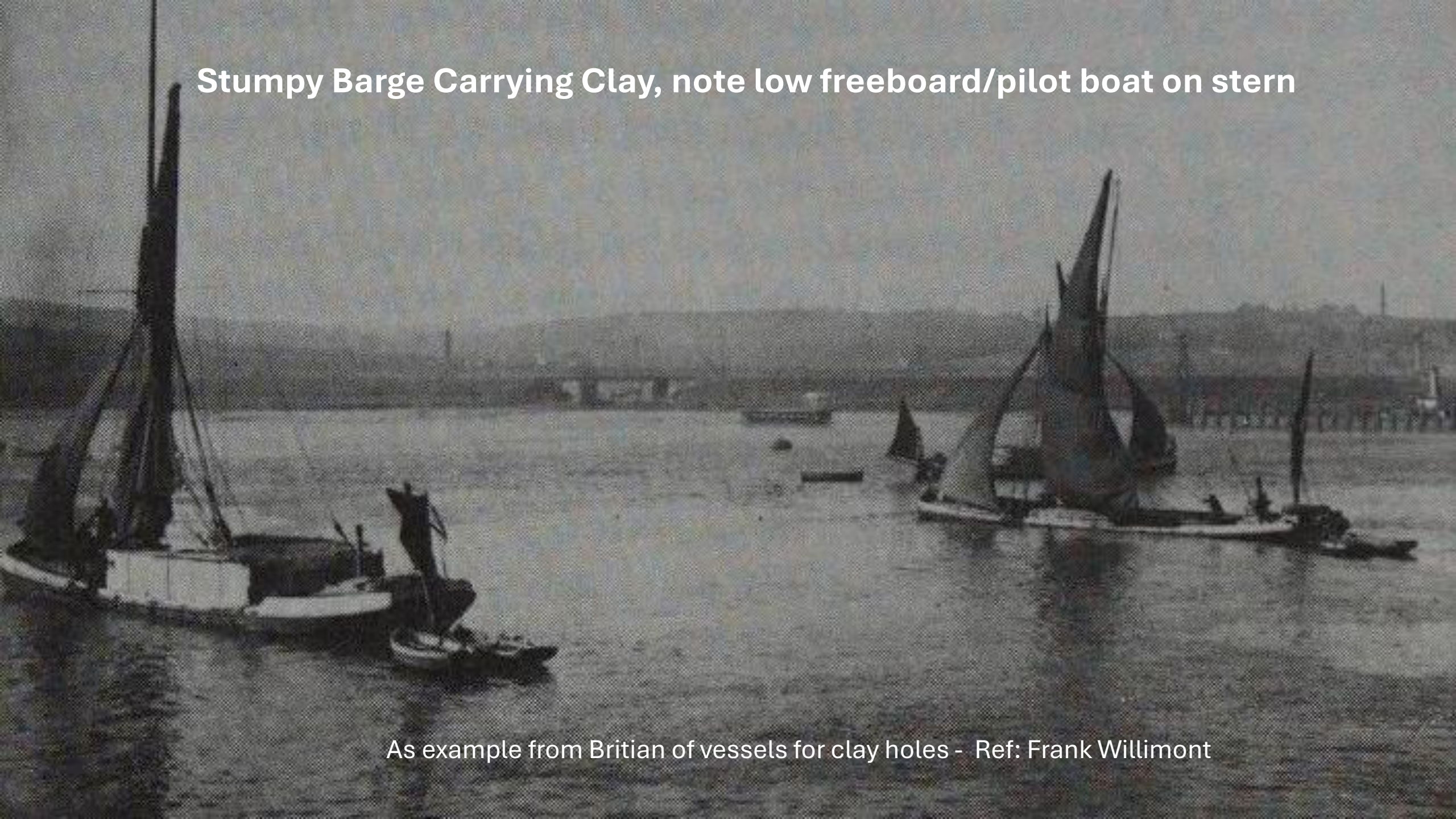


Mark (Curly) Ransley skipper of the Goldsmith Iron-pot *Gloria* which capsized in a squall in December 1929

As example of vessels in Britian sailing from clay holes
Ref: Frank Willimont



Muddies loading *Mahatma* at Stoke Saltings. Note – The lime cloths around the standard rigging and mast case.


Stumpy Barge Carrying Clay, note low freeboard/pilot boat on stern
As example from Britian of vessels for clay holes - Ref: Frank Willimont

March 1909 >>>

Rancocas Creek

Hainesport

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

It takes many drops to make a water drop

Rain falling Cast Away Island

Hainesport Mining and Transport Company

The Hainesport Mining & Transportation Company, owner of the tug Hainesport, has filed a libel in the United States Court against the coal barge C. F. Pritchard to recover salvage for services rendered to the barge when she caught fire July 30, while at anchor in the Delaware River off the Port Richmond coal piers. Security to release the vessel was fixed at $10,000.

GEORGE D. VAN SCIVER

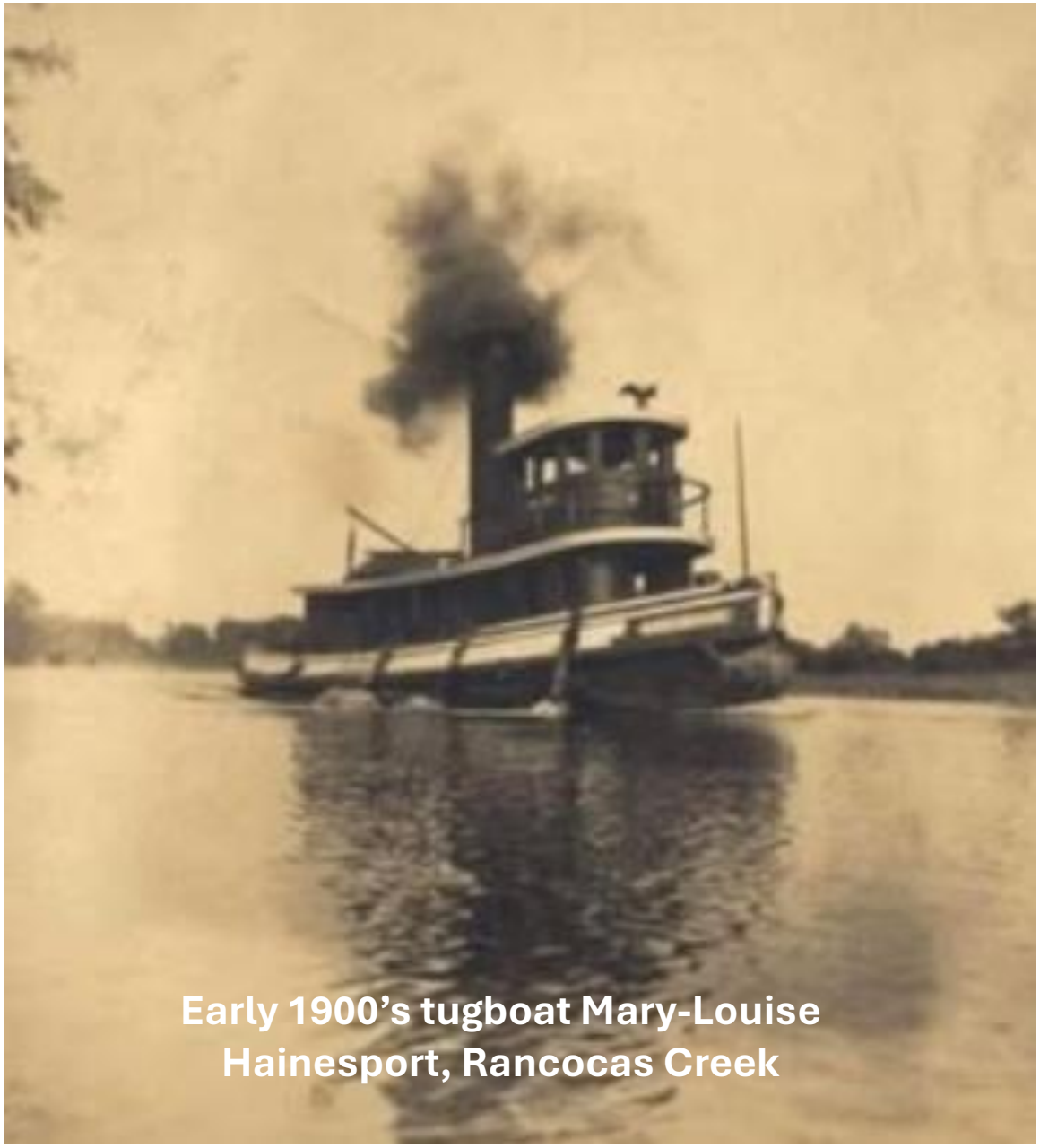
Atlantic City Gazette-Review
Mon, Mar 31, 1919 Page 4

H. M. BOUGHER.

There is no question about the industrial activity of today having a metallic ring to it. Iron and the metals generally come forth in many diverse shapes and forms, and to get them into working order takes a great deal of manipulation. In this respect the foundry may be taken as representative of the yeoman service performed by metal workers. To supply foundries with foundry supplies is the mission of the J. W. Paxon Co. Or, to be personal, we might say the mission of H. M. Bougher, president of that immense concern. Mr. Bougher is conceded to be one of the most expert in his line of endeavor in the entire country. Along the paths of economic discrimination in the selection of foundry supplies, moulding sands and gravels for iron and steel foundries, domestic and foreign graphites, Mr. Bougher and his staff of able assistants know how to advise prospective purchasers. And this is one reason for the fine showing which this enterprise has always made. It is probably the largest concern of the kind in the country. Speaking of the magnitude of their operations, an idea of what they are doing may be gleaned from the fact that over a half-million tons of molding sand is produced by them annually. But Mr. Bougher has other important connections. He was president of the Lumberton Sand Co. before it was merged with the J. W. Paxon Co. He is president of the Burlington Island Park Co. and of the Diamond-P Boat Line. He is also secretary and general manager of the Penn Facing Mills Co. He is president of the Foundry Supply Manufacturers' Association, and he figured very prominently at the convention of that excellent association which was held at the Traymore Hotel, Atlantic City, the latter part of last August. The offices of the J. W. Paxon Co. are at 1021 No. Delaware avenue, where Mr. Bougher is usually to be found.

H.M. Bougher, Captain

- **J.W. Paxson (Director, Sand Mining and Transportation)**
- **President of Lumberton Sand Company**
- **President of Burlington Island Park Co.**
- **President of Diamond P Boat Line**
- **General Manager of Penn Fencing Mill**
- **Resident of Centreton (Centerton) or Bougher (Rancocas Woods)**



Early 1900's tugboat Mary-Louise
Hainesport, Rancocas Creek

Hainesport Tugboats

Further details and references to be published

James Logan, Master of the Steamship "Travancore" *vs.* The Ship "Manuel Llaguno," and the Steam Tugs "Newcastle" and "Mary Louise"	U. S. D. C. E. D. of Pa. In Admiralty No. 9, of 1889

Statement of Facts and Conclusions of Law

Argument in behalf of the Steamship "Travancore"

II. That on Sunday, March 30, 1902, the barge Rogers was lying at Hainesport, Rancocas Creek, having on board a cargo of gravel to be carried to a wharf on the Schuylkill River, and that on said day the said barge and the barge "Jennie Bailey" were towed down the Rancocas Creek by the tug Maurice and were moored at Otis Street Wharf on the Delaware River over night.

Hainesport Tugboats
Further details and references to be published

Tugboat and barge companies known to have worked in Hainesport in the 1870's to the 1920's. This is not a complete list.

Steamboat and barges

"Samuel H. Hartman, Emily, etc…

Patterson Barge Company Steam Barges

Diamond P Boat Lines

Home Port Pier 45 North Philadelphia

Examples of 1870's – 1920's steamboat and barges. Photos from Great Lakes

The heavily-loaded steamer Charles H. Bradley towing three heavily-loaded consorts. Date and location unknown.

Image from the Historical Collections of the Great Lakes, Bowling Green State University

DIAMOND P. BOAT LINE

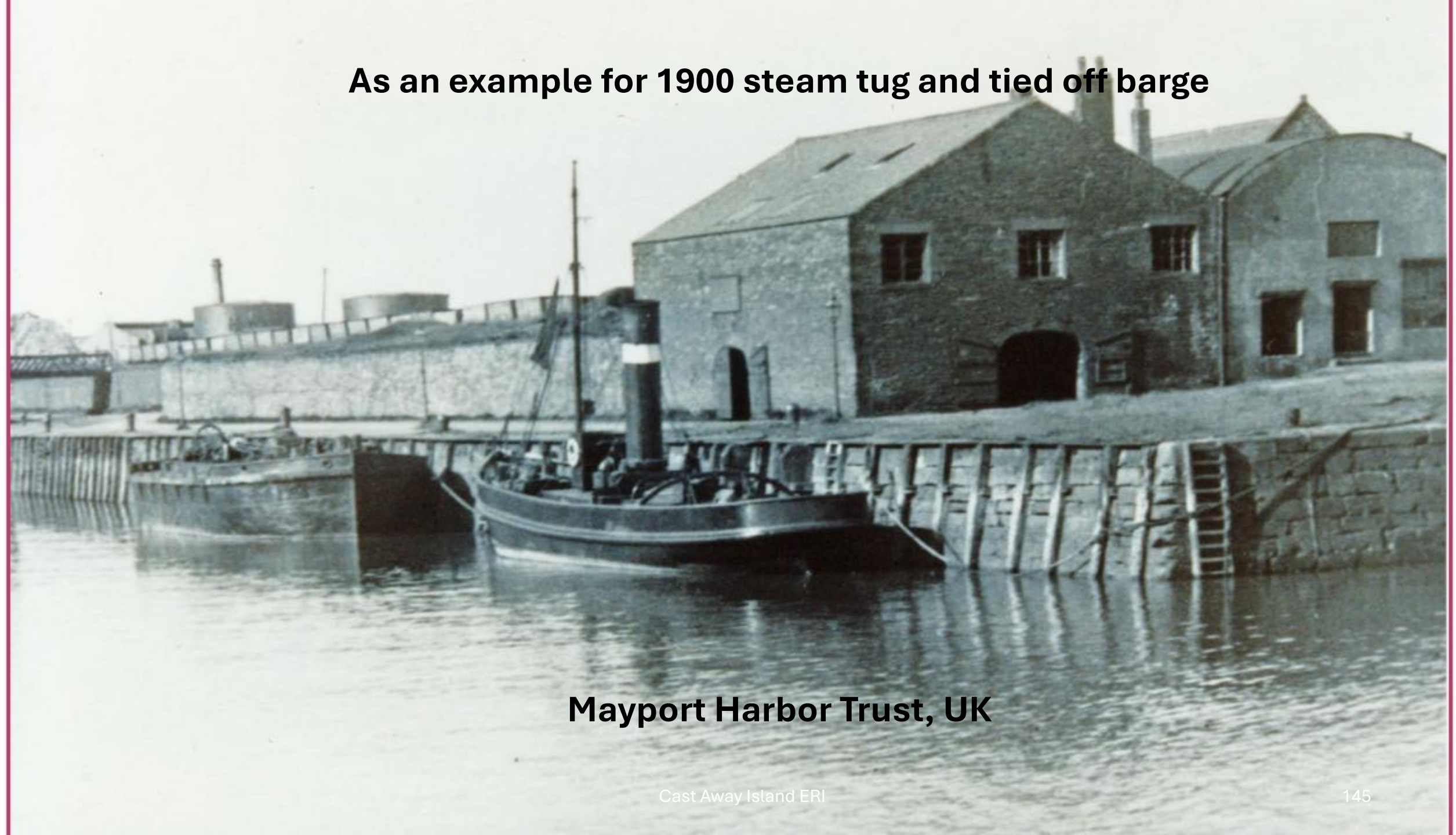
Pier 45 N. Philadelphia, Pa.

HOWARD M. BOUGHER, Pres. — **JAMES L. CRAWFORD, Marine Supt.**

NAME	Date Built	Where Built	HULL M.	HULL Type	HULL Length	HULL B.	HULL D.	TONNAGE Gr.	TONNAGE Net	ENGINE Type	ENGINE Cylinders	ENGINE Str.	ENGINE I.H.P.	BOILER No.	BOILER Type	BOILER Dia.	BOILER Length	BOILER W.P.
Samuel H. Hartman	1891	Wilmington, Del....	W	P.P....	130	23.5	9	245	131	C.....	.....10, 18	16	200	1	R.T...	5.4	9.6	129
Maderia.....	1892	Philadelphia, Pa....	W	Tug....	64.5	16.5	8	52	25	S.....	16	16	200	1	R.T...	6.9	12	110
Peerless.....	1892	Bordentown, N. J...	W	Tug....	55.2	15	6	34	17	S.....	14	14	125	1	R.T...	6	11	129
Ethel.....	1902	Wilmington, Del....	W	P.P....	145	26	8	266	161	C.....	.....10, 18	16	200	1	R.T...	7	10	125

Yellow Legs – Spring Migration

Examples of 1870's – 1920's steamboat and barges. Photos from Great Lakes

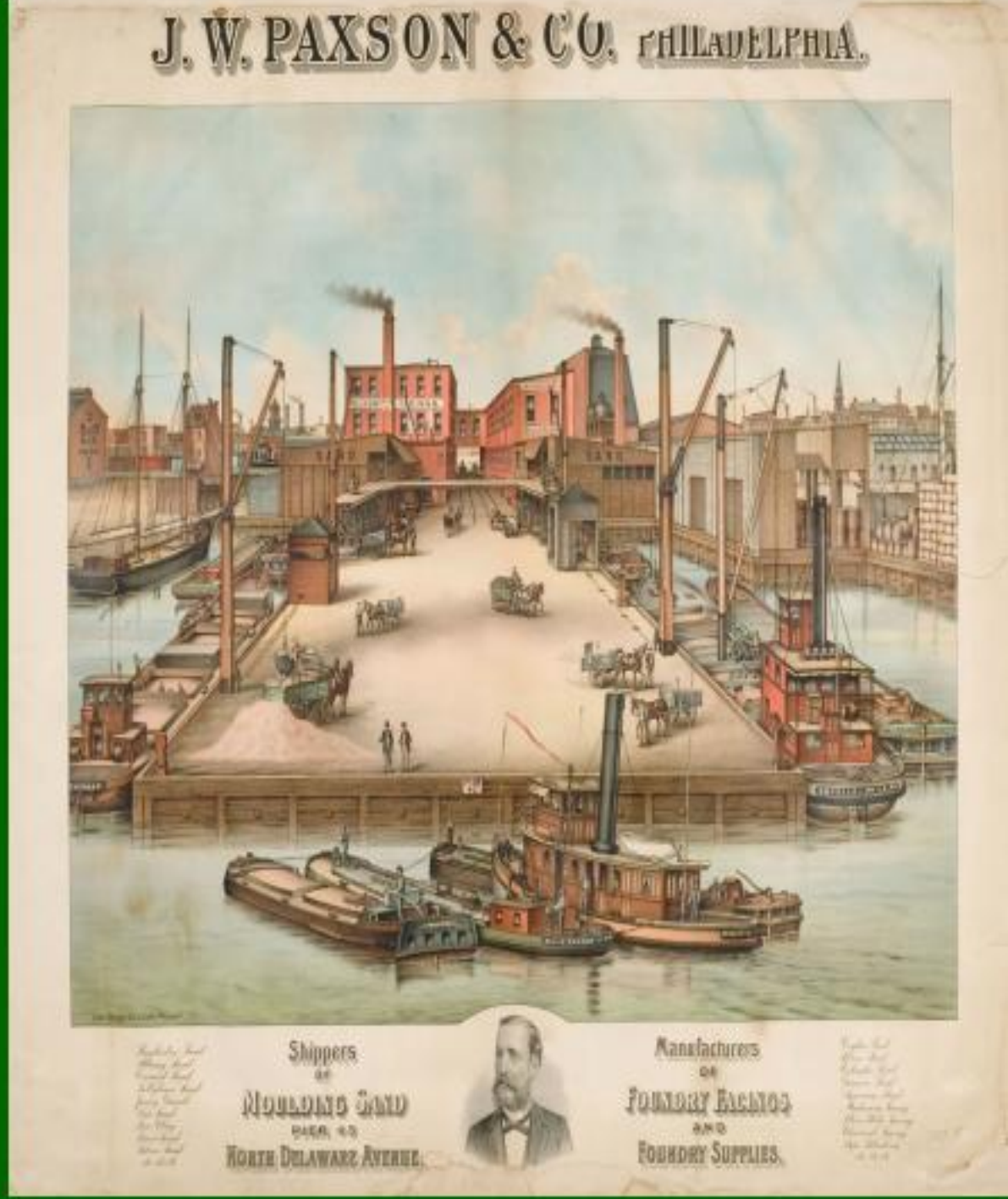

As an example for 1900 steam tug and tied off barge
Mayport Harbor Trust, UK

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 molding, while that hauled by train away from the river points is sold for filtration purposes.

March

1909



Hainesport Mining and Transport Company

HAINESPORT MINING & TRANSPORTATION COMPANY

1920

Maurice.....	1892	Philadelphia, Pa....	W	Tug....	55.6	15.7	6.5	36	18	S.....	14	14	....	1	Rt....	5.6	10.6	140
Hainesport.....	1904	Madison, Md.....	W	Tug....	72	18.4	8	67	46	C.....	.....12, 26	18	120	1	Rt....	7	12	125
Rancocas.....	1910	Camden, N. J.....	S	Tug....	79	20	9.2	106	71	C.....	.....15, 30	20	350	1	Rt....	9.6	13	135

IN THE

District Court of the United States,

FOR THE DISTRICT OF NEW JERSEY.

IN ADMIRALTY.

THE NAMES OF THE PARTIES.

Harry W. Whiteman, owner of the lighter "Allegheny," and the Hainesport Mining and Transportation Company, owner of lighter No. 17, libellants, and the steam tug "Emily Marie" and Nelson H. Gildersleeve, John McAteer and Anna P. Ganer, her owners, respondents.

DOCKET ENTRIES.

Harry W. Whiteman, Owner of Lighter "Allegheny,"
v.
Steam Tug "Emily Marie" and Nelson H. Gildersleeve, John McAteer and Anna P. Ganer, Her Owners.
No. 4719. In Admiralty.

1. That the lighter "Allegheny" is a deck lighter, built of wood, 112 feet long and 33 feet beam, with a carrying capacity of about 700 tons, and at the time hereinafter mentioned and is now owned by libellant. That said lighter at the time of the collision hereinafter mentioned was loaded with a full cargo of pebbles and was tight, staunch and strong and in every respect seaworthy and properly manned and equipped,

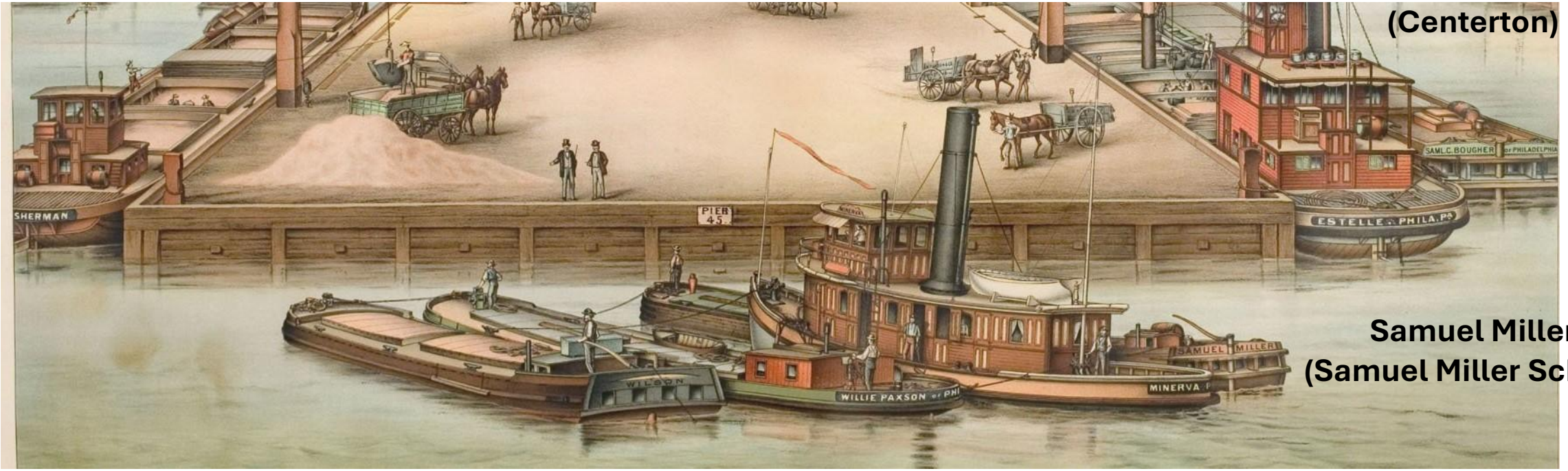
2. That the tug "Emily Marie" is a small harbor tug hailing from the port of Philadelphia, is 66 feet in length, 16 feet beam and 8 feet depth of hold, and at the time hereinafter mentioned was owned by John McAteer, Nelson H. Gildersleeve and William Ganer in equal shares, the latter being her master and in charge of her navigation.

After the tug "Emily Marie" had started with her tow made up as aforesaid and sometime before reaching the Pennsylvania Railroad bridge crossing the Delaware River near Bridesburg, lighter No. 14 was taken out of the tow by the tug "Hainesport," belonging to the Hainesport Mining and Transportation Company, leaving lighter No. 17 astern of No. 20 and the "Allegheny" astern of No. 17. The tug "Emily Marie" with the tow thus made up continued down the Delaware River, reaching the Pennsylvania Railroad bridge crossing the Delaware River as aforesaid about 7 P. M., it being dark, in the meantime the lighters in the tow having put up their usual and customary lights, which lights were put up as soon as it became dark. The tug and tow proceeded slowly, making but little headway, owing to the capacity of the tug and the size

J. W. PAXSON & CO. PHILADELPHIA.

Connection to Mount Holly

Saml C. Bougher
(Centerton)



Samuel Miller
(Samuel Miller School)

Wilson

Willie
Paxson

Minerva

Education is the enrichment of the individual, 1927

Journal of the Presbyterian Historical Society (1901-1930). Vol. 12, No. 7

THE SAMUEL MILLER SCHOOL AT MOUNT HOLLY, N. J.*

BY NORMAN W. HARKER, ESQ.

The Samuel Miller School is the accomplishment of a task, the furtherance of an idea, and the recognition of a man. Mr. Hart has told you fully of the accomplishment of the task which the growth of the school population of Mount Holly put upon your Board of Education. With the conviction that what was right would in the end prevail, and with some perseverance, the task today stands accomplished. It remains for me to tell you of the idea and of the man: indeed a privilege, for the two most interesting, vital and dynamic things in the world are ideas and men.

The idea is education. It needs no argument nor plea in this community. A town which has given birth or shelter to such educators as John Woolman, John Brainerd, Samuel Aaron, Dr. Samuel Miller, William Collom Cook, Alexander Forbes, Dr. Francis Newton Thorpe, and Dr. James S. Dunham, needs no apostle to arise and champion education. This new building will further that idea and be an equipment for the instruction of future generations in Mount Holly, the potentialities of which can be realized only as the years advance.

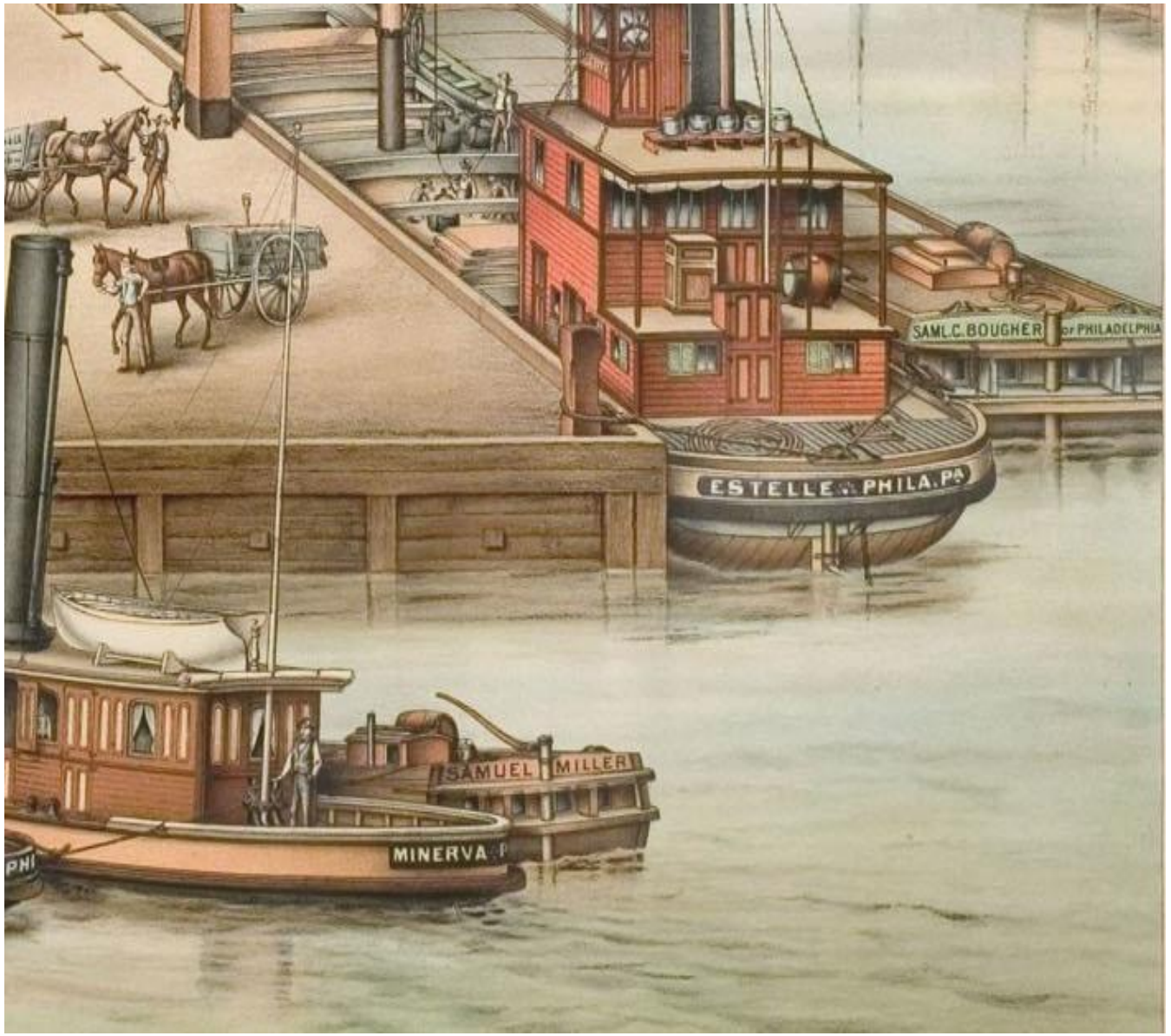
If education is worth having in Mount Holly, it is always worth making adequate provision for in this town, the tax rate to the contrary notwithstanding. This seems like a strange statement but it brings me to a phase of this idea of education which I wish to touch upon briefly. Education pays in dollars and cents. It is an old warning that if you hold a penny too of a valuation which must be counted in six figures. Again, in this day when Mount Holly must bid for its fair share of an increase in desirable residential population from the opening of the Delaware River Bridge, we are able to say to the prospective resident, "We have modern and adequate school facilities for your children," while without this building we were compelled to admit that school facilities were very inadequate. There is no better advertisement for a town than proper school equipment and no worse advertisement than poor and inadequate school facilities. A new school brings growth and development. This new building makes Mount Holly a better town to live in.

Education is also an enrichment of the individual. I will

October - Sunset
Cast Away Island

Barge *Samuel Miller* tied off Tug-Boat *Minerva*

Dr. Samuel Miller was one of the eleven children of the eminent Rev. Samuel Miller, D.D., LL.D., the second Professor in the Theological Seminary at Princeton. The son Samuel Miller was born in Princeton, January 23, 1816, and graduated from the College of New Jersey, in the class of 1833, at the age of seventeen. He served as a tutor in the College in 1835-36. Subsequently he studied law, and practiced at the bar for a short time, but feeling that he was called to a higher duty, he took a course in the Theological Seminary at Princeton, and in October, 1844, was ordained an Evangelist by the Presbytery of New Brunswick. He served the little body of Mount Holly Presbyterians as " stated supply " when he took up his residence at Mount Holly in 1845, and became their regualr pastor in 1850. In 1845, he established the West Jersey Collegiate Institute, filling the position of Principal for the twelve years of its existence. After the school was discontinued in 1857, Dr. Miller devoted his whole time to pastoral duties. In addition to devoted service to his Mount Holly congregation, he served the little church at Columbus, as " stated supply," for twenty years ('45 to '65) and until the congregation had grown strong enough to support a regular pastor. For some four years he also supplied Tuckerton and Bass River, making the journey from Mount Holly, forty to fifty miles, through the pines and sand, on horseback, in winter and summer, in fair weather and in storm, ambitious only to further his Master's cause and to serve his fellowmen. From 1865 to 1873 he gave most of his time to the Mount Holly Church, but extended his labors outside as opportunity pre-



Hainesport Mining and Transport Company

Libellant's Statement of Facts.

The iron steamship *Treaucore* of 1,149 tons registered burden was lying at Point Breeze on the Schuylkill River, February 19, 1889, receiving a cargo of case oil. She was properly moored with her port side against the wharf and bow down stream. By about two o'clock in the afternoon she had received upwards of 53,000 cases of oil, her entire cargo with the exception of some 250 cases, which were then being rapidly loaded. Her pilot had been engaged, was actually on board, and intended taking the steamer down the river as soon as the cargo was all in.

2.

The large American ship *Manuel Llaguno* was towed up the Schuylkill that afternoon by the steam tugs *Newcastle* and *Mary Louise* for the purpose of receiving a cargo of oil at the same wharf as that at which the *Treaucore* was lying. The *Newcastle* was lashed upon the starboard quarter of the *Llaguno*, and the *Louise* was towing ahead by a hawser of about twenty or thirty fathoms length and leading out of the ship's starboard bow chock. The master of the *Newcastle* and the master of the *Llaguno* were aboard the latter and the mate was on the forecastle in charge of the tow line. A crew of eight stevedores were also aboard the *Llaguno* under a boss, assisting in shifting her, one of whom was at her wheel, and others on her forecastle under the orders of the mate. As the *Treaucore* was not entirely loaded, the master of the *Newcastle* was directed by the Harbor Master employed by the Standard Oil Company

Tug-Boat Mary Louise

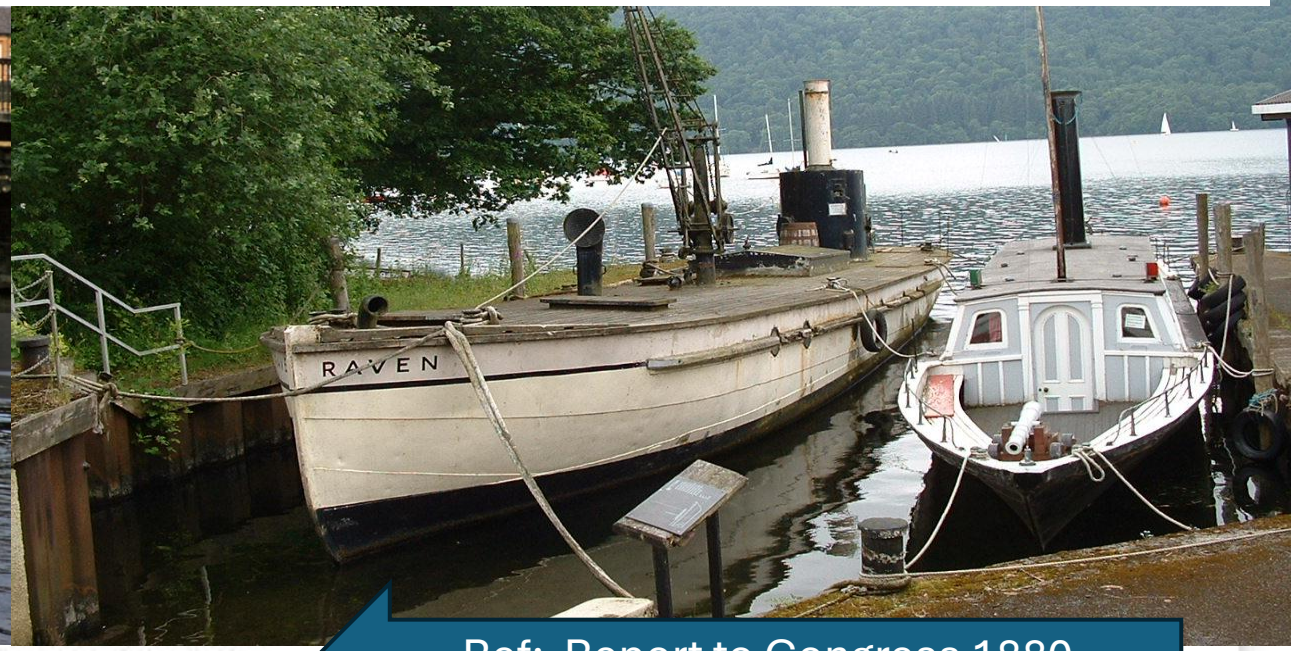
1891

It is known from this lawsuit tugboats and tows operated differently on the Rancocas as compared to sand barge tow on the open tidal waters of the Delaware River.

Shorter tow lines on the Rancocas are attributed to the meandering course of Rancocas Creek tidewaters.

There are not many real-time photos of Rancocas Creek steam tugs and barges. Such vessels followed the patterns of 1870s'-1920's maritime tugboats and barges. Examples of English and Scottish Steam Barges are shown to provide a general overview of period steam barges.

Rancocas Creek Steam Tugs and Barges



Ref: Report to Congress 1880

DIAMOND P. BOAT LINE

Pier 45 N. Philadelphia, Pa.

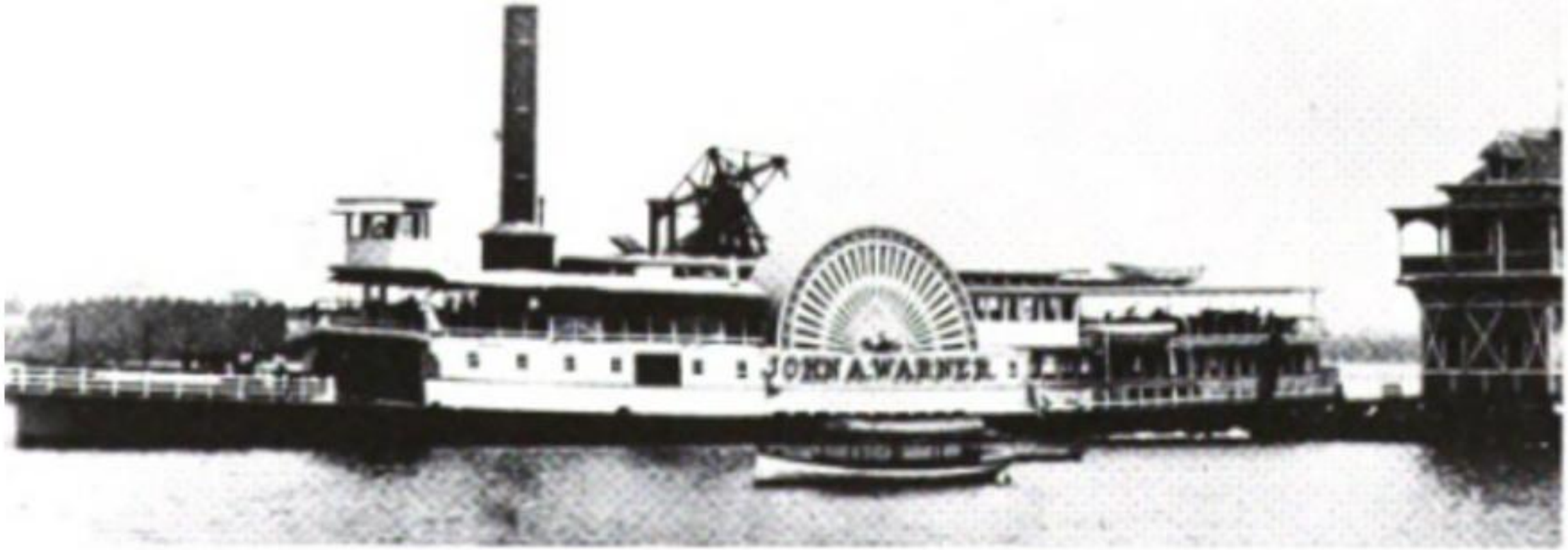
HOWARD M. BOUGHER, Pres. **JAMES L. CRAWFORD, Marine Supt.**

NAME	Date Built	Where Built	HULL M.	HULL Type	HULL Length	HULL B.	HULL D.	TONNAGE Gr.	TONNAGE Net	ENGINE Type	ENGINE Cylinders	ENGINE Str.	ENGINE I.H.P.	BOILER No.	BOILER Type	BOILER Dia.	BOILER Length	BOILER W.P.
Samuel H. Hartman	1891	Wilmington, Del....	W	P.P....	130	23.5	9	245	131	C.....	.....10, 18	16	200	1	R.T...	5.4	9.6	129
Maderia.....	1892	Philadelphia, Pa....	W	Tug....	64.5	16.5	8	52	25	S.....	16	16	200	1	R.T...	6.9	12	110
Peerless.....	1892	Bordentown, N. J...	W	Tug....	55.2	15	6	34	17	S.....	14	14	125	1	R.T...	6	11	129
Ethel.....	1902	Wilmington, Del....	W	P.P....	145	26	8	266	161	C.....	.....10, 18	16	200	1	R.T...	7	10	125

1925 Report of the Joint Committee on Molding Sand Research American Foundryman Association

Lab. No.: 524.
Location: Near Hainesport, Burlington County.
Producer: J. W. Paxson Co., operator.
Formation: Cape May (Pleistocene).
Grade: Lumberton fine molding sand.
Notes: Transportation: By rail to Camden, etc. Carts haul from pit about ½ mile to loading platform. Dimensions: About 50 acres said to be yet uncut. Structure: Simple horizontal layers of soil and sand; show practically no stratification lines. Overburden: From 2 to 3½ feet of pale yellowish unbonded sand carrying some glauconite grains, above which there is about 6 inches of top soil with organic material. Working face: About 2 to 3 feet of fine brownish yellow bonded sand, with numerous glauconite grains. Not notably different from other material dug in this Lumberton region. See Sample 519. Downward operations limited by a sharp unbonded sand. Method of working: By hand shovelling as described in connection with No. 519. Carts haul material about ½ mile to loading platform on siding. "Sometimes the output is from 2 to 4 railroad cars per day." Method of taking sample: Several slices down the front of the molding sand layer, mixed and sample taken from the mixture.

Cast Away Island



The 527-ton *John A. Warner* was built of iron by Harlan & Hollingsworth in 1856 for Jonathan Cone and others. She ran to Sea Breeze, N. J., after the construction of the Warner Hotel at that place in 1877. Later, renamed *Burlington*, she ran between Philadelphia and Trenton. She hit a rock and foundered in 1911. (Courtesy of N. R. Ewan.)

State of Pennsylvania Appellate Court Records: 1926

The main facts are clearly stated in the opinion of the lower court (Record, p. 84):

"The libellant was the insurer of a cargo of coal amounting to 558 tons that was taken on board the barge 'Listie,' to be carried in tow from the Port Richmond coal piers, on the Delaware River, to a wharf on the river Schuylkill. The barge was a hinged, or two-section vessel, each section about 78 feet long, 18 feet beam and 8 feet 4 inches from the water's edge to the top of the covering board. The capacity of each was from 270 to 278 tons, and on the voyage in question the forward section or box was carrying 269 tons and the after section 289 tons. The voyage began about half-past six o'clock on the morning of August 1, 1908, and proceeded without event for about three miles down the Delaware River, the

Indicative of the size and scale

of

Rancocas Creek

Sand and Coal Barges that would

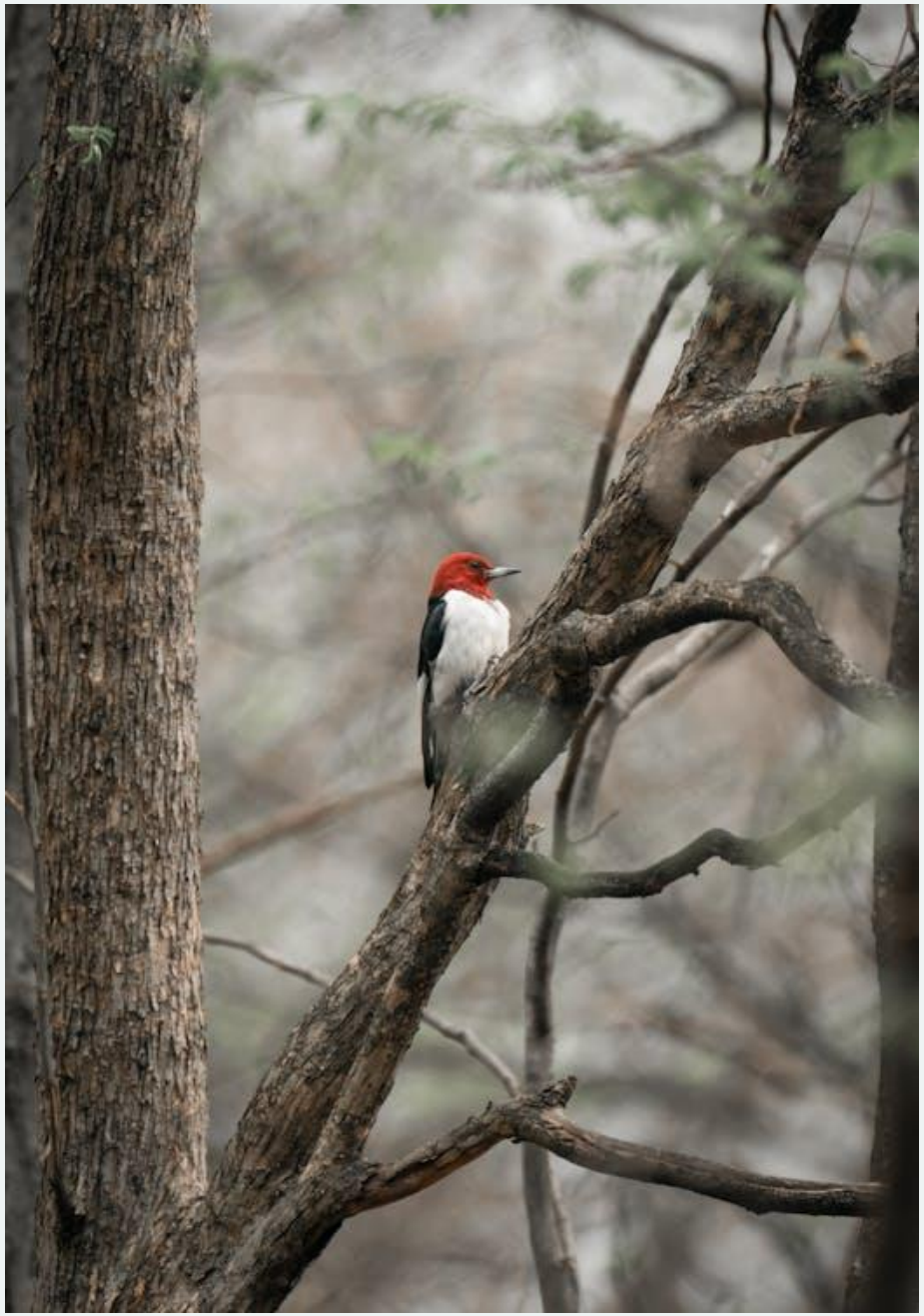
"tie-off"* at

Cast Away Island

* Tied off – tugboat/barge is secured by ropes or chains to creek or river bank.

Example of barge shipping molding sand “tie-off” at South Jersey Tidewater Landing

B. *Shipping molding sand by barge from Dorchester, Cumberland County.*

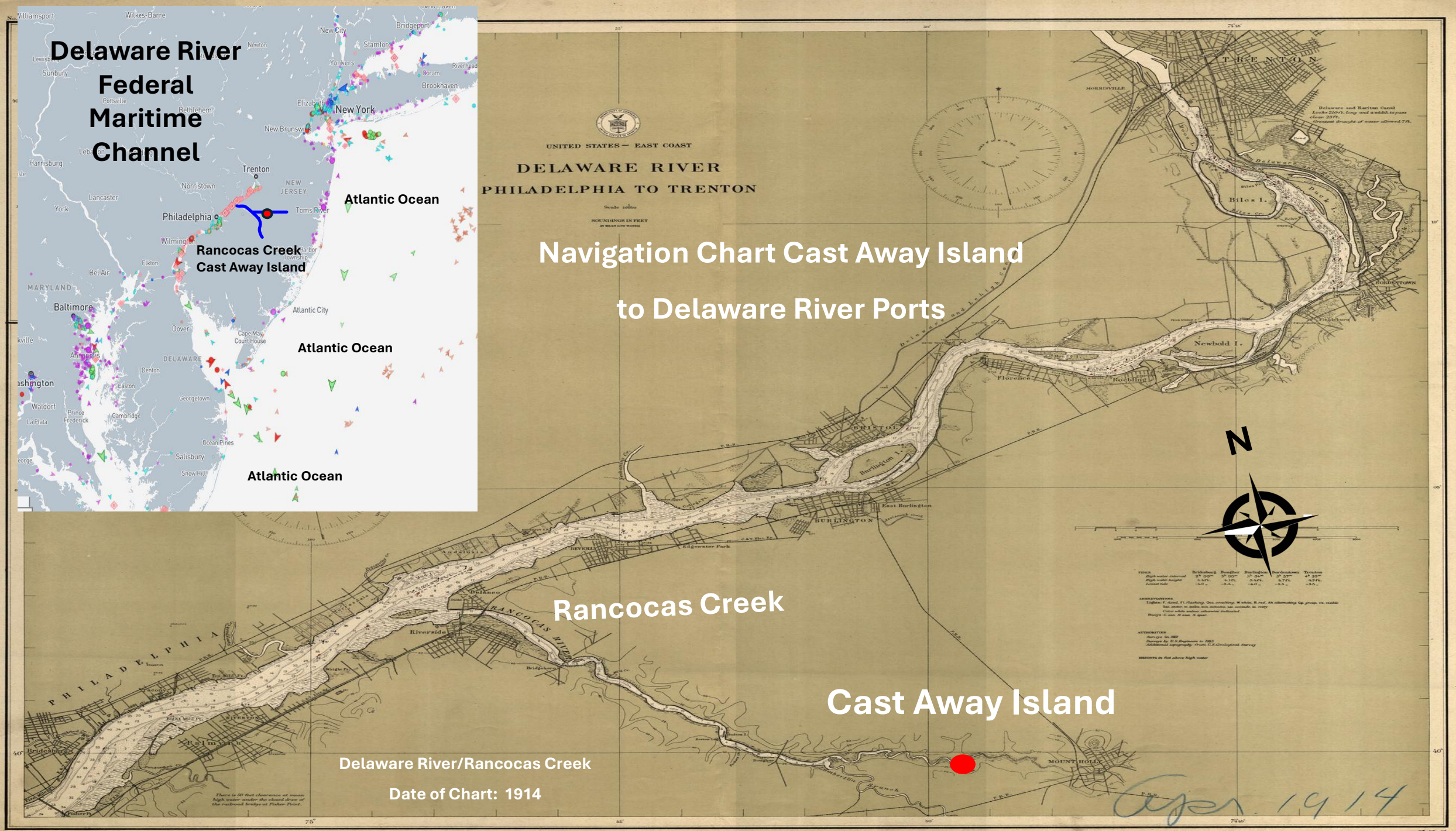


Cast Away Island

Red-Headed Woodpecker

Rare in the NE USA

Red-headed woodpecker is a threatened species in New Jersey


Delaware River Federal Maritime Channel
Atlantic Ocean
Rancocas Creek
Cast Away Island
Atlantic Ocean
Atlantic Ocean
Navigation Chart Cast Away Island
to Delaware River Ports
UNITED STATES — EAST COAST
DELAWARE RIVER
PHILADELPHIA TO TRENTON
Rancocas Creek
Cast Away Island
N
Delaware River/Rancocas Creek
Date of Chart: 1914
(Delaware R. Philadelphia to Trenton)
C&G.S.
296

PREHISTORIC LIFE IN NEW JERSEY

An interesting array of prehistoric life inhabited New Jersey during the Precambrian, Paleozoic, Mesozoic and Cenozoic time periods. These major eras of geologic time can be characterized by the predominance of certain types of fossils and trace fossils such as dinosaur trackways. Fossils are classified according to their physical characteristics and are evidence of life prior to recorded history. For many fossils, living relatives do exist. In New Jersey, fossils are most abundant in the northwestern part of the state and in southern New Jersey. The map contains images of prehistoric life superimposed on a geologic map. The images are positioned on the map approximately where fossils of the species have been discovered. Many fossils were unearthed during quarrying and construction of roads and buildings. Though most fossil sites are on private property, there are two fossil collecting sites open to the public in New Jersey. Both are located in Monmouth County and include Poricy Park and a site on Big Brook.

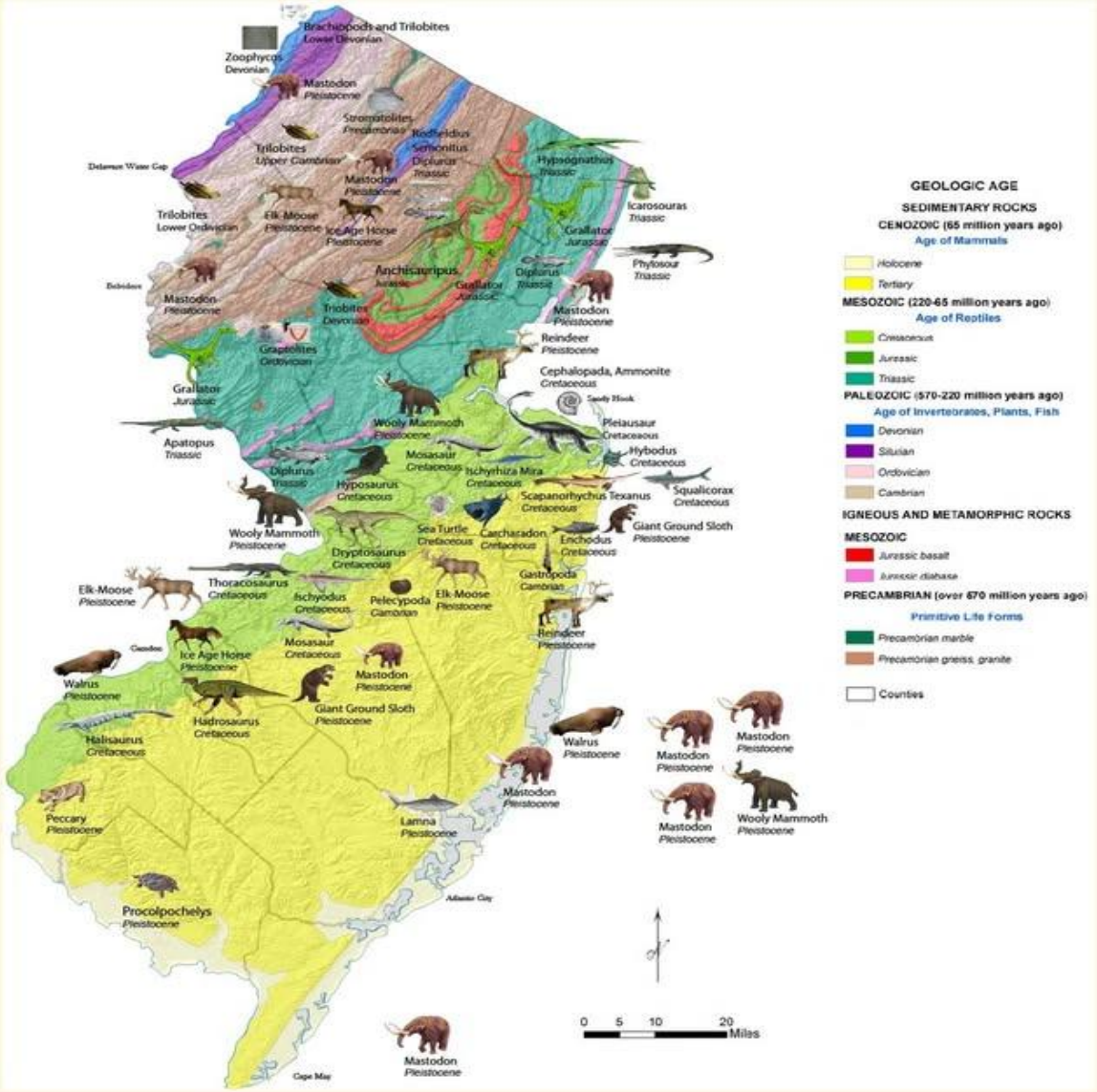
Precambrian: Most of the Precambrian rocks in New Jersey are igneous or metamorphic rocks and do not contain any fossils. However, stromatolites have been found in a 1.2 billion-year-old marble, indicating that marine conditions existed locally in the state at that time.

Paleozoic: Cambrian-age trilobites and stromatolites record the presence of a warm, shallow sea, while deeper water conditions prevailed during the Ordovician. Warm, shallow seas returned to northwestern New Jersey from the Late Silurian into the Devonian. Trilobites, brachiopods, bryozoans, corals, and crinoids are among the common fossils found in this time period.

Mesozoic: Fossils of early reptiles and fish are found in the Triassic sedimentary rocks. Footprints preserved in the sedimentary rocks indicate that bipedal dinosaurs roamed New Jersey during this time. Most of northern New Jersey was above sea level during the Cretaceous, while in southern New Jersey, seas moved in and out over the coastal plain providing a variety of habitats from estuary to marine. Insect and leaf fossils indicate that low-lying swamps areas were covered by vegetation, while tracks and bones show dinosaurs inhabited the landscape. Mosasaurs, pleiausaurs, sharks, and squid-like animals (ammonites) swam the seas, while clams and oysters thrived on the sea floor below.

Cenozoic: Marine life continued to flourish in the Tertiary seas of southern New Jersey and fossils of brachiopods, shark teeth, corals, echinoderms, and microscopic organisms indicate that the waters were warmer than those off the coast today. Ice sheets advanced and retreated over northern New Jersey during the Quaternary and sea level fluctuated as glaciers alternately grew and melted. Though not shown on this geologic map, the Pleistocene, or Ice Age ranged from about 1.8 million to approximately 11,700 years ago and was characterized by the formation of widespread glaciers. Mammals included both small forms, such as horses and giant ones such as mammoths and mastodons. They were found in many parts of New Jersey. The mammoths, mastodons and other mammals roamed the land in front of the ice sheets. During this time the coastline of New Jersey extended many miles farther into the Atlantic Ocean than it does today. Some mastodon, mammoth and giant ground sloth remains have been found by commercial fishermen offshore. Almost all of the giant mammals disappeared at the end of the Pleistocene and the start of the Holocene which began 11,700 years ago and continues to the present.

Ted Pallis and Richard Dalton
New Jersey Department of Environmental Protection
Water Resource Management
New Jersey Geological Survey



Simple Explanation

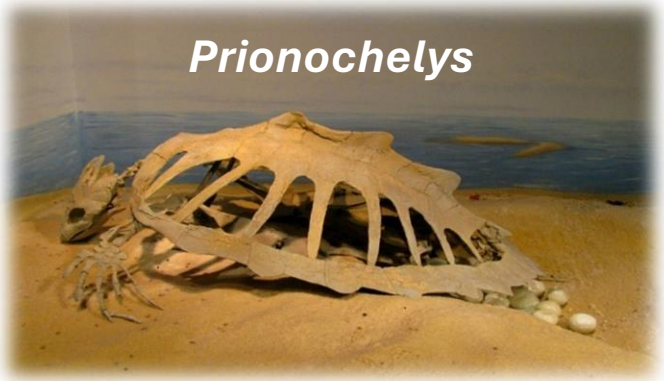
Fossils turned into Marl and Sand.

Marl and Sand Exploited by Man

Industrialization transformed the area around Cast Away Island from farming to industrial mining of clay and sand.

Navigation and commerce are the foundation of Hainesport's, Lumberton and other Rancocas Creek Communities heritage

♥ Dinosaurs, Mosasaurs and Ocean Lizards



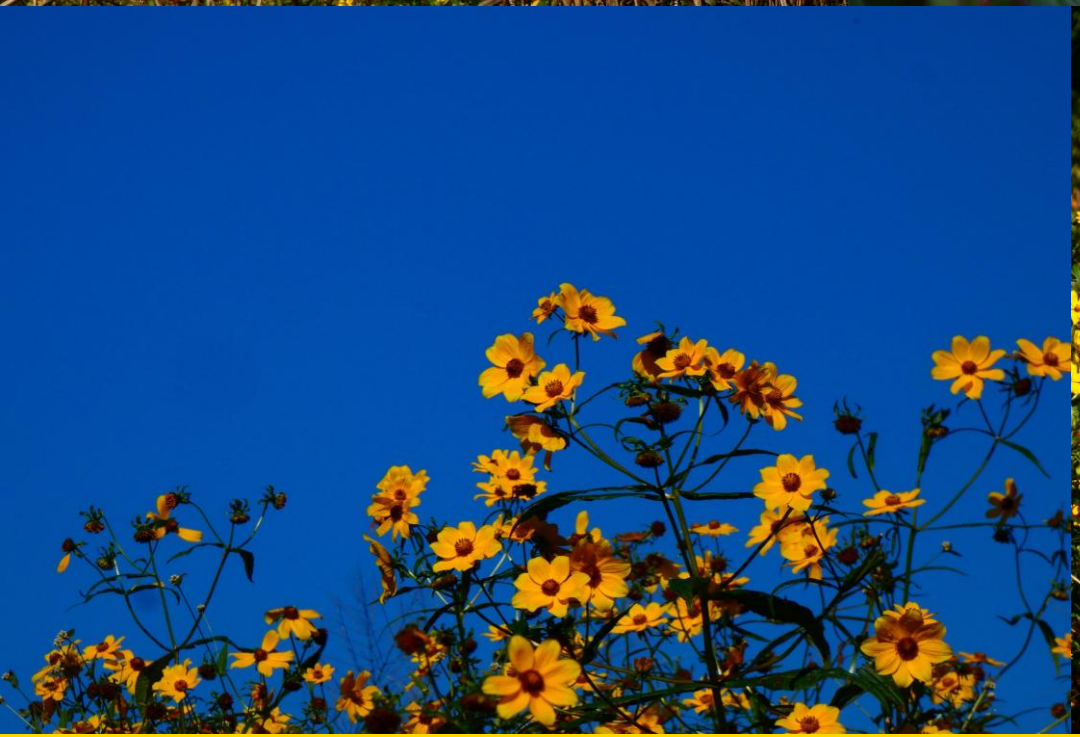
Cretaceous Period of the Mesozoic Era

Mosasaurus Teeth
Collected Lumberton, NJ
December 8, 1877
Academy of Natural Sciences

144 million years ago - Early Cretaceous Period

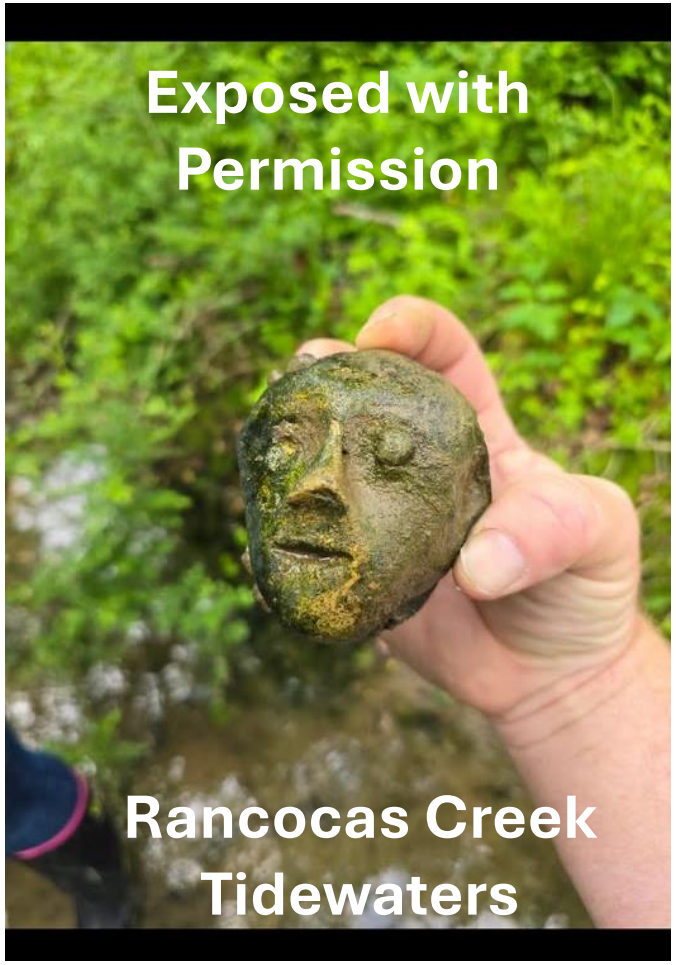
Rancocas Creek Back in the Day

Their Past Speaks to the Present and Our Future



Beggar Ticks Rioting

Before navigation, colonization, and industrialization, came Native Americans



Native Americans Lived off the Natural Resources

in and around Cast Away Island.

Fishing, fishing weirs, hunting, trapping, shell fish gathering

etc….

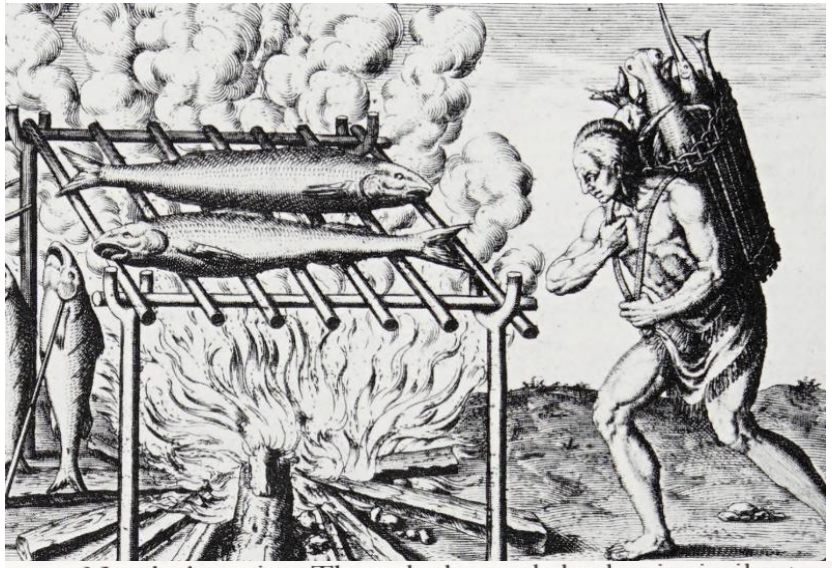
Ref: Indian Fishing, early methods on the Northwest Coast, 1977 (one of the only references on Native American fishing weirs)

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

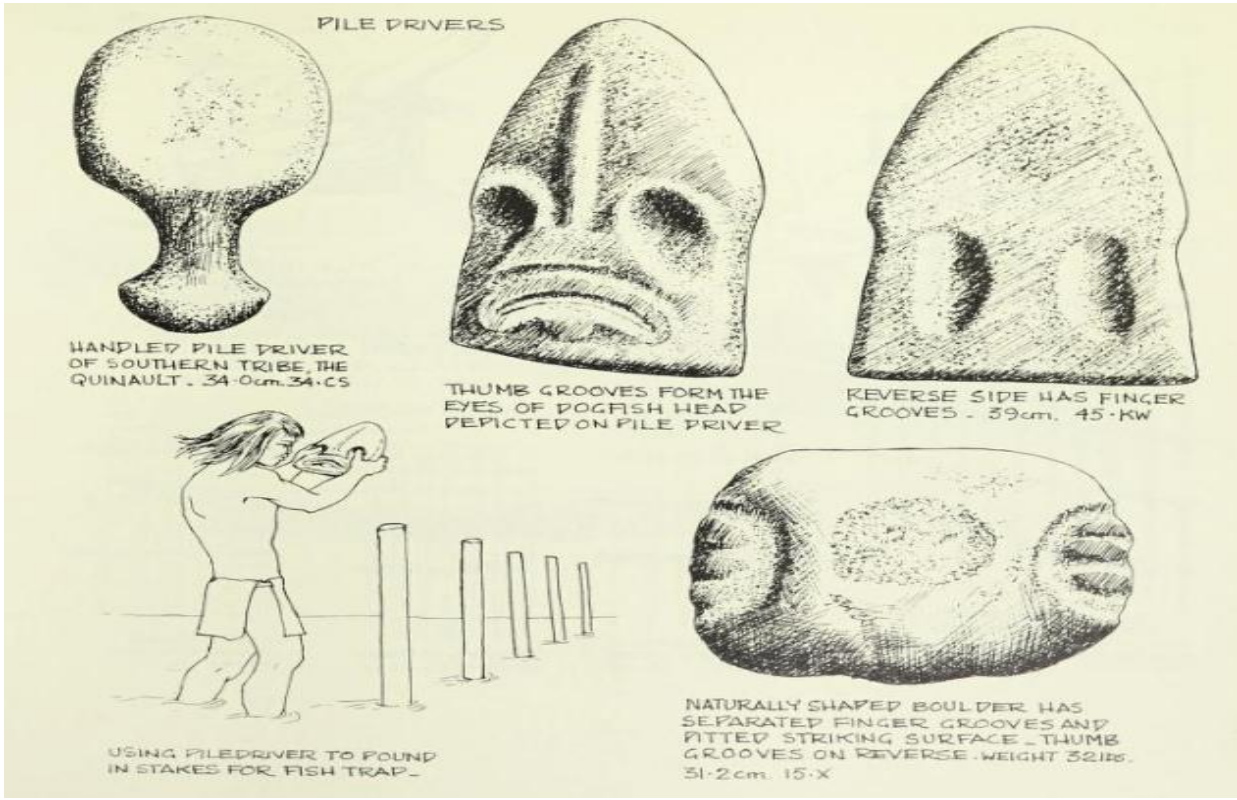
Courtesy M.A. Notched biface tool or weapon. Most likely a variety of cryptocrystalline chert or chalcedony in the tidal regime ca 6,000 – 8,000 years old

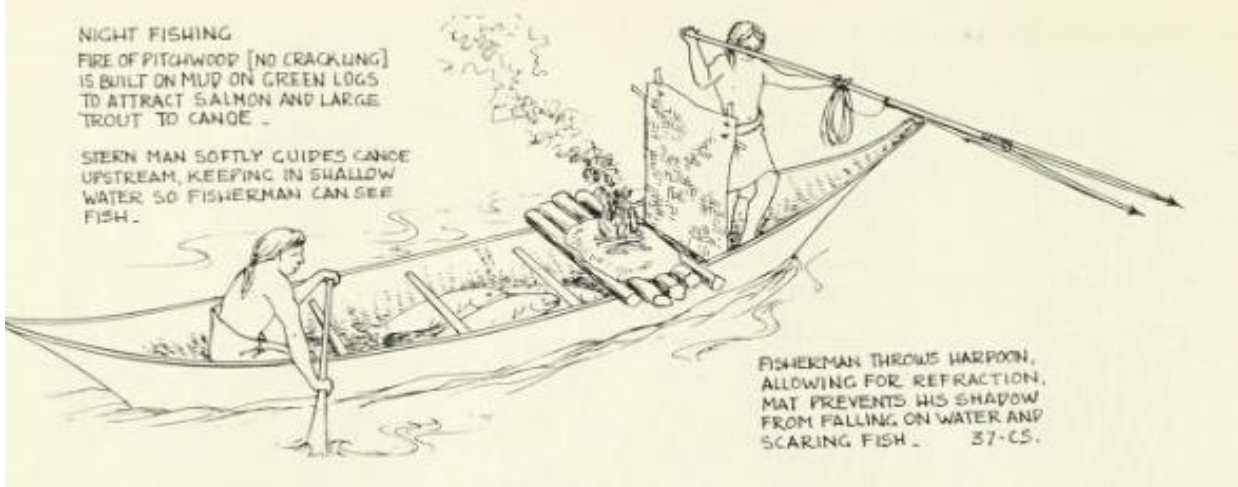
Publishers engraving note: ...woman and one of the fish in the canoe may be identified as a gar, The creatures in the water are more numerous, and include string rays, a hammerhead shark, a loggerhead turtle, land crab, snake.

Note different fish weirs, methods of spearing fish at low tide shallows, variety of tidewater wildlife, capacity of canowes



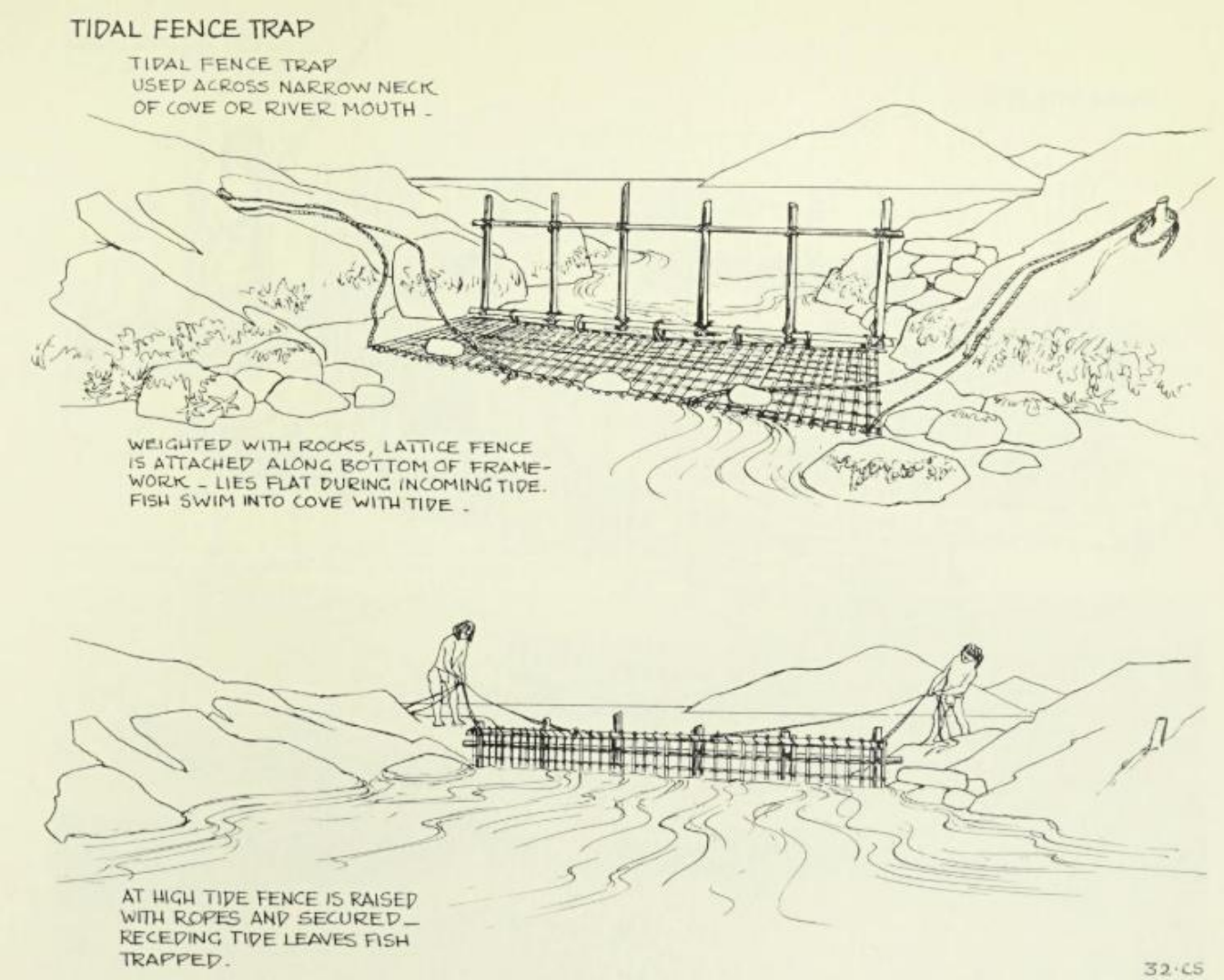
ern North America. Though the pack-basket is similar to the type known throughout eastern America, the wicker-work technique appears to be European rather than Indian. A gar and hammerhead shark can be made out among the fish in the basket.

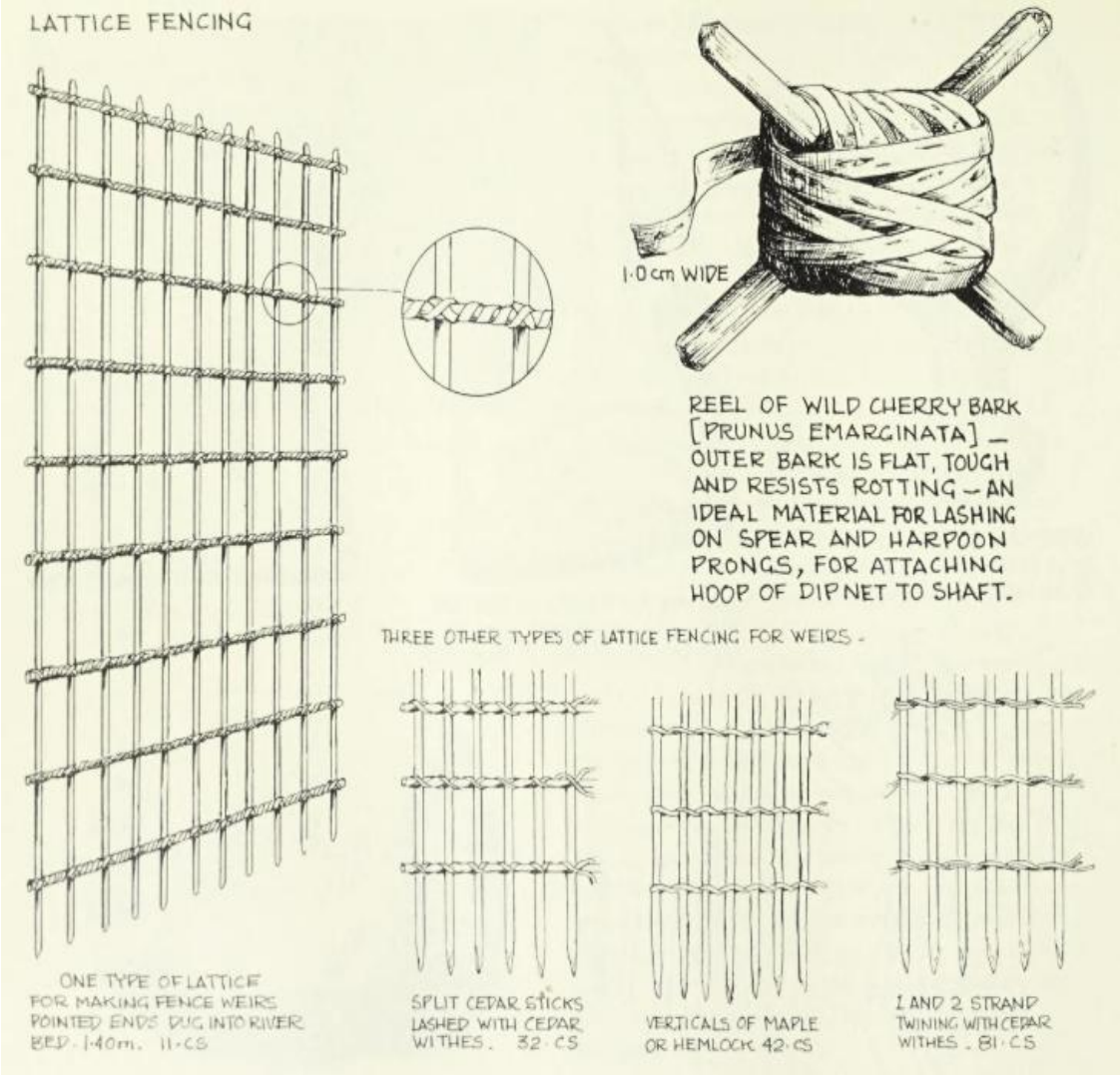


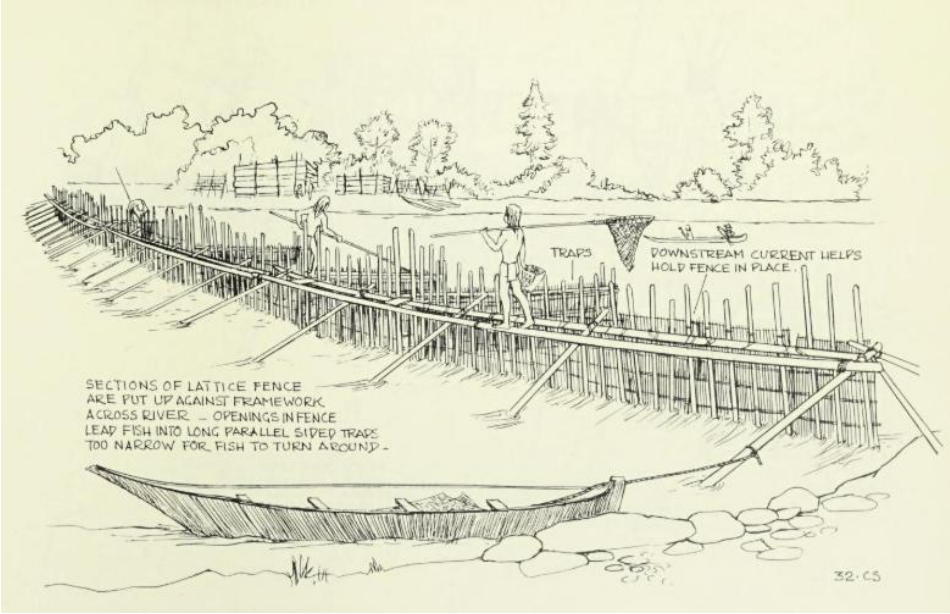


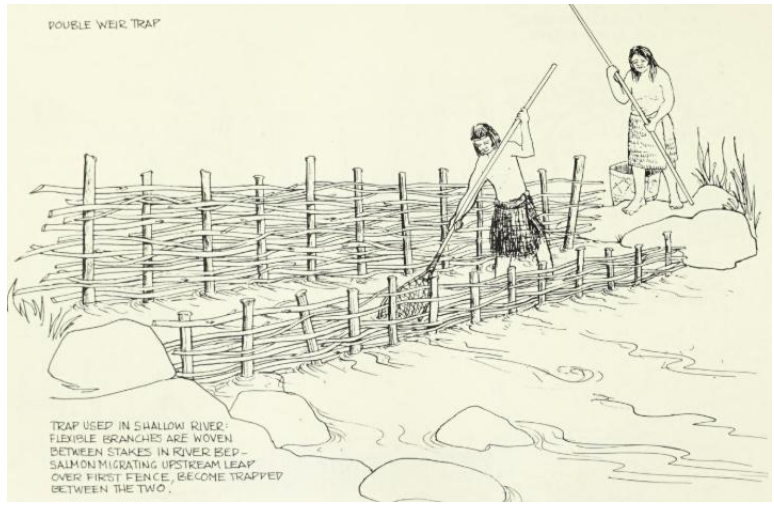
Native American Fish Weirs and Fish Traps

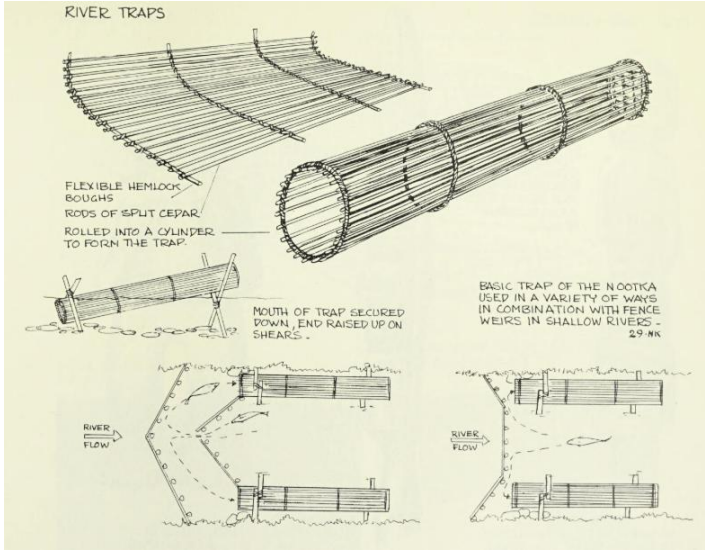
Variations in fishing weirs and fish traps depended on fish, location, type of waterway, building material available, background of tribes. Fishing weirs underline Native American's keen observations about the natural world. Fish drift shoreward on an incoming tide, and recede to deep water on the ebb tide (p. 99)

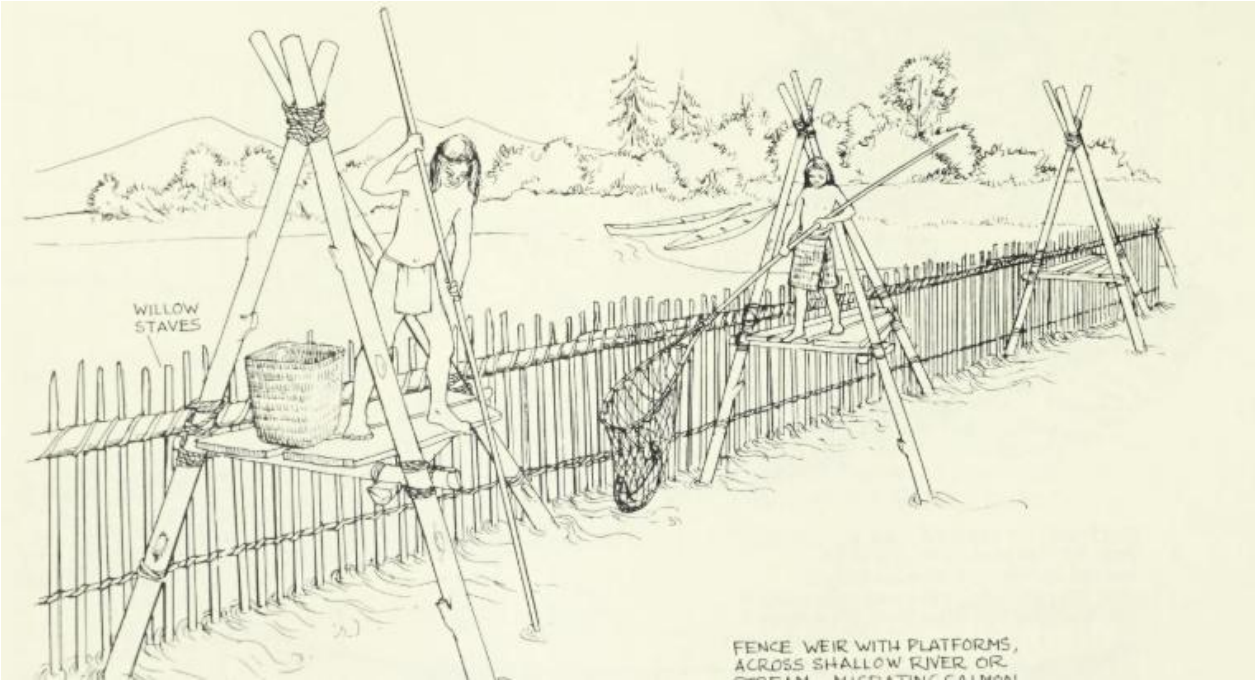




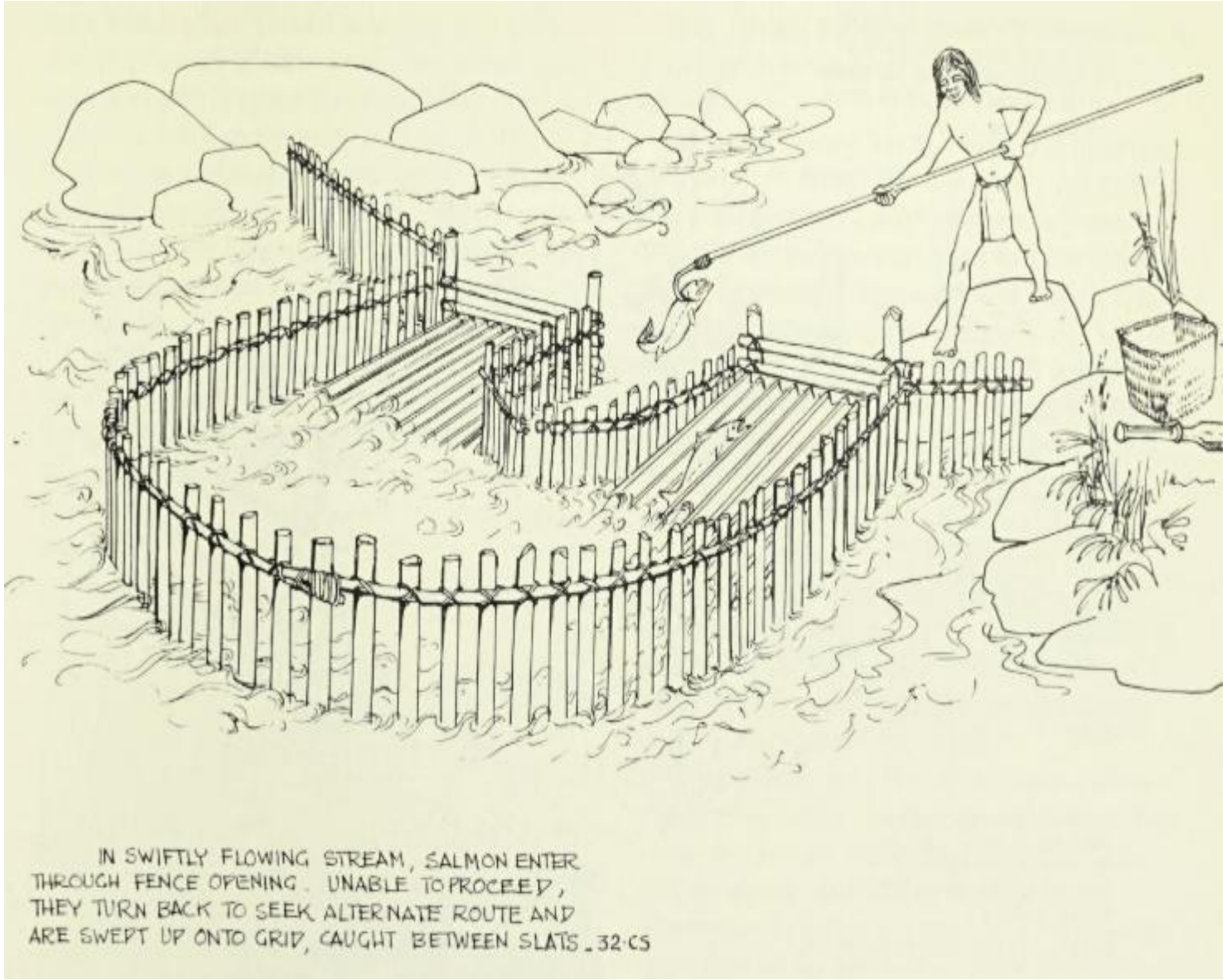


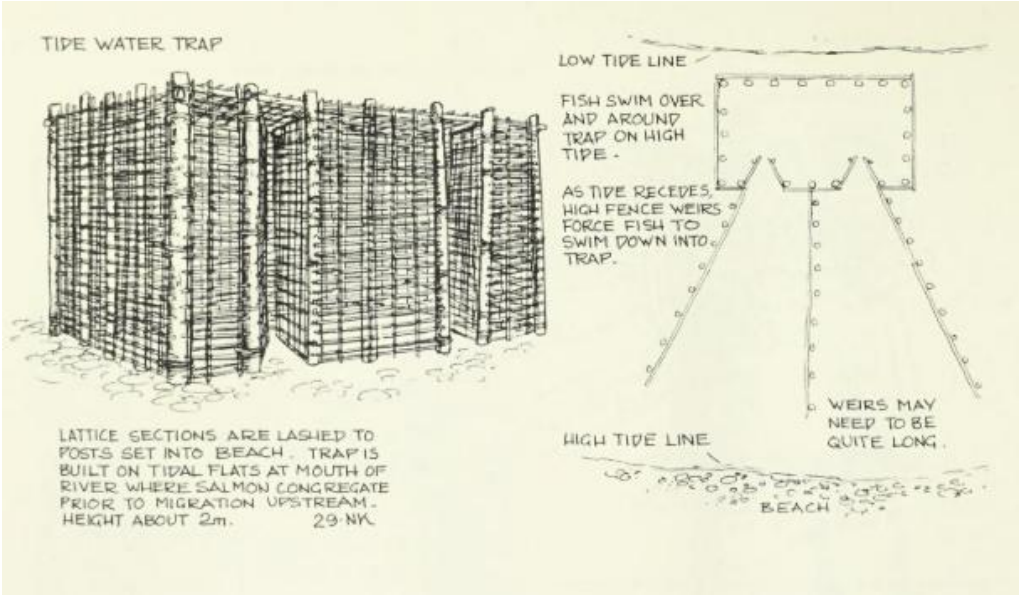


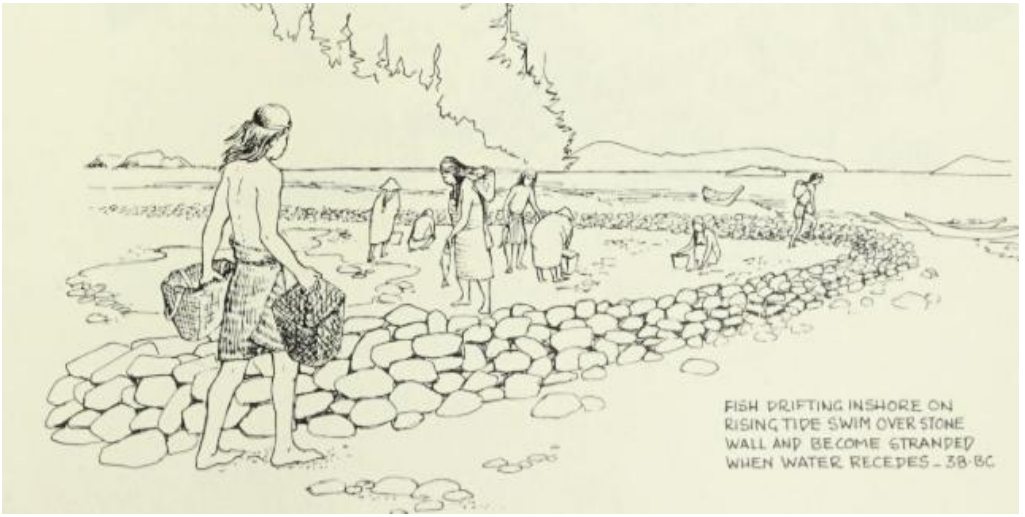




Native American Fish Weirs and Fish Traps

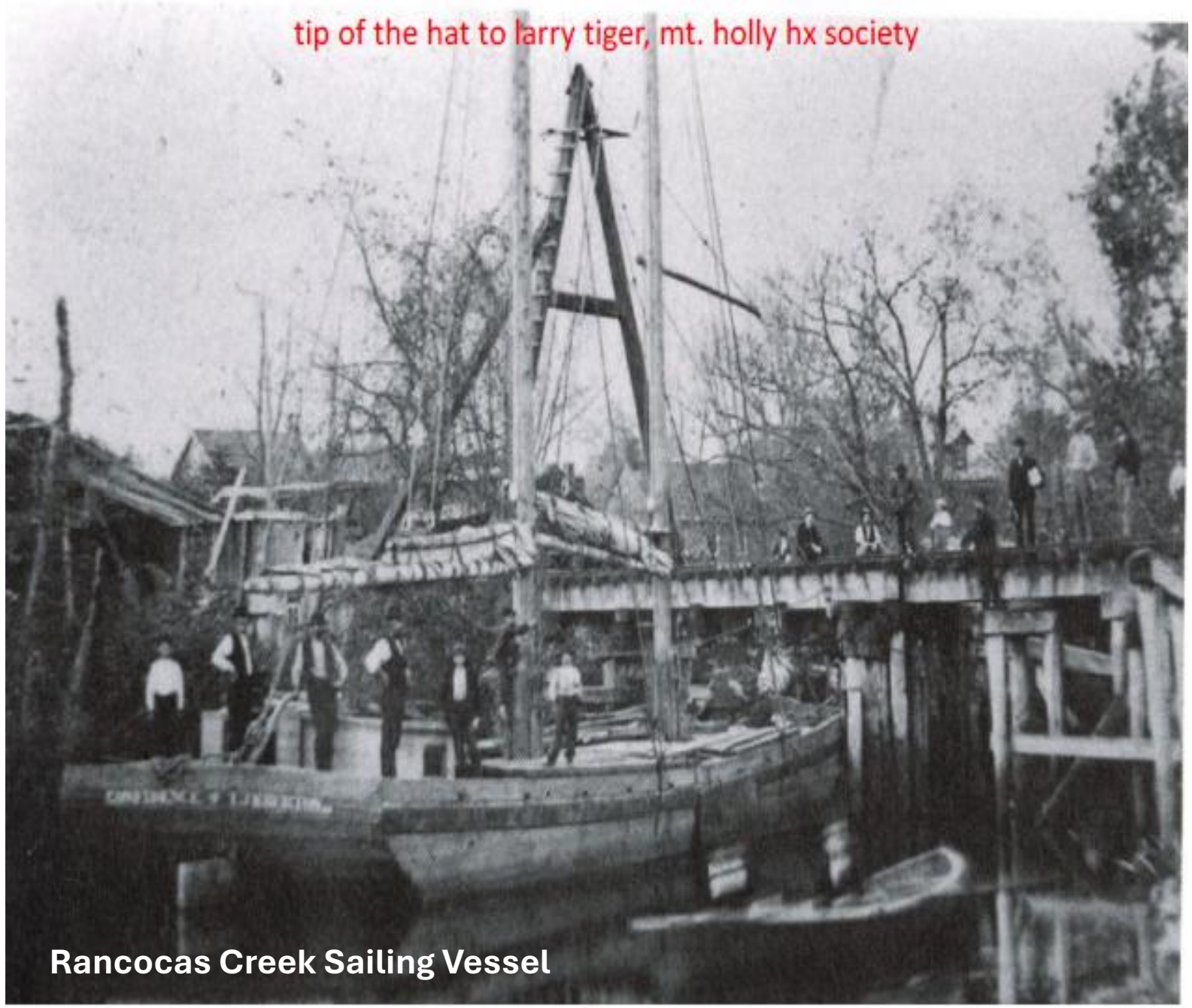






Native American Fish Weirs and Fish Traps

Cast Away Island



Rancocas Creek Sailing Vessel

Section Four:

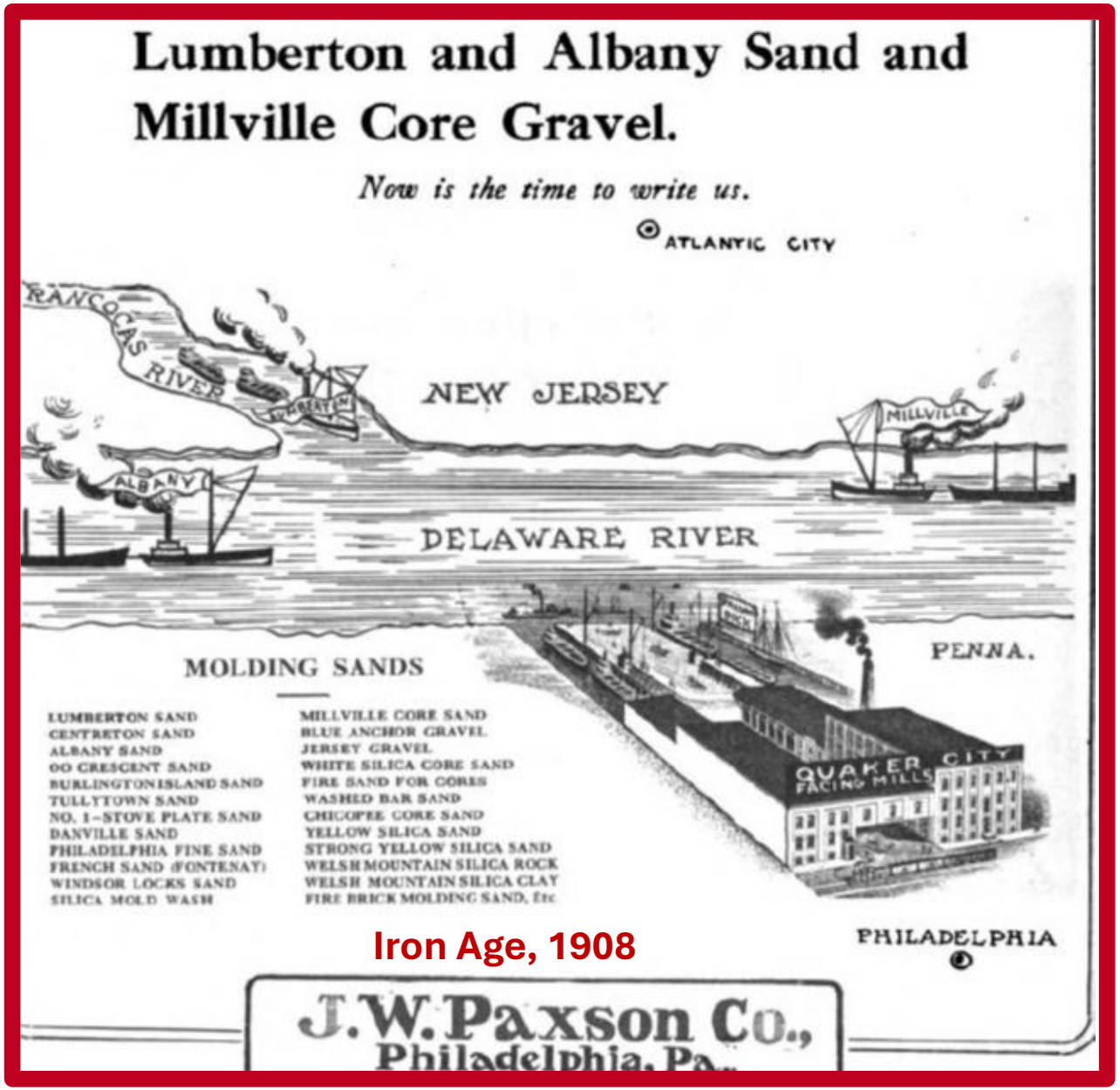
Where does the all the Rancocas Creek marl and sand go?

Maritime Cultural Landscape

Cast Away Island

End-use markets for tug and barge Rancocas Creek marl and molding sand.

- Local
- New Jersey
  - Agriculture
- Delaware River Ports
  - Philadelphia/Camden
  - Florence/Burlington
- Port of Baltimore
  - Manufactures
- Port of Albany
- World Markets



Iron Age, 1908

Rancocas Creek (1915)
Hainesport Mining and Transport Co.
75 foot radius, 5 cubic yard grab bucket w manganese lip. 4,000 cy in a 10 hr day. Hoisting speed of 150 p/m. Cars loaded beneath receiving hopper than dumped into scows for delivery Phila and Camden Ports

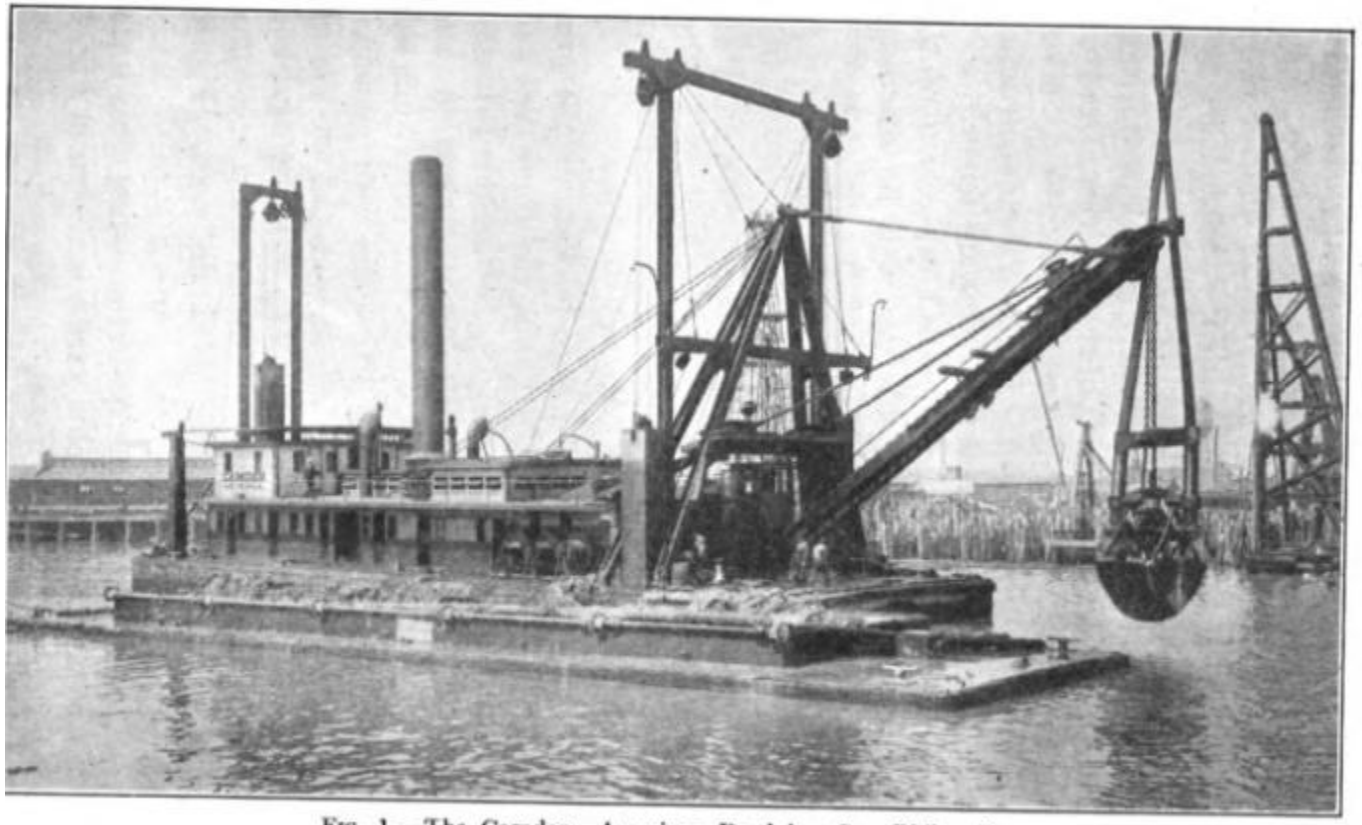


Fig. 1.—The Camden—American Dredging Co., Phila., Pa.

Photo by ks337

16,000 tons of sand per day

Sand Docks for Loading Barges

Digging the Sand with a Steam Shovel

mobiling, with an occasional ride in a special train over the very rails over which he collected tickets for many years.

Farms around Hainsport that a few years ago were yielding their owners only a meagre living now are amassing fortunes for those wise enough to retain the titles to them. It is an easy matter for the sand to be scooped out by great steam shovels, and run through washeries to remove the decayed vegetable matter before being dumped into scows or railroad cars. It is not unusual for scores of these mines or diggings to ship 16,000 tons of sand in a day, and the mining is carried on by truly scientific methods, borings being made frequently in search of more valuable deposits underlying the surface sand. New diggings are being continually opened, but the great supply of valuable sand seems almost inexhaustible.

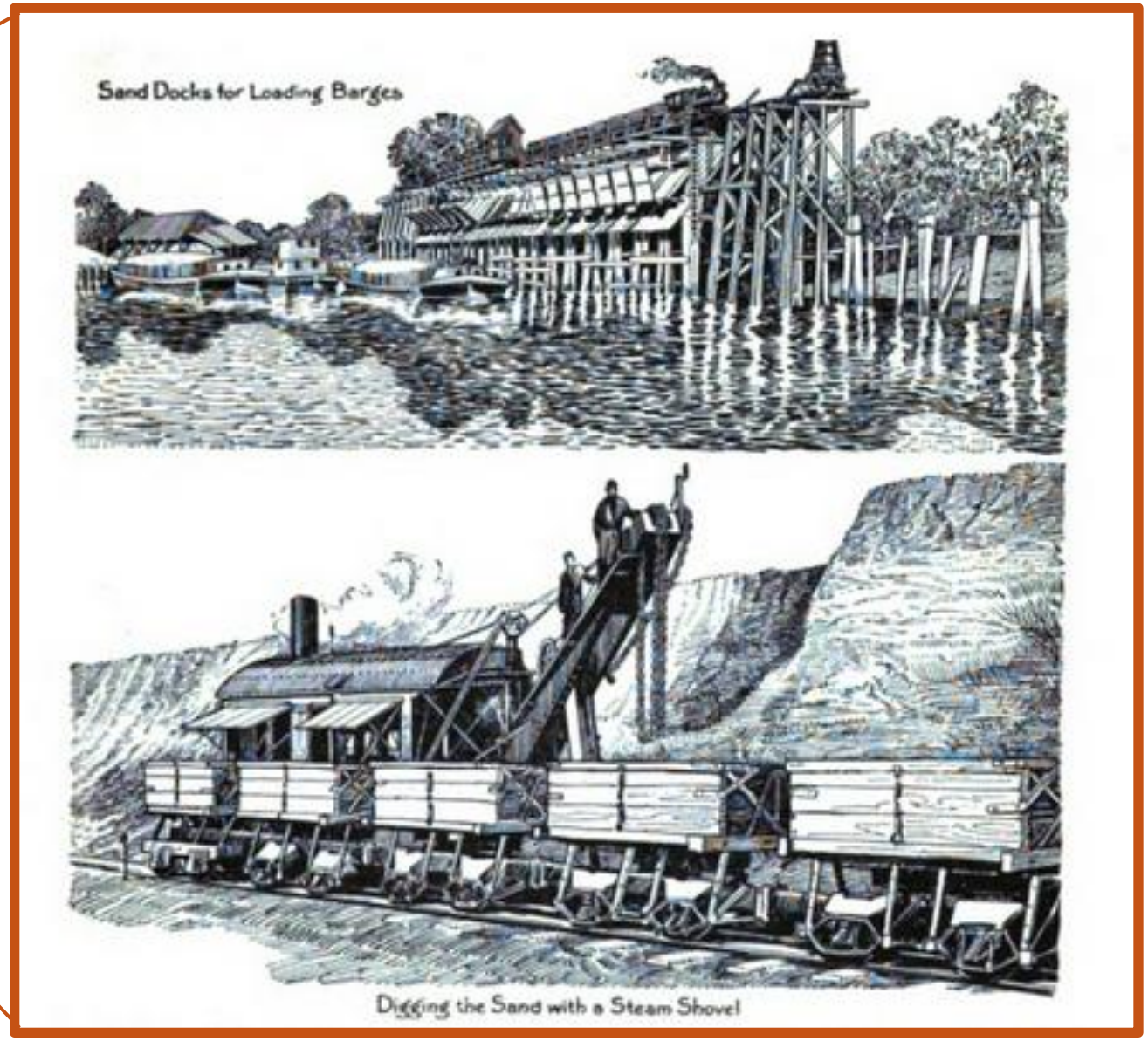
AMMUNITION SUPPLY SHIPS FOR NAVY

If the recommendation to be made by Rear-Admiral Mason, chief of the Bureau of Ordnance, is adopted the United States navy will have two ammunition supply ships, one for the Atlantic and the other for the Pacific. These ships would be virtually floating naval magazines. The necessity for such vessels was clearly shown in the recent cruise of the fleet. It was found difficult to get explosives to the ships through other transportation means than colliers and storeships, which was considered unsatisfactory.

Hainesport

November

1909



Sand dumped into scows and tugboats or rail cars

James Stokes, Centeron Sand Mine

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

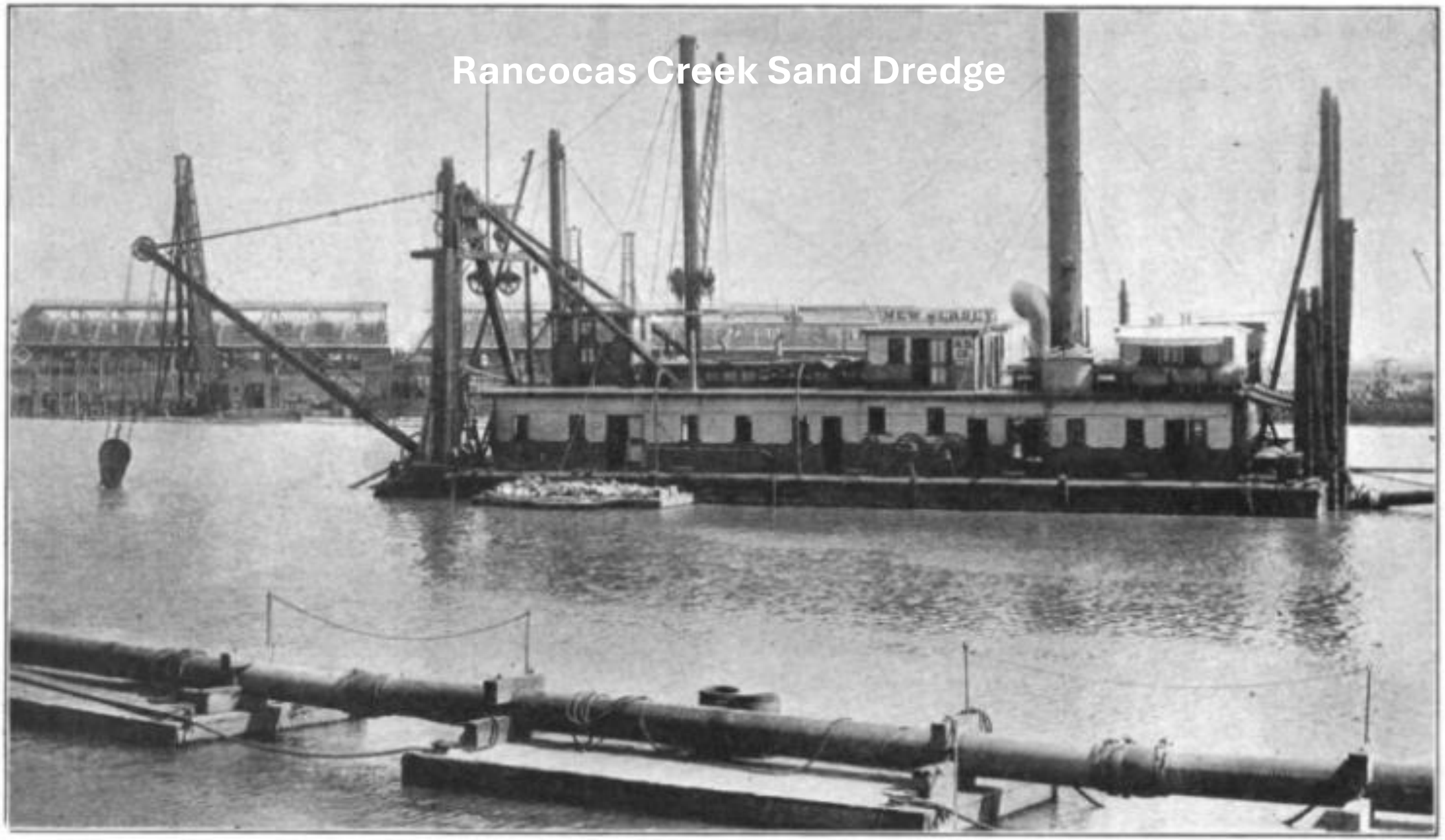
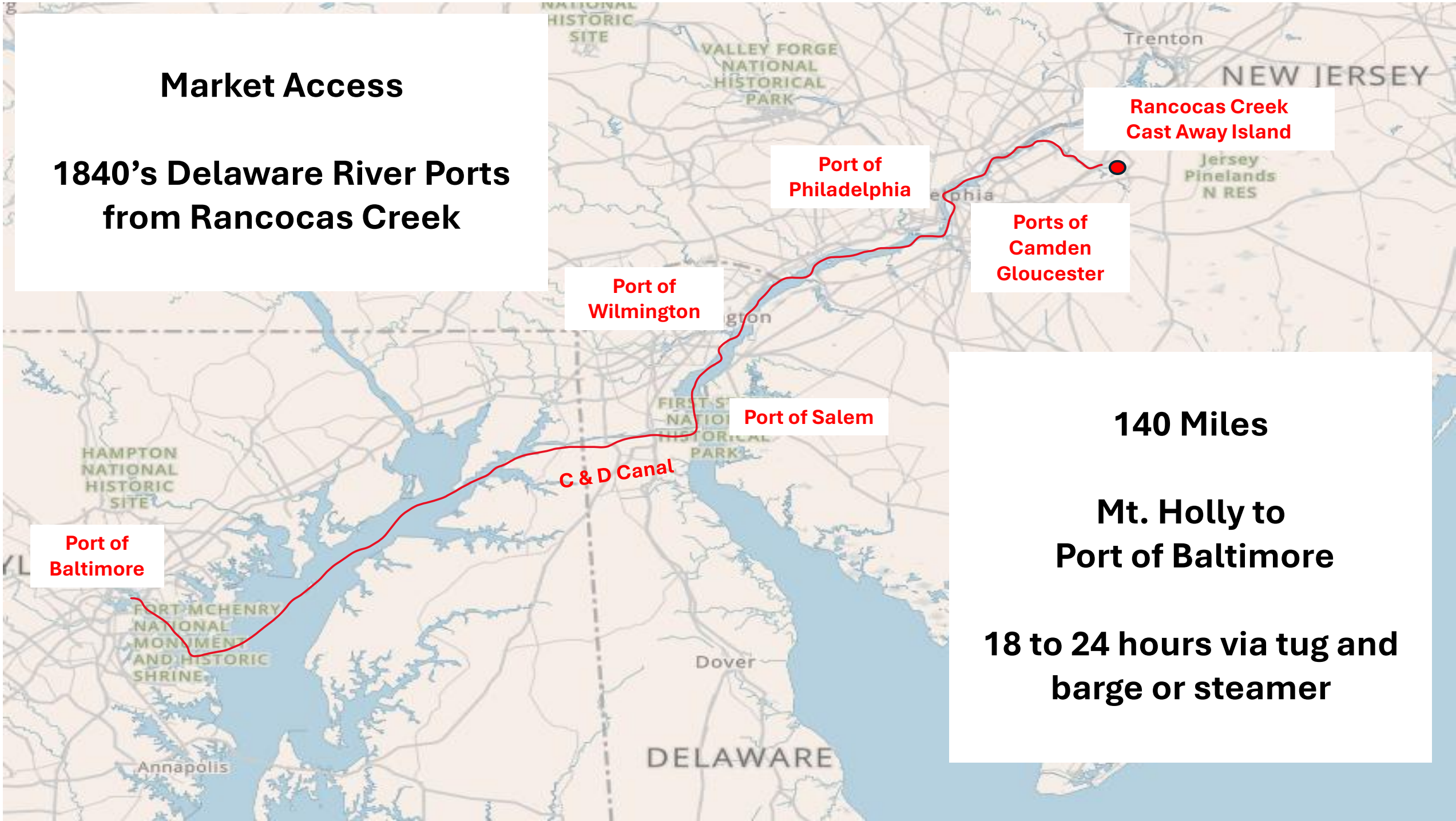


Fig. 29.—The New Jersey and pontoon line—American Dredging Co.

Market Access

1840's Delaware River Ports from Rancocas Creek



140 Miles

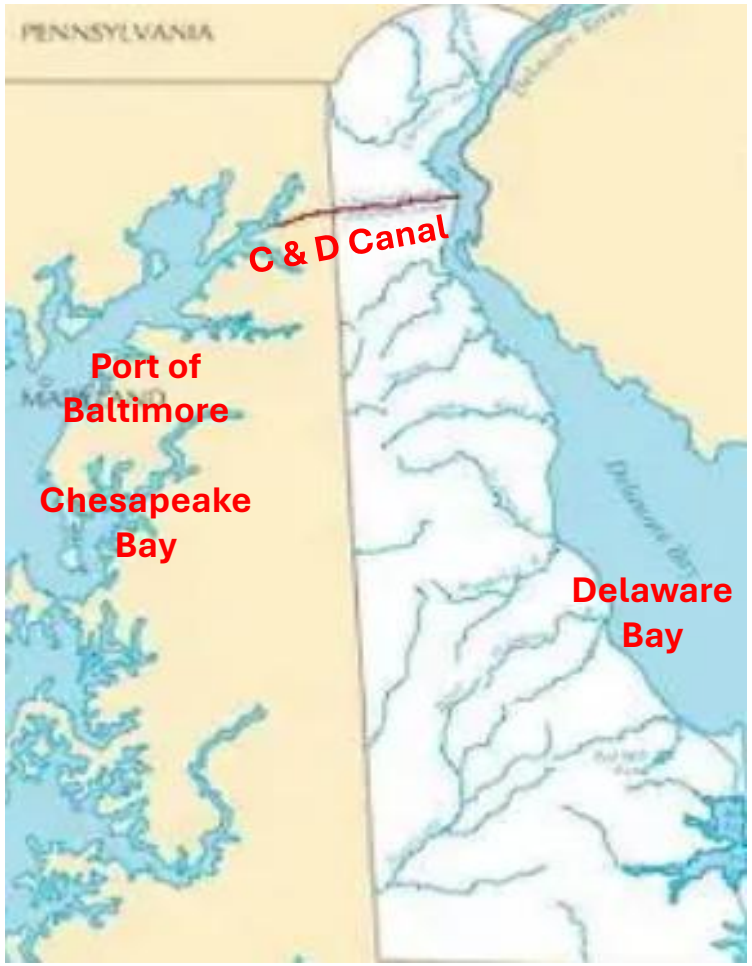
Mt. Holly to Port of Baltimore

18 to 24 hours via tug and barge or steamer

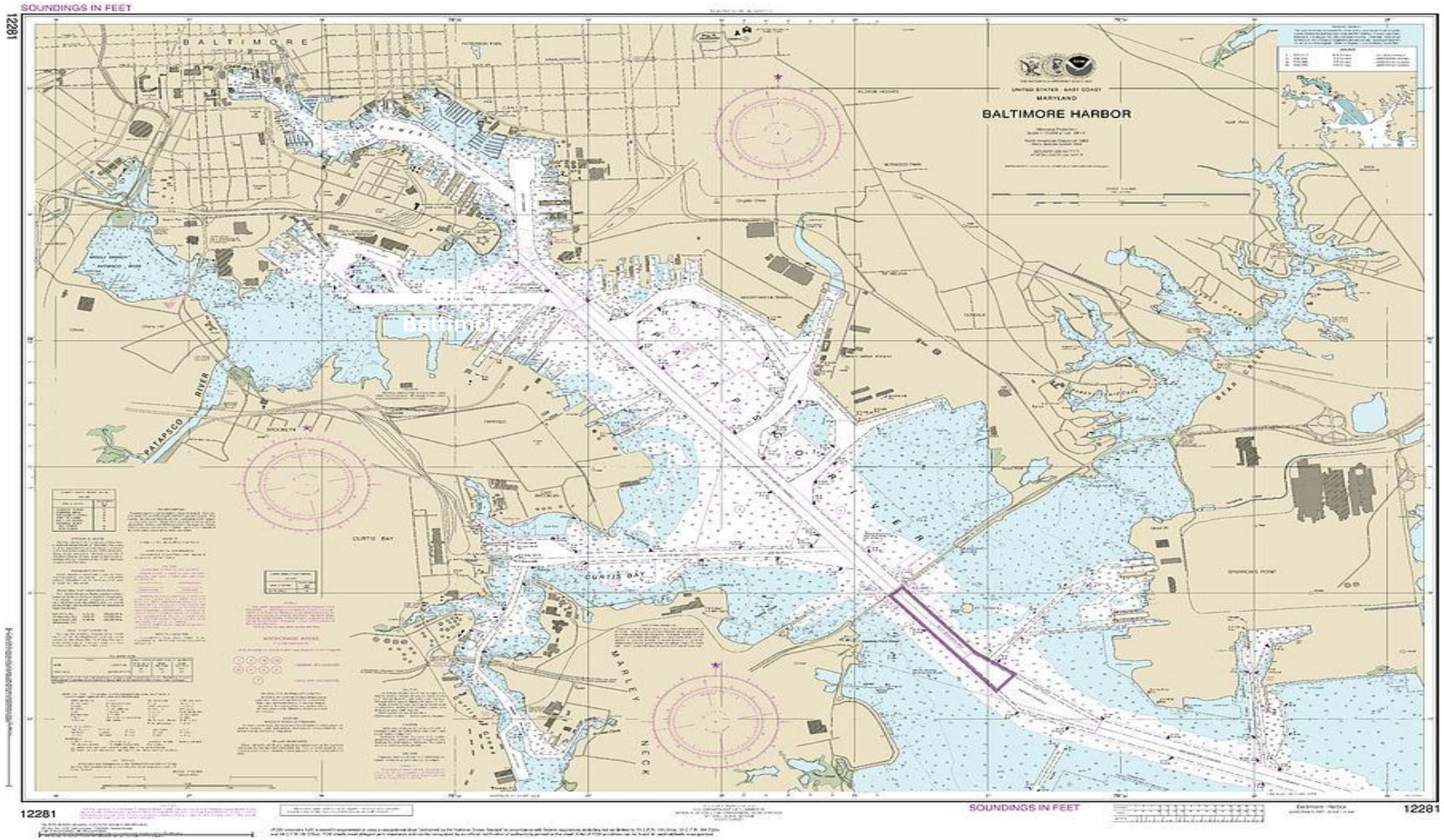
Abundance of Plenty

Market Access

C & D Canal



Approach to The Port of Baltimore



2.
5.
3.
4.
1.
BALTIMORE HARBOR
Baltimore Harbor - 1909
1. Curtis Bay
2. Frederick Street Dock
3. Shryock's Wharf
4. McComas Wharves
5. Inner Harbor
Tugboat "Day" Voyage to Philadelphia

Arrival Baltimore (1900 - 1910)*

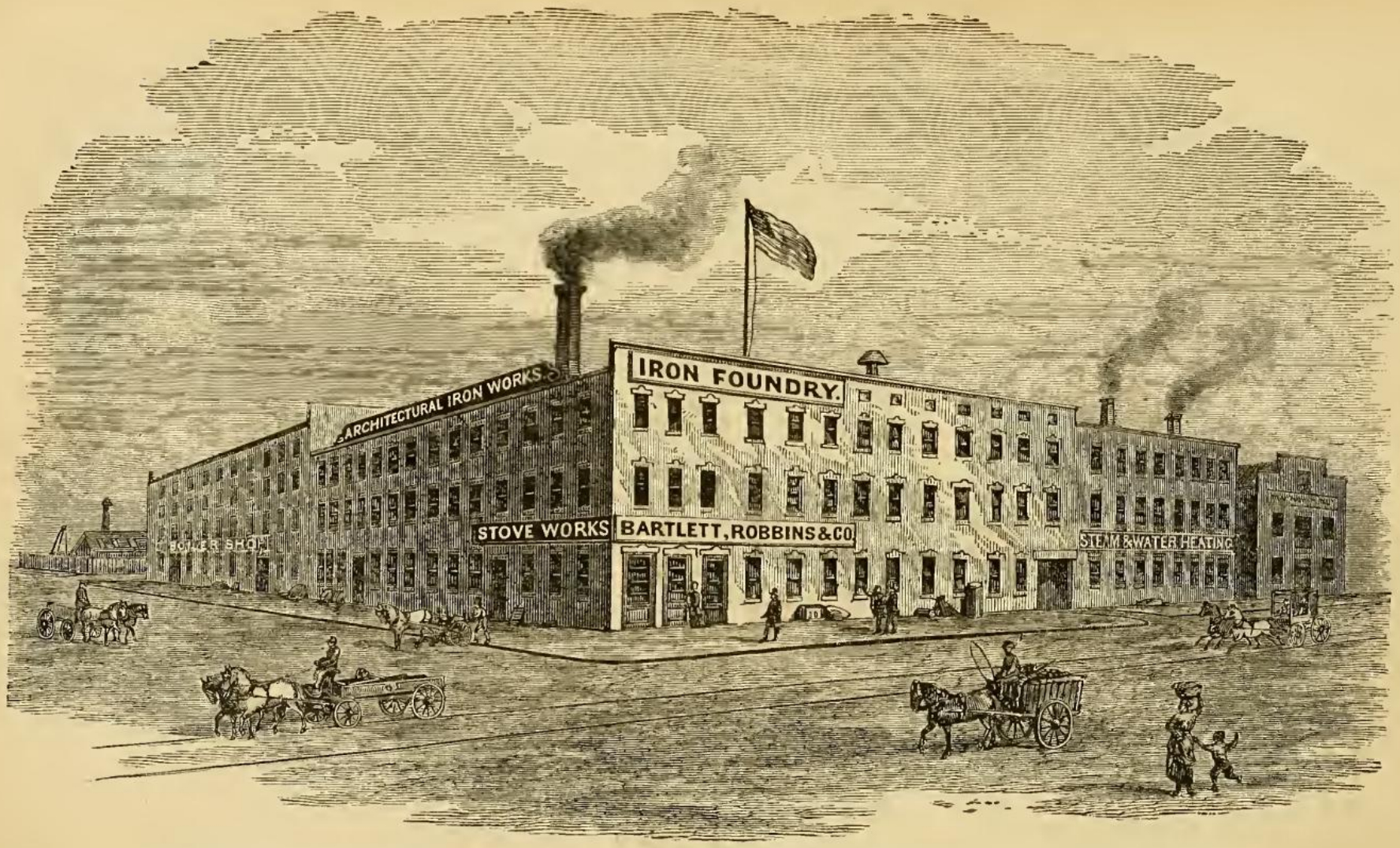
- Barge Sirius, from Rancocas, molding sand
- Stmr Belle Miller from Rancocas, molding sand, Frederick Street Dock, Inner Harbor
- Stmr Belle Miller from Rancocas, molding sand, Bartlett and Hayward
- Barge Bertha from Rancocas, molding sand, Curtis Bay
- Barge Truner from Rancocas, molding sand, Curtis Bay
- Stmr Barge Florence, molding sand (Barge frozen up Delaware City)
- Stmr Samuel H. Hartman, from Rancocas, Frederick Street Dock
- Stmr Samuel H. Miller, from Rancocas, at Shryocks wharves, foot of Caroline Street
- Stmr Barge Lute, from Rancocas, molding sand, McComas Wharves, off York Street
- Stmr Barge Frank M. Riley from Rancocas, molding sand
- Stmr Barge Campbell, from Rancocas, molding sand
- Stmr Howard McQuilton, with barge, from Rancocas, molding sand

* Not a complete list, does not show numerous multiple Port of calls, delivery dates, volumes, end-use delivery, etc…

Snap-Shot of End Markets for Rancocas Creek Sand

Ref: Port of Baltimore, daily maritime report, Baltimore Maritime Exchange: Arrivals

Port of Baltimore



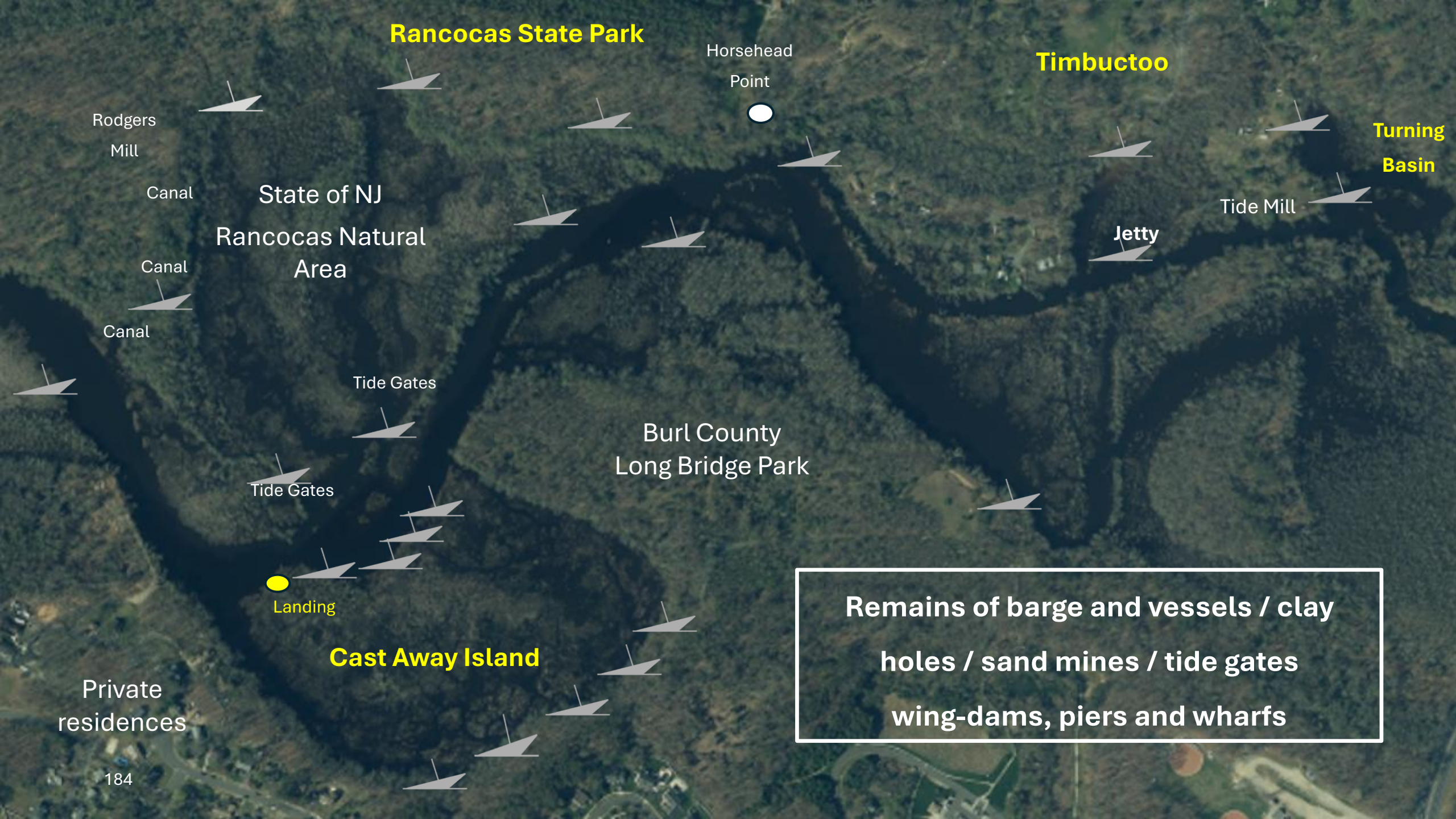
FOUNDRY, COR. SCOTT AND PRATT STS. OFFICE, 24 LIGHT STREET.

End Use of Rancocas Sand

Bartlett-Hayward Company was an American metalworking company with a large foundry, fabrication, and construction business lines, located in Baltimore, Maryland. Founded in the 1830s.

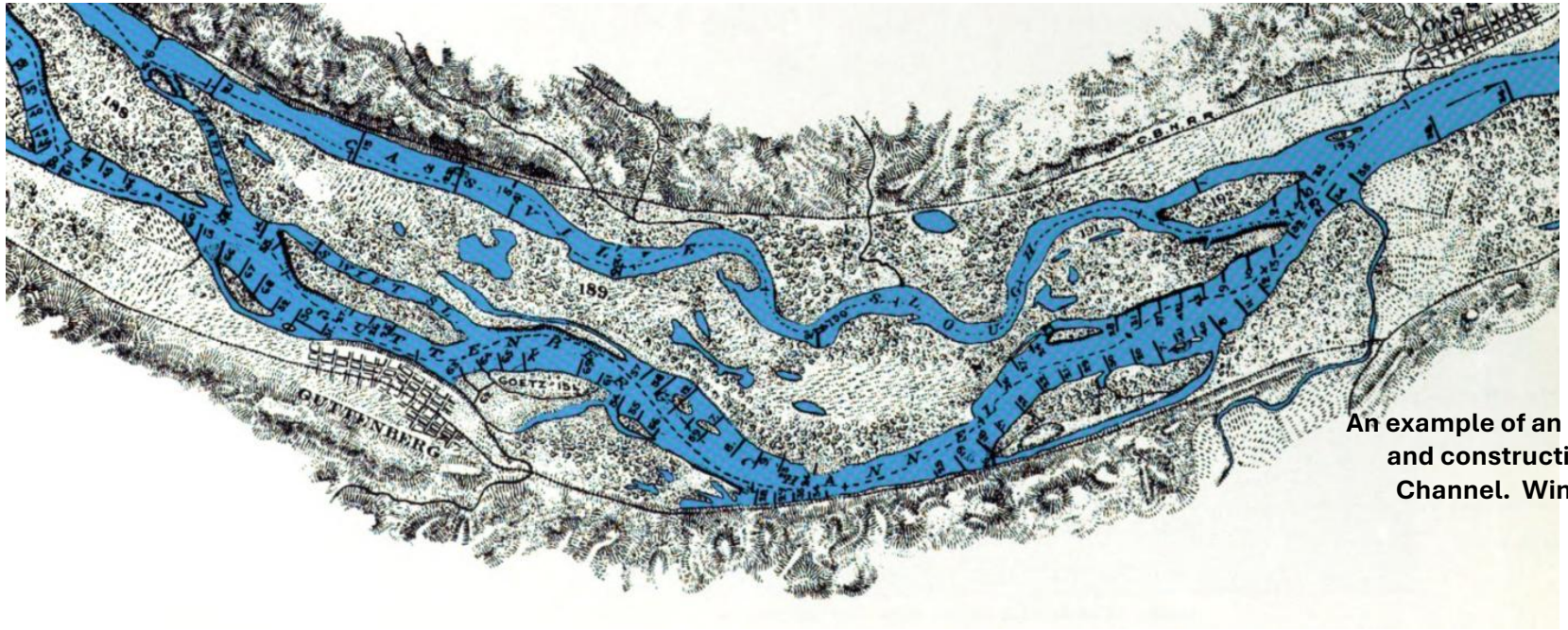
By the end of the nineteenth century, it was the largest iron foundry in the United States. Manufactured cast-iron architecture, steam heating equipment, machine parts, railroad engines and piston rings.

During World War I, the company made munitions, ship propellers, and other materiel for the United States and its allies. It made millions of artillery shells and the artillery fuzzes for them (9.6 million shells in World War II.


Rancocas State Park
Horsehead
Point
Timbuctoo
Rodgers
Mill
Canal
State of NJ
Rancocas Natural
Area
Canal
Canal
Turning
Basin
Tide Mill
Jetty
Tide Gates
Burl County
Long Bridge Park
Tide Gates
Landing
Cast Away Island
Private
residences
Remains of barge and vessels / clay
holes / sand mines / tide gates
wing-dams, piers and wharfs

Navigation enhancements and improvements to the North Branch Rancocas Creek, on and around Cast Away Island

In the mid to late 1800's Congress authorized navigation improvements and enhancements to the North Branch of the Rancocas Creek., This was done to meet local and regional demands for inexpensive and reliable transportation between Burlington County and Delaware River Ports. Snags, sandbars, shallows and fast currents delayed and at times stranding and at times sinking Creek steamers, tugboats and barges. Wing dams narrowed the Rancocas, increased its speed and cut through sand-bars and debris.



An example of an early 1900's navigation chart showing wing dams and constructing a wing dam on the Upper Mississippi River Channel. Wing dams are constructed of stones and brush.

Cast Away Island relics, now detritus, naturally

Sites A. B. C. D.

1902 a Report to Congress

164 REPORT OF THE CHIEF OF ENGINEERS, U. S. ARMY.

IMPROVEMENT OF RIVERS AND HARBORS IN SOUTHERN NEW JERSEY, OF CERTAIN RIVERS AND HARBORS IN DELAWARE, AND OF INLAND WATERWAY FROM CHINCOTEAGUE BAY TO DELAWARE BAY, VIRGINIA, MARYLAND, AND DELAWARE.

This district was in the charge of Capt. C. A. F. Flagler, Corps of Engineers. Division engineer, Col. Amos Stickney, Corps of Engineers.

1. Rancocas River, New Jersey.—The Rancocas River is a tributary of the Delaware River, its mouth being about 11 miles above the Pennsylvania Railroad terminal and ferry at Camden, N. J.

In the original condition the minimum depth was 4½ feet at mean low water from the junction of the forks near Centerton to its mouth, a distance of 7½ miles. Above Centerton the depth on the Mount Holly Branch, a distance of 5½ miles, was generally about 2½ feet. From the forks to Moores Landing, the head of navigation on the Lumberton Branch, a distance of 3.6 miles, the low-water depth over shoal places was 3 feet. The mean range of tides at Centerton is about 5 feet.

The original project of 1881 proposed the formation, by a dike at Coates bar and dredging elsewhere, of a channel from 150 to 200 feet wide and 6 feet deep at mean low water from the mouth to Centerton and thence to Mount Holly a channel 5 feet deep. Operations under this project were carried on from 1881 to 1895, and were directed to the formation of a low-water channel 100 feet wide and 6 feet deep from the mouth to Centerton and 50 feet wide and 5 feet deep for a distance of about 1¾ miles above Centerton. The unexpended balance, $399.70, has been returned to the surplus fund of the Treasury.

An appropriation of $2,000 for this river, made in the act of June 3, 1896, was required by the act to be expended in the improvement of the Lumberton Branch and was applied in the fiscal year 1898 to dredging through the shoals at Pattersons Landing, below Paxsons Landing, and partly through the shoal above Paxsons Landing, the channel having a width of 30 feet and a mean low-water depth of 6 feet, and an appropriation of $2,000, made in the river and harbor act of March 3, 1899, was likewise required to be expended in the Lumberton Branch and was applied to dredging a channel with a depth of from 6 to 7 feet at mean low water and a width of 30 feet through the shoal below Moores Landing.

The river and harbor act of June 13, 1902, appropriated $3,000 for continuing the improvement of the Lumberton Branch, and for its expenditure a project was approved providing for the construction of contraction works, consisting of low wing dams, to be located at places where the channel had been dredged and had refilled. The work was completed on July 24, 1903. In all, 18 wing dams were built. Of these, 11 were placed on the north side and 7 on the south side, covering the stretch from the forks up to the highway bridge at Hainesport, a distance of about 2½ miles.

The expenditure during the year was for contingent expenses.

The amount expended on this improvement to June 30, 1905, is $44,479.45, of which $6,979.24 was on the Lumberton Branch.

The maximum draft that could be carried June 30, 1905, at mean low water, over the shoalest part of the river between the mouth and the forks and Centerton was 7 feet, and above, to Moores, about 6 feet.

A wing dam is an underwater wall of piling and rock extending from the bank of a waterway into the waterway. Its purpose is to control currents, deepen water over shallows, stop erosion. Wing dams are placed at right angles to a channel. Generally visible at low tide. Boatmen avoid wing dams following the channel. They are indicated by eddies or swirls.

There are two known wing dams on and near Cast Away island

Construction of low wing dams where North Branch Rancocas Creek Channel was dredged. 11 wing dams were placed on the North Branch and 7 on the South Branch

Mohawk River (1807) & Mississippi River Wings Dams (pre-Civil War)

One method employed by the Western Inland Lock Navigation Company to overcome shallow river waters was the construction of low rock dams to retain and direct the water at the rifts into narrow, and slightly deeper, channels. As many of the rifts were less than two feet deep, workers could easily pile up the rocks while standing in the river.

These dams were patterned after Indian eel weirs or fish traps that also existed on the Mohawk River. The channel in some instances is not more than eight feet in width, which will barely permit a boat to pass by rubbing on both sides. “This is sometimes caused by natural or accidental obstructions of rocks in the channel; but oftener by artificial means.

This, which at first view would appear to be an inconvenience, is produced by two lines or ridges of stone, generally constructed on sandy, gravelly, or stony shallows, in such a manner as to form an acute angle were they to meet, the extremities of which widen as they extend up the river; whilst at the lower end there is just space enough left to admit the passage of a boat.

“The water being thus collected at the widest part of these ridges, and continually pent up within narrower limits as it descends, causes a rise at the passage; so that where the depth was no more than eight inches before, a contrivance of this kind will raise it to twelve; and, strange as it may appear, a boat drawing fifteen inches will pass through it with safety and ease.

The cause is simply this; the boat, being somewhat below the passage, is brought forward with considerable velocity, and the moment it dashes into the passage, its resistance to the current is such as to cause a swell of four or five inches more, which affords it an easy passage over the shoal.” Christian Schultz, 1807

Remains of mid to late 1800's Cast Away Island Wing Dams

Found throughout the Rancocas Creek are piles of stone and brush in the Creek, known as wing dams.

They focus the flow of the Creek to develop a deeper, narrower main channel to aid commercial navigation.

The wing dams comprised the first large scale efforts to improve navigation on the Rancocas Creek as early as the 1700's, along with dredging and removal of tree's shoals and snags. Low flows, shallow areas, and fast moving currents provided obstacles to commercial navigation on the Rancocas Creek.

Wing dams are long narrow berms of alternate layers of rock and brush extending radially into the river from each bank. The brush, usually willow, was tied in bundles and then fastened into mats.

General Reference: United State Army Corp of Engineers

Cast Away Island Wing Dam

Work on the wing dams commonly began in the winter with the dumping of rock and brush mats on the ice. Wing dams constrict the flow of the channel.

These remains are niches for food for fish and wildlife.

Over the years sediment and sand has filled in the spaces between Rancocas Creek wing dams, providing areas for trees and brush to grow, thus forming fine wildlife habitats. Having a navigation channel consisting of constructing wing dams, digging cutoffs, closing side channels, dredging, and shoreline protection up until the last Congressional funding in the early 1902.

Navigation locks and dams are found on the non-tidal sections of the Rancocas.

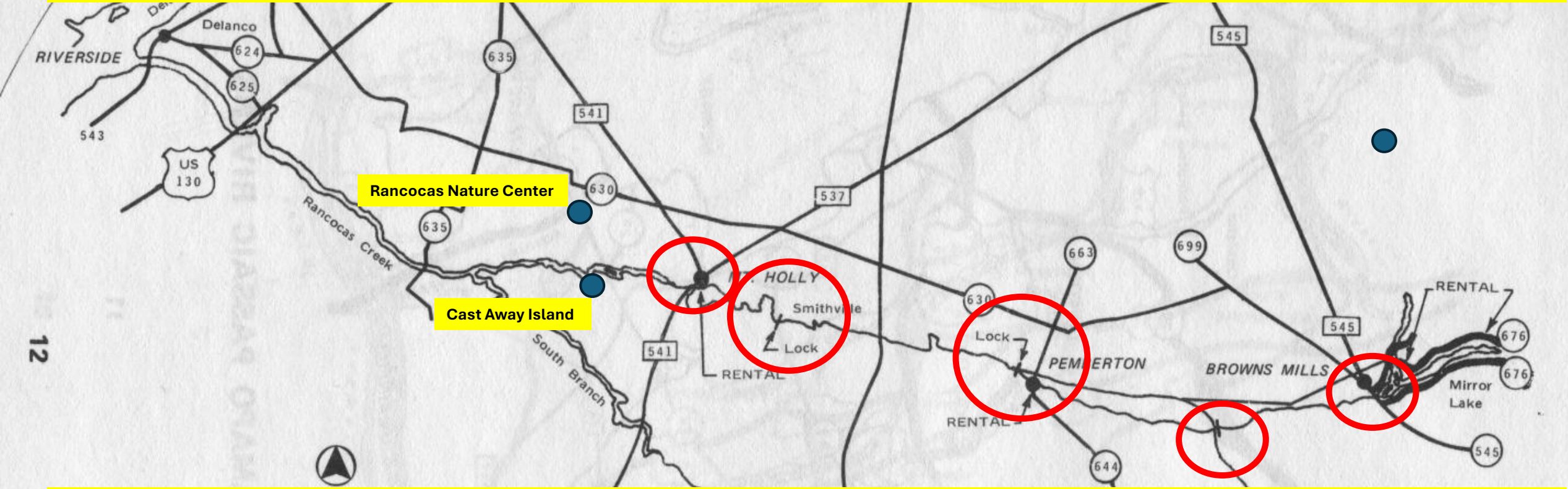
Wing dams can be spotted by those on the water and walking along the Rancocas Creek as ripples in the water.

Cast Away Island Wing Dam

General Reference: United State Army Corp of Engineers

Yellow Leg Sandpiper - Cast Away Island

Ref: NJ DEP map (1970) that show location of Non-Tidal North Branch of the Rancocas Creek Locks and Dams



This is not a complete list.

For Rancocas Creek Watershed water capillaries see Whitesbog and other Rancocas Creek Cranberry farming bogs for micro-locks and scaled to sites dams.

Ref: NJ Legislative Records, NJ Archives

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.,		"
1788.	Act for the improvement of the navigation of the southwest branch of Ancocas creek, amended	13 "	1 "		"
1792.	Act for the improvement of the navigation of the southwest branch of Ancocas creek, of November 28, 1788, amended.....	17 "	1 "		"
1791.	Biddle, Stacy, to authorize, to erect a dam across the north branch of Rancocas creek at Slab bridge.....	16 "	1 "		"
1792.	Jones, Benjamin, junior, to erect a dam across the north branch of Rancocas creek at Slab bridge	16 "	2 "		"
1792.	President, Managers and Company of Rancocas Toll Bridge, incorporated	17 "	1 "		"
1798.	President, Managers and Company of Rancocas Toll Bridge, act amended, part of act of November 28, 1792, repealed.....	22 "	2 "		"
1807.	President, Managers and Company of Rancocas Toll Bridge, amended.....	32 "	1 "		"
1793.	Parker, Jacob, for dam on main branch of Ancocas creek.....	17 "	2 "		"
1795.	The President, Managers and Company for the improvement of the navigation of the north branch of Rancocas creek.....	19 "	2 "		"
1796.	The President, Managers and Company for the improvement of the navigation of the north branch of Rancocas creek, act of November				

RANCOCAS, OR ANCOCAS CREEK—*Continued.*

1819.	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, act of January 21, 1817, amended.....
1817.	Eayre, Asa, to erect a dam and lock across the main south branch of Rancocas creek.....
1817.	Act to clear out and improve the navigation of the north main branch of Rancocas creek...
1818.	Davis, Benjamin, and Hezekiah Stokes, to erect and maintain dam and flood-gates across the south branch of Rancocas creek, near the Union bridge, in the township of Evesham.
1818.	Act relative to the toll bridge over Rancocas creek .....
1819.	Act relative to the toll bridge over Rancocas creek, of January 23, 1818, amended.....
1819.	Act concerning the draw in the bridge over Rancocas creek, on the road leading from Burlington to Cooper's ferry, in the county of Burlington .....
1823.	To authorize the board of chosen freeholders of the county of Burlington to build a bridge over Rancocas creek.....
1835.	To erect dam and flood-gates across the main north branch of Rancocas creek.....
1845.	Rancocas Steamboat Company, incorporated....
1846.	Act relative to fishing in Rancocas creek.....
1853.	Act to authorize a draw or swing bridge over Rancocas creek.....

1787 NJ Copper Penny – Recovered Approximate Cast Away Island

Cast Away Island ERI

Trading out of the Rancocas

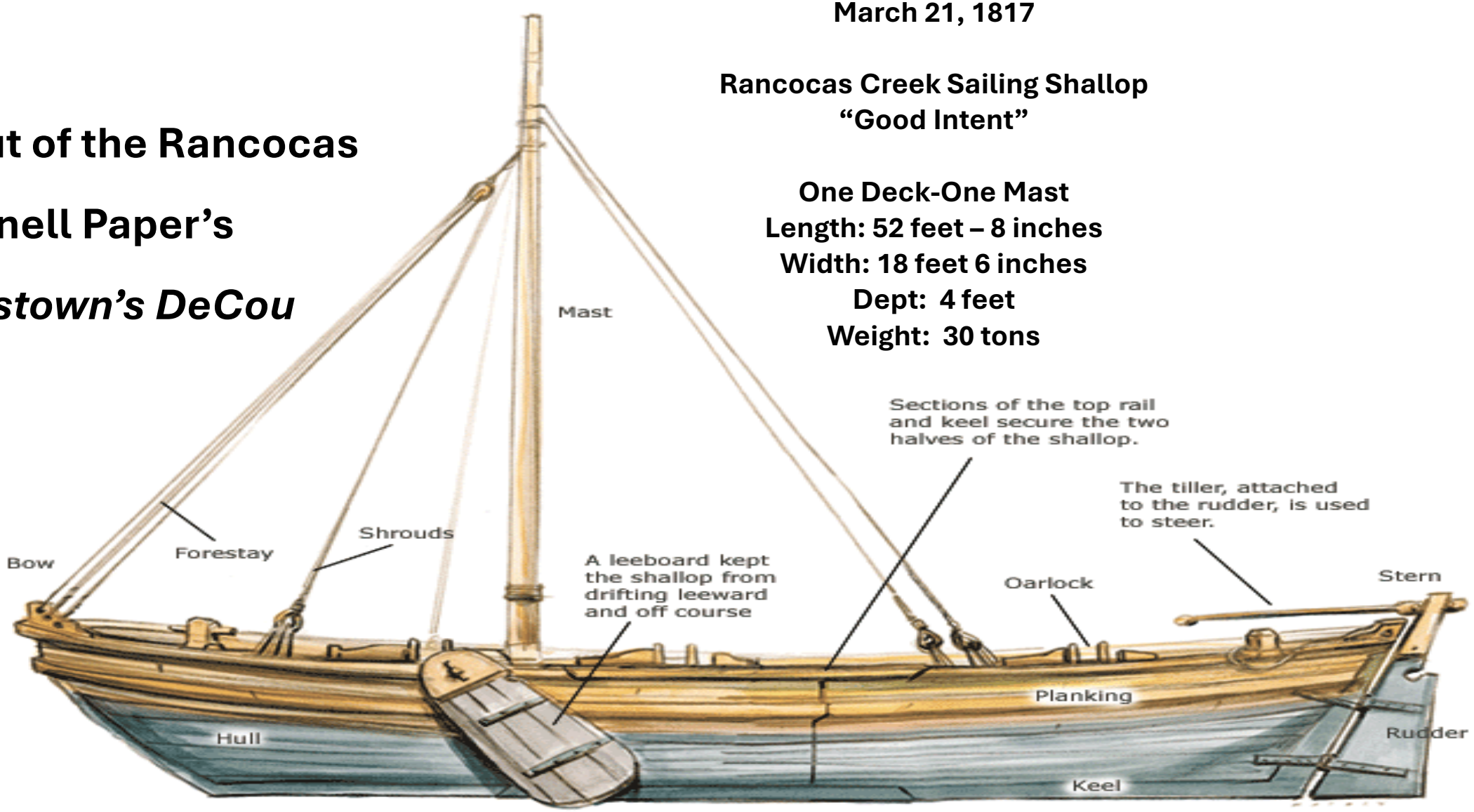
Darnell Paper's

Moorestown's DeCou

March 21, 1817

Rancocas Creek Sailing Shallop
"Good Intent"

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



Mostly Produce (Jersey Fresh)-Lumber-Charcoal to the Philadelphia Port Market

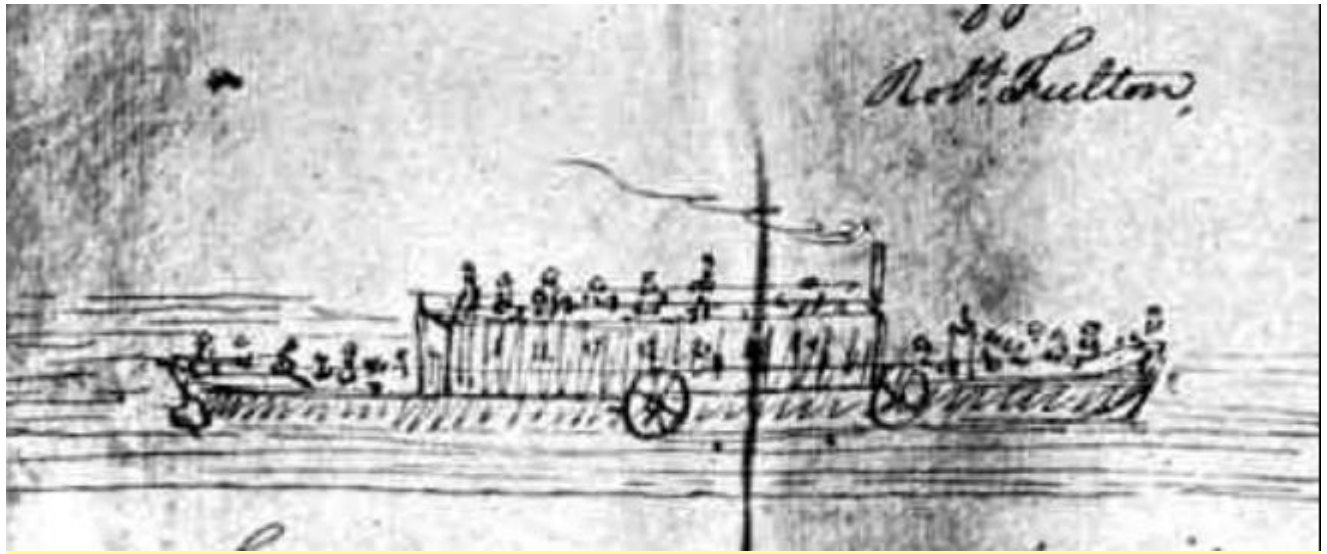
1823
Steam Navigation begins (dates approximate) on the Rancocas

Norristown, Capt. John Gardner

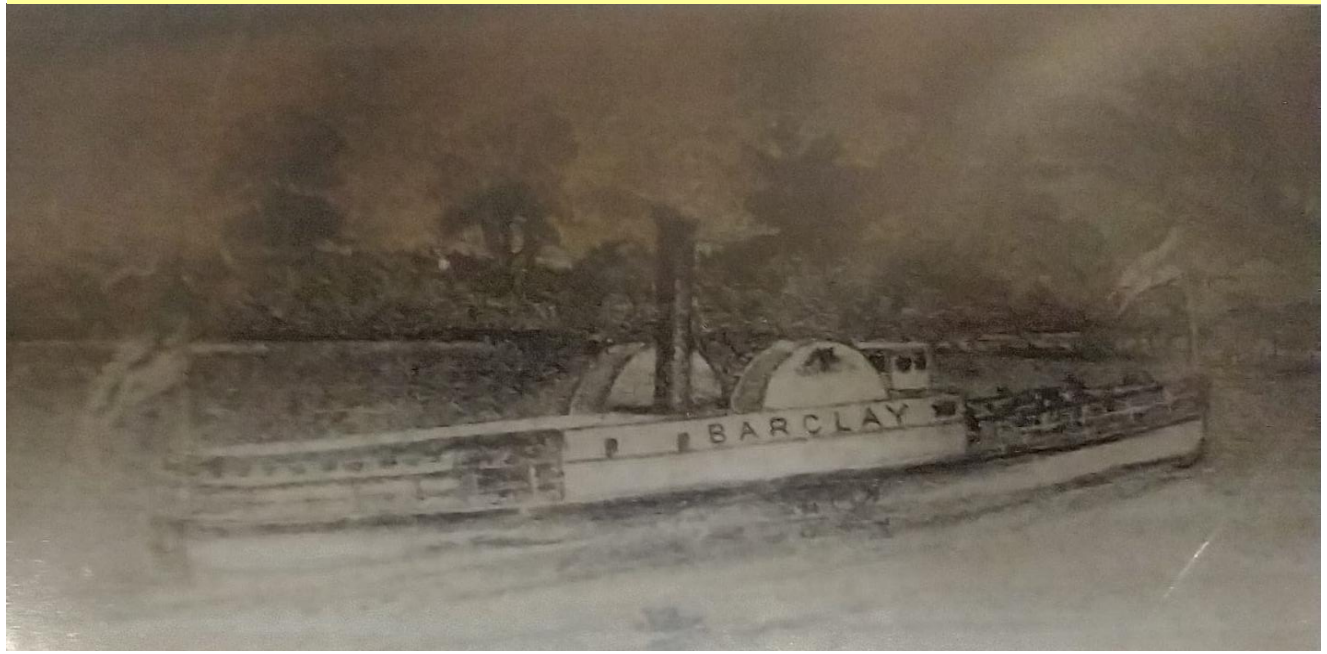
1849
Mt. Holly and Rancocas Steamboat Company

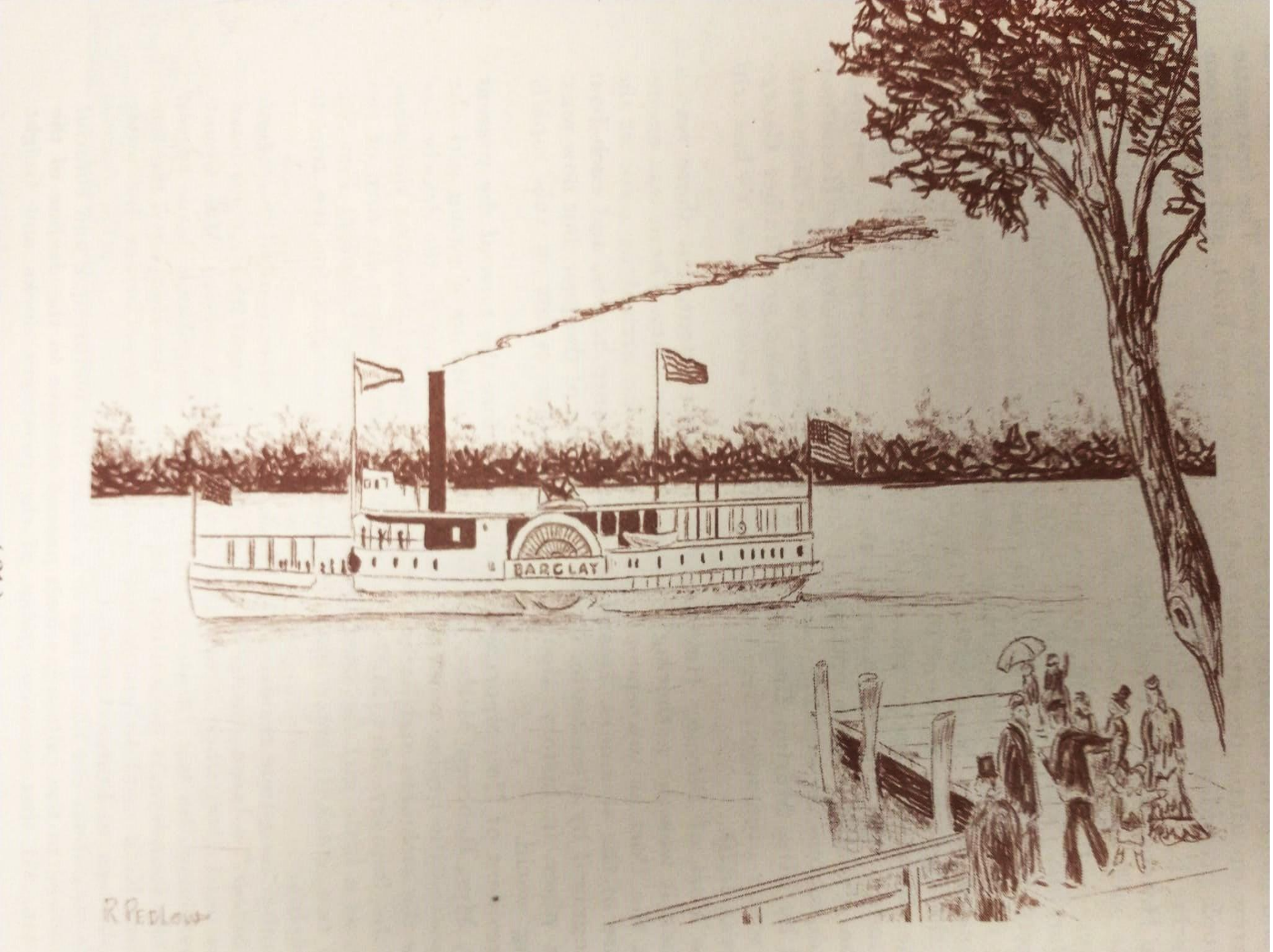
Barclay
(Built at Lumberton's "Navy Yard")
120 feet long. 24 feet wide.

Lafyette, Band-Box, Mayflower, Barclay



Maritime Heritage Incubator





1860

Steamer Barclay Leaves Arch Street Wharf, daily at 2 ½ p.m.. Progress, Delanco, Bridgeboro, Centretown, Hainesport.

Leaves Hainesport Daily at 7 a.m.

Stages meet boat for Mt. Holly and Lumberton

Cast Away Island High Tide

Charles Longstreth Mather
1816 - 1902

5-420. Samuel, b. Nov. 6, 1854. *Coffroth.*

4-127. CHARLES LONGSTRETH MATHER, b. Jan. 30, 1816, at Little Miami Mills, O.; d. July 17, 1902, buried at Mt. Holly, N. J.; m. May 1, 1845, *Naomi P. McIlvain*, daughter of Hugh and Hannah (Hunt) McIlvain, of West Philadelphia, (see 4-202).

Charles L. Mather was born in the log cabin built as the first shelter in the pioneer days of his parents in Ohio. He came east, and lived many years at Mt. Holly, where his widow still resides at the old farm.

Six children:

MATHER.

5-421. Eliz. Longstreth, b. Feb. 14, 1846; d. Sept. 29, 1863.
5-422. Lydia McIlvain, b. May 18, 1848. MATHER.
5-423. Charles Sidney, b. Apr. 19, 1850. *Mitchell.*
5-424. Susan Longstreth, b. May 7, 1853; living at Mt. Holly. *Unm.*
5-425. Naomi, b. Apr. 9, 1857. *Loveland.*
5-426. Hugh McIlvain, b. June 1, 1859; d. Aug. 30, 1861.

Built and resided in what is today's

Rancocas Nature Center

in

1846/1856.

Timber/Lumber Dealer

Note McIlvain Daughter Marriage
See McIlvaine Diary Rancocas Creek

Charles Mather early proponent
Rancocas Creek Commercial Navigation

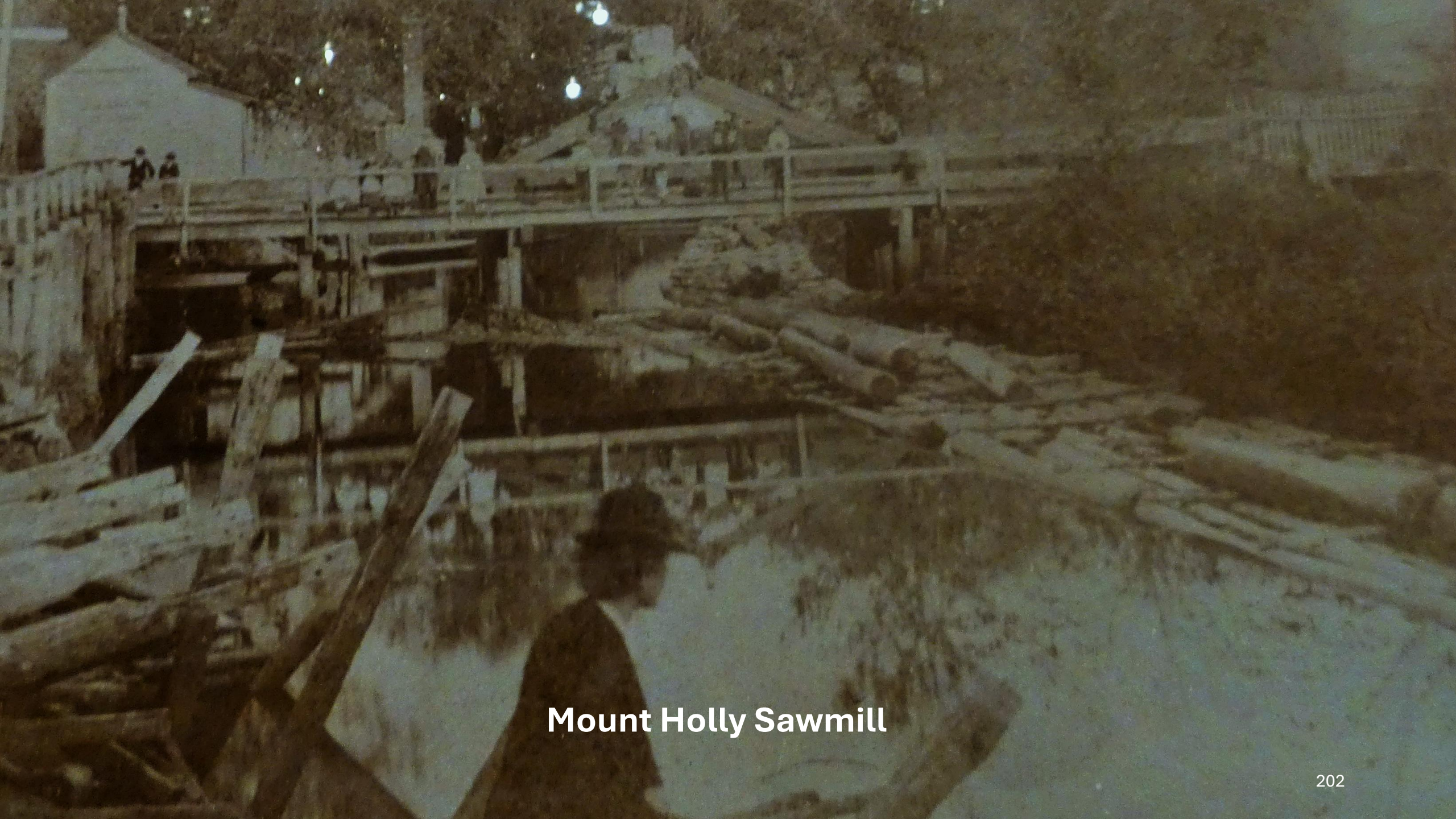
Great interest in improving the Rancocas Creek for Commercial Navigation

Straighten Rancocas Creek for commercial navigation having canals cut-throughs, cut-offs and channel improvements to shorten distance from Delaware River to Mt. Holly.

Early pioneer bringing a steam tug up the Rancocas. Faced tremendous opposition and ridicule. He secured steam-boat and tug. Opened on the first commercial tugboat trips into Mt. Holly.

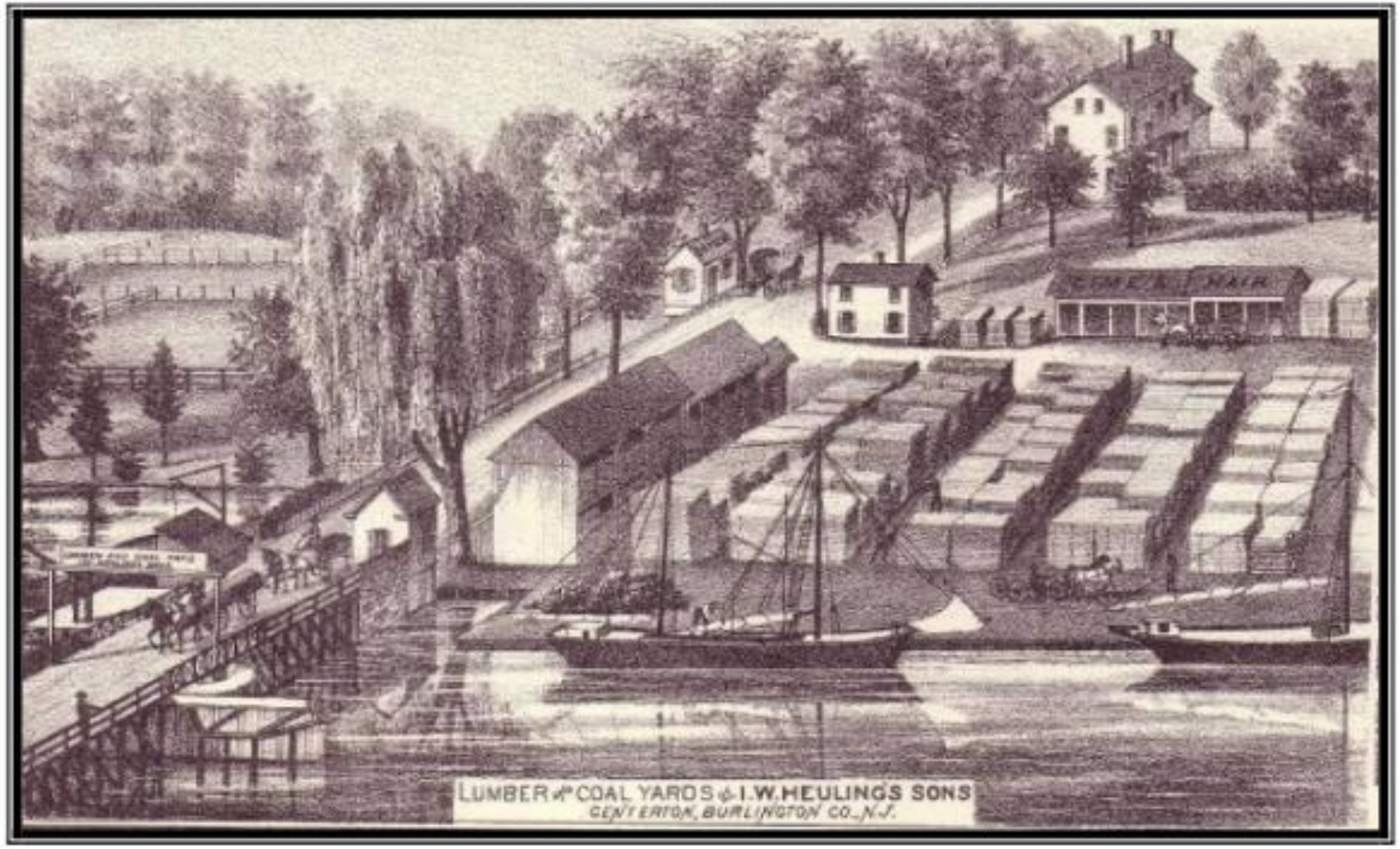
Opened up Rancocas Creek to larger volumes of maritime traffic to Delaware River Ports: Trenton, Philadelphia & Camden; greater regional, national and world markets.

Ref: Captain Charles McIlvaine Dairy 03 Jan 1894



Mount Holly Sawmill

Rancocas Creek Timber and Lumber Connections
This is one of the few representations of trade along the Rancocas.
Note Sailing Sloops, Centerton Bridge a draw. Post Civil War



Landing for Rancocas, Bougher, Centreton, etc..

Creek Vessels Remains

Public Ledger
Mon, Apr 24, 1854 · Page 4

Charles Mather was in the timber trade

offers to give lessons in private families. Address 96 WALNUT Street. ap14-1m*37

YOUNG MEN—Who desire to learn BOOK-KEEPING, will find it to their advantage to go to Prof. DE LAGUNA'S Institute, 198 Chesnut. 13 2w*195

FRENCH, SPANISH AND GERMAN—Taught practically, to speak with facility, at Prof. DE LAGUNA'S Institute, 198 CHESNUT St. ap12-2w*194

CO-PARTNERSHIPS.

DISSOLUTION OF CO-PARTNERSHIP.—The undersigned hereby give notice that the Partnership heretofore existing between them has this day been dissolved by mutual consent. The business of the late firm will be settled up by JOHN STUART, who continues the business at the old stand, S. E. corner of MARKET and EIGHTEENTH Streets.

JAMES McHUGH,
JOHN STEWART.

ap22-2t 442

DISSOLUTION.—Notice is hereby given, that the Co-partnership heretofore existing between ANDREW M. GRAUEL & JOHN J. FRY, trading under the firm of Grauel & Co., was this day dissolved by mutual consent. Andrew M. Grauel is authorized to settle the business of the late firm.

ANDREW M. GRAUEL,
JOHN J. FRY.

Philadelphia, April 19th, 1854. ap22-3t*5

COPARTNERSHIP.—The subscribers have this day formed a Copartnership for the transaction of a general LUMBER business, under the firm of J. M. & C. MATHER, and have purchased the stock of Amor Walker, at the Southwest corner of ARCH and TWENTY-SECOND Street, where they will be pleased to see their friends and the former customers of the Yard.

JOSEPH M. MATHER,
CHARLES MATHER.

April 3, 1854.

The subscriber having disposed of his stock of Lumber to J. M. & C. Mather, would recommend them to his friends and former customers, and solicit for them a continuation of the patronage they have bestowed upon him. ap22-3t*53

AMOR WALKER.

NOTICE IS HEREBY GIVEN—That the co-partnership heretofore existing between ARCHEY CAMPBELL and JOHN TADALDIS, is dissolved. The business will be conducted by the undersigned, at the old stand, N. E. corner of ELEVENTH and CASTLE Streets, above Race.

ap21-3t*55 ARCHEY CAMPBEL.

COAL.

JOHN J. FRY.

Philadelphia, April 19th, 1854. ap22-3t*5

COPARTNERSHIP.—The subscribers have this day formed a Copartnership for the transaction of a general LUMBER business, under the firm of J. M. & C. MATHER, and have purchased the stock of Amor Walker, at the Southwest corner of ARCH and TWENTY-SECOND Street, where they will be pleased to see their friends and the former customers of the Yard.

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April 3, 1854.

The subscriber having disposed of his stock of Lumber to J. M. & C. Mather, would recommend them to his friends and former customers, and solicit for them a continuation of the patronage they have bestowed upon him. ap22-3t*53

AMOR WALKER.

NOTICE IS HEREBY GIVEN—That the co-partnership heretofore existing between ARCHEY

What is the connection between Stephen Smith, timber broker and (Mather) lumber business ?

After purchasing his freedom, Smith planned and opened his Lumber business in the River Port of Columbia, Pennsylvania. Smith would be very successful and looking for partners to grow his business even bigger. In the early 1830s, Smith formed a partnership with William Whipper. Smith and Whipper would have huge success in Lumber, coal, Philadelphia real estate, railroad cars, and investments in the stock market.

The two made a fortune , becoming true leaders of the black community in their fight against slavery. In 1830, Smith was the chairman of the African American Abolitionist Organization in Columbia, Pennsylvania. Smith was also ordained in the Mt. Zion A.M.E. Church on South Fifth Street, Columbia, in 1831.

Precursor to Dun and Bradstreet Financing Report, Note "language"

Stephen Smith, Pennsylvania. Lumber. "Sept 16 53. Smith was formerly a slave to old 'Ben Boude'.... Good as the best, worth $100m. July 18 57. King of the Darkies—w[orth] $100m.... Apr 1 65. Smith wor[th] $500m."

—R. G. Dun & Company Mercantile Agency Credit Reports

Partial list of vsls launched Cape May

1705	Adventure
1706	Necessity
1708	Dolphin
1816	Baker
1834	Trimmer
1836	Brandywine
1836	Texas
1838	W. E. Bird
1840	Vesta
1841	Log Cabin
1845	Boston
1846	Bascom
1846	Thos. B. C
1846	Jabez L. W
1848	Isabelle Tho
1849	Allen H. Bro
1850	Eva
1850	George H. Brown
1850	North Pacific
1851	Henry P. Simmons
1852	Emily and Rebecca
1853	Adelaide
1854	Revenue
1855	James S. Hewitt
1857	William L. Dayton
1859	Belle
1859	L. F. Peterson
1862	Lydia Budd

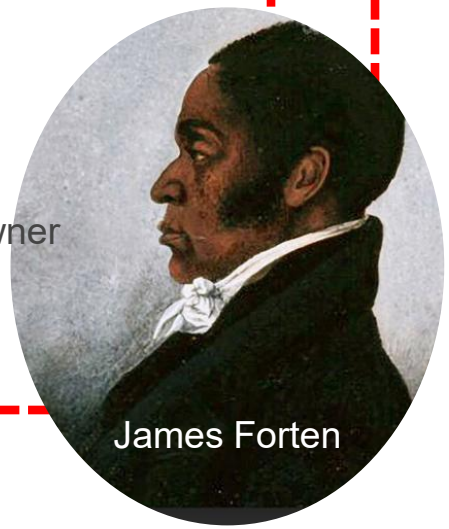
Stephen Smith Founder of the Pennsylvania Anti-Slavery Society. Banneker House a first-class hotel summer resorts for free Black people in the country. Developed by James Harding, a friend of Stephen Smith. At the white Babtist Church Joseph Leach frequently preached there.

Smith, Whipper & Co.

CONNECTIONS ?

1840

Sail Loft Owner
Mariner



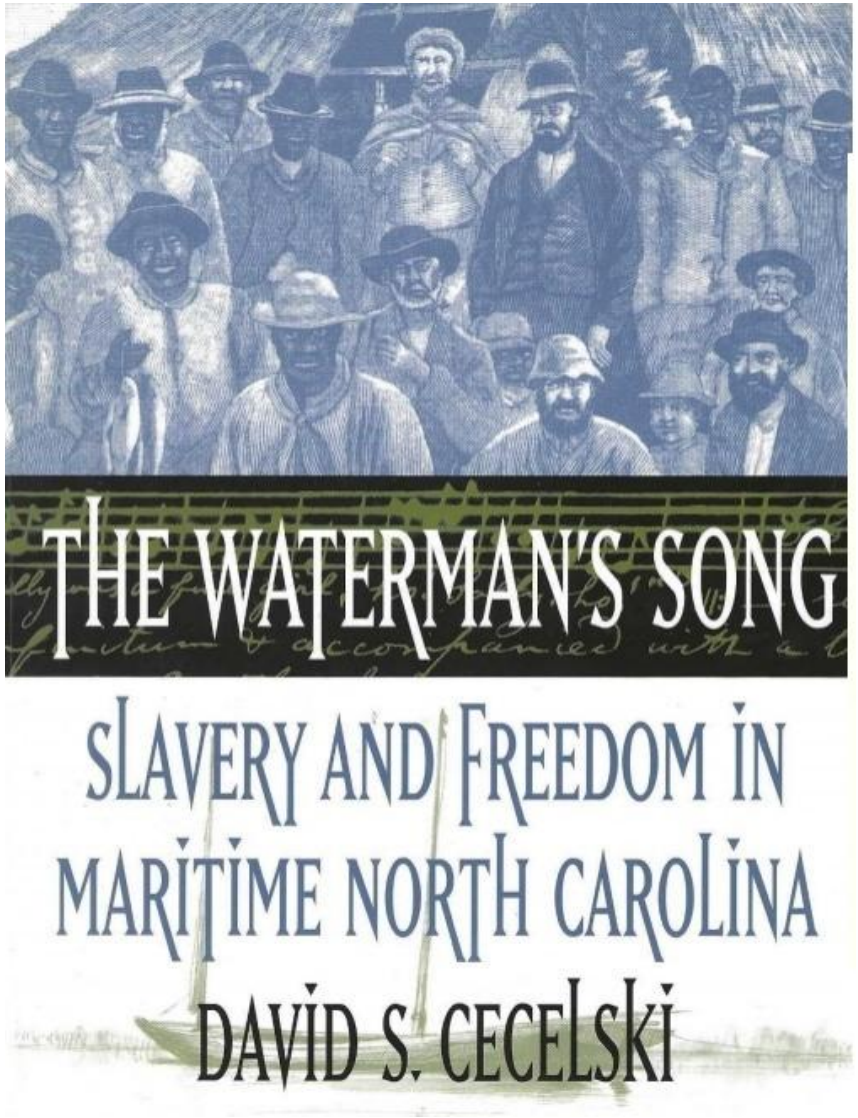
James Forten

Timbuctoo & Underground Railroad
1823

William Still
1875

We are fortunate to know anything at all about the maritime passage to freedom.

Ref: Cecelski



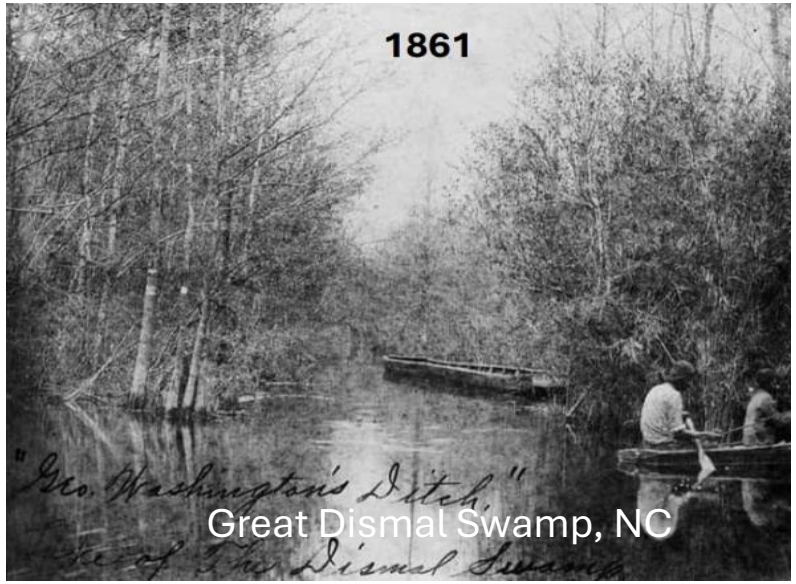


Figure 10 Four images of the dig site at Timbuctoo. Indicating potential evidence of clay and brick mining and features associated with pilings and dock or piers. Images from top left to bottom right: wood support pile, meter stick describing height of creek bank cut by currents and evidence of clay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

Indicating potential evidence of clay and brick mining and features associated with pilings and docks and piers (April/2019)

STOCKTON UNIVERSITY

Written and documented records are sparse on Rancocas Creek Baltimore connections

Frederick Street Wharf, Baltimore Harbor

The Frederick Douglass-Isaac Myers Maritime Park is a Baltimore national heritage site that honors the contributions of African Americans to the city's maritime industry. The park is home to the Living Classrooms Foundation and preserves one of the oldest industrial waterfront buildings in the city. Visitors can access the museum, which is open to the public and provides information about Frederick Douglass' life as a child born into slavery in Baltimore, and Isaac Myers' life, a national leader who was born a free African American. Additionally, visitors can learn about the establishment of Baltimore's African American community in the 1800s, as well as the founding of the Chesapeake Marine Railway and Dry Dock Company.

Orchard Street A.M.E. Church

Began in 1825 by Truman LaPlatt, Fromer slave.

1837 Building constructed

Oral Tradition Church Served as stop on the Underground Rail Road

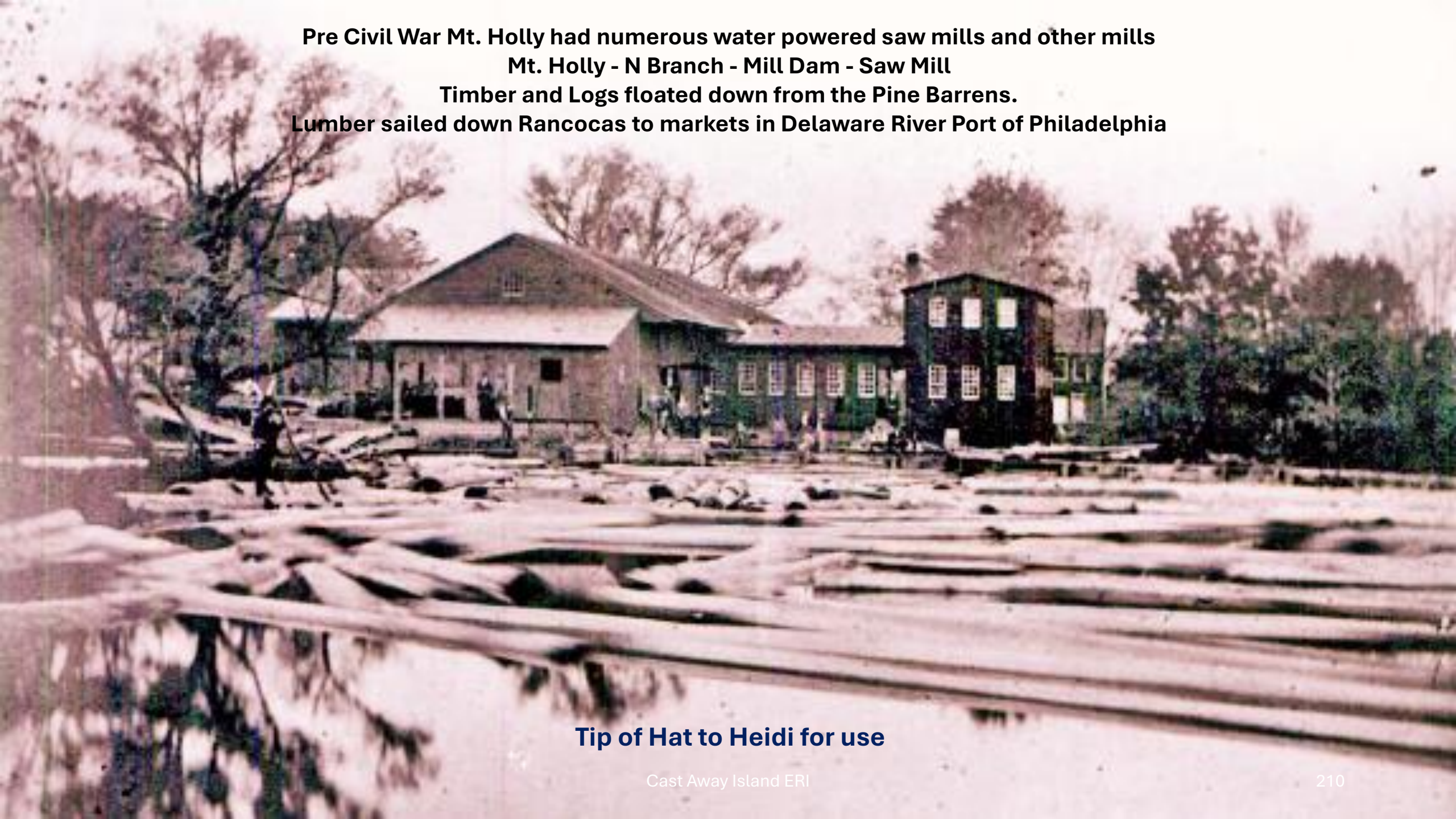
April 1853

ARRIVAL FROM BALTIMORE.

Jefferson Pipkins alias David Jones, Louisa Pipkins, Elizabeth Brit, Harriet Brown, alias Jane Wooton, Gracy Murry alias Sophia Sims, Edward Williams *alias* Henry Johnson, Charles Lee alias Thomas Bushier.....

Ref: William Still, Underground Railroad (1870)

Pre Civil War Mt. Holly had numerous water powered saw mills and other mills
Mt. Holly - N Branch - Mill Dam - Saw Mill
Timber and Logs floated down from the Pine Barrens.
Lumber sailed down Rancocas to markets in Delaware River Port of Philadelphia



Tip of Hat to Heidi for use

1903 -1904

I-53 RANCOCAS RIVER, N. J.

APPROPRIATIONS.

1881,	$10,000, **81,** 795.
1882,	10,000, **82,** 778.
1890,	[1] 10,000, **91,** 1085.
1892,	5,000, **92,** 936.
1894,	3,000, **95,** 1068.
1896,	[2] 2,000, **96,** 927.
1899,	[2] 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., 14¾¢ 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,** 1357.
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, 1086.

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 Pattersons 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 [3] (**R.** unfav.), **10,** 256.
Maps.[3]

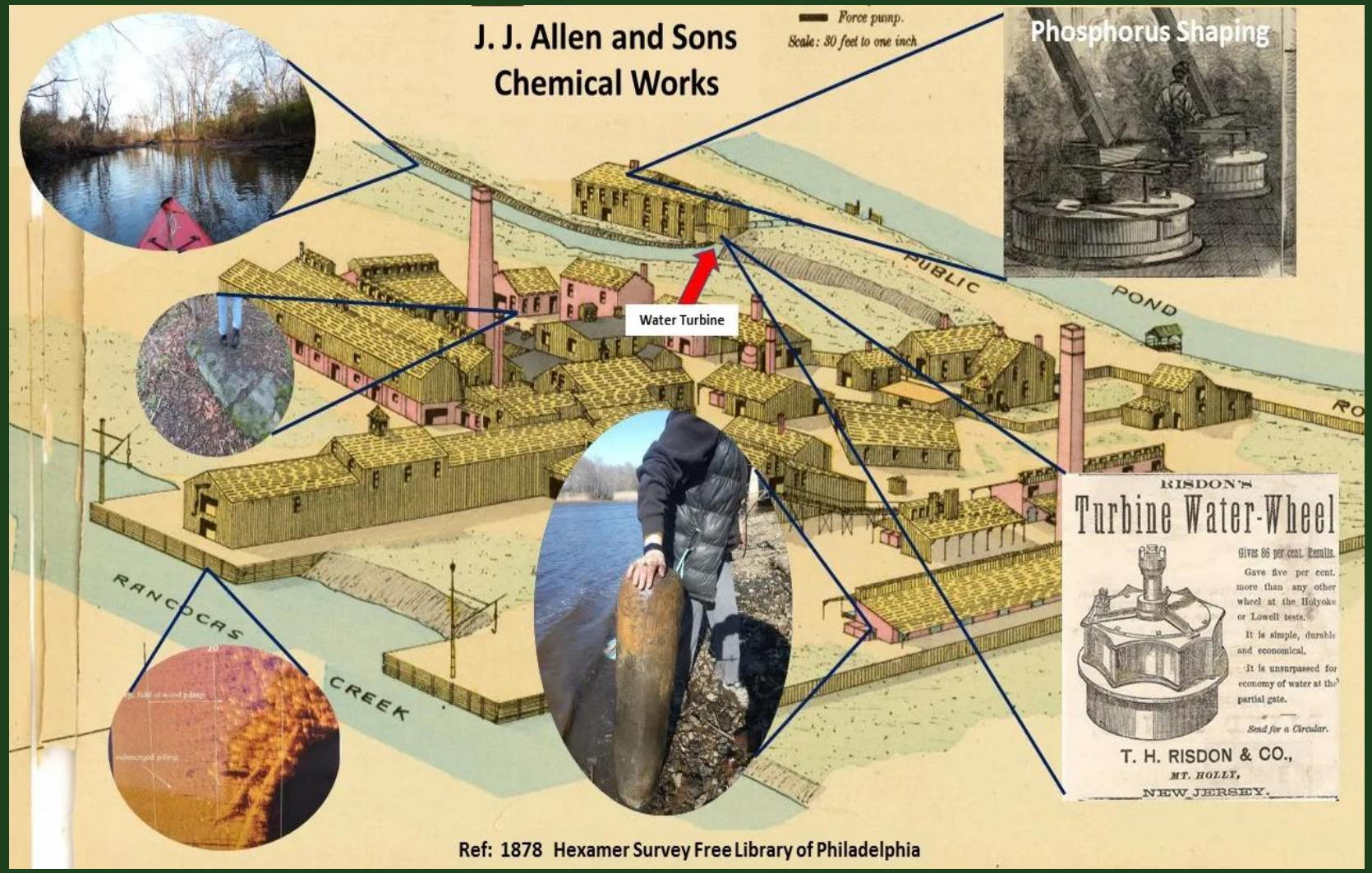
Improvements and enhancements to the North Branch Rancocas Creek Navigation.

Dredging, Wing Dams, Landings

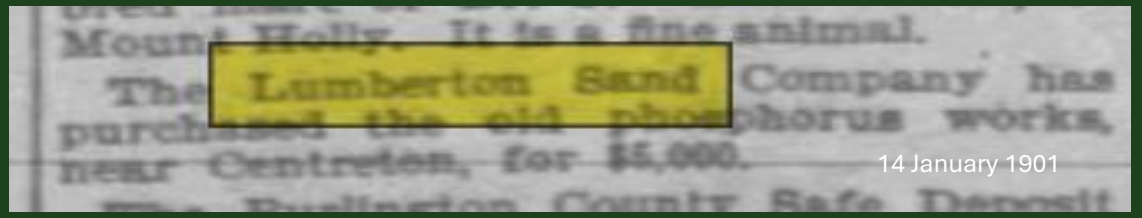
Rancocas Creek Steamer
1890's

Lumberton Sand Company

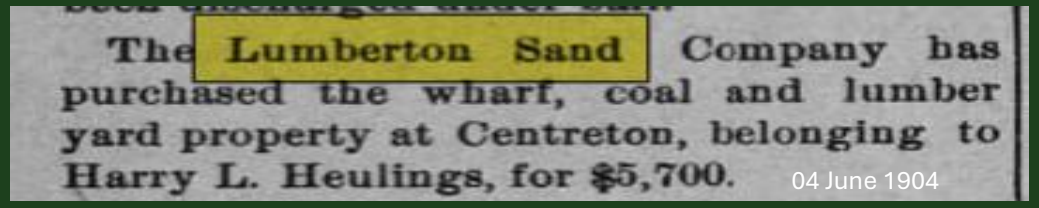
Rancocas Creek Phosphorus Works



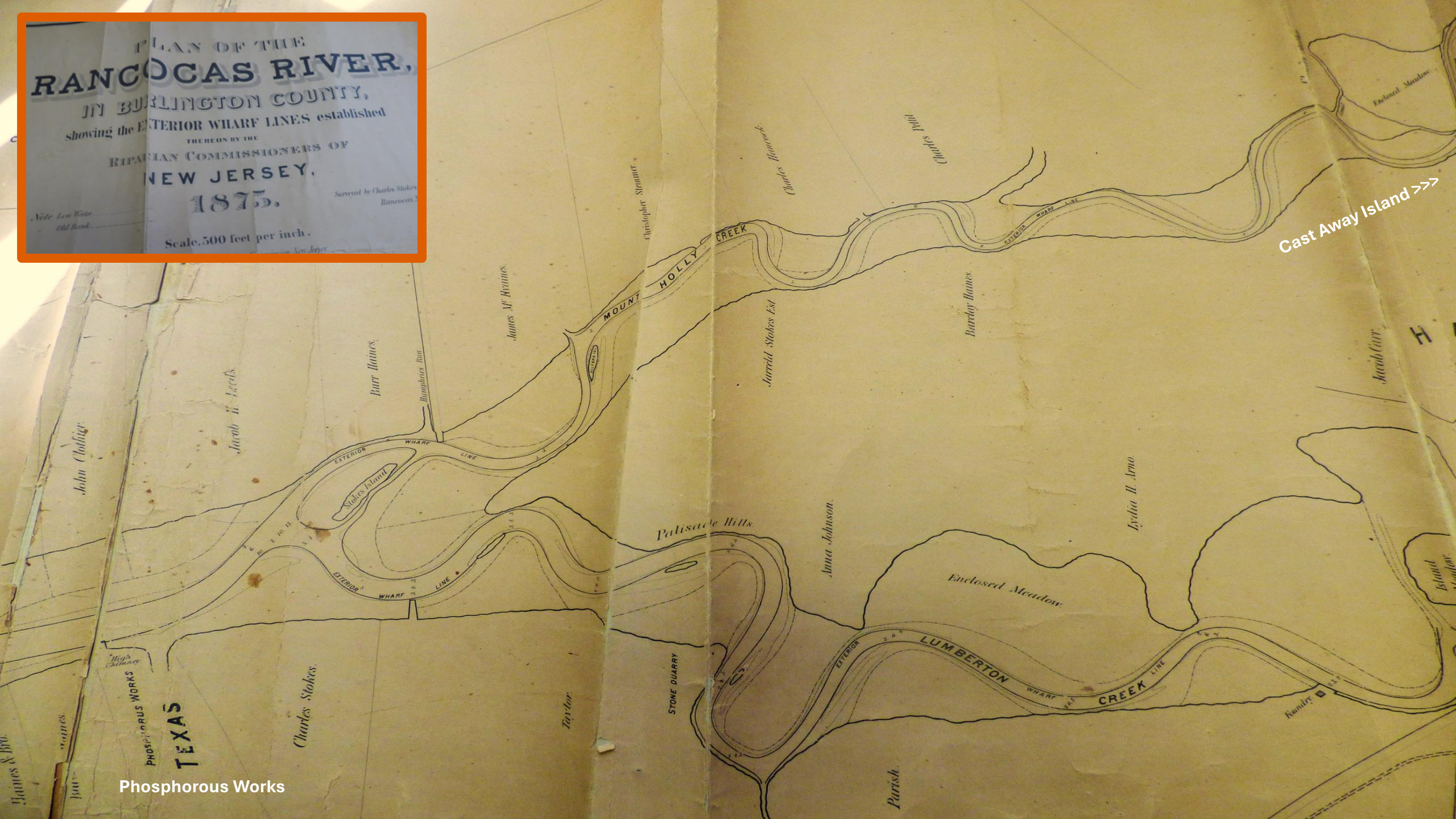
Ref: 1878 Hexamer Survey Free Library of Philadelphia


Mount Holly. It is a fine animal.
The Lumberton Sand Company has purchased the old phosphorus works, near Centreton, for $5,000.

14 January 1901


The Lumberton Sand Company has purchased the wharf, coal and lumber yard property at Centreton, belonging to Harry L. Heulings, for $5,700.

04 June 1904



Phosphorous Works

1898
Channel Stabilization Piling and Wing Dam
N Branch Rancocas State Park

Rancocas Creek (1915)
Hainesport Mining and Transport Co.
75 foot radius, 5 cubic yard grab bucket w manganese lip. 4,000 cy in a 10 hr day. Hoisting speed of 150 p/m. Cars loaded beneath receiving hopper than dumped into scows for delivery Phila and Camden Ports

Sand Dredge "Independence" Hainesport Mining Co. (1915)

PROTECT HERITAGE

Delaware Bay and River

Maritime Heritage Digital Incubator

Risdon Alcott Landing

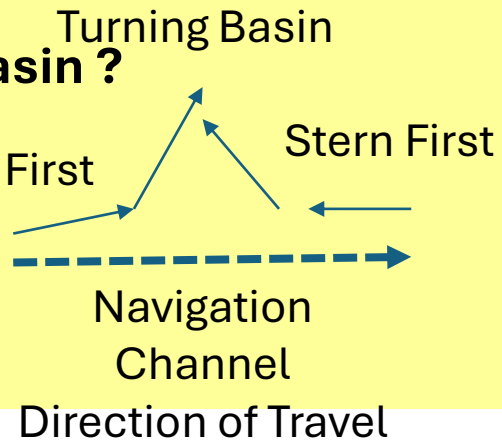
Mount Holly, Head of Tide.

148 miles from Delaware Capes

N Branch, Rancocas

Maritime Turning Basin ?

Think K-Turn
Position vessel
Avoid Congestion



A Report to the Secretary of War 1909

2 RANCOCAS RIVER, NEW JERSEY.

This river has been improved by the General Government by the formation of a low-water channel 100 feet wide and 6 feet deep from the mouth to Centerton (now called Bougher), near the forks; 50 feet wide and 5 feet deep for a distance of 1¾ miles farther upstream on the Mount Holly branch; and thence 25 feet wide and 4 feet deep to Mount Holly. No work has been done on this project since 1895, operations after that year being confined to Lumberton branch.

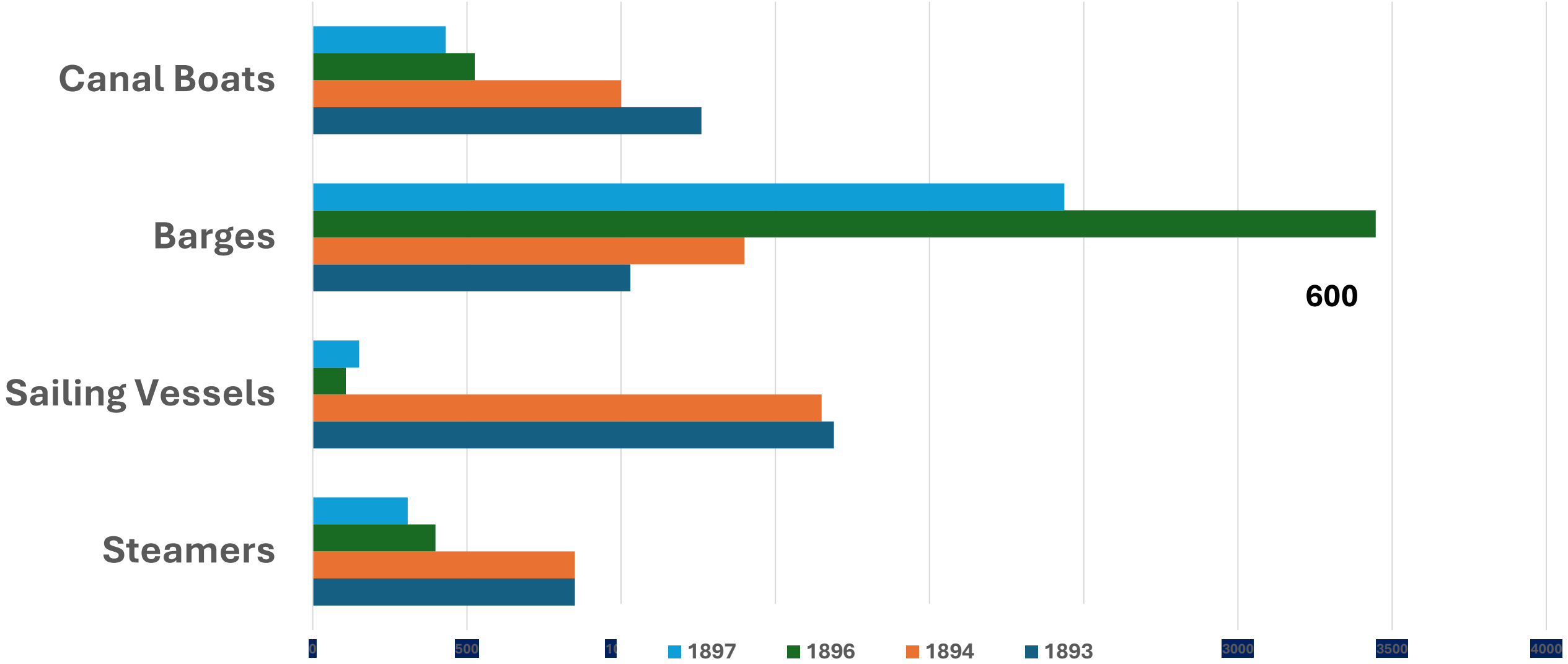
The district officer submits a plan for further improvement by dredging a channel 10 feet deep and 200 feet wide over the bar at the mouth; 8 feet deep and 100 feet wide to Paxsons wharf at Centerton; thence to Leeds wharf, tapering to 5 feet deep and 40 feet wide; 5 feet deep and 40 feet wide, including several cut-offs between Leeds wharf and King street and a turning basin near Mount Holly; and 5 feet deep and 30 feet wide between King and Washington streets, Mount Holly, all at an estimated cost of $83,700, and $9,300 for maintenance.

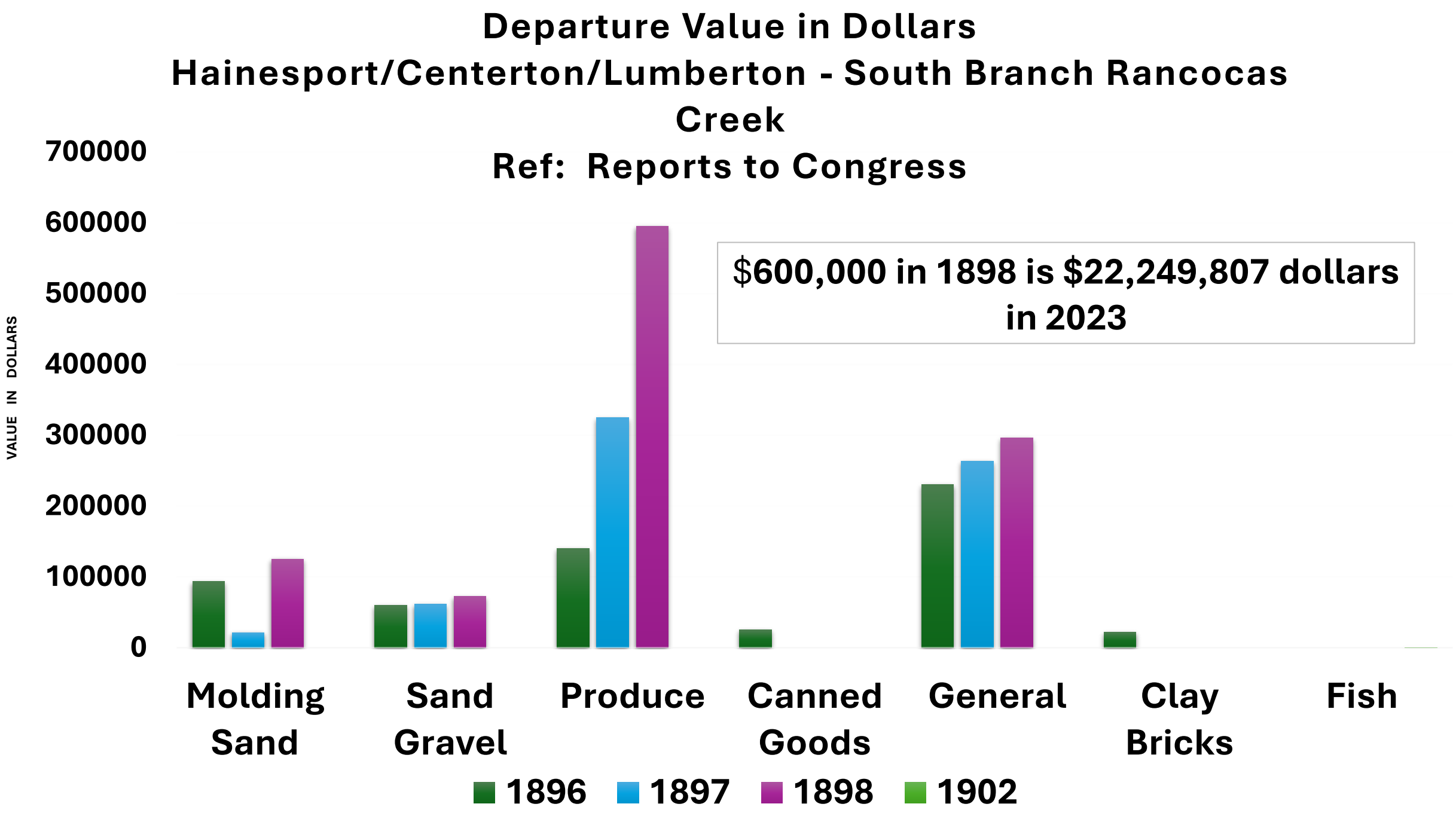
Turning basin near Mount Holly

Centerton Landing - Rancocas Creek - Main Stem

Courtesy Mt. Laurel Historical Society

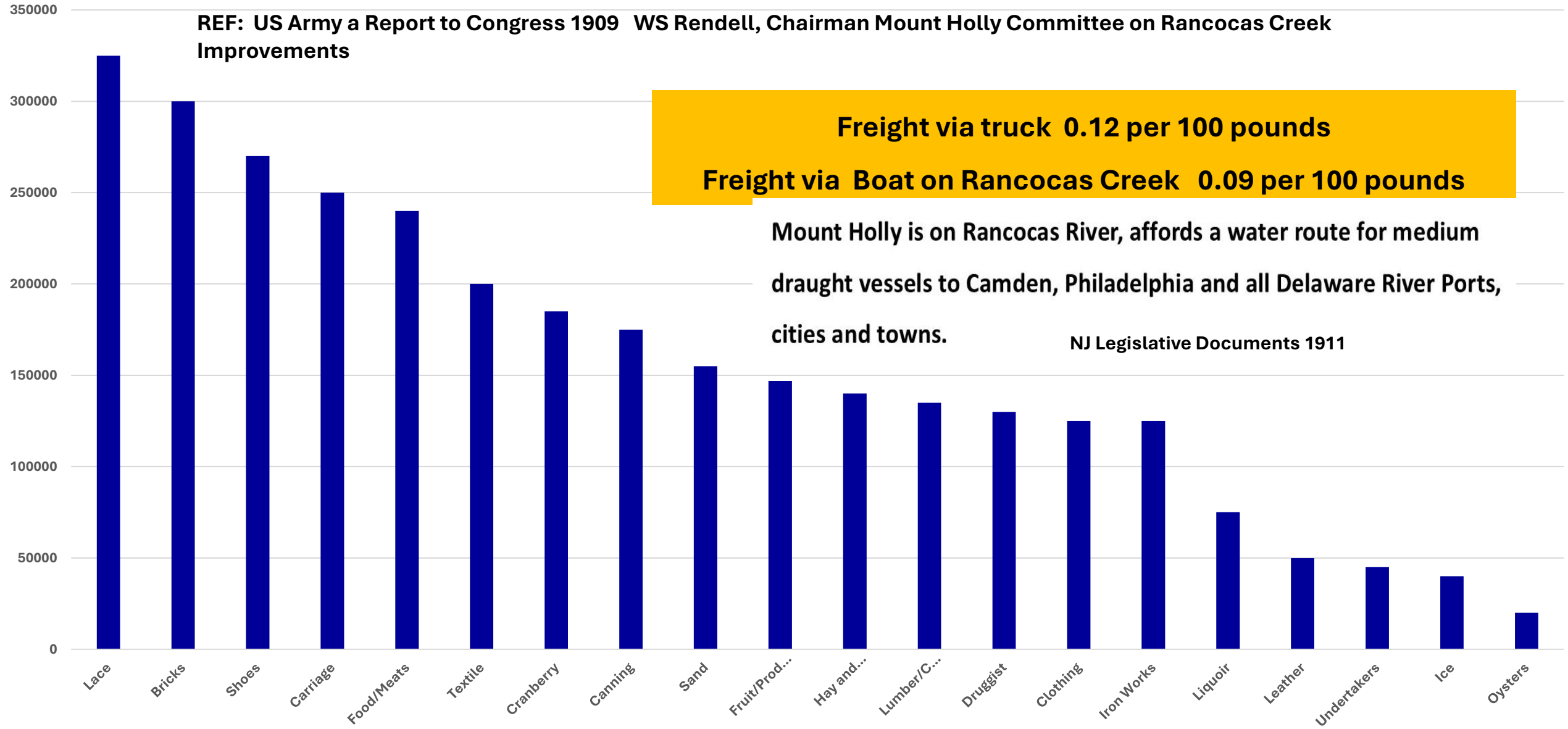
Hainesport/Centerton/Lumberton - South Branch Rancocas Creek
Vessel Type & Number of Voyages per Year
Ref: Reports to Congress




Departure Value in Dollars
Hainesport/Centerton/Lumberton - South Branch Rancocas Creek
Ref: Reports to Congress
$600,000 in 1898 is $22,249,807 dollars in 2023
VALUE IN DOLLARS
700000
600000
500000
400000
300000
200000
100000
0
Molding Sand
Sand Gravel
Produce
Canned Goods
General
Clay Bricks
Fish
1896
1897
1898
1902

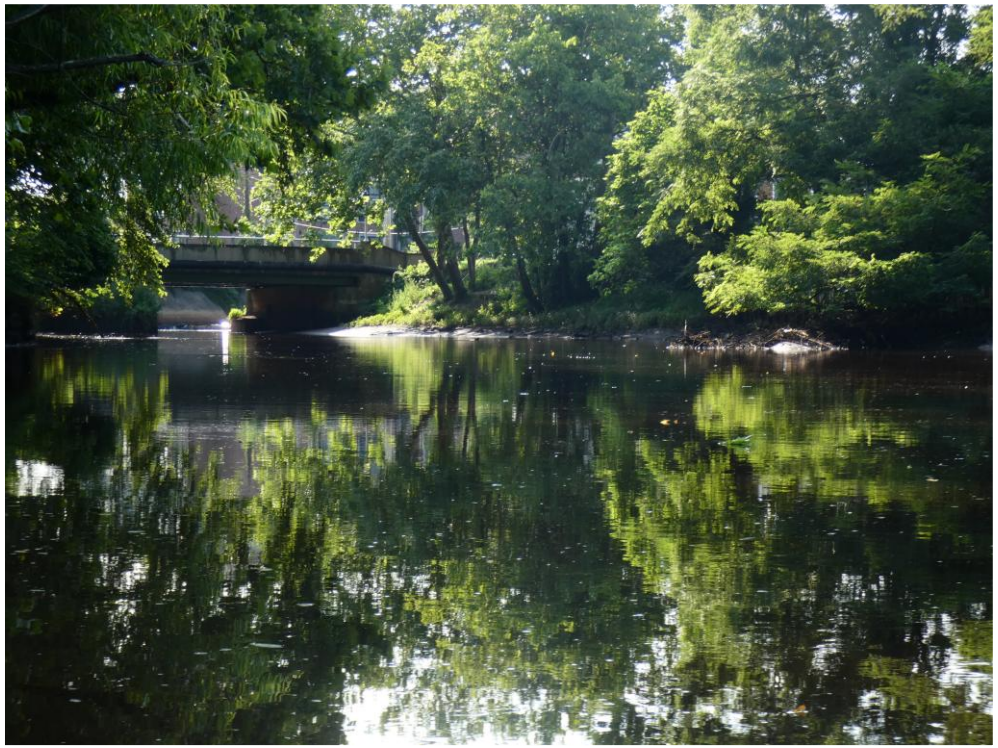
June 1909

Value of Exports/Imports from Mount Holly Via Freight Rancocas Creek



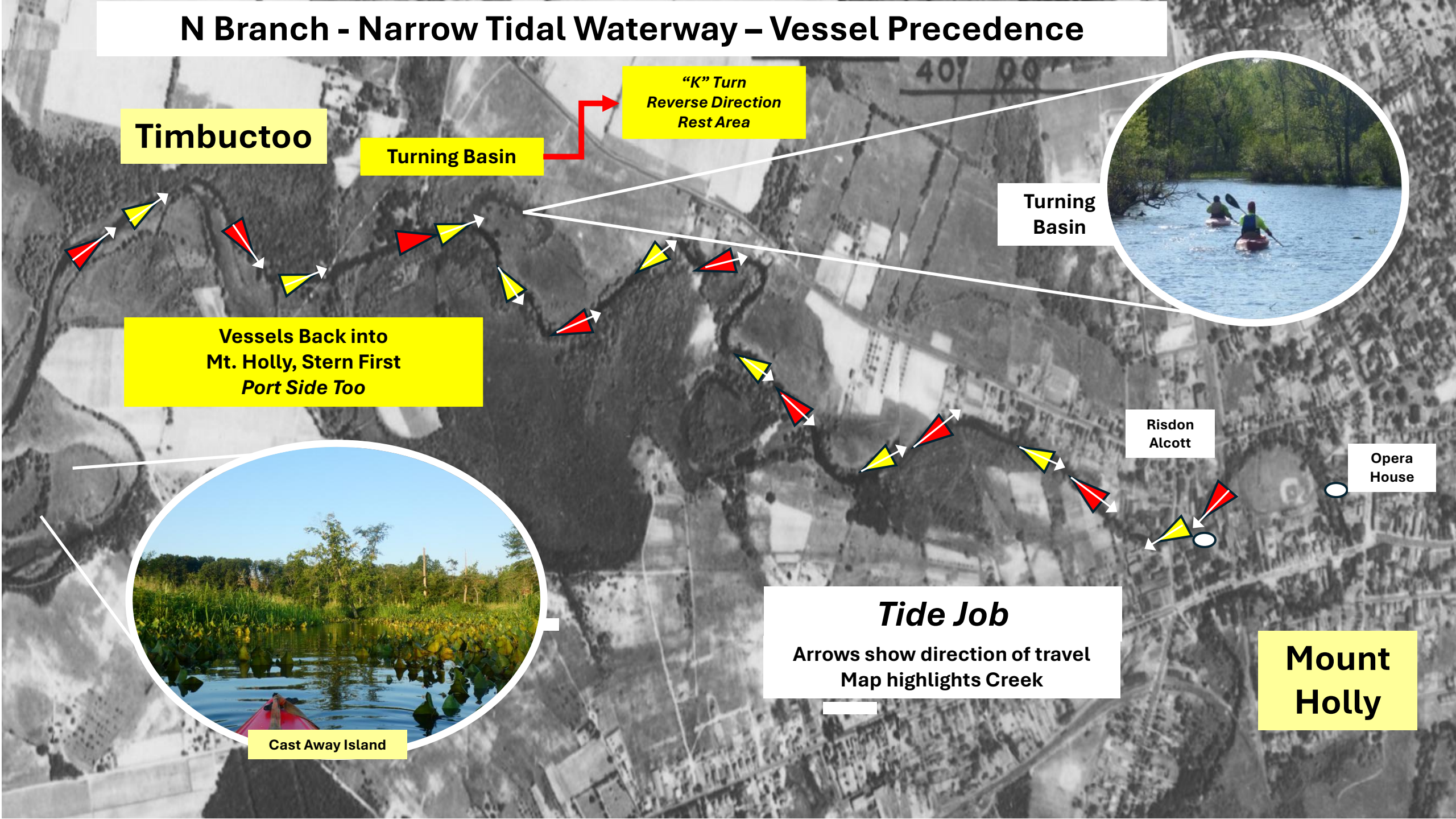
Mount Holly
1849 - 2025

Semple's Landing



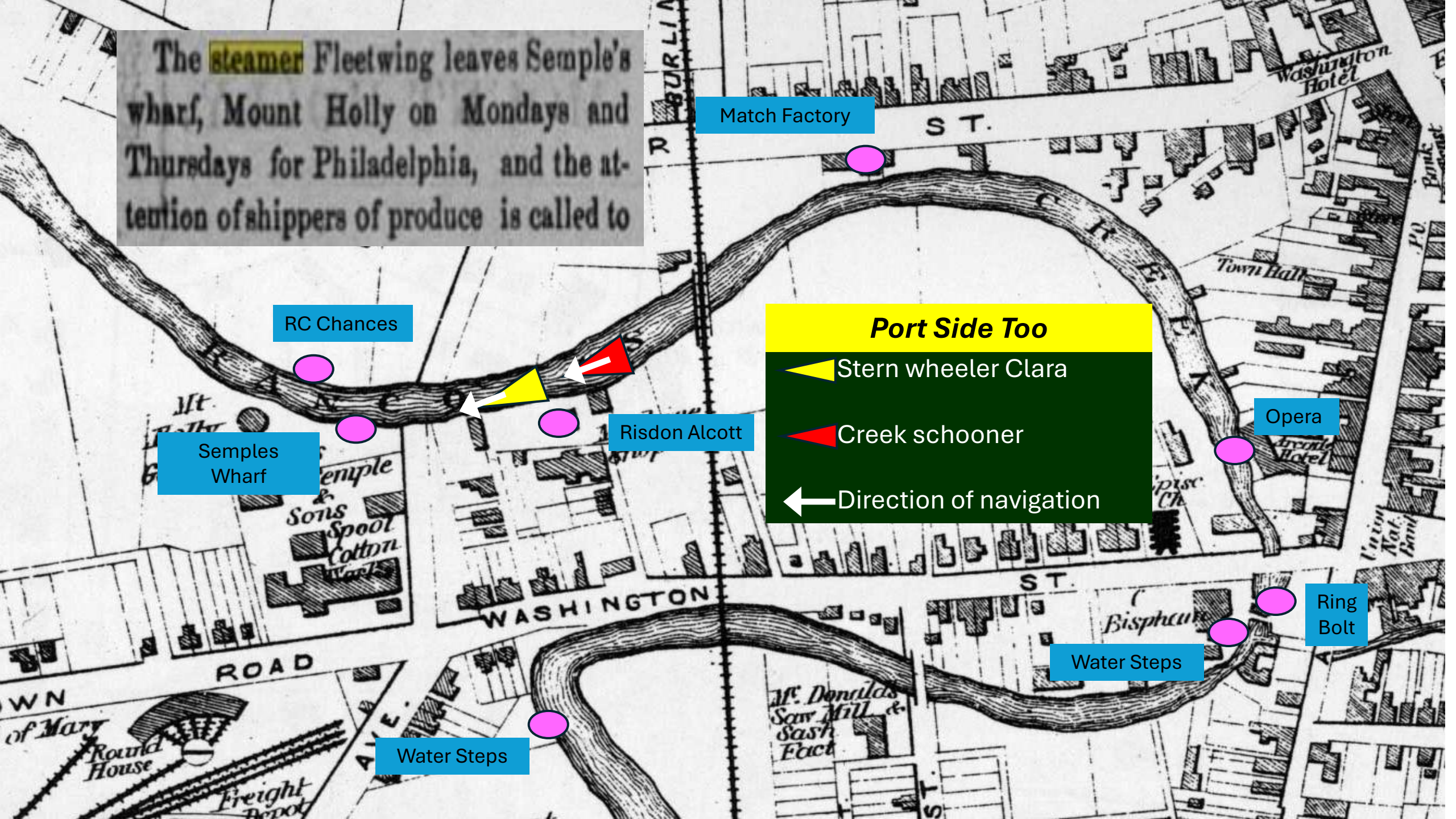
Risdon Alcott Landing

N Branch - Narrow Tidal Waterway – Vessel Precedence



Cast Away Island

The steamer Fleetwing leaves Semple's wharf, Mount Holly on Mondays and Thursdays for Philadelphia, and the attention of shippers of produce is called to

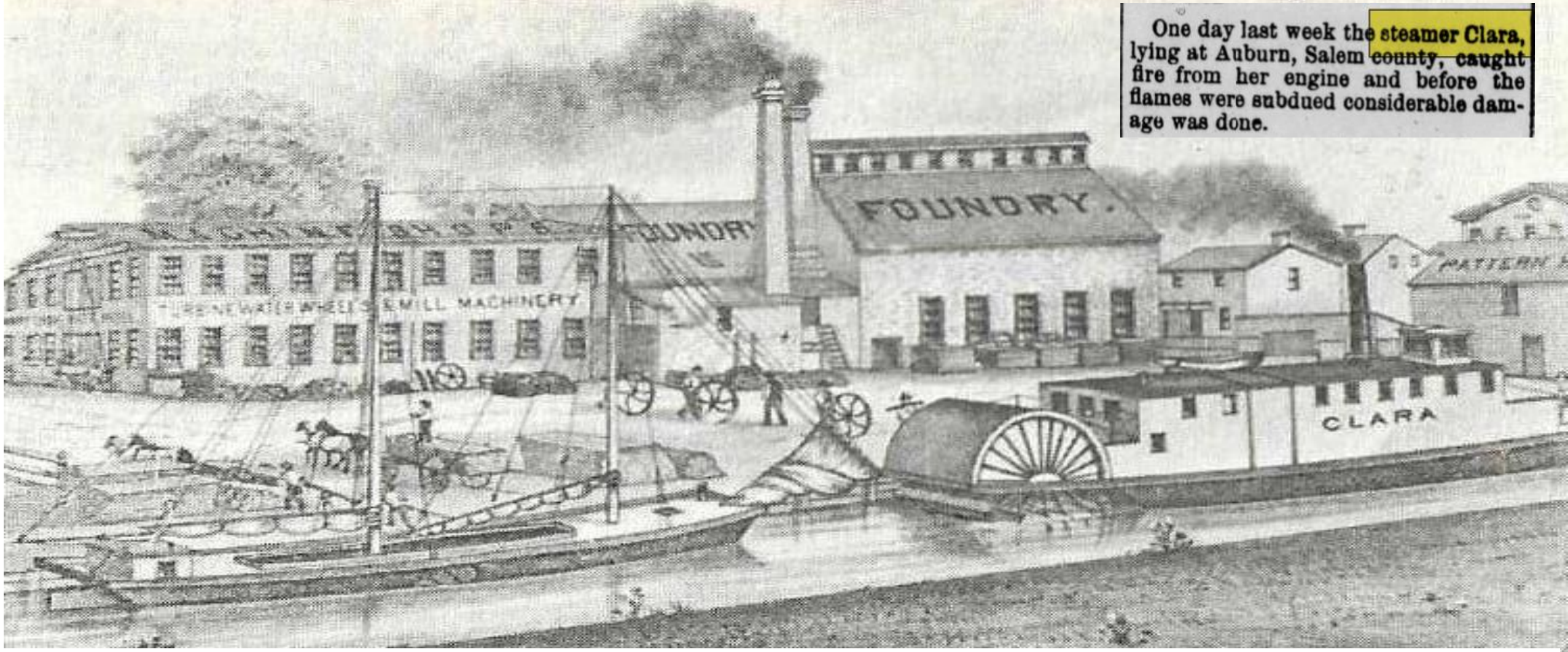


Risdon Alcott Landing - Vessel Precedence - Tide Job

Port Side Too

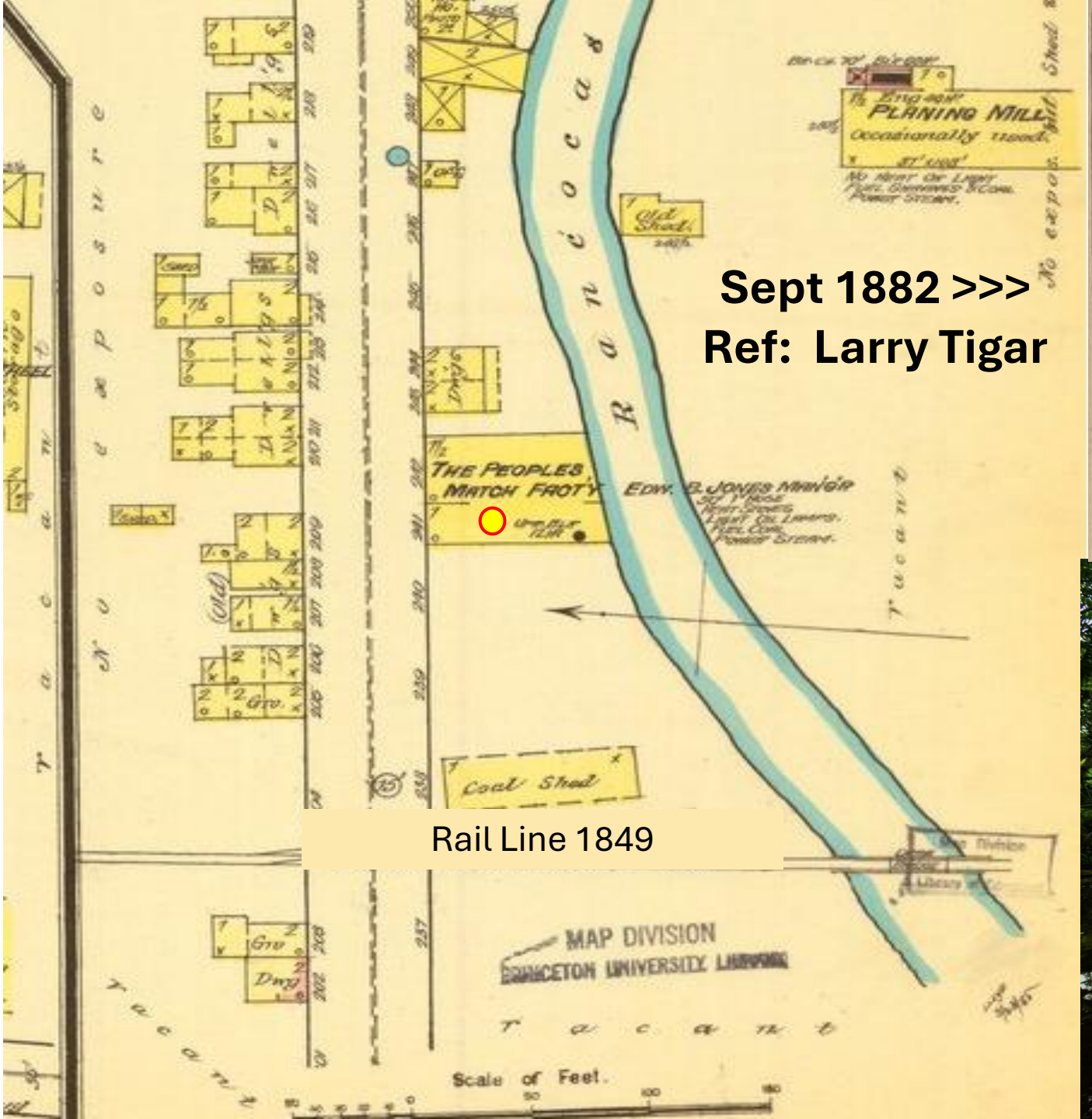
Dec 31, 1879

One day last week the steamer Clara, lying at Auburn, Salem county, caught fire from her engine and before the flames were subdued considerable damage was done.

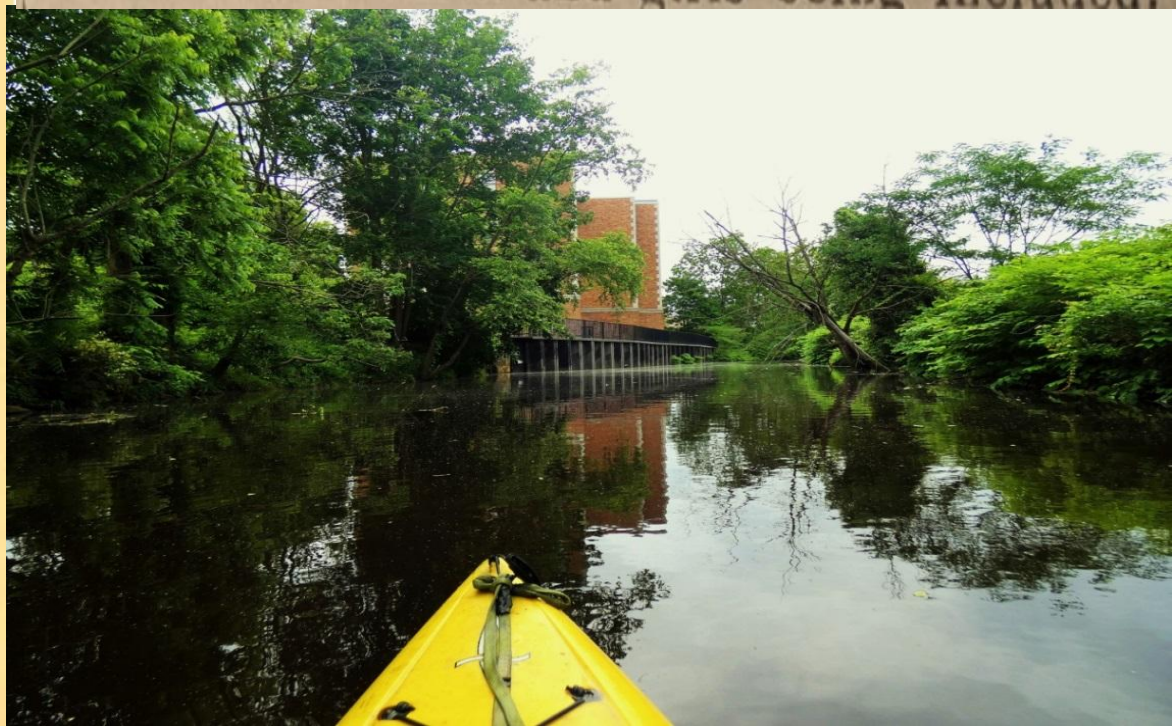


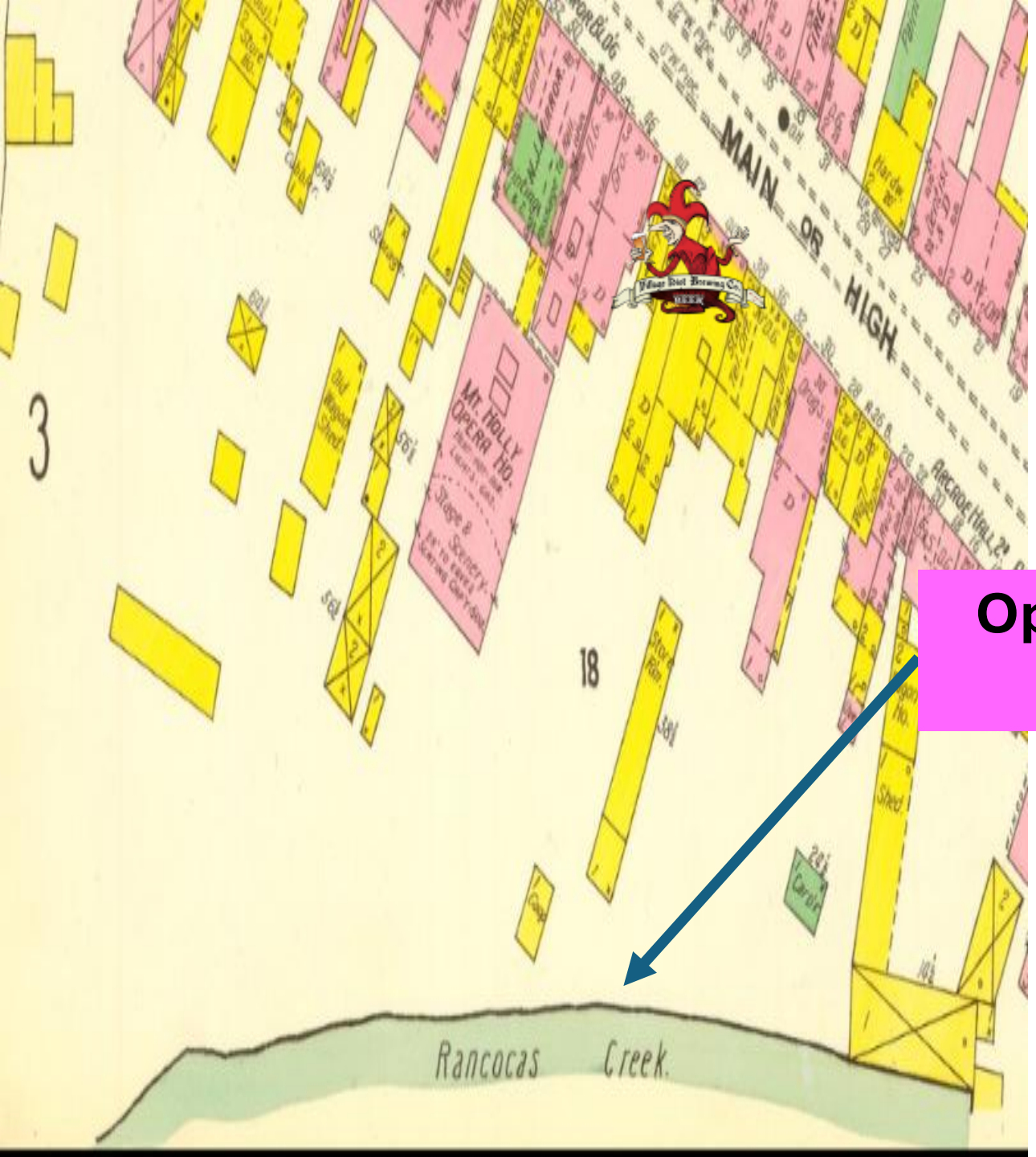
Sternwheeler Clara arrives second, sails first

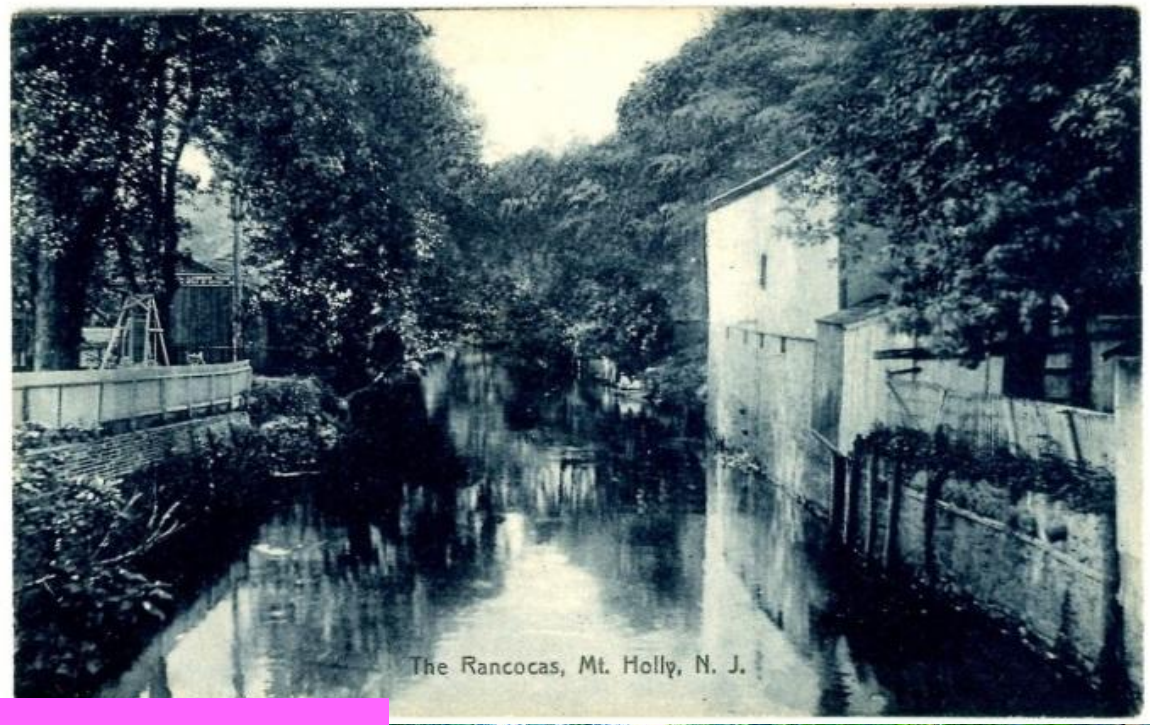
Schooner arrives first, sails second



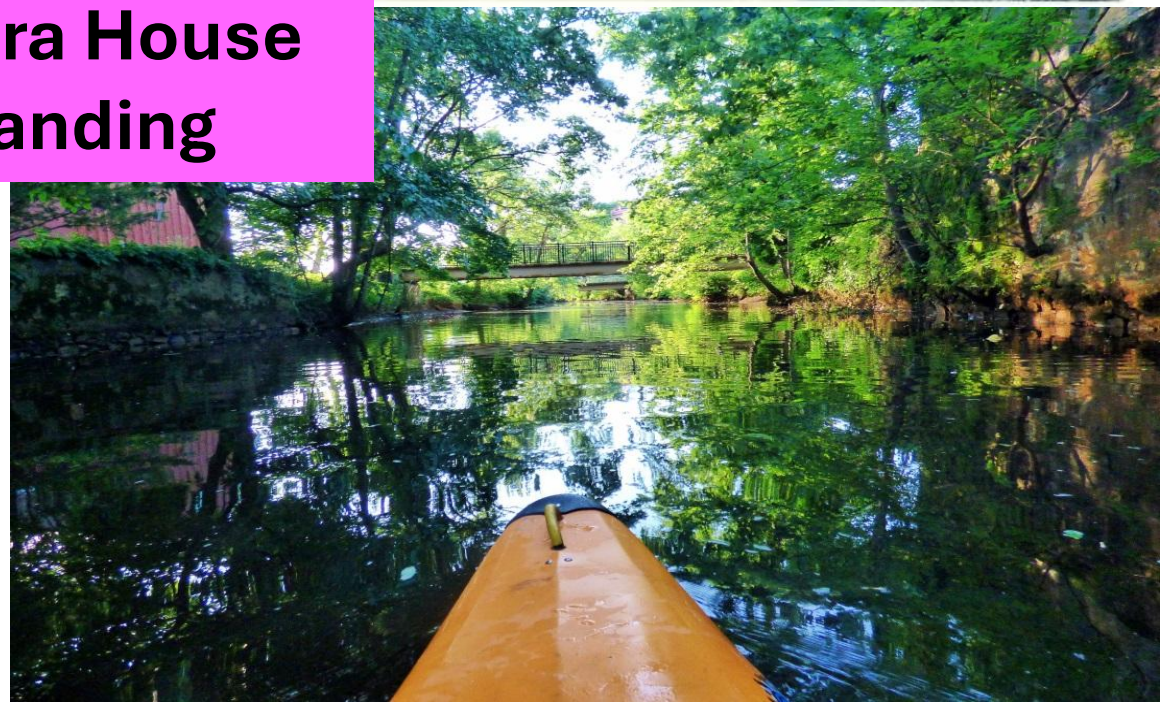
☞ THE NEW INDUSTRY.—Allen's Match Factory started yesterday morning in the building on Water Street formerly used as a Creamery. The business will all be transferred from the Centreton Works, where matches have been made a month or two past. When in full operation about 50 hands wlll be employed, a number of women and girls being included.

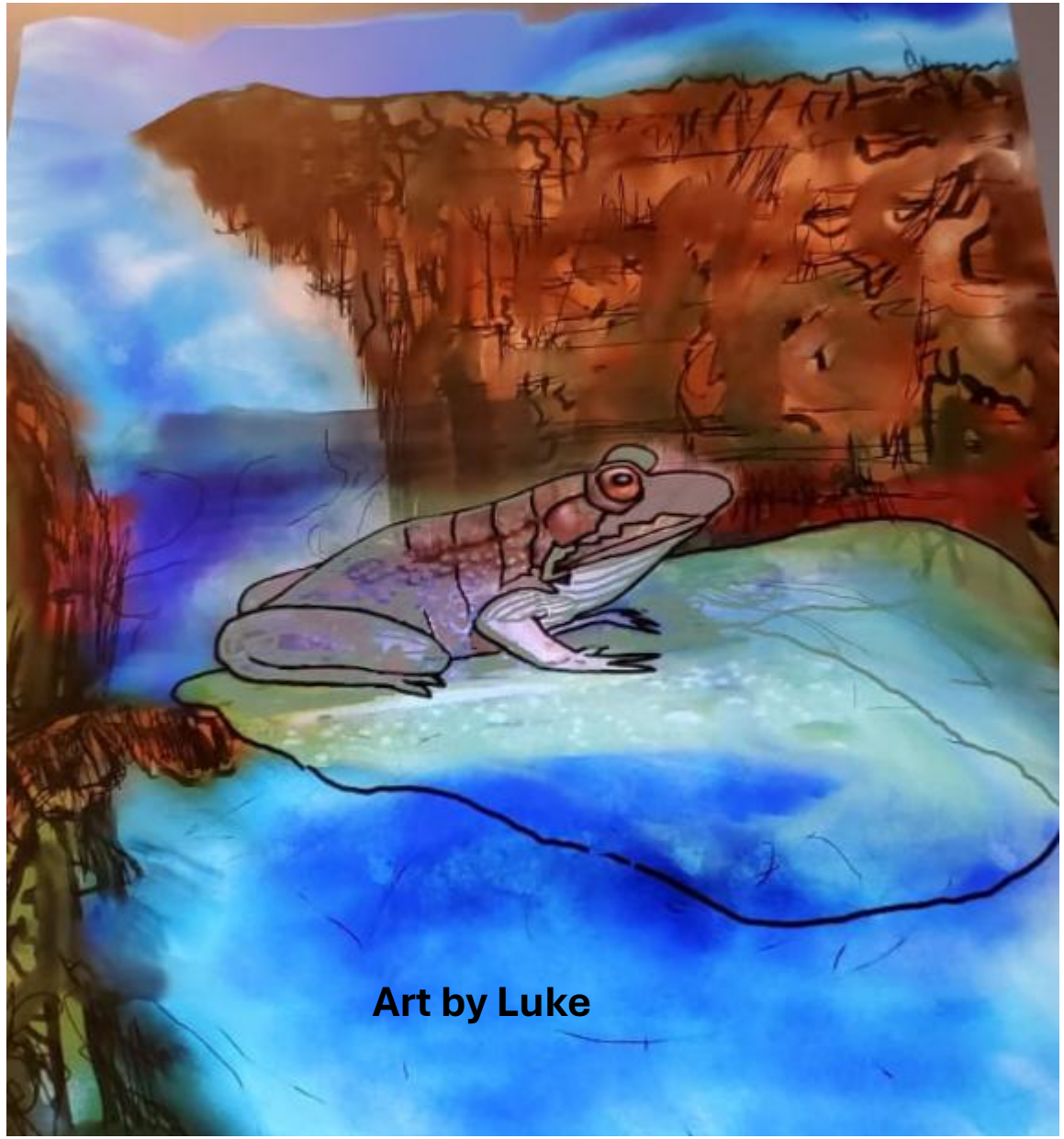






Opera House Landing



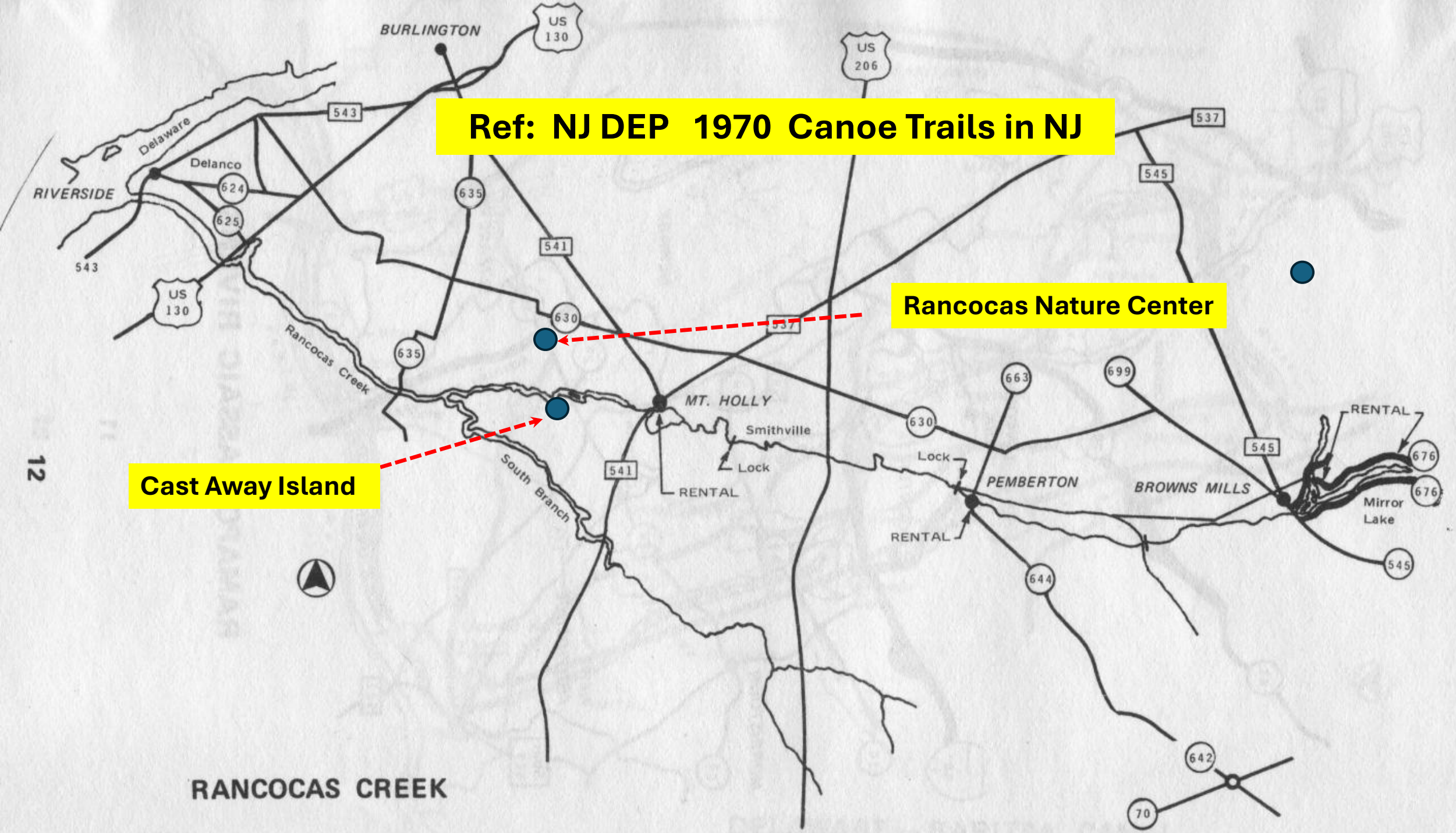


Section Five:

NJDEP Listing Rancocas Creek

Canoe Trail

Rancocas Nature Center

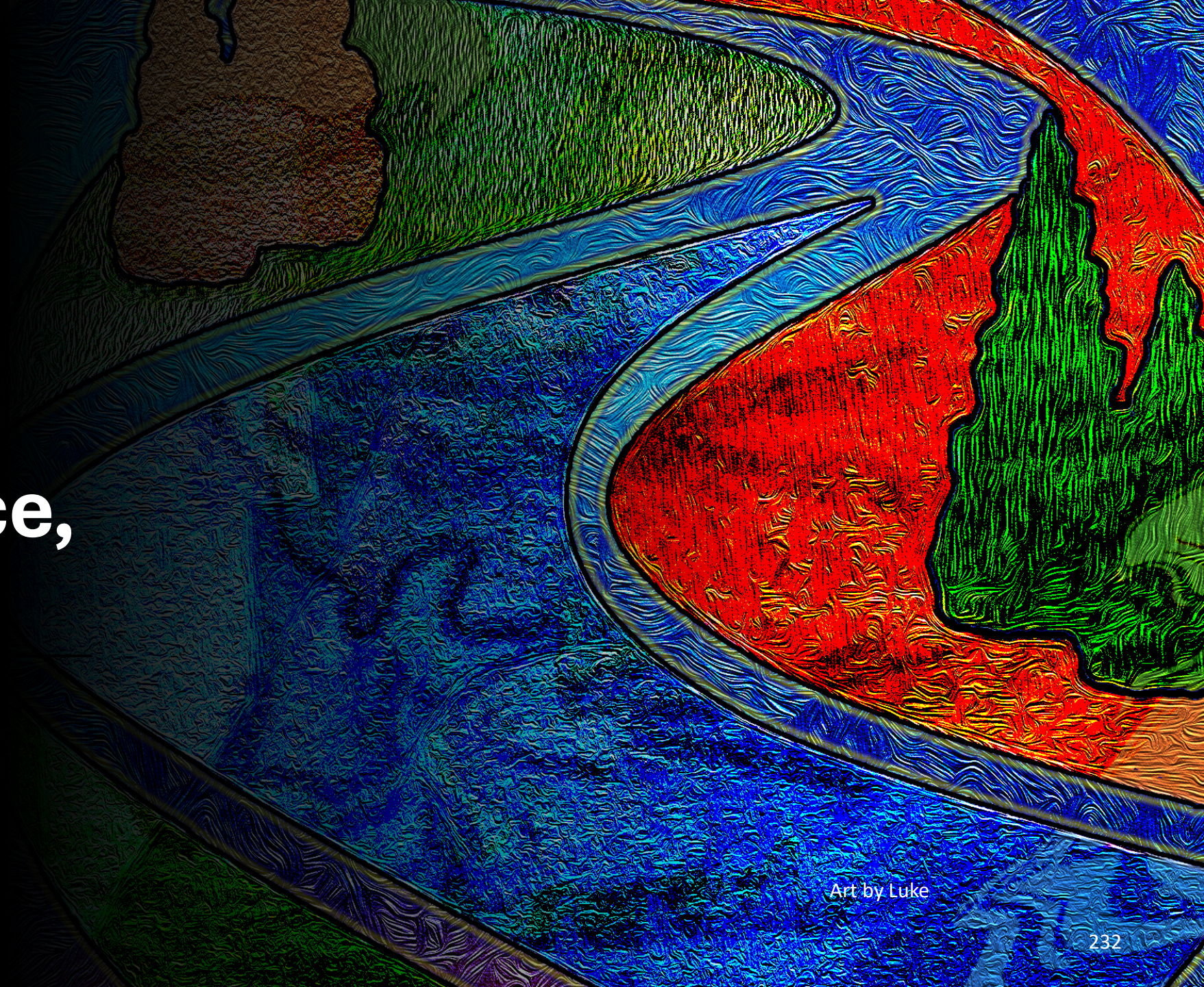

Ref: NJ DEP 1970 Canoe Trails in NJ
Rancocas Nature Center
Cast Away Island
BURLINGTON
US 130
US 206
543
537
545
Delaware
Delanco
RIVERSIDE
624
625
635
541
630
663
699
Rancocas Creek
MT. HOLLY
Smithville
Lock
RENTAL
South Branch
PEMBERTON
BROWNS MILLS
Mirror Lake
676
644
642
70
RANCOCAS CREEK

Passing down creek

Mather Farm, Today's Rancocas Nature Center
Artist - Hugh Cambell

Section Six:

People, Place, Community



Art by Luke

American Canoe Association, Wilmington Canoe Club and other groups paddles passed by Cast Away Island from the late 1800's to the 1970's.

Charles Longstreth Mather

1816 - 1902

5-420. Samuel, b. Nov. 6, 1854. *Coffroth.*

4-127. CHARLES LONGSTRETH MATHER, b. Jan. 30, 1816, at Little Miami Mills, O.; d. July 17, 1902, buried at Mt. Holly, N. J.; m. May 1, 1845, *Naomi P. McIlvain*, daughter of Hugh and Hannah (Hunt) McIlvain, of West Philadelphia, (see 4-202).

Charles L. Mather was born in the log cabin built as the first shelter in the pioneer days of his parents in Ohio. He came east, and lived many years at Mt. Holly, where his widow still resides at the old farm.

Six children:

MATHER.

5-421. Eliz. Longstreth, b. Feb. 14, 1846; d. Sept. 29, 1863.
5-422. Lydia McIlvain, b. May 18, 1848. MATHER.
5-423. Charles Sidney, b. Apr. 19, 1850. *Mitchell.*
5-424. Susan Longstreth, b. May 7, 1853; living at Mt. Holly. *Uhm.*
5-425. Naomi, b. Apr. 9, 1857. *Loveland.*
5-426. Hugh McIlvain, b. June 1, 1859; d. Aug. 30, 1861.

Note: McIlvain Daughter Marriage

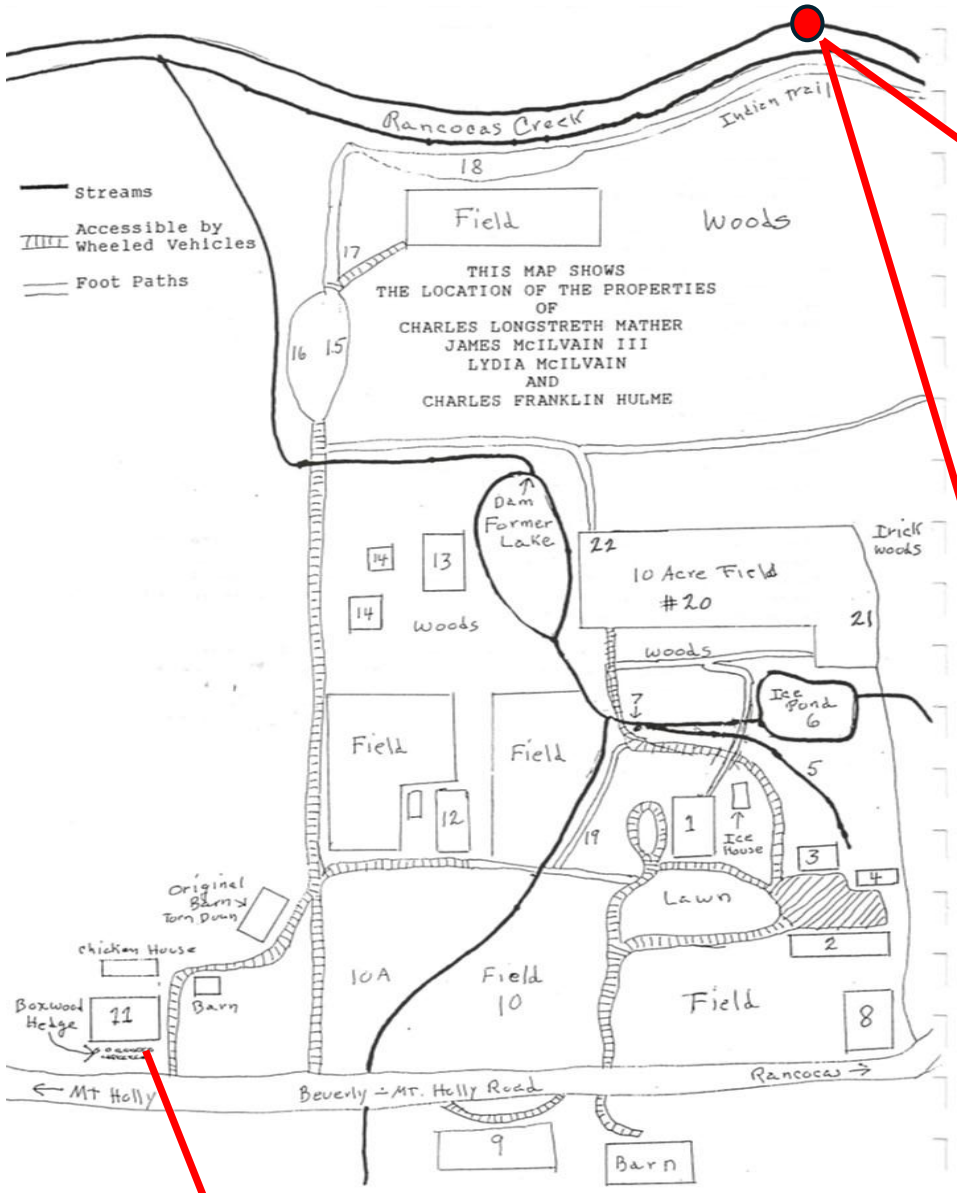
Charles Longstreth Mather
Hudson River Chapter 1871
Athens Shipyard, Albany

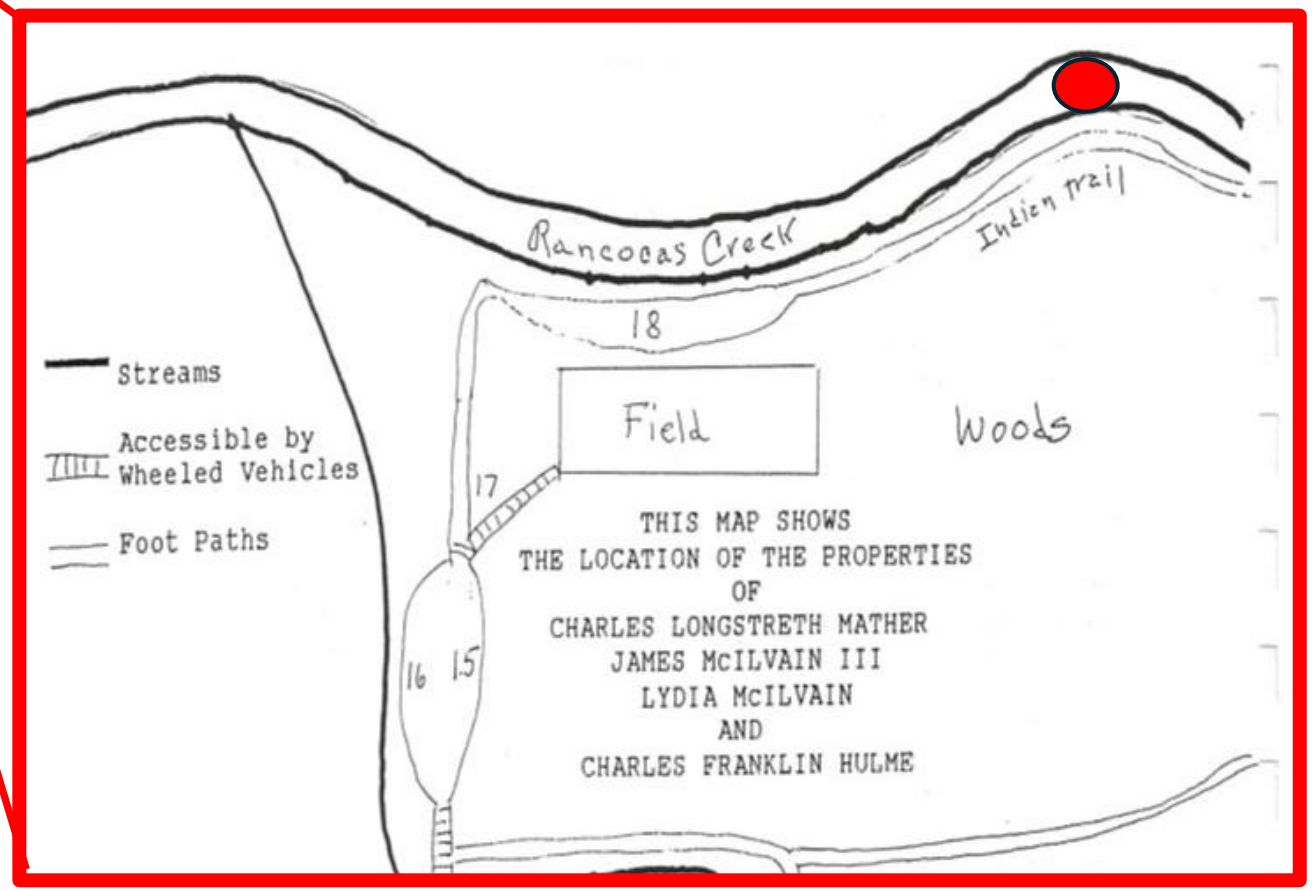
Constructed and resided in what is today's Rancocas Nature Center in 1846/1856.

He farmed the tidewater meadows of Rancocas Creek with tide gates.

These tide gates are visible at low tide, looking North from Cast Away Island.

Cast Away Island





Rancocas Nature Center

Ref: McIlvaine Dairy (son-in-law Mather Farm Site) 03 Jan 1894

Food Source for fairy shrimp and microbes

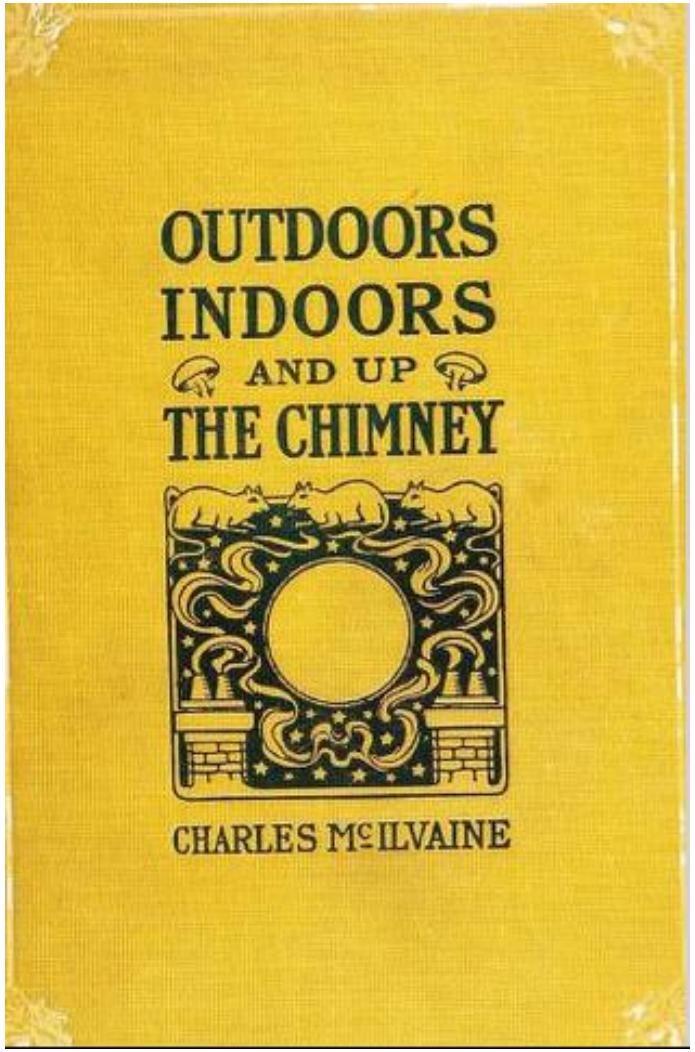
Tide Gates Cast Away Island

Old Pier - Timbuctoo

Vsl Remains Cast Away Island

Charles McIlvaine Author

Ref: Captain Charles McIlvaine Dairy (?)



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v

AMERICAN FUNGI

HOW TO SELECT AND COOK THE EDIBLE; HOW TO DISTINGUISH AND AVOID THE POISONOUS

WITH FULL BOTANIC DESCRIPTIONS

By CHARLES McILVAINE

PRESIDENT PHILADELPHIA MYCOLOGICAL CENTER, HONORARY MEMBER SALEM COUNTY AND GLOUCESTER COUNTY, N. J., MEDICAL SOCIETIES

AND

ROBERT K. MACADAM

New Edition

Revised Throughout by CHARLES FREDERIC MILLSPAUGH, Curator of Botany, Field Museum of Natural History, Chicago, with Supplementary Chapter and Many New Illustrations

INDIANAPOLIS
THE BOBBS-MERRILL COMPANY
PUBLISHERS

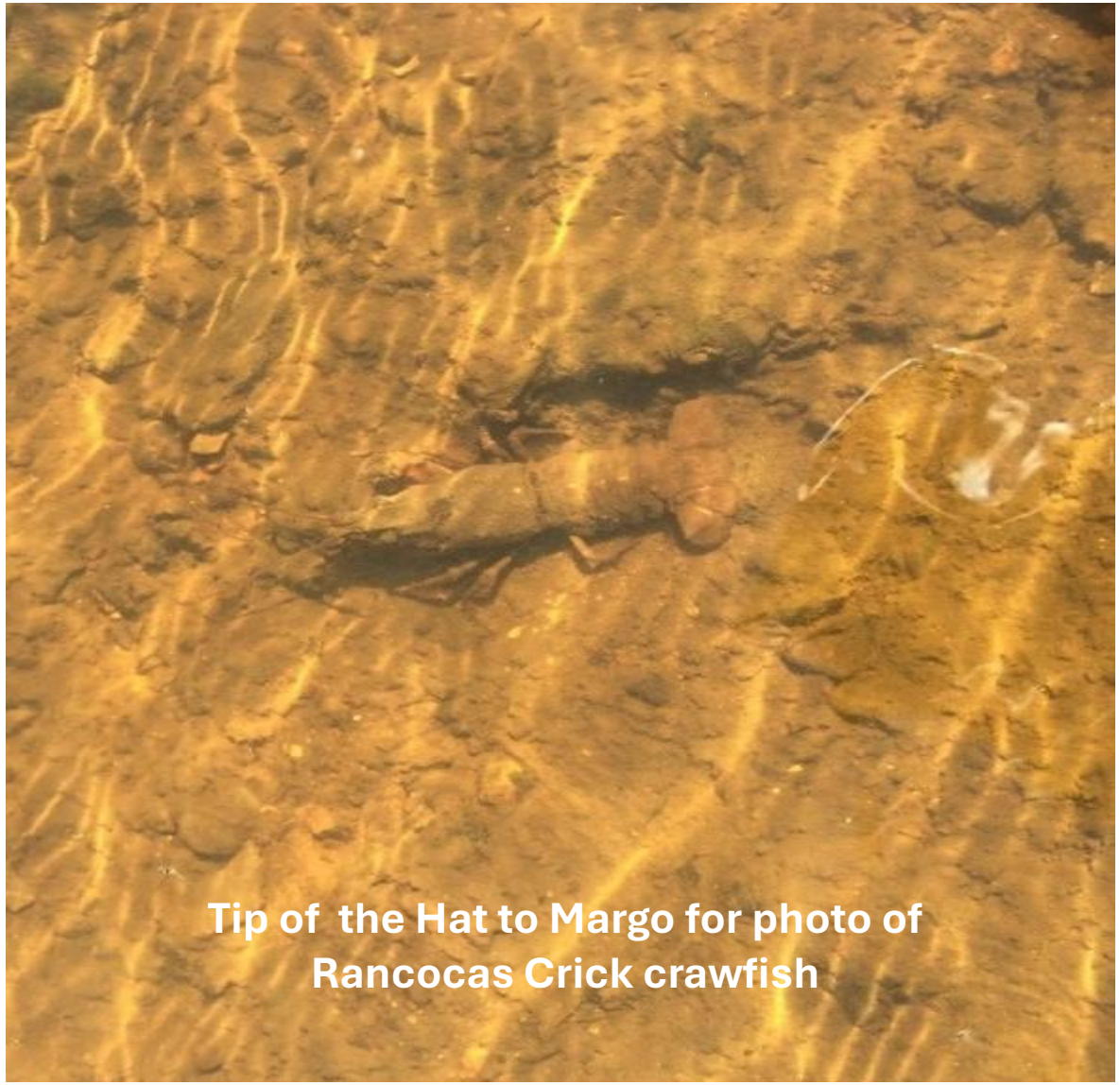
Rancocas Crick

By the way, you will hear a great many persons say "crick" instead of "creek." But you will remember that creek should no more be called crick than Greek should be called Grick or cheek be called chick.

Water-Boatman.

Crawfish can be caught with a small dip net or with the fingers. When catching them with the fingers it is best to get the first hold. They have ten legs, four small ones on each side, for walking, and two large ones forward, having immense powerful claws for holding their prey. When a crawfish catches a finger it does not let go when asked.

Ref: McIlvaine p 89



State of New Jersey - Crayfish Species Checklist.

www.rcnwt.com

Species
1. *Cambarus bartonii bartonii*
2. *Cambarus diogenes*
3. *Orconectes limosus*
4. *Orconectes rusticus*
5. *Orconectes virilis*
6. *Procambarus acutus acutus*

Fall - N Branch Crawfish

Ref: http://iz.carnegiemnh.org/crayfish/country_pages/state_pages/newjersey.htm

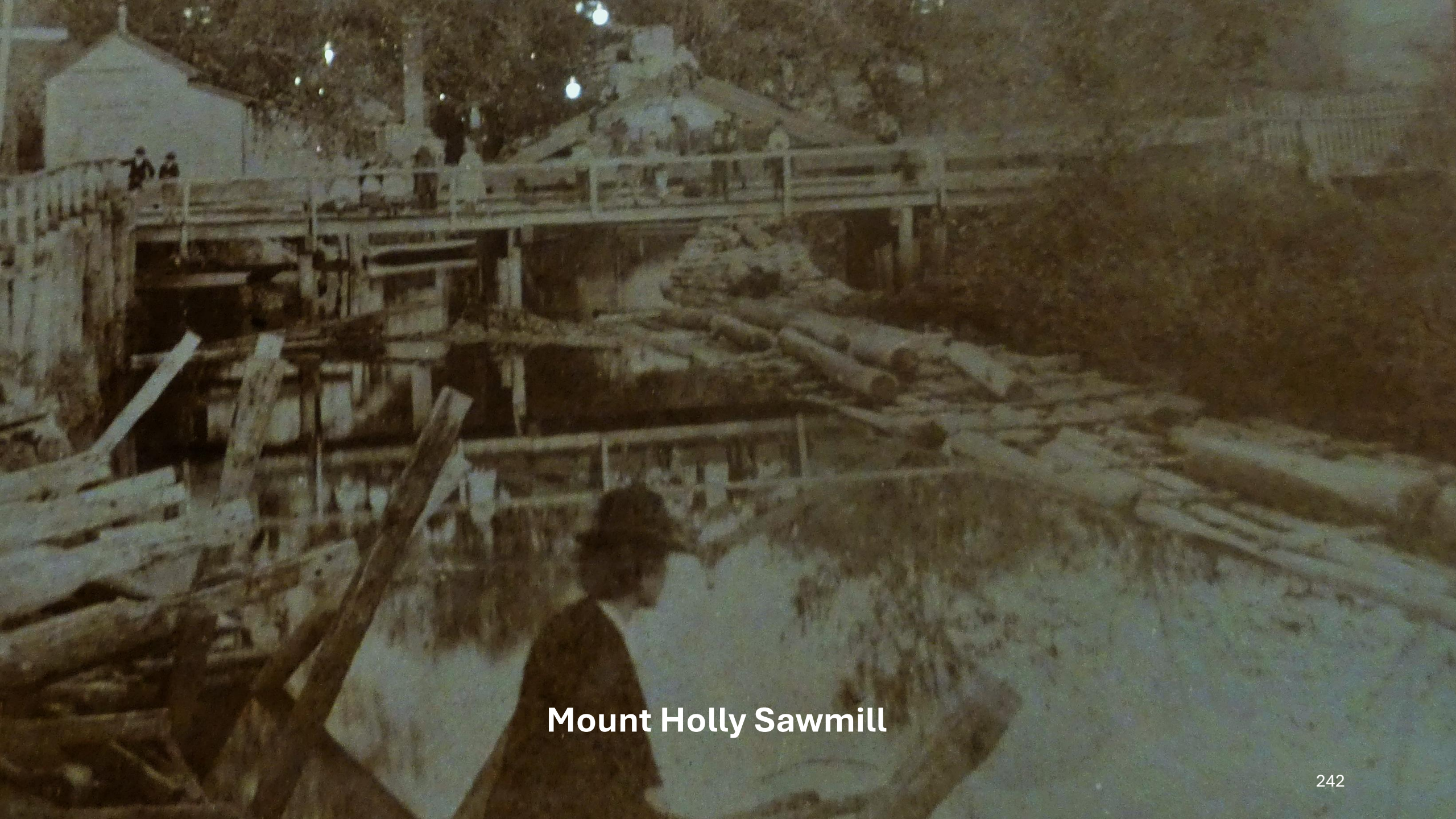
Great Blue Heron
Cast Away Island

Charles Mather
Rancocas Creek Coal Wars

- 1866 - the **“coal ring”** at that time, was so strong in Mt. Holly and vicinity that the most extortionate prices were demanded and obtained. Mather was determined to break this.

About the year 1866, thinking there might be a profit in the coal business he entered into it quite extensively, buying in large quantities from the mines and shipping the coal in canal boats from Port Richmond, Pa. to Mt. Holly, N.J. by way of the Rancocas River. The coal ring, at that time, was so strong in Mt Holly and vicinity that most extortionate prices were demanded and obtained. This he determined to break, if possible, and commenced work to that effect. He secured large orders for coal from the residents of the town at much reduced rates and promised to deliver at certain times. The coal ring was up in arms at once and combined in its efforts to defeat his good aims and plans. Coal at once dropped in price, the dealers even putting coal in cellars and giving long periods of credit to those, who before they would not trust. They did all in their power to shut him out. Still he steadily and boldly pushed his plans to completion, and boat load after boat load was pushed by poles up the narrow and winding Rancocas which was filled with sunken logs, sand bars, and other obstructions. Some boats got to their destination in safety and delivered cargo. Others were snagged and sunk with their cargo on board being a complete loss. Although everything seemed to conspire against him and thwart his plans, he still was not discouraged. Securing more boats and more coal he boldly started out again in his undertaking but luck seemed to be against him. More boats were sunk, more coal lost and, at last despairing of ever accomplishing his desire, he abandoned the enterprise and lent all his energies to the raising of crops and tilling the soil for many years until his health was permanently shattered. He also tried the business of shipping moulding sand from his farm to Philadelphia, but finding there was no profit in it soon discontinued it.

Ref: McIlvaine Dairy 03 Jan 1894



Mount Holly Sawmill

Corresponding Market - Pentucket Company
Ship-yard of Colby & Lunt (Newbury Port)

Side Wheel Tug "*Charles L. Mather*" built in Athens, NY. Hudson River November, 1876

Excursion parties to the seashore, Cape Cod

98 feet long, two locomotive boilers (Baldwin?). 16 by 30 cylinder engine, 120 HP

***Startled Fawn*, launched Philadelphia 1875 (1875 Centennial ferry)**

Ref: Progress of Navigation on the Merrimack. **Lowell Mass Historical Society**

Steamer *E.P Shaw* built at Petty's Island (Black Rock's steamer service)

***Evangeline* 42 feet by 8 feet carry 100 passengers (Vox Populi, 10/31/1877)**

Steamer 85 feet long, 19 wide, draw 18 inches light 3 feet with 500 passengers.

Water powered windless. 4 fully loaded coal barges and other vessels and tugs against Lowell (Hunt Falls) rapids.

(Boyton carry trade above the tide/Merrimac (River Navigation Company) . Scow *Columbia* carrying 25 tons of coal. (125 HP Twin steamer)

Lowell Coal From: Philadelphia Reading Coal Company Terminals on the Delaware River, without breaking bulk.

Ref: Essex Deed Books /Lowell Historical Society

The Standard-Times
Thu, Mar 05, 1903 · Page 6

NO COAL CLUB IN LOWELL.

Dealers Testify They Formerly Had a Sort of a Social Organization.

Mr. Moore thought a profit of 25 per cent. should be made. Mr. Moore denied the existence of a Lowell coal club. He said that since July 9, 1902, no recommendation relative to prices had been made to the Lowell Coal company by other dealers. The company made its own prices. Mr. Moore admitted that there had been a club formed in 1897 in Lowell, but that it was more of a social organization than anything else. He did not remember the names of any of the committees of this club, nor did he remember when the club had its last meeting. The club is now disbanded, he said. He thought that there had been no meeting since July, 1902.

Other coal dealers who testified denied the existence of a coal club in Lowell.

The United States Gazette
Sat, Feb 13, 1836 · Page 4

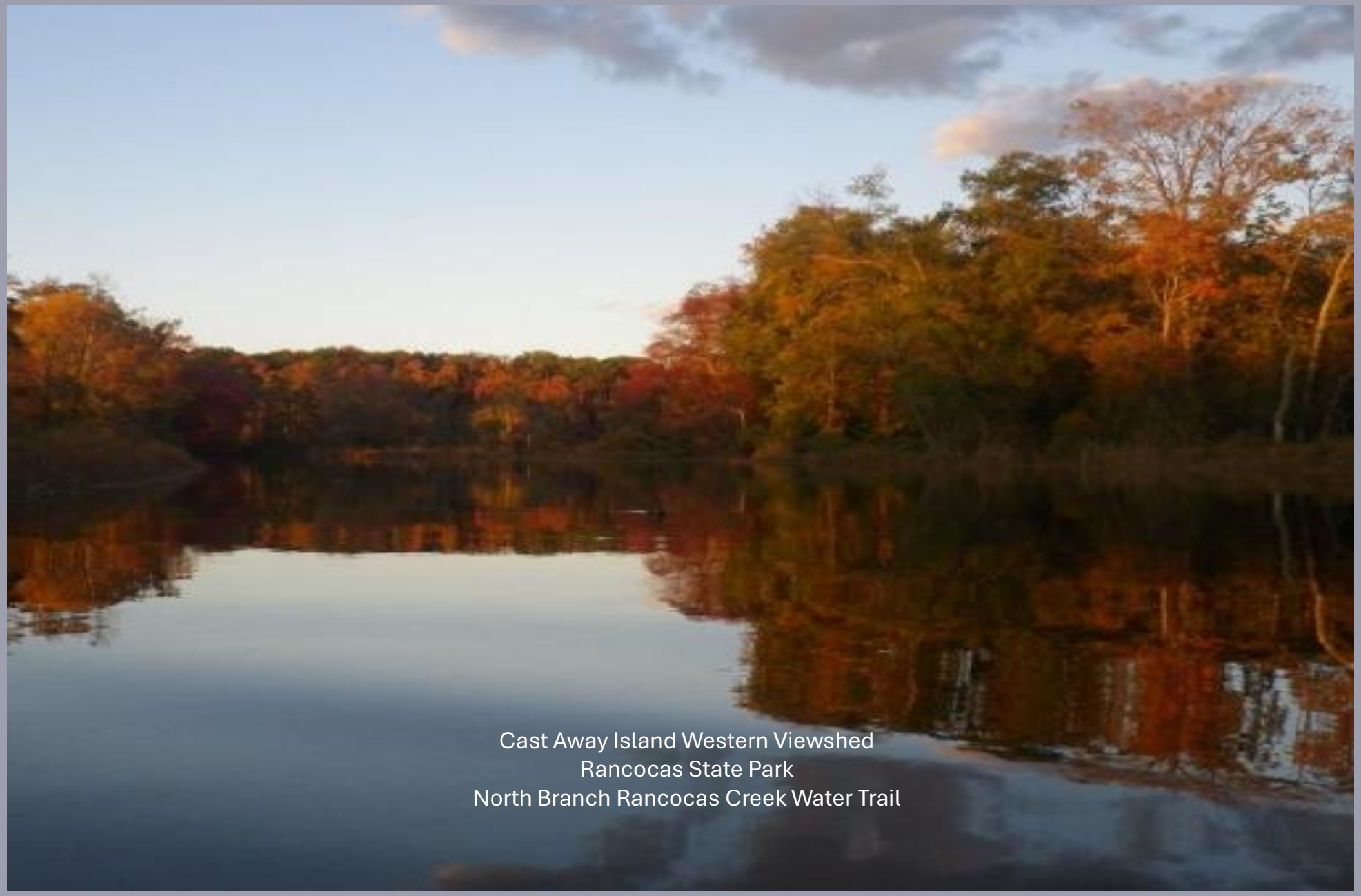
The Anthracite Coal Trade of Pennsylvania.

Written by the Hon. Caleb Cushing, *Member of Congress from Massachusetts, for the North American Review, for January,* 1836.

for the active and intelligent usefulness, it is Mr. John White, the founder and controlling spirit of the Delaware Coal Company. The consequence of all this has been the rapid growth of a flourishing population, of which Pottsville is the centre, strongly reminding the beholder of the similar results of well applied and well combined capital and industry, as exhibited in the correspondent case of Lowell in Massachusetts.

The immense business of the Schuylkill Valley, it is also interesting to observe, has been growing up simultaneously with that of Lowell, in about the

Corresponding Market - Pentucket Company
Ship-yard of Colby & Lunt (Newbury Port)


Cast Away Island Western Viewshed
Rancocas State Park
North Branch Rancocas Creek Water Trail

Pentucket Company

Ship-yard of Colby & Lunt (Newbury Port)

the exact facts of the trial as follows:—

"Trial of speed of the Steamer "Bangor" on the Delaware, from the Navy Yard, Philadelphia, to Fort Mifflin, and back to the Navy Yard. During the trial the tide was against the boat when going from Philadelphia to the Fort and in her favor returning.

	H.	M.	Sec.	M.	Sec.
"Left Navy Yard Shears,	5	27	30		
"Arrived at Fort Mifflin,	6	22	15	54	45
"Left Fort Mifflin,	6	28	15		
"Arrived at Navy Yard,	7	2	22	34	7

"Distance run, 16 miles per government survey. Average speed per hour, 10.61 miles. The first five miles run with low steam, making 44 revolutions. Pressure of steam was under 46 pounds during the whole trip. Trip up, the speed per hour was 14.07 miles. Deduct 2 1-2

Merrimack River Towing Company

Luke Hoyt 1880	(Philadelphia)
Farnsworth 1877	(Bordentown)
Clara E. Uhler 1881	(Philadelphia)

Bangor. Harlan, Wilmington 1843
231 tons burden, 120 feet long, 23 feet wide, 9 foot depth, 11

Corresponding Market - Pentucket Company
Ship-yard of Colby & Lunt (Newbury Port)

The Philadelphia Inquirer
Thu, Mar 09, 1876 -Page 4

049 55 100 acres, at an average price of $3·66 per acre. The total amount of land sold since the organization of the department was 1,082,893 36-100 acres, at an average price of $4·47 per acre, amounting to $5,336,044·02. The total amount of land grant bonds issued and sold by the company was $10,400,000; amount retired and canceled to date, $2,768,000; remaining outstanding, $7,637,000.

Strike of Workmen.

BOSTON, March 8.—Owing to a reduction from twenty to fifteen cents per ton, the coal shovelers employed on the wharves of the Lowell Railroad Company, at Chelsea, refused to work, and their places were supplied by other men. This noon about four hundred strikers visited the wharf, and for a time a riot was imminent. The police were called and the rioters dispersed. The men at work will be protected by the police. It is claimed that the men can make at the reduced rate $5 and $6 per diem.

Corresponding Market - Pentucket Company
Ship-yard of Colby & Lunt (Newbury Port)

nen, Caribou Kay-
362, Bass Harbor,

AT COMPETITION
the International
Vehicle Society to
hing a practical
for its national
r at Milwaukee. I
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Commentary

MERRIMAC RIVER STEAM TUGS

I am writing a biography of one Eben Moody Boynton of West Newbury, Massachusetts, who, amongst other of his enterprises, lost a fortune on the Merrimac River shipping between Newburyport and Lowell. I am in need of old photos (copy photos are okay) of the 1880 vintage steam tugs "Startled Fawn", "Kitty Boynton" and "Charles L. Mather" and the coal barges "City of Lawrence", City of Lowell", Success", and "Defeat". Any leads to any of these would be very helpful.

Richard Albert, 554 Lafayette Ave., W. Trenton, NJ 08628.

SUMMER IDYLL

I was away for three months paddling my inflatable kayak 600 miles along the Canadian and Alaskan coasts from Port Hardy on Vancouver Island to Ketchikan and then to Dall Island. My copies of "Boats" piled up here while I was away. I always enjoy "Boats", as I learn more and experience more, I go back to old copies and find "new" items.

Audrey Sutherland, Haleiwa, HI.

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The Star-Ledger
Thu, Jan 22, 1874 · Page 2

attached to it by way of amendment.

The Coal Strikes.

The coal strike is assuming more formidable dimensions daily. Yesterday an immense mass-meeting was held in Wilkesbarre with representatives from all the adjacent districts. At the conclusion of the meeting a large number of men entered their names upon the roll of the new union amid considerable excitement. A Plymouth miner presented a resolution to the effect that if the wages due the miners employed by the Wilkesbarre Coal and Iron Company for the past month's work, were not paid by Saturday, the men proceed to the company's office and make a determined request for it, which resolution was carried unanimously. It is rumored that by the end of the week there will be an uprising of 25,000 men who have been and are now employed in the collieries in the entire Wyoming and Lackawanna Valleys.

The coal companies were nearly all represented at a meeting held in New York yesterday. Among those present were the Lehigh and Wilkesbarre, the Philadelphia and Reading, the Delaware and Lackawanna, and the Delaware and Hudson. After an informal discussion it was decided to conduct the business on the same general plan as in 1873, making the average increase in price of 10 cents per ton per month. A schedule of prices substantially the same as last year's was adopted for the month of March, considered the opening month of the year in the trade. The Philadelphia Coal Company had no representative present at the meeting. According to the views of prominent dealers no immediate advance in the price of coal need be expected on account of the price, though the April price will probably be high than last year. The dealers predict a compr mise wi

Bridgeton Pioneer
Thu, Feb 27, 1879 · Page 2

bration of Washington's birthday. The general results are that eight of the most prominent leaders in the affair have been suspended and required to leave the town, and the others have absented themselves from all college exercises. The dispute will be submitted to Bishop Williams, Dean of the Faculty.

The United States steamer "Samuel Dexter," Baker, reports that schooner "John S. Detwiler," of Philadelphia, coal laden, went ashore at Robinson's Hole on the evening of February 22d, during a snow squall, having mistaken it for Tarpaulin Cove. The "Dexter made an unsuccessful attempt to haul her off.

The Ocean Grove Record
Sat, Mar 02, 1878 · Page 2

add the following list:

WRECK NO. 1.

The schooner *J. B. Clement*, Captain Pearce, came ashore on Deal Beach at 1 o'clock on Friday morning. The vessel was loaded with oysters from Chesapeake Bay, bound for Fairhaven, Conn. She was driven so far on shore that the crew saved themselves by jumping overboard and wading to *terra firma*.

WRECK NO. 2.

The schooner *G. L. Bradley*, from Philadelphia, with coal for Norwich, Conn., grounded at Ocean Beach about 2 o'clock the same morning. It being high water, the vessel came so near the beach, all on board landed unaided and without getting wet. The crew was composed of Captain Chipman and four men.

WRECK NO. 3.

The three-masted schooner *Maggie McDonald*, from Virginia, with coal, powder and staves, was driven ashore at Spring Lake at half-past 1 o'clock the same morning. The sea was very rough and rolled furiously over the vessel—every wave making havoc on her deck. She soon yielded to the severe pounding, and was strewn along the shore. The crew including the captain, L. S. Steelman, had to take refuge in the rigging, from which they were rescued by the crew of Station No. 9.

This makes a list of one brig and four schooners wrecked since Jan. 31st, between Doal Beach and Sea Girt, without any loss of life in either case.

Corresponding Market - Pentucket Company
Ship-yard of Colby & Lunt (Newbury Port)

1934 Aerial View North and South Branch Rancocas Creek

MERCHANT STEAM VESSELS OF THE UNITED STATES—Continued.

Official No.	Signal letters.	Rig.	Name of vessel.	Gross tonnage.	Net tonnage.	Length.	Breadth.	Depth.	Service.	Crew.	Indicated horsepower.	When built.	Where built.	Home port (where permanent document issues).
						Feet.	Feet.	Feet.						
111109	.....	St. s.	Radnor	122	83	80.2	22.7	10.8	I. t.	5	400	1896	South Amboy, N. J	New York, N. Y.
111286	.....	St. s.	Ragnhild	73	49	81.3	18.2	8.6	I. t.	6	.....	1900	Ballard, Wash	Sitka, Alaska.
111064	.....	St. s.	Rainbow	15	7	46.9	12.5	4.6	Fsh.	8	.....	1894	Erie, Pa	Erie, Pa.
110748	.....	St. s.	Rainier	179	109	81.4	20.9	9.7	Fsh.	7	.....	1887	Seattle, Wash	Pt. Townsend, Wash.
111268	K. P. R. S.	St. s.	Rainier	800	519	204.9	38.0	13.6	O. p.	28	1,000	1900	Hoquiam, Wash	San Francisco, Cal.
110081	.....	St. s.	Raleigh	260	205	119.1	23.2	8.2	I. f.	10	335	1872	Portsmouth, Va	New York, N. Y.
110154	.....	St. s.	Raleigh	1,205	1,104	227.3	34.0	15.0	I. f.	16	750	1871	Cleveland, Ohio	Detroit, Mich.
135075	.....	St. s.	[1] Ralph	42	21	60.0	15.2	7.6	I. t.	1	.....	1874	East Saginaw, Mich	Port Huron, Mich.
111265	.....	*St. p.	RALPH BARKER	229	114	85.6	20.6	4.0	Msc.	6	.....	1900	Port Inglis, Fla	Cedar Keys, Fla.
21971	.....	St. s.	Ralph Ross	93	82	97.0	24.0	8.5	I. t.	6	.....	1870	Philadelphia, Pa	Bangor, Me.
111085	.....	Na. s.	Ralph W	9	8	36.9	8.9	3.8	I. f.	2	.....	1895	Millville, N. J	Bridgeton, N. J.
111038	.....	St. s.	Ralph M. Cooper	27	17	58.8	14.9	6.2	Fsh.	7	.....	1893	Manitowoc, Wis	Milwaukee, Wis.
110514	.....	St. s.	Ramapo	69	34	80.0	18.5	9.0	I. t.	5	.....	1882	Brooklyn, N. Y	New York, N. Y.
111123	.....	St. s.	RAMAPO	3,314	2,490	319.5	44.0	27.8	I. f.	21	1,500	1896	Buffalo, N. Y	Buffalo, N. Y.
110508	.....	St. s.	Rambler	53	26	75.3	17.7	6.4	I. t.	4	.....	1882	Tottenville, N. Y	New Haven, Conn.
110568	.....	St. s.	Rambler	15	7	40.0	12.9	5.5	I. t.	2	.....	1883	Baltimore, Md	Philadelphia, Pa.
110946	.....	St. s.	Rambler	34	17	53.0	16.0	7.5	I. t.	4	.....	1891	Tottenville, N. Y	New York, N. Y.
110692	.....	Ga. s.	Rambler	13	9	37.0	12.6	2.6	I. t.	1	.....	1886	Chinook, Wash	Astoria, Oreg.
111324	.....	Ga. p.	Rambler	10	16	52.3	10.6	2.3	I. p.	....	.....	1900	Grayville, Ill	Evansville, Ind.
111473	.....	*Ga. p.	Rambler	10	10	35.0	10.0	3.0	.....	....	.....	1905	Moline, Ill	Rock Island, Ill.
157557	K. P. M. R.	St. y.	[2] RAMBLER	288	196	155.3	23.5	12.5	Yct.	25	1,100	1899	Elizabeth, N. J	New York, N. Y.
110738	.....	St. s.	RAMONA	57	28	95.0	13.5	7.4	I. p.	6	382	1886	Newburgh, N. Y	Cape Vincent, N. Y.
111425	K. R. W. P.	St. s.	Ramona	1,061	671	195.0	32.0	15.7	.....	46	900	1902	Alameda, Cal	New York, N. Y.
111427	.....	*St. p.	Ramona	12	12	62.5	15.9	2.3	I. p.	....	.....	1902	Higginsport, Ohio	Cincinnati, Ohio.
111474	K. S. N. L.	St. p.	Ramona	575	362	118.0	29.0	12.2	Fer.	....	700	1903	Alameda, Cal	San Diego, Cal.
111461	.....	Ga. y.	Rampant	38	36	65.0	13.6	6.0	Yct.	....	.....	1903	Bridgeport, Conn	Bridgeport, Conn.
111326	.....	Ga. s.	Ramsden	13	11	39.5	14.0	4.0	Oys.	2	.....	1901	Ocean Side, N. Y	Patchogue, N. Y.
110718	.....	St. bge.	Rancocas	150	122	95.8	22.5	8.3	O. f.	5	.....	1886	Wilmington, Del	New York, N. Y.
111369	.....	Na. y.	Rancocas	151	132	116.8	17.7	4.9	Yct.	8	150	1901	Nyack, N. Y	Philadelphia, Pa.
110693	.....	St. s.	Rand	191	147	119.1	25.7	9.4	I. f.	9	460	1886	Manitowoc, Wis	Port Huron, Mich.
111338	.....	St. s.	RANDOLPH S. WARNER	3,062	2,128	332.0	42.0	22.7	I. p.	21	1,220	1901	West Superior, Wis	Cleveland, Ohio.
77077	.....	*St. p.	[3] Ranger	107	107	135.0	25.0	4.5	I. t.	15	.....	1892	Pittsburg, Pa	Pittsburg, Pa.
110534	.....	St. s.	Ranger	160	88	121.0	20.2	10.2	Fsh.	26	.....	1882	Mystic, Conn	Greenport, N. Y.
110746	.....	St. s.	Ranger	144	72	106.4	22.9	11.2	I. p.	3	338	1887	North Bend, Oreg	Eureka, Cal.

1890's Tug Boat
Clara E. Uhler
Tied off

files, as well as to compartment ships and railways. In 1867 he purchased the side-wheel, 120-horse power steam tug, the "Charles L. Mather," of New York, and ran it to Newburyport, and began experimenting to open the Merrimack River for navigation to Lawrence, Mass. He sent to Lowell the first scow-load of coal ever received by water at the harbor of Newburyport, from the Philadelphia & Reading coal steamers; towed it to Lawrence, and passed it through the canal, to Gen. B. F. Butler, at Lowell, Mass. Mr. Boynton has since expended over $50,000 from the revenues of his saw business in opening up the navigation of the Merrimack, with a view to giving cheaper coal and lumber freights and water transportation to the large manufacturing cities on its banks, where about 500,000 tons of coal are used annually, and manufactures aggregating $100,000,000 annually are produced. The improvements of the channel, and the delivery of $80,000 worth of coal by water, caused the railways to reduce their freights in carrying coal to one-half the former charge, on the plea of competition. An opposition so formidable has thus far prevented sufficient capital being embarked to complete an enterprise fraught with so much benefit to the 300,000 people engaged in manufacturing near the summer home of Mr. Boynton; thoughtful men predict that the measure must ultimately prove a great success. The transportation of coal by steam upon the Merrimack, as far as Haverhill, Mass., was first begun by Mr. Boynton and associates in 1864, and has been a constant success ever since, all the coal to Haverhill and the lower towns being now received by water, an indication of the result which enlarged channels and facilities will give to the great manufacturing cities above Haverhill in the near future. In order to admit the deeper draft coal steamers, and open the port for foreign commerce, Mr. Boynton first proposed observations, undaunted by the prospect that on account of these objections the work would be delayed for years, and the refusal of the War Department to accept his offer to pay for preliminary surveys, Mr. Boynton next procured copies of the surveys of the United States Navy of 1851 and of 1878, and on February 16th, 1879, he forwarded copies of the same, showing the changes of sand at the harbor bar, and giving the data necessary for appropriations. Ten days later the Secretary of War forwarded to Mr. Boynton the approval of General Thom and of the War Department, of his project for constructing jetties at Newburyport, at the mouth of the Merrimack, estimating the cost of granite work as not to exceed $600,000, and an appropriation was secured, after one rejection, by the committee, of $50,000 to begin the work. The adoption of Mr. Boynton's plan was complete, and over $100,000 has since been expended, and granite jetties extend respectively five hundred feet from the southern shore and fourteen hundred feet from the northern shore, and are to be extended four thousand and twenty-five hundred feet respectively, thus compressing the immense waters of the Merrimack and tidal currents by a harbor in the ocean, with an entrance one thousand feet wide. This is the first work of the kind in the section, and its completion will be a monument of granite, as enduring as the continent, to Mr. Boynton's labors in behalf of the Merrimack valley and the ancient historic city of Newburyport.

In 1877, Mr. Boynton was selected by Messrs. George Opdyke, William Orton, Peter Cooper, Wallace P. Groom, John Williams, and other members of the Executive Committee of the New York Board of Trade, to represent the city of New York, at the meeting of the Association of Chambers of Commerce of Great Britain, at Westminster

"OFFICE OF E. M. BOYNTON,
NEW YORK, Nov. 18th, 1879.

"Hon. GEORGE W. MCCRARY, *Secretary of War*,
Washington, D. C.

"Dear sir:—I want a preliminary survey of the mouth of the Merrimack River, near Newburyport. It is desired to extend the narrow channel between Plum Island and Salisbury, continuing it in the same width out to twenty-five feet depth in the sea. By driving double rows of piles and forming jetties, the shifting sands that obstruct the harbor will be prevented, and the confined channel instead of spreading like a fan as it now does, and changing in every storm, will be rendered as deep as it is between Plum Island and Salisbury, where for half a mile it averages thirty-five feet in depth.

Coal steamers of one thousand tons arrive and depart twice each week at great peril, bringing about one hundred thousand tons of anthracite coal this year. About five hundred thousand tons are used in the valley, the population of which is nearly half a million people. About one hundred millions of dollars' worth of products are sent away annually, and it is desirable that the coal and lumber, corn and cotton, in which the entire country is interested, shall have free access. The government has already accomplished much in river improvements, which goes for naught unless the harbor be rendered accessible. I will furnish steamers and men, and pay all the expense, if you will request General Thom to meet me and make the preliminary survey. The coast survey furnishes the principal data needed. I have consulted General Thom, who is alive to the vast importance of the interests involved and the pressing need of immediate action. With great respect, I remain

"Yours, very truly,

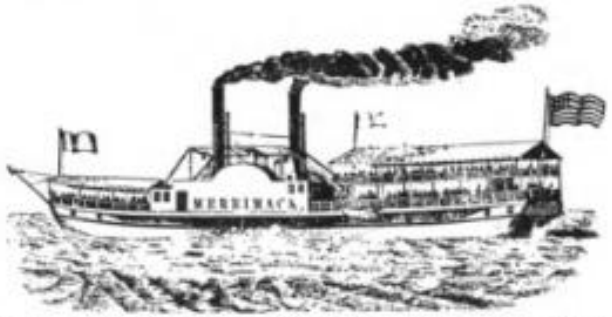
(Signed) "E. M. BOYNTON."

Although this plan was at first objected to on behalf of the government by General George Thorn, Colonel of Engineers U. S. A., on the ground of the magnitude of the cost of the necessary boring, sounding, surveys and current

Corresponding Market - Pentucket Company
Ship-yard of Colby & Lunt (Newbury Port)

Green Heron

Lowell Island.



On and after FRIDAY, the 15th day of August, the Steamer

MERRIMACK

Will leave Phillips Wharf for Lowell Island at 7½, 9, A.M., 2½, 4½, P.M.
Will leave Lowell Island for Phillips Wharf at 8, A.M., 1½, 3½, 7, P.M.

During the intervals between the above-named hours, the Steamer will make excursions in the Bay, and to adjoining ports, as may be specially contracted for.

Passage between Phillips Wharf and Lowell Island, (each way) 15 cents.
Tickets for sale on board the boat, or to be bought during the passage.

Meals are furnished at the Island at 25 cents. Sailboats, fishing lines at a reasonable charge.

Arrangements may be made for the transportation of Parties over the several Railroads, upon application to

I. D. SHEPARD,
34 FRONT STREET, SALEM, MASS.

August 14. 1851.

The Philadelphia Inquirer
Wed, Aug 23, 1871 · Page 4

throughout the rural district nothing else is talked of by the people.

LATEST MARINE INTELLIGENCE.

MEMORANDA.

Steamships China (Br), Macauley, and Wyoming (Br), Whineray, cleared at New York 22d inst for Liverpool.

Ship Webster, Norris, from Guanape Islands May 30, at New York 22d inst.

Ship Akbar, Lamson, from Calcutta, at Boston 22d inst.

Ship Astronom (Ger), Klopper, 42 days from Bremen, at New York 22d inst.

Barque Western Sea, Harding, cleared at New York 22d inst for Alexandria (Egypt).

Barque Chattanooga, Freeman, cleared at New York 22d inst for Melbourne.

Brigs Susie J. Strout, and J. W. Drisko, hence at Boston 22d inst.

Brig Mary E. Leighton, Bray, cleared at New York 22d inst for Konigsberg.

[BY TELEGRAPH.]

LEWES, August 22—P. M.—Two barques from above came in the harbor this morning; also, two brigs and several schooners. The barque Cuba remains. Wind E. N. E.; stiff breeze. Thermometer 76. The following schooners are in the harbor: —John Ponder, Jr., Charles Mather, A. Heaton, Sarah, Native Queen, Golden Eagle, Jno. A. Perry, Ida L., and Lottie.

FORTRESS MONROE, August 22.—The schooner ashore on Body Island is said to be the Marion, from Boston for Liverpool.

All Art by Luke

Section Seven:

Year-Round Multi-Use Public Access

naturally, quintessential

New Jersey Natural Resource

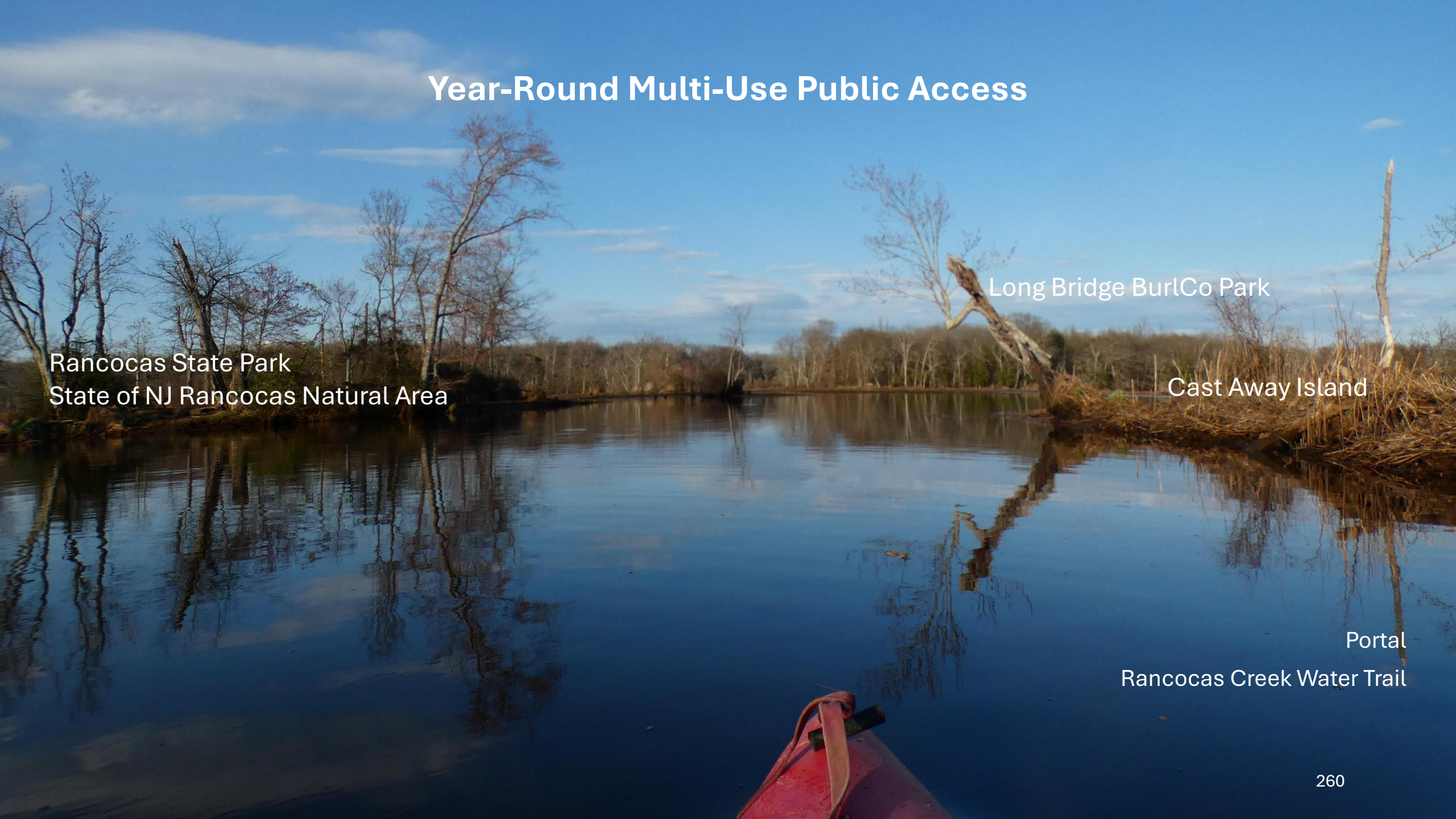
Cast Away Island

Leave No Trace

Wood Duck get the jump, Cast Away Island

Cast Away Island

Year-Round Multi-Use Public Access



Multi-Use
Each unto their own, Ride the Tide

Leave No Trace

At the Portal

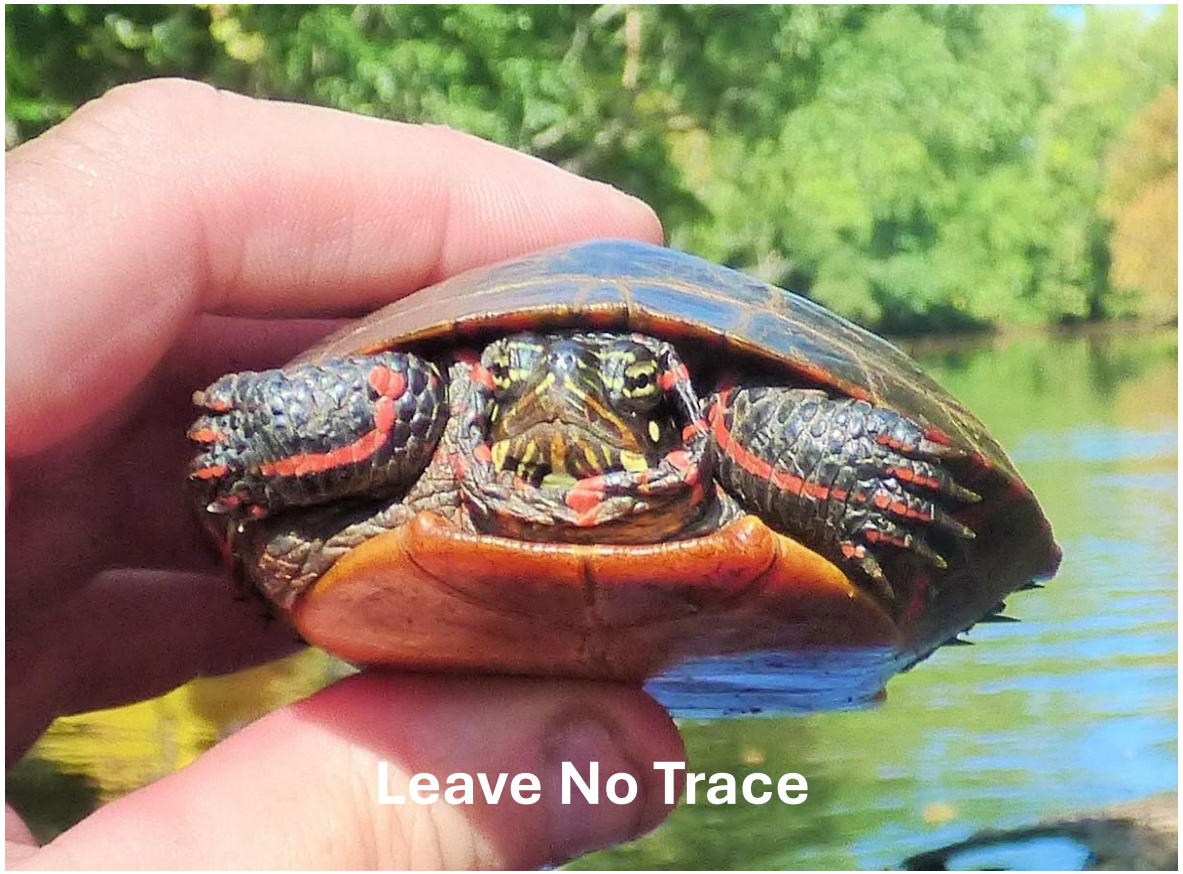
Multi-Use at the Portal
Each unto their own, Ride the Tide
Leave No Trace

Penultimate synopsis

Greater awareness fosters a spirit of conservation and activity, naturally. Cast Away Island ERI promotes the fragility of nature and our place in it.

Cast Away Island ERI serves many purposes that enhances multi-use public access. The ERI does nor smother the reader with details. We talk about Cast Away Island, we write about Cast Away Island and the ERI shows through maps, charts and pictures: Rancocas Creek's North Branch Cast Away Island.

We encourage questions and involvement. The contents of the ERI puts a face to a unique spot here on NJ's exemplary, quintessential natural resource, the Rancocas Creek tidewaters, naturally.



Conclusion

Thank-you. Here in New Jersey's "open-space-race" actions speak louder than words. Cast Away Island is an outstanding New Jersey natural, scenic, and heritage natural resource.

Free-market conservation's approach to Cast Away Island is sensitive to fiscal, environmental, bureaucratic and community interests, naturally.

Cast Away Island cultivates an ethos of year-round, multi-use access here in a quiet, tucked away corner of New Jersey's 360 square mile Rancocas Creek Watershed.

We welcome others to explore South Jersey's Rancocas Cree Water Trail. We invite others to visit tidewater natural areas, parks and the Rancocas Creek greenway here in Burlington County.

Appendix

Cast Away Island

Statistics on Rancocas Creek Sand Mines and Clay Pits. Hainesport, 1926

Examples of Rancocas Creek Tidewater, Hainesport, Sand Dredges and Industry

ref: NJ Geologic Survey, 1926

Bivalve Center, sketches from a life on the Delaware Bay and River tidewater.

References and elementary school reading/activity lists, reading list on the Underground Railroad and the maritime, the ANJEC Handbook and a reading list om the conservation and heritage of tidewater natural areas.

Ref: NJ Geological Survey , 1926

LIST OF ACTIVE SAND AND GRAVEL PRODUCERS

Operator	*Products reported in 1926*	*Office address*	*Location of pits*
Acme Silica Co.	1	Flanders	Flanders, Morris Co.
R. S. Beatty Clay and Sand Co.[a]	1, 2, 7, 9,	Toms River	Whitings, Ocean Co.
Bethlehem Mines Corporation[b]	1	Bethlehem, Pa.	Harmony and Delaware, Warren Co.
Bloomfield Clay Co.	7	Metuchen	Bonhampton, Middlesex Co.
Brennan Sand Co.	1	Tullytown, Pa.	Atlantic County; Lumberton, Burlington Co.; Muskee, Cape May County.
Bridgeton Sand Co.	1, 2, 11	Bridgeton	Williamstown Junction, Camden Co.
William Brimfield	1	Waterford Works	Winslow, Camden Co.
Cape May Sand Co.	1, 3, 6, 8, 9, 12, 13	Cape May	Cape May Point, Cape May Co.
Cedar Grove Sand and Gravel Co.	3, 12	Paterson	Cedar Grove, Essex Co.
Champion Sand and Gravel Co.	13, 14	Ocean City	Palermo, Cape May Co.
Conard and Buzby	3	Burlington	Burlington
Crossman Company	1, 3, 4, 7, 8 & filler	South Amboy	Savreville, Middlesex Co.
Crystal Sand Co.	1,2	Bridgeton	Millville, Cedarville and South Vineland, Cumberland Co.
Joe Cugliotta	1, 3	Burlington	Burlington
Henry D. Culin	1	Mount Holly	Hainesport, Burlington Co.
Dallenbach Sand Co.[a]	3, 4	Milltown	Milltown, Middlesex Co.
Delaware River Sand Dredging Co.	3	Bordentown	Bordentown, Burlington Co.
S. W. Downer	1, 3, 7	Downer	Downer, Gloucester Co.
J. B. Drinker & Co.	1, 3, 5, 7	Philadelphia, Pa.	Sea Isle Jct., Cape May Co., and South Vineland, Cumberland Co.
Robert R. Erato	1, 3, 12	Margate City	Delair, Camden Co.
Edward Galiers, Jr.	11, 12	Swedesboro	Swedesboro, Gloucester Co.
Glacial Sand and Gravel Co.	3, 12	Hackettstown	East of Hackettown, Warren Co.
Edward Goehler[a]	3, 4	Pleasantville	Port Republic, Atlantic Co.
Daniel Goff Co.	1, 15	Philadelphia, Pa.	Mays Landing, Atlantic Co. and Millville, Cumberland Co.
Charles Hahn	3	West Easton, Pa.	Lower Harmony, Warren Co.
Hainesport Mining and Transportation Co.	3, 4, 12, 13	Philadelphia, Pa.	Bridgeboro, Burlington Co.

LIST OF ACTIVE SAND AND GRAVEL PRODUCERS—*Continued*

Operator	*Products reported in 1926*	*Office address*	*Location of pits*
F. A. Hillman	1, 7		Lumberton, Burlington Co. and South Amboy, Middlesex Co.
George F. Hillman	1, 3	Lakewood	Lakewood, Monmouth Co.
Hodgson Sand and Gravel Co.	3, 4, 8, 12, 13	Stanhope	Netcong, Morris Co.
Lakewood Sand Co.	3	Somerville	South Lakewood, Ocean Co.
Lemuel Leach	3, 4	Sussex	Sussex
Lehigh and Hudson River R'y Co.	12, 13, 14	Warwick, N. Y.	Woodruff's Gap, Sussex Co.
Little Falls Sand and Gravel Co.	3, 4, 12	Upper Montclair	Cedar Grove, Essex Co.
Menantico Sand and Gravel Co.	1,3,4,6,8,9,12,13,14	Millville	Clark's Mill, Cumberland Co.
A. C. Million [a]	3, 4, 12	Cedar Grove	Cedar Grove, Essex Co.
William G. Moore	13	Philadelphia, Pa.	Tuckahoe, Atlantic Co.
Morris County Crushed Stone Co.	4, 13	Morristown	Morristown
Mount Pleasant Silica Sand Co. [a]	1, 4, 6, 9	Cape May	Woodbine, Cape May Co.
L. H. McHose, Inc.	1 and fire brick	Perth Amboy	Perth Amboy
Natural Products Co. [c]	1	Reading, Pa.	Blenheim, Camden Co.
New Jersey Sand and Gravel Co. [d]	3, 4, 6, 12, 13	Spring Lake	Farmingdale and Wayside, Monmouth Co.
New York, Susquehanna and Western R. R.,	10	New York City	Sussex County
Norcross and Edmunds	3, 4, 8, 11	Philadelphia, Pa.	Birmingham & S. Pemberton, Burlington Co.
Ostrander Fire Brick Co.	7	Keasbey	Fords, Middlesex Co.
Paxson-Taggart, Inc.	1, 4, 15	Philadelphia, Pa.	Hayville, Camden Co.; Cedar Lake, Atlantic Co.; Masonville and Lumberton, Burlington Co.; Millville, Cumberland Co.
Charles E. Pettinos	1, 4	New York City	Folsom, Atlantic Co.; Ewansville, Burlington Co.; Dorchester, Cumberland Co.
George F. Pettinos	1, 4	Philadelphia, Pa.	Mt. Holly and Hainesport, Burlington Co.; Albion, Camden Co.; Cedarville, Millville and Manumuskin, Cumberland Co.
Pinehurst Development Co.	3, 4, 12, 13	Williamstown, Jct.	Williamstown Jct., Camden Co.
Pompton Sand and Gravel Co.	3, 4, 13	Passaic	Pompton Plains, Morris Co.
Progressive Sand and Gravel Co. [a]	3, 12	Woodbridge	Fairtown, Bergen Co.
Raritan River Sand Co.	3, 6, 7, 12	New Brunswick	Nixon, Middlesex Co.

Ref: NJ Geological Survey , 1926

Reading Sand Co.	2	Bridgeton	Penbryn, Camden Co.
Ridner Bros.	3	Succasunna	Kenvil, Morris Co.
Sayre & Fisher Co.	1, 3, 7	Sayreville	Sayreville, Middlesex Co.
Seguine-Bogert Co.	3, 4, 13	Kenvil	Kenvil and Succasunna, Morris Co.
Harold R. Sherman	3	Burlington	Burlington
South Jersey Sand Co.	2, 3, 4	Newport Sta.	Dividing Creek, Cumberland Co.
South River Sand Co.	Asphalt sand	South River	Old Bridge, Middlesex Co.
South Seaville Sand and Gravel Co.	3 and golf	Bridgeton	South Seaville, Cape May Co.
Staffordville Gravel Co.	13	West Creek	Staffordville, Ocean Co.
Steckel Sand Co.	3, 5, 12	Easton, Pa.	Phillipsburg and Harmony, Warren Co.; Holland, Hunterdon Co.
J. M. Stokes	4 and asphalt	Rancocas	Rancocas, Burlington Co.
Such Clay Co.	7	Perth Amboy	South Amboy, Middlesex Co.
Tavern Rock Sand Co.	1, 2	St. Louis, Mo.	Millville, Cumberland Co.
Charles Trensch	4, 13	North Hackensack	North Hackensack, Bergen Co.
Trimmer Sand and Gravel Co.	3, 12	Middle Valley	Springtown, Warren Co.
M. D. Valentine & Bro. Co.	1, 3, 12	Woodbridge	Woodbridge and Perth Amboy, Middlesex Co.
The Van Brunt Co.	3	Philadelphia, Pa.	Beverly, Burlington Co.
William Van Kruiningen	3	Wallington	Hackensack, Bergen Co.
Wall Road Gravel Co.	3, 4, 12, 13	Avon-by-the-Sea	Belmar, Monmouth Co
Warren Sand and Gravel Co., Inc.	4, 13	Easton, Pa.	Carpenterville, Warren Co.
Whitall-Tatum Company	2	Millville	South Vineland, Cumberland Co.
Whitehead Bros. Co.	1	New York City	Mount Holly, Masonville and Smithville, Burlington Co.; Clayville, Cumberland Co.; South River and Old Bridge, Middlesex, Co.
			Hackettstown, Warren Co.
Samuel Wortheim [e]	3	South River	South River, Middlesex Co.
Marcus S. Wright	1, 3, 4, 6, 7, 12	Ocean City	Tuckahoe, Cape May Co.
Young Sand and Gravel Corp.	3, 4, 8, 12, 13		

1—Molding sand
2—Glass sand
3—Building sand
4—Paving sand
5—Cutting and grinding sand
6—Blast sand
7—Fire or furance sand
8—Engine sand
9—Filter sand
10—Railroad ballast sand
11—Unspecified sand
12—Building gravel
13—Paving gravel
14—Railroad ballast gravel
15—Unspecified gravel

[a] No production reported prior to 1927.
[b] Successor to Delaware Sand Co.
[c] Successor to Cumming Bros.
[d] Consolidation of Bennett Sand and Gravel Co. and Hause Washed Sand and Gravel Corporation.
[e] Successor to James Mount.

Ref: NJ Geological Survey , 1926

LIST OF OPERATORS REPORTING SALES OF RAW CLAY IN 1926, OR LATER, BY COUNTIES

Operator	*Kind of clay*	*Office address*	*Location of pits*
Julius Einseidel & Sons	4	Egg Harbor City	Atlantic County.
William G. Moore	4	Philadelphia, Pa.	" "
Charles H. Bliss	1	Chatsworth	Burlington Co., southeast of Chatsworth.
Enterprise White Clay Co.	4	Philadelphia, Pa.	" " near Woodmansie.
Hampshire Clays, Inc.	1, 4	Bridgeboro	" " " Bridgeboro.
J. M. Stokes	4	Rancocas	" " " Rancocas.
Robert E. Erato	1	Margate City	Camden Co., near Delair.
Hatch Land Improvement Co.	4	Camden	" " near Delair.
Hydraulic-Press Brick Co.	1	Philadelphia, Pa.	" " near Winslow Jct..
Daniel Goff Co.	1	Philadelphia, Pa.	Cumberland, near Millville & Clayville.
Moon Clay and Kaolin Co.	1	Trenton	Mercer Co., near Trenton.
Anness Hollow Tile Corp	1	Woodbridge	Middlesex Co., near Woodbridge.
Atlantic Terra Cotta Co.	4	New York City	" " " Woodbridge.
Bloomfield Clay Co.	1	Woodbridge	" " " Metuchen.
S. G. Brinkman	1, 2, 3, 4	Fords	" " " Fords.
The Crossman Co.	1, 4	South Amboy	" " " Sayreville.
Hampton Cutter	1, 3	Woodbridge	" " " Woodbridge.
W. G. Demarest	1	New York City	" " " Keasbey.
William Dinwiddie	4	Metuchen	" " " Metuchen.
Edgar Bros. Co.	1, 2	Metuchen	" " " Milltown.
F. A. Hillman	.....	South Amboy	" " " South Amboy.
Henry Maurer & Son	1	New York City	" " " Maurer.
Mutton Hollow Fire Brick Co.	1	Woodbridge	" " " Woodbridge.
L. H. McHose, Inc.,	1, 3	Perth Amboy	" " " Perth Amboy.
National Fire Proofing Co.	1	Pittsburgh, Pa.	" " " Keasbey.
New Jersey Ceramic Products Corp.	1	Old Bridge	" " " Old Bridge.
Ostrander Fire Brick Co.	1	Woodbridge	" " " Fords.
H. C. Perrine & Son	3	South Amboy	" " " Old Bridge.
Raritan River Sand Co.	1	New Brunswick	" " " Nixon.
R. U. Rue Co.,	1	South Amboy	" " " Sayreville.
P. L. Ryan, Estate of	1, 2, 3, 4	Woodbridge	" " " Woodbridge.
Sayre and Fisher Co.	1, 4	Sayreville	" "

Ref: NJ Geological Survey , 1926

Ref: NJ Geological Survey , 1926

Sand pit near Manumuskin, Cumberland County. Well-bonded molding sand is dug from above the steep bank and carried in the cars shown to a railroad loading station. "Sharp" sand for foundry use is dug from the lower bank by a dredge operating in the pond shown.

Lumberton and Albany Sand and Millville Core Gravel.

Now is the time to write us.

ATLANTIC CITY

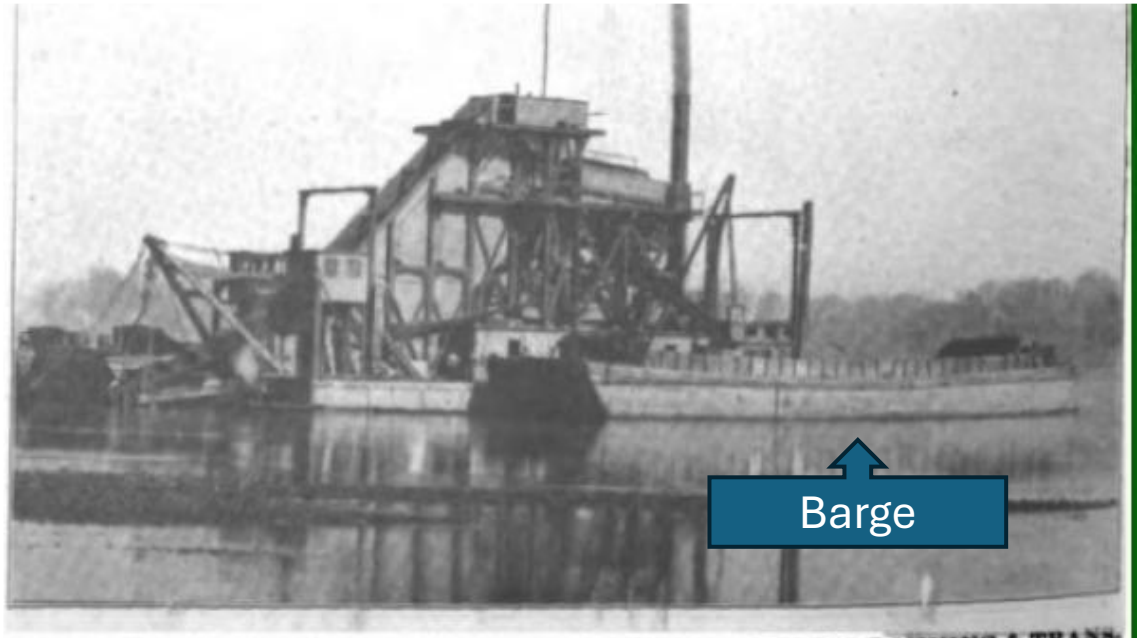
MOLDING SANDS

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

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

PHILADELPHIA

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



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

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
PHILADELPHIA.

WALNUT 390.
BOSTON OFFICE
236 Old South Building

RACE 1770.
CLEVELAND OFFICE
503 American Trust Building

ALBANY SAND
NORTH RIVER SAND
FIRE SAND
JERSEY MOLDING SAND

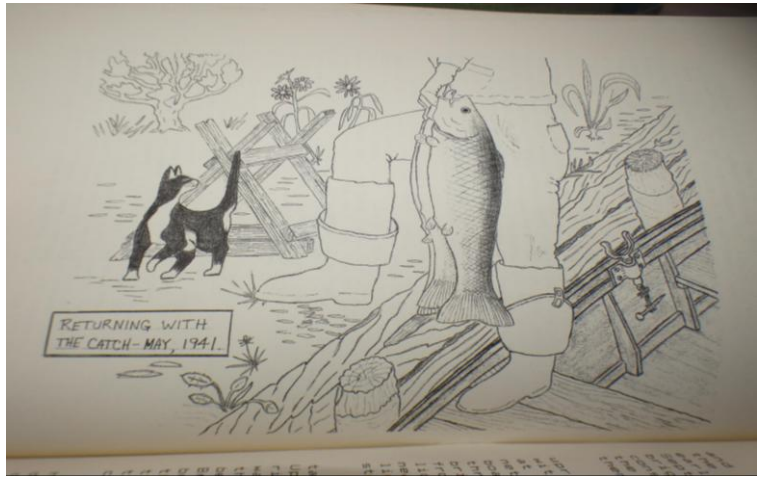
LUMBERTON SAND
MILLVILLE SILICA SAND
MILLVILLE GRAVEL
SAND BLAST SAND

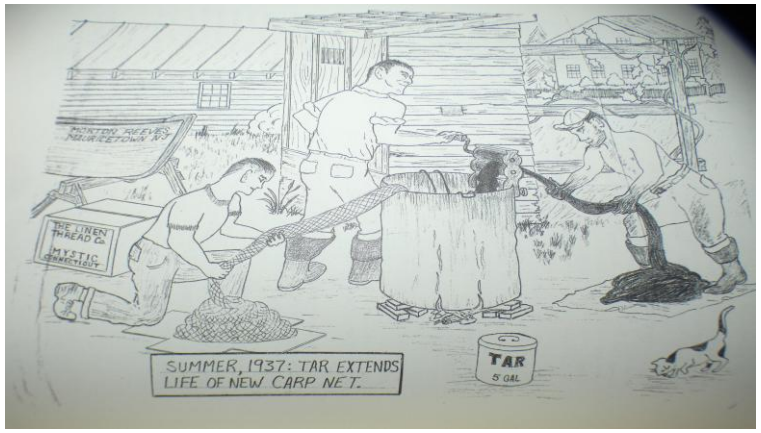
Loading Pettino's Sand Barge
Down Creek Hainesport Cast Away Island
Ref: 1926

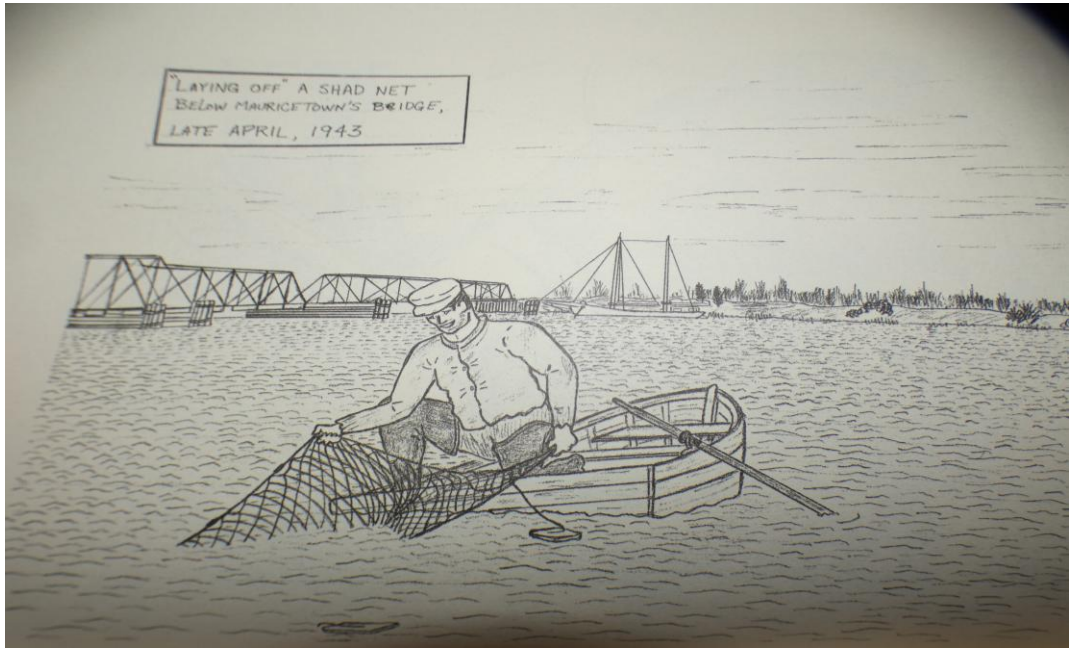
(b) *River dredge operated by the Warner Company in Delaware River below Riverside, Burlington County.*

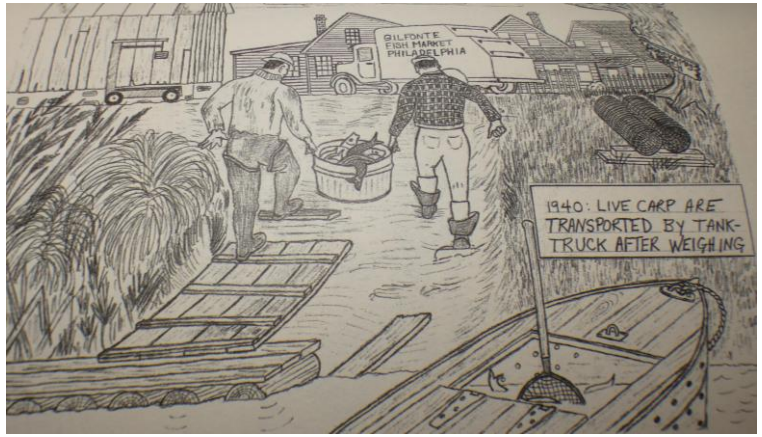
supplies. Unquestionably the factor of greatest importance in boosting production was the operation of the large river dredge, Independence No. 2, by the Warner Company of Philadelphia, at a point on the east bank of Delaware River about a mile and a quarter south of the mouth of Rancocas Creek. By means of a long boom and an endless chain of steel buckets this dredge can dig material from a depth of 40 feet below the surface of the river. As the bank of the river is 5 to 10 feet above water level, that means that for every square yard of property the company has bought, the dredge can dig 45 to 50 cubic yards of sand and gravel—unquestionably an important consideration in the economical operation of the dredge. Moreover, operating on the edge of the river, it has an inexhaustible supply of clean water with which to wash the dredged material—another tremendous asset. A third advantage enjoyed by this operation is that the washed material can be loaded directly into barges and transported to unloading terminals in Philadelphia at very low cost. In view of these advantages and the fact that the material produced is of excellent quality, the continued operation of the dredge seems assured.

Ref: NJ Geological Survey , 1926









As example of South Jersey tidewaters resource.

Carp and Shad Fishing

Delaware Bay & River

Tidewater

River/Creek Fishery

Artwork Courtesy

Bivalve Center

Maurice River Memories

1937-1945

All Rights Reserved

Reading lists for individuals, organizations, agencies and other citizen-science communities, projects, activities and other conservation themed initiatives.

Different sections of these reading lists are separated by photos in and around Cast Away Island

Riparian Ecosystems: References and reading lists to grow your own library

Anderson, P. L., & Miller, J. R. (2019). *Riparian ecosystems of the Mid-Atlantic: Biodiversity, conservation, and restoration*. University of Pennsylvania Press. Examines the plant and animal life along Mid-Atlantic waterways, including tributaries like Rancocas Creek. It provides detailed species accounts, habitat descriptions, and restoration strategies relevant to riparian zones.

Benson, R. A. (2021). *Bald eagles in New Jersey: Recovery, nesting, and conservation*. New Jersey Audubon Society. A comprehensive overview of bald eagle population recovery in New Jersey, with specific references to nesting sites along Rancocas Creek and the Delaware River watershed.

Brown, S. M. (2018). Tidal patterns and estuarine dynamics in Delaware River tributaries. *Journal of Coastal Research,* This peer-reviewed article analyzes tidal influences on smaller tributaries like Rancocas Creek, exploring how salinity, sediment transport, and tidal cycles affect both wildlife and human use.

Carter, L. J. (2020). *Maritime heritage of the Delaware Valley*. Rutgers University Press.
Explores the cultural and economic history of waterways in the Delaware Valley, including shipbuilding, fishing, and trade along Rancocas Creek.

Delaware Riverkeeper Network. (2022). *Rancocas Creek watershed report*. https://www.delawareriverkeeper.org
An environmental assessment of the Rancocas Creek watershed, including water quality data, habitat mapping, and community-led conservation initiatives.

Riparian Ecosystems : References and reading lists to grow your own library

Foster, H. K. (2017). *Flora of the New Jersey Pinelands and adjacent waterways*. Pinelands Preservation Alliance. A detailed field guide to plant species found in and around the Pinelands and Rancocas Creek, with emphasis on native wetland vegetation.

Harris, M. E., & Lopez, D. R. (2019). Community connections: Waterways as cultural landscapes. *Environmental History, 24*(3), 512–534. Discusses how communities form cultural identities around local waterways, with case studies relevant to towns along Rancocas Creek.

New Jersey Department of Environmental Protection. (2023). *Wildlife action plan: region*. https://www.nj.gov/dep*Rancocas Creek. C*onservation strategies for species in the Rancocas Creek watershed, including bald eagles, herons, and migratory fish

.

Williams, C. J. (2016). *Estuarine birds of the Mid-Atlantic coast*. Cornell Lab of Ornithology. Field guide to bird species found in estuarine environments, including bald eagles, osprey, and herons that inhabit the Rancocas Creek area.

Robert Parnes, *Paddling the Jersey Pine Barrens,* ***Crawly,*** *Little River of NJ,* **American Canoe Association** *early 1900's trip reports (Red Dragon Club), etc....*

Community Personal narratives with conservation, daily, year-round ecological observations of flora, fauna, and tidal changes along the creek, offering personal, recreational and scientific insights.

Coming up onto Cast Away Island

References and reading lists to grow your own library

Suggested Reading List: Exploring Rancocas Creek for Elementary Students

Discover the wonders of Rancocas Creek, a beautiful tidal waterway full of nature, history, and exciting stories. This reading list is designed especially for elementary school students who want to learn more about this unique creek and the environment around it. Each book or resource offers fun facts, engaging stories, and fascinating insights to spark curiosity about rivers, wildlife, and the natural world.

The Magic School Bus on the Ocean Floor by Joanna Cole

This book is part of the popular Magic School Bus series and takes kids on an underwater adventure that connects perfectly with the creek's ecosystem. Although it focuses on ocean life, it introduces important concepts about water habitats and the creatures that live in them, helping young readers understand how creeks like Rancocas support diverse life. Filled with colorful illustrations and fun facts, it's a great start for children interested in exploring aquatic environments and the science of water.

These and other resources can easy-peasy transform into activities for students

References and reading lists to grow your own library

***Follow the Water from Brook to Ocean* by Arthur Dorros**
Arthur Dorros's book beautifully explains the journey of water from small streams to the vast ocean. It's a simple, poetic story that helps children understand how Rancocas Creek fits into a larger water system.
The clear language and charming pictures make it easy for young readers to grasp the natural cycle of water, inspiring them to appreciate their local waterways and the importance of protecting them.

***One Small Square: Pond* by Donald M. Silver and Patricia J. Wynne**
This book zooms in on a small pond ecosystem, similar to parts of Rancocas Creek. It explores the plants, animals, and insects living in and around the water, offering a close-up look at nature's details.
Perfect for nature lovers, it encourages observation and curiosity, showing kids how much life can thrive in even the smallest natural places.

These and other resources can easy-peasy transform into activities for students

References and reading lists to grow your own library

***Swamp Angel* by Anne Isaacs**
While not about Rancocas Creek directly, this tall tale set in a swampy area nearby captures the spirit of adventure and the natural environment of the region. It's a lively story with humor and charm, perfect for sparking imagination about the kinds of creatures and challenges found in wetlands and creeks.
The rich storytelling helps children connect emotionally to wild places like Rancocas Creek.

***Where the River Begins* by Paul Kropp**
This book tells the story of a river's source and its path through different landscapes. It's a wonderful way to introduce kids to the life of a river or creek, including the Rancocas, from its beginning to where it meets larger bodies of water. The narrative encourages respect for nature's power and beauty, making it a meaningful read for young explorers.
apply.

These and other resources can easy-peasy transform into activities for students

References and reading lists to grow your own library

***Rivers of the United States* by Seymour Simon**

Seymour Simon's books are known for their clear explanations and stunning photographs. This one covers many important rivers, including creeks that feed larger rivers, helping children understand geography and ecology. It's educational and visually captivating, perfect for curious minds eager to learn about waterways like Rancocas Creek and beyond.

Each of these books invites young readers to dive into the world of water, wildlife, and natural history with excitement and wonder. By exploring these stories and facts, children can better appreciate the beauty and importance of Rancocas Creek and become inspired to protect and enjoy their local environment.

These and other resources can easy-peasy transform into activities for students

Timbuctoo North Branch

This reading list focuses on the Underground Railroad in America's maritime regions—covering key books, articles, and resources that explore the role of maritime routes, coastal communities, and sea-based escapes in the Underground Railroad in the United States.

Maritime Routes and Coastal Communities

"The Underground Railroad: Ships, Sea, and Freedom" by Peter H. Wood explores the crucial role of maritime routes in the Underground Railroad, highlighting how enslaved people used ships, boats, and ports to escape bondage along the Atlantic coast.

"Bound for the Promised Land: Harriet Tubman, Portrait of an American Hero" by Kate Clifford Larson Larson's biography covers Tubman's entire life, including her use of waterways and coastal routes in the mid-Atlantic region to aid freedom seekers.

"Slave Ship Sailors and the Maritime Underground Railroad" by Marcus Rediker examines the complex relations between sailors, ships, and enslaved people, shedding light on how the maritime industry intersected with escape efforts along the American coastline.

"Freedom's Coast: African Americans and the Struggle for the Eastern Shore" by T.J. Jackson Lears
Eastern Shore's coastal communities and their roles as both points of escape and refuge in the Underground Railroad network.

Articles and Essays on Coastal Escape Networks

"Maritime Routes and the Underground Railroad: An Analysis of Coastal Escape Patterns" — Journal of American History article examines how rivers, bays, and coastal waterways served as vital conduits for freedom seekers moving through states like Maryland, Delaware, and Virginia.

"Ports of Freedom: The Role of Northern Harbors in the Maritime Underground Railroad" by Catherine Clinton explores how northern port cities such as Boston and New York functioned as critical points of arrival and transit for escaped slaves utilizing maritime routes.

"The Chesapeake Bay and the Underground Railroad" — Maryland Historical Review investigates the Chesapeake Bay region's unique geography and how enslaved people exploited its waterways to escape to freedom.

"The Role of African American Mariners in the Underground Railroad" — Journal of Maritime Studies highlights the participation of Black sailors and fishermen who helped guide and protect escapees along the coastlines.

Multimedia Resources, Local Histories, and Archives

National Park Service: The Underground Railroad Maritime Routes, the NPS website offers interactive maps, detailed histories, and educational resources about maritime paths used during escape efforts along the Atlantic coast.

"Freedom on the Water: The Maritime Underground Railroad" — Documentary by PBS
This documentary covers stories of maritime escapes, featuring historical reenactments and expert interviews about the use of boats and ships in the quest for freedom.

The Gullah Geechee Cultural Heritage Corridor: Maritime Connections to Freedom
This resource focuses on the coastal communities of the southeastern U.S. and their role in providing safe havens and escape routes for enslaved people via waterways.

Maryland Maritime Museum Archives: Underground Railroad Collections Archival materials, personal letters, and ship logs that document the maritime aspects of the Underground Railroad in Maryland and surrounding states.

The Underground Railroad from slavery to freedom /
by Wilbur H. Siebert ; with an introduction by Albert Bushnell Hart.

This station is vividly described as having been made up of a circle of Quaker residences enclosing a swampy place that swarmed with blacks. One may surmise that it made a model station. Slaves were transported at night across the Delaware River from the vicinity of Dover, in boats marked by a yellow light hung below a blue one, and were met some distance out from the Jersey shore by boats showing the same lights. Landed at Greenwich, the fugitives were conducted north twenty-five miles to Swedesboro, and thence about the same distance to Evesham Mount. From this point they were taken to Mount Holly, and so into the northern or Philadelphia route. Still another branch of this Philadelphia line is known. It constitutes the fourth road, and is described by Mr. Robert Purvis[1] as an extension of a route through Bucks County, Pennsylvania, that entered Trenton, New Jersey, from Newtown, and ran directly to New Brunswick and so on to New York.

Mr. Eber M. Pettit, for many years a conductor of the Underground Railroad in western New York,[2] asserts that the Road had four main lines across his state, and scores of laterals[3] but he nowhere attempts to identify these lines for

Tidewater Marsh Flora Field Guides

***Field Guide to Coastal Wetland Plants of the Southeastern United States* — Ralph W. Tiner**
A foundational reference covering salt marsh, brackish marsh, and tidal freshwater vegetation. Strong species descriptions, line drawings, and habitat notes.

***Wetland Plants of the Eastern United States* — William A. Niering & Nancy C. Olmstead**
A classic guide with clear keys and ecological context. Especially useful for Mid-Atlantic tidal marsh identification.

***Grasses: An Identification Guide* — Lauren Brown & Ted Elliman**
Indispensable for Spartina, Juncus, and other marsh grasses. Excellent illustrations and habitat cues.

***Newcomb's Wildflower Guide* — Lawrence Newcomb**
Not marsh-specific but extremely helpful for tidal freshwater and adjacent upland flora using a unique keying system.

***The Sedge Guide: A Field Guide to the Sedges of the Mid-Atlantic and Northeastern United States* — Tony Reznicek et al.** Critical for distinguishing *Carex*, *Cyperus*, and *Scirpus* species common in tidal wetlands.

References and reading lists to grow your own library

Marsh Fauna & Invertebrates + Birds of Coastal/Tidewater Ecosystems

***Life in the Salt Marsh: A Coastal Ecology Handbook* — Karen Morgan & Rachel Carson NWR**
A readable overview of marsh food webs, invertebrates, and ecological processes.

***A Field Guide to the Atlantic Seashore* — Kenneth L. Gosner**
Covers invertebrates, crustaceans, mollusks, and near-shore species frequently found in tidal flats and marsh edges.

***Marine Invertebrates of the Northeastern Coast* — Eugene H. Kaplan**
A detailed, photo-rich guide to crabs, worms, tunicates, and other marsh-adjacent invertebrates

References and reading lists to grow your own library

***The Crustaceans: An Introduction* — Janet Leonard**
A concise primer on crab and shrimp biology, helpful for understanding marsh keystone species like fiddler crabs.

Birds of Coastal & Tidewater Ecosystems

***The Sibley Guide to Birds* — David Allen Sibley**
The gold standard for identification, with excellent plates for marsh specialists like rails, bitterns, and saltmarsh sparrows.

***Peterson Field Guide to Birds of Eastern & Central North America* — Roger Tory Peterson**
A classic, highly portable guide ideal for field use in tidal marshes.

***Shorebirds of North America* — Dennis Paulson**
Deep coverage of sandpipers, plovers, and other species using tidal flats and estuarine edges.

***Waterfowl of Eastern North America* — Chris G. Earley**
Useful for wintering and migratory species that rely on tidal marshes and estuaries.

***Birds of the Atlantic Flyway* — John H. Rappole**
Explains migration ecology and habitat use along the coastal corridor.

References and reading lists to grow your own library

Broader Wetland & Estuary Wildlife References

***Tidal Marshes: Ecology, History, and Restoration* — Charles T. Roman & David Burdick**
A comprehensive scientific overview of marsh formation, species interactions, and conservation strategies.

***Wetlands* (5th ed.) — William J. Mitsch & James G. Gosselink**
The definitive textbook on wetland ecology, hydrology, and management — essential for conservation planning.

***Estuaries of the World Series* (various volumes)**
A set of region-specific scientific monographs covering estuarine biodiversity, threats, and restoration.

***The Ecology of Estuaries: Anthropogenic Effects* — Donald S. McLusky**
A clear look at human impacts on estuarine systems, including pollution, dredging, and sea-level rise.

***Salt Marshes: A Natural and Unnatural History* — John Teal & Mildred Teal**
A classic narrative blending natural history, ecology, and early conservation advocacy.

***The Living Shore: Rediscovering a Lost World* — Rowan Jacobsen**

References and reading lists to grow your own library

Cast Away Island

Reading List on Conservation

Conservation is connects science, ethics, and public access to protect the natural world. The following curated reading list offers a rich exploration of conservation from diverse perspectives—ecological, social, historical, and practical. These books are thoughtfully chosen to inspire, inform, and deepen your understanding of the challenges and triumphs in conserving our planet's biodiversity and ecosystems.

A Sand County Almanac

by Aldo Leopold

A timeless classic, this collection of essays by Aldo Leopold is often regarded as the foundation of modern environmental ethics. Leopold's intimate observations of the natural world and his visionary "land ethic" philosophy invite readers to reconsider humanity's relationship with the land. The book's poetic prose and profound insights make it a compelling read for anyone who cares about conservation and environmental stewardship.

Silent Spring

by Rachel Carson

This groundbreaking book published in 1962 exposed the environmental hazards of pesticide use and is credited with launching the global environmental movement. Rachel Carson's eloquent and meticulously researched writing reveals the interconnectedness of all life and the unintended consequences of human actions. Reading *Silent Spring* offers both a historical perspective and a sobering reminder of the delicate balance needed to sustain ecosystems.

Half-Earth: Our Planet's Fight for Life

by Edward O. Wilson

In this visionary work, renowned biologist E.O. Wilson argues for an ambitious conservation strategy: dedicating half the Earth's surface to nature to safeguard biodiversity. The book blends scientific data with compelling storytelling, making a persuasive case for why protecting vast natural habitats is not only necessary but achievable. Wilson's passion and expertise shine through, making it essential reading for those interested in large-scale conservation solutions.

Conservation Refugees: The Hundred-Year Conflict between Global Conservation and Native Peoples

by Mark Dowie

This critical examination reveals the often overlooked human cost of conservation efforts. Dowie sheds light on how indigenous communities have been displaced and marginalized in the name of protecting wilderness areas. The book challenges readers to think about conservation not only in ecological terms but also through the lens of social justice and human rights, broadening the conversation about ethical conservation practices.

The Song of the Dodo: Island Biogeography in an Age of Extinctions

by David Quammen

David Quammen's narrative combines science with adventure, exploring how island biogeography theory helps explain species extinction and survival. The book offers a gripping look at how fragmentation of habitats threatens biodiversity worldwide. With vivid storytelling and deep scientific insight, it is a captivating introduction to the complexities of conservation biology and the urgency of protecting fragmented ecosystems.

Conservation Science: Balancing the Needs of People and Nature

by Peter Kareiva and Michelle Marvier

This book provides a contemporary overview of conservation science, blending ecological principles with real-world applications. The authors argue for pragmatic, people-inclusive strategies to achieve effective conservation. It is particularly valuable for readers interested in the science-policy interface and how conservation can be integrated with human development goals.

***Environmental Ethics: An Anthology* edited by Andrew Light and Holmes Rolston III**

This comprehensive anthology gathers seminal essays from leading philosophers and environmental thinkers, presenting diverse views on the ethical relationship between humans and nature. The collection covers key themes such as intrinsic value of nature, animal rights, sustainability, and environmental justice, offering a rich foundation for understanding the moral dimensions of conservation.

Cast Away Island

Tidewater navigation focus is on the unique opportunities of navigating tidal waters including estuaries, tidal rivers, bays, and coastal areas. The following reading list comprises foundational texts, practical guides, and scientific resources that cover the principles, techniques, and real-world applications of navigating tide-influenced waterways.

***The American Practical Navigator* by Nathaniel Bowditch**

Known as Bowditch, this classic maritime reference covers a wide range of navigation topics including tides and currents. It offers detailed explanations of tidal theory, practical guidance on using tide tables, and methods to account for tidal currents during navigation. Its thoroughness makes it indispensable for professional and recreational mariners alike

***Tidal Current Tables and Charts* (Published by National Oceanic and Atmospheric Administration - NOAA)**

Although technically a reference, NOAA's tidal current tables and charts are essential tools for anyone navigating tidewater areas in the United States. These publications provide accurate predictions of tidal currents and are used extensively for route planning and timing movements in tide-sensitive waters.

***Tide and Current Manual* by the United States Coast Guard**

This manual provides detailed operational guidance on tides and currents from a regulatory and safety perspective. It explains the calculation and use of tidal information in navigation, focusing on safe vessel operation in tidal areas. The manual is a valuable resource for professional mariners and trainees.

***Introduction to Tidal Hydrodynamics* by David Pugh and Philip Woodworth**

This textbook offers an in-depth scientific exploration of tidal hydrodynamics, from basic tidal theory to advanced numerical modeling. While technical, it is invaluable for readers seeking to understand the physical processes that shape tidal currents and water levels, underpinning effective tidewater navigation

***Estuarine Ecology and Navigation* edited by John W. Day Jr., et al.**

This academic resource explores the ecology of estuaries and the implications for navigation and coastal management. It provides insight into sediment transport, tidal mixing, and habitat considerations that affect navigable waterways, blending environmental science with navigation challenges.

***Understanding Tides and Tidal Currents* by Richard D. Norris**

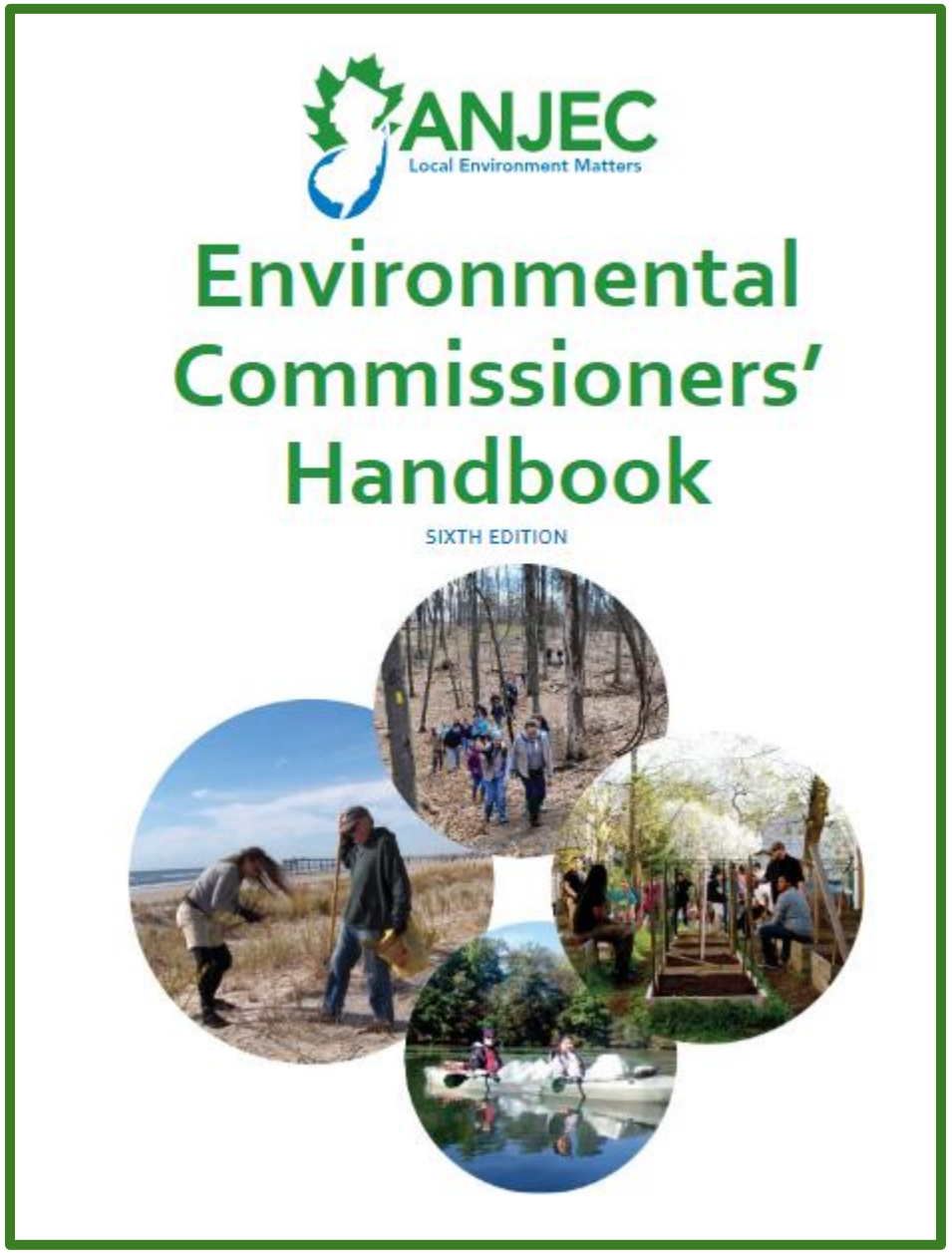
Richard Norris presents an accessible explanation of tidal phenomena and their practical effects on navigation. The book includes case studies and examples illustrating how tides influence vessel movement and harbor access, bridging theory with practical application

***Environmental Considerations in Tidewater Barge Operations* (Journal Articles and Case Studies)**

Various academic and industry publications address the environmental impacts of barge traffic in tidewater regions, such as habitat disturbance, sediment resuspension, and pollution risks. These works emphasize sustainable practices and regulatory compliance

***Fundamentals of Marine Navigation and Piloting* by William R. J. Rollason**

This book covers the essential navigation and piloting skills for all vessels, with valuable sections on handling barges in tidal waters. It emphasizes understanding tidal dynamics, currents, and local conditions critical to safe tidewater barge navigation.



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