HISTORIC THEMES AND RESOURCES

within the

NEW JERSEY COASTAL HERITAGE TRAIL

SOUTHERN NEW JERSEY and the DELAWARE BAY: Cape May, Cumberland, and Salem Counties

U.S. Department of the Interior
National Park Service
Historic American Buildings Survey/Historic American Engineering Record
P.O. Box 37127
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Cape May, Cumberland, and Salem Counties

by

KIMBERLY R. SEBOLD and SARA AMY LEACH

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Cover photograph: View of Cedar Creek dock. Rutgers Collection, no date.

Library of Congress Cataloging-in-Publication Data

Sebold, Kimberly R., 1966-
Historic themes and resources within the New Jersey coastal heritage trail : southern New Jersey and the Delaware Bay : Cape May, Cumberland, and Salem counties / by Kimberly Sebold and Sara Amy Leach.
p. cm.
Includes bibliographical references.
1. Historic buildings--New Jersey--New Jersey Coastal Heritage Trail. 2. Historic buildings--New Jersey--Cape May County. 3. Historic buildings--New Jersey--Cumberland County. 4. Historic buildings--New Jersey--Salem County. 5. Cape May County (N.J.)--History, Local. 6. Cumberland County (N.J.)--History, Local. 7. Salem County (N.J.)--History, Local. I. Leach, Sara Amy. II. Title.
F142.N48S42 1991
974.9'9--dc20 91-19261
CIP

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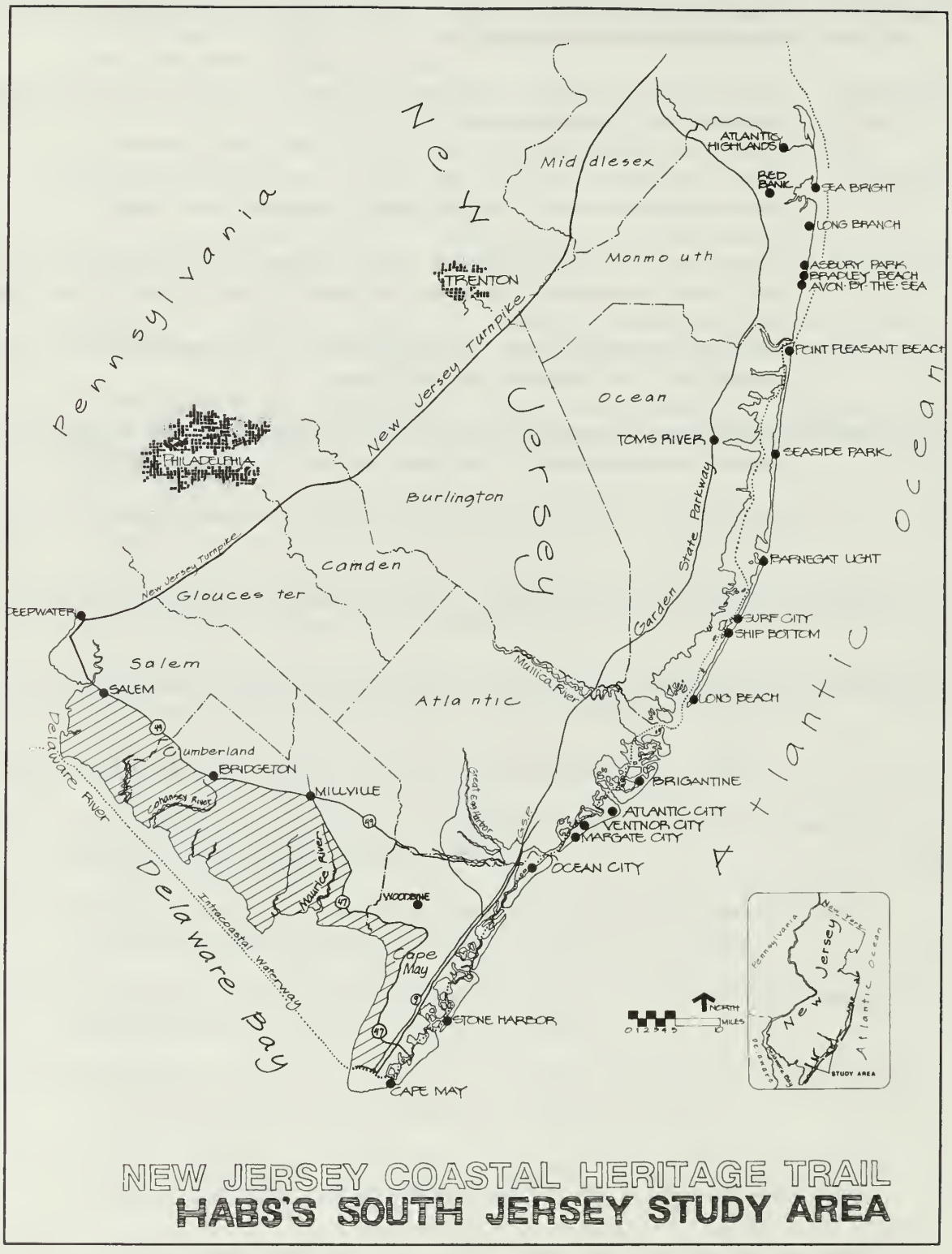
ACKNOWLEDGEMENTS

The documentation in this publication was undertaken by the Historic American Buildings Survey (HABS) as the first substantive historical investigation by the National Park Service (NPS) of the New Jersey Coastal Heritage Trail (NJCHT). Work commenced during summer and fall 1990 at the request of NJCHT Project Director Janet Wolf, through the efforts of Robert J. Kapsch, chief of HABS/HAER, a division of the NPS. Project leader was Sara Amy Leach, HABS historian; Project Historian Kimberly Sebold (M.A., University of Delaware) conducted all substantive research. Large-format photographs were taken by David Ames (University of Delaware); the source of all other images is so identified. The NJCHT in its entirety falls under the geographic jurisdiction of the NPS-North Atlantic Regional Office, Gerald D. Patton, director.

Special thanks go to: Richard King for introducing key contacts and supplying an extensive collection of New Jersey history; William Gehring and Edward Abbott, Jr., for performing personal tours and lending books, maps, historic newspapers and family papers from their personal collections; Dale Wettstein for sharing his vast collection of historic photographs; Charlie Loew, Mr. and Mrs. Lester McAllister, Meghan Wren, Mort Hughes, and Jamie Hand for furnishing books and advice; Alice Boggs and Curtis Harker for their assistance at the Salem County Historical Society; Robert Butcher, Somers Corson, Fola Bevan, Everett Turner, Mary Ellen Green, Clem Sutton, Shirley Bailey, Hope Hamlin, Bernie Senstrom, Mac Thomason, John Warner, Janice and Jeanette Burcham, Sally Watson, and Del Brandt for sharing their endless knowledge of the area; Michael Chiarappa (University of Pennsylvania) for sharing his knowledge and research on South Jersey's oyster industry, architecture and folklife; and Historian Patrick O'Brien, NPS-Denver Service Center, for his comments on methodology.

The institutional repositories and their staffs that provided material and assistance include: the Office of New Jersey Heritage; Rutgers University, Special Collections and Archives; University of Delaware, Special Collections; National Agricultural Library, U.S. Department of Agriculture; State Library and Archives, Trenton; Salem County Historical Society; Cape May County Historical Society; Millville Historical Society; Cumberland County Historical Society; Bridgeton Public Library; Cedarville Public Library; Cumberland County Library; and Wheaton Village and Museum Library.

LIST OF ILLUSTRATIONS



Frontispiece. *New Jersey Coastal Heritage Trail and the three-county area of South Jersey studied by HABS in 1990. NPS-DSC.*

Chapter 1:

INTRODUCTION

New Jersey, bordered by the Delaware River on the west, New York on the northeast, the Atlantic Ocean on the east, and Delaware Bay on the south, is the fifth-smallest state in the country. Within its 8,204 square miles, however, it boasts a broad range of natural topographical features and retains a surprising balance of urban and rural settings. Despite the proximity to Philadelphia, New York, and the ever-condensing Northeast metropolitan corridor, the lower river and ocean coasts remain pristine. New Jersey has historically acted as a conduit for the growth of its metropolitan neighbors, which represent a market for agricultural and industrial products. Geographer Charles A. Stansfield, Jr., offers the corollary that New Jersey is a microcosm of the United States--with features indigenous to its own industrialized North and agrarian South. It is a unique symbiosis founded on the interaction of land and water.[1]

Through the late nineteenth century, inhabitants of Salem, Cumberland, and Cape May counties depended upon the water for four critical reasons: food, employment, transportation, and energy. Fishermen, whalers, and oystermen reaped abundant shellfish from the salty river beds; goods and produce were transported to Philadelphia markets via boat; and mills flourished along every waterway.

Until the late 1800s when South Jersey was rendered accessible by the railroad, the region was unaffected by the industrial revolution due to labor shortages, few urban centers, and a lack of investment capital, as well as limited access to ports. With the arrival of the railroad, 200 years of dependence upon water travel was drastically reduced. The railroad fueled local prosperity until the early twentieth century when the many industries founded on natural resources began to decline. In addition, an increasing number of automobiles, commercial trucks--and the highways on which they traveled--decreased the dependence on rail and waterways. The combined impact has left South Jersey an isolated, economically static region dependent upon agriculture, tourism, and remnants of once-prosperous maritime and industrial activities. For this reason a variety of architectural and natural resources remain intact, and though some lack a contemporary descendant, others continue to quietly sustain a long and important tradition of agriculture, maritime, and industrial pursuits.

Project Description

The New Jersey Coastal Heritage Trail (NJCHT) was established in 1988 to "provide for public appreciation, education, understanding, and enjoyment, through a coordinated interpretive program of certain nationally significant natural and cultural sites associated with the coastal area of the State of New Jersey that are accessible generally by public roads." In its entirety, the region encompasses the area east of the Garden State Parkway/Route 9 from Sandy Hook south to Cape May, and the area north and west of Cape May to the vicinity of

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[1] Charles A. Stansfield, New Jersey: A Geography (Boulder: Westview Press, 1983), 1, 54-56; South Jersey is defined as counties south of Mercer and Monmouth, which have remained largely rural and agriculturally oriented: Cape May, Cumberland, and Salem.

Deepwater.[2]

The Historic American Buildings Survey (HABS) project during summer 1990 focused on a small portion of the trail, a largely un-researched 450-square-mile area of low-lying land from North Cape May to Salem along the Delaware Bay. It roughly includes all lands south of Route 49 between Salem and Millville, hence south of the Maurice River and west of Route 47 as it descends to Cape May. It is bisected by numerous tidal waterways such as the Maurice River, and Cohansey and Salem creeks, as well as abundant ponds and wetlands that distinguish the state's lacy bayside hem.

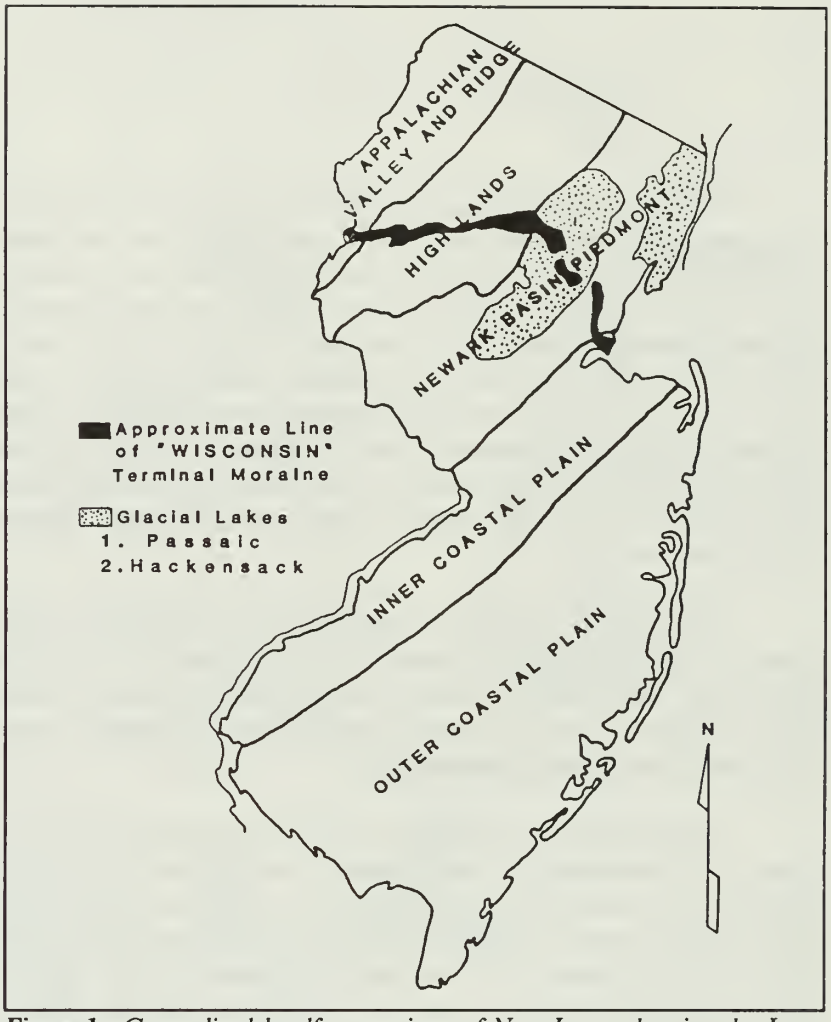

Figure 1. Generalized landform regions of New Jersey showing the Inner and Outer Coastal Plains. Geography.

Documentation

The four-month HABS reconnaissance study was aimed at identifying significant cultural themes and representative resources, from Indian occupation in the seventeenth century through World War II. This document includes a general overview of the area's history, a list of existing sources for graphic and written historical data, and recommendations for subsequent HABS/HAER documentation by measured drawings, large-format photography, and written history. The themes identified are: transportation, education, religion, social/cultural, and industry with its important sub-themes of maritime and agriculture. The architectural resources affiliated with each are highlighted in the respective chapter, and are the subject of a concluding chapter summing up recommendations for further study. A bibliography of sources includes written material grouped by the same themes addressed in the general context, visual material, general collections and repositories, and those sources that exist but have yet to be tapped.

[2] Public Law 100-515/100th Congress (102 Stat. 2563) 20 October 1988.

Physical Description

The state of New Jersey, whose only contiguous neighbor, New York, offers a mere 12 percent of its boundary, is otherwise surrounded by water and is best described as a "peninsula of land lying between the Hudson and Delaware rivers."[3] The Atlantic Coastal Plain makes up the southwest area of the state; overall, three-fifths of the state is further subdivided into the Inner Coastal Plain and the Outer Coastal Plain (Fig. 1). The Inner Plain reaches from Sandy Hook across to Salem on the Delaware River; the Outer Plain from Sandy Hook to Monmouth Beach in the extreme northeastern portion of Monmouth County, and from the head of Barnegat Bay to Cape May City.[4] Salem County is within both the Inner and Outer Coastal regions, while Cumberland and Cape May counties are in the Outer Coastal Region. The area resembles most closely the lowland and Chesapeake Bay-fed waters of the Eastern Shore of Delaware, Maryland, and Virginia (called the Delmarva Peninsula). With borders defined by the bay and Atlantic Ocean to the east, the geographic affinities among these locales has spawned common characteristics in architecture as well as cultural and economic development.

The soils of the Atlantic Coastal Plain are sandy in the outer region, making farming difficult without augmentation. Coupled with poor drainage, however, a thick layer of organic material is created that is ideal for berry cultivation. Largely made up of flat tidal marshes, swampy creeks, sand dunes, and offshore sand bars, poor- to fair-quality soils here yield vegetables and orchard crops; these are found around the Maurice River and form the backbone of Cape May.[5] The soil along the Inner Coastal Plain is fine, silty--and is some of the most fertile soil in the state.[6] In addition, this area features rolling hills, and pine and cedar forests. Both areas are infiltrated by extensive waterways. These host marine life, flora common to less temperate climates, animals from deer to bald eagles, and mineral deposits of iron, marl, limestone, and sand. Among the 380,516 acres of protected natural environments are the Cape May National Wildlife Refuge, Stone Harbor Bird Sanctuary, Delaware Estuary, Supawna Meadows National Wildlife Refuge, Cape May Wetlands Natural Area, Bevan Wildlife Management Area, and Cedarville Pond Wildlife Management Area.[7]

Methodology

The resources consulted for the preparation of this report include secondary written and graphic material, including county and town histories, newspapers and magazines, commemorative anniversary publications, and texts that address specific aspects of the area,

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[3] Stansfield, 25.

[4] Floyd W. Parson, ed., New Jersey: Life, Industries and Resources of a Great State (Newark: New Jersey State Chamber of Commerce, 1928), 60-61.

[5] Peter O. Wacker, Land and People: A Cultural Geography of PreIndustrial New Jersey (New Brunswick: Rutgers University Press, 1975), 13.

[6] Wacker, 13.

[7] According to NPS-Denver Service Center figures, there are eighty-seven natural areas in the entirety of the NJCHT, totaling 850,461 acres. This includes five federally owned properties, fifty-eight owned by the state, and six private facilities. Acreage figures are unavailable for seventeen of the eighty-seven properties.

such as the maritime or industrial communities. University and historical society collections offer much in the way of historic photographs and maps. Centennial atlases, Sanborn Fire Insurance maps, and historic U.S. Coast and Geodetic Survey maps provided a foundation for the identification and location of many sites. Local residents provide a rich assortment of advice and personal recollection. What remains uninvestigated are many more site-specific primary resources, company records, U.S. Census data, industrial directories, and potentially invaluable oral histories.

Pre-History and Early Settlement

The Lenni Lenape, or Delaware, Indians occupied New Jersey and parts of Pennsylvania, Delaware, and New York an estimated several centuries before the Europeans arrived. Historians and geographers believe that the Indian population was about 6,000, or about twelve to thirty inhabitants per 100 square miles. The peaceful Unami and Unalachtigo tribes lived in the central and southern portions, respectively.[8] The Unalachtigos lived in semi-permanent villages in what is today Salem, Cumberland, and Cape May counties. Permanent villages were few, but they served as important cultural centers. The Lenape founded most of these settlements along major waterways, especially the Delaware River. Three such centers are known to have existed; the one in South Jersey was on the Cohansey River near Bridgeton.[9]

The Indian domicile was the single-family wigwam dispersed around the Big House, a ceremonial structure. Three types of wigwams existed: a circular floor plan with a dome-shaped roof, a rectangular floor plan with an arched roof, and a rectangular floor plan with a gable roof. This framework was secured by saplings tied crosswise over the upright poles. The more permanent dwellings were covered with shingles made from chestnut, elm, cedar or other bark, while the temporary dwellings were covered with woven mats.[10] The Indian village contained other structures, including a "sweathouse," or sauna, as well as gardens and cylindrical pits in which food was stored inside the wigwam.

The Lenape practiced tree girdling and slash-and-burn techniques to clear land to raise corn, squash, beans, rice, sunflowers, cranberries, blueberries, and tobacco; many of these were domesticated by the Indians and later adopted by the Europeans.[11] The Indians not only provided the first Europeans with proof of fertile soil, but their trails provided travel routes. As white settlements increased, however, the Indians were perceived as a growing obstacle. White prejudice, in conjunction with Indian inability to accept private-land ownership, eventually led to the latter's westward migration.[12] Before their departure west, many Lenapes lived on Brotherton Reservation, the first in the United States, established in 1762 in Burlington County. The Indians were provided with European-style houses, a school, store,

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[8] Stansfield, 11; Wacker, 58.

[9] Wacker, 60.

[10] Wacker, 61.

[11] Stansfield, 22. Repeated burnings favored the growth of pines over oaks, leading to the development of the Pine Barrens.

[12] Wacker, 118-119.

meeting house, and a gristmill.[13]

In the late eighteenth century, the Lenape remained briefly on the reservation before moving to New York state. By 1822, only forty direct Lenape descendants remained in the area, and they moved to land purchased by New Jersey in Green Bay, Wisconsin (then part of Michigan Territory). This transaction marked the end of New Jersey's ties with the Lenape Indians until recently. Today, Bridgeton hosts a cultural center where visitors can learn about Lenape heritage.[14]

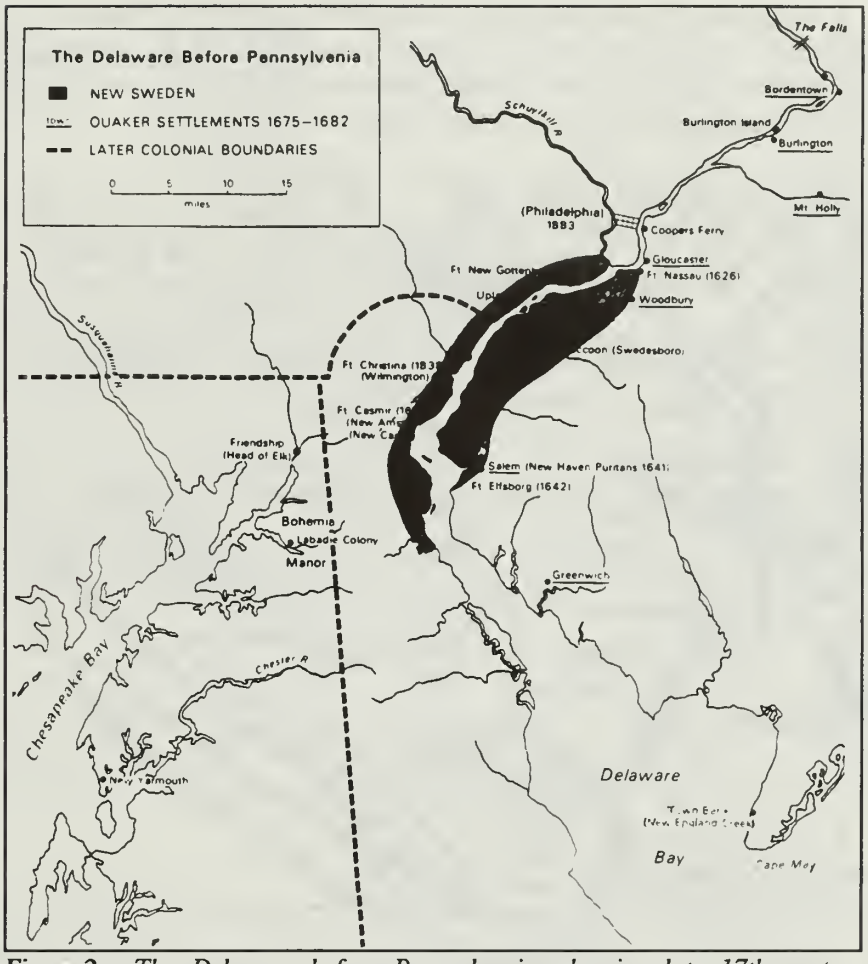

Figure 2. The Delaware before Pennsylvania, showing late 17th century Swedish and Quaker settlements. Geography.

Early European Settlement

Dutch, British, and Scottish pamphleteers encouraged settlers to voyage to the New World in the seventeenth century. The Dutch--the first to arrive in the 1620s--offered the most realistic assessment of the difficulties associated with finding adequate food, shelter, and other basic settlement needs. At that time they owned a considerable portion of North Jersey and New York, then called the New Netherlands.[15]

The early seventeenth century also saw Swedish and British settlers arrive, and thus by the 1630s, competition erupted among these three nations for control over the colony. More Swedes arrived in 1635 and attempted to set up a colony near Wilmington, Delaware; the Dutch made the same claim. Meanwhile, fifty English families sailed from England to settle near Varchens Kill (Salem River), which was then part of New Amsterdam (Figs. 2-3).

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[13] Stansfield, 13.

[14] Stansfield, 13.

[15] Wacker, 53.

Conflicting loyalty led the Swedes to construct Fort Elfsborg in 1643 in Salem County; historians disagree, however, whether it was built on the Delaware River side or the Bay side of Elsinboro point.[16] The Swedish effort to gain control of the area was shattered when mosquitoes forced them to abandon the fort in 1652.

Figure 3. "New England, New York, Pennsylvania, and New Jersey in 1685," detail of engraving by Nikolaus Visscher. Library of Congress.

Despite their failure to establish a permanent colony, the Swedes contributed to colonial American architecture. "However, their numbers were so small and their impact so ephemeral that most of the elements were decorative rather than definitive."[17] One original structure attributed to a Swedish origin is the Caesar Hoskins Cabin in Mauricetown.[18] The exact date of construction is unknown, but local historians suggest 1680-1714. In Hancock's Bridge, the Cedar Plank House (ca. 1701), is typical of a Swedish log cabin (Fig. 4).

South Jerseyans have re-created an example of this heritage based on written literature and artifacts. In Bridgeton, a Swedish log village was erected in 1988 based on American records, archeological findings, and Swedish building technology. Several local historians have also attempted to reconstruct models of the Swedes' Fort Elfsborg; a replica is found in the Salem County Courthouse. Today, the Swedish presence in colonial South Jersey is represented by the aforementioned cabins and the reconstruction in the Bridgeton municipal park.

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[16] Joseph Sickler, History of Salem County, New Jersey (Salem: Sunbeam Publishing Co., 1937), 12.

[17] Allen G. Noble, Wood, Brick and Stone: The North American Settlement Landscape (Amherst: University of Massachusetts Press, 1984), 40.

[18] National Register nomination. The Caesar Hoskins Log Cabin is much altered but extant. The logs are fully dovetailed with V joint extending the length of the log; all timbers are hand hewn and numbered with Roman numerals. The rafters are joined with trunnels, since no ridgepole was used in the construction. There is evidence of a 7' x 3' walk-in fireplace. Further evidence to place this structure in context is an incised drawing of a Swedish schooner on an interior wall.

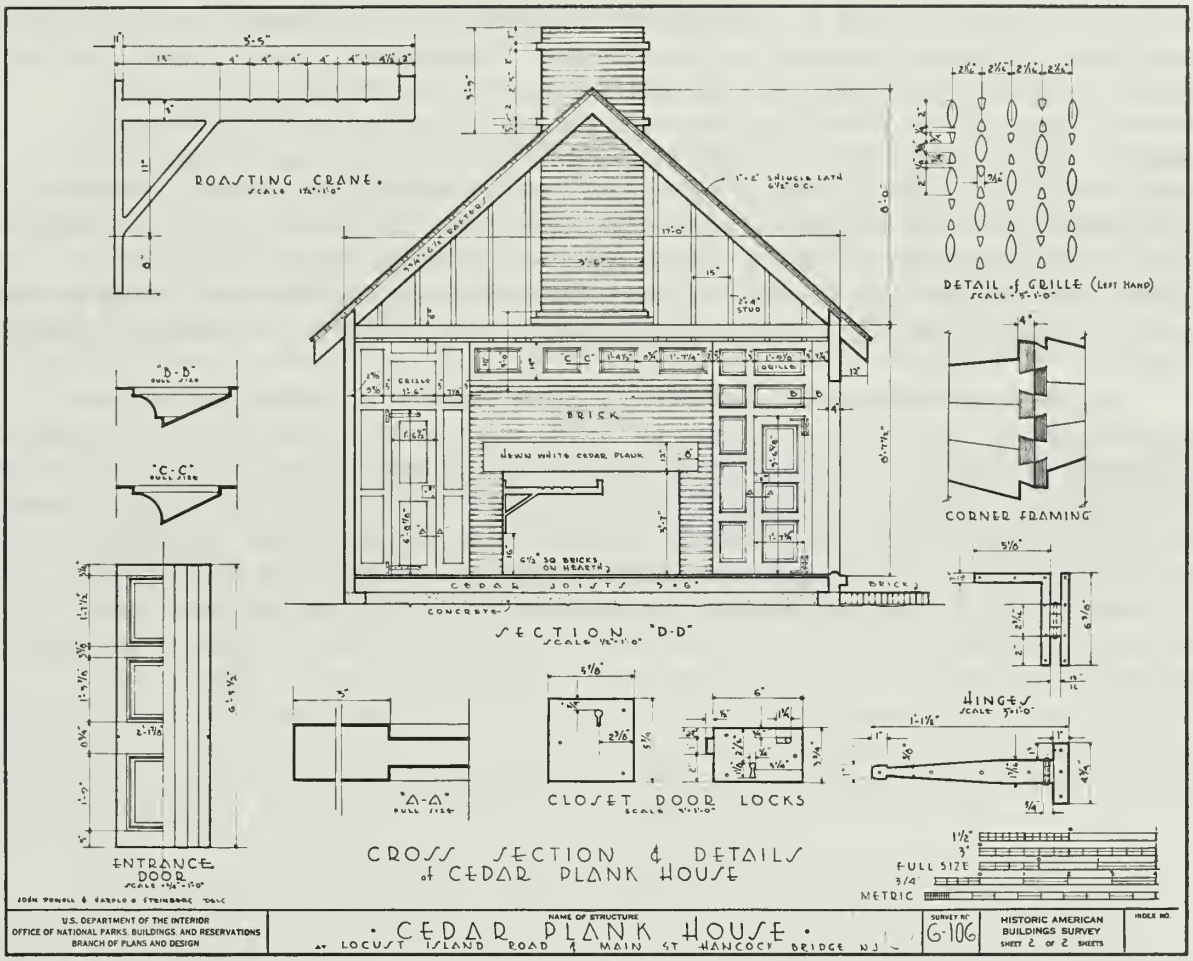

Figure 4. *The Cedar Plank House (HABS No. NJ-106), made of white cedar from nearby swamps, was moved from the Salem-Hancock Bridge Road to Hancock's Bridge; it was documented by HABS in the 1930s.*

Permanent European Settlement

The first successful white settlement in South Jersey was established in 1675 by the British. In 1660 King Charles II gave to John Lord Berkeley and Sir George Carteret the colony of New Jersey--East and West, the approximate size of the state today. Thirteen years later John Fenwick, a major in Cromwell's army and a newly converted Quaker, purchased from Berkeley a tract of land that would become West Jersey for £1,000. Fenwick soon was ensnared in a land dispute when Quaker colleague Edward Byllynge claimed Fenwick acquired the land using his money.

The defiant Fenwick, along with a group of fellow Quakers, voyaged to the New World aboard the GRIFFIN, landing near Salem on 23 September 1675.[19] That year Fenwick bought

[19] Charles Harrison, Salem County: A Story of People (Norfolk: The Donning Co., 1988), 20.

hunting and occupancy rights to land that included Salem and Cumberland counties from the Lenni Lenape Indians in exchange for English goods. Fenwick and thirteen Indian chiefs are popularly alleged to have signed the agreement under the oak tree in Salem's Quaker cemetery. Escape to the New World, however, did not end the problems for Fenwick: Byllynge and two other creditors sought compensation, so Fenwick asked William Penn to arbitrate. Penn met with Carteret to legitimize Fenwick's holdings, which resulted in the Quintipartite Agreement dividing the colony into West Jersey and East Jersey. The division ran from Little Egg Harbor, north of present Atlantic City, to the upper Delaware.[20] In addition, Penn declared that Fenwick did not "own more than one-tenth of the whole of West Jersey, and that the other nine-tenths went to the hitherto defrauded creditors and Byllynge."[21]

Despite Penn's intervention and the agreement, Fenwick still faced creditors and disagreement over the boundaries. Governor Andross of New York jailed him for his claim to West Jersey. In 1682 he sold all of West Jersey to William Penn except for 6,000 acres called Fenwick's Grove, which lies in the present-day Mannington Township, Salem County. Fenwick died the following year, but the colonists continued to be plagued by ownership disputes. As more settlers arrived, however, pressure on the proprietors and governors increased to determine, finally, the borders. Matters were complicated by squatters and land riots.[22] By 1702, Royal Governor Edward, the Lord Cornbury, reunited East and West Jersey under his leadership.

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[20] Thomas Fleming, New Jersey: A History (New York: W.W. Norton and Co., 1977), 11.

[21] Sickler, 20.

[22] Wacker, 221-329.

Chapter 2:

URBAN DEVELOPMENT

While the major port cities of Philadelphia and New York developed steadily through the eighteenth century, only the coastal areas of South Jersey saw significant settlement during this period. Access to navigable water and suitable land for buildings provided Philadelphia and New York with the income needed for steady growth. Inland South Jersey areas were not as fortunate, since the waterways were shallow and dependent upon the tides. Salem and Greenwich, however, benefitted from their proximity to the Delaware Bay and were able to compete with major eastern ports well into the eighteenth century. The relatively unaltered character of this area can be attributed to the dominance of its neighbors:

> Philadelphia was capital of a region that extended beyond the bounds of Pennsylvania, yet did not quite encompass the entire Delaware basin. West Jersey, where settlement developed in a band aligned with the Delaware, was almost entirely tributary, bound by the convenience of river shipping, the attractiveness of facilities and services, and the lure of the great Quaker center to the many Quakers on the Jersey side of the river. This urban power in Philadelphia dampened the development of towns in all the counties along the river.[1]

Salem County, organized in 1681, first consisted of far-reaching Salem, Cumberland, Cape May, Gloucester, and Atlantic counties. After the American Revolution, Congress declared all land south of Camden as the "District of Bridgetown" so as to establish a customs house--and the title survived for fifty years. The first collector of customs, appointed in 1789, was Eli Elmer (who later served as postmaster, 1793-1803).

After longtime complaints from residents who had to travel far to attend court or election activities held in the City of Salem, in 1747 Cumberland was created out of Salem County, whose population was then nearly 3,000.[2] Cumberland County court was held in Greenwich the first year, then in 1749 it was moved to Cohansey Bridge (Bridgeton), a more geographically central seat. The first courts met in taverns until the courthouse was completed in 1752. Most of the first judges were laymen appointed by the Royal Governor; also appointed were justices of the peace who served on a board with the elected freeholders. The Board of Justices and Freeholders managed county business, such as establishing taxes used to finance the erection of public buildings. The first such structure was a jail in Greenwich. In 1798 a bill was passed excluding justices from the board while giving Freeholders more power.

In 1683 Captain Cornelius Jacobsen Mey of the East India Company sailed into the Delaware Bay and gave his name to the first area of land he saw--Cape May. Cape May County and its communities lacked the connection to the more developed Salem, unlike

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[1] D.W. Meinig, The Shaping of America: A Geographical Perspective on 500 Years of History, vol. 1, Atlantic America, 1492-1800 (New Haven: Yale University Press, 1986), 142.

[2] William C. Mulford, Historical Tales of Cumberland County, New Jersey (Bridgeton: Evening News Co., 1941), 22.

Cumberland County settlements. Divorced from Salem County in 1692, Cape May County consisted of 267 square miles about thirty miles long and fifteen miles wide at the north end. In 1878 the present boundary was set, decreasing the county's size by ten square miles.[3] Cape May's individuality stems from its first settlement by Quakers and more important, New England whalers. At first the latter appeared only during the February-to-March whaling season, living in shacks that were abandoned each year. As a temporary settlement this was called Portsmouth; after the whalers became year-round residents, the name was changed to Town Bank. Soon after Town Bank, the communities of Cold Spring and Middletown were established.[4] Cape May County grew so rapidly that by 1723 it was divided into three precincts--Upper, Middle, and Lower--which in 1798 became townships; in 1826 county officials divided Upper Township in half and created Dennis Township.[5]

Figure 5. Detail of South Jersey, Evert's Illustrated Historical Atlas, 1876.

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[3] Herb Beitel and Vance Enck, Cape May County: A Pictorial History (Norfolk: Donning Co., 1988), 22.

[4] George F. Boyer and J. Pearson Cunningham, Cape May County Story (Egg Harbor City: Laureate Press, 1975), 28.

[5] Boyer and Cunningham, 27.

At times county officials held court in a church or a private home such as in 1704, when it convened at the house of Shamgar Hand who owned 1,000 acres near Cape May Court House. In 1744 the county bought its first court building from a Baptist congregation. Twenty years later Daniel Hand, grandson of Shamgar, deeded one acre of his Middletown (later Cape May Courthouse) property to the county for the site of a courthouse. In 1774 a new court and jail had been built, and in 1803 it housed the second post office in the county.[6] In 1848 Dennisville and Goshen contested the locality of the county seat. After a referendum which favored Cape May Court House (just outside New Jersey Coastal Heritage Trail bounds), the Board of Chosen Freeholders declared the latter as the official county seat. Daniel Hand immediately began construction of the third courthouse, which was completed in 1850. The present courthouse was built in 1927. In 1790 the county population was 8,248; by 1860 it was 22,605.[7]

Figure 6. Salem Municipal Building (1899)--with contrasting red brick, stone, and white trim--is exemplary Queen Anne styling.

Within the NJCHT portion of South Jersey (Fig. 5) there are three modestly sized cities: Salem, Bridgeton, and Millville. Although these do not compare in size or population to the closest urban hubs of Wilmington or Philadelphia, they are the commercial, industrial, political, and cultural centers for the surrounding towns and countryside. Each contains significant historic, cultural, and commercial resources that are addressed elsewhere in this document. Salem and Bridgeton also serve as county seats, and so contain within their boundaries the major local government offices, as well.

The houses of South Jersey reflect a regional Mid-Atlantic cultural pattern as well as later, nationally popular trends. Most eighteenth- and early nineteenth-century houses are a two-thirds Georgian townhouse or full center-hall plan. Examples abound of unadulterated Georgian or Federal compositions, in addition to later vernacularized folk Victorian whose ornamentation reflects the

[6] Boyer and Cunningham, 26; Beitel and Enck, 22.

[7] Beitel and Enck, 22, 79.

Figure 7. City of Salem. Atlas, 1875.

financial abilities of the builder-owner. Log or frame with weatherboard or asphaltic siding predominates in this area, and is almost monopolistic approaching Cape May. Brick as a building material is more common in the area west of the Cohansey River in Salem County and western Cumberland County, where the Quakers were responsible for the first permanent settlements--bringing with them patterned brick work.

The mid to late nineteenth-century houses--typically two-story, frame, and single- or two-family plans--are most often Victorian or Gothic Revival, through the addition of some woodwork. The ship's-captain dwellings of the 1860-80s, for instance, feature turned and pierced decorative wood elements on porches, roof lines, and window surrounds; thanks to the strong iron industry, ornate cast verandas and fencing highlight the wealthier homes. Less densely arranged elements of the Italianate and Queen Anne linger on rural dwellings that were refurbished stylistically or gradually stripped down over the decades.

Figure 8. View of West Broadway, Salem.

City of Salem

The City of Salem (New Salem), oldest of the three major municipalities, was established by John Fenwick in 1676, and despite his legacy of problems, it prospered as a successful river port through the nineteenth century. One remaining symbol of its early government is the reworked Old Salem County Courthouse at Broadway and Market streets (1735, 1817, 1908), a two-and-one-half story square brick block laid up in Flemish bond. Salem's eighteenth-century Georgian dwellings reflect its foundling Quaker traditions, though the frequency of patterned brick work here is limited to occasional Flemish-bond coursing and dated gable ends. A stunning example of later Queen Anne architecture is found in the Salem Municipal Building (Fig. 6), with its irregular jumble of fish-scale shingles, scrolls, dormers, and elaborate iron weather vanes. The building was moved to its present site from West Broadway at the end of Market Street where New Market Street now opens on to Broadway.

Among the better known Georgian residences are the John Worledge House (1727), with an elaborate horizontal zigzag pattern on the east end, and the Alexander Grant House

(1721). The Grant House is among the approximately seventy-six structures included in the National Register of Historic Places's "Market Street Historic District," which suffers little or no intrusion by twentieth-century structures (Fig. 8). Most of these buildings are two-and-one-half or three-story brick houses facing onto Market Street, the historic commercial thoroughfare. The prosperity of the Federal era is represented by formal interiors and exteriors, classical trim, fanlights and fireplaces. Later Greek and Gothic Revival styles are depicted by the use of marble for porch and window trim and gougework in the architraves. The texture of the wealthy Italianate homes extends onto the street by elaborate cast-iron fencing that is produced locally, as in the William Sharp House (1862), for instance (Fig. 9). The housing is punctuated by alleys that once led to the livery stables behind Market Street and the wharves at water's edge.

Figure 9. *William Sharp House (1862), on Market Street, has 19th-century cast-iron fencing found throughout Salem.*

Not all of Salem's deserving resources are included in the historic district. Along the north and south sides of Route 49 there are fine examples of Georgian rowhouses, as well as Victorian and Gothic Revival structures. The side streets east of Market Street are lined with examples of two-family double houses, which probably served as worker or middle-class housing in the nineteenth and twentieth centuries. Their form and features vary: steeply pitched roofs with center gables, or paired gables with decorated vergeboards, pointed-arch windows, or a one-story porch. The Victorian-influenced buildings have one- or two-story bay windows, a mansard or cross-gable roof, and spindlework on the cross gables and porches.

Bridgeton

The first Europeans to settle along the Cohansey River included Richard Hancock, a surveyor for Fenwick who bought 500 acres on the east shore and moved there in 1675; within a decade he erected a dam and sawmill. Soon, more settlers arrived, and the town that sprang up on the west side of the river was called Cohansey; the town that grew up on

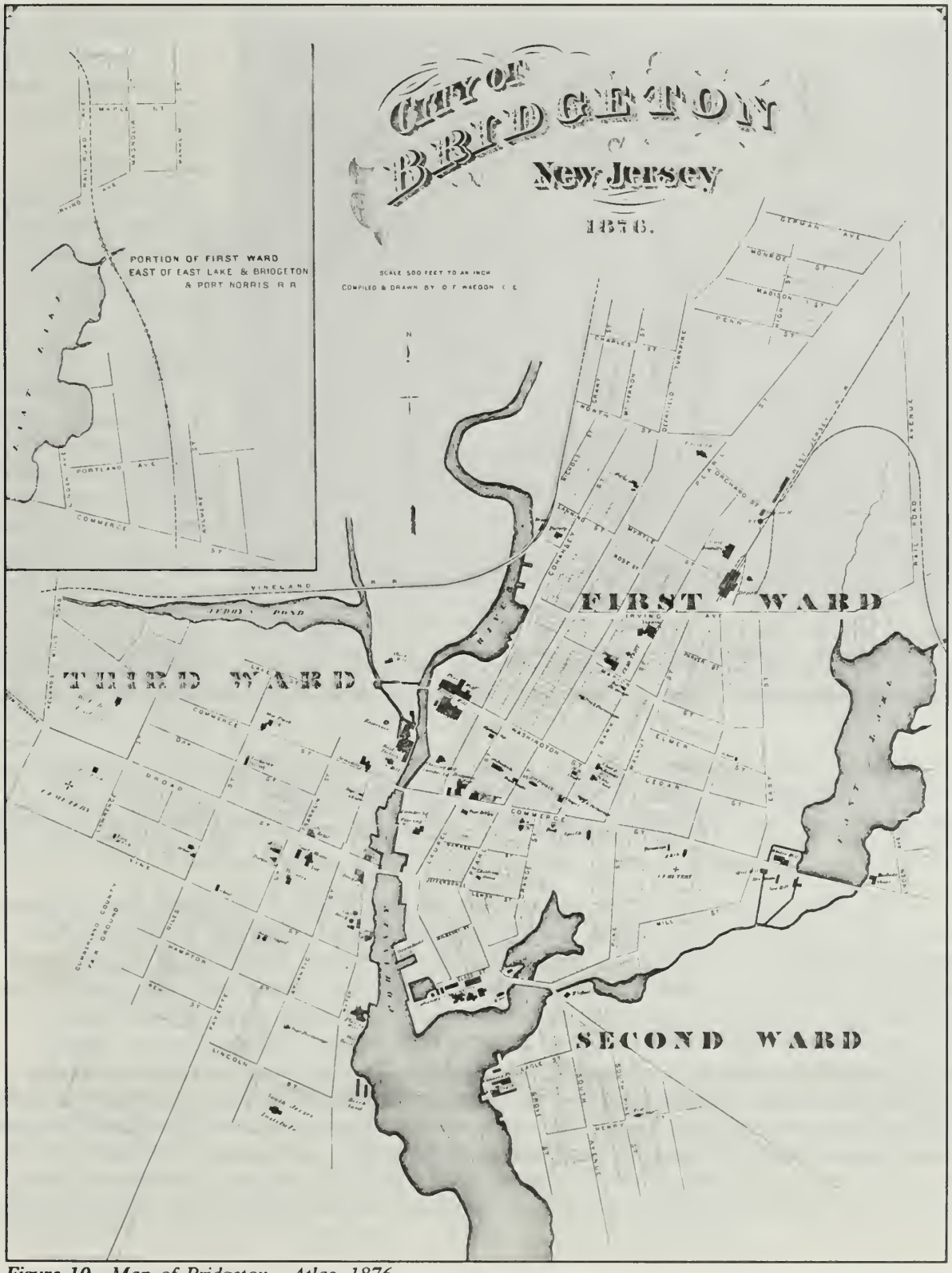

Figure 10. Map of Bridgeton. Atlas, 1876.

Figure 11. *Jeremiah Buck House (HABS No. NJ-530), 297 E. Commerce St.--a formal, Georgian block with decorative glazing, shutters, dormers, and porches--was documented by HABS in the 1930s. HABS.*

the east side of the river was referred to simply as "The Bridge." Bridgeton was combined and incorporated in 1865 (Fig. 10). Residential and industrial buildings affiliated with the plethora of mills clustered along the river were built near East Lake and the commercial center of town.

As the American Revolution approached, the importance of Greenwich and Bridgeton --home of prominent families such as the Fithians and Elmers--increased. One of the first radical newspapers was printed and displayed at Potter's Tavern in Bridgeton; its sentiments and others like it helped spark the Greenwich tea party. This aristocracy built its grand and exclusive residences on the west side of the Cohansey River from the 1790s to the early twentieth century. They are the work of some of Philadelphia's finest architects: James C. Sidney, Thomas U. Walker, Samuel Sloan, James Sims, John T. Windrim, Addison Hutton, Isaac Pursell, and the team of Edward Hazelhurst and Samuel W. Huckel. Examples of homes built by these men are located along and north of West Commerce Street, on Giles and Lake streets. Some existing institutions attributed to Philadelphia architects include the Fourth Methodist Episcopal Church (1888, Harvey N. Smith) on South Avenue, Cumberland County Bank (1886, Hazelhurst and Huckel) at East Commerce and North Laurel streets, and McGear

Brothers Building (1871, Addison Hutton) opposite to the bank.[8]

Figure 12. *Cumberland County Hospital (1899), a massive Georgian Revival building composition, is one the most formal in the area and currently unused.*

Many of Bridgeton's significant buildings are part of a designated (discontinuous) historic district encompassing 616 acres on both sides of the river; about 2,000 residential, commercial, and institutional structures are included. The popular materials for building here were wood-frame, brick, and a local New Jersey red-brown sandstone. Among the noteworthy sites are the John F. Ogden House (1813), Jeremiah DuBois House (1833), Timothy Elmer House (1815), Jeremiah Buck House (pre-1808, Fig. 11), and the Samuel Seely House (1798).[9]

Approximately 80 percent of the residential architecture in the historic district is the double house whose gable-front earned it the local name, "A-Front Double." This type is found elsewhere in town, as well. Often close to an industrial facility, they typically were built and shared by factory workers who occupied one half and rented out the other:

> Size of family and financial circumstances do not seem to have made a difference in the building of doubles except in scale and extent of architectural detail. A glass factory owner was just as likely to share a party wall as were the workers in the factory. The double house can be seen as a symbol for a city whose success was derived from the willingness of the rich to invest in the town and from the acceptance of mutual dependence. . . .[10]

Another common residential form is the saltbox, introduced by settlers from New England. Most houses in Bridgeton are ornamented with a smattering of vernacular design elements from Greek Revival, Queen Anne, and Stick Style--some manage only dentil molding, while others tout Victorian turrets, projecting bays, and grand mansard roofs with decorative

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[8] National Register of Historic Places nomination.

[9] National Register nomination.

[10] National Register nomination.

shingles.[11] Little major alteration has been made to Bridgeton's historic core since the early twentieth century.

The city's role as the county seat is represented by the nearby Cumberland County Hospital (Fig. 12), an outstanding Palladian block both in its monumental scale and elaborate Georgian detailing. The layout is a bilaterally symmetrical seven/nine-part plan with hyphens and projecting blocks. Fine Georgian details include five cupolas, a rusticated, raised foundation, and round-topped windows with decorative glazing. Of practical note, the rear facades are equipped with metal tube-like chutes that drop from the second floor down to the ground; in case of fire, patients could slide down them to safety. On the interior, the foyer features a similarly Palladian octagonal rotunda with arched openings supported by Doric columns; though currently unoccupied the building appears to be in good condition.

Bridgeton has commemorated its heritage with a reconstructed Swedish farmstead located in the municipal park on the west side of the Cohansey River. Opened in April 1988, the New Sweden Company Farmstead Museum consists of seven reconstructed seventeenth-century log structures, among them a dwelling, smokehouse, threshing barn, bath house, and animal shelters. Next to the museum is a reconstructed Lenni Lenape Indian village of tepees. The Indian village is complemented by the George Woodruff Museum in the Bridgeton Public Library, and the Lenni Lenape Information Center on East Commerce Street.

Millville

Prior to the founding of Millville, Henry Drinker and Joseph Smith purchased 24,000 acres of woodland here, built a dam, and formed the Union Company whose main product was lumber cut at the water-powered sawmill and floated downriver. In 1795 Joseph Buck, a Cumberland County resident and Revolutionary War veteran, bought a portion of the Union Company land and planned Millville. The town was laid out to facilitate the erection of mills on every possible tract along the river, with manor houses situated on higher ground to the east. His plans show streets extending from Smith to Broad streets, and from Buck to Fourth streets along the river. As Buck planned, Millville's first residents established themselves on the east side of the river, though as more people settled there, houses were built on the opposite shore, too (Fig. 13). Millville was incorporated in 1866.

Millville resident Charles K. Landis purchased a large tract of land that included the land north of the dam that had once been owned by the Union Company, and extended into Gloucester and Atlantic counties. In 1862 Landis laid out the town of Vineland about two-and-one-half miles east of the Maurice River and seven miles north of Millville. In 1864 Vineland was separated from Millville Township and became part of newly formed Landis Township. Since then, Millville Township (which was divided from Fairfield and Maurice River townships in 1801) has consisted only of the town of Millville. Vineland, while historically connected to Millville, is outside the NJCHT study area.

Dwellings on the east side of Millville exemplify Buck's ideal of an integrated residential-company complex and reflect a variety of nineteenth-century architectural styles.

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[11] National Register nomination.

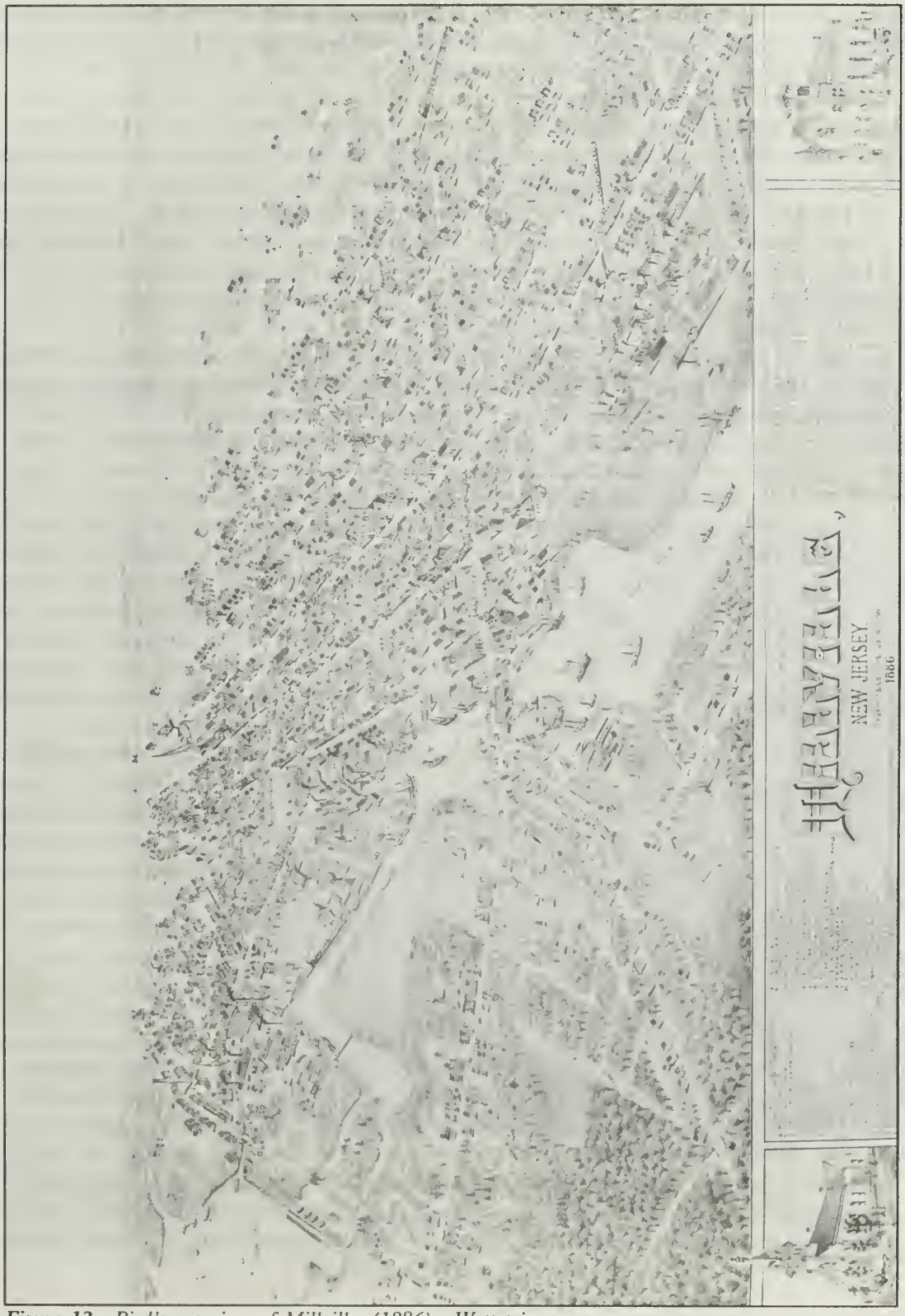

Figure 13. Bird's-eye view of Millville, (1886). Wettstein.

The Richard Wood Mansion (1804), made of South Jersey sandstone, was built by David Wood who, along with Edward Smith of Philadelphia, bought the Union Company improved the dam, which they used to power a blast furnace.

The mansion is flanked by blocks of houses that were rented to Wood company employees. These are either plain, two-story double A-Fronts with four bays across, or boxier three-story, three-pile, six-bay dormitory-like buildings with two ridge chimneys. Entrances are in the third bay of the side facade, or centered in the gable end. Few of the latter, especially, are decorated; on the ones that do contain ornamentation, it is usually limited to spindlework on the porch. Present occupants have restored the buildings' exterior with aluminum or faux-brick asphalt siding--perhaps to help establish their identity in the neighborhood.

Double dwellings on close-by Archer Street reflect late nineteenth- and early twentieth-century middle-class origins. These gambrel-roof, gable-front, double piles appear to be a bilaterally symmetrical plan. A total of six bays across, the recessed entries are in the outermost bays. One-story porches that wrap around the facade from door to door, and hipped-roof dormers, are common; others have a pent or visor instead of a porch.[12] Elsewhere in Millville, worker's housing is found near the Foster-Forbes Glass factory aligning both sides of Route 47 at the south end of town, and on the west side of the river on both sides of Route 49. These, too, are double-A types, though the ornament is more Victorian, akin to buildings in Bridgeton and Salem.

Figure 14. View of High Street, Millville.

Millville's refined and eclectic Victorian upper-class housing is mostly located on the northeast side of the Maurice River between Pine and Oak streets, on either side of Route 47/Second Street. Their ornamentation reflected the prestige assumed by the occupants. Second Empire and Italianate design features predominate, with mansard roofs and deep eaves, scroll-based window surrounds, tall rounded or pointed windows, steep patterned roofs with elaborate brackets, bays, and spindlework

[12] John A. Jakle, et al., Common Houses in America's Small Towns (Athens: University of Georgia Press, 1989), 142-43.

porches. The Gothic Revival styles have pointed windows, cross gables, and steeply pitched roofs. Examples include the Edward Stokes house (ca. 1870), Second Street between Mulberry and Pine, home of a Millville native who served as governor 1904-08. The Smith-Garrison-Ware House (ca. 1850), opposite the Stokes house, was home to Robert Pearsall Smith, manager of Whitall Tatum Company and founder of the Workingmen's Institute. The Isaac Owen House (1854), South Second Street, was built and owned by a Port Elizabeth carpenter who constructed the Union Lake Dam, Millville Bank, and other structures in Millville.[13] The historic commercial thoroughfares are High Street (Fig. 14), Main Street/Route 49, and Second Street Route 47.

Small Towns

The small towns that depend on Millville, Bridgeton, and Salem for major services also have significant architectural structures, though they are fewer and less densely placed. Most are adjacent to a waterway, or are located along a main road or street that intercepts the water. While some of these quietly picturesque hamlets are obvious candidates for historic designation, other settings must be determined through research.

Like many towns founded along rivers and creeks during periods of early settlement everywhere, these share a pattern of street names associated with the proximity to shore and its landmark buildings. High Street, Water Street, Front Street, and Mill Street usually indicate the route closest to the water; and Main Street runs perpendicular to them. In Millville, Dorchester, Mauricetown, Salem, and Hancock's Bridge, after High or Front Street logically comes Second Street. Commerce and Market streets, often lined with non-residential structures, are near the water as a testament to the importance of transportation and trade. More common names--sometimes denoting a structure or location--include Church, South, Washington, and Union streets. Indicative of historic function are Port Street in Dividing Creek, Stable Street in Port Elizabeth and Mauricetown, and Temperance Street in Port Norris.

Of the three counties, Cumberland has by far the most small towns in the area designated for study; Greenwich, Roadstown, and Fairton are the oldest. While a handful of these continue to function as well-preserved historic towns, most saw their heyday in the prosperous and populous industrialized years of the nineteenth century, and have since shrunk in both economic and physical terms.

Salem County

Hancock's Bridge

Salem County encountered more Revolutionary War action than its neighbors, and so had its own militia. The first contest was in May 1776, with the British warships ROEBUCK and LIVERPOOL chasing the American brig LEXINGTON on the Delaware River. The local militia, the Associators, helplessly watched while the battle was lost. Salem encountered the British again in winter 1778, when George Washington and his troops were in desperate need of food at Valley Forge; residents provided cattle and supplies. In retaliation, the British

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[13] Register of Historic Sites of Structures in Millville (Millville: Chamber of Commerce, [n.d.]), n.p.

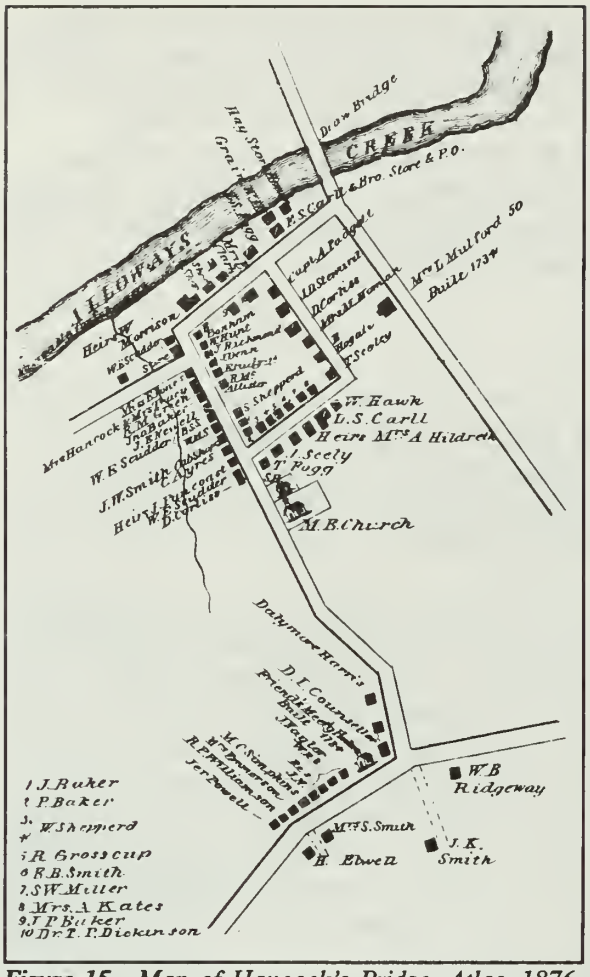

Figure 15. Map of Hancock's Bridge. Atlas, 1876.

initiated the Salem Raid along the American defensive line at Alloways Creek, where there were strongholds at three major bridges.

The first of two battles occurred at Quinton's Bridge, 18 March 1778, when the British discovered American forces had crossed the bridge. Colonists retreated with the British in pursuit and, coupled with reinforcements, the defensive line was sustained. The British then turned to destroy the line at Hancock's Bridge. Stationed at the nearby William Hancock House were thirty Quaker volunteers who cleverly removed the planks from the bridge every night to keep the British from getting across. A group of Tories sailed to the mouth of Alloways Creek, however, then marched across the marsh to Hancock's House while more British troops guarded the opposite bank of the creek. The Redcoats pursued and brutally massacred all the men; the American line was destroyed and the emplacements abandoned. The British thereafter departed South Jersey until the War of 1812.[14]

Today Hancock's Bridge is a small hamlet comprised of predominately nineteenth-century houses (Fig. 15). The William Hancock House (1734) is still extant and is part of the state park system. In addition to being a Revolutionary War battle site, it is also the home of one of the area's oldest Quaker meeting houses (1754, 1784). In the late nineteenth and early twentieth century, many residents worked at the Carll and Brown Creamery or Fogg and Hires Cannery. Many area farmers brought their produce here for shipment to urban markets.[15]

Harmersville-Canton

Just south of Hancock's Bridge are the two crossroads villages of Harmersville and Canton. In the late eighteenth century, Quakers from Hancock's Bridge established a cemetery outside of Harmersville on the road to Canton; many victims of the Hancock's Bridge massacre area buried here. Today the cemetery belongs to the Canton Baptist Church.

Canton, below Harmersville, was at one time a bustling town thanks to the Shimp and

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[14] Sickler, 146-63; Harrison, 30-43; [no author given], Fenwick's Colony (Salem: Sunbeam Publishing Co., 1964), 62-68.

[15] Industrial Directory of New Jersey (Camden: S. Chew and Sons, 1909), 180; Thomas Cushing and Charles Sheppard, History of Gloucester, Salem and Cumberland Counties (Philadelphia: Everts and Peck, 1883), 423.

Harris and H.J. Smith tomato canneries that operated during the early twentieth century. With a population of 150 in 1909, Canton, like Harmersville and Hancock's Bridge, relied upon Salem for banking and other services. Canton, however, had a post office and a public school.[16]

Pennsville

Historians credit the settlement of Pennsville--the principal town in Lower Penn's Neck Township--to the Swedes and Finns. Under the direction of the New Sweden Company, the first Swedes attempted to set up a colony in West Jersey in the early seventeenth century. Simultaneously, in Europe the Swedes had gained control of what is present-day Finland. As a result, the company encouraged Swedes and Finns to immigrate here, and it is believed there was a Finnish settlement at the site of Pennsville as early as 1661. By 1685, their settlements in the Lower Penns Neck area were acknowledged by English map makers, and Finns are cited as the "earliest citizens of New Sweden to occupy the land between Salem and Raccoon Creeks."[17] St. George's Episcopal Church, on the west side of North Broadway/Route 49, is symbolic of these Swedish Lutheran roots, because residents later adopted Episcopalian practices and theories. Although the date of the congregation's founding is unknown, a church at this site dates to ca. 1714; the present structure was erected in 1808.

The nineteenth century was a period of growth for Pennsville. As early as 1800, a ferry was established between here and New Castle, Delaware. Over the next forty years, Pennsville had a stage connection to Salem and elsewhere, several hotels, a store, wharf and a grain house as well as dwellings. As Pennsville continued to develop, it became a stop for steamships from Philadelphia en route to the Delaware River resorts.[18] Riverview Beach amusement park boasted rides, a carousel, and a beach with dance halls, bathing and boating facilities, and a hotel. One-story frame bungalows are found along streets named Beach, River, Lakeview, Water, Springside, and the west side of Broadway that belie their connection to Riverview and Brandriff beaches. Today Riverview exists not as an amusement park but as a municipal park.

Pennsville was also home to Fogg and Hires Company Canning Factory, which operated on a seasonal basis, at a factory just off Main Street a few blocks from Riverview Beach. In the early twentieth century Howell and Wheaton had a factory where caviar was cured and packed. Shad fishing was also popular during April and May but there are no physical remnants of this industry. The 1909 Industrial Directory touted Pennsville as an ideal site for enterprises needing water transportation because of its wharves and low tide that never fell below 10'.[19] Moreover, its proximity to Philadelphia, Wilmington, and Salem was attractive.

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[16] Industrial Directory, 72.

[17] The Swedes and Finns in New Jersey (Bayonne: Jersey Printing Co., 1938), 60-61.

[18] Cushing and Sheppard, 430-31.

[19] Industrial Directory, 353.

Among the other historic resources here are a mixture of late nineteenth- and early twentieth-century houses, the Penns Grove Traction Company trolley barn, and the Finns Point Rear Range Light.

Quinton's Bridge

Located on Alloways Creek east of Salem, Quinton's Bridge was an early eighteenth-century settlement and a battle site during the Revolutionary War, as previously mentioned. The town's location on the creek made it a prime spot for nineteenth-century industrial endeavors. Quinton's Bridge boasted three major industries in the late 1800s: Harry Ayres Cannery, which employed 100 persons; Fogg and Hires Company, which employed 200; and Quinton Glass Company, with a roster of 150 workers. The town also had shipwrights and gristmills, as well as several stores, two public schools, and Baptist and Methodist churches.[20] Today the town consists of nineteenth-century dwellings of different styles and ornamentation. Some of the housing associated with Hires, Prentiss is still extant along the east side of Alloway-Quinton Road. The only industry left in the town is Smick's Lumber, located on the site of the Quinton Glass Company.

Cumberland County

Cedarville (Cedar Creek)

Situated on both sides of Cedar Creek, a tributary of the Delaware River, Cedarville is four miles from Fairton and eight miles from Bridgeton. The first white explorer believed to have seen the creek was Captain Samuel Argall, captain of the DISCOVERY, which sailed up the Delaware Bay in 1610. In the late seventeenth century, Cedarville was home to such great men as Drs. Jonathan Elmer and Ephraim Bateman, both physicians and congressmen.[21]

Cedar Creek was renamed Cedarville in 1806 with the establishment of a post office. Throughout the nineteenth century the town grew with the development of local industries founded on the locale's natural resources: bog iron, sand, water power, and fertile land. In the early twentieth century, Cedarville was home to three canneries: W.L. Stevens and Brothers, J.E. Diament Company, and Fruit Preserving Company, as well as the Crystal Sand Company.[22]

Nineteenth-century prosperity allowed residents to erect fine homes. Although many are vernacular, others express a Victorian love of ornament. An example of this is the Padgett Funeral Home (Fig. 16), a squarish Italianate form with a flat roof, brackets and cupola.

Dividing Creek

The first settlers to the Dividing Creek area probably came from Fairfield in the early eighteenth century; Baptists were here before 1749. As early as 1763 a bridge was erected

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[20] Industrial Directory, 372.

[21] Mulford, 167; Cushing and Sheppard, 663.

[22] William Gehring, "A History of Cedar Creek 1690 - 1900s" South Jersey Magazine (Fall 1990), 15-19.

Figure 16. Padgett Funeral Home (19th century) is characterized by its boxy lines, flat roof and Italianate detailing.

over Dividing Creek, for which the town was named, near where it divides into several branches.[23]

In the nineteenth century many Dividing Creek residents worked in the oyster industry. In 1881 a marine railway for the repair of oyster boats was opened by John Burt, George Sloan, and M. Howell. In the early twentieth century, the most substantial extant industry was M.J. Dilk's sawmill. In addition to general lumber products, Dilk made peach and garden truck baskets.[24] The prosperity of the last century made Dividing Creek a stop on the Central Railroad of New Jersey and a switching station for the Bridgeton and Port Norris Electric Trolley Company. The trolley cars ran along Main Street, perpendicular to the creek. Most houses are vernacular, located on the west side of the creek, and were erected in the nineteenth century. Also in place is a Baptist church, organized in 1755, and a Methodist church of 1830.[25]

Dorchester

Located along the Maurice River about three-and-one-half miles from Port Elizabeth, Dorchester was part of an early survey undertaken by John Worledge and John Budd in 1691. In 1799 Peter Reeve bought part of this land, laid out Dorchester, and sold lots.[26]

During the nineteenth century, shipbuilding was the principal occupation of townspeople, at two yards: Blew and Davis, and Baner and Champion. The latter was rented to the Vannaman Brothers of Mauricetown in 1882; they constructed large three-masted schooners here. At the turn of the century, the shipyards were operated by Charles Stowman

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[23] Mulford, 170.

[24] Cushing and Sheppard, 658; Industrial Directory, 115-16.

[25] Industrial Directory, 113-14; Mulford, 170.

[26] Cushing and Sheppard, 716.

and Son, and John R. Chambers.

In 1882 a post office was established in Dorchester. The extant housing stock is nineteenth century--the ornate ones reflect the talents of resident shipwrights. Today, a minimum of shipbuilding activity is ongoing.[27]

Fairton/New England Town

More of a locality than a town, New England Town is on the east side of the Cohansey River. The first settlers arrived from New England in the late seventeenth century, and evidence of their presence is found at the site of the first Fairfield Presbyterian Church and graveyard, on Back Neck Road just off Route 553. In 1780 the church site was moved, and the congregation built the Old Stone Church.[28]

Considered locally as part of the area called Fairton/New England Town, this village boasted gristmills and sawmills throughout the eighteenth century. Fairton gained its name in 1806 when a post office was established here. Throughout the nineteenth century it grew to became a cultural center for the surrounding farmers. Like other Cumberland County towns, many men worked in the oystering industry, in addition to Furman R. Willis's beef and pork packing house, Richard M. Moore Glass Company, Whitaker & Powell canners, and Crystal Lake Milling Company.[29]

The mid to late nineteenth-century houses in Fairton reflect its era of growth and development. Little has changed today, with the houses along Route 553 remaining primarily intact. The town is associated with a local marina as well as nearby farms.

Gouldtown

Gouldtown, located about two-and-one-half miles east of Bridgeton on Route 49, was founded as a mulatto community. According to local tradition, the Gould family were mulatto descendants of John Fenwick. His grand-daughter, Elizabeth Adams, allegedly married a black man named Gould. Upon his death, she inherited 500 acres from whence Gouldtown was established. Benjamin Gould--who may or may not have been Elizabeth's son--then founded the town.[30] When Gould reached the area he bought 249 acres, making him one of the first blacks to own property here.

In 1820 a Methodist society was formed in the town, and in 1861 a church and school were built; in 1873 a post office was established. Several regionally prominent men who came from Gouldtown were descendants of its founder, among them Theophilus G. Steward, U.S. Army chaplain and writer; William Steward, newspaperman and an author; Bishop Benjamin F. Lee, president of Wilberforce University in Ohio; and Theodore Gould, presiding

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[27] Cushing and Sheppard, 716-17; Industrial Directory, 115.

[28] Mulford, 182.

[29] Industrial Directory, 142; Cushing and Sheppard, 663-64, Mulford, 171.

[30] Cushing and Sheppard, 613.

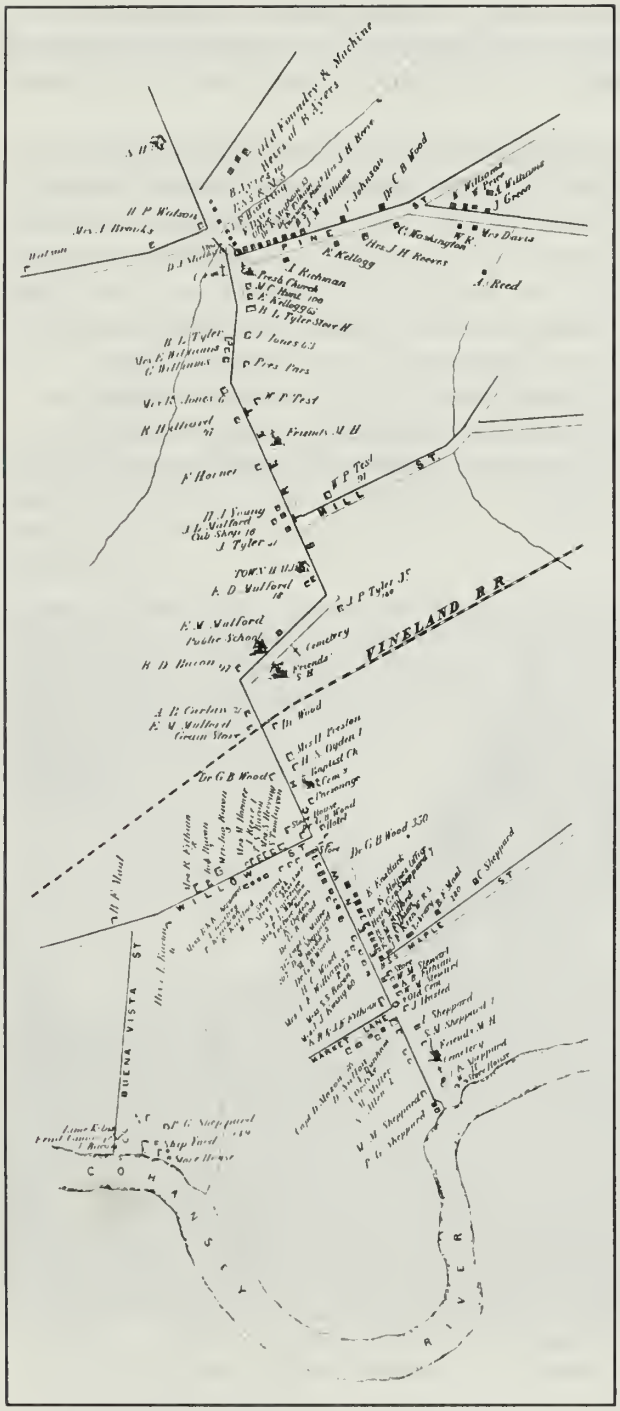

Figure 17. Map of Greenwich. Atlas, 1876.

elder in the Philadelphia Methodist Conference.[31]

Today the town is a crossroads on Route 49 between Bridgeton and Millville with a church and a school. Many of the structures were built in the twentieth century.

Greenwich

In 1683, shortly before John Fenwick died, he undertook plans for a town called Cohansey on the river of the same name. Ye Greate Street was surveyed in late 1683, and in February 1684 the first lots in Greenwich (Fig. 17, pronounced *Green-witch*) were sold; Fenwick willed the first two lots to his friend Martha Smith. The first settlers in the town were Quakers and Baptists, and in addition to being a farming community, maritime activities led it to be named a port of entry in 1687.[32] Named after Greenwich-on-Thames, the village today is a well-preserved colonial hamlet with all its structures (1686-1918) listed in the National Register of Historic Places district--which encompasses Ye Great Street to the village of Othello. A monument in town commemorates one significant event indicative of Greenwich's early importance.

In December 1774, shortly after the Boston Tea Party, the brig GREYHOUND arrived in Greenwich loaded with tea. The captain feared that if he attempted delivery to Philadelphia the cargo would be burned, so he hid it in the home of English sympathizer Dan Bowen. The majority of the county chose to support the Continental Congress's decision to resist taxation without representation, however. Enraged Greenwich citizens learned of the hidden tea, and on 22 December, whites disguised as Indians captured and burned it in Greenwich's town

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[31] Mulford, 172.

[32] Sarah Sheppard Hancock, The Story of Greenwich (Cumberland County Historical Society, [n.d.]), n.p.

square. Among the participants were Richard Howell, Philip Vickers Fithian, Andrew Hunter, and Ebenezer Elmer, who subsequently served in the revolutionary ranks. The tea party was a major event in Cumberland County during the war.

Among the many fine examples of patterned brick work in Greenwich are the Nicholas Gibbon House (1730), Richard Wood Mansion (ca. 1795), Vauxhall Gardens (1698), and Bowen House (1765).[33] Many buildings in town were recorded by HABS/HAER in the 1930s.

Haleyville

Located one mile west of Mauricetown, Haleyville consists of a series of primarily nineteenth-century vernacular houses on either side of Route 676. Its agriculture-based community centered around the Methodist church, established in 1810. At mid-century, the town erected and supported a public school. Both structures are extant today, though the school is used as the office of a cable company. A post office was established in 1873, but it no longer exists.

Heislerville

As early as 1800, the people who lived in this area met in the local school for church services. In 1828 an Methodist Episcopal Church was organized here, and the Heisler family was a prominent element of the congregation. The town, named for them, grew during the nineteenth century.[34] Many residents were watermen, as the town is located where the Maurice River enters the Delaware Bay. Much of the commercial activity consisted of oystering, with limited vegetable and

Figure 18. This Heislerville house (19th century) has fine Victorian elements in its pointed Gothic windows, gables, and spindlework trim; a store was in the rear.

[33] Vauxhall Gardens differs from the Gibbon House, Wood Mansion, and Bowen House in that its 1725 Flemish bond addition has a gambrel roof with dormer windows. The original frame block of 1698 is three bays wide and one-and-one-half stories high.

[34] Cushing and Sheppard, 717; Mulford, 175.

berry farming.[35] In the late nineteenth and early twentieth century, Heislerville's population rose from 100 to 450; at that time a post office was established, and the West Jersey and Seashore Railroad (Maurice River Branch) passed within one mile of the town.

Today the town is a modest crossroads village en route to East Point Lighthouse. One impressive Gothic Revival house (Fig. 18), at the corner of Main Street and Glade Road, reflects the prosperity that once existed here. This mid to late nineteenth-century dwelling may have been a stage stopover. Its location is critically close to the East Point area, which served as a resort complete with hotel and restaurant; the hotel, located west of the lighthouse, burned in 1900.[36]

Jericho

Located on the southeastern side of Stow Creek, the dividing line between Cumberland and Salem counties, the land that became Jericho was purchased in 1680 by John Brick. He and his family were the first settlers in the area, and established gristmills and sawmills. As time progressed, Jericho developed as a location on the road from Bridgeton to Salem via Roadstown.[37]

John Wood, mill owner and entrepreneur, attempted to increase the importance of Jericho during the early nineteenth century; in 1818, as a partner with New York businessman John E. Jeffers, he opened a woolen mill. Jeffers backed out of the project, however, and the machinery was sold in 1830. In 1883, the town had less than 100 residents and no major businesses.[38] Today Jericho is a crossroads off of Route 49.

Leesburg

The land that later became the town of Leesburg in the late eighteenth century also was surveyed by John Worledge and John Budd in 1691. Similar to Dorchester, the first settlers to the area were most likely Swedish, though a town was not established until 1795 when John Lee, an Egg Harbor shipwright, founded Leesburg. In doing so, he and his brothers opened the first shipyard--and with it established the industrial destiny of constructing coastal vessels. In 1850 James Ward built a marine railway here to facilitate the repair of larger ships, which were attracted to Maurice River site because it was only six miles from the Delaware Bay.[39]

Though Leesburg's economic base was primarily shipbuilding, two successful early twentieth-century industries were the Leesburg Packing Company, a cannery that seasonally employed 100 persons, and J. C. Fifield and Son, a fertilizer works. Today the only evidence of these industries is WHIBCO Inc., a sandmining company whose administrative offices

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[35] Industrial Directory, 187.

[36] Industrial Directory, 187; Cushing and Sheppard, 717.

[37] Cushing and Sheppard, 723; Mulford, 175.

[38] Cushing and Sheppard, 723.

[39] Cushing and Sheppard, 717.

occupy the buildings of the former Del Bay Shipyard (Figs. 26-27).[40]

Mauricetown

Prior to the 1880s when the oyster industry boomed in Port Norris, Mauricetown (pronounced *Morris-town*) was the largest and most active center in Commercial Township (Fig. 19). In 1780 Luke Mattox bought land, constructed a landing, and called the area Mattox's Landing. He and others shipped cord wood and lumber from the wharves along the river. In 1814 the Compton brothers bought land here, platted out a town, sold lots and erected houses. By then it was called Mauricetown, due to its riverside location, and as such became the home to several shipyards. One of the first belonged to Joseph W. Vannaman and the captains of ocean-going schooners. The latter dealt some in the oyster trade, though they were more likely to have been associated with shipping lumber and other goods.

In the mid to late nineteenth century, Mauricetown was known for its population of wealthy sea captains. The grandeur of their Italianate or Gothic Revival-style houses reflects the craftsmanship and lucrativeness of the industry--and the houses remain more often than not virtually intact. The most ornate examples parallel the river on Front Street, including the Ichabod Compton House (1812, Fig. 20), the Captain Samuel Sharp House (ca. 1860), the Captain Maurice Godfrey House (ca. 1870) and the Captain Charles Sharp House (ca. 1860).

Figure 19. *Mauricetown, named for its Maurice River site, is composed of well-preserved 19th-century structures that deem it worthy of listing in the National Register. Wettstein, ca. 1950s.*

[40] Industrial Directory, 232-33.

Today, the collection of dwellings, churches, and a school are uninterrupted by modern intrusions. Mauricetown possibly warrants listing as a National Register of Historic Places district.

Figure 20. Ichabod Compton (1782-1833), a descendent of the founders of Mauricetown, a waterman and sawyer, lived in this dwelling.

Newport

Located below Cedarville, Newport sits on the south side of Nantuxent (Autuxit) Creek. The earliest record of settlement here is the will of William Mulford, 28 July 1719, which refers to his plantation on Autuxit Creek. By the middle of the eighteenth century, the town had a hotel, sawmill, and gristmill--the latter located on Page's Run, a branch of the creek. The town got a post office in 1816. The oyster industry employed many Newport men in the late nineteenth century who, like wealthy Port Norris residents, built Victorian homes or "modernized" existing dwellings. Today these remain a symbol of the last century's prosperity.[41]

Othello/Head of Greenwich

This village is essentially the northern extension of Greenwich's Ye Greate Street, and features a Quaker meeting house and Presbyterian church. Built in the 1830s, the former was home to the Hicksite Quakers who broke from the Orthodox sect in Greenwich. The Presbyterian church was organized prior to 1747; the present Greenwich Presbyterian church appears to have been built in 1835. One prominent Presbyterian from this area is Philip Vickers Fithian, a Princeton graduate and minister. Like Greenwich, the structures in Othello date to the eighteenth century.

During the late nineteenth and the early twentieth century, Othello was the site of the Pennington Seminary, a large private school that attracted boys and girls from all over the county. Industries here included: the Union Boiler Company, which employed eighty men, and the Pennington Cannery, with a work force of forty men and women during canning season.[42]

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[41] Cushing and Sheppard, 659; Mulford, 183.

[42] Industrial Directory, 352.

These historic homes and structures are listed on the National Register as part of the Greenwich Historic District. Two more important resources are the cemetery associated with the Presbyterian church and a cemetery just north of here that contains the graves of several black Civil War veterans.

Port Elizabeth

Port Elizabeth, on the Manamuskin Creek, a tributary of the Maurice River, was one of the first Cumberland County settlements established as early as 1750. In 1771 the land on which the town is located was bought by Elizabeth Bodley, after whom it is named. She then laid out streets and lots and began to sell them; the first lot was deeded to the Methodist Episcopal Church. During the late eighteenth century, the town became a port of delivery, where duties on foreign imports were collected. At the same time, the town acquired its first hotel and a road was built to Tuckahoe, with Port Elizabeth serving as the eastern landing of the Spring Garden Ferry, which linked the east and west banks of the Maurice River.[43]

The first entrepreneurs here were James Lee and his half brother Thomas, both of Chester County, Pennsylvania. In 1801 the Lees established a factory for the manufacture window glass. Ownership of the works changed hands several times throughout the nineteenth century and it was closed by the early twentieth. By 1850, however, the town included a post office, school, and three churches. Many of the dwellings reflect the town's development in the middle to late nineteenth century. As with most area towns, the houses are vernacular with little ornamentation.[44]

Figure 21. Roadstown is the site of the Ware chairmaking family as well as several patterned brick houses.

Port Norris/Bivalve

See Chapter 3: Maritime.

[43] Mulford, 183.

[44] Cushing and Sheppard, 715-16.

Roadstown

An early stop on the first stage lines between Greenwich and Camden, and Bridgeton and Salem, Roadstown was first called Kingstown; later it was known as Sayre's Cross Roads, after Ananias Sayre, a prominent citizen and county sheriff. Since the early nineteenth century it has been called Roadstown (Fig. 21).[45] Settled by the British in the early seventeenth century, Roadstown ranked in importance next to Greenwich, Fairton/New England Town, and Bridgeton/Cohansey's Bridge.

Today the town is noteworthy for two reasons. First, it was the home of the Wares, a multi-generational family of chairmakers whose ladderback, rush-bottom chairs are now highly valued among collectors. It is also an area rich in patterned brick houses with their construction dates and builder's initials in the gable. Included among these are the David Bowen House (1770), Ananias Sayre House (1770), and Daniel Bowen House (1775); just outside of town on Route 626 is the John Remington House (1728).[46]

Shiloh (Cohansey Corners)

The town of Shiloh lies in Hopewell and Stow Creek townships on property that was part of a survey by Dr. James Wass, and in 1705 was bought by Robert Ayers, a Seventh-Day Baptist. He laid out lots and sold them to other Seventh-Day Baptists; the town has remained affiliated with this sect, and the history of the church coincides with that of the area. The church was organized as early as 1737, and Shiloh became the nucleus around which these Baptists gathered (Fig. 22).[47]

In 1841 a post office was established here. The Union Academy opened in 1849 with a curriculum oriented toward agricultural teachings. The industrial focus of the town mirrored the area's agricultural importance. In the late nineteenth century, several canneries employed residents, including that of Davis and Rainear, which operated in this century.[48]

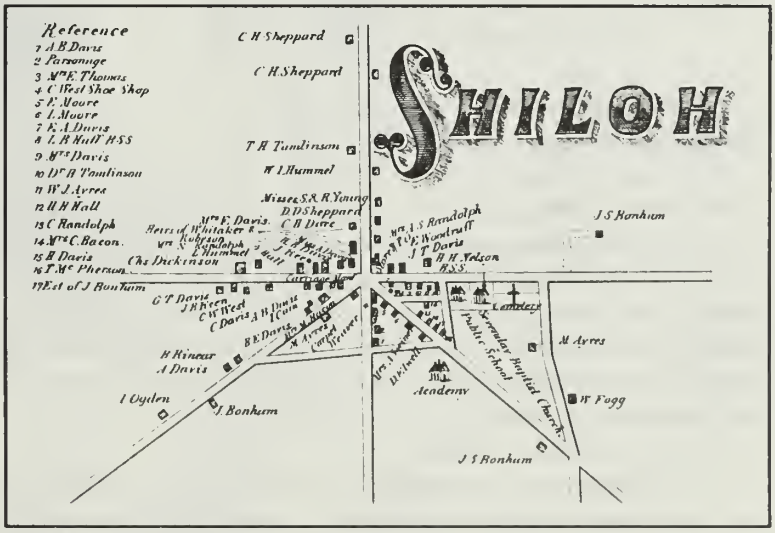

Figure 22. Map of Shiloh. Atlas, 1876.

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[45] Cushing and Sheppard, 694; Mulford, 185.

[46] Paul Love, "Patterned Brickwork in Southern New Jersey," Proceedings of the N.J. Historical Society 73 (July 1955), 194.

[47] Cushing and Sheppard, 693-94.

[48] Cushing and Sheppard, 694; Industrial Directory, 404-05.

Today, Shiloh's structures depict a once-bustling crossroads. At the intersection of Routes 49 and 696 there are two general stores and a service/gasoline station. The houses, however, reflect the heyday of community, having been erected in the eighteenth and nineteenth centuries. The academy building is extant, as is the DeCou's Farm Market and Packing Business, which operates at the east end of town.

Springtown

Springtown is in the northeastern part of Greenwich Township along the Greenwich-Bridgeton road. The community was founded in the nineteenth century as a haven for runaway slaves from Maryland and Delaware. That Springtown began as a haven for fugitive blacks distinguishes it from other area black-settled communities such as Gouldtown and Bridgeton. The town gets its name from a former slave, possibly Andrew Springer, who arrived here in the early nineteenth century with other runaways. The Quakers of Greenwich encouraged them to form their own community. Once it was established, Springtown may have been a stop along Harriet Tubman's Underground Railroad.[49]

By the twentieth century, the number of residents had declined such that the town could not support its three schools; only one survived in 1908, with fifty pupils. The three churches in town had so few members that they could not form a full congregation. The falling population was a result of the black migration to cities--Bridgeton, Philadelphia, Wilmington, New York--in search of work. Today there is little left of Springtown except for a few houses, the Wesley Methodist Episcopal Church, and the Bethel AME Church.[50]

Cape May County

Cold Spring

Cold Spring, established as early as 1688, gets its name from the freshwater spring that bubbled up through the salt marsh. Indians used the water for years, and passed on its value to the Europeans. The "cool spring water was retrieved by lowering a corked bottle into the spring, then pulling the cork out allowing the bottle to fill with fresh water." Prior to the early 1800s a shed covered the spring; this was replaced by a series of nineteenth-century gazebos that burned.[51]

During the early eighteenth century, the land Jacob Spicer owned around the spring was also the site of his plantation. After the community developed it became a stagecoach stop. In the early eighteenth century Cold Spring Presbyterian church was organized, and in 1718 a log church was constructed. The present brick church on Seashore Road was built in 1823; five years later the Cold Spring Hotel opened between Cold Spring and Cape Island. In

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[49] Maria Boynton, "Springtown, New Jersey: Exploration in the History and Culture of a Black Rural Community" (Ph.D dissertation, University of Pennsylvania, 1986), 8-9.

[50] Boynton, 9.

[51] Beitel and Enck, 105.

1857 the Cold Spring Academy was founded under the direction of Reverend Moses Williamson. This was the first school in the county to teach high-school level courses. Today, of these buildings only the church is extant. The spring, located in an obscure place along Route 9, is still active and is witnessing the construction of a new gazebo.[52]

Dennisville/North Dennis/South Dennis

The areas that today consist of Dennisville, North Dennis, and South Dennis were collectively known as Dennis Creek until the second half of the nineteenth century (Fig. 23). Dennisville/Dennis Creek was deeded to John Dennis after he purchased the land from an Indian named Panktoe in 1687. Sometime between the 1690s and 1726, Jacob Spicer owned the land; in 1726 he sold it to Joseph Ludlam. Ludlam's sons, Anthony and Joseph, settled on both sides of the creek, and the foundations of the town were in place.[53]

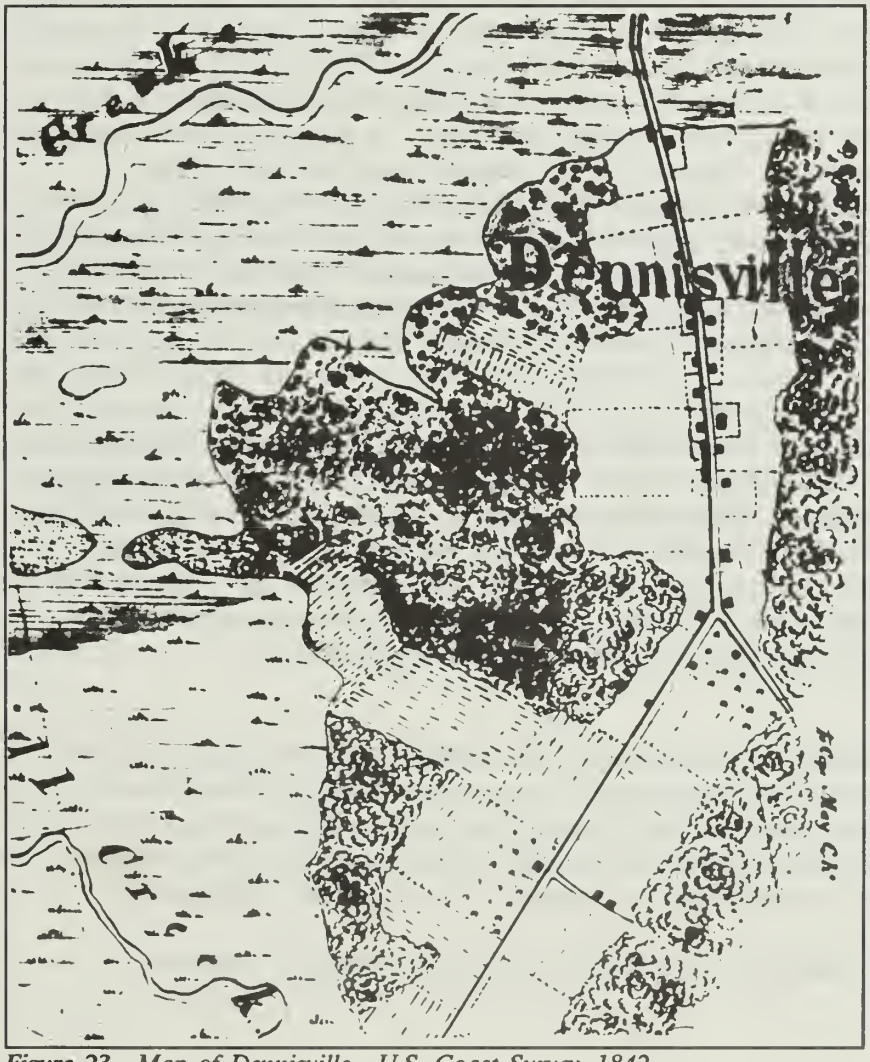

Figure 23. Map of Dennisville. U.S. Coast Survey, 1842.

Industrially, Dennisville is known for two things: lumber and shipbuilding. Many residents mined cedar trees out of the local swamps. The trees were cut for siding and shingles--much of which was exported via schooner. Among the lumber mills that existed in the early twentieth century were those of Ogden Gandy, Jesse D. Ludlam, and Derien & Campbell.[54] Associated with the cedar lumbering,

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[52] Beitel and Enck, 105-06.

[53] Boyer and Cunningham, 93; Beitel and Enck, 65.

[54] Beitel and Enck, 66; Industrial Directory, 112.

Dennisville boasted several talented shipwrights. Two important shipyards were the Leaming Yards and the Isaac Gandy and Jesse Diverty shipbuilding operation. Ships were built lengthwise along the narrow creek and launched sideways into the water, moving farther out with each high tide.[55]

Several prominent captains acquired great wealth from shipping lumber and produce. These men, in turn, built elegant frame homes that date to the late eighteenth and nineteenth centuries. Today, sixty-nine sites are included in the Dennisville Historic District; fifty-eight are historically significant. In addition to its houses, Dennisville is known for being the first Cape May County town to have a post office, established in 1802.[56]

Goshen

One of the oldest towns in the county, Goshen was first settled in 1693: Aaron Leaming (the first of nine men of that name) raised cattle here. A cluster of houses appeared in 1710, and it became a stagecoach stop on the Philadelphia-Cape May route. Like Dennisville, Goshen's industrial history centered around lumbering and ship building. Some of the shipyards were along Goshen Creek, where the vessels were, again, launched sideways because of the narrow channel. The town was fifth in the county to receive a post office.[57] Today, Goshen consists of several houses, a post office, two churches, a school, municipal building, and filling station, primarily along Route 47/Delsea Drive.

Nummytown

Named after King Nummy, a Lenape Indian chief, the area that includes Nummytown, Dias Creek, Cape May Court House, Fishing Creek, Mayville, Cold Spring, Wildwood, and Tuckahoe were Indian campgrounds. These villages were the destination of Indians making their summer migration to the shore to collect seafood and wampum. The local Indian population never exceeded 500, and thus did not threaten white settlers. By 1735 most of the Indians from here had migrated north.[58] Today, much of what was Nummytown has been developed into campgrounds, shopping areas, and residential neighborhoods.

Rio Grande/Hildreth

Rio Grande was originally the intersection of the earliest roads: the King's Highway (Shore Road) from Tuckahoe to Cold Spring, and the road from Dennisville and Goshen (Delsea Drive). The town developed gradually throughout the late eighteenth and nineteenth centuries, first as a stagecoach stop and later as the last railroad stop for passengers bound for the beach resorts; vacationers traveled from Rio Grande to the shore via stagecoach.[59]

Unlike Goshen and Dennisville, the industrial innovations aided Rio Grande's

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[55] Beitel and Enck, 66.

[56] Beitel, 66.

[57] Beitel and Enck, 92-93.

[58] Beitel and Enck, 10.

[59] Beitel, 90.

development. While the other two declined in importance because they could not access the railroad, Rio Grande embraced rail and automobile traffic. In the early twentieth century, two industries were here: Rio Grande Canning Company and J.S. Brown carriage factory.[60] Today Rio Grande, too, like its neighbor Nummeytown, is recognized by its strip shopping malls, small businesses, and residential development. Few remnants of its early history remain.

Town Bank/Portsmouth/New England Village

Town Bank was originally settled by New England whalers who came here on a seasonal basis. As time passed, however, more of the whalers stayed year-round and eventually moved inland. In 1692 the town was made the first county seat, though it diminished in size and importance as whaling dwindled and the Delaware Bay reclaimed coastal lands. The site of the original Town Bank is underwater; the current Town Bank is an unrelated residential community.[61]

Cape May, Salem, and Cumberland counties are peppered with small, rural towns that in general retain a good portion of historically significance buildings. The most exemplary are Dennisville, Greenwich, and Mauricetown where there has been little modern intrusion. Despite some contemporary alterations and new construction, the historic cores of Salem and Bridgeton area are also characterized by its historic appearance. Towns that do not have designated historic districts should be considered for further investigation. Among the fast-food restaurants and modern offices in Millville and Pennsville a variety of historic structures are extant that should be studied for their historic value. Small towns such as Cedarville, Newport, Dividing Creek, Fairton, Quinton's Bridge, and Hancock's Bridge also feature a number of historic resources that warrant study and consideration for historic designation.

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[60] Industrial Directory, 384-85.

[61] Beitel, 16; Boyer and Cunningham, 138-39.

Chapter 3:

MARITIME ACTIVITIES

The Delaware Bay and the rivers of South Jersey have provided essential sustenance to most of the region since occupation by the Lenni Lenape Indians who traveled to the coast to fish and gather shellfish. Peter Watson wrote from Perth Amboy in 1684 that, "the Indians in the summer, along with their wives come down the Rivers, in the Cannoas, which they make themselves of a piece of a great tree, like a little Boat, and there they Fish and Take Oysters."[1] All parts of the oyster and clam were utilized: Wampum, made out of the shells, was a common currency among the Indians.

Whaling

The earliest recorded maritime-related industry was undertaken by the first settlers in Cape May Town, or Town Bank--whalers from New England who initially migrated south during the summer season. By the 1670s they had established a permanent residence there. The whalers hunted freely off the Delaware Bay coast, but Indians competed with them for the great mammals that were beached on the shore. The rivalry did not inhibit the whalers' prosperity, however, and many acquired land and large inventories of goods through the sale of whale byproducts. In 1695, for instance, Caesar Hoskins owned 150 acres, Samuel Matthews 175 acres, Thomas Hand 400 acres, and Henry Stites 200 acres. Upon Stites' death his property, valued at £174-10 shillings, included horses, cattle, sheep, swine, a whale boat, and tackling. Other prominent Cape May whalers included Caleb Carmen, Christopher Leaming, and Lewis Cresse.[2]

Whaling businesses such as Humphrey Hughes' Hughes and Company were established as early as 1666. Hughes, along with Nicholas Stevens of Boston and John Cooper of Southampton, were given the right to claim all beached whales. Thirty years later, a group of London businessmen established the West New Jersey Society and bought 577,000 acres of land in the area, though its efforts toward exporting whale products to England failed.[3] Otherwise, whale hunting was a community effort. The animals were spotted from watch towers erected in the coastal towns. Upon a sighting, six crewmen--a harpooner, boat-steerer, and four oarsmen--ran to the boats, which were usually built locally.[4]

Colonial newspapers regularly reported on the whalers' success, as did the Boston News Letter of 24 March 1718, when it reported that six whales were killed off Cape May and twelve off Egg Harbor. Economy dictated that nearly all parts of the whale be used to some

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[1] Wacker, 63.

[2] Harry B. Weiss, Whaling in New Jersey (Trenton: New Jersey Agricultural Society, 1974), 20-22.

[3] Weiss, Whaling, 22.

[4] Weiss, Whaling, 29-31.

end: Oil and bone was shipped to other colonies and Europe. Sperm oil, in particular, produced a clean and bright light, so it was used in domestic, street, and lighthouse fixtures; it was also an ingredient in soap, cosmetics, and lubricants. Bone was used in the manufacture of canes, whips, helmet frames, broom whistles, and as spines for corsets, umbrellas, and parasols. Bones and tissues were ground up and applied as fertilizer.[5]

By 1700, the indiscriminate killing of cow whales caused the number of this species to decrease markedly. As a result, whalers turned to larger boats to take them farther off the coast for the hunt; with this shift, some settlers opted for the less-arduous business of cattle raising, farming, and trapping. Whaling, however, was undertaken well into the late 1700s. The last whaling transaction recorded occurred in 1775 and pertained to the leasing of Seven Mile Beach by Aaron Leaming to whalemen for thirty days.[6] Today, the Cape May County Museum displays whaling gear as a reminder of the once-thriving local industry.

Trade

While whalers prospered in Cape May during the seventeenth century, residents of Salem and Cumberland counties were pursuing shipbuilding and trade. The first ports in South Jersey were Salem and Greenwich. Salem became an official port of entry in 1682, Greenwich in 1687. As such, these towns contained custom houses where British taxes were collected from arriving ships. A port of delivery served as a ship's destination port as opposed to any other port where the ship might receive provisions, orders, or refuge from storms.[7] The locations were ideal. "Both were located [away] from the tidal marshes on fast ground bordering a major stream: Salem on the east bank of Salem Creek and Greenwich on the west bank of the Cohanzy."[8] They remained important centers of trade until the Revolutionary War, and Salem was fully operational when Philadelphia was still a foundling colonial hub. The founder of the towns, John Fenwick, foresaw their potential, and devised wide streets to accommodate the traffic: Salem's Wharf Street, or Salem Street, was 90' wide, and Greenwich's Ye Greate Street was 100' across. Both were lined with houses and shops that terminated at water's edge amid a cluster of docks.[9]

The items exported from here were diverse. With agriculture the biggest inland industry, they included wheat and corn, as well as beef, tallow, and animal pelts.[10] The woodlands supported the production of shingles, boards, staves, hoops, and raw timber. Wood products, especially, were shipped primarily to other colonies--most frequently Delaware, Pennsylvania, New York, and the West Indies; otherwise, it was used locally to build and repair ships, wharfs, and warehouses.

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[5] Weiss, Whaling, 95.

[6] Boyer and Cunningham, 9-11.

[7] Rene de Kerchove, International Maritime Dictionary (New York: Van Nostrand Reinhold Co., 1961), 600-01.

[8] Roger T. Trindell, "The Ports of Salem and Greenwich," New Jersey History 86 (Winter 1986), 201.

[9] Trindell, 200.

[10] Sickler, 63.

Philadelphia received a large quantity of the products exported from South Jersey. Agricultural items went to the southern colonies until the late eighteenth century, when agricultural production there increased. New England and the West Indies received primarily grains and agricultural supplies, and some wood products. In turn, Greenwich and Salem merchants imported refined products and amenities such as rum, furniture, iron, wine, whale oil, codfish, sugar, molasses and salt. When the political situation changed, fewer goods were traded with England; then colonists in South Jersey who wanted European goods looked to Philadelphia.[11] The Revolutionary War marked the decline of the importance of Salem and Greenwich as trading centers, though it did not mean the end of active port towns in the region.

During the Revolutionary War, the Continental Congress considered Cape May of strategic importance as the entrance to the Delaware Bay. To ensure protection of river and bay, the Cape May Committee was established to inform the Congress about enemy movement. The only battle fought in Cape May County was on June 1776 at Turtle Gut Inlet, where the brigantine NANCY ran aground while carrying arms and munitions for the Continental Army. The British tried to intercept, fired upon her, and the crew abandoned the ship for fear of explosion. As they retreated, a sailor lowered the flag and took it with him. The British captain interpreted this move as a surrender, and he boarded her just as the ship exploded, killing fifty of his soldiers. Cape May County encountered more British activities than Salem and Cumberland counties during the War of 1812. Again, the British realized the important location of Cape May and its farmland, and repeatedly raided coastal farms for food and fresh water. In one instance the colonists sabotaged the enemy's supply by digging trenches from the bay to the freshwater Lily Lake.[12]

In 1789, Congress established districts for the collection of duties, one of which encompassed the area on the Delaware River from Camden to Cape May. Bridgeton was established as the port of entry, which served as a point for ships to load and unload under the supervision of customs regulators, and Salem and Port Elizabeth as ports of delivery. Like Salem, Bridgeton and Port Elizabeth were chosen for their locations at the head of navigable rivers--Bridgeton on the Cohansey and Port Elizabeth on the Maurice and Manumuskin Creek. Less-important river settlements on or between smaller streams included Hancock's Bridge, Thompson's Bridge, Alloway Creek, Millville, Port Norris, and Dennisville.

Ship Building

Many of the ships that were built and based in the area were sloops or schooners (Fig. 24), similar to the vessels that sailed from Salem and Greenwich prior to the war. As trade ships they carried lumber, hoops, coal, coal oil, vitriol, salt cake, brick, stone, fertilizers, railroad ties, tobacco, sugar, farm products, furs and ice as far north as Newfoundland and as far south as South America.[13]

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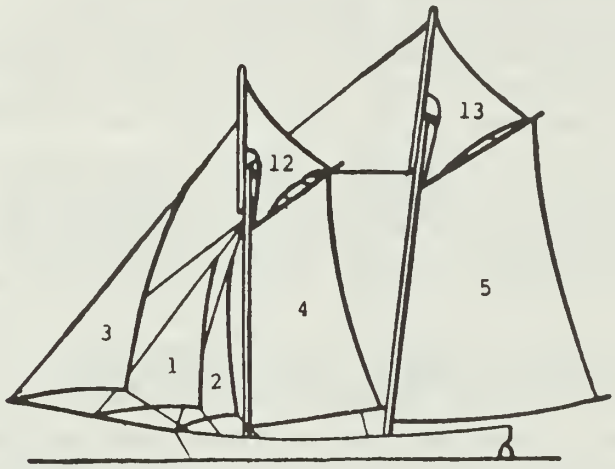
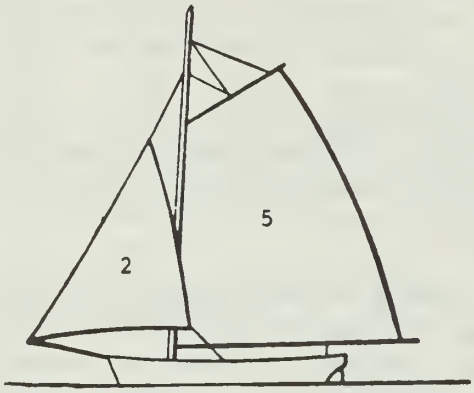
[11] Trindell, 203-11.

[12] Boyer and Cunningham, 47.

[13] Joyce Van Vorst, "Coastal Trade," Cape May County Magazine of History and Genealogy 8 (1986), 445; Trindell, 203.





Schooner
(some with 3,4,5,6,7 masts)

Sloop

KEY

1. Flying jib
2. Jib
3. Foretopmast-staysail
4. Foresail
5. Mainsail
12. Fore gaff-topsail
13. Main gaff-topsail

Figure 24. *Diagram of schooner and sloop type vessels, identifying sails and rigging.* Guidelines for Recording Historic Ships.

Though the earliest vessel for general transportation was the dugout canoe used by the Indians, most area towns--Bridgeton, Cedarville, Dennisville, Dividing Creek, Dorchester, Fairton, Goshen, Greenwich, Leesburg, Mauricetown, Millville, Newport, Port Elizabeth, and Port Norris--were historically home to shipwrights and shipyards. Here were built shallops, sloops, and schooners for oystermen and fishermen in the region, as well as for use by traders based in Philadelphia and New York. New York and Philadelphia businessmen invested in Jersey-built ships and then registered them in those cities.[14]

Shallops and sloops were common craft around the Delaware Bay and its rivers in the early colonial period, popularly used for trade. Use of these two types of ships--for oystering, fishing and trading--declined after the versatile schooner was introduced to the colonies in 1760. Colonial shipwrights built the first schooners based on early eighteenth-century English and European examples, with new hull designs and changes in the rig instituted later to render the vessel easier to handle and better suited for a small crew. These first schooners were used primarily for commerce. In addition, each region developed its own variations. "Local hull types were designed to meet prevailing conditions such as tide, depth of water, weather, and wind, as well as the demands of a particular service such as fishing or freighting."[15] In the 1730s one design, the "Virginia" model, appeared often and it influenced

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[14] Ruth Cook Brown, Early Shipbuilding Particularly in South Jersey (Cumberland County Historical Society, 1961), 5.

[15] Anne E. Witty, "The Oystering Fleet of Delaware Bay," Challenge of Folk Materials For New Jersey's Museums (1986), 95.

Figure 25. Shipyard of F.L. Mulford, Millville. Atlas, 1876.

the designs of two classes of schooners. One, the large, speedy, seaworthy, and ocean-going schooners such as the "Baltimore Clipper" type class was prominent by the War of 1812.[16] The Virginia model also influenced the design of a smaller schooner-rigged vessel, the pilot boat. Between 1830-60 it was developed as an oyster boat and became known as a "Bay Schooner" --referring to the Chesapeake Bay. Once the local oyster industry escalated, the Bay Schooner was modified to adapt to the Delaware's strong tides and shallow waters. By the 1920s, Delaware Bay schooners had taken on their own unique characteristics. Increased length of the hull lines, a freeboard with a long sweeping sheerline, and smaller heart-shaped sterns with elliptical tops characterized New Jersey schooners.[17]

The growth of the oyster industry in particular led more local shipwrights to build schooners; sloops also were "dismantled and refitted as schooners with fore and aft rigs."[18] Between 1870 and 1935, 153 wood vessels were produced in Bridgeton, 100 in Dorchester, 71 in Leesburg, 61 in Mauricetown, 55 in Millville (Fig. 25), 38 in Greenwich, 32 in Port Norris, 17 in Newport, 16 in Cedarville, three in Fairton, and two in Port Elizabeth.[19] The Del Bay Shipyard, now owned and operated by WHIBCO Inc., is an example of how other shipyard facilities might have appeared (Figs. 26-27). The site consists of several sets of long, three-story rectangular buildings. The interiors of these buildings are virtually vacant and provide room for the construction of schooners and other vessels, though written and graphic evidence suggest most were built outside. During World War II, the shipyard constructed mine

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[16] Witty, 95.

[17] Witty, 96.

[18] Donald H. Rolf, Undersail: Dredgeboats of Delaware Bay. (Woodbine: McGregor & Warner, 1971), 39.

[19] Brown, 10.

Figure 26. *Del Bay Shipyard, located in Leesburg, repaired and built schooners as well as other vessels, including World War II mine sweepers.*

Figure 27. *Today WHIBCO Inc., a local sand-mining company, uses the Del Bay Shipyard facilities as its headquarters.*

sweepers for the American government. The Del Bay Shipyard operated well into the latter part of the twentieth century.

The number of boats built in Cumberland during the same period ranked it as the second-largest boat-building county in New Jersey (after Camden County). Cape May County ranked third: from 1870-99, shipwrights were responsible for forty-four vessels from shipyards in

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

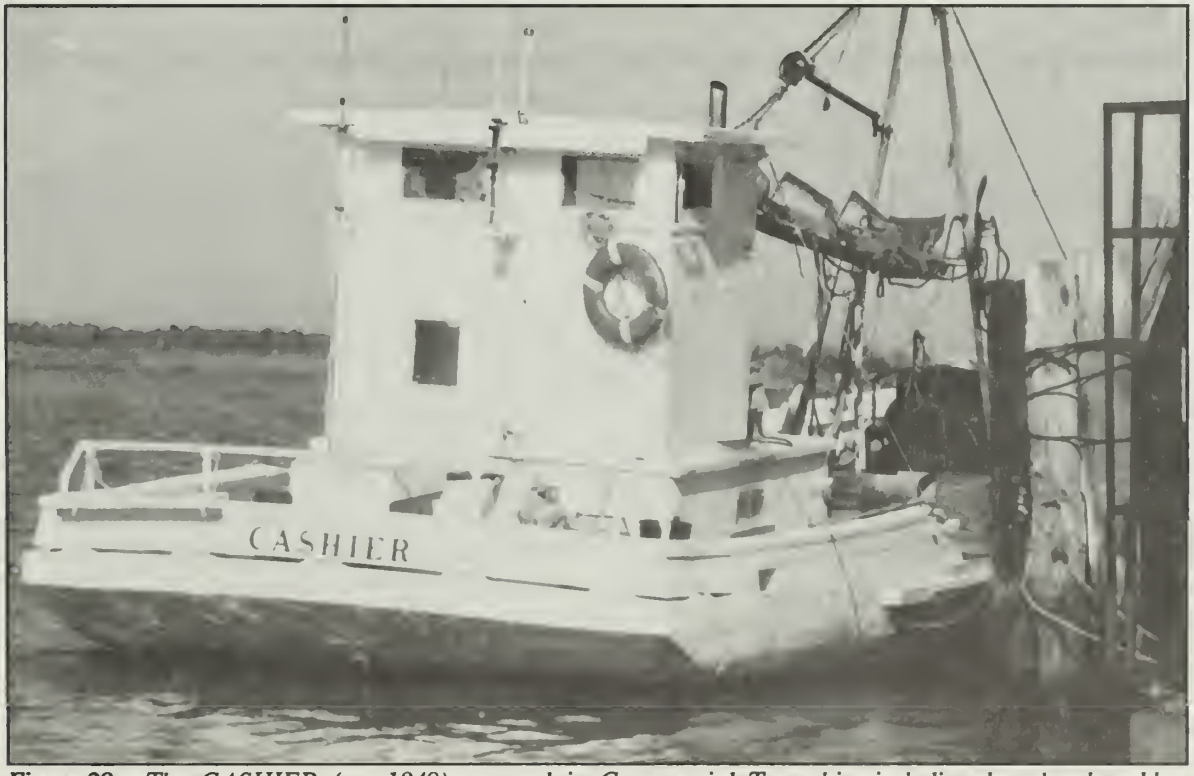

Figure 29. The CASHIER (ca. 1849), moored in Commercial Township, is believed to be the oldest commercial fishing boat in use in this country. Leach.

Dennisville, Goshen, Tuckahoe, and Marshallville. When yards in the last two towns shut down in 1883, Dennisville makers compensated, and from 1871-91 produced twenty-six three-masted vessels. A decline in Cape May County ship production occurred in the 1880-90s due to a demand for larger ships than what could be built locally, coupled with a depleting local lumber supply.[20]

As the oyster industry modernized, so did the New Jersey-style schooners. Wind power dredges gave way to motors. In turn, the time spent working and living on the boat shrank to daylight hours. The absence of sails (Fig. 28) also invited the addition of pilot houses, which shifted the captain's command center from below deck to above. Today several schooners in the Bivalve/Shellpile area have been converted to power engines. Most existing schooners pre-date 1930, the last year they were built in the area. The oldest extant example of a schooner built with sails and refitted with a power engine is the CASHIER, believed to date to 1849 (Fig. 29).

Oystering

The Delaware Bay's oyster beds were recognized as an important resource as early as 1719 when the colonial legislature enacted regulatory laws to prevent their pillaging. In 1775, the legislature forbade lime-burners from taking the oyster shells for making lime. By the early nineteenth century, oystermen in the Chesapeake and Delaware bays adopted the use of wood dredges with iron teeth and a rope mesh bag, instead of the traditional tongs or rakes. Dredging generated a larger oyster harvest and was improved after the Civil War when the frame and mesh bag were made out of iron.[21]

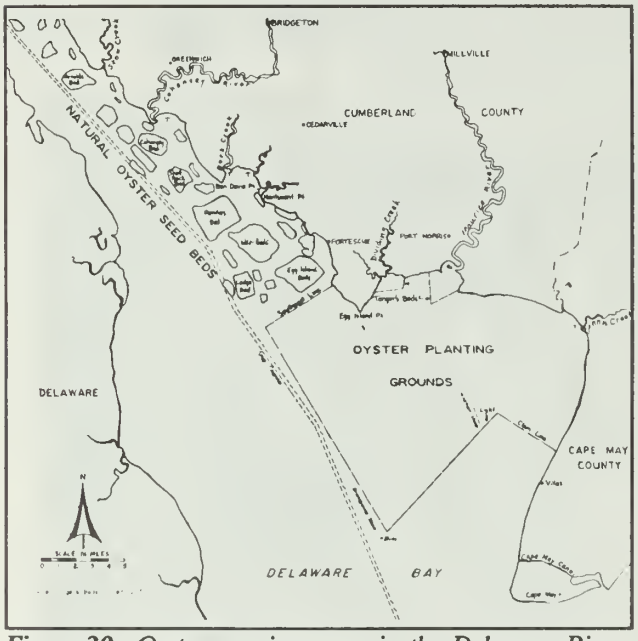

Figure 30. Oyster growing areas in the Delaware River-Bay, showing seed beds and planting grounds. Undersail.

It was not until the late 1800s, however, that the Delaware Bay oystering industry boomed, although the procedure for gathering and processing the oysters changed very little during the nineteenth century. The oysters were dredged up, brought to the mouths of creeks and rivers, and placed in large bins atop the mud flats where the tide washed through them. Once cleaned, they were loaded on to boats or wagons en route to Philadelphia.[22] Efforts were undertaken to escalate production and

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[20] James M. McLaughlin, "Maritime History of Cape May County," Cape May County Magazine of History and Genealogy 7 (1980), 653-58.

[21] Rolf, 38.

[22] Rolf, 38.

profit, but one factor working against the oystermen was the demand for shells to be ground into lime. This depleted the shell supply needed to host (provide a shell surrogate) seed oysters, and caused state officials in 1846 to close the oyster beds during the summer. This led to a fortuitous discovery after some oystermen gathered a load of oysters and took them to Philadelphia and New York markets--only to find that they were overstocked. The men returned home and dumped the bivalves nearby in deep water. In the fall they discovered that the oysters had fattened, and hence the oystermen realized the potential of moving the small ones from shallow beds and relocating them to the deeper and saltier waters of the Delaware Bay. Transplanting oysters thereafter became a widespread practice that boosted profitability but continued to deplete the natural beds. Moreover, many seed oysters were shipped to New England. As the supply of these shellfish continued to decline, New Jersey oystermen had to go as far as Long Island Sound to acquire seed oysters for the following harvest.[23]

The arrival of the railroad to the Maurice River area in 1876 enhanced the oyster industry. The first year an average of ten cars of oysters per week were shipped out; a decade later--about the time protective laws were being enacted--an average of ninety cars per week departed Bivalve. At the same time, more than 300 dredgeboats and 3,000 men were involved with Delaware Bay oystering (Fig. 30) [24]

In an effort to preserve the limited supply of seedlings in the area, the New Jersey legislature initiated a series of protective laws. In 1893, the state was divided into seven

Figure 31. *Taking up oysters at Bivalve showing the iron rakes, flat oyster boat, and processing houses of Bivalve in the background.* New Jersey: Life, *early 20th century.*

[23] Parsons, 70.

[24] Parsons, 72.

Figure 32. Canning raw oysters at Port Norris. New Jersey: Life, early 20th century.

Figure 33. Packing oysters in baskets at Port Norris. Wettstein, pre-1904.

Figure 34. *Interior of shucking house showing workers in their cubicles and kettles filled with shucked oysters. Undersail, ca. early 20th century.*

Figure 35. *Shucking house on the Maurice River where oysters are opened and prepared for shipping. Undersail, 1920s.*

districts "with a commission of fourteen members to promote the propagation and growth of seed oysters and to protect the natural seed grounds." The legislature empowered the planters' association of Maurice River Cove to make rules governing the industry, to employ guards, and to assess fees. In 1899 the state passed yet another bill to enhance the protective stances of the first two bills. Fifteen years later, New Jersey created the Board of Shell Fisheries to further ensure the longevity of the Delaware Bay oyster harvest, which by 1917 had evolved into a $10 million a year industry.[25]

The move from sail to motor power in the early twentieth century disrupted the network that united the oystering community. The crew, no longer needed to control the sails, instead culled oysters, which improved efficiency. The culling process--separating the good oysters from bad and other trash--was also mechanized. During the 1930s schooner production fell, and eventually shipwrights only repaired the old boats. Motors made sail-makers and riggers obsolete. By the end of the decade, the only surviving auxiliary industries were dredgemaking, some smithing, and the furnishing of machine parts. [26]

In 1950 oystermen suffered an even greater setback, unrelated to industrial progress. The oysters grew susceptible to the MSX virus, a parasitic attack that weakens or kills an oyster, which has virtually ended all oystering on the Delaware Bay. Today, only thirty boats work the bay compared to the 500 active oyster vessels at the peak of the industry. In an effort to combat the MSX menace, scientists at the Rutgers Experimental Station in Bivalve, at one time the major oyster port on the bay, are working to develop a stock of virus-resistant oysters.

Figure 36. *Oyster processing facilities at Bivalve (ca. 1904). Workers bunked upstairs, processing occurred below; the N.J. State Police is the current tenant.*

Today, Bivalve contains the architectural remnants of its once-flourishing oyster industry that

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[25] Parsons, 70-72.

[26] Witty, 98.

historically included the towns of Port Norris and Shellpile; much workers' housing stock has been demolished. The processing houses (Fig. 36) are extant here, though they have been somewhat modified since 1904 when erected by the Jersey Central Railroad. The plain frame buildings are set at the shoreline, with finger-like docks extending into the shallow waters sheltered by a shed roof; vessels entered this space and originally dumped their shellfish cargo for a natural rinsing. The enclosed buildings housed the workers and ancillary industries such as sailmaking.

Caviar

During the 1860s when oystering was on the verge of its boom, another maritime industry had already developed at the mouth of Stow Creek, in the fishing village and namesake of Caviar--now called Bayside. During the fishing season, approximately 400 fishermen lived in the nearby cabins and houseboats, with access only to a store, post office, and train station. The last was critical, because many fish were transported by train to New York City, and sturgeon fishermen at Cape May Point used Caviar's station to off load their catch (Fig. 37). Sturgeon meat and the eggs for caviar were sold to boats that waited off shore, which then delivered them to steamboats en route to Philadelphia.[27]

One prominent sturgeon fishermen was Harry A. Dalbow who, in 1891, formed a partnership with Joseph H. Dalbow. The ten-year association started with two sailboats and nets, and grew to encompass a fleet of about twenty large gasoline-powered boats. The Dalbows' work extended longer than the summer season in Caviar; to North Carolina and South Carolina in the winter, and in the fall to Maine and Canada. Fishermen commonly migrated each season, despite efforts in some jurisdictions to outlaw non-resident fishing. In

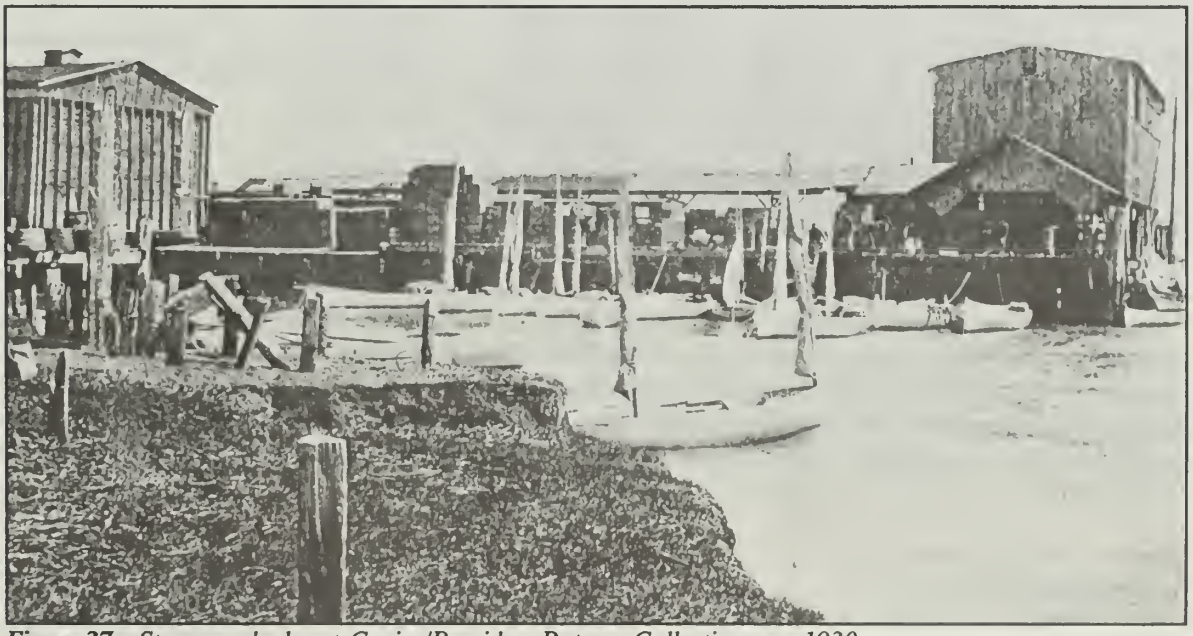

Figure 37. Sturgeon docks at Caviar/Bayside. Rutgers Collection, ca. 1930.

[27] "The Sturgeon and Caviar Industry at Penns Grove, New Jersey," The Way It Used To Be 2 (July 1989), 13.

addition to the sturgeon fishing, Dalbow undertook a canning venture. With the help of the American Can Company in Penns Grove (just north of Deepwater) he started packing caviar in small, vacuum-sealed glass jars. Other companies canned its caviar in kegs made in Russia, but Dalbow's process was so successful that he went there to help found canneries like his own in Astrakhan and Baku.[28]

Figure 38. Fisherman drying nets. Rutgers Collection, early 20th century.

By 1925, factory and sewage pollution coupled with over fishing caused the sturgeon and caviar industry on the Delaware to diminish. In 1904, the Sturgeon Fishermen's Protective Association discussed passage of a law forbidding the landing of any sturgeon under 4', since fish this size are of little value as a source of caviar. State laws were eventually passed but not before most of the sturgeon in the Delaware Bay had disappeared.[29]

In the Penns Grove area four shipyards supplied sturgeon fishermen with boats at various times. In addition, the men were dependent upon local men, women, and children to make the necessary 12" mesh nets; in 1890, machine-knit 11-13" nets replaced handmade ones (Fig. 38).[30]

Menhaden

Another maritime industry to emerge in the last quarter of the nineteenth century was menhaden fishing. Menhaden, or bunker fish, stays in marshy areas and moves south in the fall. Not a delicacy for human consumption, the fish caught in the bay at the turn of the century were taken by steamboat to a local factory between Leesburg and Heislerville where it was processed.[31] Although the facility is gone, Menhaden Road recalls the place where the fish were "cooked with steam, the fish oil pressed

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[28] "Sturgeon and Caviar," 13.

[29] "Sturgeon and Caviar," 16.

[30] "Sturgeon and Caviar," 16.

[31] Margaret Louise Mints, The Great Wilderness (Millville: Wheaton Historical Association, 1968), 53.

out and the remains dried and ground into fish meal for animal feed and fertilizer."[32] The oil was used in the manufacture of paints, inks, soaps, and lubricants.

Crabbing

In recent years crabbing has become a major industry on the bay, as well as a weekend recreation. Blue crabs are found throughout the tidal waters of New Jersey, and although they are a critical food group to watermen today, the enterprise of crabbing has fluctuated drastically since the end of the nineteenth century. In the 1880s, for instance, approximately 1.5 million pounds of crabs were captured, while in 1890 the harvest was less than 100,000 pounds.[33]

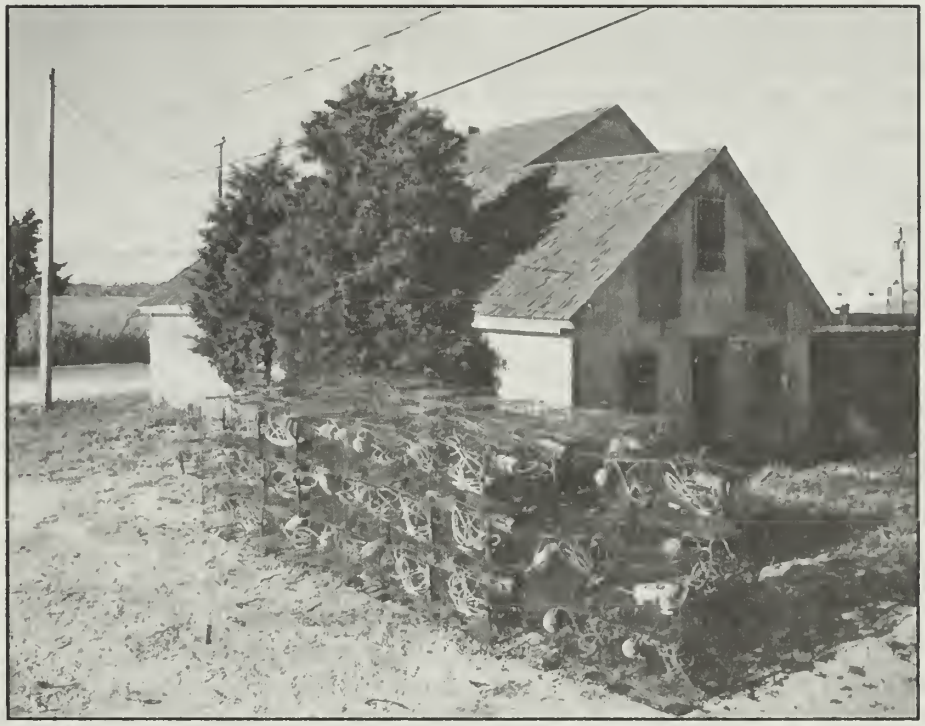

Figure 39. Crabbing pots outside a Bivalve storage building.

The volume of crabs did not peak akin to the 1880s level until 1940, when almost 5 million pounds were caught. The increase is attributed to the replacement of baited trot lines with the self-trapping crab pot (Fig. 39). Used mostly during the summer harvest when crabs actively feed, trot lines--with 100 or more baits tied at intervals--could stretch as long as 1,000'. In the winter fishermen dragged dredges behind their boats, allowing the teeth of the dredges to scrape out the dormant crabs; dredges are still used during the winter harvest. Today, the crabbing industry continues to flourish, as does the use of the crab pots, such that in 1985 an estimated 1.6 million pounds of crabs were caught. In addition, a private company in Shellpile deals in aquaculture, flash freezing soft-shelled crabs for export to Japan.[34]

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[32] Stephen W. Hitchcock and William R. Curtsinger, "Fragile Nurseries of the Sea: Can We Save Our Salt Marshes," National Geographic 141 (June 1972), 736.

[33] Joe Dobarro and Bill Figley, New Jersey's Blue Crab (Port Republic: Division of Fish, Game and Wildlife, 1985), 2-6.

[34] Dobarro and Figley, 7.

Lights/Lighthouses

To ensure the safety of the different vessels that traversed South Jersey coastal waters, a number of lighthouses, towers, and beacons were erected. Unlike some transportation-related structures, these nineteenth-century structures have not been replaced by a modern equivalent mechanism --though the lights themselves have all been automated. These utilitarian structures, erected on land and in the water, are often associated with a number of service buildings, including keepers' lodge and oil house. The four well-known light houses in the study area are Finn's Point Rear Range Lighthouse (Fort Mott Light), East Point Light (Figs. 40-41), ShipJohn Lighthouse (Fig. 42), and Cape May Point Light (Fig. 43).[35]

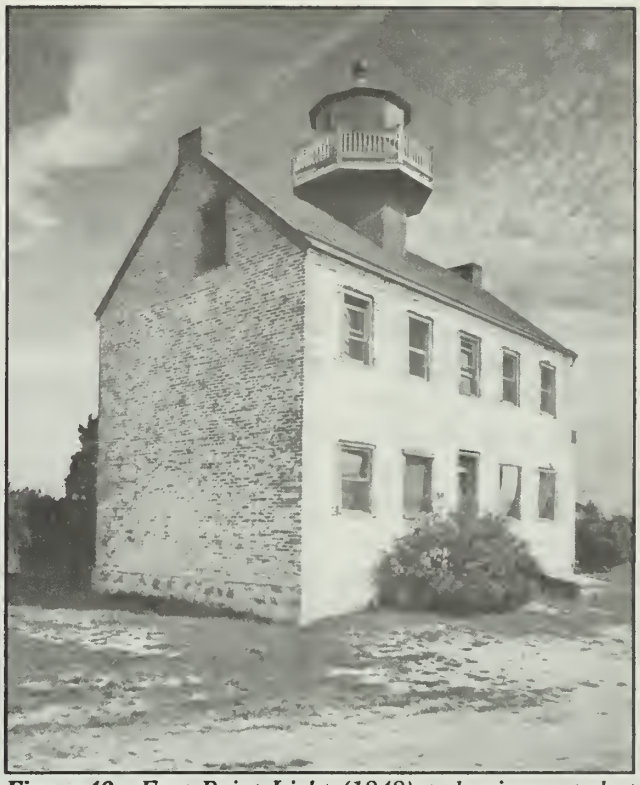

Figure 40. *East Point Light (1848) today is empty but intact, with its red-brick exterior exposed.*

In 1837 the federal government bought land at Finn's Point to erect a battery that would help Pea Patch Islanders defend Philadelphia and the river in the event of attack. At first slated as a temporary facility, it was made permanent in 1870. By 1878, Fort Mott boasted two 8" guns, and the battery was strengthened ten years later during the Spanish American War. The fort was named after General Gersham Mott, commander of New Jersey volunteers in the Civil War.[36] During World War I, Fort Mott also safeguarded Carney's Point where E.I. du Pont de Nemours & Co. manufactured gun cotton used in mines, torpedoes, and propellants. The fort closed after World War I.[37] Finn's Point National Cemetery, near Fort Mott, was used during the Civil War as the burial site of Confederate soldiers who succumbed to cholera and other diseases while imprisoned on Pea Patch Island. In 1875 the government designated it a national cemetery.

East Point Lighthouse (1848), built to guard the eastern shore of the Maurice River Cove, represents the only local example of a Cape Cod-style form--simply a lantern atop a gable-roof structure that resembles the regionally indigenous I-house. The low height was typical of mid nineteenth-century lights in a geographically flat area; structures thereafter reached 150-170'. It is brick, three bays wide, and one room deep with interior chimneys on

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[35] Within the New Jersey Coastal Heritage Trail but outside the area of this study, the Sandy Hook Lighthouse (1764) is noteworthy as the only extant pre-Revolutionary light and because it is an octagonal structure. Holland, 16, 19.

[36] Harrison, 121.

[37] Fenwick's Colony, 112-13.

Figure 41. East Point Light when the brick building was stuccoed or painted white. Undersail, ca. 1900.

each gable end. The lantern is accessed via a winding metal staircase on the second floor. A brick addition on the east side was once used as a kitchen. Interestingly, an 1842 survey of this area features a "Maurice River Light" on the east bank of the cove, with a later notation of "1882." Among the no longer extant sites is Cohansey Lighthouse (ca./pre-1842) which, according to historic photographs, was identical to East Point Light and sat at the mouth of the Cohansey River.

The ShipJohn Light is on a shoal where the ship JOHN was destroyed by ice floes in 1797. This caisson-type structure--a huge iron tube filled with rocks, sand, and/or concrete--was less vulnerable to floating ice than the screwpile type, which is also used at non-landed sites.

In 1821 Congress approved money for a lighthouse to be built on Cape May Point. The 70' tower erected two years later had a revolving light with fifteen lamps. By 1847 it no longer functioned due to erosion of the shore, and a second structure was erected on Great Island bluff, one-third of a mile from the site of the original; it, too, was lost to erosion. The third and present Cape May Point light was built in 1859 at what is now Cape May Point State Park. The light atop the free-standing 170' tower has been automated, and the site includes two modest gable-roofed keeper's dwellings that have been restored.[38]

Finn's Point Rear Range Lighthouse (1877) is in what today is the Supawna Meadows National Wildlife Refuge near Fort Mott north of Salem. This light was erected to guide naval traffic around the shoals and islands of the Delaware River. Completed in 1877 by the Kellogg Bridge Company of Buffalo, New York, the tower measures 100' from base to focal plane. Constructed of wrought rather than cast iron, the skeletal tower rests on a freestanding masonry base, a type of construction popular from the 1860s. The tower platform is reached by a spiral, cast-iron stair. The iron cylinder is entered through a "handsome classical galvanized iron doorway, which has a pedimented aedicule motif, molded capitals and paneled pilasters."[39] The light was automated in 1939 and discontinued in 1951.[40]

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[38] F. Ross Holland, Great American Lighthouses. (Washington: Preservation Press, 1989), 144.

[39] National Register of Historic Places nomination.

[40] Holland, 146-47.

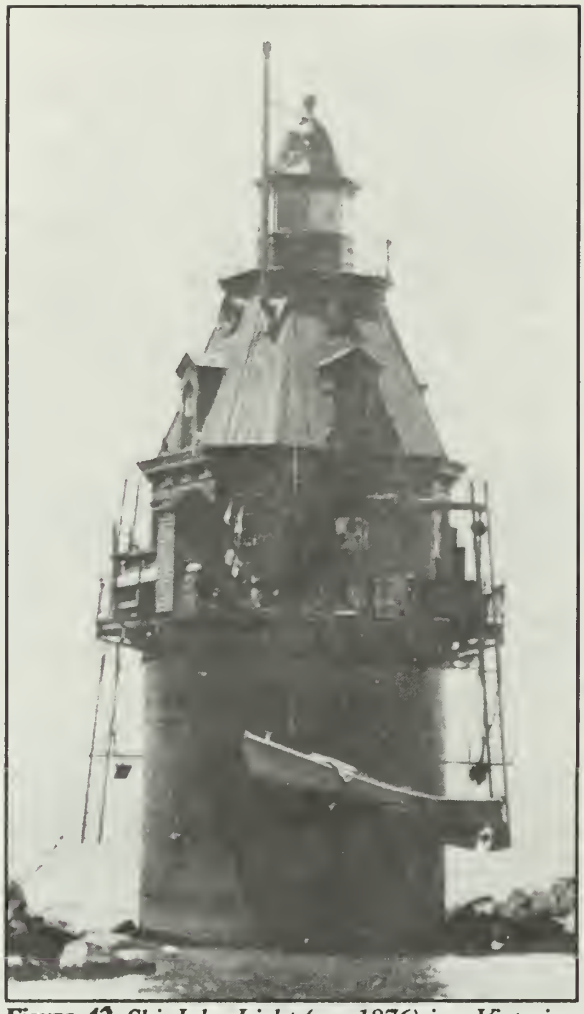

Figure 42. *ShipJohn Light (pre-1876) is a Victorian caisson-type light in the Cohansey River. Undersail.*

Figure 43. *Cape May Point Light (1859), consists of a free-standing tower and keepers' dwellings. Leach.*

Some of South Jersey's light structures are lost. Another lighthouse existed at Egg Island, just north of the southern terminus of the point. Two "signals" are indicated to have existed as late as 1842-43: West Creek signal, on the west bank of that waterway, and Goshen Signal, located between Goshen and Withs creeks.[41]

[41] U.S. Coast Survey, 1842-43.

Chapter 4:

AGRICULTURE

Agriculture has been a way of life in South Jersey since the eighteenth century, and all three counties have remained devoted to some agricultural pursuit into the twentieth century. The first farmers here were the Lenni Lenape Indians who cleared land by burning underbrush and girdling trees. Among the plants they domesticated and cultivated were several varieties of corn--flint corn, popcorn, and sweet corn--kidney and lima beans, pumpkin, Jerusalem artichoke, sunflower, and tobacco. They also harvested wild rice and gathered chestnuts, walnuts, hazelnuts, hickories, and butternuts. Indians taught the first whites about such indigenous wild foods, and they are credited with providing the newcomers with many of today's popular commercial products: corn, blueberries, strawberries, cranberries, and sugar maples.[1]

The sequence of white settlement also introduced familiar farming practices from European homelands and other colonies. The Dutch, for instance, introduced cabbage, lettuce, carrots, radishes, parsnips, beets, spinach and onions, as well as a variety of flowers and fruit trees. In the late eighteenth century, the Irish brought with them white potatoes, and visitors to the Caribbean returned with sweet potatoes. Livestock supplemented crops: sheep, cattle, horses, pigs, and chickens. All but the easily victimized sheep roamed the woods and open fields freely; to protect the crops, however, colonial law required that fields be enclosed by worm, or Virginia, fences made of split rails laid in a zigzag pattern.[2]

Farms then, as today, were dominated by the dwelling house, surrounded by a complex of service structures: barns, sheds, spring house, and perhaps a windmill. There are few examples of seventeenth-century dwellings extant in rural South Jersey, though the greater number of resources were erected during the ensuing two centuries. Eighteenth-century farm housing is stratified by location: Salem County and Greenwich contain Quaker and other brick Georgian forms, and exclusively those with patterned gable ends--as is discussed in Chapter 2 and Appendix I: Patterned Brick Work. In contrast, Cape May County's dwellings are generally frame with a smattering of brick Georgian forms found along the main roads; Cumberland County contains elements of both, though nineteenth-century Victorian construction rivals that of the previous century. Two vernacular dwelling types are found throughout the study area: one-cell, two-story stack houses, usually with a lateral shed, and migrant-worker blocks.

In Cumberland County there is one confirmed seventeenth- and a few eighteenth-century brick houses; of these, some are ornamented by only Flemish-bond coursing. This area is within the fifty-mile radius of Philadelphia influenced by early Quaker builders, and where brick was preferred, as opposed to the Mid-Atlantic, west of an imaginary Philadelphia-

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[1] Stansfield, 12.

[2] Stansfield, 123-25.

to-Princeton line, where stone was used more often. Here, the talents of a diverse group of carpenters and masons immigrating from different regions of England were scattered, resulting in, for instance, the diaper pattern in Salem's brick houses.[3]

Like patterned brick work, the two-thirds Georgian plan has been attributed to the Quakers, hence it is sometimes called the "Quaker-plan"; the appropriateness of this is debated among architectural historians, folklorists, and cultural geographers.[4] In South Jersey, many of the houses erected in Quaker settlements are two-thirds Georgian, however, with the characteristic side-hall, two-pile plan.

> The old Salem houses . . . are typical examples of Quaker architecture. Two stories high, wide of front, with interior end chimneys, pent roof in front but not at the ends, the door occasionally hooded. . . .[5]

The abundance of wood was one factor to influence the choice of frame versus brick as a building material in the towns and countryside of Cape May and Cumberland counties. This is especially true for the low-lying bayside region of Cape May County examined in this study. Regardless of a structural difference, the majority of dwellings built here in the eighteenth century were stylistically Georgian. In Cape May County, many of these are found along Route 47 (which follows the historic thoroughfare from the point northwestward), and are either two-thirds Georgian or a full five-bay Georgian. These residences are formal and imposing, despite the relatively rural setting and historic farmhouse

Figure 44. *Thomas Ludlam House (1743), originally a hall-and-parlor plan, has been enlarged with the addition of four bays and relocated below Dennisville.*

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[3] Thomas J. Wertenbaker, The Founding of American Civilization, The Middle Colonies (New York: Cooper Square Publishers, 1963), 236.

[4] Noble, 45

[5] Wertenbaker, 239.

function. This may be explained in part because the soil in Cape May was poorer than that of its neighbors, so to prosper, the settlers of north Cape May County ventured well beyond the bounds of established towns such as Cape May Courthouse and Cold Spring. These towns were uncharacteristically inland, and thus inhabitants dependent upon shipbuilding or related industries had to gravitate either deeper into the interior and land routes, or closer to the water. Settlement patterns also reveal that planned towns were not prominent here and settlement was more random, compared to Salem and Cumberland counties. The first settlers, after all, were whale hunters who lived in temporary shacks for one annual season.

In South Dennis, on the west side of Route 47, there are two examples of the eighteenth-century house forms associated with an agricultural setting. The Thomas Ludlam House (1743, Fig. 44) is very plain block probably constructed in three phases, beginning with the leftmost, three-bay unit that terminates with the chimney. The portion on the right of the chimney, and the slightly smaller gable-roofed block, were undoubtedly added after the 1740s. As such the original space was a hall-and-parlor plan, the most common eighteenth-century arrangement. In keeping with the Cape May locale, the house is clad with weatherboard and wood shingles. The first-story windows are six-over-six-light double-hung sash, while the upper loft windows are six-light single sash. This house was moved in 1972 from North Dennisville to its present site.

Figure 45. Christopher Ludlam House (1776), though plain, is an ordered, Georgian five-bay block with gable-end chimneys, center door, and rear additions.

In contrast, the Christopher Ludlam House of thirty years later (1776, Fig. 45) is a more formal and spacious five-bay composition: a centrally placed door leads into a hall that is flanked by two rooms that were an embellishment of the hall-and-parlor function, and there are matching gable-end chimneys. Only one room deep, this is an I-house type that was popular throughout the Mid-Atlantic and South during this century. The first addition was made to the rear facade in 1833 to form a T or L plan, a common means of enlarging the property; the connecting garage erected in 1951 is sympathetic to the historic form.

Two common farmhouse types erected from the late nineteenth through early twentieth centuries can be dated by their ornamental features, or lack of them: the older folk Victorian mode is an asymmetrical gable-and-wing composition, as compared with the boxier, three- or four-bay mass with a gable or cross-gable roof. Some are older Federal-style buildings that have been "modernized" through detailing such as eave brackets and spindlework porches, as well as, perhaps, central or paired gables, a steeply pitched roof, or pointed-arch windows.

Figure 46. The Burcham Farm House (ca. 1870) is a vernacular Gothic Revival block, indicated by the center gable; the bricks were fired on the property.

Two examples of the latter model are the Burcham Farm House (Fig. 46) outside Millville, and the Howell Farm House, near Cedarville. Both are Century Farm Award winners--the farms having been owned and operated by the same family for more than 100 years. The Burcham House (ca. 1870), is made of brick fired on the property by the occupants' grandfather. Overlooking the Maurice River from a knoll, the house's subtle Victorian features are a high-pitched roof with a cross gable on the west/front facade, and L-shaped one-story porch that wraps around the front, supported by turned supports. Its siting on the ephemeral edge of the creek probably dictated the banked, three-and-one-half story mass--to gain as much safety and utilitarian space as possible at such a low sea level; minor additions have been made to the side and rear facades. Remaining outbuildings include a twentieth-century concrete-block barn, pig sty, windmill once used to generate electricity, and a small equipment shed made from the broken and poor-quality "brick backs" leftover from the manufacturing days. No evidence remains of the brick-making site.

The Howell Farm House is similar to that of the Burchams, with its steep roof with a cross gable. Built prior to the 1870s, however, it was remodeled during the Victorian era to feature paired brackets along the cornice, and front and side porches highlighted by Queen Anne spindlework. The house is three bays wide and one room deep with a perpendicular rear addition that gives the block a T-shape. Internally, the original house is a side passage plan. Extant outbuildings on the property include badly deteriorated barns and sheds.

The more contemporary block is a squarish four bays wide and two piles deep with a shallow hipped or pyramidal roof. The Russell Glaspey House (ca. 1900) in Salem County and Charlie Loew House (ca. 1890), Cumberland County, are two examples. Both the front and back facades have later shed-roof porches. The Loew House has a gable roof with a boxed cornice adorned by dentils. Four bays wide and three rooms deep, it is arranged on a central-hall plan. Rectangular transom glazing and sidelights around the front door indicate Georgian or Colonial Revival styling. Extant outbuildings here include a twentieth-century dairy barn built of concrete block (replacing an earlier barn that burned) and a frame machine shed.

Farmhouses built here from the nineteenth century on are usually complemented by English barns and drive-in corncribs. These service buildings reflect South Jersey's early settlement by Quakers and other English colonists. The English barn has a rectangular-like frame with its door on the two- to three-bay long side rather than the gable end; foundations are brick or local sandstone.[6] The amount of interior space allowed for hand threshing. "Unthreshed grain was commonly stored in one side bay, and during the fall and winter threshed by hand using a flail on the central threshing floor. The threshed grain and straw were separately stored on the other side in the opposite bay, the grain in built-in bins."[7]

The English barn--basically a single-function structure--persists here as well as the Delmarva Peninsula, where agriculture is "strongly oriented to crop production and where major livestock are largely absent, even in areas of high agricultural productivity." Though dairy farming had been prevalent in Cumberland and Salem counties since the mid to late nineteenth century, the area's proximity to New York and Philadelphia encouraged truck farming and thus, "discouraged the erection of elaborate farm barns in the possible path of urban expansion." The absence of a basement was popular, too, because of the high water tables.[8] Farmers who maintained dairy cows often added concrete-block rooms to their traditional barns.

The drive-in corncrib with flanking sheds has been a component of the earliest farm complexes (Fig. 47). Today they continue to exist in areas where "farming never advanced beyond a rudimentary or subsistence stage."[9] In South Jersey, the corncrib was used to store corn or grain; lean-to shed additions to house animals or machinery. Most twentieth-century structures associated with the farming regions of Cape May, Cumberland, and Salem counties are minor outbuildings, as compared to the barns and corncribs of previous years.

Market Days/Fairs

Seventeenth-century farmers sold crops and acquired new agricultural knowledge through fairs and written material. That fairs functioned as a glorified market day was an Old

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[6] David Steven Cohen, The Folklore and Folklife of New Jersey (New Brunswick: Rutgers University Press, 1983), 134.

[7] Noble, Barns and Farm Structures, 16.

[8] Noble, 57.

[9] Noble, 3.

World tradition, and despite their commercial importance, social activities were also a major element. "With the scattered populations, fair day furnished the chance for a general gathering, and soon developed into a festive event."[10]

Figure 47. The drive-in corncrib form, here adapted for use as a garage, housed grain in the flanking compartments; the gable-end opening has been glazed.

In 1681 the West Jersey Assembly established two annual fairs, to be held in Burlington and Salem, and a year later, Saturdays were designated the official market day in Burlington, and Tuesday in Salem. Also, semi-annual fairs in Salem were slated for May and October. In 1687 the Assembly established a fair at Greenwich as a semi-annual event held in April and October; unlike the Salem fair--which was aimed at farmers--the Greenwich event attracted traders from Philadelphia who sought pelts.

Despite efforts to keep the fairs orderly, some outsiders caused problems by selling liquor and encouraging horse racing. Some attempts were made by local governments to curtail the unruliness, as in 1698 when Salem officials banned the sale of liquor at fairs. Nevertheless, eventually the concept of fairs coinciding with market days was lost in an atmosphere of gambling and drinking. "All persons were at liberty to buy and sell all manner of lawful goods, wares and merchandise" at all fairs, where authorities could not arrest people for disorderly conduct two days before or afterward unless peace was threatened.[11]

By 1763, the chaos of the Salem fair increased so much that the New Jersey Assembly discontinued the privilege; two years later the town of Greenwich lost its right, also. Other towns in New Jersey, however, continued holding fairs until 1797 when the Assembly abolished fair privileges throughout the state due to abuse and neglect. With the cancellation of fairs in New Jersey, agriculturalists turned to societies, almanacs, newspapers and periodicals as a way to obtain the most up-to-date information on farming and husbandry

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[10] Carl Woodward, Development of Agriculture in New Jersey, 1640-1880 (New Brunswick: Rutgers University Press, 1927), 46.

[11] Woodward, 46-48.

practices. By the second decade of the nineteenth century, agricultural societies participated in the re-establishment of county fairs. In 1826, Robert Gibbon Johnson, a prominent Salem County farmer and member of the Pennsylvania and Salem County Agricultural Societies, promoted the reorganization of the Salem County fair.[12] In 1841, the New Jersey Agricultural Society sponsored a fair in New Brunswick. Among the events was a plowing match and a livestock sale. Later fairs had similar events in addition to horse racing, agricultural and household exhibits, and music.[13]

The Cumberland County Agricultural Society, organized in 1823, also hosted two-day fairs that were held on Vine Street in Bridgeton. Many of their events were akin to those sponsored by the Salem and New Jersey agricultural societies. One practical tradition that took place prior to opening day was the construction of a wood fence around the fairgrounds; afterward, the barrier was dismantled and sold as lumber.[14]

Societies

In the eighteenth century Benjamin Franklin, William Temple Franklin, Colonel George Morgan, and William Coxe, among others, promoted agriculture through membership in societies and the support of almanacs, newspapers, and journals. One prominent example was the Philadelphia Society for the Promotion of Agriculture. Founded in 1785, its members sought to establish an experimental farm that went unrealized because of a lack of funds. Prior to the organization of the Philadelphia Society, the New Jersey Society for Promoting Agriculture, Commerce, and Arts advertised for members in the New Jersey Gazette in August 1781. The notice was signed by Samuel Whitham Stockton, secretary.[15]

Both the Salem and the Cumberland county agricultural societies were founded ca. 1800. These societies, especially the one in Salem, boasted prominent members who were continually experimenting with ways to improve the crops and farming techniques in the area. Robert Gibbon Johnson, a member of the Salem Society, recognized that the land was exhausted from overfarming--and business was depressed as a result. The New Jersey legislature appointed him to oversee Salem County's agricultural-relief loan office. In an effort to restore farmers' faith, he stressed the use of calcium-rich marl to replenish the soil. According to popular legend, Johnson also proved that the tomato was not poisonous and, more important, that South Jersey's sandy soil was an excellent location to grow them.[16]

A modern equivalent of societies might be considered grange organizations, where topical political issues relating to agricultural industry also gave way to social and community gatherings. In South Jersey, grange buildings (Fig. 48) closely resemble one-story schools and community centers, as plain frame gable-roof structures painted white.

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[12] Sickler, 198.

[13] Harry B. Weiss and Grace M. Weiss, Early Sports and Pastimes in New Jersey (Trenton: Past Times Press, 1960), 12.

[14] Mulford, 79, 152, 173.

[15] Woodward, 52-61.

[16] Sickler, 196-99.

Periodicals

Farmers relied on almanacs for their agricultural methodology as early as 1776. These less-than-scientific sources encouraged superstition by reinforcing such ideas as planting according to phases of the moon and home-made medicines. One widely read almanac in the South Jersey area was Wood's Town and Country Almanac. "As a medium for the dissemination of useful information, [almanacs] can be considered the forerunners in this country of agricultural journals, of agricultural books and of college and experiment station bulletins." Newspapers provided well-founded information as well the folkloric beliefs dispelled by almanacs. By 1833, newspapers such as the Working Farmer had become so important that every county in New Jersey except Cape May had a weekly or daily paper.[17]

Figure 48. *Hope Grange, No. 43 (1904), like other rural, municipal and school buildings, is an unadorned rectangular frame block painted white.*

Other magazines published outside New Jersey but read locally included the American Farmer, Plough Boy and Rural Gentlemen. These included stories written by prominent farmers throughout the Eastern United States. In 1826 Robert Gibbon Johnson submitted to the American Farmer a series of articles relating to the most accurate method of draining meadows and marshes. Magazines devoted to New Jersey agriculture included the New Jersey Farmer, which was published in Bridgeton from 1869-74, the Bridgeton Monthly, first published in 1872, and the Vineland Rural, issued around 1870.[18]

By the end of the nineteenth century, agricultural journals replaced almanacs and newspapers as the principle medium for disseminating farming facts. Journals, however, also played an important role in turning public sentiment toward favoring agricultural schools, colleges, and experimental stations such as Rutgers that were being established.

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[17] Woodward, 79, 102.

[18] Woodward, 103, 124-25.

Education

During the middle of the nineteenth century, the establishment of an agronomy curriculum in local schools was officially addressed. In 1848, the Union Academy in Shiloh was the first school to teach it, under the leadership of E.P. Larkin who attempted unsuccessfully to get state funding. In 1860 the State Agricultural Society also promoted utilizing the State Normal School to train teachers in agronomy; they, in turn, instructed students with the latest methodology. Four years later, a school for higher education was formed in New Brunswick; Rutgers Agricultural College hence became the State College for the Benefit of Agriculture and the Mechanic Arts.[19]

With Rutgers established as the state vehicle for agriculture training, its trustees purchased a nearby farm on which to conduct research. Once it was organized and self-sustaining, it became the headquarters for the experiment station where new farming techniques and cultivation problems were tested, and farmers were instructed. In 1880 the position of agricultural agent was established in each county. Since the 1880s, bulletins issued by Rutgers and its extension services have provided farmers with basic information concerning crops and farm animals.

Salt Hay

Salt hay (*Spartina patens*) is a sturdy, narrow-leaved cordgrass that grows in the tidal marshes that fringe the Delaware Bay and River where the saline content is high. The area between Salem and Cape May counties contains 79,282 acres of the marsh--a critical environment for humans and wildlife alike--which today is largely protected.

The first mention of its value came in 1685 when Thomas Budd proposed diking and draining portions of the salt marsh to support crops and cattle, as well as to reduce mosquito infestation. Heretofore these lands were considered a barren wilderness good for little more than pasture. Farmers let cattle graze on this public land, but by the late nineteenth century they were so numerous that branding was instituted to identify ownership. Salt hay was used as animal bedding and occasionally food in the late seventeenth century; though it lacked many nutrients, it was cheaper than traditional hay. Farmers improved the salt-hay meadows by ditching, and constructing dikes and sluice gates, which allowed the introduction of domesticated grasses, and by the end of the next century, clover was added. Once farmers recognized that salt-marsh meadows could be improved, the land was more desireable.[20]

With the increase in private ownership of the salt meadows, protective measures were established. The New Jersey State Board of Agriculture's list of meadows laws allowed owners to dam creeks and keep out the tides. By the 1780s these laws encouraged property owners to appoint committeemen who were charged with ensuring that banks, dams, floodgates, and sluices were in good working order. Later, meadows companies hired men to build earthen dikes and drainage ditches.[21]

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[19] Woodward, 150-65.

[20] Harry B. and Grace M. Weiss, Some Early Industries of New Jersey (Trenton: New Jersey Agricultural Society, 1965), 50-51.

[21] Weiss and Weiss, Early Industries, 50-54.

The Hackensack and Passaic Company of North Jersey used its salt marsh to raise grains, vegetables, hemp, and flax, as well as dairy cows. Other corporate and independent farmers harvested the hay and sold it for such diverse uses as feed, mulch, ice-house insulation, traction on sandy roads, and packing material for glassware, pottery and fruits, as well as for making wrapping and butcher paper. In South Jersey, the Cedar Swamp Creek Meadow Company of Cape May similarly operated from at least 1815 until September 1924.[22] The Abbott Meadow Company, established in 1895 in Salem County, combined three older businesses: Causeway Meadow Company, Denn's Island Meadow Company, and Wyatt Meadow Company. They consolidated to simplify the repair of banks/dikes that were regularly destroyed by the tides. Abbott Meadow continued a tradition of growing timothy and grazing cattle in the fields after harvest; it operated until the 1920s.[23]

Figure 49. The Abbott Tide-Mill Farm House (1845), replaced the earlier John Denn home, part of which may be enclosed in this three-story Federal block.

In 1845 the twenty-room brick, Federal-style Tide-Mill Farm House (Fig. 49), about two miles from Salem, was erected by George Abbott, a prominent Quaker and dairy farmer. In 1872 his son, also George Abbott, used the farm as the foundation of Abbotts Dairies; the cows grazed along the river in reclaimed fields that have long since disappeared. Abbott realized the need to ship the milk without its spoiling, and through experimentation discovered that milk stored in an ice house would remain cool elsewhere by wrapping the milk cans with insulating jackets made from wool blankets. Thus the milk could be shipped as far away as Cape May and Philadelphia. Abbott also devised a system of cooling and aerating milk: placed in large concrete troughs, surrounded by ice, the milk was stirred with long paddles connected to a long board placed atop the trough. Evidence of apparatus such as this is found in the basement of the Tide-Mill Farm House.

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[22] Joyce Van Vorst, "Cedar Swamp Creek Meadow Co.," Cape May County Magazine of History and Genealogy 9 (1989), n.p.

[23] George Abbott to the Director of the Census, 1920. Abbott Family Papers.

Once the refrigeration problem was solved, Abbott turned to preventing the theft of milk from the cans, and providing it in a continuous supply. The first was corrected by his invention of a safety top and seal. The latter improved when Abbott established a receiving plant in Mannington, where he sold his neighbor's milk as well as his own. In 1876 the Abbotts Dairies (Fig. 50) business expanded rapidly through exposure at the Philadelphia Centennial Exposition and his supplying of milk to Green's Hotel in Philadelphia. Abbott extended his dairy routes from Mt. Holly to Cape May in South Jersey, to Philadelphia; eventually divisions opened in Maryland and Delaware. The company diversified to sell ice cream, butter, and other dairy products. In the 1960s it merged with Fairmont Foods of Omaha, Nebraska. The farmhouse and outbuildings at Tide-Mill Farm today are owned by George Abbott and Edward Abbott Jr., great-grandson of the founder, who is currently working to restore the property as well as a collection of company memorabilia.[24]

Figure 50. *Abbotts Dairies trucks were among the innovative techniques the family employed to modernize and expand the business.* New Jersey: Life, *early 20th century.*

Salt-hay farmers worked together during the annual, one-week period devoted to cutting and stacking the grass--despite independent ownership of meadows.[25] The oxen and horses that pulled the wagons (Fig. 51) were equipped with broad leather mud-shoes that enabled them to walk on the marsh more easily, though they were still mired often. Once the hay was cut and stacked, farmers loaded it onto flat-decked, shallow-draft scows that awaited on a nearby waterway. One type of scow was typically 33' long, 12' wide, and about 3' deep; at times they were pulled by men walking along the bank, or pushed in the tradition of canal boats by men using 15' poles. By about 1950, power motors propelled the scows, just as

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[24] Edward Abbott Sr., "History of Abbott's Dairy," Salem County Historical Society Newsletter 31 (September 1986), 5-7; Diane Miller, "Roots: He Watched His Family Business Grow," Today's Sunbeam (15 August 1984), 1.

[25] These men formed meadow companies in which they shared the expense of keeping dikes and sluices in good working conditions. Perhaps, then, they shared the profit. They were probably not as commercially oriented as the Hackensack Meadow Company, but rather akin to the Abbott Meadow and Cedar Swamp Creek companies.

tractors and hay balers replaced animals.[26]

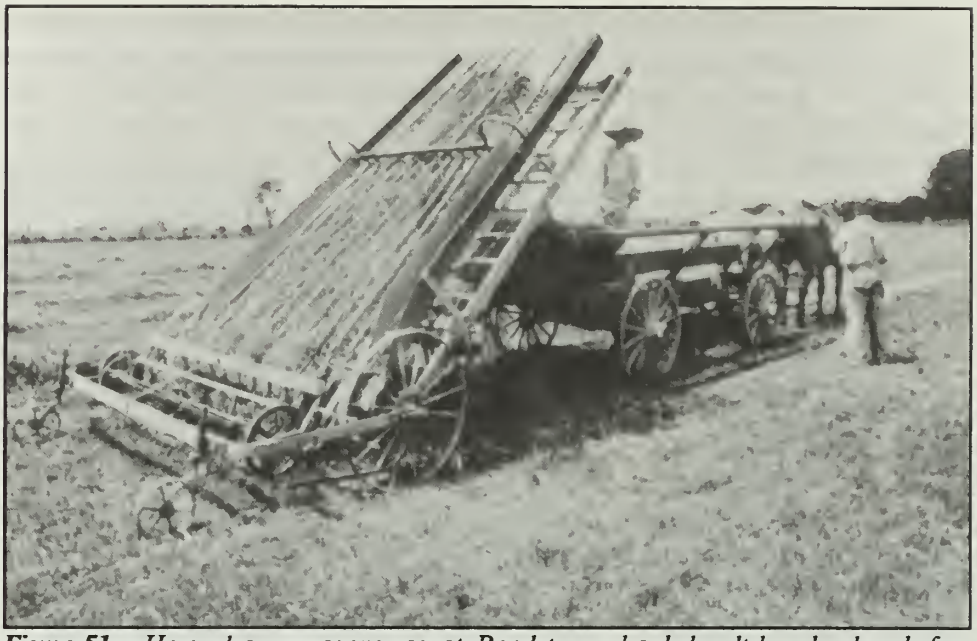

Figure 51. Horse-drawn wagons, as at Roadstown, hauled salt-hay loaders before mechanization; mired horses were often destroyed. New Jersey: Life, early 20th century.

By the 1920s, the use of salt hay began to decline and the meadows grew obsolete. Glass companies such as Gayner Glass of Salem replaced it with cardboard as a packing material. Lack of labor and the increased value of muskrats, which thrived in the salty meadows, contributed to the decreased harvesting. Salem's meadows were the first in the three-county area to decline compared to Cumberland and Cape May where they were worked longer, and salt hay remained a profitable crop into the 1960s. "From Fortescue to the southern boundary of Cumberland County, there are roughly 10,000 acres of diked marsh. In Cape May County, in the vicinity of Dennisville, Goshen and Eldora, there are about 2,000 acres of salt marsh."[27]

Today, the few farmers who continue to harvest salt hay are found in Cumberland and Cape May counties. One property that continues to exemplify this technology is the Burcham Farm outside Millville (Figs. 52-53). Although the Burcham House was built between 1869-70, the thirty-five acre site--a designated Century Farm and one of the few extant dike farms in the area--has been reclaimed since the early nineteenth century. Dikes made of earth, tires, and concrete rubble prevent the Maurice River's tide from eroding the near-island tract where twins Janice and Jeanette Burcham grow timothy, vegetables, and raise a few sheep, pigs, and geese. Sluice gates and drainage ditches (Fig. 54) are used to keep water off the property. Until the last thirty years, the Burcham's neighbors maintained similar properties, but they disappeared after the dikes and sluices broke down.

Although the Burchams could grow salt hay today, it would be unwise since the farm's drainage system has allowed the land to become arid and conditioned enough to support a

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[26] Weiss and Weiss, Early Industries, 57-58.

[27] Weiss and Weiss, Early Industries, 65.

Figure 52. Aerial view, Burcham Farm, a near-island triangle and probably the last working dike farm on the Maurice River; the strip of land (foreground) is all that remains of the adjacent dike farm. Wettstein, ca. 1950.

better grade of hay and crops. Salt-hay farmers, however, use a system of embankment and drainage based upon the same principles that the Burcham family has employed for more than 100 years. The process of reclamation, however, is not as intensive, since salt hay is a lower grade of grass that can stand inundation by salt water.

Fertility was the reason farmers continued to reclaim the marshes for farming until the mid twentieth century, though some used more conventional methods to increase production. Between 1810 and 1900, growers emphasized the care and fertilization of soil, and crop rotation. In addition to greater range, the number of farms increased while their size decreased, and more farmers turned to growing produce, and raising dairy cows and poultry. Revolutions in transportation and food preservation--canning and freezing--increased profit margins. Competition expanded as farmers farther away gained access to new markets via railroads and, later, trucking.

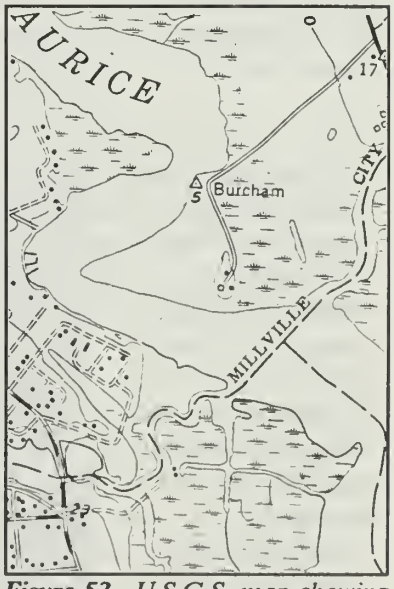

Figure 53. U.S.G.S. map showing Burcham farm and its tenuous relationship to the Maurice River.

Two natural inhabitants of the salt marsh--one friend, one foe--have historically generated related activities here. Muskrats, which nest here in abundance, are trapped and sold for the

Figure 54. Sluice gates around a drain pipe let water escape from fields at low tide; as the tide rises, the gates press shut so as not to flood the fields. Sebold.

hides as well as the meat (Fig. 55), which is prepared like other game. Since the seventeenth century, there have been efforts to diminish the menacing mosquito population. Pest control was codified under Franklin Roosevelt's Works Progress Administration in the 1930s when the U.S. Army established Civilian Conservation Corps (CCC) camps in Cape May and Cumberland counties. The men here were charged with mosquito-control by way of digging ditches and draining swamps. One camp was located near Fairton and another was located at the present location of the Cape May County Mosquito Commission. Two CCC barracks are extant at the latter site, which also housed German prisoners of war during World War II.

Fruit and Vegetables

In Cape May County, many farmers initially raised crops and dairy cows to meet the demand of oceanside resorts; this dwindled during the twentieth century when hotelier operations enjoyed greater and less-expensive transportation options, ie.

Figure 55. Muskrat skins dry on the wall of a trapper's shed; the animals were sought for their meat and skins. New Jersey: Life, early 20th century.

Figure 56. Farmers with their wagons filled with tomatoes await the boats that will ship them down the Cohansey River and beyond to urban markets or canneries. New Jersey: Life, early 20th century.

shipping via rail and water. Agriculture--especially truck and dairy farming--continued to play a significant role in Cumberland and Salem counties. Truck farming consists of growing vegetables and fruits that were taken to the urban markets in Philadelphia, New York and elsewhere by horse-drawn wagon, railroad, and later trucks.

Despite the fact truck farming did not become a major influence until the mid to late nineteenth century, the crops grown here season after season were introduced much earlier. Europeans brought the knowledge of several vegetables with them, and in turn learned from the Indians to grow corn, squash, and beans. With Robert Johnson's promotional assistance, tomatoes became a profitable crop in Salem and Cumberland during the 1800s (Fig. 56). Farmers from all three counties also raised wheat, rye, corn, peas, beans, and hay; livestock included horses, milk cows, sheep, and pigs.[28]

With the advent of the automobile in the first decades of the twentieth century, South Jersey became the largest truck-farming area in the state. Truck farmers grew many of the same vegetables and fruits--especially tomatoes--beans, onions, green peppers, fall lettuce, and berries as had their ancestors in the nineteenth century. Due to South Jersey's proximity to Philadelphia, much of it was exported via the West Jersey and Seashore Railroad; some farmers, however, continued to transport by wagon. Scows and barges carried tomatoes to Baltimore canneries and returned loaded with stable manure for fertilizer; dairy products were also shipped to Philadelphia and the seashore resorts. This method of transportation

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[28] First Annual Report of the New Jersey State Board of Agriculture (Trenton: The State Gazette, 1874), 47.

eventually became illegal due to stricter sanitation codes.[29]

Figure 57. Roadside market, Fairton (early 20th century), is simple but more stylish--with awning and lattice posts--than stands today. New Jersey: Life.

Besides commercial sales, this produce was sold locally from roadside stands, as early as the 1920s (Fig. 57). Roadside markets or stands continue to be a common sight in the rural areas of South Jersey today, especially along main roads such as Route 49, Route 47, and Buckshutem Road. They are either affiliated with nearby farms or greenhouses or they appear to sell produce grown from outside the area; in some instances, the peach orchard or vegetable fields are located next to the roadside stand, which is located in front of the farmhouse. There are a handful of definable forms that these stands take: the temporary pole-shed type of structure with modest and movable shelving; a gable- or shed-roofed building that is largely open on the front facade, of which Camps Big Oaks Farm Market is an example (Fig. 58); or is enclosed but features a continuous shed roof; and a structure like the aforementioned, with rambling additions of flat or slightly sloped roofs supported by plain posts. In some cases, the roof is extended off the side facades, and a new "exterior" is created by attaching chicken wire to the roof supports; floors in most are poured concrete. While the older roadside stands are made of wood, more often than not painted white, the more modern examples are constructed of corrugated metal.

Farm Labor

Produce was planted and picked by hand (Fig. 59) during the nineteenth century by any form of labor available; many farmers employed their children, wives, tenants, and hired hands. At the turn of the century, farmers began to hire local workers and migrant laborers from the early spring to late fall. From the 1920s until recently, the migrant force was mainly composed of Italians and blacks; workers were primarily men, however, poor economic conditions often forced the wives and children to work, too. In one asparagus-packing plant (Fig. 60), only women appear to be charged with bundling and binding this crop.

Italian families came from Philadelphia to work on truck and berry farms. Whether they stayed in one locale or moved around during the season, a family was often paid as a single unit--an estimated $1,000 or so per season. Most farmers provided meager housing on

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[29] Howard A. Turner, Systems of Renting Truck Farms in South-Western New Jersey, USDA Bulletin No. 411 (Washington, DC: GPO, 1916), 2-3.

Figure 58. *Camp's Big Oaks Market, near Port Elizabeth, is a partially enclosed utilitarian structure with a shed roof.*

their property. Some of the Italians who stayed in South Jersey on a year-round basis rose from laborer to farm operator and property owner. In some cases, those who stayed in South Jersey helped farmers recruit more Philadelphia Italians each spring. *Padrones* received a sum for each person they brought to the farm; during planting and harvest, padrones worked in the fields as supervisors or bosses. Laborers found jobs through the padrones or private and government-run employment agencies that placed farm help in New Jersey from New York, Philadelphia, and elsewhere in New Jersey.[30]

Unlike Italians, many black migrant workers came great distances to work in New Jersey, most from as far south as North Carolina and South Carolina. After the season, some returned home while others settled in New Jersey. In Salem and Gloucester counties, black migrant workers were preferred over Italians because they spoke English and had previously worked on farms. Sometimes, however, Italians forced blacks out of the market because they would accept lower wages.[31] The ethnic groups found on truck farms included Poles, Russians, Germans, Austrians, British and Canadians--though they represent very low numbers. Workers ranged in age from 8 to 73.[32]

The laborers' average day in the summer was ten hours, in the winter eight. Most laborers returned to their homes in Philadelphia or other cities while few stayed to do minor chores on various farms. Living conditions were poor for most migrant workers throughout the early twentieth century. Some single men were boarded in the farmhouse, while others occupied outbuildings or abandoned railroad cars.[33]

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[30] Josiah C. Folsom, Truck-Farm Labor in New Jersey, USDA Bulletin no. 1285 (Washington, DC: GPO, 1922), 9-11.

[31] Folsom, 10, 15.

[32] Folsom, 14-18.

[33] Folsom, 33-35.; U.S. Department of Labor, Children's Bureau, Work of Children on Truck and Small-Fruit Farms in Southern New Jersey (Washington, DC: GPO, 1924), 53-56.

Figure 59. *Crops were hand-picked by men, women, and children, as here at a bean field near Port Norris.* New Jersey: Life, *early 20th century.*

Figure 60. *Produce, including asparagus, was hand-packed by a female workforce at this Fairton farm.* New Jersey: Life, *early 20th century.*

Men accompanied by families were at first given one-room wood shacks with a single door on the gable end, but by the 1920s, some farmers began to supply cabins for the working families. These were a one-story frame or concrete block, typically 14' x 40', containing three rooms. Other housing units of the 1920s consisted of a long, frame, gable-roof structure with eight bays and four separate units; these units were two piles deep with an extended roof and porch. There was no water or plumbing, so cooking and washing tasks took place outside; families also were given garden plots and were allowed to keep some farm animals. Each unit held forty-seven people.[34]

Figure 61. Migrant-worker housing is generally very basic, with running water and electricity introduced late in this century.

The conditions of the migrant workers remained virtually the same until 1945 when the Migrant Labor Act was passed by the New Jersey Assembly. This act created an independent state regulatory agency, the Migrant Labor Board, which was composed of members from seven state departments. The agency established migrant labor policy and approved all rules, regulations and procedures regarding migrants. In 1959, the Migrant Labor Board proposed a law that would require farmers to "install hot water and heating facilities in the housing provided them." The board, however, generated controversy with the farmers over the matter; farm organizations feared that the improvements would cost the average farmer between $2,500 and $5,000. Despite these figures, the Migrant Labor Board was able to require farmers to abide by its regulations. The bill proposed by the farmers to bypass these rules was vetoed by Governor Meyner in 1960. During the controversy, however, Commissioner Male of the Civil Service Commission toured farms in various New Jersey counties and found that the farmers in Camden, Gloucester, Cumberland, Cape May, and Salem counties had been exemplary in complying with the Migrant Labor Board regulations.[35]

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[34] Folsom, 34-35.

[35] Richard A. Hogarty, New Jersey Farmers and the Migrant Housing Rules (Syracuse: Bobbs-Merrill Co., 1966), 2-15.

Today's migrant-worker dwellings are much the same (Fig. 61): frame or concrete block with a gable roof and no ornamentation. The number of housing units per structure ranges from one to five. The buildings are usually placed in groups of three or more, in a square layout with an open yard in the center. It is not uncommon, however, to find single structures or several placed haphazardly. Despite their less-than-desireable furbishments, migrant workers' housing today has running water and electricity.

Today, truck farmers continue to grow many of the same crops as did their forebears at the beginning of the century. They also continue to employ migrant workers, though the nationality of this labor force has shifted to Hispanics of Mexican or Puerto Rican heritage. Although South Jersey is now noted mainly for its fruit and vegetable crops, the region continues to produce a limited amount of salt hay, which is still used for packing, mulch, and occasionally fodder. In the Port Norris area, the hay is used by a one-person rope factory and a coffin-mattress company. In addition, the region's resources still support trappers and dairy and sod farms on a small scale.

Chapter 5:

INDUSTRY

Industry in South Jersey has historically centered around the natural resources of the area: Waterways powered mills and iron foundries, fine sand allowed for widespread glass manufacturing, swamps and marshes preserved felled cedar that was used in the manufacture of durable building materials, and abundant vegetable and fruit crops made way for innovations in food preservation.

During the colonial period, settlers in South Jersey utilized the resources of the area not only to create a self-sufficient economy for themselves, but also to facilitate the break away from the British government. With the products made from iron foundries, mills, and glass factories, the colonists no longer relied upon agriculture as a single source of income. The early industries in South Jersey include: glassmaking, ironworks, gristmills, sawmills, cedar mining, charcoal burning, and brickmaking. (The numerous industries associated with maritime activities are addressed in Chapter 3.) Many of these enterprises were sustained well into the nineteenth century, though others did not survive the industrial revolution.

Glassmaking

The glass industry is one of the oldest and most successful industries in South Jersey--and one of the few in the area that remains strong. South Jersey was the natural setting for a widespread glass industry due to the abundance of sand, forest, and navigable waterways. One of Salem County's celebrated roles in history is that it is home to the first successful glass factory in the nation.

In 1738 Caspar Wistar, a German immigrant and Quaker, bought more than 100 acres of woodland near Alloway in Salem County because he realized the quality of the sand and abundance of wood at his disposal. A year later Wistar had laid out his new glass factory, a complex composed of a cordage pot, glass house, general store, workers' housing, and his mansion. The last three were essential, as the closest town was six miles away. Moreover, Wistar had more influence over his workers if they lived in housing he provided.[1]

Wistar also needed professional glass blowers, and he willingly made them partners in his firm. He invited Caspar Halter, Johan Halter, Johann Wentzell, and Simon Greismeyer from Germany. In exchange for their glass formulas, he provided one-way passage, land and dwellings, servants, and one-third of the company profits.[2] The town became known as Wistarburgh and its product, Wistarburgh glass.

Wistar's son, Richard, eventually took over the company, which relied upon skilled glassmaking immigrant labor. Fine glass does not seem to have been the main variety made

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[1] Sickler, 92-6.

[2] Sickler, 92-96.

by Wistar, though such luxury goods may not have been recorded--to evade British law. Glass manufacture was illegal in the colonies, but as long as Britain thought it presented no competition, Wistar was left alone. The government did investigate, however. In 1768 Lord Grenville, in an effort to enforce the Townsend Acts under which the making of glass was restricted, inquired to Benjamin Franklin about any such manufacturers in the colonies. Franklin's son William, then governor of New Jersey, replied that the Salem County "Glass House . . . made a very coarse Green Glass for windows used only in some of the houses of the poorer sort of People."[3]

In 1769, Richard Wistar advertised in the Pennsylvania Gazette for the following:

> Made at the subscriber's Glass Works between 300 and 400 boxes of Window glass consisting of common sizes 10x12, 9x11, 8x10, 7x9, 6x8. Lamp glasses or any uncommon sizes under 16x18 are cut on short notice. Most sort of bottles, gallon, 1/2 gallon, and quart, full measure 1/2 gallon cafe bottles, snuff and mustard bottles also electrifying globes and tubes &c. All glass American Manufacture[rs] and America ought to encourage her own manufacture.[4]

The demise of Wistarburgh came with the Revolutionary War, though exactly why and when is unknown. Some historians speculate that it closed in 1776 because the workers were drafted by the American army. Four years later, Richard Wistar still sought to sell the business:

> The Glass Manufactory in Salem County West Jersey is for sale with 1500 Acres of Land adjoining. It contains two furnaces with all the necessary Ovens for cooling the glass, drying Wood, etc. Contiguous to the Manufactory are two flattening Ovens in Separate Houses, a Storehouse, a Pot-house, a House fitted with Tables for cutting of Glass, a Stamping Mill, a rolling mill for the preparing of Clay for the making of Pots; and at a suitable distance are ten Dwelling houses for the Work men, a likewise a large Mansion House . . . ; Also a convenient Storehouse where a well assorted retail Ship has been kept above 30 years, is as good a stand for the sale of goods as any in the Country, being situated one mile and a half from a navigable creek where shallops load for Philadelphia, eight miles from the county seat of Salem and half a mile from a good mill. There are about 250 acres of cleared land within fence 100 whereof is mowable meadow, which produces hay and pasturage sufficient for the large stock of Cattle and Horses employed by the Manufactory . . . . For terms of sale apply to the Subscriber in Philadelphia.[5]

Though the Wistarburgh glassworks closed, its success--coupled with the abundant natural resources--encouraged other factories to operate here. Almost a century later, Salem boasted four glassworks: Hall, Pencoast, and Craven/Salem Glass Works; Holz, Clark and Taylor; Gayner Glass Works; and Alva Glass Manufacturing Company.

Other prominent glass factories were based in Port Elizabeth, Bridgeton, and Millville, where there was access to sand, woods, and waterways. The Eagle Glass Works, built in 1799

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[3] Adeline Pepper, The Glass Gaffers of New Jersey (New York: Charles Scribner's Sons, 1971), 22.

[4] Pepper, 22-23.

[5] Pennsylvania Journal (11 October 1780), cited in Pepper, 28; Sickler, 98.

in Port Elizabeth, was the third glass house established in New Jersey. James and Thomas Lee, with a group of Philadelphians, founded Eagle Glass on the Manumuskin Creek, a branch of the Maurice River. The company hired several members of the Stanger family, highly skilled bottle-makers, though the first furnace was devoted only to making window glass.[6] From 1816 through the 1840s, another well-known German glassmaking family--the Getsingers--rented Eagle Glass. After several subsequent owners, the glassworks was sold at auction in 1862; it did not operate long, however, and was abandoned by 1885.[7]

The Union Glass Works was established between 1806-11 by Jacob and Frederick Stanger, and William Shough; Randall Marshall joined them as a partner in 1811. The Stangers and Shough served as both managers and blowers, working with five other blowers to make medicine vials. Business problems arose from the start, however. In December 1811 the building burned and it was not rebuilt until late 1812; two years later the company was dissolved and divided into four equal shares, while all the blowers except for the original partners departed. By 1816 the furnaces were split up; one run by Marshall, the other by Jacob Stanger and Shough. Marshall soon moved, and Union Glass Works closed in 1818.[8]

After setting up the Eagle Glass Works in Port Elizabeth, James Lee established the first glassworks in Millville in 1806, on the Buck Street site which was later run by Whitall Tatum and now is home to the American Legion. Known as Glasstown, Lee produced window glass here. In 1836 the firm Scattergood, Booth and Company bought Glasstown. Soon after, Scattergood married Sara Whitall, sister of a sea captain; when Captain Whitall left his position, he invested his savings in Glasstown and a dry goods business (that would later fail). Whitall also married Mary Tatum, a Quaker, and they moved to Philadelphia leaving a brother, Franklin Whitall, in charge; Scattergood retired in 1845 and shortly thereafter the name of the business became Whitall, Brother and Company. Edward Tatum joined them; then when Franklin Whitall left in 1857, the name was changed again to Whitall Tatum and Company--which was so successful that it opened a New York office run by C.A. Tatum. Finally, in 1901 it was incorporated as the Whitall Tatum Company.[9]

In addition to Glasstown, Whitall Tatum bought a glassworks on the south end of Millville in an area called Schetterville (Fig. 62). The hamlet originated in 1832 when Frederick and Phillip Schetter set up a furnace here. In 1844 Lewis Mulford, Millville's leading banker, along with William Coffin, Jr., and Andrew K. Hay bought the Schetterville property--then monopolized all the local timber that was used to fuel the glass furnaces in an effort to gouge Whitall Tatum. The latter refused to buy from Mulford et al., and

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[6] Pepper, 45.

[7] Pepper, 47.

[8] Pepper, 47-49.

[9] Pepper, 227.

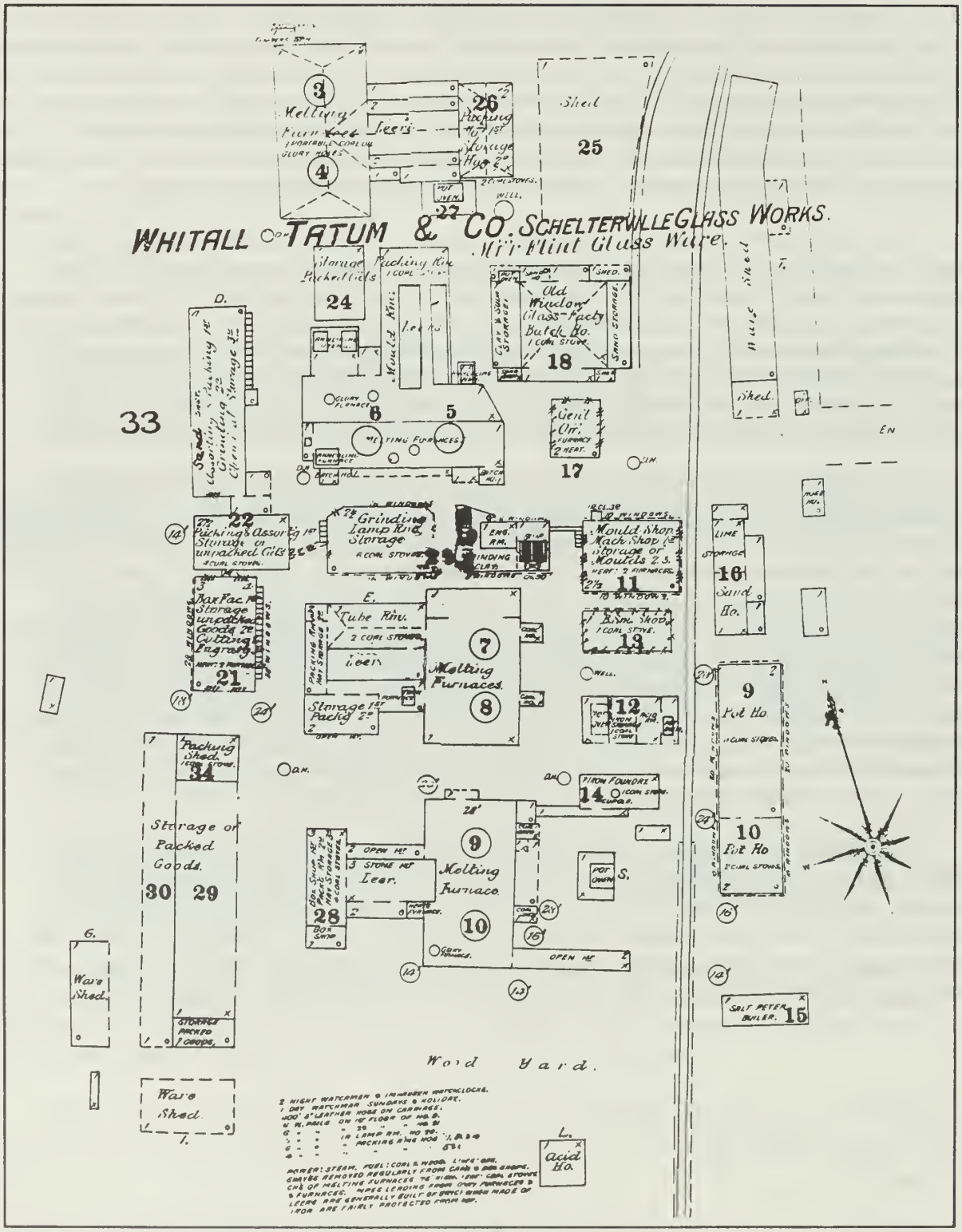

Figure 62. Whitall Tatum Company, Lower Works. Many of the buildings shown are today part of Foster-Forbes; most of the Upper Works is lost. Sanborn, 1886.

imported wood from Virginia until it became prohibitively expensive--and there was no other choice. Today Foster-Forbes, a division of American Glass, owns this part of Whitall Tatum.[10]

Whitall Tatum did more than become the first successful glass factory in Millville. By taking advantage of the railroad's arrival in 1863, it benefitted by a wider distribution area and the improvement of its product. Previously, Whitall had hired Thomas Campbell to make metal--rather than clay--bottle molds. After mid century Whitall Tatum would experiment with even more sophisticated mold-making methods, and in 1867 wood molds were introduced, which eliminated seam lines on the flint glass (Fig. 63). The bottles were used to contain perfume, medicine and prescriptions, spirits, and as vases. On their breaks, blowers made paperweights and other decorative pieces for their personal use and sale.[11]

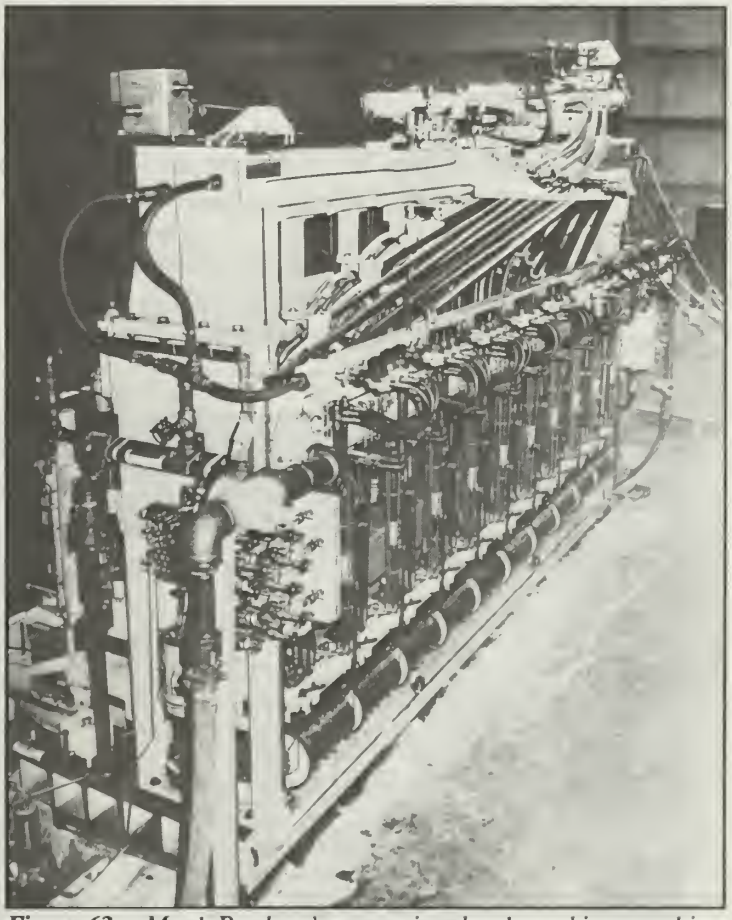

Figure 63. Maul Brothers' ten-section bottle-making machine, the first of its kind, was built in Millville. Wettstein, 20th century.

Whitall Tatum was also the first glassworks to set up a chemical laboratory in which to experiment with the analytical control of formulas for batch mixes--which became indispensable to glass manufacturing. William Leighton's formula for lime glass, an improvement over ordinary flint glass, was utilized, and by 1883 the company operated ten flint-glass furnaces that produced 12 million pounds of lime glass annually. Lime glass allowed the blowers to create more impressive glassware because it emerged from the annealing ovens clear and brilliant and was easy to control.[12]

Whitall Tatum represented an impressive industrial scale in its nineteenth-century heyday. In 1899 it counted 460 employees, including 139 blowers, at Glasstown or the Upper Works; and 1,052 persons including 211 blowers, thirty-six lamp-workers, and 708

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[10] Pepper, 228.

[11] Pepper, 228.

[12] Pepper, 229-30.

packers, at Schetterville/the Lower works. Besides blowers, there were packers, office workers, letterers and engravers, cutters, decorators, and apprentices who looked to become journeymen blowers (Fig. 64).[13]

Dr. Theodore Wheaton, a physician who moved to Millville in 1883 to open a drug store, founded another glassworks in 1888. With a six-pot furnace and thirty-six employees, he hoped to specialize in bottles and glass tubing. In 1901, the company incorporated as T.C. Wheaton and Company, and by 1909 it employed 2,000 persons. In 1926 it was able to buy out a major competitor, Millville Bottle Works. Twelve years later Wheaton installed its first automatic machinery and it has steadily modernized its operations since. In 1966 the name was changed to Wheaton Glass Company.[14]

The presence of Wheaton and Whitall Tatum, along with several less-prominent glass factories, made Millville a center of glassmaking during the nineteenth and early twentieth centuries. Bridgeton was a relative newcomer in comparison, hosting glass furnaces from the middle of the nineteenth century to the beginning of the twentieth.

Nathaniel L. Stratton and John P. Buck started the Stratton, Buck and Company glass factory here in 1836 at Pearl Street and the river. Many of the flasks it produced were impressed with "Bridgeton, New Jersey." This company represented the single-largest business

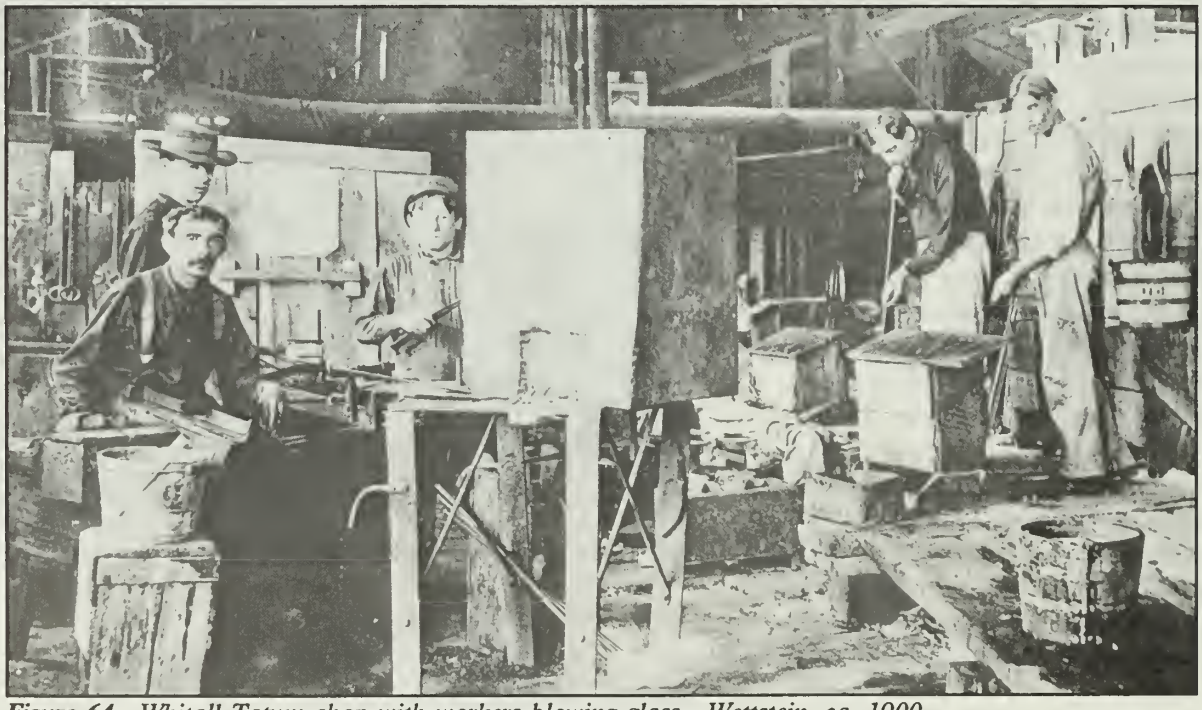

Figure 64. Whitall Tatum shop with workers blowing glass. Wettstein, ca. 1900.

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[13] Pepper, 230.

[14] Pepper, 247; Industrial Directory, 272.

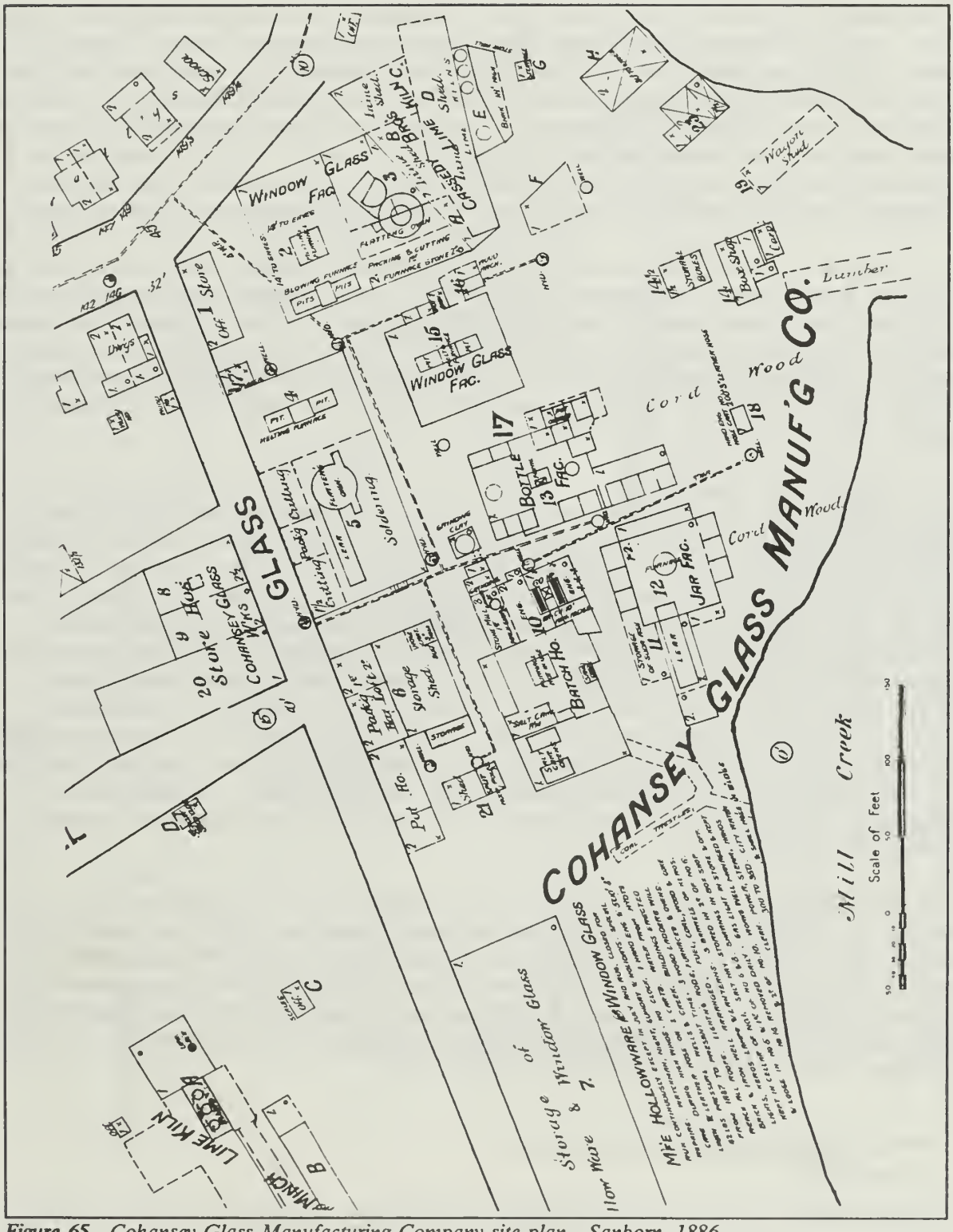

Figure 65. Cohansey Glass Manufacturing Company site plan. Sanborn, 1886.

in Cumberland County for many years thanks to holdings of large tracts of land and a general store. With a disastrous fire and Buck's death in the 1840s, Stratton sold the company to John G. Rosenbaum, who operated it until 1846; he in turn sold it to Joel Bodine and Sons. After going bankrupt, the company sold to David Potter and Francis I. Bodine, who joined in the race to invent a reliable air-tight fruit jar. Although the Mason jar eventually became the most widely type used, Potter and Bodine patented one in 1858. In 1863, Potter sold his shares of the company to J. Nixon and Francis L. Bodine, who incorporated in 1870 as the Cohansey Glass Manufacturing Company (Fig. 65), makers of fruit jars and window glass.[15]

During the nineteenth and early twentieth centuries, Bridgeton was home to more than seventeen glass factories, operating at various times. These included: Getsinger and Son (Fig. 66); Cumberland Glass Manufacturing Company/Clark Window Glass Company; More, Jonas, and More Glass Works; East Lake Glass Works/Hollow-Ware; Parker Brothers Glass Factory; West Side Glass Manufacturing Company Ltd.; Perfection Funnel Works; Glass-Bottle-Mold Factory; and Daniel Loder. Their products ranged from fruit jars and bottles to funnels and windows.[16]

Salem County also was home to several glass companies in the middle and late nineteenth century. The Salem Glass-Works in the City of Salem was established in 1863 by Henry D. Hall, Joseph D. Pancoast and John V. Craven. In 1882, after the deaths of Hall and Pancoast, sole proprietor John Craven sold partial interest to his brother, Thomas J. Craven, and the company became Craven Brothers. The firm had two factories: one on Fourth Street and the other on Third Street. Both factories employed approximately 350 people and manufactured bottles and fruit jars.[17] Another competitor, Quinton Glass Works, operated out of Quinton's Bridge in Salem County. D.P. Smith, George Hires Jr., John Lambert, and Charles Hires started the company in 1863. By 1871, after the retirement of Smith and Lambert, the Hires brothers changed the name to Hires and Brother. Five years later, William Plummer, Jr., joined the firm and again the name changed to Hires and Company. Employing 150 people, the company processed window, coach, and picture glass. In addition, the company had a gristmill and a general store. Today, Anchor Glass Company still operates on Griffith Street in Salem.[18]

As automation and mechanization came to dominate early twentieth-century manufacturing, many of South Jersey's glass factories disappeared. Those that survived were the best able to modernize: Of the nineteenth-century factories, only Wheaton Industries endures today, but the buildings of the Lower Works of Whitall Tatum are now used in part by Foster Forbes. Wheaton Industries has also attempted to preserve the knowledge of the technology previously used in its glass-blowing demonstrations at Wheaton Village in Millville; the Village also houses the Museum of American Glass.

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[15] Pepper, 214-15.

[16] Pepper, 214-21.

[17] Cushing and Sheppard, 385.

[18] Cushing and Sheppard, 475.

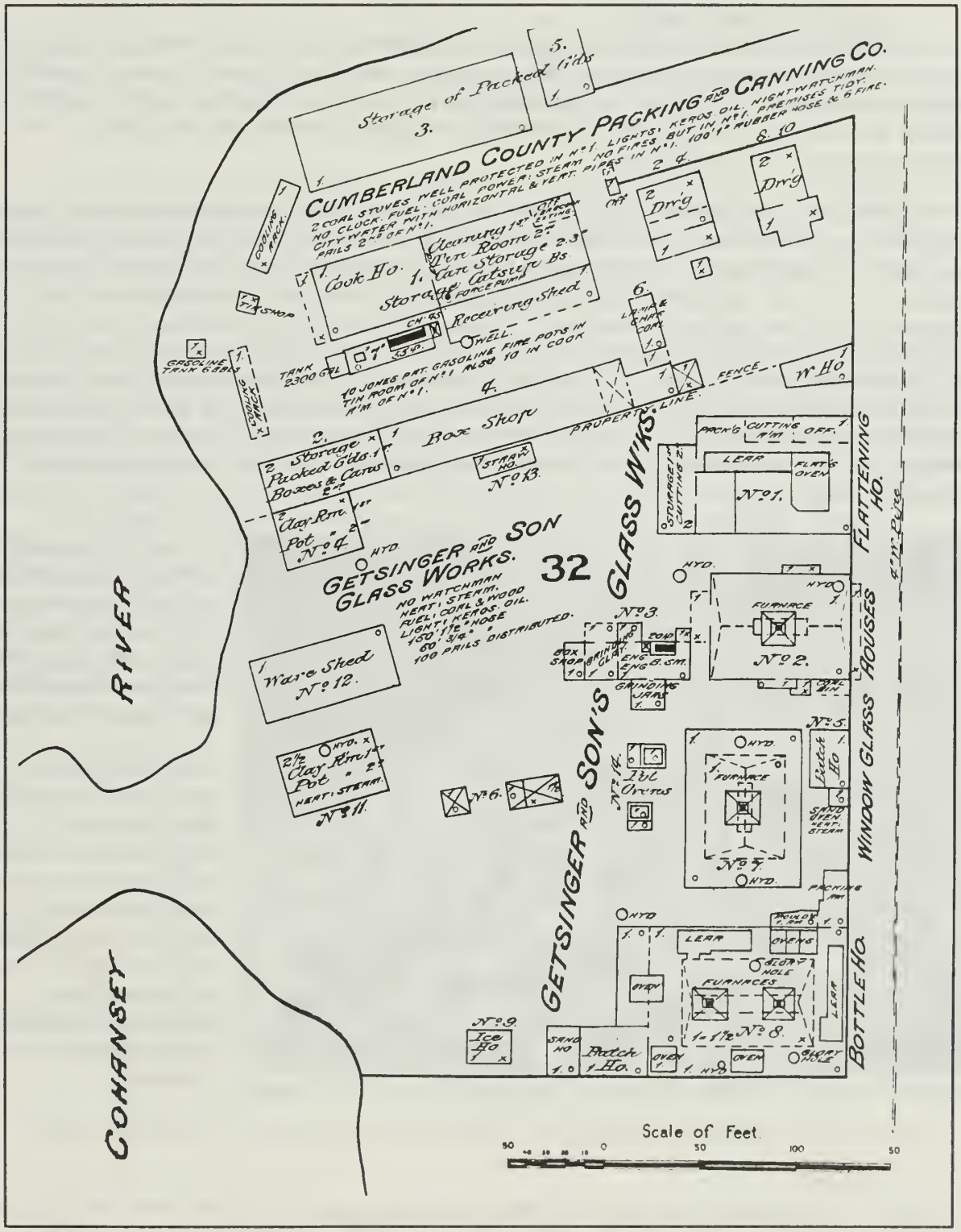

Figure 66. Getsinger and Son's is one of the many South Jersey glassworks sustained by lumbering and sand-mining industries during the 19th century. Sanborn, 1886.

Canneries/Produce Packing

The abundance of locally grown produce spurred the development of South Jersey's canning industry, and in turn furthered the science of food preservation. In 1795 Nicholas Appert endorsed the use of glass containers as most resistant to air, as well as the need to sterilize them first in boiling water before filling.[19] Appert paved the way for other experiments with food preservation.

In 1810 a patented European container of tin plate, hermetically sealed, arrived in the United States. Once these "plumb cans" were made here, more people began to use them--such as Ezra Dagget and Thomas Kensett who canned salmon, lobsters and oysters in New York City. By 1830, canned seafood was common in France and Nova Scotia, as well as Eastport, Maine, and Baltimore, Maryland. Experimentation with tin cans continued, and by the 1840s vegetables were commonly packed in them. The canning revolution arrived in New Jersey when Harrison W. Crosby of Jamesburg successfully processed tomatoes in tin cans in 1847--the same year a canning factory opened in Monmouth County.[20] It was a model that, concurrent with pasteurization, and the discovery that calcium chloride added to boiling water increased its temperature and reduced cooking time, enticed more New Jerseyans to open canneries. In the southern part of the state plentiful tomato crops were an added incentive.

Figure 67. Squash at a Bridgeton cannery. New Jersey: Life, early 20th century.

The first canning factory in Cumberland County began in the 1840s at the home of John E. Sheppard, who lived conveniently near the Quaker meeting house where townswomen helped with the labor. Like many early canneries, Sheppard made the cans on the premises. Local historians surmise that Sheppard also did some canning in a house near Sheppard's Mill, two miles outside of Greenwich.[21]

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[19] Mary B. Sim, Commercial Canning in New Jersey: History and Early Development (Trenton: New Jersey Agricultural Society, 1951), 12.

[20] Sim, 15.

[21] Sim, 61-3.

Over the century or so from 1840 to 1942, Cumberland County hosted about twenty-eight different canneries at various times. The greatest influx of new canneries and related businesses occurred from 1860-90, when approximately twenty-three new canneries began operating: thirteen in Bridgeton, two each in Fairton, Cedarville, and Greenwich; and one each in Bacon's Neck, Bayside/Caviar, Millville, and Newport.[22]

Some prominent canneries built during that thirty-year period were: Stein Edwards, John E. Diament Company, Steven's Canning Factory, and R.S. Watson and Son. Associated industries include the Ferracute Machine Company and Ayars Machine Company. The former, under the direction of Oberlin Smith, made presses for the tin can components; the latter supplied tin cans and machines that aided in the filling of the cans.[23]

Stein Edwards established the first cannery in Bridgeton in 1861, named after himself. Six years later he sold it to Warner, Rhodes and Company and in 1888 it was merged into the West Jersey Packing Company, which made its own cans and packed about 700,000-1 million units per year. Warner Rhodes specialized in tomatoes and peaches, but it also packed lima beans and sweet potatoes, and manufactured ketchup and salad dressing.[24]

West Jersey Packing Company and the presence of other canneries led several Bridgeton residents to experiment with canning machines. In 1887 J.D. Cox took a sample of his new hand-capping machine to Baltimore; he thought the device might be applicable there since most of its canneries made their own containers and caps, which they in turn sold to rural canneries. This machine revolutionized the canning industry in that it mechanized the closure process. By 1890 cans were being made automatically from sheet tin, and counted automatically as they went into shipping cars. These changes created less of a dependence on manual labor and thus, less chance that strikes or labor unrest would slow down production.[25]

By the turn of the century, a new can was developed that overtook the industry and further advanced food preservation here and elsewhere. The unsoldered unit, called the "sanitary" can, differed from predecessors by its rubber-sealed coating instead of a gasket, and double seams. The Max Ams Company of New York City, which packed and exported fish products to foreign countries, was looking for just such a can; one of the company's biggest suppliers was the caviar factory at Bayside. In 1904 Max Ams established the Sanitary Can Company in New York City, and two years later a branch office was opened in Bridgeton.[26]

Unlike Cumberland County, Salem and Cape May counties had fewer canning facilities --perhaps due to a limited number of glass and machine factories. Millville had at least three glassworks by the mid nineteenth century, as well as an iron foundry; Bridgeton had several

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[22] For a complete history of each canning company in the NJCHT area, see Sim, Commercial Canning in New Jersey.

[23] Sim, 70-72, 198-211.

[24] Sim, 69.

[25] Sim, 18-19, 23-24.

[26] Sim, 24.

glass companies and a machine factory. Greenwich also had a machine factory. Salem and Cape May counties do not appear to have had as many industrial resources.

The first canning factory in Salem County was Patterson, Ware and Casper. The exact year the factory began to operate is unknown, but it was established in 1862 or 1864, and it canned tomatoes, pears, peaches, beans, pineapples, peas, cherries, blackberries, and corn.[27] The factory was located on Church Street in Salem and was built by Theophilus Patterson, Richard B. Ware and Charles W. Casper. Unfortunately the business was unprofitable due to the high price of tin, management's inability to convince women to work in the factory, and the low price of tomatoes. Patterson, Ware and Casper operated only for a year.[28]

Production continued at the same site, however, under ownership of James K. Patterson and Ephraim J. Lloyd, and afterward by Patterson and Owen L. Jones. In 1882, when Patterson retired, Jones took over the company. By that time the factory had been located on Fifth Street for eight years. The year after Jones gained full ownership, James Ayars, owner and operator of Ayars Machine Shop of Greenwich, left his business to go into partnership with Jones.[29]

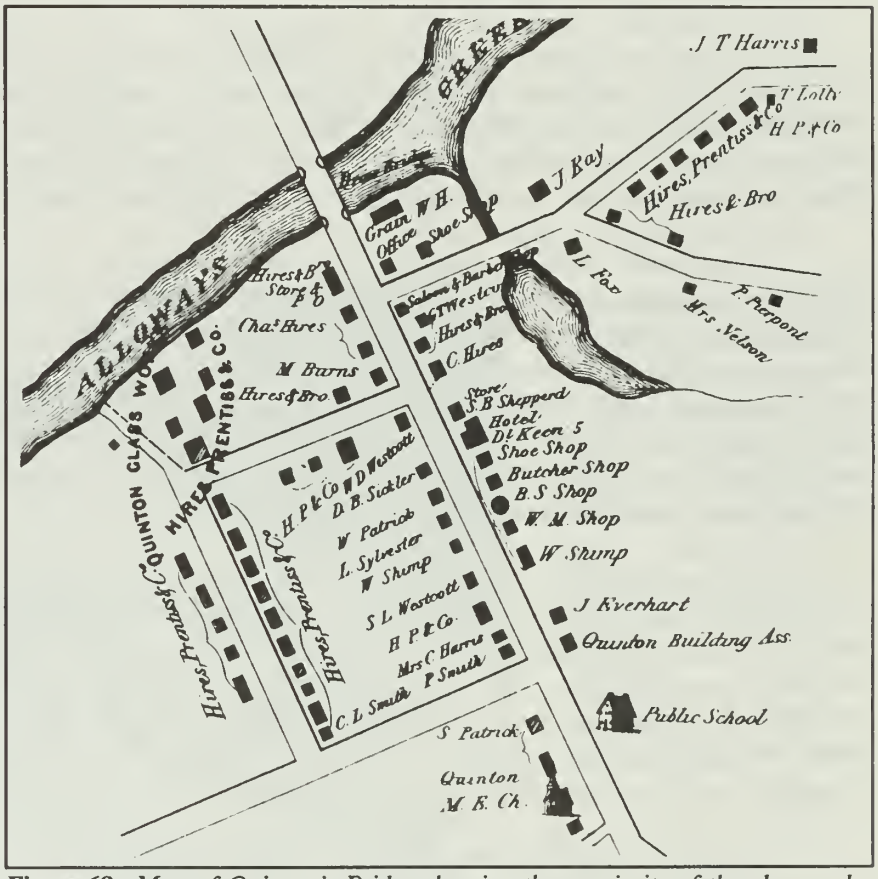

Figure 68. Map of Quinton's Bridge showing the proximity of the glassworks, cannery and company-owned housing. Atlas, 1876.

Fogg and Hires was another prosperous tomato cannery in Salem County. Located in Quinton (Fig. 68), this cannery was established by Lucius E. Hires and Robert S. Fogg in 1884. The first factory, located on East Street, prospered so the first year that a second factory was erected on the bank of Alloways Creek. A decade later the company upgraded the

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[27] Sim, 79-80.

[28] Sim, 79-80.

[29] Sim, 80-82.

second cannery and closed the first. Fogg and Hires also ran branches in Pennsville and Hancock's Bridge. In 1924 Fogg died; Hires continued to run the business until his death in 1937. William Patton then bought the company, which continued to operate until 1946.[30]

Other late nineteenth-century canneries included: Starr Brothers, Mason Pickling Company, Salem Canning Company, Chew and Bilderback, Bassett and Fogg, Farmers' Cooperative Canning Company, Aldine Canning Factory, and H.J. Heinz. These and others were located in Salem, Hancock's Bridge, or Quinton.

Cape May County appears not to have had as many canneries as its neighbors, and those few were managed by companies based in Salem or Cumberland counties. One of these was owned by the Stevens family. The original, established by William L. Stevens in 1888 in Cedarville, was so successful that a second branch was opened in Eldora in 1904. Two years later a third branch, the Goshen Canning Company, opened; both the Eldora and the Goshen sites were in Cape May County. In 1908 the business incorporated and the Cedarville plant was established as company headquarters. After several family owners, the last Stevens cannery closed in 1938. Among its contributions to the canning industry were the Stevens Can Filling Machine, which improved the process of canning tomatoes, fruits, and meats through automation, and establishment of a canning operation at the Leesburg State Prison Farm.[31]

Another cannery with facilities in Cumberland and Cape May counties was the John E. Diament Company, whose first cannery was built in Cedarville, followed by one in Tuckahoe in 1903 (the latter is out of the NJCHT area). The buildings at the Rio Grande Packing Company had been erected for a molasses mill or sugar manufacturing plant in 1881, called the Rio Grande Sugar Company. It closed when plans to grow sorghum and process it as sugar failed. Other Rio Grande factories included Garden State Canning Company, the Mt. Holly Canning Company, and the Rio Grande Preserving Company. Nearby South Dennis was also home to several canneries, among them the Salem Supply Company and Van Gilder and Company.[32]

Canneries continued to prosper in South Jersey well into the twentieth century. Phillip J. Ritter Company made ketchup and canned vegetables in Bridgeton for nearly a century. It and other canneries were essential industries during both World Wars. In World War II, the company hired German prisoners to fill the places of workers who had been drafted. In other instances migrant workers were hired to help process the tomatoes and other vegetables; many of them lived in Ritter Village. Other branches of P.J. Ritter Company (founded in Kensington, Pennsylvania) were located in Bristol, England; Newark, New Jersey; and Ellendale, Delaware. The site of this canning facility is now owned and operated by the 7-Up Bottling Company. The site was also historically shared with the Cohansey Glass Manufacturing Company. Some nineteenth- and twentieth-century buildings appear to be

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[30] Sim, 288-93.

[31] Sim, 326-33.

[32] Sim, 359-61.

intact but require additional investigation.[33]

Today, canneries remain an important part of South Jersey industry. Two important events helped determine the success of one enterprise, Seabrook Farms, several miles north of Bridgeton. First, company founder Charles F. Seabrook invented a quick-freezing process that is still used by frozen-food companies today for much name-brand produce. Second, Seabrook Farms owns the land on which most of the products grown are canned and frozen. Historically, in the paternalistic tradition, it also built worker housing and stocked a company store, some of which is still extant.

Bog Iron/Iron Foundries

The predecessor to post-industrial revolution-era iron making is found locally in the bog iron industry that was significant in Ocean, Burlington, Camden, Atlantic, and Gloucester counties. Several ironworks were historically located in Cumberland and Salem counties, as well. As early as 1719, Britain feared the potential competition that would rise from a viable iron industry in the New World. Laws were subsequently passed that prohibited the establishment of foundries or the manufacture of such iron wares as sows, pigs, or cast-iron, which could be converted into bars or rod irons and then into objects. The laws were later repealed, but future efforts to regulate the industry came in the form of taxes on the ore produced. In 1750, the duty on American iron was repealed, but owners of slitting or rolling mills, plating forges, and steel furnaces built before that year had to submit an inventory of its buildings and equipment to the county sheriff and the secretary's office in Burlington.[34]

Associated with iron manufacture was charcoal burning. Charcoal created the intense heat that iron forges and glass furnaces required. Thus, iron foundries were best located along forests for a consistent supply of wood, and close to the bogs or swamps that might contain ore. One furnace required approximately four square miles of woodland to fuel the ironworks during its lifetime--and all early ironworks were situated along rivers or creeks in unsettled and heavily wooded territory.[35]

Bog, or meadow, ore is found throughout New Jersey and is most prominent in the southern counties. Charles Boyer, in New Jersey Forges and Furnaces, best describes the process by which decaying vegetation and soluble iron salts interact:

> Bog ore is a variety of limonite ore and is present in low lands and meadows where there are beds of marl and strata of a distinctly ferruginous nature. The waters, highly tinged with vegetable matter, percolating through these deposits take into solution a considerable quantity of iron in the form of oxide. As these waters emerge from the ground and become exposed to the air, the iron solution decomposes and deposits a reddish muddy "sludge" along the banks, in the coves of the water courses, or in the beds of the swamps or wet meadows. . . . The deposit in time soon becomes of sufficient thickness to be classed as a bog-ore bed.[36]

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[33] Sim, 431-41.

[34] Charles S. Boyer, Early Forges and Furnaces in New Jersey (Philadelphia: University of Pennsylvania Press, 1931), 7-8.

[35] Boyer, 1.

[36] Boyer, 2.

As long as sufficient vegetation exists to act with the soluble iron salts, bog iron beds will continue to replenish themselves, a process that takes about twenty years from the time ore is removed until the new bed is thick enough for ore to be mined.[37]

Because many early ironworks were remotely situated, each sustained its own community or village, the most important feature of which was the furnace stack. This was a four-sided stone or brick block, "20' or more in height and 20-24' square at the base, tapering toward the top to about 16-20'." The high-roofed casting, or molding, house was in front of the furnace. Also nearby were the charcoal sheds, or coal houses, and the carpenter shop where molds and patterns for plowshares, pots, pans, stoves, fire backs, and water pipes were made. The workers' housing was a short distance from the furnace, near the iron master's house. Most communities had a school, church, and company store. Outside the community was often found the local tavern.[38]

The R.D. Wood and Company foundry, established in 1814, began as a complex like this on Columbia Avenue in Millville. Originally founded by David Wood and Edward Smith, it was first called Smith and Wood. Under the leadership of Wood, the foundry produced cast stove plates. In 1840 when Richard Wood purchased the company, he constructed two larger foundries that were capable of smelting 40 tons of iron per day. As R.D. Wood and Company, the foundry discontinued the practice of manufacturing iron itself, in favor of the specific task of casting gas and water pipes. The foundry, along with the Millville Manufacturing Company--also owned by Wood, across from the Wood Mansion and the company store--obtained its power from the Union Lake Dam. By the end of the nineteenth century, R.D. Wood and Company employed 125 people and earned approximately $350,000 annually.[39]

A year after the establishment of the Smith and Wood Foundry in Millville, Benjamin and David Reeves started the Cumberland Nail and Iron Company in Bridgeton. Located on the west side of the Cohansey River, this ironworks obtained its power from the nearby Tumbling Dam. Here the Reeves brothers manufactured nails. In 1824 part of the works was burned but the brothers rebuilt on a larger scale; by 1847 business had prospered to allow the company to build a rolling mill on the opposite side of the river. This mill operated a steam engine, which in turn heated the iron. Six years later the company moved to a site just north of the rolling mill where a large pipe mill had been erected. At this new site the company made wrought-iron, gas and water pipes, and nails. In 1856, after the death of Benjamin Reeves and the incorporation of Robert S. Buck into the company, the foundry became the Cumberland Nail and Iron Company. At the end of the nineteenth century, the company employed 400 men and produced 40,000 kegs of nails and 4 million feet of pipes yearly.[40]

Foundries in the NJCHT area, particularly Cumberland County, were numerous in the

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[37] Boyer, 2.

[38] Boyer, 4-7.

[39] Cushing and Sheppard, 643.

[40] Cushing and Sheppard, 596.

eighteenth century in remote areas. The earliest-known foundry was on Cedar Creek outside Cedarville. Local historians believe it existed before 1753, when an sale notice appeared in the newspaper:

> The Iron-Works at Cohansie, in Cumberland County, with 1,000 acres of land, well timber'd; the forge house is 40' long and 30' wide with one fireplace already built, and a good head of water. Any person inclining to purchase the same, may apply to Samuel Barnes, living on the premises.[41]

In addition to being located on Cedar Creek, which was dammed to create several ponds for power, the foundry was located near a forest and a swamp. By 1789 it no longer existed and the ponds were used to run Ogden's Mill. Again, local historians believe the foundry folded due to the depletion of bog iron.[42]

Eli Budd built Budd's Iron Works in 1785 on the Manumuskin Creek. In 1810 his son, Wesley, and some Philadelphia associates erected a blast furnace where the old Cape May Road crossed the Manumuskin; together they became the Cumberland Furnace when Benjamin Jones purchased the site in 1812. After several changes in ownership, the furnace was sold to R.D. Wood in the middle of the nineteenth century.[43]

The ore used by Budd's Iron Works/Cumberland Furnace came from Downe Township until that supply was consumed. Then ore was brought in from Delaware and Burlington counties via ships that went up the Menantico Creek to Schooner Landing; from there the ore was taken to the furnaces by cart. According to an 1831 survey, two furnaces were associated with this property: One across from a dam located where the Big Canute branch joined the Manumuskin Creek, and the other a mile north of here. Stove plates may have been produced at Cumberland Furnace around 1812.[44]

The Ferracute Machine-Works, Cox and Sons' Machine-Works, and Laning's Iron Foundry in Bridgeton, as well as Hall's Foundry in Salem, all followed Wood's example and turned to only making and casting molds. The Ferracute Machine-Works was founded in 1863 by Oberlin Smith, an inventor who experimented with new metal presses and molds. Ferracute made foot and power presses, dies, and tools for cutting, embossing and drawing; as well as sheet-metal goods such as tinware, lanterns, lamps, and fruit cans. The bulk of its

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[41] Pennsylvania Gazette (28 June 1753) and Boyer, 59.

[42] Bill Gehring, "A History of Cedar Creek in Cumberland County: 1690-1900s," South Jersey Magazine (Fall 1990): 15-19.

[43] Boyer, 48.

[44] Boyer, 48-49.

Figure 69. *Inventor Oberlin Smith started the Ferracute Machine-Works in 1863. In 1904 Ferracute moved to its present site after a fire destroyed the first complex of buildings.*

Figure 70. *This largest of the Ferracute buildings is structurally sound, but the presses and other equipment have been removed.*

early business not surprisingly came from fruit-can presses, since the area was dominated by canneries that made their own cans. At that time the company employed approximately sixty men. By the twentieth century, Ferracute had turned to making presses and molds to meet the needs of heavier industries, including automobile and airplane parts.[45] In 1909 it employed 125 people.[46]

The 1904 Ferracute complex is extant and vacant today, adjacent to East Lake and the railroad tracks, though all or most of the machinery has been removed and all structures are in good-to-poor condition (Figs. 69-70). Smaller gabled brick buildings are adjacent. At the fore of the industrial site atop a slight hill is the elegant-but-deteriorating headquarters building. The eclectic composition combines Victorian elements of the Stick Style, Queen Anne and Tudor Revival in its irregular plan. The decorative brick structure includes a round tower with conical roof and flared eaves; various gable-roofed dormers and porches, decorative chimneys, gable trusses and Craftsman-like supports contribute to a romantic flavor that is a sharp contrast to the utilitarian industrial buildings behind it.

Figure 71. David W. Laning started this iron foundry in Bridgeton in 1869, and he operated it until his death in 1883. Atlas, 1876.

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[45] Cushing and Sheppard, 598; Arthur J. Cox and Thomas Malim, Ferracute: History of an American Enterprise (Bridgeton: Cowan Printing, 1985), 1-7.

[46] Industrial Directory, 57.

Laning's Iron Foundry (Fig. 71), established in 1869 under the control of David W. Laning, manufactured blacksmith's drills, iron verandas and fences, vessel windlasses, plow-castings, and other castings (Fig. 72). This brick factory, adjoining the West Jersey Railroad Depot, employed twenty men at the end of the nineteenth century. Cox and Son's Machine-Works, also established in the 1860s, made steam-heating apparatus, steam engines and boilers, pipe-screwing and lapping machinery, stocks, dies, and cast and wrought-iron fillings. Originally located on the corner of Broad and Water streets, the factory moved to a new site on Water Street with a frontage of 250' on the Cohansey River. Proximity to the water allowed them to utilize steam power.[47] The foundry continued its operations well into the twentieth century employing approximately 160 men.[48]

Figure 72. *Intricate cast-iron architectural elements--porches, fencing, railings--were produced at South Jersey foundries.*

In 1848 Bennett and Acton established a foundry on the corner of Fourth and Griffith streets. Much of the business consisted of making agricultural machinery. In 1862, the business passed to Acton after Bennett's death. Sixteen years later he sold the firm to Henry D. Hall who turned it into Hall's Foundry, which produced plumbers' castings, and drain and smoke pipes.[49]

Today little evidence remains of the iron industry in Salem and Cumberland counties, but for the exquisite ironwork found in the fences, cresting, and other architectural features that highlight church yards and older residential areas--Salem, in particular. The key to the success of many of these nineteenth-century foundries was their ability to take advantage of the economic possibilities made available by South Jersey's unique geographic location and combination of natural resources. Eventually, depleted woodlands and changing technologies contributed to their decline.

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[47] Cushing and Sheppard, 388, 598.

[48] Industrial Directory, 57.

[49] Cushing and Sheppard, 388.

Mills

Gristmills and sawmills were among the earliest local industries, built on outlying creeks and rivers, and in Bridgeton and Millville where they marked the first sign of settlement. Tide mills powered by the ebb and flow of the creek waters existed in the seventeenth and eighteenth centuries in Greenwich, Mill Creek, and Mannington Meadows.[50]

One of the earliest was Hancock's Sawmill, built in 1686 on Mill Creek (Indian Fields Run) in present-day Bridgeton. Richard Hancock also constructed a dam and mill here, which changed hands several times until 1807-08, when Jeremiah Buck bought them and built anew on Commerce Street. Ephraim Seeley built another dam and gristmill in 1700 north of the present dam on Commerce Street. When Buck bought Seeley's dam and mill he undertook a series of improvements. He built a new dam, thus enlarging the mill pond, and in 1809 he erected a new gristmill and sawmill. A decade later Buck's fortunes declined and Dr. William Elmer purchased the property; Elmer's heir later sold the sawmill, but continued to operate the gristmill into the late nineteenth century. These and other mills were especially important because they predicated the establishment of Bridgeton. Farther east, another dam and mill played a similar role in the development of Millville.

In the late eighteenth century the Union Company was started by Henry Drinker and Joseph Smith who purchased 24,000 acres near Millville. The company used the dam to power sawmills; the lumber was then floated down river where it was loaded on to ships bound for market. In 1795 Joseph Buck, Eli Elmer, and Robert Smith bought the Union property. Buck then planned the city of Millville--slated to contain mills and other industries fueled by water passing over the dam. Many mill and factory owners here gained access to the nearby waterpower by digging canals to their property.

Buck's plans for the city became reality when David Wood and Edward Smith established Smith and Wood Iron Foundry, as previously discussed. Wood's brother, Richard, added to the family prosperity by establishing a cotton mill next to the foundry in 1854. The business operated as New Jersey Mills until 1860 when a bleachery and dye house were added; this became Millville Manufacturing. Upon establishment of the bleachery and dye house, Wood then constructed a new dam, creating the largest manmade lake in New Jersey. The water power from the dam allowed the mill to produce its own electricity in the late nineteenth century. By 1870 the mill had 25,000 spindles, 500 looms, and 600 employees. Thirty-nine years later the number of employees had doubled.

Many Millville Manufacturing employees lived in homes constructed by the Wood family in the surrounding area. Moreover, they shopped at the company store located on Columbia Avenue next to the Wood Mansion (Fig. 73). The company also constructed a wood bridge across the Maurice River to shorten the distance for those workers who lived on the western shore. Though the worker housing exists today, many of the industrial buildings associated with Millville Manufacturing do not. However, buildings connected with the

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[50] Harry B. Weiss and Robert J. Sim, Early Grist and Flouring Mills of New Jersey (Trenton: New Jersey Agricultural Society, 1956), 11-19.

Figure 73. *Wood Mansion was built by David Wood in 1804. Today the Wood family continues to use it as the headquarters for WaWa Markets, Inc.*

Figure 74. *Many of the employees of Millville Manufacturing lived in worker housing. This example is located on Foundry Street in Millville.*

Figure 75. Now owned by Wheaton Industries, this complex of buildings includes the pump house once used by Millville Manufacturing Company.

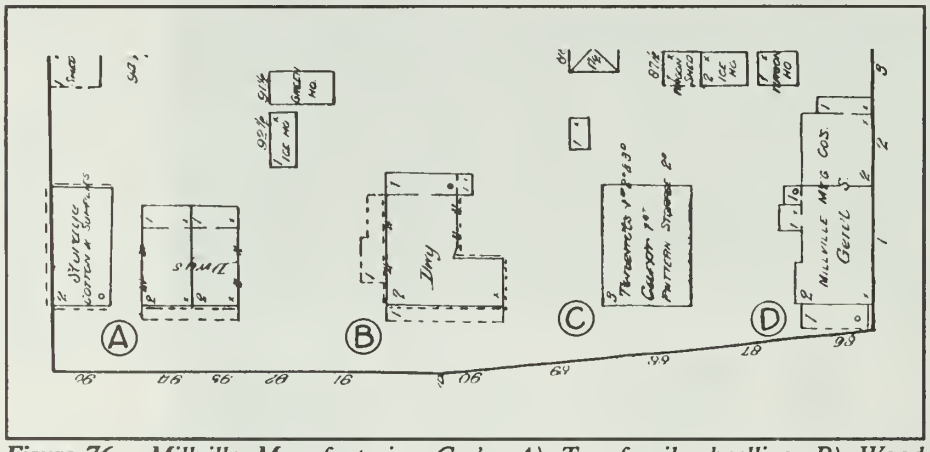

Figure 76. Millville Manufacturing Co.'s: A) Two-family dwelling, B) Wood Mansion, C) Tenement housing, D) general store. Sanborn, 1886.

foundry exist, including the pump house used by the cotton mill (Fig. 75).[51] Like Millville Manufacturing, Hires, Prentiss and Company of Quinton's Bridge provided housing for its workers. The two-family dwellings are intact along the Quinton-Alloway Road/Route 581.

Like Bridgeton and Millville, the mills elsewhere in South Jersey encouraged settlement, and provided jobs as well as independence from Great Britain. In 1692 William Forest built a water-powered gristmill at Mill Hollow in Salem County. Ten years later, John Mason of Elsinboro built a flour mill on Stow Creek; about the same time Samuel Fithian erected a dam and sawmill in Fairfield, his son John, who lived nearby, co-owned a gristmill. The Fithians' property was acquired by John Ogden, then in 1743 by David Clark who moved the gristmill to the main road in Fairton, bringing in water via a mill race. In 1759 the mill dam in Fairton was changed to its present location.

In Cedarville, Henry Pierson purchased a mill from William Dillis and John Barns in

[51] Jean Jones, "Millville Manufacturing Company: A Foundation For Industry," Millville News (25 February 1991), 18.

1753, which henceforth changed ownership many times. Major changes occurred in 1877 when Charles O. Newcomb bought the mill and replaced it with a modern facility--considered the best in the county at the time. Also nearby was the sawmill and gristmill John O. Lummis acquired in the 1830s; the former was built before 1789 (perhaps replacing an iron foundry), the latter was built in 1790.[52]

Windmills and steam mills were also popular in South Jersey--for grist and lumber--found primarily in Cape May County and occasionally the Leesburg area of Cumberland County. Cape May was an ideal location for windmills "because of the steady and dependable breezes from the ocean and bay." The earliest one was built for Thomas Press in 1706 on Windmill Island below Town Bank. The last extant example existed in Leesburg in the 1920s (Fig. 77). A variation of the one pictured, most windmills in the county were similar:

Figure 77. Windmills such as this derelict one in Leesburg provided mill power in Cape May and Cumberland counties. Wettstein, 1920.

> They were generally a six-sided building about 20' across the base with sloping sides [of] clapboard . . . and a moveable six-sided roof on a turntable of wooden rollers. Out from the dormer in one side of the roof extended a long pointed and tapered spindle to which 2" x 10" boards about 15' long were attached to form the sail arms. The cloth sails were fastened by two grids or frames on each side of the sail. These grids consisted of a framework with twelve spindles spaced about 10" apart. The grids were securely bound together, with sails between, and the whole unit was attached to a pole about 15' long which in turn was held on the end of the 2" x 10" board by iron bands. This assembly made the sail arms about 40-45' across. The entire windmill stood about 35' high.[53]

Mill stones were on the second floor of the windmills. Many of the first stones that came from France were made of buhrstone, but by 1850 the cost of importation forced

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[52] Mulford, 11, 14, 66, 178-79; Cushing and Sheppard, 384-88, 593-95, 633-65.

[53] Roland Ellis, "Windmills: The Ugly Ducklings of Cape May County." The Cape May County Magazine of History and Genealogy. 5 (June 1959), 193-95.

builders to turn to sopus stone from Ulster County, New York.[54]

In 1808 Jesse Springer built a windmill in Goshen. Two years later, Springer built another sawmill in Dias Creek, and in 1820 he built a gristmill for Thomas Gandy Sr. in Seaville. Springer is noted for his experimentation with the design of windmills; one of his designs featured a moveable top. Other windmills were located in Cold Spring, Cedar Swamp, and South Seaville.[55]

While Springer and others were experimenting with windmills in Cape May County, the White Stone Flour-Mill in Salem was working to perfect steam-powered mills. Built by the Salem Steam-Mill and Banking Company prior to 1826, White Stone Mill, was a stone structure five stories tall; its six runs of stone were driven by a large steam engine. The mills regularly dispatched wagons into Delaware and Pennsylvania to pick up grain to be ground into flour, operating until the latter part of the nineteenth century.[56]

By the nineteenth century, mills were common to almost every South Jersey town. According to the Gazetteer of the State of New Jersey, in 1834 Cape May County had eight gristmills and sixteen sawmills, while Cumberland County had forty-four gristmills, twenty-one sawmills, and one each fulling, rolling and slitting mills. Salem County had thirty-three gristmills, nineteen sawmills, and six fulling mills.[57]

Sixteen years later, Kirkbride's New Jersey Business Directory listed nine grist or grain mills in Cumberland County: R.D. Wood and Company, Millville; H. Shaw in Newport; Bateman and Conover, and John O. Lummis, Cedarville; Benjamin Reeve and Daniel Clark, Port Elizabeth; John Trenchard, Fairton; John Holmes, and Mounce and Lot, Bridgeton. Kirkbride also lists twenty-three mill owners in Salem County, five in the NJCHT area: Thomas F. Lambson (steam grist), Clement and Acton (steam saw), and Joseph Petit (grist) in the City of Salem; and J.W. Maskill at Lower Alloways Creek. This last structure is still standing and has been converted into a house.[58]

Cedar Mining

Cedar mining was an early, prominent, but short-lived industry in South Jersey, founded on the white cedar that grew throughout the swamps of Cape May County and in parts of Cumberland, Ocean, Atlantic, and Burlington counties. Here the conditions were ideal for trees to petrify once they died and fell into the muck. The durable and lightweight wood was made into shingles or other objects and used locally or exported to Philadelphia and other Delaware River ports. Much of the cedar came out of swamps in Dennis and Upper townships in Cape May County, and Maurice River and Fairfield townships in Cumberland. White cedar

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[54] Ellis, 193.

[55] Ellis, 195-99.

[56] Cushing and Sheppard, 388.

[57] Weiss and Sim, 19.

[58] Stacy B. Kirkbride Jr., Kirkbride's New Jersey Business Directory (Trenton: Kirkbride, 1850), 154-60, 258-64.

swamps closest to the salt marshes lost their trees to the tidal salt water first. As early as 1868, state geologist G.H. Cook described one Dennisville swamp where hundreds of acres were dotted by stumps and salt grasses overtook the living trees; swamp bottoms were soft and spongy, and here, 11' to 17' below the opaque surface, lay petrified cedar trees:

> The peaty soil or muck in which the cedars grew was loose, porous and watery. The roots of the trees extended in all directions near the surface but did not penetrate to the solid earth below. The peaty soil or muck was added to each year by fallen leaves and twigs, and in the cool, shaded, wet swamp the timber buried beneath the surface was for the most part, after hundreds of years, sound and usable.[59]

Cedar mining consisted of removing the fallen trees from beneath the surface of the swamp. Cedar miners had to be skilled so as not to waste time in raising decayed trees that were worthless. Using a 6' to 8' iron rod, the miner probed the swamp for good logs, then he dug through the muck and tangled roots to take a sample of the wood. According to its smell, the miner determined if the tree had blown down or broken off; the former were more desirable because they were usually healthy and sound at the time. The miner then cut away the matted material around the log and sawed off each end. "By the use of levers the log was loosened, upon which it rose and floated to the surface, the bottom side always turning uppermost."[60] Some logs might measure as much as 3' in diameter, and though it appeared as if submerged only a matter of days, it was really several decades.

The log was then sawn into shingle lengths of 18" to 35", which were split into bolts using a froe or froe club; each bolt was then split along the grain to make four shingles, which were dried in the sun before being shaved, or smoothed, using a drawing knife. The size of the shingles ranged from 18" x 6" x 1½" to 36" x 7½" x 1½". The average life span of such a shingle on a building is seventy to eighty years.[61]

In addition to shingles, the early settlers also used cedar for their fences, houses, farm buildings, canoes, staves, and cordwood. Future generations employed it in the manufacture of floors, rafters, joists, and doors as well as tanks, churns, firkins, pails, washtubs, paving blocks, siding, lath, crates, and furniture. In 1856, rails sold for $80.00 to $100.00 per 1,000, while in 1880 shingles brought $22.00 per 1,000.[62]

Like ship builders, cedar miners needed other skilled craftsmen in the community to supply them with tools. They made their own wood tools and handles, but relied on local smithies to forge iron axes, blocks, butters, crosscut saws, drags, drawing knives, levers, progues, froes, jointers, spades, and shaving horses; steel saw blades were also purchased.[63]

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[59] Weiss, 8.

[60] Weiss, 12.

[61] Weiss, 14.

[62] Weiss, 10-14.

[63] Weiss, 18-19.

By the early twentieth century, the last of the shingle makers were gone and with them went a traditional skill. In 1937 the South Jersey Peat Company resurrected, however, the practice of extracting the cedar logs. The company relied upon modern tools to bring up logs from the Yock Wock Swamp below Mauricetown. Wire cables were looped around them and a power-driven windlass pulled them out of the muck. The logs were then sent to a sawmill to be machine cut into siding for boats, shingles, and box material.[64]

Lumbering operations such as this continued until the 1950s, with logs transported via wood sled and hauled from the swamp by a gasoline-powered tractor. Poles and boughs were laid across the trail in the softer places in an effort to keep tractors from sinking into the marsh. Upon reaching solid ground the logs were loaded onto a truck and taken to a sawmill. Lumbering operations have virtually ceased today because of changing technology and a decreasing supply of white cedar trees.[65]

Sandmining

Sandmining has been and continues to be a prominent industry in South Jersey. Beginning in the eighteenth century, the area's sand was well known for it fine-grained consistency, which was ideal for making glass. "It was the presence of this type of sand in South Jersey that brought the first glass-manufacturing plant into the county. . . ."[66] Although some sandmining took place in Salem and Cape May counties, most occurred--and continues to--in Cumberland County around Millville (Fig. 78-79), Dividing Creek, Cedarville, Manumuskin, Dorchester, and Vineland.

Perhaps one of the most prominent sandmining companies was the Crystal Sand Company in Cedarville. Captain Henry S. Garrison, an inventor of sand-related machinery and a promotor and manager of sand properties, began his career as a sand digger for his father in Salem County. Later Garrison purchased land in Cedarville and organized the Garrison Sand Company. As glass interests increased in Bridgeton so did the need for another sandmine. Garrison merged with the Crystal Sand Company and soon had branches on the Maurice River and in Vineland.[67] Crystal Sand closed in 1917.

The Bridgeton Dollar Weekly in 1886 explained the procedures used by Garrison to mine sand. If no problems were encountered in a sand pit, then the workers would begin digging by hand. Once the sand was excavated, the load was transported to the wash house and emptied into a cleaning trough, where it was washed by water piped in by a ten-horse power steam engine. The sand was then sifted and rewashed to separate it from soluble loam. The sand was washed twice more, then carried upward via elevators and dumped into railroad cars. Up to 50 tons of sand could be washed daily with this procedure.[68] Problems occurred,

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[64] Weiss, 22-23.

[65] Weiss, 23.

[66] "Sand Mining Plays Vital Role in County," Bridgeton Evening News (8 June 1954), n.p.

[67] "Retires After Half Century in Sand Industry," Bridgeton Dollar Weekly (1886), n.p.

[68] Bridgeton Dollar Weekly (16 October 1886), n.p.

Figure 78. *South Jersey sand, here hauled by horse and wagon has played an important role in South Jersey glass manufacturing since the late 18th century. Wettstein, ca. 1900.*

however, if a natural stream was hit and the pit filled with water. To continue working, the workers had to drain the pit by digging a ditch, one of which was approximately 1,500' long and 32' wide.

The Cape May Sand Plant operated on Sunset Boulevard at the entrance to Cape May Point for many years until closing in the 1920s. The company, run by George and Betty Patinee, was noted for uncontaminated sand whose grains were uniform in size. Workers dug the sand offshore, hauled it away for delivery, then awaited the next tide to replenish their supply. In 1941 Harbison-Walker Refractories, a division of Dresser Industries, built a Magnesite Plant on part of the old sand-plant property. Here magnesite, which is used to make fire bricks, was extracted from the sea water. The plant closed in 1983.[69]

Several sandmining companies continue to operate in southern Cumberland County, including the Morie Company in Mauricetown, Ricci Brothers Sandmining Company near Port Norris, and WHIBCO Inc. in Leesburg. Today, however, much of the industry relies on new

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[69] Beitel and Enck, 151.

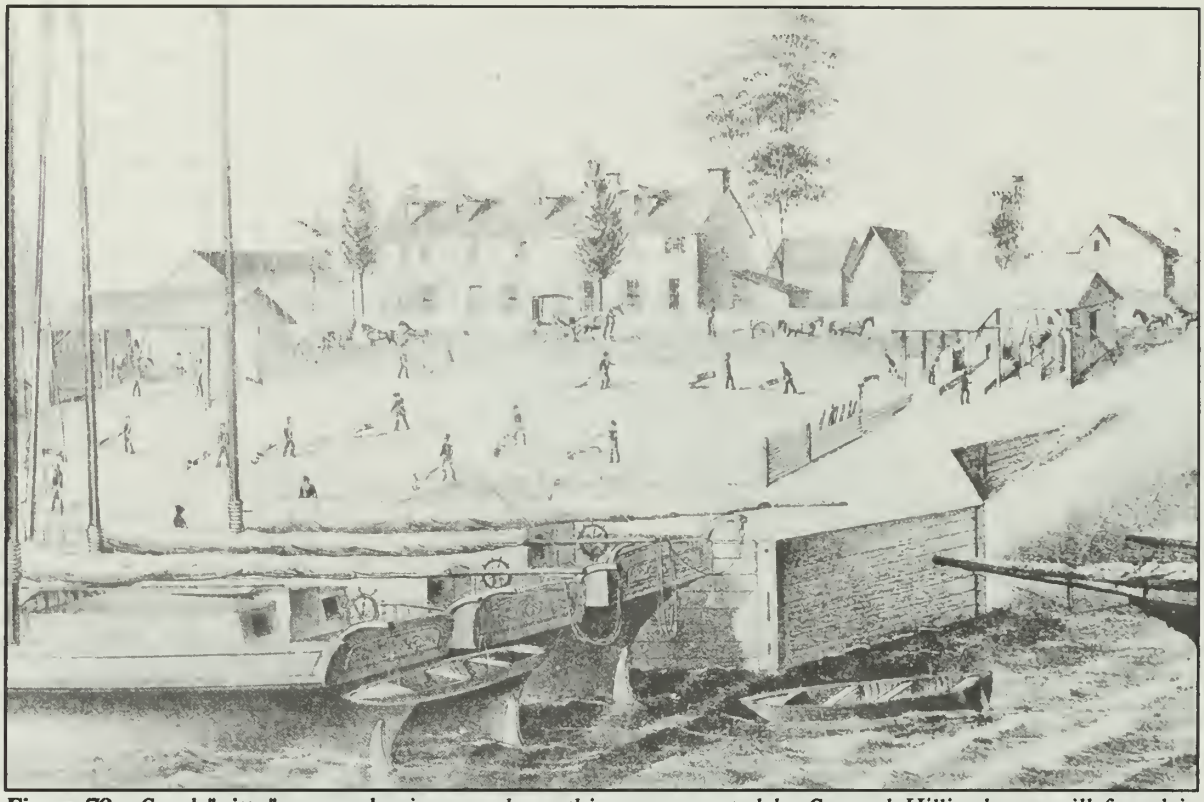

Figure 79. *Sand "pitts," or sand mines, such as this one operated by Samuel Hilliard, are still found in Cumberland County in the Maurice River area.* Atlas, *1876.*

Figure 80. *During the 19th century almost every town in South Jersey had general stores such as this one in Millville. Wettstein, late 19th century.*

technology, computers that can measure grains as small as 0.0021 mm. The sand also becomes an ingredient for products other than glass: microprocessors, oven ware, roofing gravel, and water filters.[70]

Commerce

In the nineteenth century, South Jersey towns were home to a range of businesses and professionals; even small villages had the requisite general store (Fig. 80), as well as physicians, hotels, dry goods merchants, blacksmiths, confectioners, carpenters, wheelwrights, boot makers and sellers, cabinet makers, carriage makers, tailors, weavers, tanners, and bricklayers. The Bridgeton and Salem Directory (1877), for instance, reports that Dividing Creek had a physician, butcher, livery stable, wheelwright, two blacksmiths, two carpenters, and three stores; Dorchester had a physician, blacksmith, confectionery, and three stores.[71] According to Boyd's Directory (1899-1900), Hancock's Bridge advertised two lumber firms, a poultry and cattle dealer, three carpenters, two canneries, a plasterer and contractor, flour mill and gristmill, meat market, and blacksmith (Fig. 81).[72]

Figure 81. Peterson's Black Smith shop in Millville made horse shoes and axes. Wettstein, ca. 1900.

One of the most elegant commercial buildings in Bridgeton is the Cumberland National Bank, built in 1886 at Laurel and Commerce streets (Fig. 82) by the design team Hazelhurst & Huckel. Architects Edward P. Hazelhurst (1853-1915) and Samuel W. Huckel Jr. (1858-1917) designed a plethora of buildings--especially in the New Jersey-Philadelphia area--from 1881 until 1900, after which they practiced separately. Hazelhurst had worked in the Philadelphia offices of Frank Furness and T.P. Chandler, and he went on to design a range of institutional building types as well as numerous houses. Huckel

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[70] Lisa Borders, "New Technology Boosts Industrial Sand Plant," Millville Daily (3 December 1984), n.p.

[71] Bridgeton and Salem Directory for 1877 (Bridgeton: J.H. Lant, 1877), 173-181.

[72] Boyd's Directory of Salem and Gloucester Counties, 1899-1900 (Philadelphia: C.E. Howe Co., 1899), 115.

Figure 82. Hazelhurst & Huckel of Philadelphia designed the present Cumberland National Bank building, erected in 1886.

is credited with the pair's church designs; his award of the commission to remodel New York's Grand Central Station in 1900 ended the partnership.[73]

The Industrial Directory of New Jersey (1909) touted many possibilities for South Jersey's small towns. Dorchester, with excellent railroad service, was an ideal site for manufacturing because goods could be shipped by land or water. The town also offered a public school, high school, and a Methodist Episcopal church. Similarly, Green Creek in Cape May County was suitable for a cannery of vegetables, oysters, or clams. The Atlantic City and West Jersey Railroad was two-and-one-half miles from town and the land was relatively inexpensive; a school, two churches, and a labor supply were already in place.[74]

Developed towns such as Quinton boasted two canneries and a glassworks on Alloways Creek, which afforded easy shipping. Moreover, there was a local building and loan association with 100 stockholders and assets of $38,604, two schools, and two churches. "The town, considering its size, is a manufacturing place of some importance, and the people would be pleased to have these interests extended, particularly in the direction of industries employing female labor."[75]

Many towns such as this lost their appeal as manufacturing centers after the railroad was closed in the mid twentieth century; modern industrial facilities were then built closer to New York and Philadelphia. The exception is Millville, which continues to support two glass-makers: Foster Forbes, a division of American Glass, and Wheaton Industries. Today, some residents work for the Salem Nuclear Power Plant, South Jersey Gas Company, Atlantic City

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[73] Biographical Dictionary of Philadelphia Architects, 350, 397. Some of Hazelhurst's papers are at the Millville City Hall.

[74] Industrial Directory, 115, 169.

[75] Industrial Directory, 372.

Electric, and New Jersey Bell, as well as the state government, South Jersey Hospital System, and DuPont Inc. at Carney's Point. Farming--dairy and truck--sustains Cumberland and Salem county residents. Additional work is found at the Millville and Cape May airports, seaside resorts, sandmining companies, and other concerns.

Chapter 6:

TRANSPORTATION

South Jersey, in step with nationwide innovations in transportation, progressed from depending upon trail, sail, and rail for travel and economic development from the seventeenth through the twentieth centuries. Today, only the footprint and a smattering of structures remain from burgeoning port towns and railway hubs. The major--and most intact--network is the state and county highway system which, for the most part, mirrors the historic trails and roads that bisected the region.

Indian Trails

Many of the thoroughfares employed by seventeenth-century European settlers and inhabitants of subsequent seaside, domestic, and commercial centers were taken from the Lenape Indians. They established an extensive network of trails in both North and South Jersey to facilitate seasonal migrations to the coast; trails also enabled improved trade relations, attendance at ceremonies held at major villages, and the seasonal movement of hunting grounds. All major trails linked villages, while a network of minor trails that branched out from them led to hunting and fishing grounds, camp sites, gardens, and rock shelters.[1]

The nature of these Indian paths benefitted the Europeans immensely by not only linking major settlements, but by mapping out the courses of least resistance to the pedestrian traveler. Logic dictated that Indian trails--2' to 3' across--were kept clear by regular travel and were situated along dry land in relatively low terrain where there was an absence of rocks and other obstacles. When crossing streams, Indians chose areas that were shallow, of uniform depth, and with firm bottoms. In addition to traveling on land, the Lenni Lenape made great use of the dense network of inland and coastal waterways via dugout canoes of tulip popular, white cedar or sycamore, or a bark canoe of elm, black oak, or hickory bark.[2]

Upon arrival in North Jersey and New York, the Dutch used Indian trails as trade routes, establishing along them trading posts and forts, such as Fort Nassau near the present town of Gloucester, and Fort Casimer near New Castle, Delaware. Many such centers existed along the banks of the Delaware River. If the Indians were at war, traders traveled in sloops up the waterways instead of risking capture on their trails.[3]

When the Swedes arrived in the Delaware Valley, they brought with them economic competition. Like the Dutch, they adopted the Indians' routes and established the forts and

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[1] Wacker, 70.

[2] Wacker, 70-71.

[3] Wheaton J. Lane, From Indian Trail to Iron Horse: Travel and Transportation in New Jersey, 1620-1860 (Princeton: Princeton University Press, 1939), 20-23.

trading posts along the river. Fort Christina was established on Christina Creek in Delaware, and Fort Elfsborg was erected on the Delaware River just below Salem Creek.[4] As the population grew and migrated toward the interior, Indian trails again led the way.

Roads/Turnpikes

Travelers' reliance on water for mobility was one result of the crude condition of overland routes. Most trails were wide enough only for one person on foot or horseback; if they were passable for wagons, an average rainfall could transform the route into dense mud where wagons were easily mired. These conditions persisted even as more formal turnpikes were built. The early farmers attempted to overcome them by attaching sleds on runners for hauling grain, hay, and tobacco--but the rivers continued to prove most efficient.[5]

By the end of the 1600s, the colonial government recognized the need for improved roads. In 1681 the Assembly authorized a survey for the King's Highway from Burlington to Salem. Four years later, the West Jersey Assembly implemented the last measures for creating a highway system to connect the Salem area with the upper part of the West Jersey province. Through passage of general legislation, the Assembly "provided locally for the laying out of highways while the inhabitants were empowered to levy such taxes as shall be necessary from time to time, for the making and repairing their respective bridges and highways."[6]

By 1697 the West Jersey Assembly agreed that a highway was needed to connect Cape May with the capital, Burlington, with the hope that citizens might become more politically active. The burden of cost and maintenance fell on Cape May inhabitants until the area between Burlington and Cape May could be settled; the highway was completed in 1707.

In 1760 the Assembly decided that the best way to improve overland passage was to make road-building officials responsible to the people. As a result, overseers and surveyors were elected by voters--and were punished if they neglected the duty. Overseers inspected the roads and bridges in a respective district, and if repairs were needed, he called on the residents to make them. The fact the government did not concern itself with roads and their maintenance allowed citizens the right to build their own thoroughfares for personal or public interest. Many of the highways in South Jersey were developed for the purpose of exploiting agriculture and natural resources, especially to bring timber and iron ore out of the interior. Other roads were established to serve area glassworks.[7]

Residents gradually transformed the winding trails by cutting back trees and brush. They were often ungraded and stumps were a menace, and the road sometimes followed an awkward course to avoid bisecting a farmer's field. Neither were swamps generally traversable, since the road through them consisted of a few loads of unbroken stone or a

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[4] Lane, 23-40.

[5] Lane, 23.

[6] Lane. 35.

[7] Lane, 39.

series of logs laid crosswise to form a corduroy "pavement." Both proved problematic well into the nineteenth century.[8]

Traces of these old corduroy roads can be found along the banks of many of the creeks in South Jersey. Definite remains, however, can be found along the banks of Dennis and Sluice creeks in Cape May County (Fig. 83). Many of the logs, branches, twigs and bark used to form the roadbed lie perpendicular to the creeks within their banks. In many instances, the logs protrude from the shore in several layers. New logs were continuously placed atop the old bed because the combination of soft ground and weighty wagons caused them to sink into the mud. If the logs were not replaced, wagons would become mired and movement impossible. In most cases the timber used to make the roads was harvested from nearby cedar and pine forests.

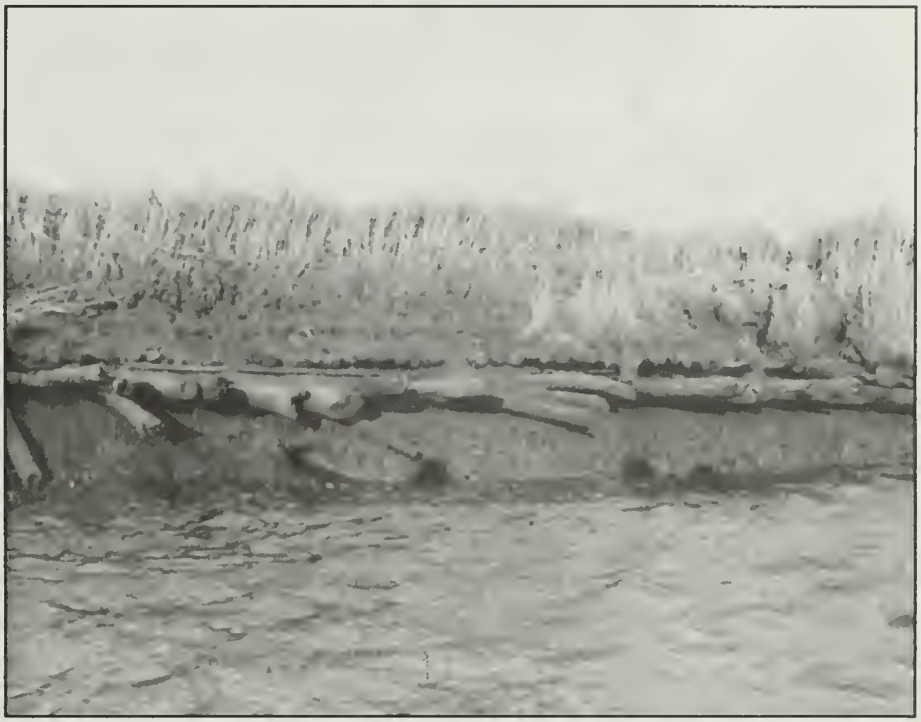

Figure 83. Corduroy road remains, such as these along Dennis Creek, are found preserved but buried in layers of mud throughout the tidal marshes. Sebold.

Bridge construction, like road development, was directed by local officials. The expense, however, warranted municipal or county financial assistance. Usually of timber construction with planks laid as flooring, bridge surfaces also had to be repaired or replaced often. Stone bridges were rare because of the high cost of construction. Some of the earliest bridges in Salem County were located at Hancock's Bridge in Lower Alloways Creek Township and Quinton's Bridge in Quinton Township. Both were the site of Revolutionary War battles.

In 1711, Benjamin Acton, a surveyor for Salem County, helped to lay out the Old Penn's Neck Road which ran from Market Street in Salem across the Salem Creek via the Trap Causeway and Bridge, in Mannington Township, and then on to Penn's Neck. A century later, much of this road and its bridge were abandoned when the New Street (presently Griffith Street) Bridge was constructed. By the time New Street was finished, most of the main roads

[8] Lane, 40.

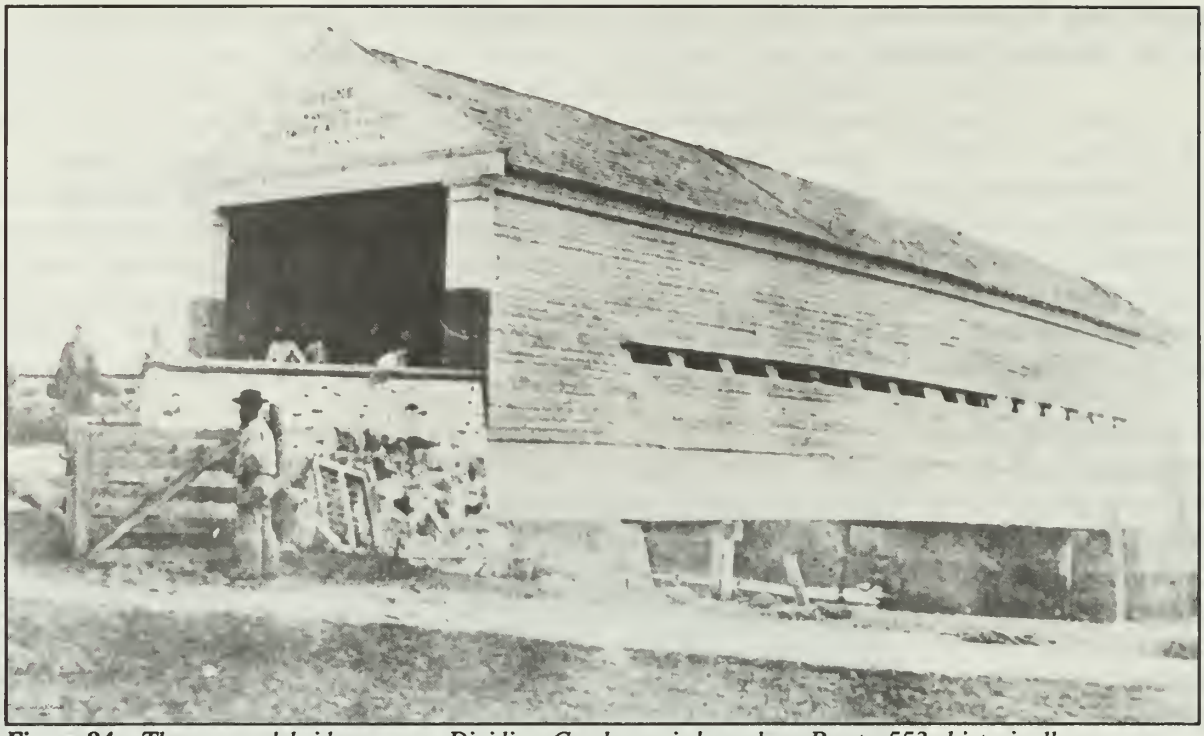

Figure 84. *The covered bridge across Dividing Creek carried modern Route 553; historically, passengers were warned of $10 fines for moving "faster than a walk." Wettstein, late 19th century.*

in Salem County had been laid out. In 1820 John Denn commenced building a canal near Salem in Mannington Township in order to shorten navigation on the Salem River by two miles. The one-half mile canal was completed in 1840.[9]

Among the earlier crossings in Cumberland County was a bridge over the Cohansey River at Bridgeton. When Bridgeton first appeared as a small settlement in the early eighteenth century, it was known as Cohansey or Cohansey's Bridge. The exact date of the first bridge's construction is unknown; however, in a reference concerning the building of John Garrison's house in 1715, there was mention of it relative to the bridge. The bridge at Cohansey was part of the road that connected Salem with Cape May via Greenwich and Buckshutem.[10] Numerous such covered bridges existed throughout the area, including one across Dividing Creek (Fig. 84).

By the end of the colonial period, the main roads in South Jersey were in place. The most important of these, the King's Highway, connected Salem with Burlington to the north and with Greenwich via Quinton's Bridge and Jericho. From Greenwich it went on to become Broad Street in Bridgeton. Once Commerce Street Bridge was erected in Bridgeton in 1771, the highway turned southeast toward Cape May. Before this, the road turned northeast at

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[9] Cushing and Sheppard, 331-33.

[10] Mulford, 20-21.

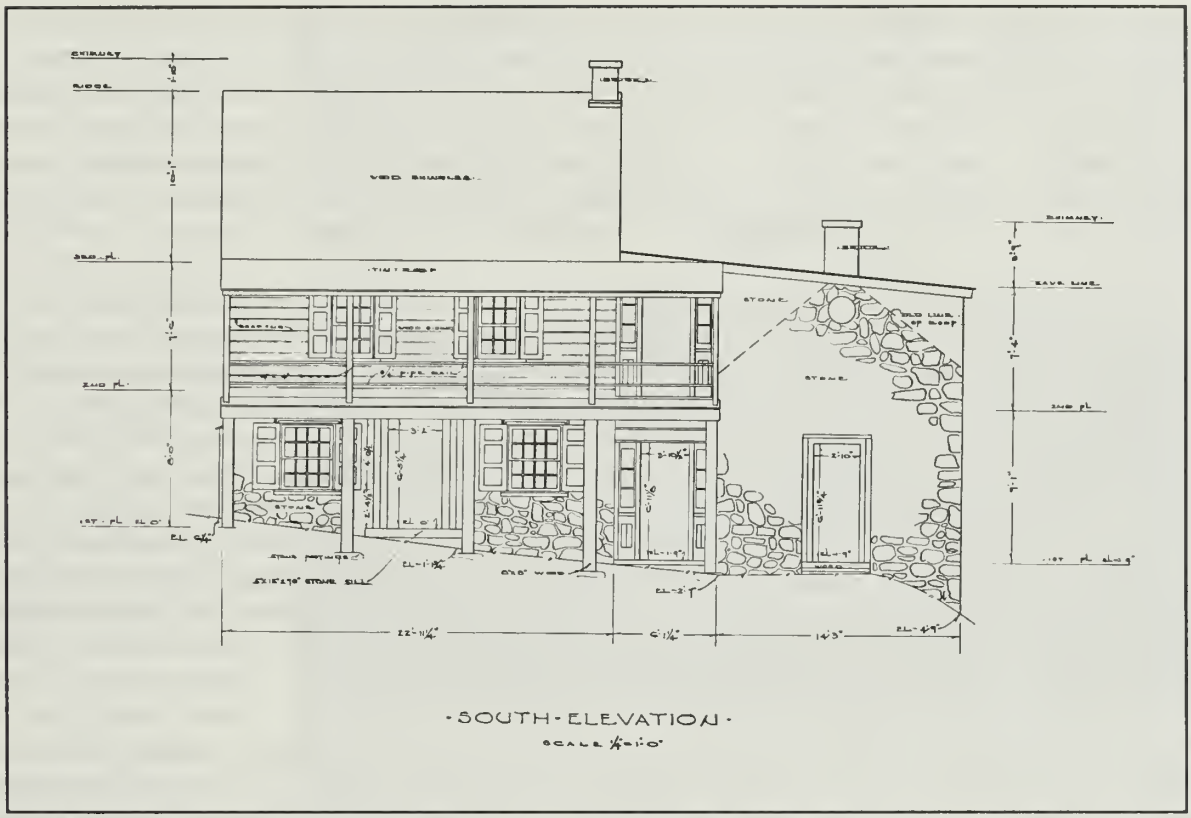

Figure 85. Greenwich Ferry Tavern-Jail (1686, 1760, HABS No. NJ-268). Built by Mark Reeve in 1686, the one-story block was probably the jail when Greenwich was the Cumberland County seat after 1748.

Pearl Street, to the present-day corner of East and Irving avenues, toward Indian Fields.[11] Another road paralleled the Delaware Bay shoreline from Salem to Bridgeton, though its exact route remains a mystery. In the mid eighteenth century, a road from Port Elizabeth to Shingle Landing (later Millville) on the east side of Maurice River was laid out from Berriman's Branch near Leaming's Mill. At that point a bridge on log cribs was built across the river. In 1798, another road was made from Bridgeton to Fairton; prior to it, travelers reached Greenwich via the King's Highway and Laning's Wharf ferry. In the early 1800s, Bridgeton's East Commerce Street continued on toward Millville, while Buckshutem Road branched off from it to link up with the Spring Garden Ferry on the Maurice River; the road continued along the east side of the river into Port Elizabeth.[12] The Ferry Tavern is extant in Greenwich (Fig. 85).

Many of the early roads in South Jersey can be identified by the presence of a tavern or inn. Once the roads were established, stagecoaches became a common mode of travel from

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[11] Sickler, 52-54.

[12] Lucius Q.C. Elmer, History of the Early Settlement and Progress of Cumberland County, New Jersey (Bridgeton: George F. Nixon, 1869), 73, 80-81; Mulford, 21-22.

Powles Hook and Cooper's Ferry to New York and Philadelphia. It was not until after 1750 that stagecoaches were used for local traffic.[13] Between 1765 and 1775, the Cooper's Ferry stage line was extended east and south to connect Philadelphia with South Jersey. The first line to open ran between Cooper's Ferry and Salem once a week, then every five days. The subsequent line linked Cooper's Ferry to Bridgeton, with branches to Greenwich and Cape May. In 1773, another stage line was opened from Cooper's Ferry to Roadstown. In 1815, a stage line served the route from Millville to Philadelphia via Malaga.[14]

Properly financed turnpikes of stone or gravel were demanded to accommodate nineteenth-century traffic as the population rose and the frontier line advanced to link up with the rest of the East Coast. Moreover, an improved road reduced the transportation cost of shipping products to Philadelphia and New York markets. In 1825, a direct road from Bridgeton to Shiloh was laid out and later became part of the toll-road system to Salem. Some important turnpikes were built in South Jersey between 1849 and 1860: the Bridgeton and Fairfield, Bridgeton and Millville, Cape May, Millville and Malaga, Port Elizabeth and Millville, and Salem and Woodstown. The turnpikes in South Jersey suffered from low capitalization and mileage, such that companies found it difficult to attract outside investors. So they relied on local farmers, storekeepers, merchants, and stage drivers--"the value of whose property or business would increase with better transportation facilities." Even with financial backing, many companies lacked the money to maintain the roads.[15]

The toll revenue collected for using the turnpike was determined by each company's incorporation charter; rates were inconsistent, based on the route's cost of construction and volume of traffic. The average rates consisted of the following: carriages with four horses or less cost 1 cent per mile; a horse and rider cost 2 cents per mile; a dozen calves, sheep or hogs cost ½ cent per mile; and a dozen cattle, mules, or horses cost 1 cent per mile.[16] Collectors lived in toll houses that were built five to ten miles apart. Deerfield Pike Toll Gate House, outside but near the NJCHT boundary, was built in 1853.[17] In 1876 there was a toll gate in Quinton's Bridge.

By the last quarter of the nineteenth century, several substantial bridges helped facilitate travel throughout the network of small South Jersey towns. Mauricetown had a 60' drawbridge that carried High Street across the river; this was replaced in 1888 by a single or double intersection plank-deck Pratt bridge that remains partially extant. Among others were a drawbridge at Quinton's Bridge, and an undisclosed type at Hancock's Bridge. An existing nineteenth-century bridge can be found on New Bridge Road in Lower Alloway's Creek Township, Salem County (Fig. 86).

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[13] Mulford, 58-59.

[14] Lane, 91-92; Elmer, 84.

[15] Lane, 156.

[16] Lane, 156-57.

[17] National Register of Historic Places nomination.

Whether plank or macadamized, turnpikes offered definite benefits to local farmers and industries despite their cost: smoother and speedier travel, fewer delays, and the potential for larger loads. The revenue came mostly from teamsters who hauled freight in wagons, or herds of animals being driven to market. Most turnpikes, however, especially those in sparsely settled areas, were unprofitable and met their demise once the railroad was established.[18]

Figure 86. *New Bridge Road Alloways Creek Bridge, built by the New Jersey Bridge Company of Manasquan (1905), is an unusual metal truss swing bridge with a pratt pony-truss approach.*

Steamboat

Steamboats replaced schooners as the main mode of transportation for persons traveling from Philadelphia, Baltimore, and Wilmington to Cape May for a vacation in the spring and summer during the early nineteenth century (Fig. 87). Even before the railroad, steamers competed with turnpikes, though predominantly for passenger rather than freight services. As early as 1816, the steamboat BALTIMORE traveled between Salem and Philadelphia twice a week; once in Salem, passengers continued to Bridgeton and Cape May via stagecoach. By the 1830s there was a great demand for steamboat travel on the Delaware River, and rate wars were common.[19]

With Cape May's ascension as a summer resort, steamboat service was extended to the southern tip of New Jersey. In 1824 the DELAWARE, under command of Captain Whilldin, began shuttling vacationers from Wilmington and New Castle, Delaware, and Philadelphia to the shore. As the demand for this service increased, established and new independent lines competed for riders, and the ticket price fell from $5 to 50 cents. By mid century, tourists and goods were imported from New York along the Atlantic coast.[20] Few steamboats were

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[18] Lane, 153-69.

[19] Lane, 210.

[20] Lane, 209-11.

built in the South Jersey region, but in October 1856 the first steam-powered vessel constructed in Bridgeton was launched.[21]

Perhaps the most opulent steamboat to travel from Philadelphia to Cape May during the late nineteenth century was the REPUBLIC, launched in March 1878 from Harlan and Hollingsworth's shipyard in Wilmington, Delaware. The vessel boasted large, fully furnished saloons, sixteen state rooms, and two private parlors on the upper deck. It accommodated 2,500 passengers in luxury--which included breakfast, lunch, and dinner. A similar ship, the JOHN A. WARNER, bore its passengers from Philadelphia and Wilmington to the now-lost resort of Sea Breeze.[22]

Figure 87. Steamship CLIO, of Odessa, Delaware. New Jersey: Life, ca. 1900.

Considerably inland from bay waters, Bridgeton sought a steamboat line in 1844, and the following year the COHANSEY began making thrice-weekly excursions from Bridgeton to Philadelphia, with stops at Greenwich, Port Penn, Delaware City, New Castle, Marcus Hook, and Chester, as well as occasional trips to Cape May. Three other steamboats operated on the Cohansey: the ARWAMES, PATUXENT, and EXPRESS.[23] In 1876, Bridgeton's steamer landing was on the east shore of the Cohansey River between the Jefferson Street bridge and a glassworks.[24]

The Maurice River Steamboat Company operated the THOMAS SALMOND which, like the Cohansey River steamers, offered excursions from its home port to Philadelphia. Before steamers reached this far up the Cohansey and Maurice rivers, stages via turnpikes carried

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[21] Brown, 9.

[22] Robert C. Alexander, "Steamer Republic for Cape May," Cape May County Magazine of History and Genealogy 5 (June 1962), 328-29.

[23] Alexander, "Steamships," 212.

[24] Historical Atlas of Cumberland County, New Jersey (Philadelphia: D.J. Stewart, 1876), n.p.

travelers from Bridgeton and other interior towns to Salem to pick up the steamboat.[25] Salem's steamboat landing was located at the end of West Broadway at Salem Creek, where it shared a dock with a canning works and shipyard.[26] As railroads grew prominent in the South Jersey region during the late nineteenth century, the use of steamboats declined.

Railroad

By the 1860s, the turnpikes and stage lines were being superseded by railroads, the most economical mode of transportation to date (Fig. 88). Establishing the railroads in South Jersey took a long time but showed a gradual profit. The first, the Camden and Woodbury Railroad, was chartered in 1836, and received immediate support from the residents of Woodbury who sought a quick route to Philadelphia. Its charter called for the line to eventually extend to Cape May but it failed first due to lack of ridership. The Camden and Woodbury failure did not discourage proponents of a line connecting South Jersey with

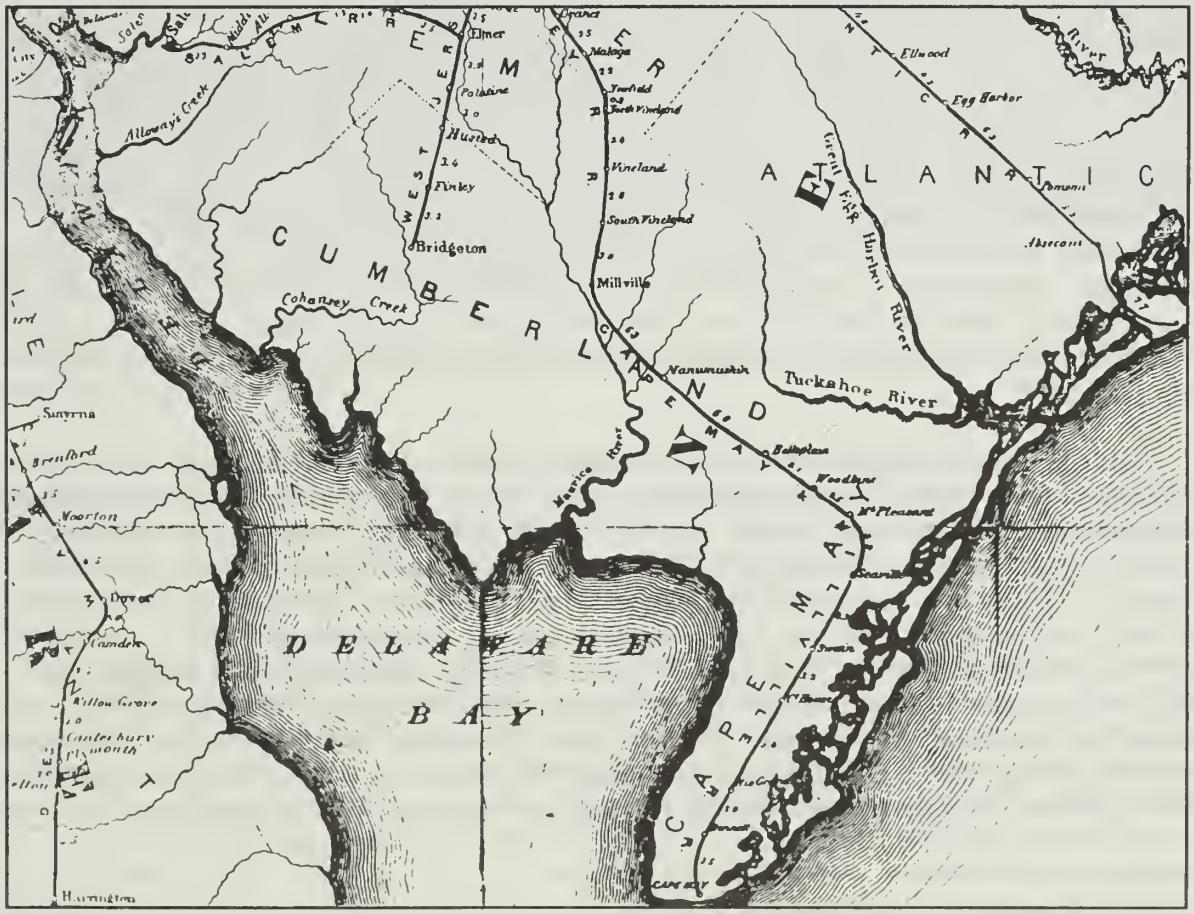

Figure 88. "Map of Rail Roads of New Jersey, (1871)." The railroad introduced great industrial changes: In South Jersey, produce and shellfish were shipped to market faster, and glass with less breakage.

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[25] Alexander, "Steamships," 212.

[26] Combination Atlas Map of Salem and Gloucester Counties, New Jersey (Philadelphia: Everts and Stewart, 1876), n.p.

Philadelphia--including Salem and Bridgeton residents. In 1853 the Camden-to-Cape May line became a reality with the West Jersey Railroad, authorized to build a line from Camden through the counties Gloucester, Salem, Cumberland, and Cape May. The railroad began operation in 1857. By the end of the nineteenth century, the West Jersey Railroad offered services to Philadelphia via Salem, Swedesboro, Woodbury, Wenonah, Glassboro, Clayton, Vineland, Millville, and Cape May.[27]

The same year the West Jersey Railroad began operation, the Millville and Glassboro Railroad was incorporated with a twenty-two mile route from Millville to Glassboro. At Glassboro, passengers could take a stagecoach to Woodbury. In 1875 the West Jersey Railroad connected with the Millville-Glassboro Railroad in Glassboro, and passengers could then complete their trips to Camden and Philadelphia without interruption.[28]

The Cape May and Millville Railroad Company was incorporated in 1863 as a competitor to the Millville and Glassboro Railroad; the Cape May and Millville line acquired permission from the state to build along the right-of-way that the Millville and Glassboro line had reserved in a previous charter. The state, however, favored the Cape May and Millville company because it had agreed with the West Jersey Railroad to serve as one rail system that connected directly with the Salem Railroad Company. This single network could then be "operated with greater economy under one management." West Jersey could lease and operate the Cape May and Millville Railroad and the Salem Railroad; this passed through Manumuskin, Belleplain, Woodbine, Mt. Pleasant, Seaville, Swainton, Cape May Court House, Rio Grande, and Bennett.[29] The railroad tracks in Millville ran northwest to southeast through the town with a depot at High and Broad streets (Fig. 89). Another minor depot was located at the "rear of the yard of Warren Hall on the north side of Broad Street between Buck and High [streets]."[30]

In 1861, the Pennsylvania Railroad laid the first rail lines into Bridgeton. The railroad had a terminal on Irving Avenue near Walnut Street, and later extended around East Lake and downtown to what is now the visitors' center.[31] In 1875 the West Jersey also extended a line to Bridgeton via Glassboro and Elmer; at Elmer a connection could be made with the Salem Railroad. The line that connected with Bridgeton eventually ran a spur to Port Norris; this was called the Bridgeton and Port Norris Railroad and was incorporated in 1866. Completed in 1875, it transported oysters from Port Norris to Bridgeton and on to major market cities. Shortly after completion the railroad was sold to the Cumberland and Maurice Railroad Company in foreclosure proceedings. The line served Bridgeton, Buckville, Fairton, Westcott's, North Cedarville, Cedarville, Newport, Dividing Creek, Buckshutem, Mauricetown, Centreville and Port Norris. Stage connections could be made at Newport, Dividing Creek, and

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[27] Bridgeton Chronicle, 1874-1900; Lane, 398.

[28] Cushing and Sheppard, 97-98.

[29] Cushing and Sheppard, 98; Map of the Railroad of New Jersey (Philadelphia: J.L. Smith, 1871), n.p.

[30] Millville, New Jersey, Centennial Souvenir, 1866-1966, (Millville: Millville Centennial Corp., 1966), n.p.

[31] Francis H. Sharp, "Winchester and Western Railroad Stays on Track," Bridgeton Evening News (1 November 1988), 9.

Figure 89. Pennsylvania-Reading Seashore Railroad Millville Station (ca. 1870). This depot with deep, braced eaves and large windows was at Broad and High streets. Wettstein, 1958.

Mauricetown (Fig. 90), while the train connection to Philadelphia could be made at the West Jersey depot in Bridgeton.[32]

The New Jersey Southern Railroad, a unit of the New Jersey Central Railroad, was incorporated in 1867 and ready for service from Vineland in 1872. The line passed through the central part of Cumberland County extending from Bayside/Caviar on the Delaware River to Bridgeton and Vineland, then northward to New York City. In the 1880s the railroad passed under the control of the Reading Railroad company.[33]

The Salem Railroad, chartered in 1856, was originally sixteen miles long from Salem to Elmer. The line could run "from a point in the town of Salem, or within one mile thereof, to any point on the West Jersey Railroad, at Woodbury or south thereof, which the directors deem most eligible."[34] It was completed in 1870, including a spur to Bridgeton. The Salem depot for the West Jersey and Seashore Railroad was located on Grant Street. Built in 1888, the building had separate areas for women and smokers, as well as passengers and baggage. The depot was active until the 1920s and was demolished in 1944. A freight-train station and office was also located on Grant Street. Today the latter continues to be used as the office for

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[32] Cushing and Sheppard, 98; Bridgeton Chronicle, 1874-1900.

[33] Cushing and Sheppard, 98; Bridgeton Chronicle, 1874-1900.

[34] Cushing and Sheppard, 98.

Figure 90. *Cumberland & Maurice Railroad Co. Mauricetown Freight Station (late 19th century). Small with decorative Victorian "framing," this depot has been moved to Route 47.*

the West Jersey Line Excursion Tours, which offers recreational train rides through Salem County.[35]

By the 1930s, the railroad's importance in South Jersey started to diminish. Businesses and vacationers, as well as residents, relied more upon vehicular transportation. In addition, many of the industries that had once supported the railroad were no longer profitable; the caviar industry had ceased and the oyster industry was slipping into a forty-year slump that continues today. In 1933, the Maurice River Branch of the Pennsylvania Railroad had reached such a low ebb that the New Jersey State Public Utilities Commission approved a plan to eliminate the service.[36]

In the mid twentieth century, Conrail took over several of the financially failing lines that passed through South Jersey. One, the Millville-Leesburg and Manumuskin line, was rehabilitated in 1982 to ship sand for the local sandmining companies. The same year, however, Conrail dropped its service to Seabrook--just north of Bridgeton--due to dwindling profits.[37] Four years later Conrail also dropped its southern railroads, which included the Millville-Leesburg and Manumuskin and the Bridgeton-Mauricetown lines. The Winchester and Western Railroad bought forty-six miles and operated eighteen miles of Conrail's lines. "Along with the Bridgeton to Millville run, Winchester and Western also operates two other freight trains around the county, forming a horseshoe route around townships that include Dorchester, Downe, Commercial, Lawrence, Fairfield and Upper Deerfield."[38]

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[35] Cushing and Sheppard, 98; Sinnickson Chew, "Salem-Pennsville-New Castle Line was Earliest Local Rail Dream," Today's Sunbeam, 12 April 1984, p. 5; William Vanneman, "Busy Days in the Old Railroad Office," Today's Sunbeam, [n.d.], n.p.

[36] "Past Days in the News," Bridgeton Chronicle, [n.d.], n.p.

[37] Jean Jones, "Conrail to Rehabilitate Rail Lines for $500,000," Millville Daily News (10 September 1982), n.p; Mark Neumann, "Conrail Drops Its Seabrook Line," Bridgeton Evening News (17 June 1982), 1.

[38] Diana Mitsu Klos, "Cumberland Short Line Keeps An American Tradition Alive," Daily Journal (5 July 1988), A6.

Electric Trolley

Prior to the turn of the century, the electric trolley developed as a popular mode of transportation, particularly in Cumberland County. As early as 1893, the Bridgeton and Port Norris Railway Company was organized with both a freight and passenger service. The line started in Bridgeton and continued on to Fairton, Cedarville, Newport, Dividing Creek, Port Norris and Bivalve. Substations supplied the current between cities; the one between Cedarville and Bivalve was in Dividing Creek. The 5-cents ticket price of the Bridgeton and Port Norris Railway Company route was affordable for everybody, including many of the workers who came from Philadelphia for spring planting and fall harvesting seasons.[39] By 1900, the Bridgeton and Port Norris Railway Company had merged with the Bridgeton and Millville Traction Company (Figs. 91-92). As a result, the Bridgeton and Port Norris route became one of three lines operated by the Bridgeton and Millville Traction Company. The second was the Bridgeton and Millville line, which left from Bridgeton and arrived at the Pennsylvania Railroad station in Millville. The third was a local line that served only Bridgeton. In 1922, the Bridgeton and Millville Traction Company ceased operations due to

Figure 91. *The Bridgeton & Millville Traction Co. trolley, shown here at the Union Lake Park stop, provided transportation to Cumberland County residents from ca. 1900-22. Wettstein, early 20th century.*

[39] Bridgeton Chronicle, 1899-1922.

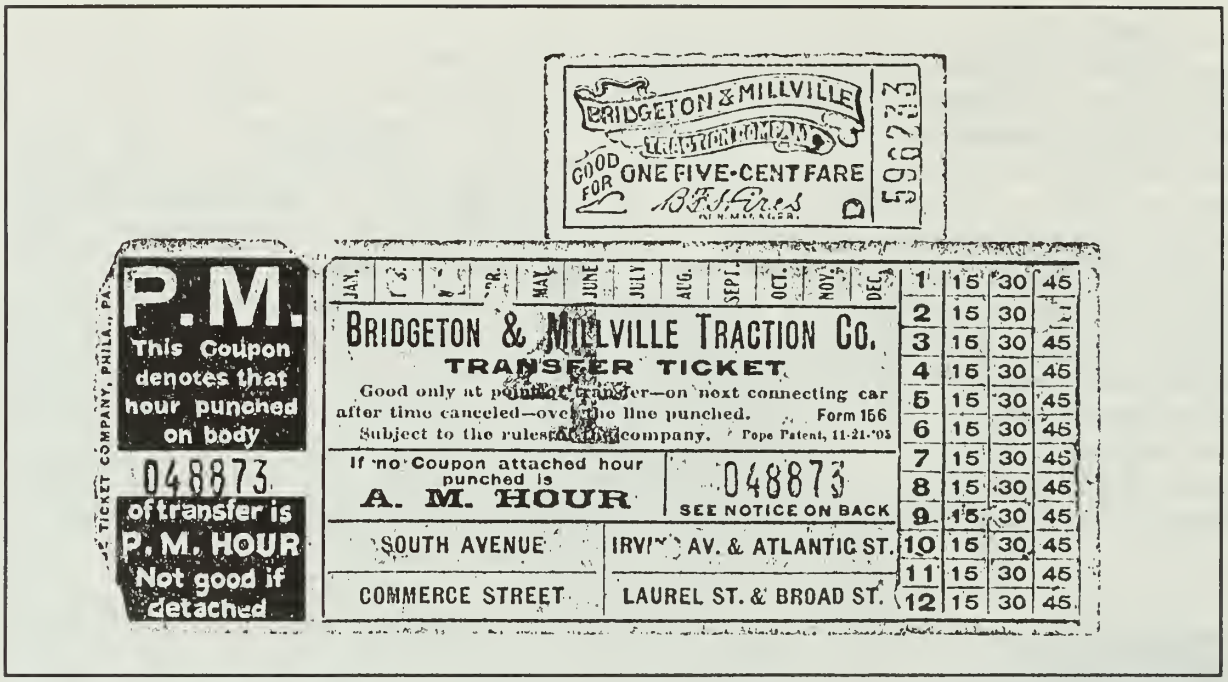

Figure 92. Bridgeville & Millville Traction Co. trolley tickets. Gehring.

delinquent taxes, and the rail lines were removed.[40]

The trolley was prominent throughout all resort towns, and Cape May Point was no exception. The Cape May Delaware Bay and Sewell's Point Railroad carried riders from Cape May Point through Cape May to the Sewell's Point amusement complex. When the line first opened cars were pulled by horses; they were later converted to steam, and finally to electricity. The electric cars served the Cape May and Sewell's Point area until 14 October 1916 when the company closed due to the rise in automobile traffic.[41]

As the trolleys in Cape May and Cumberland counties decreased in importance, they were increasingly used in Salem County. The Salem-Penns Grove Traction Company began its service in 1917, with a line from Salem through Pennsville and on to Carney's Point. Until 1927, all passengers had to dismount the cars and walk across the Penns Neck Bridge, as it could not withstand the weight of the cars. In 1927 a more durable bridge was erected and it remains in place today. The trolley service ceased in 1932, again due to the increasing use of cars; moveover, the maintenance and repair of cars and track had become too costly. Today, the only evidence of the extensive South Jersey trolley system is one structure, a garage in Pennsville at Broadway and Union streets. The garage appears the same as when it was used by the traction company, except that the hinged front doors have been replaced.[42]

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[40] Daily Pioneer (May 1917); "Trolley Cars Running Since 1893 Cease Operation," Bridgeton Dollar Weekly (15 June 1922), n.p.

[41] Beitel and Enck, 144.

[42] Neil C. Miller, "Salem-Penns Grove Trolley Proves To Be Mixed Blessing For County Residents," Today's Sunbeam (24 August 1977); Telephone interview, Pennsville Mayor Bernie Senstrom (6 March 1991).

Modern Highways

Despite the accessibility of trolley and rail transportation, roads were increasingly utilized by travelers, farmers, and laborers. In the late 1870s, the New Jersey Board of Agriculture was prompted to complain about the road systems, whose overseers inadequately maintained them; its constituency, the farmers, were most annoyed as it was their tax dollars intended for the upkeep. In 1891 the Legislature abolished the use of overseers, and road maintenance hence became the responsibility of a township committee that issued bonds to finance road construction.[43] The same year, another law passed providing state aid for the construction of permanent, improved roads, and by 1894, fifty miles of stone roads had already been laid in New Jersey and the first Department of Public Roads was established; six years later, the position of State Supervisor of Roads was created.[44] Furthermore, with the establishment of a prison in Leesburg in 1913, and one existing in Trenton since the nineteenth century, the state easily employed convicts to maintain the roads, as well as quarry materials for building purposes (Fig. 93).[45]

Today, four state highways make traveling through South Jersey a simpler task. These include Route 49, which runs east/west, and Routes 47, 9, and the Garden State Parkway, which all run north/south. With the exception of the Garden State Parkway, which was constructed in 1953, the other highways follow very close to the original roads cut through South Jersey. Route 9 is considered the oldest road to parallel the Atlantic Coast from Cape

Figure 93. Working on the roadbed in Millville, Main Street/Route 49 at Fifth Street. Wettstein, 1915.

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[43] Edward Burrough, "State Aid to Road-Building in New Jersey," Bulletin 9 (USDA: 1894), 7-8.

[44] "Methods of Highway Administration in the Different States" Good Roads (July 1910), 249.

[45] Official Good Roads Yearbook of the United States (Washington: Colorado Building, 1914), 93.

May to New York, while Route 47 was one of the first roads that led from Camden to Cape May. The Route 49 corridor from Salem to Jericho appears to have been part of the original King's Highway that was set up in the eighteenth century. Moreover, the portion of this highway that leads from Bridgeton to Millville is part of the original road laid out in the 1800s.

In the early twentieth century, roadside architecture diversified to include a range of automobile-related services: tourist cabins, diners, roadside fruit/vegetable stands, and most important, filling stations. The stations in South Jersey are found mostly along major thoroughfares such as Routes 47 and 49. One of the earliest types is the curbside filling station of the 1920s, where pumps were located "along streets in front of grocery, hardware and other stores which, carrying household petroleum products, had expanded into gasoline sales."[46] Along Route 49 in Shiloh two such filling stations are extant. One is Richardson's General Store, at the intersection of East Avenue; the second is Noyes Service Center at the corner of Route 696 (Fig. 94).

The later house and house-with-bay station types of the 1920-30s are represented by sites along Route 49 near Dennisville, and on Main Street in Port Norris. The house/office, topped with a gable or hip roof and set behind the pumps, was designed to blend with the local neighborhood. A smaller but more formal example is found in a building relocated to Mauricetown, which the owner believes was a Sunoco station. This small, frame, house type features fifteen-light windows flanking a central door; the roof features molded blue "shingles" and a central eyebrow profile. Today it is used as the Pump House Antiques shop.

Figure 94. Noyes [Gulf] Service Station (ca. 1940). This typical rural station is shared with a general store and other roadside businesses; the storefront, gas pumps and service bay are modern.

An oblong box most accurately describes the service stations built during the Depression, when oil companies used a flat roof and incorporated the service bay into an enlarged office to reduce construction costs. A growing line

[46] John A. Jakle, "The American Gasoline Station," Journal of American Culture (Spring 1978), 522-24.

of automotive supplies occupied the windows to attract customers. This type of station was built as late as the 1960s with some alterations, such as using gable roofs to give the building a quainter colonial look. Many of these station types survive in Salem, Bridgeton, and Millville.[47] Over the years, many early filling/service stations have been preserved by their adaptation to new uses, such as stores or dwellings, while others are empty and derelict.

Figure 95. Salem Oak Diner (ca. 1940s). This classic glass and steel roadside eatery features an especially noteworthy neon oak leaf in its signage.

In tandem with the advent of filling stations are facilities for food and shelter: diners and tourist cabins. The Salem Oak Diner (ca. 1940s, Fig. 95), at East Broadway, is a classic rectangular steel diner, inside featuring counter and booths where patrons enjoyed hearty, convenient and inexpensive food. The few historic lodgings that exist are not surprisingly located at the southerly end of Route 47 as it approaches Cape May. Adjacent to the road, these clusters of small cabins with a central office provided inexpensive

Figure 96. Motor homes such as this, owned by Wally Hiles of Millville, were an alternative to motels at many Atlantic resorts. Wettstein, early 20th century.

[47] Jakle, 525-35.

lodgings for travelers who were not dependent on public or mass transportation. One or two examples of these early twentieth-century properties remain in place today, though they have been moved, considerably altered, and appear run down.

For the traveler who sought the maximum flexibility in automobiling, early recreational vehicles such as this mobile home dubbed "Home Comfort" made excursions to shore resorts such as Sea Isle City as expensive as the gasoline needed to get there (Fig. 96).

Air

The twentieth-century transportation breakthrough of air travel is evidenced on a small but significant scale in South Jersey. In 1940-41, the U.S. Army built the Millville Army Airfield as a defense facility where pilots of P-47 thunderbolts trained; the base is closed, but the representatives of the resident Millville Army Airfield Museum consider it the first designated defense airport. The site (Fig. 97) included standardized barracks, offices, mess hall, movie theater, fire station, and aircraft facilities. Some modern industrial buildings share the old airfield today, as part of the city's industrial park is there.

Figure 97. *Millville Army Airfield, built 1941-42. As seen today, the complex of narrow, one-story concrete-block barracks are plain; hangars of corrugated metal are still used. Wettstein, 1990.*

The base operated until the end of the war, when the barracks were converted into apartments for veterans and their families. Eventually these structures were let to non-veterans, and after that used as offices. In 1946, after the City of Millville inherited what became a small, regional airport, Francis Hine and Josiah Thompson set up the Airwork Corporation in several of the extant buildings. The business, which dealt with overhauling airplane engines as well as the sale of parts, spurred the arrival of a handful of other small firms that continue to sustain the airfield.[48] The former base is celebrated today by the museum, which has appropriated the base's tongue-in-cheek symbol, the virulent mosquito (Fig. 98).

Figure 98. *The mosquito was the logo of the World War II airbase as a banded fighter plane.*

[48] Millville Centennial, n.p.

Chapter 7:

EDUCATION

The public schools in New Jersey did not receive significant attention until the beginning of the nineteenth century. During the colonial era, the proprietary government attempted to grant charters to the townships allowing land to be set aside for schools and the enactment of school taxes; but lawmakers failed to convince citizens of the importance of this. Thus, unlike colonies such as Massachusetts and Connecticut, schooling remained a private and parochial responsibility.[1]

In the South Jersey region, Quakers sponsored the earliest schools. Thomas Budd, a Quaker leader and intellectual, recorded the Quaker response to education in 1685 in the book Good Order Established in Pennsylvania and New Jersey in America: Being a True Account of the Country. In it Budd suggests that New Jersey legally require parents to enroll their children in school for at least seven years; that municipalities provide schools and teachers; and that boys and girls be instructed in reading, writing, arithmetic, English, Latin, and bookkeeping, in addition to boys learning a trade and girls learning spinning, weaving, knitting, sewing, and needlework. From 1746-87, Quakers made further efforts to ensure their children's education, recorded in the Rules of Discipline of the Yearly Meeting of Friends for Pennsylvania, Maryland, Delaware, and the Eastern Parts of Maryland.[2] One means was to entice knowledgeable teachers by offering them land for an ample homestead--as well as a salary. They also proposed that a collection taken at monthly meetings augment the teacher's salary or lessen the burden of tuition on poor families. Free, tax-supported public education was not instituted until the 1870s. A committee was also appointed to maintain the schools, gather funds, and review tutoring and teaching applicants.[3] The Old Stone School House, erected by Quakers in 1810 outside Greenwich in Cumberland County, is one of the oldest extant schools in the region (Fig. 99). Like a number of other early, vernacular stone schools in New Jersey, its simple rectangular form and scale, with hand-wrought details, is typical of a folk form associated with pre-homogenous cultural settlements.

Prior to 1817, the few public schools were supported solely by their respective communities. That year, however, the New Jersey Legislature first recognized the need for public education and provided for a state school fund. The Legislature invested $15,000 for a permanent public education fund; two years later this had increased to $113,238. By 1824, one-tenth of the state taxes were conferred to it annually, and townships were authorized to

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[1] Nelson R. Burr, "Development of Education in New Jersey," Proceedings of the New Jersey Historical Society (July 1933): 153-56.

[2] David Murray, History of Education in New Jersey (Washington: GPO, 1899), 16. Murray discusses the importance of these rules of discipline.

[3] Murray, 16-23.

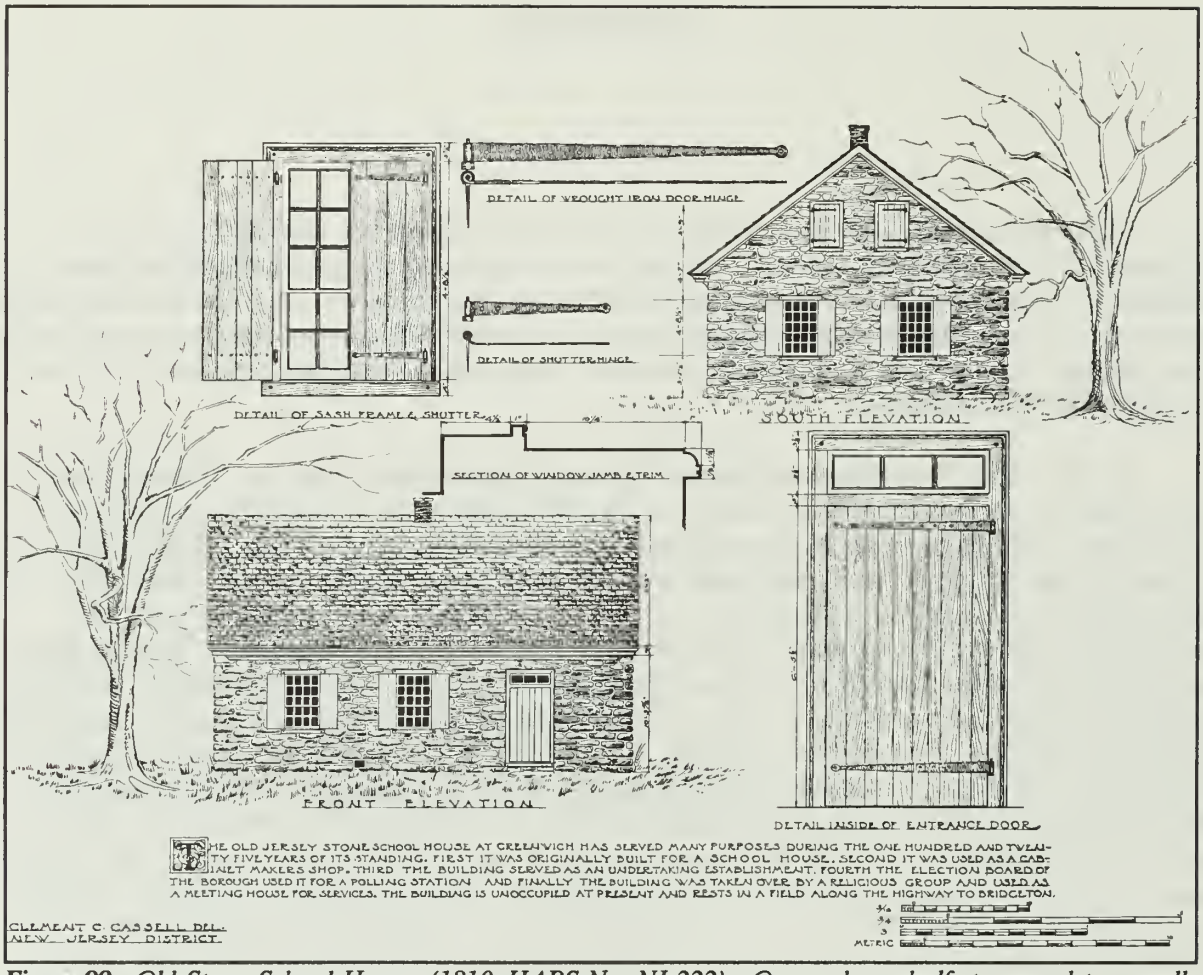

Figure 99. *Old Stone School House, (1810, HABS No. NJ-222). One-and-one-half story sandstone walls are ca. 18" thick; shutters and doors are cedar with hand-forged hardware. HABS.*

levy taxes to provide education for the poor, as well as to build and repair schools.[4] Despite recognition that education was a public and governmental responsibility, private schools continued to outnumber public institutions.

Private Institutions

One of the first private academies in the South Jersey area was Union Academy in Shiloh, founded in 1848-49 by Professor E.P. Larkin. The Seventh Day Baptists financed construction of its two-story, brick building that cost $10,000: The first floor housed recitation rooms and laboratories, the second a large hall. It remained a private institution until purchased by the public school district in the late nineteenth century.[5] Today it serves as the south wing of the Shiloh Elementary School; a 1920s addition, similar in scale, constitutes the north wing and building front. Though individually distinct and simply connected along

[4] Murray, 16-29.

[5] Cushing and Sheppard, 694.

one facade, this structure exemplifies the ongoing preference in form, scale, materials, and styling that prevailed in urban school construction through the mid twentieth century.

A year after Union Academy was founded, the West Jersey Academy for boys was established and supported by South Jersey Presbyterians. Construction commenced in 1852 on its building at West Broad and Lawrence streets. The stone building was three stories high with a basement and measured 53 ½' x 60'. The academy opened to students in 1854 but by the 1880s it was no longer used and in disrepair. Bridgeton Middle School, formerly the Bridgeton High School, was built on this site in 1929.[6]

Additional private schools in Bridgeton included the Ivy Hall Seminary, Seven Gables School, and the South Jersey Institute. The Ivy Hall Seminary was founded in 1861 by Margaretta C. Sheppard as a boarding school for girls; it closed in the early twentieth century, but stands today at West Commerce Street and Aitken Drive. The Seven Gables School, also for girls, was founded in 1886 by Sarah Westcott. The building on Lake Street near the Bridgeton City Park, now a private residence, was built in 1872 and also served as a maternity hospital at one time. The South Jersey Institute, however, opened in 1870 as a boarding school for girls and boys; it functioned until 1907.[7]

The City of Salem was home to several private schools. The first, Salem Academy, was established in 1818, but the property on which it was built was given to the school by the Johnson family in 1787. Among the courses offered were English, Latin, and Greek. The building remained a school well into the early twentieth century. Several seminaries followed in the 1820s, including one operated by Joseph Stretch and another run by the Baptist Society.[8]

Perhaps the most noted private school in Salem County was the Salem Collegiate Institute, located on the corner of Broadway and Seventh street in the Rumsey Building. Founded in 1867 by the Reverend George W. Smiley as a girls' school, soon after it admitted boys, too. Two years later, when John H. Bechtel bought the institute, ninety pupils were enrolled; during his stewardship, the number increased to 190. Professor H.P. Davidson purchased the school in 1872. Davidson, despite opposition from the Friends of Free Education, a local reform group, and the national financial panic, improved it by adding a systematic curriculum of studies. Davidson also offered students hands-on learning. With his printing company, the students published the temperance and education newspaper The Alert. The institute continued to prosper well into the end of the nineteenth century.[9]

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[6] J. Robert Buck, et al., Bridgeton Education Story (Bridgeton: Tricentennial Committee, 1986), 2-5; Cushing and Sheppard, 592.

[7] Buck, 2-5; and A Pictorial Guide to the Historic Buildings of Bridgeton, New Jersey (Bridgeton: Cumberland County Planning Board, 1982), n.p.

[8] Cushing and Sheppard, 379-80; Sickler, 250, 372.

[9] Cushing and Sheppard, 380.

Public Institutions

In 1867 the Legislature took more extensive steps toward making education the responsibility of the state. The Constitution was amended to "provide for the maintenance and support of a thorough and efficient system of free public schools for the instruction of all the children in the State between the ages of 5 and 18 years." A ten-member State Board of Education was appointed by the governor, and provisions were made to appoint an education commissioner. Moreover, plans were made to maintain a normal school and a model training school, and to set up a board of examiners to review and license teachers.[10]

Throughout the end of the nineteenth century, the Legislature worked to improve the school systems. Between 1874-94, the number of school districts fell from 1,500 to 400. Five assistant commissioner posts were created with a county school superintendent, director of teacher training, normal school principals, and instructors. In the 1870s a new compulsory-education law required that all children age 7 to 16 had to attend a day school or receive classes elsewhere. Children 14 to 16 with employment certificates were excepted.[11] The children of migrant-worker families escaped the notice of truant officers; even though they, too, were required to attend school according to the law, few were made to do so.

Bridgeton was the first urban area to set up a public school system. In 1847 the Bridgeton Township Free Public School, a three-story frame structure with ten rooms, was erected on Bank Street. It served white children 7 and older, though no more than two children per family were allowed to attend. A year later the Cohansey Public School, or Giles Street School, was built on the corner of Giles and Academy streets. Two stories high with four rooms, its curriculum was dispatched by three teachers. These schools set a precedent in that they were two of only twelve free public schools in the state of New Jersey; most public schools required some type of tuition.[12]

The existence of schools for black children is less documented. In 1862 a rented school room in the southern part of Bridgeton housed black students and a teacher. Ten years later, a county school survey referred to a rented one-story frame "colored school" composed of one room. Its exact location and name, however, is unknown and it may have been the same site. Local histories do not reveal how long the schools operated.[13]

As the population increased around the last quarter of the nineteenth century, more schools were erected in Bridgeton in the following order: Vine Street School (1866, 1906), South Avenue School (1873, 1903), Pearl Street School (1884, 1928), Irving Avenue School (1890s), and Monroe Street School (1899). At the turn of the century, many of the original schools were replaced by modern buildings or were remodeled.[14]

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[10] Parsons, 93.

[11] Parsons, 93.

[12] Buck, 7.

[13] Buck, 8.

[14] Buck, 9.

The first Vine Street School was frame; in 1906 it and the Giles Street School were replaced by the present Vine Street School (Figs. 100-101), now used as a board of education storage facility. The original South Avenue School was at the corner of South Avenue and Willow Street. At the turn of the century, it was used by the Henry Dix Factory as a manufactory of women's uniforms, and today it is the Samuel P. Roberts Elks Lodge where meetings and social functions are held. A new school building was constructed on another site in 1903; this building was destroyed by fire in 1975. The original Pearl Street School, a twin to the first South Avenue School, was built in 1884. It was replaced with the now-vacant Pearl Street School in 1928. The Irving Avenue and Monroe Street schools are the only facilities not replaced by newer buildings; the former has been incorporated into the Bridgeton Hospital complex while the latter is vacant.[15]

***Figure 100**. Vine Street School (1906). The two-story, H-plan building has a formal three-part brick facade with hipped roof and raised basement.*

***Figure 101**. Detail, Vine Street School, showing wide eaves with beltcourse, and rusticated walls. Sebold.*

Bridgeton High School is one of the earliest high schools in New Jersey. Prior to 1892 the public school system was arranged in three levels: the youngest children in the primary grades, the middle age students were in secondary school, and older students were placed in grammar school. The term

[15] Buck, 9-12.

"high school" replaced grammar school in the late 1870s. The new Bridgeton High School was completed in 1893 and opened in January 1894. It was built on the site of the old Bank Street School of 1847. When high school attendance rose at the turn of the century, ninth-grade instruction was moved to the West Jersey Academy. The Board of Education purchased the academy in 1912, with plans to incorporate it into a new school building. But funds for the project were unavailable, and instead the academy was enlarged in 1922; the cornerstone for a new building was laid in 1929. The fate of the West Jersey Academy is unclear. Perhaps it is entombed in the new structure, which opened in 1930 and is still used as the Bridgeton Middle School.[16]

The biggest proponent of a public school in Salem was Samuel Copner. Although many townspeople did not relish taxation for education, Copner persisted and in 1850 a one-and-one-half story brick structure was built on Walnut Street. A year later the school was increased to three stories. In 1860 a primary school was built on Market Street; it was used until 1869 when the Griffith Street School was opened. In 1873 the city leased the Salem Academy building to be used as yet another school. Finally, in 1879 a school for blacks opened on Broadway opposite the East Broadway Public Kindergarten. In 1900, the following private and public schools operated in Salem: East Broadway Public Kindergarten at 365 E. Broadway, Friends School and Kindergarten at Broadway and Walnut streets, Salem High School on Market Street, Public School No. 5 on Broadway, Richard M. Acton School on Walnut Street, St. Mary's Parochial on Oak Street near Carpenter Street, and Samuel Copner Public School on Grant Street near Seventh Street.[17]

In 1905, the Salem Grammar School was built as a high school. Eight years later, however, the increasing number of students required that a new high school be built on New Market Street. In the 1930s it too was enlarged, and today it operates as a middle school.[18]

The first school in Millville was built in 1800; public but not free, the tuition was used to pay the teacher's salary. In 1849 Millville's first free facility, the Central School, was constructed at a site on the corner of Third and Sassafras streets. The building served 300 students in the 1850s, but it could accommodate 150 more. The number of students increased when Sanford Culver became principal. Millville's education system benefitted from Culver as he was responsible for establishing the first high school on the third floor of the Central School. It was then renamed the Culver School. In 1909 the school was torn down and a new one was built. The latter, also called Culver School, is on Third Street and currently serves as an elementary school.[19]

By 1860, Millville needed a new school to accommodate the children of immigrant workers. To remedy this problem, the Furnace School, which seated 350 students, was built

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[16] Buck, 13-21.

[17] Boyd's Industrial Directory, 107; Cushing and Sheppard, 379-380.

[18] Sickler, 372.

[19] Bill Fenton, "City's Public School Keep Pace With Progress," Millville News, 25 February 1991, 22.

in 1862 on the corner of Powell and Dock streets. Eleven years later another, the Western School, was opened on the west side of Millville on Pike Avenue. In 1906 it was abandoned and a new Western School was built on Howard Street and Park Avenue. It was remodeled in 1913 to include four additional rooms; since 1983 it has been used as a warehouse.[20]

Other schools erected in Millville in the late nineteenth and early twentieth century include: Eastern or Southeastern School (1872) on South Fourth Street, Northeastern School (1878) on North Fourth Street, South Millville School (1879) on South Second Street, and New Furnace School (1882) on the corner of Archer and McNeal streets. The large number of schools built between 1872-82 reflects the rapid growth of Millville during that era. However, more were needed at the turn of the century. Among those built were the Culver School (1911) on Third Street, the R.D. Wood School (1916) (which replaced the old Furnace School on Powell and Dock streets), Memorial High School (1925) on Fifth and Broad streets, and the R.M. Bacon School (1929) on South Third Street.[21]

South Jersey's extant nineteenth- and early twentieth-century urban schools share certain structural and stylistic forms. In areas where the population and economy flourished, large, comfortable, and more permanent structures predominate. Expensive and well-crafted materials such as stone and brick are employed in designs that adhere to formal principles of proportion, scale, and ornament--with Classical Revival and Italian Renaissance Revival being two popular styles.

Two examples of these fine nineteenth- and twentieth-century schools are Bridgeton's Vine Street School and Millville's Memorial School. Vine Street is constructed in an Italian Renaissance palazzo style, with large chimneys and fancy brickwork. The Millville Memorial School, an elegant, one-story, Italian Renaissance-style structure with arcade-like openings along the front facade, was built to commemorate local citizens who died in World War I. The entrance features their names and the names of others who gave their lives in subsequent wars inscribed in a placque. Originally built as a high school, it now serves middle-school students.

Today most of these facilities--if still in use--serve as elementary schools. New area high schools were built in the 1960s and are large enough not only to accommodate students from the respective towns, but also the school-age residents of the surrounding townships. As a result, use of rural schools has declined since the mid twentieth century. Historically, as well as today, it is common for children to attend elementary and middle schools in their township, and then travel to high schools in Salem, Bridgeton, or Millville. Despite having fallen into disuse, however, examples of the rural township schools are extant and in good condition.

Rural/Country Schools

By and large the extant rural schools in South Jersey are stylistically folk or mass-vernacular. The simple one- or two-story frame buildings are painted white, with a gable roof

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[20] Fenton, 22.

[21] Fenton, 22.

and gable-end door. Here, as was common elsewhere, "schools also reflected forms used in neighboring communities and other structures such as houses and agriculture and civic buildings."[22] The temple-like form and color echo the Classical Revival idealism that swept the nation during the nineteenth century. Dimensions were determined by how far the teacher's voice could carry, thus schools typically measured 30' x 40', 20' x 30', 24' x 36', etc., large enough to accommodate about thirty or forty students.[23]

The majority of extant country schools are lookalike, modest, gable-roofed frame buildings constructed of commercially produced and dimensioned materials and manufactured hardware, but incorporate provincialized ornamentation; many have been adapted to a new use. The forms, built from the mid to late 1800s, are repeated in nearby churches, community centers, granges and masonic halls. Foremost among these is the two-story, front-facing gable block, some more elaborate than others. During the last quarter of the nineteenth century, these were more substantial constructions thanks to balloon-frame technology, and exteriors usually covered with clapboard. This school form is rarely found west of the Mississippi River.[24]

Figure 102. Mauricetown Academy (1860). The entry is in the gable end, secondary doors to the side; the pediment has a dentiled cornice and semi-lune.

Almost every small town contained its own school. Five existed in Cumberland County outside Millville, all built between 1870-76: Pine Grove School on Bridgeton-Millville Pike; Farmington School on the road from Bridgeton to Buckshutem; Centre Grove School at the junction of Buckshutem, Bridgeton, and Millville roads; and Menantico School on the road to

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[22] In South Jersey, this is borne out by the two-story frame community building (1872) next to and almost identical to the Goshen School; the Mauricetown Masonic Building (1881), a similar form with a recessed entry; and the one-story, rectangular Hopewell Township Grange (1904).

[23] Andrew Gulliford, America's Country Schools (Washington, D.C.: Preservation Press, 1984), 164-65, 172.

[24] Gulliford, 164-65.

Port Elizabeth.[25] Also, Mauricetown, Haleyville, Port Norris, Turkey Point, Dividing Creek, Fairton, Dorchester, and Greenwich had one school each; Cedarville had two.[26]

Figure 103. Goshen Public School (1872), with community building in background. Main gable-end entry and seven-bay side facades with banked windows offer improved light and ventilation.

At the turn of the century in Salem County, the number of schools per township varied; most appeared to be associated with a town of several hundred or more residents. Hancock's Bridge (population 300) in Lower Alloways Township had one public school that went to the eighth grade, and Pennsville (population 600) in Lower Penns Neck Township also had one public school. Quinton's Bridge (population 750) in Quinton Township had two public schools. Prior to the twentieth century, most schools in rural Salem County appear to be associated with small towns and crossroads.[27]

At the turn of the century, many of the small towns west of today's Route 47 in Cape May County also had community schools. The following towns had one public school: Cape May Point, Dias Creek, Fishing Creek, Green Creek, Rio Grande, South Dennis, and Goshen. The latter's school covered both primary and grammar grades. Cold Spring had two schools; one was graded, the other was not. Dennisville had both primary and grammar schools. Many of these appear to have opened prior to the twentieth century.[28]

The best preserved examples of two-story mass-vernacular buildings are found in the Mauricetown Academy (1860, Fig. 102), the Goshen Public School (1872, Fig. 103), and the

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[25] Gulliford, 182.

[26] Cushing and Sheppard, 591-721.

[27] William H. Chew, Salem County Hand Book (Salem: Salem National Banking Co., 1903), 24-26; Industrial Directory, 35-413; Combination Atlas, n.p.

[28] Industrial Directory, 1909), 75-413.

Haleyville School (1875)--in the respective towns. Each are frame and two stories tall, with the front gable end facing the road. If not for slightly varying ornamentation, these boxy, rectangular schools are identical. Goshen School is the only one with a square cupola at the front gable end, which probably housed the bell used to summon students--a feature that served as something of a status symbol. Fishing Creek School, now a private residence, is a one-story, clapboard structure with cornerboards.[29] The now-lost Buckshutem School (1875, Fig. 104) also had a cupola.[30] Other typical one-story schoolhouses are found in the Lower Hopewell Township School (1859) and Centre Grove School (1876); both are plain with a low-pitched roof.

Figure 104. *Buckshutem Public School (1875). The traditional gable front with returning cornice is topped by a cupola. Rutgers University, early 20th century.*

There is some similarity among mid to late nineteenth- and early twentieth-century schools. The Lower Hopewell Township School (1859, Fig. 105), for instance, is a rectangular form with a typical gable-end doorway and another on the long side facade; two small windows flank each side of the door, which also features a braced gable roof. Built approximately a half-century later, the one-story Downe Township Primary School and the brick bungalow-styled school near Delmont are not dissimilar. The former is a side-facing rectangular form that features a double-door entrance and flanking windows, although the facade is overshadowed by the steeply pitched hip roof and exposed rafters.[31] The latter is a purer building type that may have been a patternbook derivation.

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[29] National Register of Historic Places nomination.

[30] Gulliford, 174.

[31] Gulliford, 170.

Figure 105. *Lower Hopewell School (1859) has been somewhat altered, but it retains the vernacular Greek Revival form popular during the 19th century. Leach.*

Figure 106. *Salem Free Public Library (1885). The library is also called the John Tyler building, named for the president of the library board in 1863.*

Libraries

Most libraries in South Jersey are housed in recently built structures in urban centers. Two older examples, however, are found in the Salem Free Public Library or John Tyler Building (1885), and the Bridgeton Public Library.

The Bridgeton Public Library (1816), relatively old for the region, is a brick, Federal-style building with a gable roof and decorative cornice highlighted with dentil molding. The structure, which has served as the library since 1886, was originally erected as the Cumberland National Bank and was moved to its present location in 1886 (when the present Cumberland National Bank was erected at the former site). Prior to this, Bridgeton does not appear to have had a library. The Salem Free Public Library (Fig. 106), named for John Tyler who revived local interest in the library in 1863 and served as the library board president in the same year, is an architecturally unusual building for the area because of its whimsical Victorian detailing. The library in Salem was originally founded by subscribers on 14 June 1804. In 1809 the Library Company of Salem disbanded and it did not resume until 1843. The company was disbanded again until 1863, when John Tyler worked to reorganize the library, which has remained a vital part of the community.[32]

Descriptions of Additional Historic Resources

Shiloh Elementary School/Union Academy (1848-49, 1920). The two-story, rectangular brick block is simple, but features tall windows separated by full-height brick pilasters. The shallow, hipped roof is topped with a square cupola that contains a bell. A similar-scaled rectangular brick block seven bays wide with a projecting central porch was added in the 1920s; its hipped roof is steeper and the bricks are a lighter color than its predecessor. Individually distinct and simply connected along one facade, this structure exemplifies the ongoing preference in form, scale, materials, and styling that prevailed in urban school construction through the mid twentieth century.

Culver School (1911) is brick with a stone foundation and a hipped roof with a low pitch. The rectangular form is created by a three-story central block with flanking two-story wings. There are two double doorways between the main block and the wings that feature an arched transom; beneath the left one is the word "GIRLS," beneath the right is "BOYS." The Monroe Street School in Bridgeton also had separate entrances for boys and girls.

The R.D. Wood School (1916) is constructed of brick, but the three-story rectangular block is a more reserved and open Classical Revival design. It features a raised, rusticated basement, but the first- and second-floor facades are made up largely of multi-light, banded windows with some awning openings, which indicate a later construction date and awareness of what new technologies could offer. The styling is maintained, however, using the full-height pilasters between the bays, and a heavy cornice that obscures the low-pitched hipped roof. The double entry doors are topped with semicircular transoms contrasted by the arched door surround with central keystone.

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[32] Cushing and Sheppard, 381.

Chapter 8:

RELIGION

Before 1700, most of the settlers in Salem, Cumberland, and Cape May counties worshipped as Quakers, Baptists or Presbyterians. By 1775, the South Jersey area was dominated more or less equitably by congregations of Presbyterians, Baptists, and Friends, in addition to a small number of Methodists and Lutherans. By 1860 Methodism abounded, followed by smaller numbers of Baptists, Presbyterians, and Friends; and by 1890, Methodists far outnumbered all other sects.[1] This pattern of religious development is reflected in the extant churches. The religious buildings here fall into three groups: Quaker meeting houses, gable-front Greek Revival forms with and without gable-end spires, and irregular-plan Victorian compositions with towers and wings. The oldest structures in the New Jersey Coastal Heritage Trail area reflect the first two; most rural examples are frame, while the Quaker and urban structures are typically brick.

Quakers

The Quakers appear to have been the most influential in the seventeenth century along the shores of the Delaware River, where they are attributed with founding Salem, Penns Neck, and Greenwich. Eventually some, like Richard Hancock, left the waterside environs for interior towns that were more typically settled by Baptists or Presbyterians.

The first Quaker meetings were held in the house of Samuel Nicholson near Salem. In 1681, he deeded a sixteen-acre town lot to the Friends as the site of their first meeting house --beneath an oak tree where John Fenwick is popularly believed to have signed the treaty with the Indians; the Friends also established a cemetery here. In the 1820s a division occurred within the Quaker church. The Hicksites, who followed the teachings of Elias Hicks, broke from the Orthodox church and built themselves new meeting houses, in most cases. In Salem, however, the Hicksites outnumbered the Orthodox Quakers and thus were able to keep the original church. The Salem Orthodox Quakers, as a result, were forced to build a new church on West Broadway in 1837. Before the church was completed they met in a schoolhouse on Walnut Street. Between 1679 and 1725, other meeting houses were built in Elsinboro, Alloways Creek, Greenwich (Fig. 107), Hancock's Bridge, and Woodstown.[2]

Many of the Quakers who settled in today's Salem and Cumberland counties arrived with Fenwick; the Quakers who helped found Cape May, however, came from New England. They erected their first meeting house in Seaville (outside the study area) and a second in Town Bank, in 1717, on property donated by John Townsend.[3] Within the NJCHT there are four active Quaker meeting houses, most of which are located west of the Cohansey River in

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[1] John Wright, ed., Atlas of the Historical Geography of the United States (Carnegie Institution of Washington, 1932), 81-87.

[2] Sickler, 65-70.

[3] Boyer and Cunningham, 29.

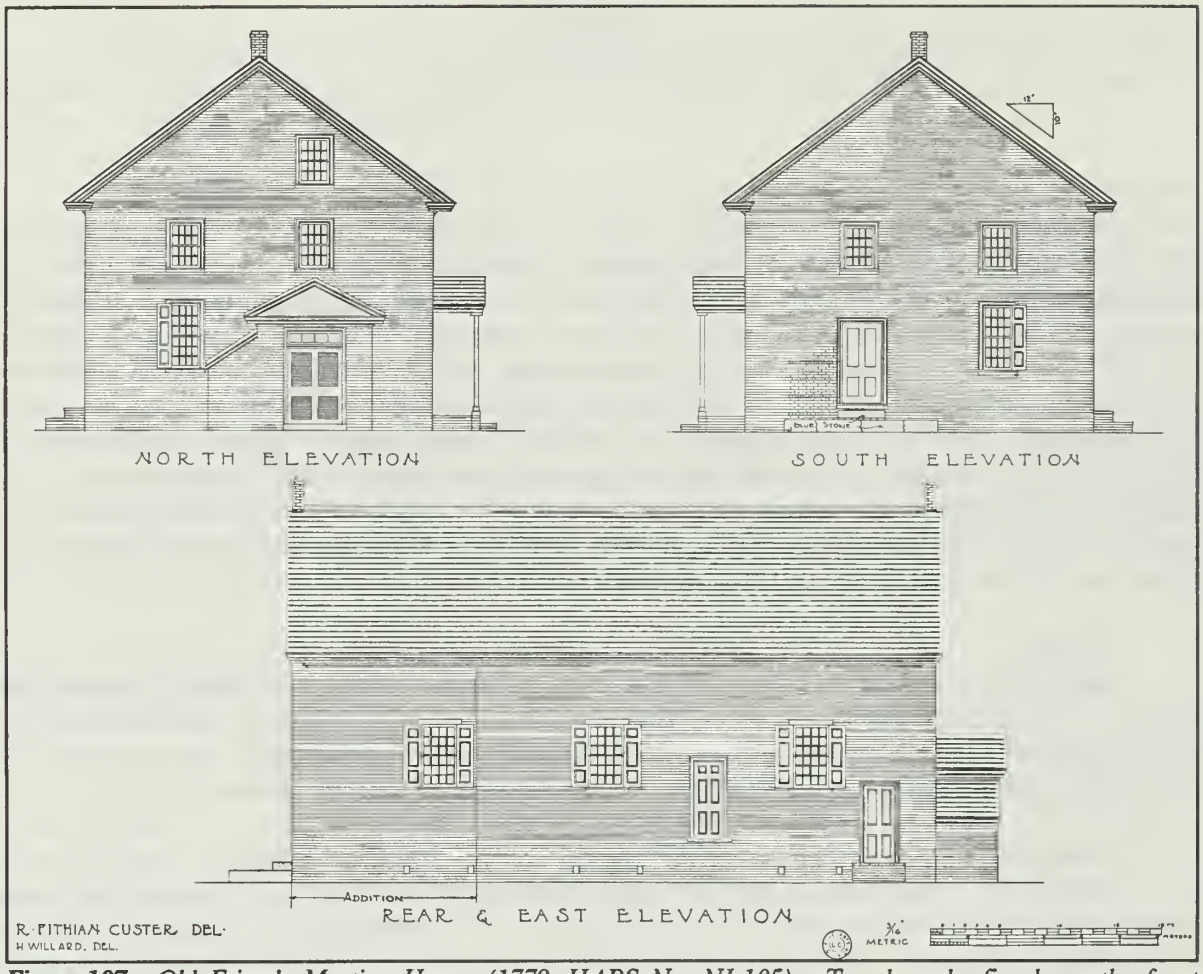

Figure 107. *Old Friends Meeting House (1779, HABS No. NJ-105). Two bays by five bays, the front facade is Flemish bond. Separate entries and interior seating are provided for men and women.*

Salem County. These brick, gable-roof structures, erected and added to throughout the eighteenth century, reflect a purity of architecture and Quaker tenets alike. The meeting houses are largely identical, even those built into the next century, because:

> Although the early Friends probably had no intention of creating a distinct type when they planned their places of worship, once that type was clearly defined and had become hallowed by tradition, they clung to it with characteristic tenacity. The advent of the Georgian barely touched the meeting house, the classical revival came and went leaving it unchanged.[4]

Associated with many meeting houses are Friends cemeteries, noteworthy because until the late eighteenth century Quakers believed gravestones should be proper and simple--or without markings. Two exemplary sites are near the Greenwich and Salem meeting houses, where they are surrounded by stone walls. The Greenwich cemetery has no markers, but Salem's does because it contains late eighteenth-century burials; thus, part of the latter

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[4] Wertenbaker, 240-41.

cemetery mistakenly appears vacant.

The Friends' beliefs were not only reflected in the purity of their architecture; it extended to their attitude toward social conventions, especially slavery. In 1696 they opposed the importation of slaves, and by 1776 barred membership to slaveholders. Quaker protests helped subdue the laws against blacks. In 1768 special courts that dealt with blacks were abolished; in 1769 a special tax was levied on each slave imported into New Jersey; and in 1778 special laws aimed at crimes committed by blacks were abolished. By 1794, South Jersey had three antislavery societies, at Trenton, Burlington, and Salem.[5]

In addition to being ardent abolitionists, the Quakers also abetted runaway slaves. New Jersey was the first free state en route north from Virginia and the Delaware-Maryland peninsula, and as early as 1786 South Jersey was known for its efforts. By 1810 it offered a network of many safe, secret shelters to guide the fugitives northward along what would become known as the Underground Railroad. Many slaves came from the Chesapeake Bay region and Delaware via three principal routes: the Delaware River from Camden to Burlington, then through Bordentown, Princeton, and New Brunswick; from Salem through Woodbury and Mount Laurel, then joining with the first route at Bordentown; and by way of Greenwich to Swedesboro to Mount Holly, to meet with the Burlington route. South Jersey's Underground Railroad, with Quaker support, is estimated to have aided approximately 50,000 slaves escape to freedom. Harriet Tubman frequently used it in her efforts, and she supposedly worked in Cape May to raise money to support her expeditions.[6]

Some historic Quaker-built homes in Salem County may contain an alleged "secret room" once used to hide runaway slaves--a difficult claim to prove because of the intentional lack of evidence. One such site is the Abbott Tide-Mill Farm outside Salem. The 1845 Federal-style mansion features an old, underground cistern accessed by a crude trap door that had long been hidden beneath contemporary cabinetry. The Abbotts, a Quaker family, support the oral history tradition of this "room's" use through abundant written documentation--family papers, maps, and other records--though additional research is required to ascertain whether or not there is evidence for the claim.

Baptists

The Quakers, however, were not the only religious group to express radical social beliefs. As early as 1675, the first Baptists arrived in Cape May County, including George Taylor and Phillip Hill. The first congregation was formed in 1712, with meetings held in private homes for three years, until a church was built on Leaming Plantation near Rio Grande.[7]

The first Baptist church was established in Salem County in 1683 by David Sheppard, Thomas Abbott, William Button, Obadiah Holmes, and John Cornelius. Thomas Killingsworth

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[5] Stansfield, 83-84.

[6] Stansfield, 86.

[7] Boyer and Cunningham, 24.

served as the first preacher, as well as an early judge in Salem County. In 1690 these men built a frame Cohansey Baptist Church; a second building was erected in 1741, and in 1801 the congregation moved to Roadstown where the present Cohansey Baptist Church (Fig. 108) was erected.

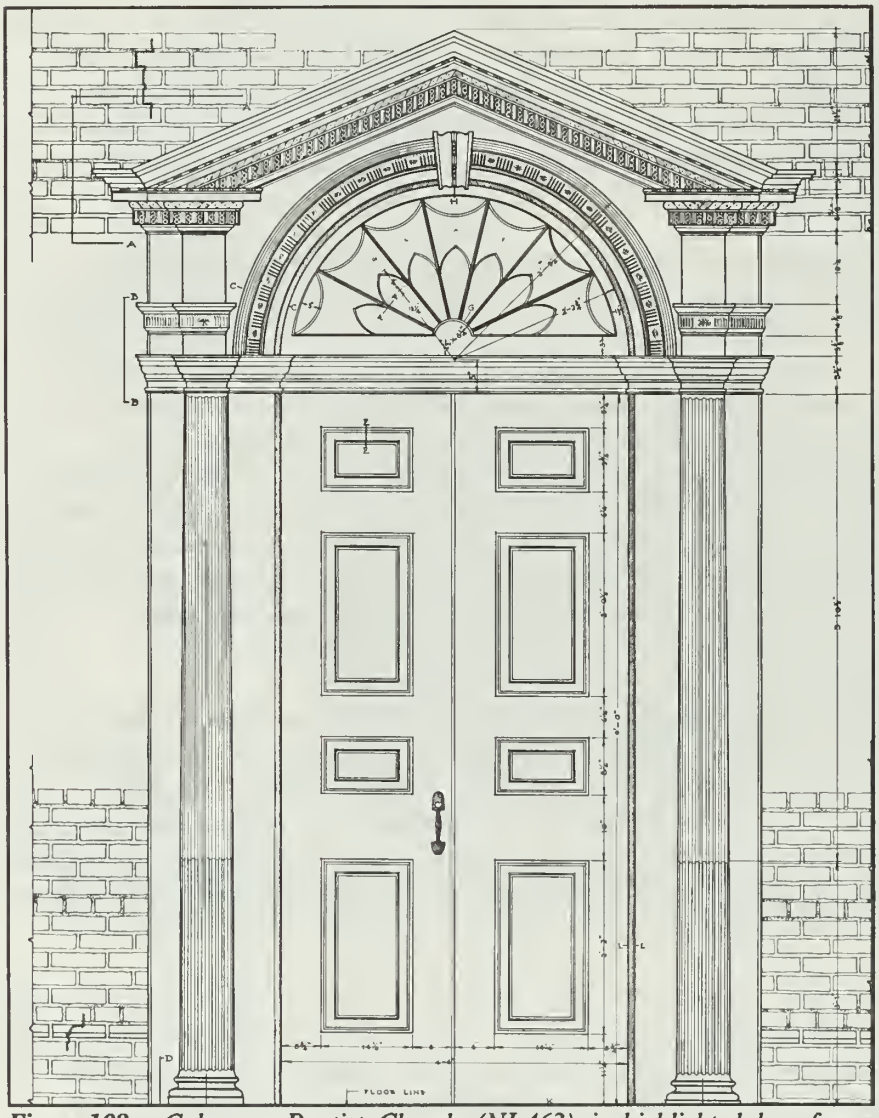

Figure 108. *Cohansey Baptist Church (NJ-463) is highlighted by frame pediments and pedimented Georgian doorways such as this, plus round-arched windows with nine-over-nine-lights.*

Three years before the original Cohansey Baptist was constructed, the congregation split. Reverend Timothy Brooks led the new group to Bowentown, outside Bridgeton, where they built what would emerge as the Seventh Day Baptist Church. Unlike Killingsworth's followers, the Seventh Day Baptists believed the Sabbath should be observed on Saturday instead of Sunday. In 1710, the Bowentown congregation united with other Seventh Day Baptists and built a new church on land given to them by Robert Ayars. Ayars' land and the church later became part of the town of Shiloh.[8]

Roger Maul gave land for a new church to Baptists in the Back Neck area, near New England Town, in 1713; during the next three decades, more Baptist churches were organized in the area. In 1790 the Baptists of Mill Hollow and Salem united to erect the First Baptist Church in that city. Robert Kelsey, minister of Cohansey Baptist Church in Cumberland County, also preached at the courthouse in Bridgeton. His successor, Henry Smalley, continued this practice into the nineteenth century. Services were held there until 1816, when construction began on the First Baptist

[8] Mulford, 13-14.

Church. In 1853, the congregation moved downtown and the Pearl Street Baptist Church replaced it.[9]

The Shiloh Baptist Church, in keeping with the straightforward tenets of that faith, is reserved and well proportioned, with an unadorned frontal pediment and wide, plain cornice. Tall, narrow sash flank the central door, which boasts a prominent surround (though the doors themselves are contemporary glass). Plain brick pilasters--single on the front, paired on the sides--punctuate the tall, paired fenestration.

Baptists arrived to the southern part of Cumberland County from Cape May and the Cohansey River area in the mid eighteenth century. One of the first Baptist churches in the area was erected in Dividing Creek in 1751. It served the Newport and Port Norris region, as well. In 1821 a second building (erected 1771) was destroyed by fire. A new church was built and dedicated in 1823. In 1855 the church allowed fifty-one members to form their own church in Newport. A year later the Port Norris members were given permission to start their own church. The dismissals of the Newport and Port Norris members did not eliminate the problem of overcrowding and in 1860 the Dividing Creek church was enlarged.[10]

Cedarville was also the location of an early Baptist church. Baptists lived in the Fairfield Township area near Cedarville but did not organize until 1836. Although Nathan Lawrence, a prominent Cedarville resident and Baptist, left a plot of land to the church upon his death at mid century, no building was erected at the time. The first Cedarville Baptist Church was built, instead, on land owned by Butler Newcomb, a deacon of the Dividing Creek Baptist Church. Upon Newcomb's death the church was willed the money with which to purchase land and building. In 1836 the church was moved to a more central spot on Main Street where it still exists.[11]

Presbyterians

The Presbyterians were the third religious group to establish a church in Fenwick's Colony in the seventeenth century. Like the Baptists, the Presbyterians came from New York and New England, and settled on both shores of the Cohansey River in 1680-85.[12] Due to this settlement pattern, some resided in Greenwich on the west bank, others lived in Fairton on the eastern shore. A church was organized in Fairton in 1695, and for ten years--until a church was built in Greenwich--the Greenwich residents ferried across the river to attend services.[13]

A century later, Greenwich native Philip Vickers Fithian officiated at services at his town's Presbyterian church and those of surrounding areas. Fithian graduated from Princeton

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[9] Mulford, 13-14.

[10] Cushing and Sheppard, 649, 660-61.

[11] Mints, 73.

[12] Mulford, 54.

[13] Sickler, 70.

Figure 109. *First Presbyterian Church (1856) facade has a projected entrance with a series of recessed facade and cornice lines, decorated steeple base and matching narthex-end walls.*

University in 1772, after which he spent a year in the seminary, then another year serving as a tutor at Robert Carter's Nomini Hall in Virginia. In 1774, when he returned to New Jersey, Fithian was licensed to preach by the Philadelphia Presbytery. He worked in the Greenwich area and participated in the burning of the tea on the town square. In May 1775 he began a tour as chaplain with the revolutionary forces, but the next year he died of dysentery in a camp outside New York City. Fithian is best known for his journals, which depict eighteenth-century life in New Jersey and Virginia.[14]

The Old Stone Church/Fairton Presbyterian Church (1780, Fig. 120) reflects the influence of Quaker building traditions on the New England Presbyterians; the appearance and basic configuration is like a meeting house, but highlighted by Georgian ideals of proportion and decoration. It also bodes of the boxy, Greek Revival form that would became popular almost a century later, with its two stories and rectangular plan with three bays on each side, topped with a slate-covered gable roof. Church and cemetery are surrounded by a later, elaborate Victorian-era cast-iron fence.[15]

The first Presbyterian Church built in Salem proper was in place in 1821 thanks to Robert Gibbon Johnson and other Presbyterians, after they were denied permission to share the Episcopalian church.[16] The First Presbyterian Church (Fig. 109) in Salem is one of the most exuberant in the region. It was designed by Philadelphia architect John McArthur Jr. (1823-90), who served as chief architect of Philadelphia City Hall in 1869, as well as the

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[14] Robert Greenhalgh Albion and Leonidas Dodson, eds., Philip Vickers Fithian: Journal, 1775-1776 (Princeton: Princeton University Press, 1934), vii-ix.

[15] National Register of Historic Places nomination.

[16] Sickler, 200.

designer of numerous residences, churches, and commercial buildings.[17] The main facade features a series of recessed walls and borders. The verticality of the building is enhanced by its tall, round-arched windows, decorative blind arcading, and dramatic 165' spire. It represents eclectic inspiration from several late nineteenth-century movements, especially Romanesque Revival.

Figure 110. *Cold Spring Presbyterian Church (1823, NJ-270). Two-story brick, with cornice and pediment with dentils. Three bays wide by four bays deep.*

Bridgeton did not have a Presbyterian church until 1791, when Quaker Mark Miller donated a lot to the city for the purpose of building one with a burial ground. Broad Street Presbyterian Church, 1792-95, is the oldest of this denomination in the region, and its cemetery contains the graves of Cumberland County men who died in the Civil War.[18] Located in an elevated urban setting also accompanied by a spacious, tree-filled burial ground, the area serves a parklike function.

In Cape May County, the Presbyterians were organized in 1714 at Cold Spring. Similarly, services were held in private homes until 1718 when the congregation erected a small log cabin church. The adjacent cemetery, along with the original cemetery at Stone Presbyterian in Fairfield Township, contain some of the oldest grave markers in the area; many at Cold Spring commemorate men who lost their lives at sea.[19] The present Cold Spring

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[17] Sandra Tatum and Roger Moss, Biographical Dictionary of Philadelphia: 1700-1930 (Boston: G.K. Hall and Co., 1985), 510-12: McArthur, a Scottish-born architect, apprenticed with his carpenter uncle of the same name before establishing a career that spanned the 1840s until his death. In the 1850s he designed three Philadelphia hotels and a number of churches, including Tenth, First, and Broad Street Presbyterian; during the Civil War, his projects included Army hospitals throughout the city. His drawings and papers exist in several collections.

[18] Mulford, 53-55.

[19] Boyer and Cunningham, 91-92.

Figure 111. Ironwork, Cold Spring Presbyterian Cemetery, includes this Victorian cherub-face railing, draped urn, willow tree, reaper figure, and swag-with-tassel.

Presbyterian Church (1823, Fig. 110) is two-story, brick gable-front with little ornamentation. One of the most interesting features of this site is the ironwork found in the adjacent cemetery, which contains the plots of noteworthy local citizens whose prosperity is reflected in the accoutrements of the iron fencing--especially faces, figures, and urns (Fig. 111).

Methodists

The Methodists organized in Salem County in the late eighteenth century, though by the late nineteenth century their numbers proliferated beyond all other religious groups. In 1772 Benjamin Abbott of Pittsgrove Township, a religious skeptic and acknowledged drinker, had a dream that converted him into a fire-and-brimstone evangelist who succeeded in uniting Methodists in Salem and inspiring others as far away as the Eastern Shore of Maryland. After his conversion, Abbott worked with John Murphy, a neighbor, to put together a Methodist congregation in Pittsgrove Township. Murphy opened his home to Methodist itinerants and soon the first Methodist Society in Salem County commenced worshipping. A church was built on Murphy's land shortly thereafter.

In 1774, Abbott moved to Mannington Township and helped Daniel Ruff, an itinerant preacher, to introduce Methodism to Salem. Abbott's congregation held its meetings in a barn-like building until 1784 when several Quakers financed the construction of a church on Walnut Street in Salem. By 1826 the number of Methodists in Salem had grown so rapidly that the church on Walnut Street could no longer accommodate them. As a result, the congregation built and dedicated a new church in 1838. Twenty years later, part of the congregation split and built yet another new church on Broadway. The Broadway United Methodist Church is extant today.[20]

Methodism soon spread beyond Salem into Quinton's Bridge and Lower Penn's Neck. It also spread into many parts of Cumberland County. As early as 1800, a Methodist Society

[20] Sickler, 115-21.

was present in Newport. The society was organized by a Captain Webb and meetings were held in the sail loft of Jonathan Sockwell's barn. In 1814 the barn was remodeled into a church, which burned down seven years later. An intermediate structure was utilized until 1852 when the present structure was built on property bought from Sheppard Robbins.[21]

In 1804 Methodists in Bridgeton were organized under the leadership of William Brooks; three years later Jeremiah Buck donated a lot on Commerce Street for the first Methodist church. Two years after the formation of the Methodist Society in Bridgeton, one was formed in Leesburg. After meeting in private homes for five years, the society was incorporated and a new church built. Branches were formed off the Leesburg church in 1856 when the membership became too large. As a result, the members from Dorchester formed their own society and built a new church in 1863.[22]

The Mauricetown and Haleyville Methodist Episcopal societies formed in the early nineteenth century and were served by the same pastors until 1881. The exact date of the first church in Haleyville is unknown, but the existing church was built in 1864. In 1841 the first Methodist church was built in Mauricetown. Its congregation used the church until 1880 when it was moved to a new site, turned into the town hall, and replaced by a new building. The congregation dedicated several of the stained-glass windows in the new church to the men who lost their lives at sea.[23]

Figure 112 *Cedarville Methodist Church. The two-story gable-front frame block is three bays by four bays, with a deep pediment and decorative cornerboard pilasters.*

Millville's first Methodist Society was organized in 1807 when the Cumberland circuit was set off from

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[21] Mints, 79.

[22] Mints, 45-47, 52.

[23] Cushing and Sheppard, 648.

the Salem circuit. In 1824 Trinity Methodist Church, located on Second and Smith streets, commenced holding services. Forty-two years later, a portion of the congregation constructed a new building on Second and Pine streets; this is the First Methodist Church. Today the Methodists of Millville are served by seven different churches.[24]

Methodists organized in Cedarville before 1820 held meetings in the local wheelwright shop. The present church was built in 1863. Dividing Creek and Port Norris did not have a Methodist society until the mid to late nineteenth century. The Methodists in Dividing Creek organized in the 1840s but shared a preacher with the Newport Methodist Church. The Port Norris congregation organized in 1871 only after breaking away from the Haleyville church.[25]

Among the nineteenth-century gable-front churches are three constructed of brick: the Broadway Methodist Church (1858) and Mt. Pisgah AME Church (1878) in Salem, and Cedarville Methodist Church (1868, Fig. 110). Broadway Methodist is very stylized, with round-arched windows, brick pilasters, a formal frame pediment with dentils, and a rusticated door on the main facade. Broadway Methodist was surely the model for the third structure, Mt. Pisgah AME, built twenty years later.

Frame variations include the Haleyville Methodist Church (1864), the Trinity [United] Methodist Church (1870) in South Dennis, the Dennisville United Methodist Church (1870), and the Dias Creek United Methodist Church (ca. 1870). Each has a three-bay gable-front facade, and is three or four bays deep, with twelve-over-twelve-over-twelve-light wood sash and tall louvered shutters. Their Greek Revival foundation of prominent pediment with full cornice or broken returns, pilaster cornerboards, and classical door surround is blended with late nineteenth-century Victorian details such as bracketing. Most have pent roofs on the gable end; all except the Haleyville church boast a gable-end steeple. At the South Dennis and Dennisville churches these rest at the fore of the gable front on a square base, with a squat roof and lean spire, respectively.

The third church type is later and more elaborate than its predecessors, with an irregular plan, profile, and abundant texture--typical of the late nineteenth-century Queen Anne, Romanesque and Gothic Revivals. Salem boasts the oldest examples, in St. John's Episcopal Church (1811) and the First Presbyterian Church (1856). St. John's is constructed of granite and has many Gothic details, such as pointed-arch windows and a steeply pitched roof. Goshen Methodist Church (ca. 1870, Fig. 113), Newport Methodist Church (1852), and Dividing Creek Methodist Church (ca. 1850-60) illustrate this form in frame: the tower at the inside of the L features the main doorway, an exposed belfry, and four-sided roof. With their colorful round- and pointed-arch stained-glass windows a sharp contrast to the white exteriors, these cheerful and delicate buildings were erected by the abundant Methodist congregations in the 1870s-90s.

African Methodist Episcopal (AME)

The first African Methodist Episcopal Church in New Jersey was formed in Salem in

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[24] Millville Centennial, n.p.

[25] Mints, 72; Cushing and Sheppard, 662.

Figure 113. Goshen Methodist Church (ca. 1870). This church is an example of the irregular Victorian plan and abundant architectural texture. Leach.

1800. Several upstanding members of Salem's black community, Reuben Cuff, Chauncey Moore, and Cuffie Miller, purchased the land for their church. Worship services commenced in 1802, though the church was unfinished. Mt. Pisgah United Methodist Church burned in 1839 and the present edifice was built in 1878 with a datestone inscribed: "Built 1878 - Mt. Pisgah AME Church - For the people had a mind to work" (Fig. 114). The Mt. Pisgah congregation was one of the first five African Methodist Episcopal (AME) churches in the nation. Moreover, Reuben Cuff was one of the original sixteen founders of the AME conference in Philadelphia in 1816.[26] By the end of the nineteenth century AME churches could be found in Quinton, Mannington, and Pilesgrove townships.

Other AME churches opened their doors to worshippers in the early and mid nineteenth century in Cumberland and Cape May counties. An AME congregation was organized in Gouldtown, an early black settlement, by Reverend Jeremiah Miller in 1818. The first meetings were held in different homes, with the Quarterly Conference congregating in the barn of Furman Gould. The first church was built in 1825, a second one in 1836. In Cumberland County the AME churches are found in Bridgeton in 1854, established by Reverend Caleb Woodyard; in Haleyville in 1882, by Reverend E.P. Grinage; in Millville by Reverend W.M. Watson; in Port Elizabeth in 1836 by Noah Cannon; and in Springtown in 1817, with Clayton Durham as the first pastor. Cape May County's AME churches included one at Cape May Point, founded in 1883 by Reverend G.T. Waters; another at Cold Spring prior to 1841, and another in Cape May prior to 1843.[27] Today, AME churches and several Baptist churches exist in South Jersey. Among them are Bethel AME in Port Norris and Mt. Pisgah AME in Salem.

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[26] J.H. Morgan, Morgan's History of the New Jersey Conference of the A.M.E. Church (Camden: S. Chew, 1887), 91; Cyril Tuohy, "Black History Lesson," Salem Sunbeam (10 February 1991).

[27] Morgan, 61-93.

Figure 114. *Mt. Pisgah AME Church is a two-story, three-bay brick block with a gable-front, deep pediment, and stained-glass windows.*

Other Denominations

Among other eighteenth-century religious establishments in the area were smaller numbers of Episcopalians, Lutherans, and Roman Catholics. In 1724 Reverend John Holbrooke, a missionary for the Church of England, arrived in Salem and organized--and eventually saw to the construction of--St. John's Episcopal Church. Holbrooke served its congregation and others in the area. During the Revolutionary War, the British seized the church to use as a headquarters, and after their departure it remained in disrepair until the 1800s. The Episcopalians also built a church in 1729 that exists in Othello. [28]

In the mid eighteenth century, the first Roman Catholics and German Lutherans appeared in Salem County. The members of these two organizations worked for Casper Wistar in his glass factory near Alloway. The Lutherans established a church at Friesburg in Alloway Township in 1748. The Catholics arrived ten years previous to the Lutherans, however, they did not establish a church until 1852. Until the Revolutionary War Catholics were often restricted from worshiping openly.[29]

Description of Additional Historic Resources

Greenwich Meeting House (1779, HABS No. NJ-441). Two bays deep and six bays long, the front facade is laid in Flemish bond and other walls in a five-course common bond. Built in two sections, this building provides separate entries for men and women; internally, following tradition, the sexes are seated separately. Each entrance is adorned with a pediment and simple porch supports. As with all meeting houses, the womens' entrance has a saddle door several feet high, which allowed them to access the carriage without touching the ground. First-floor fenestration is twelve-over-twelve-light double-hung sash, with elliptical arch-topped

[28] Sickler, 106-07.

[29] Sickler, 108-10.

piercings on the men's side; second-story windows are six-over-six-light wood sash. All windows have paneled shutters; there are two interior gable-end chimneys and the roof is covered with cedar shingles.

Old Stone Church/Fairton Presbyterian Church (1780, HABS No. NJ-273). Built of dark, local sandstone, the gable ends are laid up in rubble while the more important side facades are coursed; the corners feature stone quoins. The windows contain nine-over-nine-light sash, the first floor with panelled shutters, and there are two double-door entrances. This church and its cemetery are surrounded by a later, elaborate Victorian-era cast-iron fence.[30]

Old Broad Street Presbyterian Church, Bridgeton (1792). Blends high-style Georgian features with the local tradition. Here, the Flemish-bond structure is five bays on the long east and west facades, three on the gable ends; a beltcourse and watertable are also articulated. The windows have very formal arched openings atop twelve-over-twelve-light wood sash, the doorway features a pedimented surround, and the roof pediment is pronounced.

Dias Creek Church (ca. 1880), Dias Creek. This structure is relatively unique in that it features a vestibule whose form mimics the main block; its center steeple rises from a canted base over the vestibule, to a secondary roof, open belfry, and last a polygonal spire.

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[30] National Register of Historic Places nomination.

Chapter 9:

SOCIAL/CULTURAL

Cultural and social activities took the form of fairs, lotteries, and horse racing in the eighteenth century. Increase in settlement, however, introduced more sophisticated pastimes--which peaked in South Jersey in the nineteenth century, especially in urban centers. Here, membership in clubs and fraternal organizations, and patronage of amusement parks, provided benevolent entertainment and good fun. Chief among rural amusements for residents and tourists were bicycling and excursions to seaside resorts of Fortescue, Sea Breeze, and Cape May.

Seaside Resorts

In the nineteenth century, sea bathing was considerably more formal than today. Men and women were segregated, and each sex was permitted specific hours during which they were allowed on the beach; hours were signified by a flag atop the bath houses. Fashion was equally strict, with women donning flannel or wool dresses. In addition to frolicking in the sand, vacationers enjoyed evenings of dancing in the dining hall of their hotel or boarding houses. During the day, riding parties alternated with gathering shells, playing cards and dominoes, and pitching quoits.[1]

By 1800 Cape May was an established seashore destination for residents of New Jersey and nearby Philadelphia, where newspapers regularly touted trips to Cape May via boat or stagecoach. In the Daily Aurora, Ellis Hughes advertised a room for "entertaining company who sea bathed . . . where fish, oysters, crabs, and good liquors were available." He went on to cite the therapeutic good of carriage drives along the beach and ocean wading as a relief from hot summer weather. Stages left frequently from Camden or Cooper's Ferry on Thursday, and arrived on Friday; return trips departed Tuesdays and Fridays. Regular arrival by water did not occur until the advent of the steamboat in the 1820s.[2]

After the War of 1812, Cape Island (later Cape May) began its ascent toward becoming America's oldest seashore resort. Thomas Hughes built the first hotel there with the hope of attracting wealthy citizens from Philadelphia, Baltimore, Delaware, and Virginia. The three-story frame building boasted a huge dining hall and two floors devoted to guest rooms. First called the Big House or the Large House, in 1828 it was renamed Congress Hall. Like so many other grand wood Cape May hotels, it later burned down.

Cape May flourished so that during peak season many tourists were forced to stay with local farmers who had an available room. As a result, many local residents put off their farming responsibilities during the summertime so as to profit from visitors. Besides room and board, a taxi service operated between the landing at Higbee's Beach on the Delaware Bay

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[1] Weiss and Weiss, Early Sports, 82-84.

[2] Weiss and Weiss, Early Sports, 82.

and the hotels in Cape May proper.[3]

By the end of the nineteenth century, South Jersey and Philadelphia residents did not have to go as far as Cape May for their recreation. Fortescue and Sea Breeze, on the Delaware Bay in Cumberland County, had both grown into popular destinations. Fortescue, the property of John Fortescue in 1776, was primarily a fishing resort. The date of the first hotel erected there is unknown, but it appears to have been a country tavern with "large barns in the rear and a yard in front, enclosed with a low, picket fence . . . Surrounded by large shade-trees, [it] was located at least 300' back from the shore line, and no buildings were in front to obstruct the view."[4] The "Fortescue Hotel and Wharf and Beach" appears on an 1884-85 map as one major structure with two or three smaller service buildings; the site survived into the mid twentieth century (Fig. 115).

The resort of Sea Breeze was established in 1877, and catered to steamboat passengers arriving from Philadelphia and Wilmington. The Warner House, noted for its seafood, was perhaps the largest and most luxurious building in town, and able to accommodate several hundred guests. In addition to the hotel there were bath houses, a boardwalk, a billiards room, and a bowling alley.[5] After only a quarter century, the importance of Seabreeze diminished as trains made the Atlantic Ocean coast--which had begun to prosper in the late nineteenth century--more accessible. Residents, however, continued to inhabit Sea Breeze. In

Figure 115. Fortescue catered to summer visitors with organized fishing and hunting tours; little remains of this town today. Rutgers University, ca. 1930.

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[3] Robert Alexander, Ho! For Cape Island (Cape May: Robert Crozer Alexander, 1956), 337.

[4] Mulford, 172.

[5] Alexander, Ho!, 337-38.

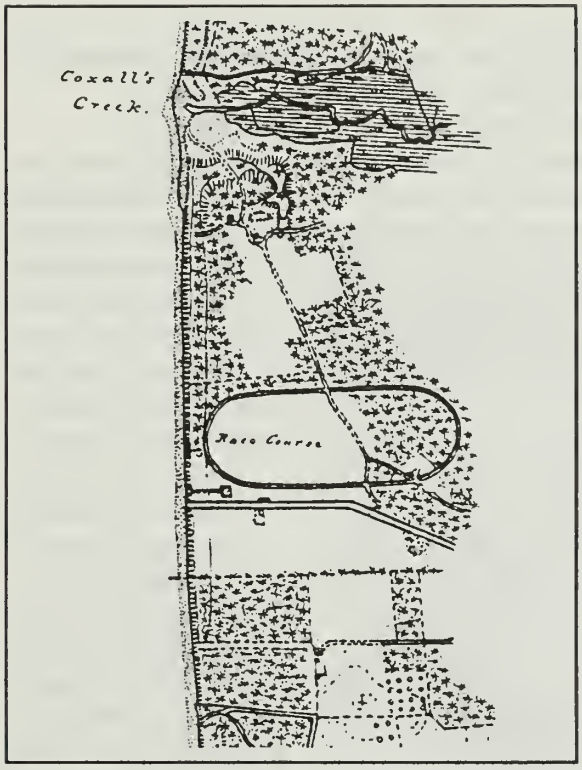

Figure 116. Racetrack below "Coxall's" Creek. U.S. Coast Survey, ca. 1885.

1929 Harry Griffith--salvager, riverboat pilot, and bootlegger--arrived and erected a marina. At first merely a rowboat rental and bait shack, over the years he expanded it to become the Sea Breeze Tavern. This operated until Hurricane Gloria washed a portion of it into the bay in 1986; a year later the tavern was sold and demolished.[6] Today, all that remains of historic Sea Breeze is a few houses and the remnants of the boardwalk and several piers.

A racetrack (Fig. 116) existed in 1885 not far from these resorts. Between Coxe Hall's Creek and New England Creek, the one-mile oval course was located about 250' from the waters' edge, and was accessed by a road perpendicular to the coast.[7]

Some of the activities along the Delaware Bay and Delaware River coast were captured by artist Thomas Eakins (1844-1916). Eakins, a Philadelphia native, indulged his proximity to the rural landscape of New Jersey and painted typical scenes in Gloucester and Cumberland counties. His attraction to Cumberland County was enhanced by his family's friendship and possible kinship to the Samuel Hall Williams family of Fairton. The Williams lived in a house at Tindall's Landing on the south bank of the Cohansey River. Eakins painted the portraits of both Annie and Addie Williams; the prior married a man named Gandy, a prominent Cumberland County name. Moreover, the mother of the girls, Abbie Williams is buried in the Old Stone Church cemetery just outside Fairton.[8]

With the railroad connecting Philadelphia to Bridgeton and then to Fairton, by 1876 Eakins traveled to New Jersey frequently to visit family and attend hunting excursions. Eakins painted several watercolors of the salt marshes in Cumberland County along the Delaware River, including: "The Artist and His Father Hunting Reed Birds," "Pushing for Rail," and "Whistling for Plover." Two other scenes of Delaware River inspiration are "Starting Out after Rail" and "Sailing."[9]

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[6] "Good Times: Memories Of Seabreeze Linger On," Bridgeton Evening News (5 September 1990): sec. 3, 3A.

[7] U.S. Coast Survey, 1883.

[8] Gordon Hendricks, The Life and Works of Thomas Eakins (New York: Gordon Publishers, 1974), 75-78.

[9] Hendricks, 75-78.

Fraternal Organizations/Clubs

Fraternal groups in Salem were many, and included Salem Lodge No. 19, Free and Accepted Masons (F&AM); Excelsior Lodge No. 54, F&AM; Washington Lodge No. 21, International Order of Odd Fellows (IOOF); Fenwick Lodge No. 164, IOOF; Salem Encampment No. 10, IOOF; Salem Degree Lodge No. 8, IOOF; American Star Council No. 21, Order of United American Mechanics (OUAM); Evening Star Lodge No. 15, Lady Masons; and Martha Washington Council No. 3, Daughters of America. There was also the Fenwick Club, an exclusive twenty-member society; the Jefferson Club, a social club for young Democrats; and the Salem Social Club.

Figure 117. Superior Laundry Baseball Team. Millville residents have enjoyed baseball since the turn-of-the-century. Wettstein, 1934.

Additional lectures and activities were held at the Salem Lecture Hall, built in 1881. Renamed the Grand Opera House in the 1890s, it hosted many speakers, musicians, and actors; in 1905 motion pictures played there. It operated as a movie theater for only a year, until the Bijou Dream and Dreamland cinemas were built on West Broadway. In 1912 the Opera House burned. Other early movie houses included the La Ray Theatre on Walnut Street and the Palace Theatre on the north side of West Broadway. Neither exist today.[10]

Bridgeton and Millville also had opera houses, as well as various social clubs. In Bridgeton, Moore's Opera House on South Laurel Street operated from at least 1886 to 1900. Among the social clubs functioning in Bridgeton were the Cohanzick Tribe No. 14, International Order of Red Men; Calantha Lodge No. 103, Knights of Pythias; Cumberland County German Beneficial Society, and the West German Beneficial Society. Millville's groups included Lodge No. 47, IOOF; Humane Lodge No. 27, IOOF; Olivet Commandery No. 10, Knights Templar; Larnard Tice Post No. 49, Grand Army of the Republic; and the Fidelity Council No. 8, Junior OUAM.

Of special note, the Workingmen's Institute of Millville was founded in 1882; the building at the head of High Street was completed the next year. It provided a setting where men could partake of moral and educational improvement, including lectures, debates, and unrestrained conversation--without going to a saloon. Most members and the management

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[10] Sickler, 352-353.

worked for the glassworks in Millville; annual dues were $1 plus charges for the use of the different departments.[11]

The institute's $23,000 building, funded in part by R. Pearsall Smith of Whitall, Tatum and Company, endorsed the mingling of entertainment and education under one roof. The main floor contained the biggest room, furnished with comfortable chairs, where men enjoyed smoking, concerts, and games such as checkers, chess, jack-straws, and authors. The adjoining rooms housed a 2,000-book library, and a reading room that was open to ladies and children, too. The basement of the Workingmen's Institute was outfitted as a gymnasium, in addition to containing baths, a kitchen, and steam-heat apparatus. The upper story contained an auditorium, stage, dressing rooms, and classrooms. Local temperance organizations, schools, and amateur performers rented the theater for meetings, displays, and performances. In 1903 the institute became the headquarters for the newly formed Millville Social Athletic Association, which sponsored baseball (Fig. 117), football, basketball, track, and tug-of-war. In 1926 the town bought the institute and used it as the city hall for almost fifty years before it was replaced by the present city hall.[12]

Figure 118. *Wilson's Opera House, on the corner of High and Sassafras streets, was a setting for entertainment in Millville until 1898. Wettstein, ca. 1890.*

Millville was the site of Wilson's Opera House, or Academy of Music, on the corner of High and Sassafras streets (Fig. 118); it burned in 1898. During the early twentieth century the number of theaters in Millville increased. Among these were the Alhambra on Vine Street, which hosted vaudeville acts, motion pictures, and other shows. The Levoy, which is extant

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[11] Cushing and Sheppard, 637.

[12] Cushing and Sheppard, 637; Millville Centennial, n.p.

Figure 119. *Lee's Ice Cream Parlor was one of the many stores and eateries that served Millville residents. Wettstein, early 20th century.*

Figure 120. *Bicycling was a popular sport at the turn of the century; here cyclists pose in front of the Old Stone Church-Fairton. Wettstein, ca. 1910.*

on High Street, was erected in 1908. The first movies shown here were silent, but were accompanied by a piano player who provided background music. The 5-cents admission bought almost four hours of amusement. In 1912 the theater was renovated and renamed the New Levoy. Today it is used as a general entertainment space.[13]

Less arduous entertainment was found at local eateries, such as the corner ice cream parlor (Fig. 119) which--along with boating, bicycles (Fig. 120), and amusement parks--were typical turn-of-the-century pastimes.

Amusement Parks

Three amusement parks served residents of Pennsville, Bridgeton, and Millville. Riverview Beach Park in Pennsville was on the Delaware River, off Route 49 (Fig. 121). In 1923 it flaunted a boardwalk, bathhouses, and boat/canoe wharves, as well as several dance halls and rides; among the last were a roller coaster, carousel, the Whip, and Joyland.[14] In the 1930s Riverview was among the first parks to erect the spectacular new Pretzel.[15]

In the 1890s the Tumbling Dam Amusement Park was constructed on the north edge of Bridgeton on Sunset Lake (Fig. 122), a manmade body of water first intended for boating parties. In 1893 the Lower Pavilion was constructed on the east shore of the lake; on the north, a boathouse was erected. The launches ADELE and CATHERINE carried visitors from the lower raceway of the dam to the park. By 1894 access to the park improved with the construction of a trolley line directly to the site. In 1913, the park's popularity attracted celebrities such as Annie Oakley in a Wild West show, and one of the Wright Brothers for a demonstration flight.[16]

To please the increasing number of visitors, by 1895 Tumbling Dam installed a toboggan waterslide. Five years later it advertised the Razzle Dazzle, a circular man-powered swing, placed near the Lower Pavilion. But the park's popularity can also be attributed to its permanent attractions, according to the 1915 Sanborn map: the pavilion, boat house, bowling alley, bathhouses, open-air theater, enclosed merry-go-round, airship swing, baseball stadium and field, and a confectionery that doubled as the trolley stop.[17] In 1928 Leon Cassidy and Marvin Rempfer created a ride especially for the park. The inventors:

> took a motor and frame from an old scooter (bumping) car and redesigned it to follow a track that twisted and turned like a pretzel. . . . The car traveled through the dark room making sudden turns, where scary scenes awaited.[18]

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[13] Millville Centennial, n.p.

[14] Pennsville, Sanborn Fire Insurance Map, 1923.

[15] Bill Chestnut, "The Twisted Tale of the Pretzel Ride," South Jersey Magazine (Spring 1990), 2. The second ride, which was contrived by one of the builders of the Pretzel, was similar but shaped like a bucking mule.

[16] Bill Chestnut, Rediscovery of Tumbling Dam Amusement Park, Bridgeton, New Jersey (Bridgeton: Bridgeton Antiquarian League, 1989), 1.

[17] Chestnut, Tumbling Dam, 2-3.

[18] Chestnut, "Twisted Tale," 4.

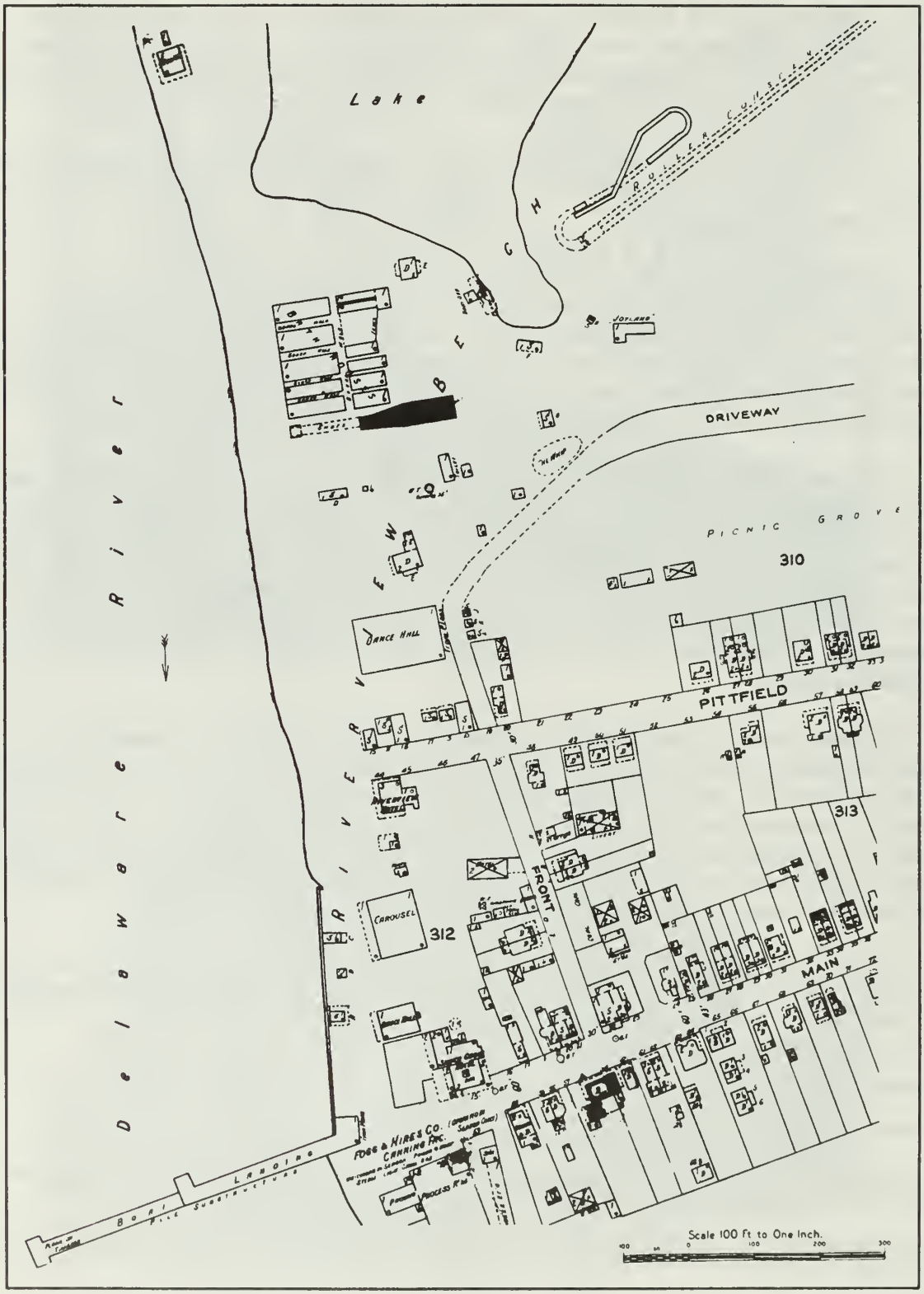

Figure 121. Map of Riverview Beach, Pennsville. This amusement park/beach offered a scenic view of the Delaware Bay as well as minor activities. Sanborn, 1923.

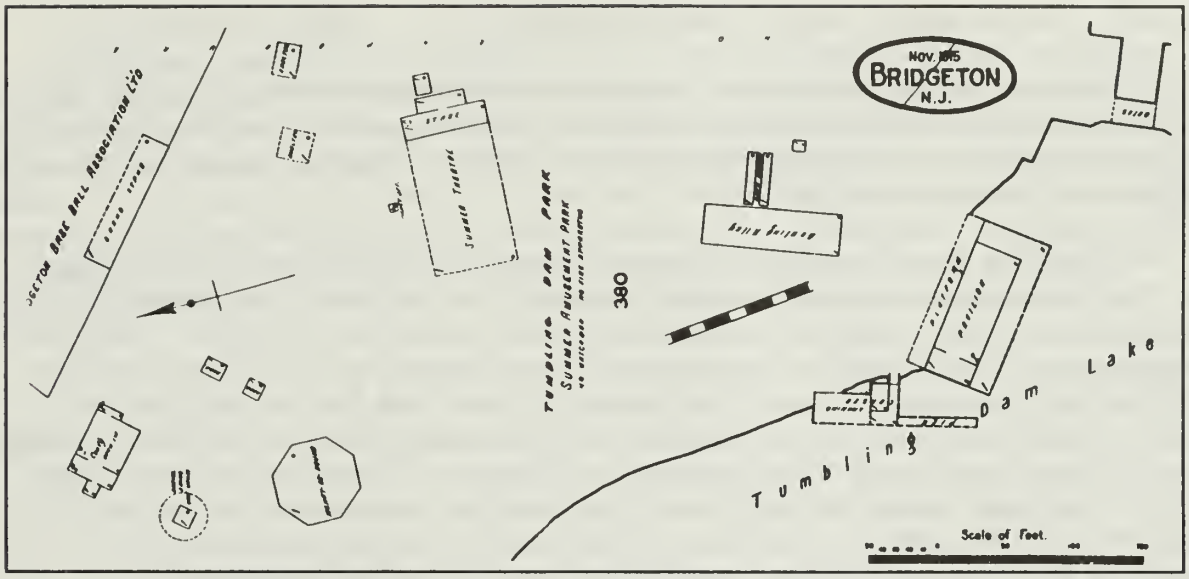

Figure 122. Tumbling Dam Amusement Park inspired the invention of the Pretzel Ride and Razzle Dazzle by Leon Cassidy and Marvin Rempfer. Sanborn, ca. 1915.

Figure 123. Union Lake docks offered relaxation and waterside entertainment to visitors. Wettstein, early 20th century.

Because of the path followed by the cars, it was called the Pretzel Ride. By the 1930s, Cassidy began to work on the ride by himself and soon invented a portable model; he and about thirty employees worked at the trolley-car barn on South Avenue in Bridgeton. Concurrently, Rempfer was designing rides for Riverview Beach Park in Pennsville, which was

also one of the first parks to acquire Cassidy's Pretzel.[19]

Despite the success of new rides, visitation to Tumbling Dam Park dropped off after World War II and the subsequent rise of automobile ownership and the mobility it offered. In 1954 use was limited to sunbathing, and by the end of the decade the property had been sold and developed into residential lots.[20]

Union Lake Amusement Park, later called Luna Park, in Millville witnessed a similar fate. The Millville Manufacturing Company established it at the head of Union Lake in the early twentieth century. Bridgeton and Vineland trolley lines serviced the park. Among the attractions were a ferris wheel, confectionery booths, and games, as well as boat slips (Fig. 123). By the 1930s, again because of the automobile, Luna Park had lost its allure, too. However, Union Lake near the park was lined with the summer homes of middle-class families (Fig. 124) which contributed to the preservation of this area. The majority of these homes appear to be simple, frame, one- and two-story gable-roofed cottages with porches and docks facing onto the lake. These structures were in use well into the mid twentieth century. Today they have been replaced by a municipal park and a housing development.[21]

Figure 124. *Union Lake remained an affordable resort for many middle-class families after serving as park of the amusement park. Wettstein, early 20th century.*

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[19] Chestnut, "Twisted Tale," 4.

[20] Chestnut, Tumbling Dam, 4.

[21] Jonathan Wood, "A Ferris Wheel At Union Lake Park?" Millville News (25 February 1991), 32.

Municipal Parks Today

Bridgeton, Pennsville, and Millville each have sizeable municipal parks. Bridgeton's municipal park is located off of West Commerce Street on Aitken Drive. This site includes the New Sweden Farmstead Museum, the Lenni Lenape Indian Village, and the Cohanzick Zoo, as well as 1,200 acres of woodland, recreational facilities, lakes, picnic areas, and bathing beaches. The Pennsville park is located where the Riverview Beach park used to be, offering recreational facilities, outdoor concerts, and a walking track. Millville has two parks: one is on a small portion of what used to be Union Lake Park, the other is located off Route 49 along the Maurice River.

Chapter 10:

RECOMMENDATIONS

The culture and heritage of the Delaware Bay region of New Jersey demonstrates many historical themes that should be more extensively studied and documented. The number of structures currently documented by HABS/HAER, listed in the National Register of Historic Places, and/or included in state or county inventories, falls short of adequately recording the extensive resources extant in this relatively undisturbed region. The purpose of this chapter is to recommend future directions for research and documentation--all of which are part of the larger themes of investigation elaborated upon in previous chapters. Further work should be undertaken in phases, with historical research preceding graphic recording.

To complement information gathered for this volume, a companion survey is recommended for the New Jersey Coastal Heritage Trail area along the Atlantic Ocean from Sandy Hook to Cape May to include: eastern Atlantic, Burlington, Cape May, Middlesex, Monmouth, and Ocean counties. A similarly illustrated publication should be produced in which the appropriate themes and significant historic resources are identified in the context of the development of these counties. Of the specific themes affiliated with South Jersey's history, maritime and agriculture resources should be investigated at a significant level.

Maritime

Phase I of the maritime theme should focus on the comprehensive recording of significant representative oystering and ship-building resources, to include an overview history that encompasses the Delaware Bay resources and an inventory of extant sites: ship-building yards, vessels (mid nineteenth century-1930), lighthouses, and seafood-processing facilities. Specifically, a history should be prepared for the CASHIER (1849), perhaps the oldest U.S. commercial fishing boat still in use, and other indigenous fishing craft such as the CLYDE PHILIPS. Large-format photographs should be made of these, and measured Historic American Engineering Record (HAER) drawings should be made of significant related activities, such as the oystering process--from seeding to harvest, and the apparatus required. Subsequent phases of maritime research should encompass comparable resources along the Atlantic shore; a selection of life-saving stations and navigational aides throughout the Delaware Bay and ocean region should be recorded minimally, at least.

Agriculture

Related to the maritime theme is the category of water-controlled coastal agriculture, or tidal dike/bank farming of salt marshes, whereby land is reclaimed to provide naturally fertile fields. This includes the historic formation of meadows corporations and cranberry bogs, and the methods of cultivation employed. Two extant examples are the Burcham Farm in Cumberland County, an island-like survivor along the Maurice River; and the Abbott Tide-Mill Farm in Salem County, where the creek waters long-ago reclaimed the pasture land where Abbott Dairy cows grazed. Both should be documented in greater depth in written and graphic form, and are recommended for potential listing on the National Register of Historic Places.

Another facet of agriculture worthy of study is the commercial industry founded on the local harvest of produce (and seafood) as related to the lucrative nineteenth-century canning/packing industry. Seabrook Farms, one of the last extant food-processing plants in the area, may best exemplify this activity, as it operated a company town and used a migrant labor force. With the decline of canneries came the rise of roadside stands as a retail outlet. These vernacular and utilitarian structures are well-known local features, and as such should be captured, perhaps as a typology study. The farms on which the crops are grown should also be investigated--with the oldest, most intact, and culturally dominant assemblies to be recorded.

Industry

Evidence of the glass, iron, and textile industries exist--though less often than original numbers might indicate--and their role in the area's economic and social history should be explored. The glass industry historically and currently is a fundamental economic base in the region. With the subsidiary endeavors of sandmining and lumbering, the glass-manufacturing industry should be fully researched. Though much of its early years are well documented, a context for the mechanized late nineteenth-century facilities--especially as related to canning and dairying methodology--should be reviewed, and extant resources identified and appropriately documented in greater detail through written history, photographs, and drawings.

There are significant remains of the Wood Manufacturing Company buildings, once devoted to cotton/textile manufacturing and the production of iron and cast objects. The social life of its work force--and that of other paternalistic companies--will be found in the company-built housing and stores located in towns from Bivalve/Port Norris to Millville. Smaller corporate communities may have existed in Bridgeton and Salem. The site of the Ferracute Machine Company, started by Oberlin Smith, includes a Queen Anne-era headquarters as well as extant factory buildings, both of which should be thoroughly recorded. More investigation in general is needed to identify the architectural and engineering remains of major South Jersey industries.

Transportation

Historically, transportation history in this region encompasses the active schooner fleets and railroad networks, several urban traction companies, and bicyclists' promotion of the Good Roads Movement. Eighteenth- and nineteenth-century highways became the footprint over which modern state and interstate highways were laid--and thus are lined with, or lead to, historic residential and commercial structures. This is particularly true along Routes 47 and 49. Few wholly contemporary roads appear to have been created, especially in the rural areas.

Few cultural resources remain from the transportation entities themselves, such as train and trolley stations, filling stations, and garages. These, as well as the limited assortment of early twentieth-century roadside architecture that include filling stations and tourist cabins, should be assessed for their present condition and incumbent contribution to the historic character of this area, and should be documented accordingly. Historic bridges and corduroy roads are the most noteworthy resources extant.

Education and Religion

Relative to other building types, there are many extant and well-preserved school houses and churches throughout South Jersey's towns that indicate a respectful and popular devotion to education--both spiritual and academic. Quakerism in the eighteenth century and Methodism in the late nineteenth century are particularly apparent; the former has been documented more so than the latter. Because of the uniform forms and styles found among these two building types, a representative selection might be made in which several are researched and graphically documented, or as many as possible should be recorded in the context of the respective town or setting.

Social/Cultural

Little remains of the three major amusement parks where urbanites and visitors sought comprehensive recreation--from the thrills of mechanical Pretzels and ferris wheels to pastoral boating excursions. Nor do significant resources exist at the Delaware Bay resorts--Fortescue or Sea Breeze. Similarly, most early theaters and opera houses have burned or were demolished long ago. No apparent resources or social/cultural sites have been identified that warrant a target study, though if significant sites are identified, it is especially important that they be documented as rare remnants of this aspect of life in South Jersey.

Ethnography

The culture and heritage of the Native American Lenni Lenape within the study area should be pursued and documented if possible. One means might be coupling research with archaeological findings. Other approaches include oral history and folklore. Without extant resources, however, no HABS/HAER documentation is recommended.

The role of free blacks who lived in this region is worthy of study. Considering South Jersey's Quaker heritage and its geographic importance as part of the Underground Railroad, knowledge and documentation of its free black population is inadequate. Among the settlements are Springtown, Gouldtown, and possibly Claysville. Through evidence provided by the vociferous documentation kept by Quakers, the early role of these bayside communities may include new information about the exodus of fugitive slaves. Further research would do much to clarify local lore telling of "secret rooms" where they were harbored, and at the same time contribute to the knowledge of local black history.

Predicated by a survey, site-specific documentation may be in order for the small towns and hamlets such as Mauricetown, Shiloh, Port Norris, Newport, Dividing Creek, Harmersville, Hancock's Bridge, Goshen, Cold Spring, Quinton, Canton, and Maskill's Mill. Many contain structures that may be eligible for listing in the National Register individually, as part of a district, or as a component of a thematic resource nomination. Of properties that are already listed, HABS/HAER may document a selection based on architectural and associative merit, at a level dictated by their significance. Inversely, HABS/HAER products will be substantive to the level that the material may be used in the preparation of nominations to the National Register of Historic Places.

Appendix I:

PATTERNED BRICK HOUSES

Specific to Salem County and western Cumberland County are the patterned brick houses built by Quaker settlers in the late seventeenth and eighteenth centuries. Of approximately thirty-seven patterned brick houses in Salem County, fifteen are within the New Jersey Coastal Heritage Trail area. The few patterned brick houses in Cumberland County are around Greenwich and Roadstown (Fig. 125); the tradition filtered into these areas with the Quaker followers of John Fenwick. The settlers of Cape May and Cumberland counties relied on wood rather than brick as a building material because of the abundant trees, especially the cedar found in the southernmost swamps.

Figure 125. *View of Roadstown and the Anais Sayre House (1770), which depicts a characteristically formal Georgian-Quaker patterned brick house.*

Georgian in plan, the houses are distinguished and named according to the pattern depicted in the coursing of the brick walls--of which "the more intricate patterns can be matched nowhere else in America."[1] The designs created in the laying up of vitrified, or glazed, headers applies to four basic patterns. The first and most common pattern, known familiarly as Flemish bond, features glazed headers substituted for plain ones. The second is an all-over design called a diaper--depicting diamonds or vertical zigzags--that is rarely combined with dates and initials. The third pattern is a single decorative unit, such as a diamond placed at the top of a gable. The last pattern renders a combination of dates, initials, and bond designs in the wall.[2]

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[1] Wertenbaker, 238-39.

[2] Paul Love, "Patterned Brickwork in Southern New Jersey," Proceedings of the New Jersey Historical Society 73 (July 1955): 183, 193.

The Flemish checker bond has been cited as the first type of patterned brick work imported to America. The Bradway-Hall House (est. 1691) is believed to be one of the earliest examples of checker-bond work in South Jersey today, and it may have led the way for others. Here, "the checker has been found to appear on the facade alone, on the facade and rear together, on one gable-end alone, and on all four walls of the house."[3]

Other commonalities among these dwellings are the raised entrances accessible by steps, prominent beltcourses and watertables (on the front facade), interior gable-end chimneys, and pent roofs over the doors and windows. Many were dramatically altered and enlarged by changing a gambrel roof to a gable, as in the Padgett House (1735, Fig. 126). The formality and elegance depicted in the style and materials reflect a statistically elite level of Quaker owner who, like eighteenth-century aristocratic families in other Tidewater regions, expressed their wealth and power through their domiciles.

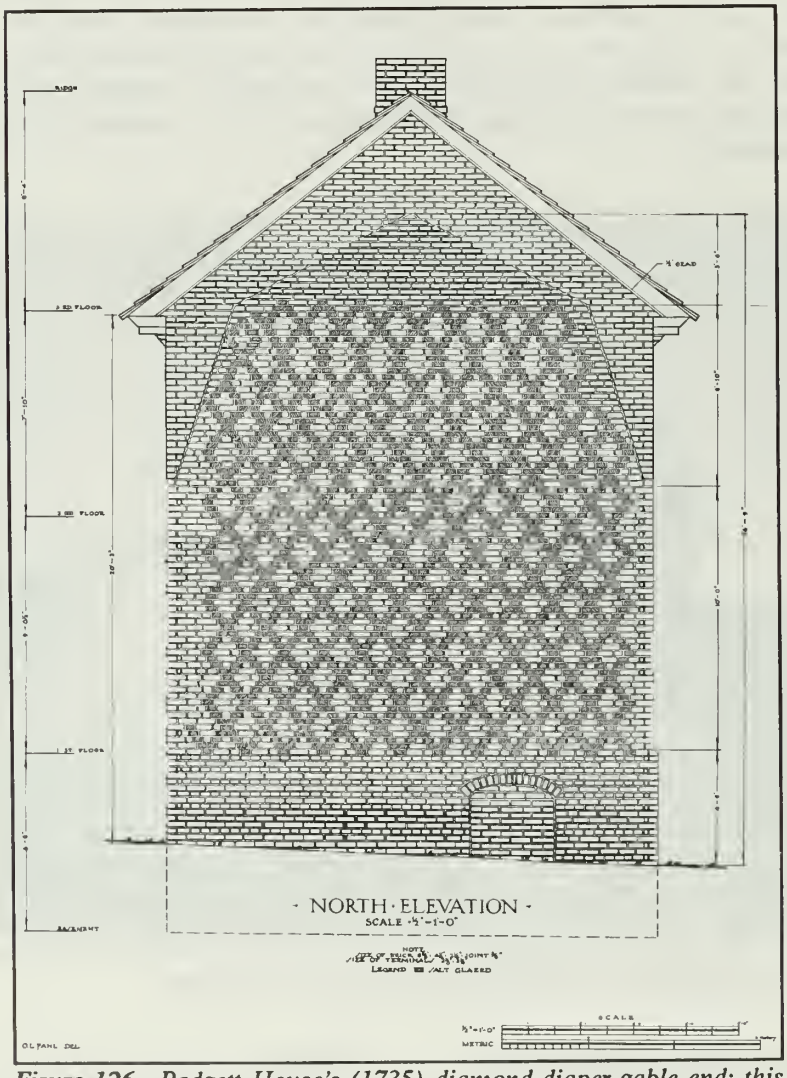

Figure 126. Padgett House's (1735) diamond-diaper gable end; this is one of many patterned brick houses recorded by HABS in the 1930s.

"The characteristic Salem [County] house is a small, earlier brick house and a large, later brick house, both on the same axis, or a small brick house which could have had a larger brick addition that never got built." With few exceptions, most of the patterned brick houses in Salem are hall-and-parlor or one-cell hall plans. Burlington County houses also had a severely restricted pattern field and made extensive use of the pent roof; until the late seventeenth century, pent roofs on Salem County houses were limited to the front or rear facades.[4]

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[3] Love, 186.

[4] Love, 195.

The bricklayer-builders of these houses, though anonymous, are considered artisans. Most settled around Salem between 1720-64. Once established here, their decorative techniques influenced local craftsmen--especially those in Burlington County, opposite Philadelphia. Historian Paul Love believes that patterned brick houses did not appear there until the 1740s, almost fifty years after the first was constructed in Salem County.[5]

> One may surmise that a family of bricklayers trained in this kind of work, perhaps from one of the eastern shires of England, came to Salem where their zigzags, diamonds, dates and initials worked into gable ends with vitrified brick, won them a reputation for skill and added distinction to the building.[6]

Prior to patterned brick work reaching the American colonies, it was widely used in France. In England during the sixteenth century, patterned brick work was used for major buildings, then in the seventeenth century for less-significant structures. In the 1720s, dating the house using glazed headers was coupled with the Flemish-bond pattern. This is evidenced in the Darkin House (1720) and the Abel Nicholson House (1722), both in Elsinboro Township below Salem. These two dwellings, as well as the John Maddox Denn House (1725) outside Hancock's Bridge, and the Padgett House, near Harmersville, feature dates, initials, and a diamond diaper pattern.

Figure 127. *Nathanial Chambliss House (1730), originally a three-bay block with zigzag pattern gable end, has two later additions.*

The use of the vertical zigzag pattern is prominent in the William Hancock House (1734), near Hancock's Bridge in Lower Alloways Creek. The Hancock House, like the Chambliss house (1730, Fig. 127) in Lower Alloways Township, also combines the date, initials, and vertical zigzag pattern. Most of these, as with patterned brick houses outside the study area, boast Flemish-bond coursing on the front or rear walls, or both.

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[5] Love, 193-95.

[6] Wertenbaker, 239.

Appendix II:

STACK HOUSES

A popular vernacular residential form found throughout South Jersey is the two-story, one-pile block dubbed a stack house, which is often enlarged through the addition (or concurrent construction) of one- or two-story side sheds and/or rear ells (Fig. 128). Constructed throughout the southern and eastern portions of the United States from the late eighteenth to the mid nineteenth century, builder-occupants most commonly fit into a lower- and middle-economic strata, and reside in a rural setting.

This modest building form was often constructed by early immigrants from England, in the traditional Tidewater areas of Virginia, Maryland, Delaware, and New Jersey. It is considered a predominantly rural type, though its vertical orientation renders it convenient for narrow urban lots. In early colonial towns--Annapolis, Alexandria, and Philadelphia, for instance--it adapts to the role of a diminutive townhouse.[1]

The stack house's descriptive nomenclature is seemingly determined by its relationship to other defined house forms. The simple room arrangement is described as: two single pens set upright, one-half of an I-house, one-third of a center-hall plan, or a bandbox.[2] Simply, it is "a set of one-room modules stacked to a height of two or three stories . . . and capped with a gable roof."[3]

Figure 128. Typical stack house, Millville, showing the main "stacked" one-cell arrangement with shed units on the side and rear facades.

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[1] Howard Wight Marshall, Folk Architecture in Little Dixie (University of Missouri Press, 1981), 57.

[2] Marshall, 57; John Jakle et al., Common Houses in America's Small Towns (Athens: University of Georgia Press, 1989), 219.

[3] Jakle et al., 219.

Typical units have square or slightly rectangular proportions: 15'-6" x 15'-8" or 16'-5" x 15'-0". The main facade is two or three bays across; in the latter, the door is usually at or near the center. The single original chimney can be on the exterior or interior; the secondary chimney might be part of an addition or to vent a stove pipe. On the interior, the narrow half-turn stair is boxed--often along the fireplace wall--and a closet or storage area is underneath. Upstairs, a room was created using a thin, frame addition. A loft or attic story occupies the topmost story.

In South Jersey, a common feature is the laterally placed shed-roofed addition; these one- or two-bay units often contain a second door, which may indicate a separate service function such as store or kitchen. Occasionally the shed unit is recessed back from the main facade, and projects beyond the rear wall. The openings in these sheds appear to range from original piercings, to those reworked unsympathetically, to those closed off completely. Houses here are clad with clapboard or non-original asphaltic siding, and are uniformly devoid of ornament.

Stack houses are found in almost every small town in the NJCHT area, especially Haleyville, Mauricetown, Dorchester, Port Elizabeth, and Millville, as well as sporadically along regional roads. Geographically they mingle among other vernacular structures as well as larger elaborate, and eclectic Victorian dwellings. This simple but persistent form deserves further investigation since it was clearly a popular and long-lasting choice for a residence.

Appendix III:

EXISTING DOCUMENTATION

Historic American Buildings Survey/Historic American Engineering Record Collection

Includes measured drawings, written history and/or large-format photography; available from the Library of Congress, Prints and Photographs Division, or on microfiche.

Cape May County

Beadle Memorial Presbyterian Church, HABS No. NJ-911, Cape May Point
Cape May Point Lighthouse, HABS No. NJ-912, Cape May Point
U.S. Coast Guard Station, HABS No. NJ-450, Cape May Point
Cold Spring Presbyterian Church, HABS No. NJ-270, Cold Spring
Belle-Carroll House, HABS No. NJ-751, Dennisville
Nathaniel Holmes House, HABS No. NJ-752, Dennisville
Nathaniel Holmes House Privy, HABS No. NJ-752-A, Dennisville
William S. Townsend House, HABS No. NJ-753, Dennisville
William S. Townsend Outbuilding, HABS No. NJ-753-A, Dennisville
James Ludlam House, HABS No. NJ-754, Goshen
Joseph Falkenburg House, HABS No. NJ-756, South Dennis

Cumberland County

Bacon House, HABS No. NJ-354, Bacon's Neck
Gabriel S. Davis House, HABS No. NJ-267, Bacon's Neck
Thomas Maskell House (Vauxhall Gardens), HABS No. NJ-582, Bacon's Neck
Philip Dennis House, HABS No. NJ-583, Bayside Vicinity
163-165 West Broad Street House, HABS No. NJ-934, Bridgeton
Buck-Elmer House, HABS No. NJ-530, Bridgeton
Robert Elmer House, HABS No. NJ-404, Bridgeton
First Presbyterian Church, HABS No. NJ-272, Bridgeton
James Giles House, HABS No. NJ-221, Bridgeton
Seeley House, HABS No. NJ-497, Bridgeton
Woodruff-Lee House, HABS No. NJ-670, Bridgeton
Reeve-Marshall Log House, HABS No. NJ-215, Dorchester Vicinity
John Brick, III, House, HABS No. NJ-585, Dutch Neck
William Wheaton House, HABS No. NJ-584, Dutch Neck
Fairfield Presbyterian Church, HABS No. NJ-273, Fairton
Ewing Homestead, HABS No. NJ-138, Greenwich
Ferry Tavern and Jail, HABS No. NJ-268, Greenwich
Old Friends Meetinghouse, HABS No. NJ-105, Greenwich
Leonard Gibbon Homestead, HABS No. NJ-129, Greenwich
Old Stone School House, HABS No. NJ-222, Greenwich

John Sheppard House, HABS No. NJ-641, Greenwich
Old Stone Tavern, HABS No. NJ-104, Greenwich
Richard Wood House, HABS No. NJ-269, Greenwich
Richard Wood Store, HABS No. NJ-269-A, Greenwich
Samuel Ewing House, HABS No. NJ-635, Greenwich Vicinity
Thomas Maskell Store, HABS No. NJ-660, Greenwich Vicinity
Seeley-Davis Mill, HABS No. NJ-220-A, Greenwich Vicinity
Seeley-Davis Homestead, HABS No. NJ-220-B, Greenwich Vicinity
Cohansey Baptist Church, HABS No. NJ-463, Roadstown
Howell Homestead, HABS No. NJ-76, Roadstown
Wood Tavern, HABS No. NJ-44, Roadstown
David Sheppard House, HABS No. NJ-554, Sea Breeze

Salem County

Abel Nicholson House, HABS No. NJ-305, Elsinboro
Morris-Goodwin House, HABS No. NJ-690, Elsinboro Township
Mench-Reall Log Cabin, HABS No. NJ-262-C, Friesburg
Cedar Plank House, HABS No. NJ-106, Hancock's Bridge
Hancock House, HABS No. NJ-54, Hancock's Bridge
John Maddox Denn House, HABS No. NJ-260, Lower Alloways Creek
John and Hannah Oakford House, HABS No. NJ-349, Lower Alloways Creek
Stretch-Padgett House, HABS No. NJ-234, Lower Alloways Creek
Johnson-Goslin House, HABS No. NJ-347, Lower Penns Neck
Dolbow House, HABS No. NJ-615, Mannington Township
Pledger House, HABS No. NJ-385, Mannington Township
Jacob Fox House, HABS No. NJ-248, Mannington Vicinity
William Tyler House, HABS No. NJ-128, Quinton Vicinity
Bradway House, HABS No. NJ-379, Salem
Clement-Redstrake House, HABS No. NJ-377, Salem
Friends Meetinghouse, HABS No. NJ-77, Salem
Alexander Grant House, HABS No. NJ-78, Salem
Morris Hancock House, HABS No. NJ-591, Salem
Johnson House, HABS No. NJ-219, Salem
John Jones Law Office, HABS No. NJ-261, Salem
Keasby, HABS No. NJ-804, Salem
Sinnickson House, HABS No. NJ-806, Salem
Hedge Thompson House, HABS No. NJ-805, Salem
Victorian Cottage, HABS No. NJ-803, Salem
John Worledge House, HABS No. NJ-383, Salem
Benjamin Holmes House, HABS No. NJ-481, Salem Vicinity

National Register of Historic Places Listings

Includes history, black-and-white photographs, location keyed to a U.S.G.S. map; available from the National Register of Historic Places, NPS, or the New Jersey state historic preservation office.

Cape May County

Cape May Lighthouse, Cape May Point
Dennisville Historic District, Dennisville
Fishing Creek Schoolhouse, Villas
William S. Townsend House, Dennisville

Cumberland County

Bridgeton Historic District, Bridgeton
Jeremiah Buck House, Bridgeton
Deerfield Pike Tollgate House, Bridgeton
General James Giles House, Bridgeton
Greenwich Historic District, Greenwich
Caesar Hoskins Log Cabin, Mauricetown
Thomas Maskel House, Greenwich Vicinity
Millville's First Bank Building, Millville
Old Broad Street Presbyterian Church and Cemetery, Bridgeton
Old Stone Church, Cedarville Vicinity
Potter's Tavern, Bridgeton
SPINDRIFT SAILING YACHT, Bridgeton Vicinity
Samuel W. Seeley House, Bridgeton

Salem County

Finn's Point Rear Range Light, Salem Vicinity
Fort Mott and Finn's Point National Cemetery District, Salem Vicinity
Hancock House, Hancock's Bridge
Benjamin Holmes House, Salem Vicinity
Market Street Historic District, Salem

Sanborn Fire Insurance Maps

Historic maps of urban areas, detail building materials, features, uses, etc., in color; date of map is followed by the number of sheets in parentheses; available at the Library of Congress in original form and on microfilm.

Cumberland County

Port Norris (5604):	May 1920 (5); May '20-June '45 (5); some include part of Commercial Township and Bivalve, Maurice River, Shell Pile.
Bridgeton (5430):	June 1886 (10); August '91 (12); July '96 (16); February 1903 (24); December '08 (34); November '15 (32); October '23 (33, incl. Fairton); January '30 (42); January '30 - July '47 (42).
Millville (5555):	July 1886 (6); August '91 (7); October '98 (10); April 1903 (18); October '08 (25); February '15 (15); September '23 (22); April '29 (37); April '29 - August '47 (37).

Salem County

Salem (5621):	July 1885 (6); July '91 (9); July '96 (13); December 1902 (18); January '09 (23); December '15 (17); June '23 (22); January '30 (22); January '30 - July '47 (bound).
Pennsville:	June 1923 (2); January '30; January '38 (5).

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Pennsville, Salem County, 1923
Port Norris, Cumberland County, May 1920
Salem, Salem County, July 1885

U.S. Coast Survey:*

Map of the Peninsula of Cape May, NJ (No. T-149), 1842; 1:10,000 scale
(No. T-153), 1842; 1:10,000 scale
(No. T-155), 1842; 1:20:000 scale
(No. T-157), 1842; 1:20:000 scale
New Jersey Shore of Delaware Bay (No. T-1549a), 1883; 1:20,000 scale
New Jersey Shore of Delaware Bay (No. T-1549b), 1884; 1:20,000 scale
New Jersey Shore of Delaware Bay (No. T-1661), 1884-85; 1:20,000 scale

("Descriptive Reports," or field notes, that typically accompany surveys ca. 1860s-80s were not located for this area)

Research Facilities

Libraries

National Level
Library of Congress, Washington, D.C.
National Agricultural Library, U.S. Department of Agriculture, Beltsville, Maryland

State/University Level
University of Delaware - Special Collections, Newark, Delaware
Rutgers University - Special Collections, Alexander Library, New Brunswick, New Jersey
Rutgers University - Cook College, New Brunswick, New Jersey
Princeton University, Special Collections, Princeton, New Jersey
Trenton State Library and Archives

County and Local Level
Cumberland County Historical Society, Pirate House, Greenwich
Salem County Historical Society, Salem
Cape May County Historical and Genealogical Society, Cape May Court House
Millville Historical Society, Millville
Pennsville Historical Society, Pennsville
Bridgeton Public Library, Bridgeton
Cape May County Library, Cape May Court House
Center for the Lenni Lenape Indians, Bridgeton
Wheaton Village Library, Millville
Cedarville Public Library, Lawrence Township Historical Society Collection, Cedarville

Private Collections
Ed Abbott, Jr. - Abbott Family Collection
William Gehring - Collection of Papers and Historical Documents
Jay Gandy - Papers of Ferracute Machine Company
Al Huber - Maps documenting location of past oyster fields
Clem Sutton - Oral history of muskrating, meadows and watermen activities
Richard King - Collection of books on South Jersey

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