

QUARTERLY NEWSLETTER

Salem County Historical Society

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“How to Make It in Salem County: Stories of Creativity, Craftsmanship and Industry”

[Continued from Fall 2016]

Andrew R. Coldren

This informative presentation about the Society's current exhibit (right) was recently presented by our Administrator and Curator, Andrew Coldren, to the Genealogical Society of Salem County. The ability to see this well-received exhibit will continue until January of 2017, at which time it will close.

SHIPBUILDING

On August 30th, 1821, Josiah M. Reeve purchased a piece of property along the Alloway Creek from James Jessup. The property, which consisted of a gristmill and a saw mill, was located on the edge of the village of Thompson's Bridge, which would later be called Alloway. This small land purchase would be the beginnings of one of the most significant early industries in Salem County. The original intention of Josiah Reeve was simply to operate and grow his milling operation. Grist and saw mills are among the most important industries in early American life. The need to grind grains for flour and cut lumber are essential to growing agricultural communities such as Salem County. Having these facilities nearby is vital for keeping cost down and production high.

To that end, Reeve began to improve his property almost immediately after purchasing it. He started in 1822 by building a canal from the milldam to the site of a new gristmill. In 1824, Reeve saw an opportunity to get into the lucrative business of cutting timber for the shipbuilding industry in Philadelphia. The heavy timber needed was close at hand, but a greater capacity at the saw mill was needed. In 1825, he doubled his output with a new saw mill.

For a saw mill, water is power, and greater water flow means greater power. To that end, Josiah and William Reeve, who joined the business in 1829, built a new milldam about a mile below the first in order to create a pond of about 150 acres. In 1832, a bark mill was added to the property, and they began grinding bark for shipment to Philadelphia. This aspect of the business lasted until 1845, when it was discontinued. 1831 brought the



addition of another Reeve brother, this time Emmor, the youngest. In 1832, a second double saw mill was added, bringing the company to its maximum output.

The reason for the success of the Reeve Brothers milling operation was the plentiful supply of timber in the region at that time. And it was not just any timber. Philadelphia shipbuilders came to appreciate the durability of the hard white oak that grew in abundance in our area. Hard wood is essential to ship building, and not just for the obvious reason of durability.

A wooden ship frame is built up from a central spine, called the keel that runs the length of the craft. The keel supports a series of roughly horseshoe shaped ribs that support the decks and the side planking that creates the skin of the vessel. The ribs of the ship are narrow at the bow of the ship, increase to their maximum width at the midsection of the ship and narrow again at the stern in order to create the most efficient water flow around the ship as it moves through the water. The nature of this design means a far greater concentration of wood, and thus weight, at the bow and stern of the ship. Over time,

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The *Quarterly Newsletter* is published by the Salem County Historical Society Spring, Summer, Fall and Winter.

Mission Statement: The mission of the Salem County Historical Society is to seek, document, preserve, interpret and perpetuate Salem County's heritage, and to enhance the awareness and appreciation of that heritage, through its research, collections, functions, exhibits, educational programs and publications, for the benefit of future generations and for the betterment of the community.

Research Library & Museum Hours

Tuesday through Saturday
Noon - 4PM

Admission Fee \$5.00

Free for Members

www.salemcountyhistoricalsociety.com

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This publication may include historical materials that contain language or stereotypes reflecting the culture or language of a particular period or place. These items are presented as part of the historical record.

Please Recycle your Newsletter

**Message From the President and Annual Appeal**

In December we traditionally look back over the past twelve months and reflect. I am the same, I have been evaluating this past year (my first year in my second go-round as your Society President!) and can't help but feel thankful to all of you who support the Society through your time, talents and giving. You are the heart of the Society.

I would also like to say a few words of thanks to our incredible staff. Andrew Coldren and Rich Guido have a unique ability to juggle all of the balls in the air (and the Board is always adding another!) to ensure our exhibits, programs and offerings are successful. Each is able to put aside the work of the moment to attend to the needs of our visitors and volunteers. Whether in the Library or Museum, Andrew and Rich make sure anyone who comes through our door leaves with a greater knowledge of Salem County's history and a warm feeling knowing the visit has been a positive experience. Thank you both, you are an invaluable team.

And it is the time of year when I reach out to you and ask you to contribute to our Annual Giving Appeal. Just take a look at what has been going on at the Salem County Historical Society this past year. Thanks to you and your generous support we have been able to:

- Expand our collections storage to our new Annex building. We now have a new home for our collections that ensures the treasures the families of Salem County have entrusted to us are cared for in a climate controlled, secure environment – when not on display!
- Build a partnership with a local High School to develop curriculum based upon the history of Salem County and its people
- Renew exhibit rooms throughout the building to feature our toy and doll collections (reopening in 2017), open period rooms featuring samplers, textiles and furniture and display our unique artwork collection throughout the building
- And we are growing our programs and outreach through partnerships with other Societies in and out of the County

This year your gift is even more important to us than ever. We have lost a crucial grant traditionally awarded to us by the New Jersey Historical Commission. Budget cuts and reconstruction of the NJHC programs have left the Salem County Historical Society out in the cold when it comes to financial support. Our General Operating Support grant, over \$25,000, has been cut off through no fault of ours. We are simply the recipients of 'the new approach to grant funding'. And, we are determined not to allow this deficit affect our services and programs. Please help us to make up the shortfall in our budget through a generous donation to our Annual Giving Appeal.

Let's continue to ensure that the Salem County Historical Society maintains its vital role in our community – in short, to fulfill the mission set out by our founders 132 years ago – which would not be possible without the continued interest, participation, enthusiasm and support of members and friends like you. I thank you for considering a gift to the Salem County Historical Society as part of your year-end charitable giving plan.

With all good wishes to you and your families for a Happy Holiday Season. Why not stop by for a visit!

Barbara Smith Duffy, President

Calendar of Events

- ◆ **Friday, December 2, 2016**
Woodstown by Candlelight Tour, Woodstown, NJ
6:00 PM - 10:00 PM
- ◆ **Saturday, December 3, 2016**
The 29th Annual Yuletide Tour, Salem, NJ 1:00PM - 6:00PM
- ◆ **Sunday, December 11, 2016**
Quarterly Meeting 1:30 PM Friends' Village in Woodstown, NJ
Speaker: Nancy Webster, Curator and Historian of the
Friends' Historical Association
Topic: Quaker Religious Policy during the American Revolution
- ◆ **Sunday, March 12, 2016**
Quarterly Meeting 1:30 PM Friends' Village in Woodstown, NJ
Speaker and Topic to be announced.
- ◆ **Saturday, April 8, 2017**
Our new exhibit opening, 12:00 PM
"Salem County in the First Modern Decade: 1910-1919"

Membership and Outreach

One of the highlights of outreach by the Salem County Historical Society during these past few months was our booth at the Salem County Fair in August, which brought information about our society to hundreds of people throughout the community. Attendees particularly enjoyed our Native American arrowhead collection and our "pattern brick" blocks.

We also offered the opportunity to fill out a survey for entry into a drawing for a gift basket of historical society items. Over 100 surveys were filled out, which provided the society with valuable statistics about our visitors, our outreach, and our marketing which will assist our plans for future programming. The survey was also implemented at the annual luncheon, which will give us similar feedback from the prospective of a population of primarily members.

A few other local events where we promoted SCHS include Farm Day at the Pennsville Historical Society in June, the Greenwich Artisans Faire in September, and a joint genealogy workshop with the Genealogical Society of Salem County in September. We look forward to continuing to spread the word about the wonderful things the Salem County Historical Society has to offer!

Society News

On October 16th, the Historical Society presented the 13th John S. Rock Lecture at historic Mt. Pisgah A.M.E. Church. Elena R. Flynn gave an excellent presentation on the rocky road to the end of slavery in New Jersey. Thanks to everyone who came out to support this important program.

The Historical Society Garden Committee has been busy cleaning up the flower beds in our courtyard, trimming back trees, and generally sprucing up the area. We are very grateful to the volunteers on the committee for their work.

On October 27th the Education Committee presented for the teachers of Salem High School and Middle School a program on Salem County in the Revolution. This was part of a professional development program to make the teachers more aware of the resources of the Historical Society and their use in preparing course curricula. The Committee will present three more such presentations on other subjects in the coming months.

This year's Walking Ghost Tour of Salem was held on the night of October 28th and was once again a great success. The proceeds from this evening of eerie stories and Salem County history will support the John S. Rock Memorial Scholarship. We would like to extend a very special thank you to all the volunteers that make the Tour possible.

The Museum Committee continues the process of moving museum collections which are currently in storage in the Grant House complex into our Annex Building. Nearly one hundred pieces of furniture and thousands of glass, textile, china, and other artifacts have already been moved. There is much more still to be done, and we thank our Museum volunteers for all of their effort.

The Historical Society December Quarterly Meeting will be held at the Friends Village in Woodstown on December 11th at 1:30PM. The speaker will be author and researcher Nancy Webster. She will be speaking on the subject of the experience of the Quakers during the American Revolution.

Passengers can now leave Salem by the 3:35 P.M. train and arrive at Cape Island [Cape May] at 7:05.

Salem Sunbeam, Salem, NJ, August 1866

DECEMBER QUARTERLY MEETING

Join us on Sunday,
December 11, 2016 at
1:30 PM at the Friends
Village in Woodstown,
New Jersey. Our guest
speaker will be Nancy
Webster, Curator of the
Friends' Historical Association who will discuss
Quaker religious policy during the American
Revolution.



FIRST WOMEN TO SERVE ON FEDERAL PETIT JURY

Mrs. David H. Fogg and Mrs. Charles W. Lounsbury, of Salem, have the distinction of being among the first women to serve on a Federal Petit Jury, which is now in session in Camden. Raymond E. Walton, of Salem, is also on the panel. This is the first time that women have been called.

Salem Standard and Jerseyman, Salem, NJ, January 6, 1938

On Sunday, September 18th, the Historical Society hosted its 2016 Annual Luncheon. This event is a wonderful opportunity to sit down with our members and supporters and enjoy an afternoon of food and camaraderie. We would like to thank everyone who came out and all who supported the event. We would also like to extend a special thank you to the Fort Delaware Cornet Band for providing the program.



Congratulations to our 2016 Annual Luncheon raffle prize winner and Society member Barbara Stratton! Thank you again to everyone who bought tickets in support of the Society.



WALKING GHOST TOUR RECAP

Joanne Koerber Owen, *right*, presented the perfect prelude to Salem City's Walking Ghost Tour with a spirited pipe organ concert, *Tunes from the Crypt*, at St. John's



Episcopal Church in Salem, New Jersey. She performed works from



composers Gigout, Saint-Saens, Horvit and Bach.

Administrator and Curator, Andrew R. Coldren, *left*, spoke to the tour visitors about the skirmish at Quinton's Bridge in the Society's Keeping Room. Proceeds from the Ghost Tour help to fund the Society's annual *John S. Rock Memorial Scholarship* at the Salem Community College.

OPPORTUNITY TO PARTICIPATE IN A TAX DEDUCTIBLE LOCAL PRESERVATION PROJECT

The Salem County Historical Society was recently given a one of a kind collection of bound newspapers that have never been microfilmed or copied.

This exceptional and valuable collection consists of fourteen bound books of the Woodstown, New Jersey newspaper titled *The Monitor-Register*.

The dates of these fourteen newspaper volumes range between the years 1947 through 1959.

The Library Committee is offering the public the opportunity to participate in the preservation of this invaluable collection of local history.

The approximate cost for each book to be microfilmed is \$300.

Each donor, with permission, will be appropriately recognized.

All contributions may be mailed to:
Salem County Historical Society, Newspaper Project,
83 Market Street, Salem, NJ 08079.



Thank You To Our 2016 Annual Luncheon Patrons & Donors

Robert and Sue Breslin
Robert and Shirley Brooks
Louise G. Brown
Gretchen and Harlan Buzby
Asa and Ann Cadwallader
Keith and Shirley Campbell
John and Emilie Carpenter, Jr.
Mssrs. Philip Correll and Ronald Magill
Robert L. Davis
Barbara Dawson
Barbara and Brian Duffy
John J. Elk
Ruth H. Flemming
Frank Leonards & Frank, LLC
William J. Gallo, Jr.

Mary D. Hancock
Curt and Sue Harker
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Armando and Elizabeth Verdecchio
Michael S. Warner, CPA
Herbert and Deb Wagner
Emilie H. Walker
Elizabeth Yerkes

ALEXANDER'S ANNALS

50 YEARS AGO

Elmer Times, Elmer, NJ

December 1966

- New Rutgers Ag Research Center coming to Elmer area.
- Congressman Elias Boudinot, of Elizabethtown, on September 25, 1789, first proposed a national Thanksgiving Day.
- All United States aliens must register their address in January 1967.
- County death rate is the highest in the State.
- Clergy condemn cross burning at Mt. Olivet AME Church in Upper Penns Neck.
- New coffee shop opens at Elmer Community Hospital.
- Hams—79¢ lb.—Wodlinger's American Family Market.

75 YEARS AGO

The Penns Grove Record, Pennsgrove, NJ

December 1941

- YMCA used as temporary barracks for 175 soldiers assigned to this section as an aerial defense unit.
- Passenger train service for 39 communities to end in 90 days.
- Bunny Berigan and his orchestra selected for Charity Ball at the Salem Armory.
- George Pawling is to Captain the 1942 ReHi Eleven.
- Nine observation posts in county ordered to maintain 24 hour vigil.
- 1st prescription pharmacy in Pennsville—Kurland's Drug Store in Central Park.
- Now open "John's Restaurant"—Fenton's Corner—Deepwater.
- Eight O'Clock Coffee—1 lb.—20¢ —A&P.

100 YEARS AGO

The Salem Sunbeam, Salem, NJ

December 1916

- John E. Watson to move his house on Main Street, Woodstown, to his lot on Bowen Avenue.
- A new colored band, the McDaniel's Concert Band, has been organized in this city. The instruments were furnished by Wheeler & Son. Professor Charles E. Glaspey is the instructor.
- Three ships took on munitions at Deep Water Point last week from England, Japan and Italy.
- Civil War veteran Joseph Thompson, Sr. is the only survivor of the 24th Regiment, N. J. Volunteers living in Quinton.
- Salem Civic League organized in Salem with Walter Hall president. Object is the abolition of liquor traffic and other evils from our city.
- Quinton Baptist parsonage to be wired for electric lights by electrician Edward Green of Salem.
- Salem Freight Co. has sold its steamer "The City of Salem".
- Salem Ordinance—All snow and ice to be removed from sidewalks following 12 hours of daylight after a storm—\$3.00 fine. [\$66 today.]

GENEALOGICALLY SPEAKING...

MORE LISTS

List of Letters

*Remaining in the Post Office at
Woods Town, New-Jersey, April 7, 1824.*

Sarah Antrim	James Hall
Mary Ballenger	Jesse Johnson
Henry Bishop	Moses Keen
Samuel Cauly	William Lloyd
George Coldwell	John S. Lippincott
Charles Costill	John Mulcak
Martha Collins	Christopher Myers
Jacob Dickerson	Elizabeth Owen
Smith Dare	John Pawner
William Dickerson	Isaac Richman
Francis Davis	Josiah Riley
John M. Dickerson	Moses Richman
Rebecca Farnsworth	Titus M. Roberts
Biven Flitcraft	Samuel Sweayne
Samuel Griffith	Hannah Westcott
Gorden Harvey	Anthony Waters
John Holmes	James Vernon
William Hampton	

Israel R. Clawson, P. M.

Salem Messenger, Salem, NJ, March 31, 1824

The Old Market House



"An oil painting of the old market house, which stood for so many years on the county lot, is on exhibition at Patterson's jewelry store. James H. Simpkins, of this city, painted it. Those of our older citizens who remember this old structure say the painting is a faithful one."

The South Jerseyman, Salem, NJ, December 16, 1884

"James H. Simpkins was born in 1821. He was a storekeeper, photographer, and amateur artist, with a studio located at the junction of Fenwick and Yorke Streets in Salem. In the 1880's when Thomas Yorke was photographing early buildings in Salem and environs, Simpkins was independently documenting the same buildings with his small, well executed paintings."

[From the Society's 2010 exhibit catalog, *Palettes of the Past*.]

(continued from cover) as a ship sits in water, a substance that does not provide a firm foundation for the weight of the ship to rest on, the greater weight of the ends of the ship, and the greatest buoyancy in the middle, will cause the ship to bend. This is called hogging.

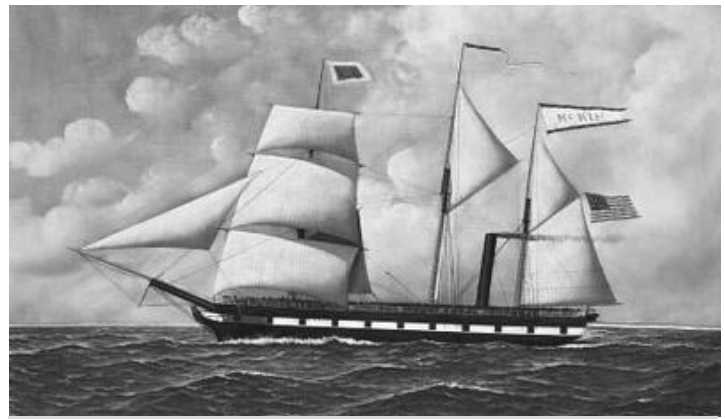
Hogging is particularly a problem in merchant sailing vessels due to the large empty space in the middle of the ship for cargo. As the hogging increases, the ship loses its shape, becoming less efficient in the water, losing speed, until it will ultimately become unstable and more likely to break in half in a gale. The harder the wood, such as white oak, that is used in the construction of the frame, the greater its resistance to hogging over time. All wooden sailing ships are subject to hogging, as wood is too soft a substance to fully prevent it, but harder wood means a stiffer hull. A stiffer hull means greater speed, and more speed means more money in maritime commerce.

In 1832, the Reeve Brothers began to dabble in something that would change the family business forever. The business obviously had to transport the materials they milled to the shipyard in Philadelphia. Presumably, they contracted small transport ships to move goods and supplies up and down the Alloway Creek and into the Delaware River. It is not hard to imagine that the brothers who needed ships to transport their goods to Philadelphia, had the milled shipbuilding timber at hand, and easy access to the kinds of men who know a thing or two about building ships, would have had the idea to build their own. At first this consisted of small sloops, or “wooden shallops”, they built for their own use. But with the growing reputation of ships made from the Salem County white oaks, orders soon came in from other companies for similar ships.

In the decade after 1832, the Reeve Brothers shipyard began producing more and larger ships for many of the diverse aspects of maritime trade. They built sloops that carried on the trade of goods between Salem and Philadelphia and Delaware. They also built canal boats for the Schuylkill Navigation Company, which was a series of small canals that tied into the Schuylkill River north of Philadelphia, that was chartered in 1815.

With the advent of steamships in the 1840's, Reeve Brothers began building both side wheel and propeller driven steam ships. Among these was the side wheel steamer *Osceaola*, which plied the cargo routes on the Delaware River north of Philadelphia. Another example was the *Columbus*, a steam ship originally built for the United States Mail Steamship Company and operated between Philadelphia and Charleston. However, the gold rush created an enormous demand for ships on the California to Panama run. The *Columbus* was sent west and entered the San Francisco to Panama route. She was even used by the United States Navy and armed with twelve pound cannons in order to prevent the invasion of Mexico by General Walker in 1854.

Perhaps the most famous ship built at the Reeve Brothers shipyard was the *John S. McKim*. The *McKim* was the first propeller driven commercial steamship built



The *John S. McKim*

in the United States. The *McKim* was built under the direction of Thomas Clyde and John Ericsson. Clyde would go on to found the Clyde Steamship Company, which operated out of Philadelphia. John Ericsson, of course, would go down in history as the designer of the famous Civil War ironclad *U.S.S. Monitor*. The *John S. McKim* was owned jointly by the three Reeve brothers, Thomas Clyde, and a J. Z. Peck. She was put in operation in 1844 running cargo and passengers between New York, Charleston, and Savannah. In 1846, the *McKim* was taken over by the U.S. War Department for use transporting troops and supplies to Mexico during the Mexican War. Among her notable passengers was Colonel Jefferson Davis who would later be President of the Confederate States of America. In 1849, she was also sent to California to serve on the gold run. She remained on the west coast until she was broken up for scrap in 1858.

Now, I know what many of you are thinking. You are thinking, “hey, I’ve seen the Alloway Creek. How on earth could they launch large ships there?” This is a very good question. It’s the first thing that came to my mind when I first read about the Reeve Brothers shipyard. Alloway is about ten miles inland from the Delaware River and seems to us today to be a lazy, meandering creek far too shallow to float large ships down. The *McKim* was 376 tons. The *Columbus* was 460 tons. The first part of the answer to this question is that the ships being built at the Reeve Brothers yard were not the large oceangoing clipper ships we might imagine. The *Cutty Sark*, the only surviving clipper ship of the era weighs 963 tons. For the most part, the sloops and brigs being built there were a half to a third as big as the ships coming down the slipways in New York or Philadelphia. But still, they were big enough. The second answer is in the clever use of the milldams on the Reeve property. When a ship was ready for launch, the floodgate was opened, creating a flood that would raise the creek by a foot or more. The ship would quickly be launched and pushed down stream to deeper water.

At its height, the Reeve Brothers shipyard employed over one hundred men. This was far more than the small community of Alloway could comfortably house. A tract of land was purchased from a Sarah Lambert, who was the

daughter of Benjamin Thompson from whom Alloway took its original name, Thompson's Bridge. These ten acres were broken up into forty-two building lots to create housing for the yard workers. It has been said that when the Reeve Brothers retired from the business in 1859, the town never recovered from the resulting loss of jobs. Our sources do not indicate why no one carried on the shipyard after the Reeve Brothers retired. But it is very possible that the brothers left the business for the same reason that the Wistarburgh Glass Work declined. It is easy to imagine that after nearly thirty years of saw milling and ship building, the timber resources so vital to this industry were too badly depleted to be sustained.

In the middle of the 19th century, the nation and our region began to enter the machine age. As we have seen, one of these was the steam engine. The steam engine revolutionized the ships being built by the Reeve Brothers shipyard, and travel over the high seas. No longer dependent to the wind, ships could travel up and down rivers and across ocean on regular schedules and saving enormous amounts of time. The steam engine was also harnessed on land in the form of the railroad locomotive. Able to achieve speeds far beyond that of a horse, and not subject to rain and mud, people could travel to Philadelphia and New York, and Trenton in less than a day.

Machines were being introduced to save time in labor as well as in travel. Horse drawn reapers could harvest grain far faster than by hand, and with far less people doing it. There were even machines to wash clothing, making a labor that took all day now only take, well...half a day. The advent of the machines would change everything everywhere, not just here in Salem County.

Being an agricultural community, it makes sense that it would be in agriculture and its supporting industries that machines would have their first impact. Time is the enemy of all things agricultural. The first person to get their goods to market gets the best prices. The longer it takes to get your goods to a market, the more products you lose to spoilage. The reaper made harvesting faster. The railroad made getting your goods to market faster, in addition to increasing the size of the market area you could reach.

CANNING

The story of our last Salem County industry begins where all good things do—in France.

During the Napoleonic Wars, one of the greatest challenges facing the French army as it rampaged through Europe was that the further it got from France the more food spoiled before it could reach the army in the field. A huge sum of money was offered to find a solution to this problem. A French brewer was the first to notice that foods cooked in jars and sealed did not go bad unless the seal broke. No one knew at the time why this was the case, because we were still fifty years from the discovery of the role of microbes in food spoilage. Thus, the art of canning was born.



Workers of the Ayars Machine Shop. Photographer was Leon Abbott Schenck (1883-1952).
From the Collection

Before the era of refrigeration, canning was the only way to preserve foods for longer periods of time. The problem with canning was that it was slow and labor intensive. If these problems could be overcome, canning would be the ideal way to mass market agricultural goods. If ever there was a problem just waiting for a machine to solve it, this was it. The first effort at canning on a large scale was set up in New York City in 1812. But it was the American Civil War that, for the same reasons as those in France fifty years earlier, brought the benefits of canned goods to the public's attention. With the prominence of agriculture in Salem County, it was an ideal place for the canneries to be set up. It wasn't long before someone saw the opportunity to make the machines that made canning profitable.

Benjamin and Robert Ayars were born in 1808 and 1810 respectively. They grew up in the blacksmiths trade and eventually, with a Mr. Cole of Harrisonville, set up a blacksmith and wheelwright shop in Greenwich in 1837. Being the only foundry in this part of the state, their business quickly grew into making plows, harrows, corn shellers, endless chain tread, horse powers, threshing machines, and ten-plate stoves. In 1873, they moved their shop to Salem. They began making tin cans for the local canneries as at the time there were only about eight can manufacturers in the country. They also made steam boilers and engines and made and repaired all the machinery in the glass factories in town.

By the time the Ayars Machine Company incorporated in 1893, canning was a huge business in the area. Ayars produced a machine that could mass produce tin cans to fill the ever growing need. The cans were no longer soldered, but were put together using lap seams. It was the tin can we still use today, only in aluminum.

At the turn of the century, Ayars turned its effort to machines that did the cooking and canning as well as the cans themselves. With Heinz canning tomatoes right in Salem, and the Campbell's Soup Company canning soup up the river, Ayars was well situated to provide cans and canning machines to the largest canners in the country.

(over)

The Ayars Machine Company would dominate the canning business in this region until 1948, when the company was sold to the Chisholm Ryder Company in Niagara Falls, New York and the Salem plant ceased operations on August 20th of that year.

If industry can be defined as the processing of raw materials into goods in factories and also as hard work, I think it is safe to say that the early industries of Salem County met both definitions. We have always been a people who desired to make as well as to grow. The impact of these industries was both regional and global. The bottles made at the Wistarburgh Glass Works and the earthenware made by Diamond Pottery filled a need throughout our area. The ships of the Reeve Brothers shipyard carried people and goods up and down our hemisphere. The foods packed in Ayars Machine Company cans were distributed all over the globe.

All of these industries, sadly, are gone. Increasingly, they pass from our memories. Even now, no trace of the Wistarburgh Glass Works, Diamond Pottery, and the Reeve Brothers Shipyard remains to physically tell the story. The legacy of each has passed beyond our region, but can still be felt in our nation and our world. But each is a remarkable story, and all deserve an honored place in our noble history.



POLE TAVERN CIRCLE

NOW READY FOR TRAFFIC

The contractors at work upon the new traffic circle at Pole Tavern aided by continuous good weather have completed the new work in a very short amount of time. The circle is now in use and wide concrete shoulders have been added to the approaches in all directions making an additional safety factor. Both the east and west approaches at the Cumberland Highway have a paved width of 56 feet and the north and south approaches of the Cumberland Highway to Bridgeton have 46 feet of paved width.

Six roads open on the circle and are carefully and properly designated as to the places they go to. The entire circle will be well marked by flood lights.

The only moving necessary to be done was that of the Upper Pittsgrove town hall which was moved back directly from its old position a few feet. Foster and Mickel gasoline dealers on each side of the circle have arranged for good concrete approaches to their property. It has not been decided yet whether the old Italian cannon will be re-mounted in front of the town hall or whether it will adorn the center of the new circle.

The circle fills a well wanted need in the traffic operation of the two great highways which here intersect and has been the scene of numerous motor accidents in the past. Although small in size, the circle is believed to be fully adequate in taking care of the traffic at that place.

Salem Sunbeam, Salem, NJ, December 2, 1931

FIRE HOUSE DEDICATED

North Bend Company Have a Grand Celebration Saturday Night

[Presented as transcribed from the
Salem Standard and Jerseyman, Salem, NJ,
March 22, 1905.]

Saturday night possessed much significance for the members of the North Bend Fire Company which was recently organized in the lower end of the city. The occasion was the dedication of the "firefighters" new home on Front Street and the housing of the hose carriage which will be used by them.

The event was celebrated in true firemen's style, by a fine parade, plenty of colored fire and a brass band and the whole affair was a delightful one.

At eight o'clock the members of the Union, Reliance and Washington Fire Companies assembled at the Union House and with the North Bend boys formed a parade. Headed by the Twelfth Regiment Band and Marshalled by Chief Morrison of the Fire Department they marched to the establishment of James H. Green on Grant Street for the carriage which had been thoroughly overhauled and repainted. Then by Seventh Street and Broadway and Market and Griffith Streets to the house on Front Street. The building was gaily illuminated and the decorations, principally the national colors, were artistically arranged. The firemen and a few invited guests were served with light refreshments and there were several impromptu speeches.

The North Bend Company organized a few months ago with fifteen active and sixty associate members and it is



indeed a live organization. After the Company was formed the members set at work at once to purchase a site and erect a building. This they succeeded in doing without the least trouble and now have a building **18x30 feet** and two stories high which cost about **\$1,200**. The first floor is used for the paraphernalia and the upper floor is neatly furnished as a reading room for the members. The boys take great pride in this building and someone is to be found in the rooms at most anytime.

The carriage which was housed was purchased of Thomas Peto of Philadelphia, in June 1868 at a cost of \$275. The purchase was made by a member of the Union Fire Company subject to acceptance by Council. The

vehicle was placed in charge of the Union Company and was in that building for a quarter of a century. It was later given over to the Gaynor Glass Works and by the latter to the North Bend Company. The carriage must be a very old one for it saw service in an old Volunteer Department in the city of New York before it was brought to this city.

The North Bend Company is located in a section of the city where fire protection has been needed for a great many years and the founders deserve a great deal of credit for they have all kinds of an uphill task.

First Crossword Puzzle
in the *Monitor-Register*, Woodstown, New Jersey
December 4, 1924

CROSS-WORD PUZZLE No. 1
“STEPPING STONES”

If you like them easy this one will suit you, for the interlock helps you over the stickers. If you're in the expert class you can find an unusual word or two. This puzzle contains every letter in the alphabet except “k”.

1	2	3			4		5	6	7	8
9				10		11		12		
13			14				15		16	
		17				18		19		
	20					21			22	
23								24		
	25		26	27		28	29			
30		31				32				33
34	35		36		37				38	
39		40		41				42		
43							44			

Horizontal

- 1— Mohammedan call to prayer
- 5— Fatten
- 9—Large Vehicle
- 10— By way of
- 12— South American reptile
- 13— Beast of burden
- 14— Boy's name
- 16— Initials of a famous President
- 17—Possesses
- 18—Elongated fish
- 20—To allot
- 21—At a distance
- 23—Body of water
- 24—To fix
- 25—Envelop
- 28—Luck
- 31—Crafty
- 32—Card Game
- 34—Impersonal pronoun
- 36—Sets of three
- 38—Note of scale
- 39—Notch
- 41—Unit of work
- 42—Human beings
- 43—Metal
- 44—A landing place

Vertical

- 1—Acknowledge
- 2—Tool for trimming slates
- 3—Indefinite article
- 4—Species of pine
- 6—Hebrew month
- 7—Decay
- 8—Attempt
- 10—Receptacle
- 11—Region
- 14—Head covering
- 15—Coniferous tree
- 17—Listens
- 19—Cowboy's rope
- 20—Cats cry
- 22—Affirmative
- 26—High in the scale
- 27—Funeral pile
- 28—Dancing shoe
- 29—Goddess of Dawn
- 30—Islands of the South Sea
- 33—Simpleton
- 35—A sailor
- 37—Anger
- 38—Meadow
- 40—Proceed
- 42—Greek letter

OLD SLAPE MANSION
NOW BEING WRECKED



**On the Site at Market and Griffith Streets
Sun Company Will Erect a
Modern Service Station**

“Work was started on Friday morning [November 8, 1935] to raze the dwelling at the corner of Market and Griffith streets, to make way for a service station.

The property, known as the Slape estate was purchased after the death of Miss Sarah Boon by Howard B. Keasbey who in turn has leased it, or at least a portion, to the Sun Oil Company represented in Salem by Smith Davis.

The stately old mansion, with high pillars on the Market Street front, will soon be no more, and in its place will be erected a modern service station. Benjamin Hyson has the contract to wreck the house and when the materials are cleared away the grounds will be filled in, leveled and graded. Concrete drives will lead from both Market and Griffith Streets to the tanks and pits, and the streets intersection is to be rounded.

Until the new station is erected business will be continued by Mr. Davis on the corner of Market and Grant streets.”

[When the library space at the Society was reconfigured, doors, windows and a column from this home were used in the reconstruction of the room we use today.]

Salem Standard and Jerseyman, Salem, New Jersey,
Thursday, November 14, 1935

Remarkable Electric Light Bulb

We were shown a remarkable electric light bulb yesterday that was taken from the house of the late R. M. DuBois on East Broadway. This bulb, known as the Shelby bamboo carbonize filament, was installed by Frank T. Hall when he was with the old Salem Electric Company, and has been used continuously ever since, a period of at least 25 years.

Salem Standard & Jerseyman, Salem, NJ, February 11, 1925

Woodstown—The first lecture of the University Extension Courses recently formed under the auspices of the local center, will be held in the Opera House Friday evening, Jan. 13th. The subject for the course of six lectures is “American History,” the lecturer being William H. Mace, Professor of History and Political Science in Syracuse University, who comes very highly recommended. It has been 23 years since anything of this character has been given in this place and now the old custom has been revived by the young element of the town. It is to be hoped that people will encourage the young people in this excellent movement and at the same time avail themselves of such a rich treat.

The Salem Sunbeam, Salem, NJ, January 6, 1899

OLD *Thomas Clyde* SCRAPPED



Salem Sunbeam, Salem, New Jersey,
November 30, 1928

Old Neptune mourns for the loss of one of the Queens of the Delaware River at the end of her long, long trial at the Point House wharf, below Greenwich piers on the Delaware River in Philadelphia, where the side wheel steamer *Thomas Clyde*, has been dismantled and will soon be entirely in the junk pile.

The side wheel steamer *Major Reybold*, built in 1852, in Wilmington, Del., was the Queen steamer of the Delaware for Salem County folks until William Reybold had the *Thomas Clyde* built at Pusey & Jones, in Wilmington in 1878. She was 212 feet long and 31 feet wide with a promenade third deck. At that time she was the best and most handsome passenger steamer on the Delaware River and bay until the steamer *Republic* appeared. The passenger capacity was 1200.

The steamer "**Thomas Clyde**" arrived in this city direct from Yorktown, Va., Sunday. This boat, it is said, will take the "Reybold's" place on the line about the first of next month. *The South Jerseyman*, Salem, NJ, October 25, 1881

The *Thomas Clyde* was built to run during the summer months between Philadelphia and Woodland Beach, Delaware. Before Woodland Beach, a summer resort with pleasure places and salt water bathing was made by capitalists, who owned the *Clyde*, the destination of excursionists, was Bombay Hook, on Duck Creek.

The *Clyde* usually began running Memorial Day and continued until the middle of September. During the 1880's and 1890's she left Arch Street wharf, Philadelphia at 8 A. M., stopping at Chester and Pennsgrove, where most of the daily excursionists, who took a trip on the Delaware for pleasure and health, got off and spent the day in French's Grove, the most delightful and shady picnic spot on the Delaware River. The round trip fare was 50 cents to Pennsgrove and 75 cents to Woodland Beach. Later the fares were made 40 and 60 cents. After the round trip fare was made 40 cents for the round trip to Woodland Beach, most persons stayed on the boat for the longer ride.

Many also came down on the *Major Reybold*, leaving Arch Street wharf at 3 P. M., arriving at 5 P. M. After spending an hour in the grove, took the *Clyde* at 6 P. M. and returned to Chester and Philadelphia.

A Success.

The excursion of Johnson Post, No. 69, G. A. R., of this city, to Philadelphia, Beverly, and Burlington on the steamer "**Thomas Clyde**," on Tuesday, was a success in every way. There were 1,100 excursionists on board, 500 being from Salem County, and the balance from the other side of the river. Nothing occurred to mar the pleasure of the day. The Post cleared \$100 and a violin by the excursion. *The South Jerseyman*, Salem, NJ, June 17, 1884

Occasionally the *Clyde* made a trip to Cape May and sometimes ran on the Salem-Philadelphia line in the place of the *Major Reybold*.

The development of pleasure parks like Lincoln Park, below Billingsport, and later Washington Park, below Gloucester City and others inland caused the travel on the *Thomas Clyde* to decrease until it became unprofitable to stop at Pennsgrove and later to Woodland Beach.

She later ran between Philadelphia, Chester and Delaware Beach below Port Penn, until about two years ago, when she was tied to Sadler's wharf, Delaware City.

The furnishings, housing from the upper deck and fittings of value were sold. She lay there dismantled until two weeks ago when the hull was towed to Philadelphia to be torn into scrap iron.

For many years Joseph T. Munyan, of Pennsgrove, was pilot on the *Thomas Clyde* during the excursion season. Capt. Joe was one of Pennsgrove's good shad fishermen.

Many Sunday School excursions and small parties went from Pennsgrove on the *Thomas Clyde*, to Woodland Beach. Happy times on the river rides are now pleasing memories to recall, when we were boys and girls together.

—*Pennsgrove Record*

A Profitable Week for the Clyde.

The *Chester Evening News* makes the following very complimentary notice of this steamer, which will be appreciated in this city: This has been the grandest excursion week of the age, on the Delaware river and bay—and we have not been called upon to report a single fatality, not even an accident. The prince of excursion steamers, *Thomas Clyde*, has carried a greater number of persons down and up, and up and down this week than ever before in the same period of time. Notably, not, however, at one time or two, 3,000 on Thursday, the 29th inst. The officers and men must necessarily be overworked, at it day and night as they are; and it is observable that new faces are on the decks. The *Clyde*'s principal officers are: Captain, George A. Cleaver; chief pilot, John Lord; mate, Daniel Bacon; purser, C. B. Reybold; chief engineer, John Doyle; 2d, James Filon; superintendent of culinary, F. McMunn; steward, G. Craig; deck saloon boss, John F. Cairns, and forward saloon manager, Frank Wilson.

National Standard, Salem, New Jersey, August 3, 1881

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TO DEDICATE SCHOOL

Woodstown, Nov. 16—The new school building will be dedicated on Friday, December 1st. State Commissioner, Calvin N. Kendall is one of the speakers. The Junior Mechanics and P. O. S. of A. [Patriotic Order Sons of America] will present a flag and Bible to the school.

E. W. Humphreys is arranging to have every part of the exercise photographed for moving picture films in order to preserve the event, the films to be presented to the school finally for preservation.

Salem Sunbeam, Salem, NJ, November 17, 1916

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www.salemcountyhistoricalsociety.com

Membership Report:**Individual**

Ramona Pontelandolfo,
Pittsgrove, NJ

Robert Stanton,
Pilesgrove, NJ

Family

Jeffrey Shrenkrantz,
Salem, NJ

In Memoriam

David Klinke,
Woodstown, NJ

Marion Patrick,
Woodstown, NJ

Big Bottles—Some immense bottles were blown at Craven Bros' factory last week for the Poland Springs Company of Maine. The bottles were for exhibition purposes. They held five gallons each, and each bottle weighed about twelve pounds. Lew Gifford and Wm. Penton were the blowers who made them.

Salem Sunbeam, Salem, NJ,
January 26, 1894

Yes, I would like to become a member of the

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Student	\$10	We also have Business & Corporate Membership Opportunities!	
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payable to the Salem County Historical Society. The Society now accepts credit card payments for

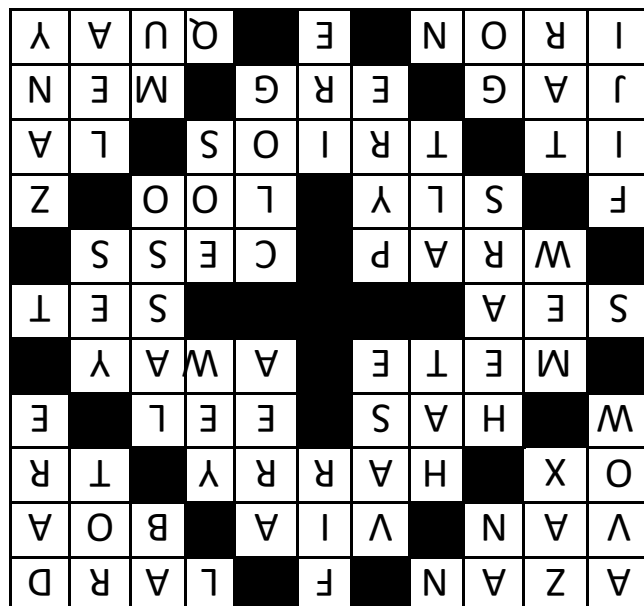
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www.salemcountyhistoricalsociety.com

RETURN TO: SCHS, 83 Market Street, Salem, NJ 08079

Photograph Spotlight Response
From David Hall, Easley, SC
 Volume 61, No. 2:24, Summer 2016



"I believe the picture of the basketball players was a Congoleum team and the one behind the basketball was Jack Hall. He also played with the Salem Oaks team with Pete Fry and McCloskey. Jack also played baseball with many local teams and the Mannington Mills team. (Also with Pete Fry and McCloskey.) Spindler (pitcher) had a drop or curve ball that was very hard to hit. Those were carefree days."



Gift Memberships

What a great gift idea for family or friends with ties to Salem County!

A gift membership to the Salem County Historical Society includes many special features available only through the end of the year.

Gift memberships come in a special gift package that can be sent to you, or directly to the recipient.

Simply fill in the membership form on the bottom of page 35 and attach a note with your contact information and the contact information for the individual or family receiving the gift.

For the same cost as the regular memberships, your gift membership package will also include:

- Charming personalized gift package
- A copy of *Place Names of Salem County*
- A set of 6 Grant House note cards
- 3 postcards of the Salem Oak
- A \$5 coupon towards program fees



The Salem County Historical Society receives general operating support grants and project grants from the New Jersey Historical Commission, a division of the Department of State, through the Salem County Board of Chosen Freeholders and the Salem County Cultural and Heritage Commission.

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