

Report on Historical and Archival Research
Petty's Island Preserve
Pennsauken Township, Camden County
New Jersey



Prepared for:

New Jersey Natural Lands Trust

Prepared by:

Patrick Harshbarger, M.A.
Richard Hunter, Ph.D.
Hunter Research, Inc.

Final
January 2016

MANAGEMENT SUMMARY

The technical report presents the results of archival and historical research relating to the history of Petty's Island. The New Jersey Natural Lands Trust (NJNLT) commissioned this research to inform the early stages of planning for historical interpretation of the island. In 2009, the NJNLT accepted a conservation easement on Petty's Island from the CITGO Petroleum Corporation. The NJNLT has established the Petty's Island Preserve and is preparing to manage the island's exceptional wildlife and plant habitat for the enjoyment and educational benefit of future generations.

The historical data presented by this report may be used to assist with the development of interpretive materials. These may include exhibits for an environmental education and cultural visitor's center that has been proposed for the island. There is also the possibility of documentary films, outdoor interpretive displays, visitor programming and other products that will benefit from historical research. Additionally, historical data may prove useful in future land use decisions, for instance, assisting with the identification of any potentially sensitive archaeological areas should consultation with the State Historic Preservation Office become necessary under federal or state laws or regulations.

This report reviews the archival repositories and libraries that were visited by researchers, summarizing available archival materials and resources as they relate to the history of Petty's Island. This material is then presented and organized within a series of 15 historical themes. The history of Petty's Island is multi-faceted; themes that form parts of the island's story include the history of aboriginal peoples, European settlement and early property ownership, state and municipal boundaries, meadow banking and livestock, lotteries, slavery, fisheries, river channels and navigation improvements, ship graveyards, shipbuilding, defense, recreation, lore and legends, oil and bulk materials handling and natural resources preservation. The report includes an extensive list of references and appendices presenting a range of maps, aerial photographs, historic images and photographs, a table of property owners and newspaper articles.

TABLE OF CONTENTS

	<i>page</i>
Management Summary	i
Table of Contents	iii
Acknowledgments.....	iv
1. INTRODUCTION	1-1
A. Project Purpose and Need	1-1
B. Methodology and Sources Consulted.....	1-1
2. BACKGROUND HISTORY OF PETTY’S ISLAND.....	2-1
A. Overview	2-1
B. Historic Themes and Prominent Events, People and Organizations	2-3
1. Native Americans	2-3
2. European Settlement and Early Property Ownership	2-4
3. State and Municipal Boundaries	2-5
4. Meadow Banking and Livestock.....	2-6
5. Lotteries	2-8
6. Slavery	2-9
7. Fisheries	2-10
8. River Channels, Dredging and Spoils	2-11
9. Ship Graveyard	2-13
10. Shipbuilding	2-14
11. Defense.....	2-15
12. Recreation	2-16
13. What Might Have Been.....	2-16
14. Oil and Bulk Materials Handling	2-18
15. Natural Resources Preservation	2-20
REFERENCES	R-1

TABLE OF CONTENTS (CONTINUED)

	<i>page</i>
APPENDICES	
A. Selected Historic Maps and Aerial Photographs.....	A-1
(Maps and Aerial Photographs in Chronological Order, Captioned and Sourced)	
B. Selected Historic Images and Photographs.....	B-1
(Images and Photographs in Chronological Order, Captioned and Sourced)	
C. Property Ownership Table.....	C-1
D. Selected Newspaper Articles.....	D-1

ACKNOWLEDGMENTS

This survey was funded by the New Jersey Natural Lands Trust (NJNLT). Thanks are offered to Robert J. Cartica, Martin Rapp and Cari Wild of the NJNLT for their interest and assistance with this study. We also gratefully acknowledge the considerable help provided by Robert Shinn of the Camden County Historical Society, who freely shared his knowledge of the project site and served as a reviewer.

Thank are due to the staffs of the many archives, libraries and government offices who assisted in providing relevant research materials for this work. We extend appreciation to the Camden County Clerk's Office, Camden County Historical Society, the Hagley Museum and Library, the Historical Society of Pennsylvania, the Independence Seaport Museum, the Library Company of Philadelphia, the Library of Congress, National Archives and Records Administration Mid-Atlantic Region, the New Jersey Historic Preservation Office, the New Jersey State Library, the New Jersey State Museum, the Pennsylvania State Archives, the Philadelphia City Archives, the Philadelphia Free Library, the Philadelphia Registrar of Wills and the Rutgers University Library Special Collections.

Overall direction for this project was provided by Richard Hunter. Background research for this survey was performed by Patrick Harshbarger with assistance from Jamie Ancheta and Emily Kokoll. Final report coordination and assembly were undertaken by James Lee and Emily Kokoll. This report was authored and edited by Patrick Harshbarger and Richard Hunter.

Richard W. Hunter, Ph.D., RPA
Principal

Chapter 1

INTRODUCTION

A. PROJECT PURPOSE AND NEED

In September 2015, Hunter Research, Inc. was contracted with the New Jersey Natural Lands Trust (NJNLT) to undertake historical and archival research on the Petty's Island Preserve in Pennsauken Township, Camden County, New Jersey. Petty's Island is a roughly 300-acre island surrounded by tidal flats within the Delaware River and situated between the cities of Philadelphia and Camden. In 2009, the NJNLT accepted a conservation easement on the island from the CITGO Petroleum Corporation. CITGO is in the process of closing down its Petty's Island petroleum operations and decontaminating the island, an obligation that will take several years to complete. The NJNLT has established the Petty's Island Preserve and is preparing to manage the island's exceptional wildlife and plant habitat for the enjoyment and educational benefit of future generations. While natural resources are the primary focus of its mission, the NJNLT recognizes that Petty's Island has an unusual and absorbing history that is reflected in historical and archival materials. There is also a robust lore attached to the island that is reflected in today's popular culture, particularly on the Internet, but much of this information is not particularly well sourced.

The current project involves undertaking historical research and examining archival materials relating to the history and cultural resources of Petty's Island with the goal of compiling information and identifying content that can be developed for future incorporation into interpretive exhibits and materials. The NJNLT is in the preliminary stages of planning an environmental education and cultural visitors center for the island. There is also the possibility of documentary films, outdoor interpretive displays, visitor program-

ming and other products that will benefit from historical content. This historical information needs to be factual, accurately interpreted and compellingly presented because the island has a captivating past that is worth sharing to increase the public's appreciation of its resources. Additionally, historical data may prove useful in future land use decisions, for instance, assisting with the identification of any potentially sensitive archaeological areas should consultation with the State Historic Preservation Office become necessary under federal or state laws or regulations.

B. METHODOLOGY AND SOURCES CONSULTED

Historical and archival research has aimed to recover a land-use history of Petty's Island from prehistoric times to the present. This research has been targeted at essential topics, including, but not limited to: Native American occupation; European settlement and land ownership from the 17th century to the present; and former agricultural, commercial, military and industrial land uses. The objective in research has been to identify and compile relevant archival materials and publications that will be essential for the NJNLT to know about, and to make use of, as it begins to plan for and implement interpretive exhibits and programs.

During the course of this project, researchers have gathered, reviewed and obtained copies of materials pertinent to the history of Petty's Island. This report organizes and presents these data in several ways; for instance, they are organized thematically with discussion of important people and organizations in Chapter 2, and by format in Appendix A (Selected Maps and Aerial Photographs), Appendix B (Selected Historic

Images and Photographs), Appendix C (Property Ownership) and Appendix D (Selected Newspaper Articles). Context and historical insight have been offered along the way, as appropriate, but it should be emphasized that the goal of this report is not to present a definitive history of Petty's Island, but rather to provide a road map to historical resources and materials that are available to the NJNLT and others interested in the island's history.

A starting point for this research was to review historical interpretive materials already in use by the NJNLT. Among these materials are a series of trail wayside exhibits recently installed on the island and an industrial heritage object survey that focused on an analysis of the remaining physical infrastructure of the former CITGO refinery (NJNLT 2015; Vitetta 2015). Although there are no modern historical monographs on the history of Petty's Island, a good overview and extensive 23-page Petty's Island timeline, prepared by Bob Shinn in 2012, are available from the website of New Jersey Audubon, which works in cooperation with the Delaware Riverkeeper and the Cooper River Watershed Association, with funding from the NJNLT, to develop and conduct limited programming and stewardship on Petty's Island (Shinn 2012; New Jersey Audubon 2014).

During the course of this project, numerous historical repositories were visited and consulted for relevant materials. A list of all references reviewed is provided at the end of the narrative section of this report, but there are several public agencies, public and academic libraries, and Internet sources worthy of more extended mention.

No single archive or library provides a comprehensive history of Petty's Island, but a good place to begin is the Camden County Historical Society in Camden, New Jersey. The society's library holds an extensive collection of published secondary sources relevant to a study of the island. These sources include the stan-

dard county and township histories, e.g., Prowell's *The History of Camden County, New Jersey*, (1886); Paul F. Cranston's *Camden County, 1681-1931, Two Hundred and Fiftieth Anniversary; The Story of an Industrial Empire* (1931), which includes a good summary of the origins of the CITGO refinery as the Crew Levick Company; and Jack Fichter's *The Pennsauken Story* (1966; revised centennial edition published in 1991), which offers a local perspective on the island's relationship to the New Jersey mainland. The historical society also maintains a copy of John L. Morrison's curiously titled pamphlet *The Romance of Petty's Island*, self-published in 1916, which despite its idiosyncratic style ranks as the first known and until very recently the only attempt to treat the history of the island at any length. Petty's Island has merited only a few lines or paragraphs in most county and local histories.

The Camden County Historical Society also maintains an excellent collection of county maps, a selection of which are reproduced in Appendix A of this report. Perhaps the society's most outstanding resource in this regard is an original hand-drawn survey of Petty's Island, dated *circa* 1784, and labeled as "the out-bound of the bank of Petties [sic] Island laid out by the managers" (Figure A.11). Other items of interest include photographs of Rillat's boat yard on Petty's Island, dating to 1888 (Images B.23a-c); genealogical records of the Cooper family who were prominent Petty's Island landowners from the late 1750s to the early decades of the 19th century and active in meadow banking; and original unrecorded 18th-century Petty's Island deeds, including the original wax-sealed copy of a deed of 1732 transferring the island from Benjamin Fairman to John Petty (Image B.4).

A complement to the collection of the Camden County Historical Society is that of the Historical Society of Pennsylvania (HSP) in Philadelphia. Although the island has officially been part of New Jersey since 1783, its previously ambiguous status as part of either

the colony of Pennsylvania or New Jersey resulted in many of the early land transactions being recorded in Philadelphia. Even after it became part of New Jersey, the island retained a strong association with Philadelphians and their various agricultural, maritime, industrial and recreational pursuits. HSP maintains an excellent collection of standard Philadelphia histories from John F. Watson's classic *Annals of Philadelphia and Pennsylvania in the Olden Time* (1850) to recent neighborhood histories such as George J. Holmes's *Philadelphia River Wards* (2003), one of several Arcadia *Images of America* series books to offer perspectives on Philadelphia's historic waterfront and nearby areas that look out onto Petty's Island. Like their Camden County counterparts, most Philadelphia historians have thought the island worthy of only a few words of mention rather than extended narrative treatment.

There are some primary sources of particular interest at HSP. The most important of these is an envelope of old deeds and a map donated to the society by Miss Ella Manderson in the early part of the 20th century. These deeds are all handwritten copies of original late 17th and 18th-century deeds that were certified by the Philadelphia city clerk in 1841, probably as part of a title search related to the acquisition of island property by businessman Andrew Manderson. The map, plotted by William Woolman, surveyor, in 1875, depicts four island tracts acquired by Joseph Cooper and others from 1759 to 1791 (Figure A.31). HSP has an extensive collection of Delaware River paintings, lithographs and photographs documenting the changing character of the river from the colonial period to the present. These are key to visualizing maritime activities and city skylines as they might have appeared from Petty's Island at different periods but images specifically depicting Petty's Island are very few in number. Perhaps the most notable of HSP's Petty's Island images are a selection of about a half-dozen photographs used by the *Philadelphia Record*

newspaper to report on events on or near the island from the 1920s to the 1950s (Figure A.53; Images B.30 and B.31a-c).

The archives at Philadelphia's Independence Seaport Museum offer another good source of Delaware River images, likely equaling if not exceeding HSP's collection (Images B.22 and B.25-B.28). The museum is also critical to any study of the William Cramp & Sons Ship and Engine Building Company and its predecessor and successor firms. Cramp's main shipyards were in the Kensington and Richmond sections of Philadelphia, but the shipbuilder also maintained facilities on the southern end of Petty's Island from *circa* 1853 to 1891, *circa* 1916 to 1927, and *circa* 1940 to 1947. The surviving Cramp business records typically only mention Cramp's Petty's Island shipyard in passing, suggesting its ancillary relationship to the main shipyard operations, but at various times Petty's Island was used by Cramp for a sawmill, the building of clipper ships, materials storage and a forge. There are many Cramp shipyard photographs from the late 1880s to 1920s; unfortunately, none have been identified that focus on the Petty's Island facilities, but there are many photographs that offer glimpses of Petty's Island's buildings, trees and shoreline in the far background of views of launchings and other activities at the Richmond shipyard on the Philadelphia waterfront. Another large collection of Cramp photographs is preserved at the Urban Archives of Temple University in Philadelphia. This collection is similar in character to the one at Independence Seaport Museum but focuses on World War II from 1940 to 1946 when the shipyard was brought back into military service after closing in 1927.

Cartographic sources are among the most essential as well as numerous primary documents for understanding the historical evolution of land use on Petty's Island. More than 65 maps and aerial photographs dating from 1639 to the present were selected for inclusion in Appendix A of this report. The maps

and aerial photographs assist modern researchers to appreciate the island as a dynamic landform that has been shaped and altered over time by natural and cultural forces. The maps and aerial photographs presented in Appendix A were gathered from the Camden County Historical Society, Hagley Museum and Library, Historical Society of Pennsylvania, Library of Congress, New Jersey State Archives, New Jersey State Library, the Philadelphia Free Library and the Rutgers University Library in New Brunswick. Those cartographic sources that are rare or one-of-a-kind are attributed to specific collections, but most are available from multiple libraries and often as digital resources, for example from websites such as Historic Aerials (historicaerials.com) and PhilaGeoHistory (philageohistory.org).

The special collections of several repositories are relevant to specific topics of interest to the study of Petty's Island. The Library Company of Philadelphia houses the most complete collection in the region of lottery ephemera including over 3,000 lottery tickets and several hundred advertising pieces including lottery scheme circulars, handbills and broadsides. Within this collection are several dozen broadsides and handbills related to a series of private lotteries held on Petty's Island from 1761 to 1774. These pieces of paper were printed on one side and distributed as advertisements at fairs, markets and taverns or by peddlers who roamed the countryside.

The New Jersey State Archives in Trenton was searched strategically for official state government records related to Petty's Island. One of the more germane collections is that of the Riparian Commission, which was established in 1869 to settle land claims between the State and the owners of property lying under the waters of New Jersey. The commission made a survey of Petty's Island in 1875, providing what is believed to be the most accurate property ownership map of the immediate post-Civil War period (Figure A.30).

A large collection of official federal governmental records related to maintaining the Delaware River to navigation is held at the National Archives and Records Administration (NARA) Mid-Atlantic Regional facility in northeast Philadelphia. These records date mostly from the 1880s to 1950s and are found largely within the record group of the U.S. Army Corps of Engineers. These records deal mostly with various projects to maintain and improve the river's main channel. Unfortunately, there was not sufficient time within the current project to review all of these records, particularly since there is not an aid to facilitate finding of references to Petty's Island. Furthermore, many of the Corps' final reports related to these projects have been reproduced as official published government reports and are currently available through Google Book digital searches.

In terms of potential archaeological resources, the Archaeological Site Survey of the New Jersey State Museum was checked and there are currently no registered archaeological sites on Petty's Island. The survey and regulatory compliance files of the New Jersey Historic Preservation Office (NJHPO) were also reviewed. There are currently no National Register or New Jersey Register-listed or eligible historic properties on Petty's Island. In 2005, TRC Environmental Corporation submitted a Phase IA Cultural Resources Survey for Petty's Island on behalf of Cherokee Pennsauken, LLC, which at the time was contemplating redevelopment of the island for a project that has since been abandoned. This report recommended further work since few conclusions could be reached prior to receiving permission to conduct a thorough site inspection or conduct any necessary subsurface investigations. The documentary review was cursory and relied mostly on the standard published county and local histories, as well as prior surveys in the vicinity of Petty's Island, mostly on the nearby mainland or for underwater archaeology in the channels near Petty's Island. The most germane of the channel reports is the one prepared by archaeologist Edward F.

Heite in 1982 dealing specifically with a proposal to dredge the Petty's Island Back Channel. Heite offered an analysis that there was some possibility of recovering submerged wrecks from specific locations that had not been previously dredged. Heite concluded that documentary evidence was insufficient to locate the hull of the Continental frigate *Alliance*, constructed in 1777 and scuttled on the island in 1790 after being stripped down (Heite 1982; TRC Environmental Corporation 2005: 3-5).

During the course of this project, researchers checked the on-line catalogs of other regional archives and libraries including the Pennsylvania State Archives, the American Philosophical Society, Rutgers University Libraries, Princeton University Library and the University of Pennsylvania Libraries. It was determined that these repositories were unlikely to have additional materials of direct relevance to Petty's Island.

Liberal use was made of on-line historical databases including GenealogyBank.com, Newspapers.com, Ancestry.com, Fold3.com and Google Books. For example, a search on the term "Petty's Island" in GenealogyBank.com's newspaper archive yielded over 300 newspaper articles. It is felt that research in this area has yet to be exhausted since the search terms are numerous, new materials are added to the databases all the time, and optical character recognition, which digitizes handwritten or printed text into machine-coded text, is considered to be far from 100 percent accurate.

Hunter Research has endeavored to compile a list of property owners on Petty's Island from the 17th century to the present. This research goal has been significantly advanced with identification of more than 70 past owners through official transfers of property. Petty's Island deeds and wills are found in the Camden County Court House, the Philadelphia City Archives, the Philadelphia Registrar of Wills,

the New Jersey State Archives and among a smattering of unrecorded deeds and wills at the Camden County Historical Society. The chains of title are not complete, especially for the late 18th to mid-19th century when Petty's Island was divided into as many as 18 lots. The chains of title have gaps possibly due to misfiled, missing or unrecorded deeds and wills, or possibly simply due to the need for additional research effort. There may yet be undiscovered deeds and wills in these and other repositories. The property owners are presented in table format in Appendix C.

Finally, a note on compass directions. Petty's Island lies within a stretch of the Delaware River that flows northeast to southwest, although typically the river is described generally as flowing north to south. Most historical accounts describe the upper end of Petty's Island as the north end, although technically it lies more to the east of the lower end since the island is longer than it is wide. For the sake of consistency, this report uses what has been the typical convention of referring to the upper end as the north end and the lower end as the south end. The island's shorelines are described as either the northwest shoreline for the side of the island facing onto Philadelphia, Pennsylvania or the southeast shoreline for the side of the island facing onto Camden and Pennsauken, New Jersey. Historical documents that reference compass directions on the island are not easily interpreted, e.g., the north side of the island might refer to the upper end or to the side facing Philadelphia.

Chapter 2

THEMATIC HISTORY OF PETTY'S ISLAND

A. OVERVIEW

... *Petty's Island is virtually an unknown land to most Philadelphians.* – John L. Morrison, *The Romance of Petty's Island*, 1916.

In 1916, a 46-year-old journalist named John L. Morrison (1870-1957) published a ten-page pamphlet curiously titled *The Romance of Petty's Island*. Morrison's prose was wordy, even old-fashioned for its time, digressing frequently to comment on events and people with only tangential associations to the island. Still, *Romance* was probably the first effort to produce a narrative history of Petty's Island. Until recently, it was the only publication that attempted to cover the island's multi-faceted history from the pre-colonial period to modern times. Prior to the publication of *Romance*, Petty's Island merited only brief mention in the official histories of Philadelphia and Camden County, New Jersey. The island was usually remembered for its connections to the Lenape and some prominent early Swedish and English Quaker settlers, yet most chroniclers treated Petty's Island as a relatively isolated place of little economic, political or social consequence. Morrison did not necessarily see the island that way and his sources were credible given the standards of his time. He gathered together a series of interesting factoids about the island, for example that it had been the source of a boundary controversy, that a portion of the island had been once sold by lottery, and that the island's shores likely harbored a moderately famous shipwreck. Yet Morrison was not beyond inviting readers' imaginations to populate a Petty's Island wilderness with a rogues gallery of noble savages, pirates, slavers, vigilantes and gamblers. In fact, there was very little evidence

that governmental authorities had ever considered the island uncivilized ground for persistent bad behavior, although clearly there had been occasional incidents.

Oddly, Morrison had no obvious historical connections to Petty's Island. He was the son of Levi Morrison, editor of the *Greenville Advance Argus*, a northwestern Pennsylvania newspaper. The younger Morrison grew up with "ink on his hands" and became his father's co-editor in the late 1880s. According to an obituary, Morrison only once "strayed from the Greenville reservation" for a few years from 1915 to 1918. During this brief interlude, he was based in Philadelphia and New York City working as the secretary for an investment banking house and serving on the editorial staff of the *Philadelphia Bulletin*. After his father's death in 1917, Morrison returned to Greenville, about 75 miles north of Pittsburgh, to take over the family newspaper business. He was publisher of the *Record-Argus* until his own death at the age of 86 in 1957. Other than an article on his collection of wooden Indians, which appeared in the October 1928 issue of *Scribner's Magazine*, *The Romance of Petty's Island* is the only history that Morrison is thought to have written (Morrison 1916, 1928; *Record-Argus*, 21 November 1957: 1).

Morrison's reasons for writing *The Romance of Petty's Island* are unknown, but likely clues are found within the pamphlet and its date of publication. In 1916, Petty's Island was on the verge of a radical transformation. Morrison acknowledged as much in the last paragraph of *Romance*, announcing that the island, something of an undeveloped *tabula rasa*, was soon to be become a "point of departure for the world-commerce of the Crew Levick oil company" and the "new plant of the famous Cramps [shipyard]."

In 1916 the Pennsauken Terminal Company acquired Petty's Island. The company was a creation of oilman George C. Priestley (1862-1938). Morrison described Priestley as a determined and heroic figure, a businessman recently arrived to Philadelphia "out of the West" (actually western Pennsylvania by way of Oklahoma). Priestley, according to Morrison, was spontaneously capable of recognizing a pregnant economic opportunity right under the noses of Philadelphia's business elite. Here was a two-mile island, "lying there like a neglected orphan," and there was Priestley with the imagination and wherewithal "to do things." The "things" in this case were putting together a deal to purchase Petty's Island from the previous owners, persuading the Pennsylvania Railroad to build a bridge connecting the island with the New Jersey mainland, and finding the financing for constructing a new oil storage and distribution facility and expanding an existing shipyard.

Morrison may have been an acquaintance or friend of Priestley's, but it seems very likely that Morrison had an insider's perspective on the Petty's Island deal of 1916. He was listed as an officer of the Crew Levick Company in 1917. Both Morrison and Priestley grew up in western Pennsylvania where Priestley learned the oil business while working for the Tidewater Oil Company, a subsidiary of Standard Oil. Priestley moved to Bartlesville, Oklahoma in 1904 just as that state's oil fields roared to life. By the mid-1910s, Priestley was reported to be the largest oil operator in Oklahoma and an intimate friend of Theodore Roosevelt, supporting the ex-President's Bull Moose progressive faction within the Republican Party. About 1916, Priestley moved to Philadelphia, apparently with the goal of expanding oil distribution and refining capacity on the East Coast (Thoburn 1916: 2176-77; *San Francisco Chronicle*, 20 July 1924; *San Diego Union*, 7 April 1938; Bob Shinn, personal communication 2015).

In the context of Priestley's deal, Morrison's curious *Romance* was both wistful nostalgia and industrial boosterism. Nevertheless, Morrison struck a clear note about the historical meaning of an island that had always been part of the greater Philadelphia region yet geographically separated by water. Petty's Island was of "the also-ran class, out-classed ... by other and smaller Delaware river [sic] islands" yet "saturated with the romance of the river, the sea and forest." Here was a 300-acre island, more or less, within two miles of downtown Philadelphia, yet virtually inaccessible to the general public and with a murky history that might be as equally intriguing as it was mundane. Morrison projected onto the island a classic narrative arc through which the island evolved from wilderness into civilization. To Morrison, the process of civilizing the island was necessary and to some extent predetermined, although civilization also intruded upon and contaminated the island's natural state. Without much effort, Morrison's narrative can be extended into the present day. Plans to turn the island into a nature preserve, now that Priestley's industries have declined and run their economic course, brings the narrative full circle.

Bearing in mind the duality of the wilderness and civilization narrative, Morrison's *Romance of Petty's Island* remains relevant and compelling. Yet, Petty's Island still has no real claim to a leading role in our historical understanding of the region. Rather, Petty's Island is deserving of a supporting role, perhaps as a versatile character actor who can be a touchstone or launching point for exploring many different themes and topics of historical interest. For indeed, it is factual that Petty's Island has been many things over more than four centuries – a Native American fishing and hunting ground; meadows for raising livestock; shipyards and a ship graveyard; a "boys' own paradise;" and a terminal for ocean-going cargo. Following is a list of more than a dozen themes with historical associations to Petty's Island. As appropriate, it has been pointed out where documentary evidence is strongest

and the picture clear, and where that evidence is weaker and the picture more speculative. The topics are organized in rough chronological order and are not prioritized.

B. HISTORIC THEMES AND PROMINENT EVENTS, PEOPLE AND ORGANIZATIONS

1. Native Americans

To date, no systematic study of Petty's Island's use or occupation by native populations has been undertaken. Typically, such a study would rely on physical archaeological evidence combined with limited documentary and ethnographic evidence, since very few primary source documents exist in the historical record. At present, the Archaeological Site Survey of the New Jersey State Museum and the survey files of the New Jersey Historic Preservation Office record no known prehistoric archaeological sites on Petty's Island.

A few professional archaeologists have undertaken reconnaissance-level surveys of the island and concluded that its prehistoric archaeological potential is low to moderate (Heite 1982: 2; TRC Environmental Corporation 2005: 3.2). This is mainly due to the degree to which the island has been very obviously reworked by meadow banking activities in the 18th and 19th centuries, dredging and channel improvement activities in the late 19th century, and industrial activities in the 20th century. All of these activities have resulted in varying degrees of disturbance to prehistoric ground surfaces. It is suspected that some undisturbed pockets may survive. These would probably be found in a few isolated undisturbed areas if they could be accurately located through testing strategies and careful documentary review. Intact prehistoric archaeological resources may also be buried deeply within sediments or under historic fill. These sites could potentially date to the Archaic period (2,000 to

8,000 years ago) when sea levels were much lower. That said, there is little doubt that Petty's Island existed within an environment that was attractive to Native Americans for the seasonal harvesting of plants, migrating animals, fish and shellfish. It is a reasonable assumption that aboriginal peoples frequented the island and left some archaeological record of their activities (Belknap and Kraft 1977; Kraft *et. al* 1983).

At the time of European contact in the early 17th century, the region's native inhabitants were generally referred to as Lenape. Written records of this period provide some insights into the ways Europeans viewed the Lenape, although the records very rarely reflect the perspectives of the Lenape themselves. Most Europeans had little sympathy for native peoples even as they depended on them for trade or even survival in the early years of colonization. There is no doubt that the impact of European contact on the Lenape and other Native American groups was disastrous. European-borne epidemics such as smallpox, measles and influenza reduced native populations significantly. Competition among tribes for control of the European fur trade was also intense, leading to warfare among the Lenape, Susquehanna, Iroquois and other tribal groups. As the European population increased, the Lenape population continued to shrink. Under these conditions, Europeans were able to take up Lenape land, often striking bargains that were not kept or kept for only short periods. The Lenape were particularly vulnerable, yet it would be incorrect to consider them naïve or misinformed about the motives of the colonists. Many Lenape migrated northward into the upper Delaware Valley and Lehigh Valley, embattled yet perhaps striking the best bargains they could as they gave up ancestral lands and attempted to preserve their traditions. A few Lenape even managed to become relatively rich through land sales and to assimilate into European society (Veit 2012: 22-23).

Among the hundreds of deeds documenting land transactions among the Lenape and early colonists is a single deed recording a transfer of Petty's Island. On July 12, 1678, four Lenape named Wesakesouscutte, Pesakesen, Colehickamin and Ojerekqua sold the island to Elizabeth Kinsey, an English Quaker. The deed's terms reserved to the Lenape the right to hunt, fish and gather tuckahoes, an edible aquatic root. In exchange, Kinsey was to provide the Lenape with 600 guilders (Dutch coinage) and annual payments of rum and gunpowder. The Lenape pledged not to kill Kinsey's hogs, no doubt indicating her plan to release livestock on the island. The Lenape also agreed not to burn Kinsey's hay, suggesting she also had plans to grow crops to support cattle (Bonner 1965).

It is unknown for certain if the Lenape had a name for Petty's Island but Peter Lindstrom's map of New Sweden, produced about 1655, suggests it may have been called *Æquikenaska* [Aquikonaska] (Figure A.2). The official Lenape Talking Dictionary of the Delaware Tribe of Indians does not provide a translation for Aquikonaska but Europeans often struggled with phonetic interpretations of Native American languages (Delaware Tribe of Indians 2015). The deed transferring the island from the Lenape to Kinsey refers to Petty's Island as "the greate [sic] Island lying before Shaksemasen [Shackamaxon]," which was a well-known historic Lenape meeting place along the Delaware River opposite and slightly downstream of Petty's Island in the present-day Fishtown neighborhood (Newman 2013).

2. European Settlement and Early Property Ownership

Dutch and Swedish colonists vied for control of the lower Delaware River from the 1630s to the 1650s and were probably among the first Europeans to set foot on Petty's Island. *Caert vande Svydt Rivier in Niew Nederland*, believed to have been drawn by

Dutch cartographer Joan Vinckeboons *circa* 1639 in Amsterdam from surveys provided to him by Dutch explorers and settlers, may be one of the earliest depictions of Petty's Island (Figure A.1). Vinckeboon's map appears to label Petty's Island as Gunson Eylande [sic]. Gunson was a Swedish surname, and sometimes a shortening of Gunnarson. Although we have no record of a Swedish settlement on Petty's Island, this does match another bit of evidence about the island's early history. In 1698, Gunnar Rambo (*circa* 1648/49-1721) relinquished his rights to the island to Thomas Fairman, the husband of Elizabeth Kinsey who had purchased the island from the Lenape in 1678. Rambo's assignment indicates he had a conflicting title to the island granted by Kackeneris, a relation to Wesekascutte, Pesekeson and Ojereguia, three of the Lenape who had also sold the island to Kinsey. Gunnar Rambo was the eldest son of Peter Gunnarson Rambo, who came to America in 1639 and settled near Christiana, Delaware. Gunnar Rambo became a major landowner in the Philadelphia region, acquiring about 183 acres in Shackamaxon, where he lived from *circa* 1677 to 1698. About 1698, he sold his Shackamaxon property and moved to Upper Merion Township in Montgomery County, Pennsylvania (Bonner 1965; Rambo and Beatty 2008: E: 18-19).

By 1698, whatever claims the Swedish Rambo had upon Petty's Island appear to have been superseded by those associated with the followers of William Penn. Elizabeth Kinsey (*circa* 1650-1742) is believed to have acquired property in Shackamaxon, including Petty's Island, as part of the completion of a negotiation with the Lenape that had been started by her recently deceased father, John Kinsey, one of the founders of Burlington, New Jersey and a commissioner for the West Jersey proprietors. In December 1680, she married Thomas Fairman (*circa* 1650-1714) and moved to Shackamaxon. Fairman was a merchant and surveyor, credited with working with the leadership of Penn's colony in selecting the site for Philadelphia and surveying and acquiring property

throughout the colony from the Native Americans and Swedes. Fairman was a witness to Elizabeth Kinsey's purchase of Petty's Island two years before they were married. Fairman's house in Shackamaxon was used by colonial officials as a base of operations in the early 1680s including William Penn himself upon his arrival in 1683 (Milano 2009: 18-19).

Upon Thomas Fairman's death in 1714, ownership of Petty's Island passed to his wife Elizabeth Kinsey and his son Benjamin Fairman. In that year, a patent from William Penn to Thomas Fairman was filed in Pennsylvania's colonial land office (Pennsylvania Patent Book A2/732; Image B.3). This was likely considered a formality necessary to clearing any possible challenges to ownership, since a patent was the final step by which Penn and his commissioners granted lands that had previously been warranted and surveyed. There was much confusion and possibility of conflicting claims until Penn and his government worked out a regularized system for granting land, as technically speaking the Penn government did not recognize direct private transfers of land from the Native Americans to colonists. Since the Fairman claim to Petty's Island predated the regularization of the process and was one of these direct transfers, it is likely that the Fairmans may have considered it prudent to remove any potential doubts about their ownership.

The next transfer involving Petty's Island dates to May 1732 when Benjamin Fairman sold Petty's Island to John Petty for the sum of five shillings. Records reviewed for this project have not discovered many details of John Petty's life, except that he was a Philadelphia merchant who owned several lots in town and 250 acres in the Northern Liberties in addition to Petty's Island (note: this John Petty is easily confused with another John Petty who arrived in Pennsylvania in 1678 and who appears occasionally in later colonial records, but they do not appear to be the same individual based on their respective ages).

3. State and Municipal Boundaries

Early colonial charters and boundaries were usually established by royal officials in far off Europe based on maps and understandings that were imprecise by modern standards. Realities on the ground, such as those involving a relatively small island in the middle of a river, were not always considered and this seems to have been the case with Petty's Island. Early owners of Petty's Island such as the Fairmans recorded their deeds in Philadelphia, likely because they owned other properties in Pennsylvania and affiliated with Penn's colony on the west side of the river. Over time, however, Pennsylvania's claim to the island would be challenged.

The first such challenge appears to have occurred in 1721-22 when Captain Charles Gookin, the late Deputy Governor of Pennsylvania who had fallen into disfavor with William Penn's heirs, petitioned the Board of Trade and Plantations in London with a claim on the islands in the Delaware River. Gookin wished the Board to consider granting the islands to New Jersey, a royal colony, through which presumably he and several affiliates might be granted title to the islands, since in his opinion they had not been specifically included within the original Penn charter. Within Gookin's petition, Fairman's [aka Petty's] Island was described as "wholly unimproved and uninhabited." That this and other islands had not been greatly improved was seen as bolstering the case that no significant harm would come to Pennsylvanians in claiming the islands for New Jersey (Board of Trade and Plantations, Volume 4, Book Y, 1722; Taylor 2013).

The Board of Trade and Plantations tabled the petition, deferring any decision and allowing the status of Petty's Island to remain unresolved. Over the next several decades, the issue of the boundary status of the Delaware River islands was brought up periodically in London. There is evidence that Cadwalader Evans,

believed to be the well-known Philadelphia physician, tried to obtain a grant to the islands in 1756 and some years later Samuel Wharton attempted to gain title. During this period, most of the Petty Island's property owners appear to have continued to register deeds in Philadelphia, suggesting Pennsylvania's primacy over New Jersey, but in 1759-1760 a large portion of the island came into the possession of Joseph Cooper of Cooper's Ferry (later Camden City), New Jersey.

New Jersey's and Pennsylvania's varying claims to Delaware River islands were amicably resolved in 1783 by a compact between the two newly formed states following the cessation of the American Revolution. Petty's Island by mutual agreement became part of New Jersey on April 26, 1783. Joseph Cooper of Camden served as one of the three boundary commissioners appointed by the legislature of New Jersey (*Laws of the Commonwealth of Pennsylvania* 1810: II: 77-78)

Once it became part of New Jersey in 1783, Petty's Island was annexed to Newton Township in Gloucester County (Camden County not being formed from the northern part of Gloucester County until 1844). The island's municipal boundary history has ever since more or less followed along with the adjacent mainland and the mostly 19th-century subdivision of the county into smaller municipal units to accommodate population increases and the desire for local governance. In 1834, Camden Township (coextensive with Camden City) resolved to annex Petty's Island but the resolution was not acted upon by the state legislature. Rather, Petty's Island was eventually annexed to Delaware Township in 1852. Seven years later in 1859, the eastern part of Delaware Township including Petty's Island split off to form Stockton Township. In 1892, Stockton Township and Petty's Island became Pennsauken Township (Snyder 1969: 103-111).

4. Meadow Banking and Livestock

Agricultural pursuits were the primary historic activity on Petty's Island until the middle decades of the 19th century when shipbuilding began to make inroads on the northwestern side of the island. The agricultural history of Petty's Island's has yet to be adequately explored, but it seems likely to conform within the general outlines of evolving agricultural practices in the region. These practices included meadow banks to claim low-lying tidal areas, turning them into hay fields, pasture for livestock, and cultivated land for various crops.

The island's first European landowners probably perceived the island as being a good location for pasturing livestock such as hogs and cattle. It was typical in the early colonial period to allow livestock to forage freely. Islands were ideal locations to set livestock loose without much chance of them roaming away. During the early decades of the 18th century, farmers with land along the fringes of the Delaware Bay and River began constructing dikes, ditches, dams and sluice gates to create meadows where they could grow domesticated grasses for hay and other crops within meadows that could be re-fertilized with rich sediments by periodic controlled flooding. This process was sometimes referred to as "meadow banking." Often landowners banded together in associations or companies to undertake the labor-intensive construction work. The meadow crops and livestock usually required only periodic tending and could be located distant from farmhouses and villages (Sebold and Leach 1991).

There is good evidence that John Petty may have been responsible for undertaking the first sustained effort to introduce meadow banking to Petty's Island. This work appears to have taken place between the time he purchased the island in 1732 and the mid-1740s when Petty began selling off the island in parcels ranging from a just a few to several dozen acres. While no

earlier deeds or records note significant improvements on the island, the mid-1740s deeds list sluices, banks, a dam, landings and landing places, not to mention a “two perch [33-foot wide] road,” which probably ran the length of the island from northeast to southwest. Two deeds from 1745 transferring property from Petty to Philadelphia blacksmith Alexander Alexander and carpenter Thomas Green, suggest the degree to which the island had been improved to create land for agricultural practices. If this is the case, then John Petty deserves credit for being the island’s first developer, essentially making improvements so that he could subdivide and sell property for profit. It may be in this way that the island became known as Petty’s Island and earlier names fell out of common usage (Unrecorded Camden County Deeds, Camden County Historical Society 1745).

In 1759-1760, Joseph Cooper acquired many of the parcels previously held by John Petty and others. A map drawn some years later, but apparently based on the earlier deeds, shows an earthen embankment or dike, roughly triangular in shape and encompassing the southwestern end of the island (Figure A.31). Like Petty, Cooper seems to have acquired the island as an investment, improved it, and then moved over the following years to subdivide the island. By 1783 the island had been divided into 16 meadow lots, owned by 14 individuals as shown in a survey of 1784 (Figure A.11). Comparison of surveys of 1760 and 1784 suggest that the area enclosed within the meadow banks had been substantially enlarged under Cooper’s direction. In 1783, Cooper participated in the effort to annex Petty’s Island to New Jersey while concurrently working from his position in the state legislature to pass *An Act to Enable the Owners and Possessors of Petty’s Island ... to Appoint Persons Vested with Proper Powers for the Well Improvement of the Said Island*. This act formalized a process through which all of the owners of Petty’s Island parcels could choose managers and levy fees for equitably maintaining and improving the meadow

banking infrastructure. In 1784, Cooper withdrew from the active management of the “Petty’s Island [meadow] company,” passing his responsibilities to Griffith Morgan, Marmaduke Cooper and Samuel Cooper, all of whom were Cooper familial relations (*Pennsylvania Gazette*, 18 August 1784).

Documentation for agricultural pursuits on Petty’s Island during the first half of the 19th century has so far proven elusive, but it appears that the owners continued to pasture livestock and grow hay well beyond mid-century. The Coast Survey map of 1843-44, one of the most reliable maps, shows Petty’s Island dominated by a banked meadow surrounded by marshes and mud flats. There are no buildings, cultivated fields or orchards (Figure A.17), although some earlier maps, particularly the McClure map of 1820 (Figure A.14) indicate there had been houses. At least for a time, it also appears that the island was used to cultivate tobacco; a newspaper report in 1860 claimed that Petty’s Island was the largest tobacco growing “plantation” on the Delaware River (*Atlantic Journal*, 14 December 1860).

During the second half of the 19th century, the southeastern three-quarters of the island appears to have retained a pastoral character even as shipyards, wharves, docks and living quarters for workers came to dominate the northwestern edge of the island facing the Pennsylvania channel. One of the main owners of island property, Andrew Manderson, operated a shipyard and a farm. From 1853 until 1904, Ralston Laird, an Irish immigrant who came to be known as “the King of Petty’s Island,” worked for the Mandersons as a farm manager raising horses and cattle. Laird had a reputation for playing fair and dealing squarely in livestock sales, as well as supporting the cause of Irish independence and the needs of Irish immigrants. In 1901, after nearly 50 years of living on Petty’s Island, Laird’s home on the island burned in a mysterious fire. This occurred at about the same time that the island was being sold to developers. Laird

was forced to move in with his family in Camden. In 2010, Philadelphia artist Duke Riley revived the story of “King Laird” in an exhibit that mixed history with art at the Historical Society of Pennsylvania (*Camden Post-Telegram*, 14 October 1911; Riley 2015).

5. Lotteries

An intriguing historical topic associated with Petty’s Island is that of lotteries. Research suggests the earliest lottery held on Petty’s Island was in 1761 and at least another half dozen lotteries were held there from 1771 to 1774. By the time of the Petty’s Island lotteries, the phenomenon of gambling by lottery was a long-standing English and American tradition. Lotteries had been held in England since at least 1567 and a lottery was even used to fund the Virginia Company’s expedition to Jamestown in 1617. The earliest known American lottery took place in 1721, and a recent history counted at least 392 lotteries held in the American colonies from 1721 to 1783. Lotteries were far from unique to Petty’s Island but the island may have been one of the most popular lottery locations in the American colonies in the years immediately leading up to the War for Independence (Millikan 2011: 1-4).

It has been suggested that lotteries were held on Petty’s Island because of its extra-jurisdictional status and Quaker approbations against gambling. The Quakers, however, held decidedly mixed views on gambling, and lotteries were not illegal in Pennsylvania. After 1759, the Board of Trade in London frowned upon colonial lotteries, sometimes citing moral arguments about how they distracted common people from their responsibilities, but mainly the concern in London was about the differences between the highly regulated English lottery and the more free-wheeling colonial lotteries. Most contemporary observers viewed lotteries as a mild form of gambling that served valuable social and economic functions. Lotteries were an

accepted means to raise money for schools, churches, bridges and roads. They were also a means for private individuals to dispose of property and raise cash, especially to pay off debts related to trade deficits with creditors in England. In 1776, the Continental Congress even instituted a lottery to help fund the American Revolution; participation was seen as a patriotic duty.

Most that is known about the Petty’s Island lotteries comes from broadsides, handbills and newspaper advertisements. The prizes in lotteries could be almost anything, including cash, land or imported goods, such as jewelry, china and glassware. The Petty’s Island lottery of 1761, for example, organized by a Mr. Dunlap (possibly John Dunlap the newspaper publisher), offered as prizes books, silverware, tea service, all manner of ceramics and glassware, an orrery (a model of the solar system) and a fine farm in Gloucester County, New Jersey. The lottery, which must have drawn large numbers of participants, was advertised in Philadelphia and New York City. In 1771, Alexander Alexander, who had purchased property on the island from John Petty in 1745, offered his 46 island acres as a prize, but this was the only instance of island property being conveyed via lottery.

In the parlance of the time, the participants in lotteries were known as managers, receivers and adventurers. The managers were responsible for organizing the lottery, printing tickets and setting the date and place of the prize drawing. Two sets of numbered tickets were printed, one set to be cut with each ticket rolled and tied with string, and then placed inside a hollow wooden wheel in public. The other numbered set, matching those in the wheel, were distributed to receivers, often tavern owners or storekeepers, who sold the tickets to adventurers or the players in the lottery. It was important for the adventurers who purchased tickets to understand the lottery “scheme,” which was often printed in detail on broadsides. The scheme usually involved classes of tickets that were

to be drawn at different times. There were incentives to play all classes since it increased the adventurers' chances of winning increasingly valuable prizes. Prize tickets were also printed listing each prize and placed into wheels. During the drawing, lottery numbers were pulled from one wheel to be matched with the prize from another wheel. The adventurer presented their ticket to claim the prize.

The simplest explanation of the appeal of Petty's Island as a place to hold lotteries, especially those that drew large numbers of adventurers, may have been as simple entertainment and a day out on the river. The lotteries were designed to be entertaining and build anticipation. Large lotteries could take all day or even several days to complete since every number and prize had to be removed from the wheels and called out. Often the managers established a set number of minutes between each drawing. Boys were selected to pull the tickets and prizes. Several of the Petty's Island lotteries featured goods, such as jewelry and china, that were designed to appeal to women, so these gambling events also likely provided opportunities for mixed gatherings, socializing and picnicking (Petty's Island Lotteries Broadsides and Handbills 1761-1774; Millikan 2011).

6. Slavery

Research for this project entailed the review of several standard references and indexes to slavery in the Delaware Valley during the colonial, Revolutionary and early Federal periods (Cooper 1929; Gloucester County Historical Project 1940; Price 1980; Wright 1988; Smolenski 2010; Camden City African American Commission 2011). Archival documentation for slavery is often fragmentary and usually from the perspective of slave owners, who were usually documenting slaves as property, transferring them through bills of sale, deeds or wills. Rarely do documents present the perspectives of slaves, most

of who were of African-American descent, although some also had Native American lineage. There are many very good reference works that present the history of slavery in the Mid-Atlantic region and in the Philadelphia area. There is little doubt that slavery was omnipresent during the colonial period and remained a difficult legacy for many decades after the states of Pennsylvania and New Jersey passed acts to gradually abolish slavery in 1780 and 1804 respectively.

It would be difficult to argue that slavery was not present on Petty's Island during the colonial period but there has been very little primary source evidence found to date that Petty's Island was a center for slavery or slave trading. The type of agricultural work that took place on the island, particularly the periodic meadow banking and livestock tending, would have been considered appropriate work for slaves. Joseph Cooper, a prominent Petty's Island landowner, owned slaves.

Additionally, the Coopers had a relationship with the slave trade since Cooper's Ferry and its river landing just downstream of Petty's Island were used by slave ships to offload and sell their human cargoes. The importation of slaves through Cooper's Ferry was in part driven by avoidance of slave import duties, which were non-existent in New Jersey from 1714 to 1769 but in place in Pennsylvania. The summit of the slave trade on the Delaware River was from 1759 to 1765 and particularly the summer of 1762 when nearly 600 slaves, mostly from West Africa, were brought into the Philadelphia region (Wax 1983: 38). It has been suggested that the proximity of Petty's Island to Cooper's Ferry may have made it an offloading point for recently imported slaves. Unfortunately, the only known reference to slavery on Petty's Island is murky and comes from Morrison's *Romance of Petty's Island*. Morrison, quoting an unreferenced and to date unidentified primary source, indicates that a Mr. Pemberton landed a cargo of slaves "above Petty's

Island (meaning the north end of the island, the text indicates) and later landing in Jersey “privately” to avoid the duty,” (Morrison 1916). The source of this quote appears to be Samuel Wharton who may have been testifying before the Board of Trade and Plantations in London *circa* 1756 to 1762. Morrison qualified his interpretation of Wharton’s testimony by stating that Wharton actually meant the north end of Petty’s Island, not somewhere further upstream. Morrison also seems to imply that the island was a brief and perhaps impromptu lay over for Pemberton’s slave cargo, meaning the island probably was not used for this purpose on a regular basis. The quote is specific enough to be credible, but the original source has not been located and doesn’t appear within the published minutes of the Board of Trade and Plantations, which is available from British History Online. Another possible source could be the Pemberton Family Papers at the Historical Society of Pennsylvania. A cursory review did not find a reference to Petty’s Island but the papers, consisting of 119 boxes and 35 volumes of materials, were too voluminous to review in detail as part of this project.

7. Fisheries

Fishing was a seasonal and nearly continuous activity off the shores of Petty’s Island from prehistoric times into the early years of the 20th century when catches diminished due to overfishing and pollution. Ever since Native Americans first ventured into the Delaware Valley, the river had given up its seasonal bounty of fish to those venturing into the water with spears, hooks, nets and weirs. Each spring certain anadromous species of fish, notably sturgeon and the type of herring known as shad, ascended the waterway *en masse* to spawn their young. Fishing sustained many people and communities along the Delaware

River for centuries. Fishing was such a ubiquitous activity that historians of the period rarely chose to make much note of it (Hunter Research 2005: 1-3).

The New Jersey back channel at Petty’s Island had become the site of a commercial fishery by the middle decades of the 18th century. Camden County histories indicate that Samuel Cooper had come into possession of a fishery located from Cooper Creek to Pea Shore Cove, encompassing the entire Petty’s Island back channel before 1790. The fishery remained in the Cooper family until 1853 when it was sold to David R. Maddock. John Hills’ *A Plan of the City of Philadelphia and Environs* of 1808 locates the fishery just above the mouth of Cooper’s Creek along both shores of the New Jersey channel (Figure A.12). Possibly, the Hills map is also suggesting that the meadows and sluices on Petty’s Island were sometimes filled with water to create temporary fish ponds, although this is not entirely clear. Fish processing appears to have mostly taken place within fish houses on the Jersey side of the channel, although the Saunders *et al.* map of 1856 places a fish house near the northern tip of the island on the Jersey channel side. The fishery was patrolled by politically appointed wardens who sought to ensure that unlicensed fishing did not take place (Saunders *et al.* 1856; *Camden Democrat*, 1 June 1872; Prowell 1886: 754).

As late as May 1885, the U.S. Fish Commission reported 25 gilliers catching about 200 shad per day between Petty’s Island and Riverton on the Delaware River. In 1886, it was reported that 20,000 shad were caught from “Pennsauken to Coopers Point” within the Petty’s Island back channel. Gilliers were small boats, employing two to three men, setting gillnets to catch the fish. During the late 19th century, the channel between Petty’s Island and New Jersey was the site of a still productive shad fishery using seine (dragnet) fishing techniques. In 1896, the fishery in the channel captured 55,000 shad (U.S. Fish Commission 1885: 388-389; 1896: 236; Prowell 1886: 754).

8. River Channels, Dredging and Spoils

During the colonial period, Petty's Island was charted by European and American mariners, in part as an aid for safely navigating the Delaware River (Vinckeboons *circa* 1639 [Figure A.1]; Heap *et al.* 1752 [Figure A.4]; Fisher 1776 [Figure A.6]; Holm 1834). Passing Petty's Island, mariners faced a choice of traveling in either the Pennsylvania or New Jersey channels. Although the Pennsylvania channel is now the dominant channel, the New Jersey channel was of at least equal status and at times even perceived as the main ship channel, as shown in the Hills map of 1808 (Figure A.12). Petty's Island and its channels, however, were a dynamic environment, shaped by the river's current and tide, as well as human interventions. In April 1843, for example, the island was reported entirely under water for three days, a condition that had not been seen in more than 40 years. Even a casual review of cartographic sources indicates that the island's shape changed with time, but most dramatically during the last quarter of the 19th century when the federal government stepped in to undertake major river channel improvements (*North American*, 19 April 1843).

In 1872, channels around Petty's Island varied deceptively in depth. A Delaware River Navigation Chart produced that year, and currently on file in the collection of the Camden County Historical Society, shows that the New Jersey channel varied in minimum depth from 10 to 15 feet and that the Pennsylvania channel actually existed as two channels, one running close to the island varying in minimum depth from 7 to 15 feet and a sinuous channel near the Philadelphia shore having a minimum depth of from 6 to 16 feet (Figure A.29). Between the two Pennsylvania channels were areas labeled as "hard" and there was a large shoal at the north end of Petty's Island. While these depths would have provided no major impediment to small boats or knowledgeable river pilots, they did limit the larger ocean-going ships of the day.

Over the course of the next 10 to 15 years, the U.S. Coast and Geodetic Survey undertook increasingly detailed surveys of the channels (e.g., Figures A.33-A.37). The survey data was used to inform the U.S. Army Corps of Engineers, which had jurisdiction over navigable waterways, so that its engineers could assess the adequacy of the waterway and recommend improvements to Congress. Legislators also responded to political pressures, including those placed on them by industrialists and shippers, as well as civic boosters who desired port improvements to compete with ports up and down the East Coast.

In the late 1860s, the U.S. Army Corps of Engineers began to pressure local authorities to establish wharf and pier lines throughout the Port of Philadelphia (wharf lines were for bulkheads while pier lines extended like fingers into the river). This process became increasingly formal in the late 1860s and early 1870s when the engineers coordinated with Philadelphia's port wardens on the wharf and pier lines while also considering measures for deepening and widening the river's main ship channel. Coincident with this effort, but mostly in response to similar issues at the Port of New York, the State of New Jersey had established in 1869 a Riparian Commission to negotiate with property owners over legal rights to underwater lands. Among the hundreds of riparian surveys undertaken by the commission in the latter decades of the 19th century was a detailed survey of Petty's Island in 1875 showing property ownership and the established maximum exterior wharf and pier lines (Figure A.30).

With increasing urban development and shipping along the river, pressure began to build to improve the river channel upstream of Philadelphia. There were many industries pushing for improvements, chief among them the William Cramp & Sons shipyard that was growing in Port Richmond directly across the river from Petty's Island. Over the course of the last quarter of the 19th century, this shipyard would

build ever larger ocean-going ships, including battle-ships for some of the world's navies. Some of the early improvements to the channel and shores near Petty's Island were undertaken by private owners, and there was at least one instance in 1879 of private scows dumping mud in the river near the island. In 1880, Congress passed legislation to begin widening and deepening of the Pennsylvania channel at Petty's Island. A contract was let to the American Dredging Company for dredging the upper end of Petty's Island in 1881. Some of the dredge spoils appear to have been removed from the main channel and used to build up the north end of the island, while private wharf owners on the northwest side of Petty's Island appear to have undertaken their own program of improvements to deepen or maintain the depth of their wharves and slips. In 1885, the Corps of Engineers recommended deepening the main ship channel on the Pennsylvania side of Petty's Island by dredging about 75,000 cubic yards and constructing a 3,500-foot-long dike across the upper end of the New Jersey channel between Fisher's Point in Pennsauken and the upper end of the island (*Philadelphia Inquirer*, 29 November 1879; 28 July 1881; 5 August 1884; 31 July 1885; Chief of Engineers 1883: 114, 598).

In 1888, the Corps of Engineers began advocating an improvement plan that would radically reshape the northwest shore of Petty's Island. In order to deepen the channel to 26 feet and extend the Philadelphia wharf line further into the river, the federal government proposed acquiring the properties on that side of the island and cutting and dredging away some 1,000 feet of the northwest side of the island. This 1,000 feet of acquisition included all of the riparian rights on that side of the island below the high water mark as well as some fast land, totaling about 150 acres. The engineers worked on the theory that removing a portion of the island and improving the dike from Fisher's Point across the upper end of the New Jersey channel would scour the bottom of the Pennsylvania channel by natural ebb and flow, reducing the necessity for

future dredging. This project was to take place at the same time as the removal of Smith's and Windmill Islands, two islands smaller than Petty's Island but situated in the Delaware River directly between downtown Philadelphia and Camden. In March 1890, the federal government held condemnation proceedings in Camden, acquiring a portion of Petty's Island for damage awards of slightly over \$200,000. Contracts for the work were let in early 1891 but several legal delays and challenges to the condemnation proceedings, mostly undertaken by New Jersey property owners, extended the work into November 1893 when fourteen dredges of the American Dredging Company were reported at work in the river, three stationed north of Petty's Island scooping up the bar and nine stationed along the northwest side of the island (*Philadelphia Inquirer*, 17 December 1888; 18 March 1890; 13 November 1893; Secretary of War 1888: 78; 681-82).

The federal government's channel improvement project of 1888 to 1893 radically changed Petty's Island. The dike constructed at the north end of the island likely contributed to the gradual silting in of the New Jersey channel, further damaging the already declining fishery, while the chopping away of 150 acres also diminished the island's value as agricultural property. The removal of wharves and slips that had supported several shipyard operations on the north side of the island terminated several small but historically productive enterprises (see below, Section 10). The improvements also failed to anticipate the rapid growth in the size of ships and the need for deeper and wider channels. No less than five years after the completion of the project, the Corps of Engineers was before Congress recommending more dredging to deepen the Delaware River channel to 30 feet from Petty's Island to the bay at a cost of \$3,000,000 (*Baltimore Sun*, 7 January 1898).

9. Ship Graveyard

Throughout the Delaware Bay and River, worn-out ships have been beached and abandoned from the colonial period to the present day. Petty's Island has from time to time served this function. It is difficult to say how many wrecks lay off the island's shores or buried in its mudflats, although it seems fairly certain that the channel improvement projects of the late 19th century will have destroyed or removed any that were previously located on the northwest side of the island. The New Jersey back channel seems the most likely place to encounter such wrecks, especially dating from after the Pennsylvania channel improvements when the channel gradually turned into a quiet backwater. Aerial photographs from the 1920s to 1950s appear to show abandoned ships in the channel, but mostly on the mainland side of the channel (not on the Petty's Island side) (e.g., Figures A.54 and A.58).

The greatest speculation about a shipwreck at Petty's Island has surrounded the Continental 36-gun frigate *Alliance*. This 151-foot-long naval vessel was built in 1777-78 by Massachusetts shipbuilders William and James Hackett for the fledgling American navy. Its first mission was to France, carrying home the Marquis de Lafayette to undertake diplomatic efforts in support of American independence. Once in France, the *Alliance* was attached to the squadron commanded by John Paul Jones cruising European waters in search of prizes. Enigmatically, the *Alliance's* captain disobeyed orders during an engagement against British naval vessels, arriving at the fight late, and then indiscriminately firing upon the other American ships. In June 1780, she returned to Boston and was placed under the command of Commodore Barry. Over the next several years, she cruised European and Caribbean waters taking numerous prizes. In 1785, the *Alliance* was sold to John Coburn of Philadelphia who subsequently sold her to Robert Morris, who had her

overhauled as a merchant ship. The vessel then sailed for China, arriving in Canton in December 1787 and returning to Philadelphia in September 1788.

The fate of the *Alliance* after returning from China is murky, and at least one source has suggested that she was sold out of American ownership, but it has been long held that she was beached and abandoned on Petty's Island. If this is the case, certainly she would have been stripped of anything reusable or valuable. An oft-cited source for the wreck's Petty's Island location appears to have been Isaac Mickle who wrote in his *Reminiscences of Old Gloucester* (1845) that the wreck was still visible "upon the east side of the island near its southern end." Possibly Mickle knew of the *Alliance* based on general knowledge, but an earlier and probably more accurate source is surveyor David McClure, who in 1820 placed the wreck of the *Alliance* about mid-island on the Pennsylvania or northwest side (Figure A.14). McClure was undertaking a navigational survey of the river, thus it would have been important that the wreck be placed accurately. Two decades later in 1842 the Philadelphia *Public Ledger* reported on a piece of fine cabinetry that sported an eagle carved from a piece of wood from the wreck "lying at Petty's Island" (*Public Ledger*, 22 October 1842). In 1856, the Scott & Moore map (Figure A.21) marked the wreck of the *Alliance* as being on the northwest side of the island, almost exactly where McClure had placed it, suggesting it was still visible. A half century later, the *Philadelphia Inquirer* described a Captain Wild "scattering the remains of the old hulk," believed to be the *Alliance* and finding a locked strong box. This hulk was "directly opposite Pier 6, of the Richmond coal wharves," which would place it near the location marked on the McClure and Scott & Moore maps (*Philadelphia Inquirer* 12 April 1891). Possibly Wild was raiding the wreck prior to it being dredged away as part of the U.S. Army Corps' channel improvements. Archaeologist Edward Heite undertaking a Phase IA survey for the U.S. Army Corps of Engineers in 1982 determined that it was

possible that the *Alliance* was beached on Petty's Island but her exact location was speculative given the sketchy information. If Mickle's description was accurate, she might be on the downstream end of the island on the New Jersey side. Possibly, the *Alliance* could survive under sediments or dredge spoils (Heite 1982: 34-35).

Another shipwreck of interest is the John Fitch steamboat *Perseverance*. Information on this boat is even murkier than the *Alliance*, but the *Perseverance* was a second-generation prototype built by Fitch circa 1790 as he attempted to turn his invention into a commercially profitable enterprise ferrying passengers between Philadelphia and Bordentown. Morrison reported in 1916 that the *Perseverance* "found her last resting place on Petty's Island," which has been repeated by later sources, but other reports suggest a different final "ship's grave" location. The half-completed *Perseverance* supposedly broke from her moorings at Fitch's wharf in the Abington neighborhood of Philadelphia in August 1790 and only briefly came to rest on Petty's Island. Fitch recovered the boat, after much effort, and towed it back to Philadelphia, but then could find no backers willing to loan him the money to repair her. University of Pennsylvania professor and historian Edward Potts Cheyney reported in 1939 that *Perseverance* was abandoned in the mud off the mouth of Cohocksink Creek, a small stream that formerly flowed into the Delaware River between the Philadelphia neighborhoods of Northern Liberties and Kensington. If this is accurate, which seems plausible, then the *Perseverance*'s final resting place was not on Petty's Island but in Philadelphia just below Poplar Street where Cohocksink Creek used to empty into the Delaware (Morrison 1916; Cheyney 1939: 138; Heite 1982: 35).

10. Shipbuilding

From the 1850s to the early 1890s when the U.S. Army Corps of Engineers sliced away the northwest side of Petty's Island, the island served as an outpost

of Philadelphia's world-leading shipbuilding industry. The impetus for establishing shipbuilding facilities on the island appears mainly to have been a need for space as Philadelphia's waterfront property became ever more crowded and expensive to acquire. During the 1830s and 1840s, Philadelphia's commercial and industrial waterfront had expanded rapidly northward up the Pennsylvania side of the river from downtown to the Northern Liberties, Kensington and Port Richmond, the latter developed by the Reading Railroad as a coal terminal. By the 1840s, almost the entire Kensington waterfront was dominated by shipyards, wharves and warehouses.

Historic atlas maps suggest that the opening up of shipyard facilities on the northwest side of Petty's Island began between 1847 and 1853 (Figures A.18 and A.20). Philadelphia shipbuilder William Cramp, who was rising to prominence in this period for his high-quality American clipper ships, announced in December 1853 that he was building a "substantial brick saw mill" on Petty's Island, driven by steam engines and having dimensions of 115 feet by 40 feet. The Petty's Island property was apparently intended to provide planks and storage space for his main shipyard at the foot of Palmer Street in Kensington. In 1854, shipbuilders Stewart & Walters announced the launching of the bark *Washington Butcher* from their new Petty's Island shipyard. By 1855, Cramp was also building ships on the island, including the 210-foot, triple-decked sailing ship *Manitou*. By 1857, Cramp's and Stewart & Walters' shipyards had been joined by the new shipyard of Andrew and James Manderson (Figure A.22) (*Philadelphia Inquirer*, 13 December 1853; 4/30/1855; *Baltimore Sun*, 6 March 1854; Saunders *et al.* 1856; Farr and Bostwick 1991: 7-8).

By 1875, Petty's Island had shipyards owned by Cramp, Manderson and Doughty & Kapella (successor to Stewart & Walters) on the southern end of the island and by Joseph Rillat [alternate spellings of Rilatt, Rilett or Rillet] at the northern end of the island (Figures A.30 and A.32). The shipyard slips, wharves

and a marine railway of Doughty & Kapella faced onto the Pennsylvania channel and were relatively modest in size compared to the much larger facilities across the channel in Philadelphia. Attracting workmen to the island must have been difficult and at least some of the shipyard owners provided housing for their employees and their families. Shipbuilding had boomed in Philadelphia during and immediately after the Civil War, leading some to speculate that the industry had over-expanded its capacity. The economic recession of 1877 proved them correct as several very hard years took their toll on Philadelphia's shipbuilders and particularly on smaller concerns such as Rilatt's and Doughty & Kapella on Petty's Island. By the late 1880s, when economic recovery was underway, speculation about the Corps of Engineers' plans to remove a portion Petty's Island likely dampened any enthusiasm for investing in the island's shipyard infrastructure. A series of three photographs of the Rillat shipyard taken in 1888 show a small and somewhat worn out looking set of buildings (Images B.23a-c). In 1889, the Doughty & Kapella shipyard burned down, not to be rebuilt (*Philadelphia Inquirer*, 8 April 1889).

After the Corps of Engineers condemned and then removed the northwest side of Petty's Island in 1893, shipbuilding disappeared from Petty's Island for over 20 years. During World War I, however, William Cramp & Sons expanded once again onto the island, in 1916 acquiring 45 acres for a forge and storage buildings, as well as a slip, to supplement the main shipyard across the river in Port Richmond. This expansion was in anticipation of substantial wartime naval contracts. Although the Petty's Island facilities were built by 1919, the end of the war brought major cuts to the output of warships and Cramp was unable to secure commercial projects to fill the void. After making significant investments in its capacity, Cramp was financially overextended and was forced to close all of its shipbuilding operations in 1927. The yards remained dormant for 12 years until 1939 when they

were reopened with federal assistance to meet the shipbuilding demands of World War II. Back taxes on Cramp's Philadelphia and Petty's Island properties were paid off and the plant was reconditioned. A large crane was built adjacent to the slip at Petty's Island where ancillary construction and storage activities took place, but photographs and documentary evidence suggest that Petty's Island did not receive major new investments as compared to the significant work that occurred at the main facilities in Port Richmond. At the end of the war, despite high hopes of being able to sustain the business, Cramp was again forced to shut down for lack of orders. Cramp's Petty's Island property was sold John C. Boyle in 1947; Boyle sold the property to the Cities Services Oil Company in 1950 (*Philadelphia Inquirer*, 9 June 1916; William Cramp & Sons *circa* 1917; Cramp's Shipyard Photograph Collection, *circa* 1928-1951; Cramp Shipbuilding Company 1940, 1943, 1946; Farr and Bostwick 1991: 13-14).

11. Defense

There is little historic evidence for Petty's Island having served any major military or defensive purposes, although there have been some interesting side notes related to America's wars, such as the grounding and abandonment of the *Alliance*. Review of standard sources on Philadelphia and Camden County history found no reliable evidence for the island ever having been fortified. Some reports of a fort on the island are likely misinterpretations of meadow banking as earthen fortifications. The island is not known to have played any significant role in the American Revolution or the Civil War.

The island did experience some minimal defensive preparations during the world wars. The U.S. Army Corps of Engineers devised plans for mounting an anti-aircraft battery on Petty's Island during World War I, part of a project to install some twenty odd guns

within the Philadelphia region. In hindsight, the possibility of air attacks on Philadelphia was very remote. The main concern seems to have been zeppelins or the launching of single aircraft from submarines or other naval ships. since aircraft carriers were then in their infancy. The object would seem to have been to protect industrial targets, particularly oil stores, including the newly opened Crew Levick distribution center on Petty's Island. A location map produced by the Army in 1915 and revised through March 1920 places many of the guns at or near refineries on the Delaware River, except for those at Fort Mott and Fort DuPont that guarded the river near Delaware City, Delaware. An inventory card for the Petty's Island battery, designated Location No. 15, specified two, 3-inch gun emplacements constructed of concrete. These open emplacements were built in March 1918; however, the guns were not mounted. The Army's location map is believed to accurately place the emplacement on the north tip of Petty's Island (Map A.50). During World War II, the island was reportedly patrolled from time to time by coast guardsmen with dogs, probably to prevent sabotage at the oil storage yard and refinery (Payette 2014).

12. Recreation

Recreational pursuits as an escape from urban life have been common activities around Petty's Island since at least the early decades of the 19th century. These activities have been mostly casual fishing, swimming, exploring, boating and picnicking. From time to time, there have been organized sporting events including boxing matches and yacht and ice boat races. Rumors of less savory activities such as gambling, drinking and fighting have frequently been intimated, but are more difficult to substantiate since the perpetrators may only appear in the historical record if they were caught or injured. It should also be kept in mind that Victorian morals were substantially different than today. For example, in May 1874

Camden County authorities arrested fifteen young men on Petty's Island for playing baseball on the Sabbath, describing them as "an unruly gang" and baseball as a sport that bruises shade trees and encourages blasphemy (*Camden Democrat*, 23 May 1874).

The Tammany Pea Shore Fishing Company, established about 1809 at Pea Shore Cove opposite the north end of Petty's Island on the New Jersey mainland (Map A.20), ranks among the earliest organizations to hold regular recreational events on the water near Petty's Island. The company was a social club composed mostly of Philadelphia artisans and artists. They erected a brick clubhouse, which became a summer hangout for the club members and their friends. It is reported that Walt Whitman was a frequent visitor. Although the club had no property or claim to Petty's Island, the members no doubt fished in the channel off the island and probably visited the island on outings (Prowell 1886: 754).

Newspapers in the last quarter of the 19th century are filled with notes regarding the activities of boys and young men on the island and in its surrounding waters (see Appendix D). In this period of rapid urbanization, the island became a magnet for exploration and escape. Unfortunately, when these escapades appear in the papers they are usually accompanied by tragedy. In July 1887, for example, three boys in their mid-teens drowned after hiring a boat and rowing out to the island. At least two dozen boat accidents and drownings were reported at Petty's Island from the 1870s to the 1890s (*Philadelphia Inquirer*, 13 July 1887).

13. What Might Have Been

Petty's Island has a long history of rumors, ideas, schemes and projects that never came to be or that represent alternative narratives. Among the most persistent tales is that the island was a hold-out of the pirate Edward Teach, aka Blackbeard (*circa* 1680-1718).

In fact, there is no evidence that Blackbeard really visited Philadelphia. Blackbeard and his pirate mates preyed on Philadelphia merchant shipping, and during 1717-1718 the merchants of the city were in ferment about the economic damage being caused to their Caribbean trade. They initiated a vitriolic campaign against the pirates, many of whom had been until recently British-sanctioned privateers. Blackbeard died in a naval battle near Ocracoke Island, North Carolina in November 1718. Many of the rumors about Blackbeard, and possibly the source of the extrapolation that he visited or moored off of Petty's Island, can be attributed to a very popular and entirely fictional account of his life, *Blackbeard, A Page from the Colonial History of Philadelphia*, published in 1835 (Bialuschewski 2010: 165-178).

Based more in reality than pirate legend are various projects, some partially implemented, to turn Petty's Island into something other than what it became. Among the leading proposals in this regard were plans that began to take form after the Civil War to adapt the island for use as a prison, hospital, almshouse or asylum. This scheme went so far as to have an engineer meet with various landowners in 1869. Possibly, Dr. Joseph Pancoast, a leading Philadelphia physician with numerous business interests, had acquired several lots on the island in anticipation of such a plan. In 1880, John F. Betz rented part of the island for a dancing and drinking resort known as Willow Grove. Betz was a member of well-known family of Philadelphia German brewers, but Willow Grove appears to have lasted only a few months (*San Antonio Express*, 5 October 1867; *Philadelphia Inquirer*, 14 May 1869; Leach 1913; Independence Hall Association 2013).

Plans for Petty's Island reached a low point in the immediate aftermath of the Corps of Engineers' dredging project of 1891-93, which wiped out the shipbuilders and chopped 150 acres from the island's land mass. In May 1893, Philadelphia garbage collectors threatened to turn Petty's Island into a collection

point for the city's refuse. The proximate cause was a Philadelphia city ordinance that outlawed pigs in the city. The pigs, however, had played a vital role in garbage disposal, being fed slop and other organic waste. Some of the city's garbage collectors moved their pigs to Petty's Island – the number of pigs is in question (some say hundreds, others a thousand) – and then began barging the garbage to the island. Camden health officials, upon finding out, raised an uproar, fearing contamination to the city's water supply, which was drawn from the river opposite Petty's Island. The piggery was shut down quickly and the island disinfected, but not before the local newspapers had an opportunity to stir up local passions (*Philadelphia Inquirer*, 11 May 1893; 12 May 1893; 13 May 1893; 18 May 1893; 25 May 1893; 26 May 1893; 2 June 1893; 9 June 1893).

During 1901, rumors about the redevelopment of Petty's Island began to appear in Philadelphia and national newspapers, sparked by information that the island had been purchased. In early spring of 1901, Philadelphia, San Francisco and New York City papers reported that a major shipbuilder – rumored to be either Cramps or an English firm – had purchased Petty's Island for a large shipbuilding plant. In fact, the more than a dozen lots that made up the island were in the process of being acquired by Philip J. Ross, a New Yorker who may have been acting on behalf of others. If there was a shipyard deal in the works, it fell through quickly. Later that year another rumor began to swirl that the island was for sale and being considered once again as the site for a municipal hospital and insane asylum. This proved to be accurate when Philadelphia's Department of Charities and Correction and a group of doctors toured the island and passed a resolution recommending it by a unanimous vote in late June 1901. Twelve months later in June 1902, Philadelphia's City Council approved the measure, only to have it vetoed by the Philadelphia mayor in July 1902, killing the project on the grounds that moving the city's asylum to New Jersey would

cause the city to lose jurisdiction over the provision of police and sanitation services to the asylum. This decision no doubt pleased Camden and New Jersey officials, who had raised strenuous objections to the plan. New Jersey's Senate even went so far as to pass legislation preventing non-New Jersey municipalities from owning property in the state in an attempt to block Philadelphia from ever acquiring Petty's Island (*Daily People*, 6 April 1901; *Philadelphia Inquirer*, 26 March 1901; 6 April 1901; 26 June 1901; 29 June 1902; 26 July 1902; *San Francisco Chronicle*, 6 April 1901; *Trenton Evening Times*, 1 July 1902).

Following the failure of the Philadelphia asylum plan, Petty's Island languished. A group of investors led by William F. Donovan of Philadelphia acquired the property with the idea of building an amusement park "on par with Coney Island." They even went so far as to hire famed architect Louis Sullivan to prepare a conceptual design. Work seems to have gotten under way in 1907 with the clearing of vegetation, but by 1909 the amusement park plan had been dropped and the island sold to John P. Mack of Philadelphia. He soon announced a scheme to hold a world's fair-like exposition to be called an Exhibition of the American Republics. This plan too floundered and in 1913 Mack petitioned Camden County officials for tax relief while he sought out a buyer. In late 1914, the Camden County sheriff seized Petty's Island from Mack for non-payment of back taxes. It was placed at sheriff's sale on December 14, 1915 (*Woodbury Daily Times*, 27 August 1907; *Camden Courier*, 19 October 1909; *Philadelphia Inquirer*, 28 November 1914; 4 December 1915; Leech 2012).

Following the announcement of the sheriff's sale, George C. Priestley and the Pennsauken Terminal Company acquired Petty's Island for construction of the Crew Levick Company oil storage yard and an expansion of the Richmond shipyard of William Cramp & Sons (see Sections 10 and 14). The island, however, has continued to attract the occasional

would-be scheme, despite the determinedly industrial course that had been set. In 1917, for instance, Mayor Charles B. Ellis of Camden suggested using Petty's Island for a highway bridge crossing the Delaware River between Pennsauken and Philadelphia. This was offered as an alternative to the site that was eventually selected for the Ben Franklin Bridge, completed in 1926. Nearly a half century later in 1971, the Philadelphia Bicentennial Commission, responsible for coordinating plans for massive national celebrations, seriously considered using Petty's Island as the main site for a Bicentennial Exposition. It was believed that CITGO, owners of the refinery, were predisposed to sell the island. The commission performed a feasibility study, even going so far as to draw up plans for surrounding Petty's Island with floating manmade precast-concrete islands that could be used as platforms for displays and then later towed to other locations to be repurposed as housing. Petty's Island was eventually rejected as a site for bicentennial celebrations because of concerns that the island was too small and inaccessible. Pennsauken residents also protested against the bicentennial plan, mainly on grounds of traffic congestion and "not-in-my-backyard" issues (*Woodsbury Daily Times*, 17 January 1917; *Trenton Evening Times*, 22 August 1971; 7 December 1971; *Centre Daily Times*, 25 August 1971).

14. Oil and Bulk Materials Storage and Handling

In 1916, oilman George C. Priestley put together a business deal that brought the Crew Levick Company to Petty's Island. Components of this deal included new rail access via a bridge built across the New Jersey channel from the Pennsauken shoreline. Construction began in 1916 and three years later an exporting plant for lubricating oils opened for business. Between 1925 and 1927, Crew Levick added a refinery and additional storage for handling gasoline and related products such as greases, insecticides and

solvents. By 1931, the facility had storage for crude and fuel oils amounting to 21 million gallons capacity. During that year, 31 oil tankers brought crude oil to the island for refining and more than 5,000 rail cars departed the island with product for delivery to customers. Rail shipments of specialized products such as light oils, kerosene and naphtha were also received from Cities Service plants near the western Pennsylvania oil fields at Titusville. The Petty's Island facility further processed and blended these products for distribution to customers on the East Coast. The facility also serviced annually over 300 ships picking up fuel oil from the plant's 800-foot long wharf (Cranston 1931: 142-143).

By the time the Crew Levick Company built its facility on Petty's Island in 1916, the Philadelphia region was already a significant refining and exporting center for the oil industry. The city's port and rail facilities were considered particularly well positioned for distribution to markets on the East Coast and internationally, especially once pipelines from western Pennsylvania oil fields reached the city in the 1880s. The earliest refineries in the Philadelphia area appear to have been established in the mid-1860s by the Belmont Refining Company and Atlantic Refining Company on the Schuylkill River. By 1891, the Philadelphia region was exporting 35 percent of all United States petroleum with major refineries not only in Philadelphia on the Schuylkill but on the Delaware River at Chester, Trainer and Marcus Hook, Pennsylvania and Paulsboro, New Jersey. By comparison, Crew Levick was a relative late-comer to the region and its refining capacity comparatively small. Its location on the river was advantageous for receiving and exporting oil, but perhaps not as superior as those refineries located further downstream (Oliver Evans Chapter of the Society for Industrial Archeology 1990: 1-13, 11-19).

The Crew Levick Company was affiliated with the Cities Service Company, which was established in 1910 by Henry Latham Doherty of Bartlesville,

Oklahoma. Cities Service initially had interests in natural gas but soon expanded into other petroleum products and public utilities. The discovery by Cities Service of the El Dorado oil field in central Kansas in 1915 and the Oklahoma City oil field in 1928 placed significant pressure on the company to increase refining and storage capacity, likely driving some of the decisions to build and expand upon its facilities at Petty's Island. By 1933, Cities Service owned ten oil refineries, including one at Perth Amboy, New Jersey. After a prolonged federal court battle following passage of the Public Utility Holding Company Act of 1935, Cities Service was forced to divest itself of public utilities. In 1959, the petroleum and natural gas companies were reformed as Cities Service Oil Company. The CITGO marketing brand was introduced in 1964 as part of an advertising campaign. Cities Service Oil Company was reformed as CITGO Petroleum Corporation in 1978. It survived a hostile takeover attempt in the early 1980s, but the state-owned Petroleos de Venezuela gained a controlling interest in 1990. CITGO announced plans to close the Petty's Island oil terminal facilities in 2000. At present, the facility is shut down and in the process of being dismantled and remediated (American Oil & Gas Historical Society 2015).

While oil refining and storage have been the dominant industrial activities on Petty's Island since the late 1910s, there have been other activities. Previously discussed was the Cramp shipyard outpost on Petty's Island, active from about 1919 to 1927 and 1940 to 1946. The Cramp property was sold to the Cities Service Oil Company in 1950. Another occupant of the island was the Philadelphia Electric Company (PECO), which acquired 58.8 acres in 1917. This parcel, located between the refinery and the shipyard about mid-island, was used for the storage of coal reserves for the PECO generating station upriver at Port Richmond. By the early 1930s, this coal yard was rarely used and PECO sold the property to the Cities Service Oil Company in 1953. In 1980, the area of the

former coal yard was leased by the Crowley Maritime Corporation for use as a transfer facility for roll-on, roll-off barges. Today, the Crowley operation remains the only active business on Petty's Island.

15. Natural Resources Preservation

The CITGO Petroleum Corporation's decision to wind down its Petty's Island operations in 2000 is the starting point for the latest chapter in the island's history. From 2000 to 2009, Petty's Island was often in the public eye as those with a stake in the island sought to shape its future. Among the competing visions was a major waterfront redevelopment that some saw as a potential economic engine for Pennsauken and Camden. Others saw an opportunity to mitigate environmental damage from years of industrial use and create a unique nature preserve within an urban setting. Ultimately, through the political process and sometimes contentious public debate, a decision was made in early 2009 for the New Jersey Natural Lands Trust (NJNLT) to accept CITGO's offer to donate a conservation easement so that the island could one day become a nature preserve. Once CITGO has cleaned up pollution on Petty's Island it is expected that ownership of the island will transfer to the NJNLT. This historical study is part of the foundation that the NJNLT is laying for educating the public about Petty's Island's history and managing its cultural resources.

The players in this latest chapter have been numerous. They include developers, businesses, environmentalists, the general public, politicians and even foreign leaders. Also worthy of a starring role in this story are the natural resources of Petty's Island itself, including the American bald eagles that initially triggered interests in preserving the island's habitat. The concern over the preservation of Petty's Island also sparked renewed interest in its history, bringing back to life some long-forgotten stories about its past inhabitants and uses. Ultimately, however, it may have been the

economic recession of 2007-08 that scuttled any realistic attempt of redeveloping Petty's Island with housing, retail shops and a golf course. In March 2008, the firm leading the redevelopment effort allowed its agreement with Pennsauken Township to expire citing challenges of financing under the then-current economic climate.

The interactions and sometimes competing perspectives and goals of the various individuals and organizations who advocated for the future of Petty's Island make for a fascinating study of the modern environmental movement in New Jersey. Since this story is currently well known to the NJNLT, it has not been a priority of this historical study to gather documentation on the events leading up to the decision to preserve Petty's Island. From a historical perspective, this chapter is still playing out.

REFERENCES

Aerial Photograph of Petty's Island

circa 1920 On file, Hagley Museum.

Alexandria Gazette [Alexandria, Virginia]

1859 The Manitou, Captain Honeywell, from New York, October 23, for San Francisco, was destroyed by fire, at sea [built at Petty's Island by Wm. Cramp]. May 3, p. 2.

An Act to Enable the Owners and Possessors of Petty's Island situate in the River Delaware, in the County of Gloucester, to Appoint Persons Vested with Proper Powers for the Well Improvement of the Said Island.

1803 Wilson and Blackwell, Trenton, New Jersey. [Act Passed in Trenton on December 19, 1783].

American Oil & Gas Historical Society

2015 Cities Service Company. On-line, www.aoghs.org/stocks/cities-service-company.

Atlantic Journal [May's Landing, New Jersey]

1860 The Largest Plantation on which the tobacco "weed" is grown December 14.

Baist, George William

1889 *Baist's Map of Philadelphia and Environs*. G. Wm. Baist, Philadelphia. On file (online), Free Library of Philadelphia, Philadelphia, Pennsylvania. Accessed November 2015, <https://libwww.freelibrary.org/diglib/SearchItem.cfm?searchKey=0723219919&ItemID=MBSTAB00006>.

Baltimore Sun

1854 Opening of the State Canal. March 6, p. 4.

1898 A 30-foot Ship Channel. January 6, p. 2.

Barnes, R.L.

1865 *Barnes Map of Philadelphia*. R.L. Barnes, Philadelphia, Pennsylvania. On file (online), Free Library of Philadelphia, Philadelphia, Pennsylvania. Accessed November 2015, <https://libwww.freelibrary.org/diglib/ecw.cfm?ItemID=MRLBAB00007>.

Belknap, D.F., and John C. Kraft

1977 Holocene Relative Sea-Level Changes and Coastal Stratigraphic Units on the Northwest Flank of the Baltimore Canyon Trough Geosyncline. *Journal of Sedimentary Petrology*, Volume 47, Number 2. Pages 610-629.

Bellin, Jacques-Nicolas

1764 *Plan de Philadelphie et Environs*. On file (online), Historic Map Works. Accessed November 2015, <http://www.historicmapworks.com/Atlas/US/7165/Philadelphia+1764+Bellin/>

Bialuschewski, Arne

2010 Blackbeard off Philadelphia: Documents Pertaining to the Campaign against the Pirates in 1717 and 1718. In *The Pennsylvania Magazine of History and Biography*, Volume 134, Number 2 (April), pp. 165-178.

Birch, William Russell, Thomas Birch, W. Barker and W. Birch & Son

1800 *The City of Philadelphia, in the state of Pennsylvania North America; as it appeared in the year 1800; consisting of twenty eight plates*. W. Birch, Philadelphia.

Birds Eye View of Philadelphia and Vicinity Showing Location of the Philadelphia & Reading Railroad

1870 On file (online), Library of Congress, Washington, D.C. Accessed November 2015, <https://www.loc.gov/item/76695313/>.

Board of Trade and Plantations

1722 *Journals*. Book Y. In *Journals of the Board of Trade and Plantations*, Volume 4, November 1718-December 1722, edited by K. H. Ledward. London [1925], pages 363-371. On line, www.british-history.ac.uk/jrnl-trade-plantations/vol4/pp363-371 [accessed October 2015].

Bonner, Edwin A.

1965 Indian Deed for Petty's Island. *Pennsylvania Magazine of History and Biography*. Volume 89, Issue 1. January.

Boston Herald [Boston, Massachusetts]

1890 Notice to Mariners [range post lights on the east end of Petty's Island discontinued]. September 12, p. 8.

1901 Petty's Island Bought. April 14, p. 2.

Boston Journal [Boston, Massachusetts]

1874 The Kensington Fires [fire spreads to Petty's Island damaging mill and shipyard]. March 24, p. 3.

Boston Traveler [Boston, Massachusetts]

1861 Disasters, & c. Ship John Trucks, sunk at Philadelphia [repairs at Petty's Island]. August 5, p. 3.

Boyer, Charles S.

1933 The Origin and Meaning of Place Names in Camden County. *Camden History*. Volume 1, Number 8.

Burk and McFetridge

1885 *Philadelphia in 1886*. Panoramic Map (Bird's Eye View). On file (online), Library of Congress, Washington, D.C. Accessed November 2015, <https://www.loc.gov/item/76695291/>.

Camden County Aerial Views

1930 Aerial View of City of Camden. Item # 10202. On file, Camden County Historical Society, Camden, New Jersey.

Camden City African American Commission

2011 *Petty's Island: A Sacred Part of America's Story* . Video. On-line, www.youtube.com/watch?v=1tAsYyCjlaY [accessed October 2015].

Camden County Deeds

1844-1900 On file, New Jersey State Archives, Trenton, New Jersey.

1901- On file, Camden County Clerk's Office, Camden New Jersey.

Camden Courier

1909 Plan Exposition on Petty Island. October 19.

Camden Evening Courier

1909 Petty's Island Again Transferred. October 28.

Camden Democrat

1872 Resisting the Fish Wardens. June 1, p. 3.

1873 A Disorderly Crow of Half Grown Young Men Visited Petty's Island. June 28, p. 3.

1874 Sabbath Breakers Arrested. May 23, p. 3.

1874 Wholesale Arrests [on Petty's Island]. September 5, p. 3.

1874 Barge Robbed [at Petty's Island]. September 12, p. 3.

1875 Strong complaints [scows dumping in New Jersey channel at Petty's Island]. December 4, p. 3.

Camden Mail and General Advertiser

1834 Petty's Island. October 15, p. 3.

1838 Sheriff's Sale. November 14, p. 3.

1839 Farm at Public Sale. January 23, p. 3.

Camden Post-Telegram

1909 Change of Owners of Petty's Island. October 28.

1911 Death Takes King of Petty's Island. October 14.

Carrión, Angelly

- 2015 An Idea for Petty's Island, the Isle between Philly and Camden. *Philadelphia Magazine*, April 7. On-line, www.phillymag.com/property/2015/04/07/pettys-island-philadelphia-camden/#gallery-2-9.

Centre Daily Times

- 1917 New Site Proposed for Event. August 25, p. 6.

Charleston Courier [Charleston, South Carolina]

- 1855 The Philadelphia Ledger, of Tuesday, says [George F. Arnold drowns near Petty's Island]. June 15, p. 2.

Cheyney, Edward Potts

- 1939 John Fitch in the Neighborhood of Abington. In *The General Magazine and Historical Chronicle*, Volume 41, Number 2 (January), pages 131-140.

Chief of Engineers, U.S. Army

- 1883 *Annual Report of the Chief of Engineers, United States Army to the Secretary of War for the Year 1883*. Government Printing Office, Washington, D.C.

Clement, John, Edward H. Saunders and Edward Turner

- 1857 *Map of Camden County, New Jersey*. R.L. Barnes and Lloyd Vanderveer, Philadelphia, Pennsylvania. On file (online), Library of Congress, Washington, D.C. Accessed November 2015, <https://www.loc.gov/item/2012590162/>.

Cleveland Leader [Cleveland, Ohio]

- 1854 From Philadelphia [two men found dead in fishing boat at Petty's Island]. July 3, p. 3.

Collins, Herman LeRoy and Wilfred Jordan

- 1941 *Philadelphia, A Story of Progress*. 4 Volumes. Lewis Historical Publishing Company, New York, New York.

Commercial Development of Petty's Island

- 1917 *Evening Ledger – Philadelphia*, Wednesday, June 27, 1917, p. 3.

Cooper, William A.

- 1929 The Attitude of the Society of Friends Towards Slavery. *Camden History*. Volume 1, Number 6.

Corps of Engineers, Department of the Army and the United States Maritime Commission

- 1948 *The Ports of Philadelphia, Pa., Camden and Gloucester, N.J.* Port Series No. 7 (Revised 1947). Government Printing Office, Washington, D.C.

Craig, Peter Stebbins

- 1993 *The 1693 Census of the Swedes on the Delaware; Family Histories of the Swedish Lutheran Church*

Members Residing in Pennsylvania, Delaware, West New Jersey and Cecil County, Maryland, 1638-1693. SAG Publications, Winter Park, Florida.

Cramp Shipbuilding Company

1940 *First Annual Report to Shareholders.* Philadelphia, Pennsylvania.

1943 *Fourth Annual Report to Shareholders.* Philadelphia, Pennsylvania.

1946 *Seventh Annual Report to Shareholders.* Philadelphia, Pennsylvania.

Cramp's Shipyard Photograph Collection

circa 1928-1951 On file, Urban Archives, Temple University, Philadelphia, Pennsylvania.

Crane, Kathleen J.

1997 *Pennsauken.* Images of America Series. Arcadia Books, Charleston, South Carolina.

Cranston, Paul F.

1931 *Camden County, 1681-1931, Two Hundred and Fiftieth Anniversary. The Story of an Industrial Empire.* Camden County Chamber of Commerce, Camden, New Jersey.

Daily Graphic [New York, New York]

1875 Proposals for Dredging. May 25, p. 6.

Daily People [New York, New York]

1901 English Company for Petty's Island. April 6, p. 3.

Dallas Morning News [Dallas, Texas]

1891 Deafness in the Blood, Strange Affliction Caused by Intermarriage of Relatives [deaf children of Ralston Laird of Petty's Island]. August 3, p. 7.

Dallin Aerial Survey Company

1924 Petty's Island. Aerial photograph on file (online), Hagley Digital Archives, Hagley Museum and Library, Wilmington, Delaware. Accessed November 2015, <http://digital.hagley.org/cdm/singleitem/collection/p268001uw/id/6638/rec/1>

1929 Delaware River Waterfront, North Philadelphia. Aerial photograph on file (online), Hagley Digital Archives, Hagley Museum and Library, Wilmington, Delaware. Accessed November 2015, <http://digital.hagley.org/cdm/singleitem/collection/p268001uw/id/994/rec/57>

1932 Port Richmond, Petty's Island. Aerial photograph on file (online), Hagley Digital Archives, Hagley Museum and Library, Wilmington, Delaware. Accessed November 2015, <http://digital.hagley.org/cdm/singleitem/collection/p268001uw/id/6339/rec/2>

- 1938 Crew Levick Company, Petty's Island. Aerial photograph on file (online), Hagley Digital Archives, Hagley Museum and Library, Wilmington, Delaware. Accessed November 2015, <http://digital.hagley.org/cdm/singleitem/collection/p268001uw/id/2223/rec/3>
- 1939 Petty's Island. Aerial photograph on file (online), Hagley Digital Archives, Hagley Museum and Library, Wilmington, Delaware. Accessed November 2015, <http://digital.hagley.org/cdm/singleitem/collection/p268001uw/id/4187/rec/5>
- 1939 Crew Levick Oil Company, Petty's Island. Aerial photograph on file (online), Hagley Digital Archives, Hagley Museum and Library, Wilmington, Delaware. Accessed November 2015, <http://digital.hagley.org/cdm/singleitem/collection/p268001uw/id/4734/rec/4>
- 1939 Manufacturing Plant, Petty's Island. Aerial photograph on file (online), Hagley Digital Archives, Hagley Museum and Library, Wilmington, Delaware. Accessed November 2015, <http://digital.hagley.org/cdm/singleitem/collection/p268001uw/id/4188/rec/6>
- 1940 Pure Oil Company, Petty's Island. Aerial photograph on file (online), Hagley Digital Archives, Hagley Museum and Library, Wilmington, Delaware. Accessed November 2015, <http://digital.hagley.org/cdm/singleitem/collection/p268001uw/id/4405/rec/7>

Delaware River Joint Commission of Pennsylvania and New Jersey

circa 1948 A Guide to Harbor Facilities of the Delaware River Port including Philadelphia, Camden, Trenton, Gloucester, Chester, Paulsboro, Wilmington. Camden, New Jersey.

[Delaware River Navigation Chart]

1872 Manuscript map on file, Camden County Historical Society, Camden, New Jersey.

Delaware Tribe of Indians, Lenape

2015 *Lenape Talking Dictionary*. On-line, www.talk-lenape.org/index.php [accessed October 2015]. Material developed with support of the National Science Foundation.

Denver Rocky Mountain News [Denver, Colorado]

1922 Cities Service Fixes Export Contract. March 10, p. 9.

Dunbar, Seymour

1915 *A History of Travel in America*. Bobbs-Merrill Company, Indianapolis, Indiana.

Edelman, J. and Charles D. Kaufmann

1895 Philadelphia in 1796. *Map Collection, Free Library of Philadelphia*. Charles D. Kaufman.

Elkhart Daily Review [Elkhart, Indiana]

1884 Both Knocked Dizzy [prize fight on Petty's Island]. September 15, p. 4.

Ellet, Charles Jr.

- 1843 *A Map of the County of Philadelphia*. Charles Ellet, Jr., Philadelphia, Pennsylvania. On file (online), Free Library of Philadelphia, Philadelphia, Pennsylvania. Accessed, November 2015, <https://libwww.freelibrary.org/diglib/searchitem.cfm?itemid=MELLAA00001>.

Emporium and True American [Trenton, New Jersey]

- 1839 Found Drowned. July 19, p. 3.

Evansville Courier and Press [Evansville, Indiana]

- 1972 Crude Oil Spill Coats Shoreline [oil spill at Petty's Island]. August 16, p. 23.

Evening Ledger [Philadelphia, Pennsylvania]

- 1917 Petty's Island to Hum with New Industries. June 27, p. 5.

Evening Post [New York, New York]

- 1870 A Man Drowned. April 28, p. 4.

- 1871 Cramp & So have laid the keel [steamship on Petty's Island]. August 29, p. 4.

Evening Star [Washington, D.C.]

- 1877 Died for Love [suicide on Petty's Island]. August 10, p. 3.

Faden, William

- 1779 *A plan of the city and environs of Philadelphia: with the works and encampments of His Majesty's forces under the command of Lieutenant General Sir William Howe, K.B.* On file (online), Library of Congress, Washington, D.C. Accessed November 2015, <http://www.loc.gov/item/74692213/>.

Farnham, L.E.

- 1895 *Revised Map of the City of Camden, Town of Stockton and Vicinity*. E.W. Smith & Co., Philadelphia, Pennsylvania. On file, Camden County Historical Society, Camden, New Jersey.

Farr, Gail E. and Brett F. Bostwick

- 1991 *Shipbuilding at Cramp & Sons*. Philadelphia Maritime Museum, Philadelphia, Pennsylvania.

Fichter, Jack

- n.d. The Family Tree of the Coles and Morgan Family. Part II. The Morgan Family, The Descendants of Griffith and Elizabeth Morgan. Manuscript on file, Camden County Historical Society, Camden, New Jersey.

Fichter, Jack H. and Edmund J. Halber

- 1991 *The Pennsauken Story: A Township Centennial Edition* [First Edition, 1966]. Pennsauken Township Committee, Pennsauken, New Jersey.

Fisher, Joshua

1776 *A Chart of Delaware Bay and River*. Andrew Dury, London, England. On file (online), Library of Congress, Washington, D.C. Accessed November 2015, <http://www.loc.gov/item/74692202/>.

Fowler & Lummis

1876 *The Delaware River in the County of Camden, Showing the Exterior Wharf Line established thereon by the Riparian Commissioners of the State of New Jersey*. Manuscript map on file, Camden County Historical Society, Camden, New Jersey.

Franklin Gazette [Philadelphia, Pennsylvania]

1820 Drowned, on Sunday morning last. April 12, p. 2.

Franklin Survey Company

1935 *Map of Camden & Vicinity, Philadelphia*. Franklin Survey Company, Philadelphia, Pennsylvania.

Garwood, Allison Marena

1999 *The Evolution of Fettersville and the Role of Its Sacred Places: A Camden, New Jersey Neighborhood*. M.S. Thesis, University of Pennsylvania, Philadelphia.

Gillingham, Harrold E.

1929 Some Early Brickmakers of Philadelphia. *The Pennsylvania Magazine of History and Biography*. Volume 53, Number 1.

Gloucester County Deeds

1686-1843 On file, New Jersey State Archives, Trenton, New Jersey.

Gloucester County Historical Project, The New Jersey Historical Records Survey Project

1940 Transcriptions of Early County Records of New Jersey. Gloucester County Series. Slave Documents. The Historical Records Survey, Newark, New Jersey.

Gloucester County Wills

1686-1843 On file, New Jersey State Archives, Trenton, New Jersey.

Hassler, J.J.S.

1844 Philadelphia to Camden (T-162a). In *Coastal Survey Maps*. United States Coastal Survey.

Heap, George, L. Hebert and Nicholas Scull

1752 *A map of Philadelphia and parts adjacent: with a perspective view of the State-House*. On file (online), Library of Congress, Washington, D.C. Accessed November 2015, <http://www.loc.gov/item/98690000/>

Heite, Edward F.

- 1982 Cultural Resources Reconnaissance in Connection with Petty Island Back Channel, Contract DACW61-81-D-0017, Camden City and Pennsauken Township, Camden County, New Jersey. Prepared for the Philadelphia District, Corps of Engineers. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

[Hessian Map of Southern New Jersey with Inset Map of Philadelphia]

- circa 1777* On file (online), West Jersey History Project. Accessed November 2015, <http://www.westjerseyhistory.org/maps/revwarmaps/hessianmaps/index1.shtml>.

Heston, Alfred M., editor-in-chief

- 1924 *South Jersey, A History, 1664-1924*. Lewis Historical Publishing Company, New York.

Hills, John

- 1808 *A Plan of the City of Philadelphia and Environs*. Wm. Kneass Sculp, Philadelphia, Pennsylvania. On file (online), Greater Philadelphia GeoHistory Network, Philadelphia, Pennsylvania. Accessed November 2015, <https://www.philageohistory.org/rdic-images/view-image.cfm/HSF.D2G1.A>

Holm, Thomas Campanius

- 1834 *Description of the Province of New Sweden, now called, by the English, Pennsylvania in America, Compiled from the Relations and Writings of Persons Worthy of Credit, and Adorned with Maps and Plates*. Translated by Peter S. Du Ponceau. McCarty and Davis, Philadelphia.

Holme, Thomas, Robert Greene and John Thornton

- 1687 A Map of the Province of Pennsylvania Containing the Three Countyes of Chester Philadelphia and Bucks. Reprinted as *Fac-simile of Holmes-map of the province of Pennsylvania: with the names of the original purchasers from William Penn, begun in 1681* [1846], Lloyd P. Smith, Philadelphia, Pennsylvania. On file (online), Library of Congress, Washington, D.C. Accessed November 2015, <http://www.loc.gov/item/88695890/>

Holmes, George J.

- 2003 *Philadelphia's River Wards*. Images of America. Arcadia Publishing, Charleston, South Carolina.

Hopkins, G.M.

- 1907 *Atlas of the Vicinity of Camden, New Jersey*. G.M. Hopkins Co., Philadelphia, Pennsylvania. On file, Camden County Historical Society, Camden, New Jersey.

Hull, R. B., compiler

- 1877 Cooper Family Genealogy. Manuscript on file, Camden County Historical Society, Camden, New Jersey.

Hunter Research, Inc.

- 2005 *Fish and Ships: Lambertton, the Port of Trenton*. History Traced by Route 29 Series. New Jersey Department of Transportation, Trenton, New Jersey.

Independence Hall Association

- 2013 Philadelphia History, Petty's Island. On-line, www.ushistory.org/Philadelphia/petty.htm.

Jackson Citizen Patriot [Jackson, Michigan]

- 1891 Cozy on an Ice Cake [man saved from drowning at Petty's Island]. February 13, p. 1.

Jersey Journal [Jersey City, New Jersey]

- 1903 Bill to Prevent Phila. Grabbing Petty's Island. February 3, p. 1.

- 1903 Camden Now Wants to Annex Petty's Island. February 13, p. 2.

Joyce, J. St. George, editor.

- 1919 *Story of Philadelphia*. Harry B. Joseph, n.p.

Kraft, John C., D. Belknap and I. Kayan

- 1983 Potentials of Discovery of Human Occupation Sites on the Continental Shelves and Nearshore Coastal Zone. In *Quaternary Coastlines and Marine Archaeology: Towards the Prehistory of Land Bridges and Continental Shelves*, edited by P. Masters and N. Flemming, pp. 87-120. Academic Press, London, England.

Lake, D.J. and S.N. Beers

- 1861 *Map of the Vicinity of Philadelphia from Actual Surveys*. Lake & Beers, Philadelphia, Pennsylvania. On file (online), Free Library of Philadelphia, Philadelphia, Pennsylvania. Accessed November 2015, <https://libwww.freelibrary.org/diglib/SearchItem.cfm?ItemID=MLBPAA00005a>

Landis, George and Rendle S. Willgoos, Frank Richdale, A. Charles Corotis and William J. Paul

- 1944 *From Eriwomac to Now The Story of Pennsauken Township*. The United Republican Club [Pennsauken, New Jersey].

Laws of the Commonwealth of Pennsylvania from the Fourteenth Day of October, One Thousand Seven Hundred, to the Twentieth Day of March, One Thousand Eight Hundred and Ten, Published under the Authority of the Legislature

- 1810 4 Volumes. John Bioren, Philadelphia, Pennsylvania.

Leach, Frank Willing

- 1913 Old Philadelphia Families, CL-Pancoast. *The North American, Philadelphia Sunday*. February 16.

Leech, Ben

2012 Louis, We Hardly Knew Ye. *Hidden City Philadelphia*. April 17. On-line, www.hiddencityphila.org/2012/04/Louis-we-hardly-knew-ye/.

Lindsay & Blakiston

1855 *Plan of the City of Philadelphia as Now Consolidated, Shewing the Boundaries of the Wards*. T. Sinclair's Lith., Philadelphia, Pennsylvania. On file (online), Huntington Digital Library, The Huntington Library, San Marino, California. Accessed November 2015, <http://hdl.huntington.org/cdm/ref/collection/p15150coll4/id/2596>

Lindstrom, Peter Martensson

1655 *Stadhen Christina Hambn medh Skantzzen Christina Fort in Nova Svecia Sampt Hollendarens belagringh Ano. 1655*. On file (online) Library of Congress, Washington, D.C. Accessed November 2015, <http://www.loc.gov/search/?q=Stadhen+Christina+1655&all=true&st=list> and https://commons.wikimedia.org/wiki/File:Delaware_river_chart_1655.jpeg

Map of the City of Camden and Vicinity

1922 W.S. Hammond & Co. On file (online), Rutgers University Libraries-Special Collections, New Brunswick, New Jersey. Accessed November 2015, <https://rucore.libraries.rutgers.edu/rutgers-lib/15609/>

[Map of the environs of Camden, N.J.]

1778 On file (online), Library of Congress, Washington, D.C. Accessed November 2015, <http://www.loc.gov/item/gm71002187/>

Mawson, Harry P.

1891 Ship-building on the Delaware. *Harper's Weekly*. August 22.

McClure, David

1820 *Plan of a Survey of the River Delaware from one mile below Chester to Richmond above Philadelphia*. Philadelphia Streets Department, Survey and Design Bureau. On file (online), Greater Philadelphia GeoHistory Network, Philadelphia, Pennsylvania. Accessed November 2015, https://www.philageohistory.org/rdic-images/view-image.cfm/074-01_HP

Mickle, Isaac

1845 *Reminiscences of Old Gloucester*. Townsend Ward, Philadelphia, Pennsylvania.

Milano, Kenneth W.

2009 *The History of Penn Treaty Park*. The History Press, Charleston, South Carolina.

Millikan, Neal E.

2011 *Lotteries in Colonial America*. Routledge, New York, New York.

Milwaukee American [Milwaukee, Wisconsin]

1857 Nice Sunday Work [prize fight on Petty's Island]. September 9, p. 2.

Mitchell, S. Augustus

1872 *Philadelphia and Camden*. Philadelphia Water Department, Philadelphia, Pennsylvania. On file (online), Greater Philadelphia GeoHistory Network, Philadelphia, Pennsylvania. Accessed November 2015, <https://www.philageohistory.org/rdic-images/view-image.cfm/PWD1872-1>

Morrison, John L.

1916 *The Romance of Petty's Island*. Philadelphia, Pennsylvania.

1928 The Passing of the Wooden Indian. *Scribner's Magazine*. October. Pages 393-404.

National Environmental Title Research

2015 Historic Aerials. On-line, www.historicaerials.com [accessed October 2015].

National Park Service, Division of Interpretive Planning, Harpers Ferry Center

1998 Planning for Interpretation and Visitor Experience. On-line, www.nps.gov/hfc/services/interp/ [accessed November 2015].

New Jersey Audubon

2014 Petty's Island Preserve. On-line, www.njaudubon.org/SectionPettysIslandPreserve/Inroduction.aspx [accessed October 2015].

New Jersey Department of Environmental Protection

2015 NJGeoWeb. On-line, <http://njwebmap.state.nj.us/NJGeoWeb> [accessed October 2015].

New Jersey Natural Lands Trust

2015 Petty's Island, Wayside Exhibits and Photographs of Existing Structures. Electronic, Powerpoint Presentation. January 28. On file, New Jersey Natural Lands Trust, Trenton, New Jersey.

New Republican [Camden, New Jersey]

1875 Col. McKean, Riparian Commissioner [map of Petty's Island]. February 20, p. 2.

New York Tribune

1890 Condemning Part of Petty's Island. March 18, p. 1.

Newark Daily Advertiser

1853 Camden Items. February 3, p. 2.

Newman, Andrew [Rutgers University]

2013 Treaty of Shackamaxon. *The Encyclopedia of Greater Philadelphia*. On-line, www.philadelphiaencyclopedia.org/archive/treat-of-shackamaxon-2/ [accessed October 2015].

North American [Philadelphia, Pennsylvania]

1840 Reported for the *North American*, Coroner's Inquest. July 20, p. 2.

1843 Local Affairs – Island Overflowed. April 19, p. 2.

1878 Shipbuilding at Petty's Island. April 27, p. 4.

Oberholtzer, Ellis Paxson

1912 *Philadelphia: A History of the City and Its People, a Record of 225 Years*. S. J. Clarke Publishing Company, Philadelphia, Pennsylvania.

Oliver Evans Chapter of the Society for Industrial Archeology

1990 *Workshop of the World, A Selective Guide to the Industrial Archeology of Philadelphia*. Oliver Evans Press, Philadelphia, Pennsylvania.

Otterbein, Holly

2010 The Island. In *Philadelphia City Paper*, January 26.

Payette, Pete

2014 Petty's Island Anti-Aircraft Batteries. E-mail communication with Cari Wild, NJNLT, March 21, April 4, May 1 and May 7 [includes transmission of Report of Completed Works – Seacoast Fortifications, Coast Defenses of the Delaware, on file, National Archives and Records Administration, Washington, D.C.].

Pennsylvania Gazette [Philadelphia, Pennsylvania]

1749 To be sold by vendue. April 13, p. 3.

1754 To be sold or Lett, by Martha Green. March 26, p. 3.

1784 Whereas Joseph Cooper, Esq; has, for sufficient reasons, resigned. August 18.

Petty's Island Lotteries Broadsides and Handbills

1761-1774 On file, Library Company of Philadelphia, Philadelphia, Pennsylvania.

Philadelphia City Planning Commission

1934 *Philadelphia Region When Known as Coaquannock "Grove of Tall Pines" and as First Seen by the White Men*. Philadelphia City Planning Commission, Philadelphia, Pennsylvania. On file, Camden County Historical Society, Camden, New Jersey.

Philadelphia Deeds

On file, Philadelphia City Archives, Philadelphia.

Philadelphia Inquirer

1853 Saw Mill on Petty's Island. December 13, p. 1.

- 1855 A Fine Vessel. April 30, p. 1.
- 1855 Very Large Sale – Ship Timber, Saw Logs, Lumber Horses, & c [at Petty’s Island]. November 7, p. 2.
- 1869 Petty’s Island. May 14, p. 3.
- 1873 The Sporting World, The Second Regatta of the Philadelphia Yachting Club [twice around Petty’s Island]. May 27, p. 2.
- 1873 Local Miscellany [man shoot out eye on Petty’s Island]. September 10, p. 3.
- 1874 At the Morgue [drowning near Petty’s Island]. July 22, p. 2.
- 1875 Race on the Delaware [around Petty’s Island]. May 18, p. 3.
- 1876 Coroner’s Cases [drowning at Petty’s Island]. August 2, p. 2.
- 1876 Human Bull Dogs [fight on Petty’s Island]. August 23, p. 2.
- 1877 Over the River, Violating the Sabbath [arrests on Petty’s Island]. May 22, p. 3.
- 1877 Disappointed Love [suicide on Petty’s Island]. August 7, p. 2.
- 1878 Good News Confirmed [navigation improvement for Petty’s Island]. March 9, p. 2.
- 1879 Filling Up the Channel. November 29, p. 2.
- 1880 Doughty & Kapella shipbuilders on Petty’s Island. January 5, p. 3.
- 1881 Delaware River and Bay. July 28, p. 3.
- 1881 Coroner’s Cases [two drownings at Petty’s Island]. August 26, p. 2.
- 1881 Bids for Dredging [upper end of Petty’s Island]. September 16, p. 2.
- 1881 Removing the Municipal Hospital [to Petty’s Island]. October 13, p. 2.
- 1882 Causes of Death [at Petty’s Island]. September 12, p. 2.
- 1884 Petty’s Island, Why Certain Improvements Should be Made in the Delaware. January 23, p. 2.
- 1884 River and Harbor, Improvements Recommended by Engineer Hener. August 5, p. 2.

- 1885 The Delaware River, Government Plans for Its Improvement. July 31, p. 4.
- 1885 From Camden, Action of the Board of Health [opposition to dyke at Petty's Island]. September 2, p. 3.
- 1885 Drowned in the Delaware, Sad Ending of a Sunday's Pleasure Party [drowning near Petty's Island]. November 10, p. 5.
- 1887 Three Boys Drowned, Sad Bathing Accident near Petty's Island. July 13, p. 8.
- 1887 Body Recovered [off Petty's Island]. September 1, p. 2.
- 1887 Sears and Howe Found, The Missing Yacht and the Two Lads Discovered near Petty's Island. September 6, p. 8.
- 1887 No More Yachting [lost boys from Boston found at Petty's Island]. September 7, p. 2.
- 1888 The Islands Must Go. February 18, p. 8.
- 1888 Opening the Delaware, Report of the Engineers on the Removal of the Islands. April 14, p. 1.
- 1888 The River Improvements, An Interview with Lieutenant-Colonel Henry M. Robert. December 17, p. 2.
- 1889 Valuation of the Islands [federal government purchase of Petty's Island for widened channel]. January 7, p. 3.
- 1889 A Shipyard in Flames. April 8, p. 7.
- 1890 The New City Crematory [municipal hospital proposed for Petty's Island]. May 27, p. 5.
- 1890 Payment for the Petty's Island Purchases. June 4, p. 4.
- 1890 Drowned in the Delaware, A Boat Overturned by the Swell from a Passing Steamer [at Petty's Island]. August 5, p. 2.
- 1890 Widening the Delaware, Specifications to Guide Intending Bidders for the Big Contract. December 21, p. 2.
- 1891 Cost of a Mistake, Porter & Filbert Lose the Contract for Removal of the Islands [description of federal dredging contract at Petty's Island]. February 13, p. 3.
- 1891 Dumping in the Channel, a Serious Charge against the American Dredging Company [dumping of mud and old wrecks in channel near Petty's Island]. February 17, p. 6.

- 1891 A Relic from the Alliance. April 12, p. 8.
- 1891 A Tenantless Skiff, Three Persons Supposed to Have Been Drowned at Petty's Island. June 16, p. 2.
- 1891 Jamison's Body Found [drowned man found tied to piling at Petty's Island]. June 29, p. 1.
- 1891 Exploring the Channel, Professor Haupt Finds It To Be Steadily Improving [dyke at Petty's Island doing its work]. December 11, p. 2.
- 1892 Judge Green Says No. The Petition to Condemn Petty's Island Dismissed. January 20, p. 4.
- 1892 Drowned While Bathing. July 11, p. 2.
- 1892 A Fight on Petty's Island. November 14, p. 3.
- 1893 A Thousand Pigs on Petty's Island. May 11, p. 2.
- 1893 The Island Pigs Stir Up Camden. May 12, p. 4.
- 1893 Camden Presents Her Compliments. May 13, p. 4.
- 1893 Pigs to Go from Island. May 18, p. 4.
- 1893 No Pigs Now on Petty's Island. May 21, p. 5.
- 1893 Petty's Island Garbage. May 25, p. 2.
- 1893 Garbage Dumpers Caught. May 26, p. 5.
- 1893 Reward Offered for Adams' Body. May 31, p. 4.
- 1893 Disinfecting Petty's Island. June 2, p. 5.
- 1893 Over in Camden. June 9, p. 2.
- 1893 Three Boys Lost in the Delaware. July 3, p. 1.
- 1893 The Wharf Lines Need Extension, Further Delay May Undo the Dredging Work Which Has Already Been Done. November 13, p. 2.
- 1894 Mizpah Wins Again [model boat race at Petty's Island]. May 13, p. 3.
- 1894 Camden County Licenses, An Application to Sell Liquor on Petty's Island Laid Over. May 17, p. 2.

- 1894 Four Girls Rescued from the Delaware. August 20, p. 1.
- 1894 The Keystone Model Yacht Club [race in cove back of Petty's Island]. September 2, p. 5.
- 1895 Drowned Near Petty's Island. June 3, p. 1.
- 1895 Jacob Collar's Find, A Fisherman Discovers Professor Airtite Away Off on Petty's Island. October 31, p. 8.
- 1896 Caught the Crocodile, The Creature Landed on the Mud About Petty's Island. April 14, p. 3.
- 1896 Ice Yachting on Delaware, Exciting Three-Cornered Race in the Cove Behind Petty's Island. December 26, p. 4.
- 1897 Skeleton Found on Petty's Island. March 21, p. 10.
- 1897 Drowned at Petty's Island. July 24, p. 2.
- 1901 Syndicate Buys Petty's Island. March 26, p. 5.
- 1901 Shipyard for Petty's Island. April 6, p. 5.
- 1901 Petty's Island Deeds Record. April 14, p. 5.
- 1901 Railroad May Own Petty's Island. May 18, p. 10.
- 1901 Almshouse Site at Last Chosen. June 26, p. 9.
- 1901 Favors Petty's Island Site. December 4, p. 8.
- 1902 Fought Death Many Hours in A Floe of Ice, Two Petty's Island Men Rescued after Terrible Experience. January 13, p. 1.
- 1902 Petty's Island as Almshouse Site. May 14, p. 11.
- 1902 Hospital May Be Removed to Petty's Island. June 26, p. 7.
- 1902 Jersey to Guard Petty's Island. June 27, p. 7.
- 1902 Camden Opposes Hospital Plan. June 29, p. 9.
- 1902 No Municipal Hospital for Petty's Island. July 4, p. 1.

- 1902 Petty's Island and Cannon Ball Farm Bills Fail. July 26, p. 1.
- 1903 Walked From Petty's Island to the Shore. January 16, p. 5.
- 1903 They Would Hold Petty's Island. February 4, p. 3.
- 1903 Bill to Annex Petty's Island. February 13, p. 3.
- 1903 Two Foundlings – One Alive, One Dead. September 21, p. 1.
- 1903 Marooned on Petty's Island. September 25, p. 11.
- 1904 Attacked by Fish Hawk. September 4, p. 3.
- 1907 Sargent Looking for Site for New Immigrant Dock, Pays Visit to Petty's Island Which May Meet the Government's Requirements. August 6, p. 1.
- 1907 Pensauken's [sic] Visions of Amazing Wealth, Township Will Just Simply Live in Clover When the Petty's Island Taxes Come In. September 30, p. 3.
- 1911 Petty's Island Value Reduced. February 5, p. 5.
- 1911 Three Bathers Drowned While Enjoying Swim, Two Victims Meet Death Near Petty's Island. July 17.
- 1913 Fail to Find Buyer for Petty's Island. December 26, p. 3.
- 1914 Boys Find Den of River Pirates, Young Swimmers Aid in Recovery of Loot on Petty's Island. June 8, p. 2.
- 1914 The Pirates of Petty's Island. June 9, p. 8.
- 1914 Tax Collector Again Seizes Petty's Island. November 28, p. 4.
- 1915 Petty's Island Will Be Rendezvous This Year. April 11, p. 4.
- 1915 \$1,000,000 Island to be Sold for Taxes. December 4, p. 5.
- 1916 45 Acres Bought on Petty's Island. June 9, p. 20.
- 1916 Oppose Petty's Island Bridge. November 24, p. 4.
- 1917 Opening Way for Bridge. January 23, p. 3.

1917 To Link Petty's Island and N.J. by Big Bridge. June 1, p. 9.

1917 Closing Petty's Island Channel. June 29, p. 3.

Philadelphia Record Photograph Collection

circa 1910-1950 On file, Historical Society of Pennsylvania, Philadelphia, Pennsylvania

Philadelphia Wills

On file, Philadelphia Registrar of Wills, City Hall, Philadelphia.

Price, Clement Alexander

1980 *Freedom Not Far Distant, A Documentary History of Afro-Americans in New Jersey*. New Jersey Historical Society, Newark, New Jersey.

Prowell, George R.

1886 *The History of Camden County, New Jersey*. L. J. Richards and Company, Philadelphia.

Public Ledger [Philadelphia, Pennsylvania]

1842 Fair of the Franklin Institute, Fourth Day. October 22, p. 1.

Rambo, Beverly Nelson and Ronald S. Beatty

2008 *Rambo Family Tree*. 2nd Edition. Authorhouse, n.p.

Rease & Kurtz

1867 City of Philadelphia, 1867. Rease & Kurtz, Philadelphia, Pennsylvania. On file (online), The Library of Company of Philadelphia, Philadelphia, Pennsylvania. Accessed November 2015, http://lcpdams.librarycompany.org:8881/R/?func=dbin-jump-full&object_id=66049&local_base=GEN01

The Record-Argus [Greenville, Pennsylvania]

1957 John L. Morrison, Long-Time Record-Argus Publisher and Editor, Is Called by Death. November 21.

Regional Planning Federation of the Philadelphia Tri-State District

1928 *Aerial Survey of the Philadelphia Region*. Regional Planning Federation of the Philadelphia Tri-State District, Philadelphia, Pennsylvania.

[Riparian and Land Ownership Map of Petty's Island]

circa 1784 Manuscript map on file, Camden County Historical Society, Camden, New Jersey.

Riley, Duke

2015 Reclaiming the Lost Kingdom of Laird. On-line, www.dukeriley.info/projects/reclaiming-the-lost-kingdom-of-lard [accessed October 2015].

Riparian Commissioners of New Jersey

- 1875 *Annual Report of the Riparian Commissioners of the State of New Jersey with Accompanying Documents for the Year 1875.* Wm. S. Sharp, Trenton, New Jersey.
- 1880 Map showing the New Exterior Wharf and Pier Lines for the Southerly end of Petty's or Treaty Island in the Delaware River. Manuscript map on file, New Jersey State Archives (NJDS), Trenton, New Jersey.
- 1895 Map Showing the New Exterior Line for Piers on Delaware River between the North End of Petty's Island and Fishers Point. Manuscript map on file, New Jersey State Archives (NJDS), Trenton, New Jersey.
- 1896 Map Showing the Extension of a Portion of the Exterior Line for Solid Filling on the Southerly Side of Petty's Island between Lands of the Estate of Joseph Hatch, and the Estate of Andrew Manderson, and Lands of the N.Y. Steam Dredging Co. Manuscript map on file, New Jersey State Archives (NJDS), Trenton, New Jersey.

Robert, Henry M.

- 1887 Sketch of the Delaware in the Vicinity of Five Mile Bar. *Annual Report of the Chief of Engineers, United States Army, to the Secretary of War, for the year 1888*, Part I, Appendix G, opp. p. 670. U.S. Government Printing Office, Washington, D.C.

San Antonio Express

- 1867 Petty's Island, House of Correction. October 5, p. 2.

The San Diego Union

- 1938 Former Oil King Dead. April 7. Page 17.

San Francisco Chronicle

- 1901 May Compete with American Shipbuilders. April 6, p. 2.
- 1924 Divorcee Sues Millionaire Oil Man, Roosevelt's Aid, for \$250,000. July 20. Page 1.

Saunders, Edward H., Frederick C. Merry, Rufus L. Barnes and Lloyd Vanderveer

- 1856 *Map of Camden County, New Jersey.* R. L. Barnes, Philadelphia, Pennsylvania and Lloyd Vanderveer, Camden, New Jersey. On file, Camden County Historical Society, Camden New Jersey.

Scharf, J. Thomas and Thompson Westcott

- 1884 *History of Philadelphia, 1609-1884.* J. H. Everts and Company, Philadelphia, Pennsylvania.

Scott & Moore

- 1856 *Scott's Map of the Consolidated City of Philadelphia.* Scott and Moore, Philadelphia, Pennsylvania.

On file (online), Free Library of Philadelphia, Philadelphia, Pennsylvania. Accessed November 2015, <https://libwww.freelibrary.org/diglib/ecw.cfm?ItemID=MJDSAA00001>

Scott, Thomas M.

1852 *Tamany Fish House, on the Pea Shore, R. Delaware*. Lithograph. On file, Historical Society of Pennsylvania, Philadelphia.

Sebold, Kimberly R. and Sara Amy Leach

1991 *Historic Themes and Resources within the New Jersey Coastal Heritage Trail Route*. U.S. Department of the Interior, National Park Service, Washington, D.C.

Secretary of War

1888 *Report of the Secretary of War; Being Part of the Message and Documents Communicated to the Two Houses of Congress at the Beginning of the Second Session of the Fiftieth Congress*. Government Printing Office, Washington, D.C.

Shinn, Bob

2012 Petty's Island – Timeline of Its History. Manuscript. On-line, www.njaudubon.org/Portals/10/Centers/PettysIsland/PDF/RevisedTimeline-complete.pdf [accessed October 2015].

Sidney, J.C.

1847 *Map of the Circuit of Ten Miles Around Philadelphia*. Robert P. Smith, Philadelphia, Pennsylvania. On file, Historical Society of Frankford, Philadelphia, Pennsylvania. Accessed November 2015, <https://www.philageohistory.org/rdic-images/view-image.cfm/HSF.D2G5.B>

Smedley, Samuel L.

1872 *Map of Philadelphia*. Bonsall and Smedley, Philadelphia, Pennsylvania. On file (online), Greater Philadelphia GeoHistory Network, Philadelphia, Pennsylvania. Accessed November 2015, <https://www.philageohistory.org/rdic-images/view-image.cfm/HSF.D2D6>

Smith, Elvino V.

1904 *Atlas of the 18th, 19th, & 31st Wards of the City of Philadelphia*. J.L. Smith, Philadelphia, Pennsylvania.

Smith, J.L.

1907 *New Map of the City of Philadelphia*. J.L. Smith, Philadelphia, Pennsylvania. On file (online), Greater Philadelphia GeoHistory Network, Philadelphia, Pennsylvania. Accessed November 2015, <https://www.philageohistory.org/rdic-images/view-image.cfm/HSF.D2D24>

1913 *The City of Philadelphia*. J.L. Smith, Philadelphia, Pennsylvania. On file (online), Greater Philadelphia GeoHistory Network, Philadelphia, Pennsylvania. Accessed November 2015, <https://www.philageohistory.org/rdic-images/view-image.cfm/JLS1913.PhilaRevised.009.Stitched>

Smith, R.P.

- 1853 *Map of the Vicinity of Philadelphia from Actual Surveys*. R.P. Smith, Philadelphia, Pennsylvania. On file, Historical Society of Frankford, Philadelphia, Pennsylvania. Accessed November 2015, <https://www.philageohistory.org/rdic-images/index2.cfm?w=HSF.D2G16>

Smolenski, John

- 2010 *Friends and Strangers: The Making of Creole Culture in Colonial Pennsylvania*. University of Pennsylvania Press, Philadelphia, Pennsylvania.

Snyder, John P.

- 1969 *The Story of New Jersey's Civil Boundaries, 1606-1968*. Bureau of Geology and Topography, Trenton, New Jersey.

South Jersey Port Commission

- 1928 *Second Annual Report*. Camden, New Jersey.
- 1929 *Third Annual Report*. Camden, New Jersey.
1930. *Fourth Annual Report*. Camden, New Jersey.

Tanner, Henry S.

- 1826 *A Map of Philadelphia and Adjacent Country*. H. S. Tanner, Philadelphia, Pennsylvania. On file (online), David Rumsey Historical Map Collection. Accessed November 2015, <http://www.davidrumsey.com/luna/servlet/detail/RUMSEY~8~1~214535~5501707:Philadelphia-And-Adjacent-Country>

Taylor, Nic

- 2013 An Attempted Land Grab. In *Colonial American Digressions: Glimpses of 17th and 18th Century colonial American life*. On-line, www.davidwebbfowler.com/2013/09/an-attempted-land-grab.html [accessed October 2015].

Thoburn, Joseph B.

- 1916 *A Standard History of Oklahoma*. The American Historical Society, Chicago, Illinois.

TRC Environmental Corporation

- 2005 Phase IA Cultural Resources Survey for Petty's Island, Pennsauken Township. Prepared for Cherokee Pennsauken, LLC. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Trenton Evening Times

- 1885 Camden Condemning Dam, Denouncing the Government's Effort to Close the Eastern Channel. September 2, p. 1.
- 1902 No Lunatics Wanted, Camden People Are Up in Arms Against Philadelphia Asylum on Petty's Island. June 27, p. 1.

- 1902 Camden Threatens Phila., Health Board Declares Against Petty's Island Scheme. July 1, p. 1.
- 1902 River Towns Fight Hospital, Remonstrance Against Petty's Island Made to Governor Murphy. July 7, p. 10.
- 1902 The Petty's Island Job. August 7, p. 4.
- 1903 Petty's Island Sold Again. May 28, p. 1.
- 1924 River Rum Runner Taken, Two Escape [off Petty's Island]. December 18, p. 16.
- 1930 Argument for Ship Canal [Petty's Island oil]. December 11, p. 6.
- 1931 Gas Fumes Fatal [accident at Petty's Island refinery]. January 13, p. 1.
- 1938 Seven Workers Hurt in Oil Plant Blast. September 12, p. 12.
- 1938 Veteran Mt. Holly Railroader Will Be Retired October 31 [served on Petty's Island line]. October 9, p. 20.
- 1949 Fall from Truck Fatal to Driver [accident at Petty's Island refinery]. July 6, p. 25.
- 1957 Boat Overturms, 3 Youths Saved [duck hunting at Petty's Island]. November 5, p. 1.
- 1971 Different Bicen Site Chosen. August 20, p. 16.
- 1971 Philadelphia-Camden Expo. August 26, p. 26.
- 1971 Byberry Plan Abandoned by Bicentennial Commission. August 22, p. 2.
- 1971 Bicen Idea Boosted in Burlco. September 30, p. 6.
- 1971 Forsythe Hits Site of BiCen. December 7, p. 20.
- 1975 Camden Girl Dies in River Plunge [fall off Petty's Island bridge]. June 15, p. 46.
- 1980 Asphalt Tank Explored; 4 Injured [accident at Petty's Island refinery]. August 12, p. 33.

Tyler, David Budlong

1955 *The Bay and River Delaware, a Pictorial History*. Cornell Maritime Press, Cambridge, Maryland.

Unrecorded Petty's Island Deeds

On file, Camden County Historical Society, Camden, New Jersey.

U.S. Army [attributed]

- 1915 Anti Aircraft Gun Locations. Revised to 1920. On-file, National Archives and Records Administration [provided by Pete Payette to NJNLT in 2014].

U.S. Coast and Geodetic Survey

- 1878 *No. 1. Delaware River, PA. From Bridesburg to Kensington.* On file (online), Office of Coast Survey, Historical Map & Chart Collection, National Oceanic and Atmospheric Administration, U.S. Department of Commerce, Washington, D.C. Accessed November 2015, <http://historicalcharts.noaa.gov/historicals/preview/image/53956-00-1878>.

- 1878 *No. 2. Delaware River, PA. From Kensington to Kaighn's Point.* On file (online), Office of Coast Survey, Historical Map & Chart Collection, National Oceanic and Atmospheric Administration, U.S. Department of Commerce, Washington, D.C. Accessed November 2015, <http://historicalcharts.noaa.gov/historicals/preview/image/53956A-00-1878>.

- 1880 Nautical Chart *Petty Island, Delaware River.* On file (online), Office of Coast Survey, Historical Map & Chart Collection, National Oceanic and Atmospheric Administration, U.S. Department of Commerce, Washington, D.C. Accessed November 2015, <http://historicalcharts.noaa.gov/historicals/preview/image/CP2532C>.

- 1880 *Changes in the Delaware River Between Bridesburg and Kensington.* On file (online), Office of Coast Survey, Historical Map & Chart Collection, National Oceanic and Atmospheric Administration, U.S. Department of Commerce, Washington, D.C. Accessed November 2015, <http://historicalcharts.noaa.gov/historicals/preview/image/38-00-1880>.

- 1880 *Changes in the Delaware River Between Kensington and Kaighn's Point.* On file (online), Office of Coast Survey, Historical Map & Chart Collection, National Oceanic and Atmospheric Administration, U.S. Department of Commerce, Washington, D.C. Accessed November 2015, <http://historicalcharts.noaa.gov/historicals/preview/image/39-00-1880>.

U.S. Coast Survey

- 1843-44 *From Philadelphia and Camden North, PA & NJ.* Sheet 162. Manuscript map on file, National Archives, Washington, D.C. Accessed November 2015, http://www.westjerseyhistory.org/surveys/NJ-coastal-surveys/T-0162_1of3

U.S. Fish Commission

- 1885 *Report of the Commissioner.* U.S. Government Printing Office, Washington, D.C.

- 1896 *Report of the Commissioner.* U.S. Government Printing Office, Washington, D.C.

United New Jersey Railroad Company

- 1916 [Bridge to Petty's Island]. Manuscript map on file, New Jersey State Archives (NJDS), Trenton, New Jersey.

Van Sant, Will

2002 Island with Long History Still Has Air of Mystery, Petty's, near Pennsauken, Was Once Place of Piracy and Passion. Philly.com, February 7. On-line, <http://articles.philly.com/2002-02-07/news>

Veit, Richard

2012 Setting the Stage, Archaeology and the Delaware Indians, a 12,000-Year Odyssey. In *New Jersey, A History of the Garden State*, edited by Maxine N. Lurie and Richard Veit. Rutgers University Press, New Brunswick, New Jersey. Pages 6-32.

Vinckeboons, Joan

circa 1639 *Caert vande Sydyt Rivier in Nieu Nederland*. On file (on line), Library of Congress, Washington, D.C. Accessed November 2015, <http://www.loc.gov/item/2003623407/>

Vitetta

2015 Petty's Island Preserve Industrial Heritage Object Survey. Prepared for NJ/DEP Natural Lands Trust. April 15. On file, New Jersey Natural Lands Trust, Trenton, New Jersey.

Watson, John F. and Thomas Howland Mumford

1850 *Annals of Philadelphia and Pennsylvania in the Olden Time*. Philadelphia, Pennsylvania.

Watson, William

1812 *A Map of the State of New Jersey*. W. Harrison, Philadelphia, Pennsylvania. On file (online), Historic Maps Collection, Princeton University Library, Accessed November 2015, http://library.princeton.edu/njmaps/state_of_nj.htmlTanner

Wax, Darold D.

1983 Africans on the Delaware: The Pennsylvania Slave Trade, 1759-1765. In *Pennsylvania History: A Journal of Mid-Atlantic Studies*, Volume 50, Number 1 (January), pages 38-49.

Werner, J.W.

1777 *Carte d'une partie de Pensylvanie, pour Servir d'Eclaircissement, du journal des Operations de l'Armee Brittanique vers Philadelphia*. On file (online), West Jersey History Project. Accessed November 2015, <http://www.westjerseyhistory.org/maps/revwarmaps/hessianmaps/index5.shtml>.

West Jersey Press [Camden, New Jersey]

1861 Sheriff's Sale [lot on Petty's Island formerly of Edward H. Wester and others]. February 3, p. 3.

1866 Notice [application to build bridge to Petty's Island]. November 28, p. 3.

1868 In Chancery of New Jersey [foreclosure on Petty's Island property]. September 30, p. 3.

1869 Objects of Interest in and around Camden, No. 3 [Lenape canoes, fishing and other activities surrounding Petty's Island recalled]. April 28, p. 3.

1869 In Chancery of New Jersey [foreclosure on Petty's Island property]. May 26, p. 3.

1869 Notice [application to build piers and wharves on north side of Petty's Island next to the western end]. July 14, p. 3.

1869 Sheriff's Sale [sale of lots on Petty's Island]. September 1, p. 2.

1869 Notice [application to build bridge to Petty's Island]. November 3, p. 3.

1873 A New Ferry. May 7, p. 3.

1875 To Whom It May Concern [propeller boat at Rilatt's on Petty's Island]. June 16, p. 3.

1876 Charles F. Parker [note that large quantities of ballast were deposited on Petty's Island]. June 14, p. 3.

William Cramp & Sons Ship and Engine Building Company

circa 1870-1890 Minute Book of the William Cramp & Sons Ship and Engine Building Company. On file Independence Seaport Museum, Philadelphia, Pennsylvania.

circa 1888-1927 Photograph Collection. On file, Independence Seaport Museum, Philadelphia, Pennsylvania.

circa 1917 Proposed Changes to the Shipyard. Manuscript, on file Independence Seaport Museum, Philadelphia, Pennsylvania.

1922 *Cramp's Motorship Work*. Philadelphia, Pennsylvania.

William Penn and the Founding of Pennsylvania: A Documentary History

1983 University of Pennsylvania Press, Philadelphia, Pennsylvania.

Wichita Eagle [Wichita, Kansas]

1972 Retrenchment Announced by Cities Service [closing of some operations at Petty's Island]. September 19, p. 20.

Woodbury Daily Times [Woodbury, New Jersey]

1899 Curious Relics in River Bed [dredge spoils from Petty's Island]. September 26, p. 3.

1906 Fire in Steamer's Hold [beached at Petty's Island]. December 7, p. 3.

1907 Two Million Dollar Pleasure Resort. August 22, p. 1.

1917 [Camden Mayor on constructing a bridge at Petty's Island]. January 17, p. 3.

Woolman, William

1875 [Map of 18th-century Lots on Petty's Island]. Manuscript map on file, Historical Society of Pennsylvania, Philadelphia, Pennsylvania.

Wright, Giles R.

1988 *Afro-Americans in New Jersey, A Short History*. New Jersey Historical Commission, Trenton, New Jersey.

Yocum, J.H.

1875 Map of Pettys [sic] or Treaty Island in Stockton Township, Camden Co., N.J., Showing the Exterior Wharf Line. In *Annual Report of the Riparian Commissioners of the State of New Jersey with Accompanying Documents for the Year 1875*. Wm. S. Sharp, Trenton, New Jersey.

Appendix A

SELECTED HISTORIC MAPS AND AERIAL PHOTOGRAPHS



Figure A.1. Vinckeboons, Joan. *Caert vande Svydt Rivier in Niew Nederland*. Circa 1639. Scale: 1 inch= 10.5 miles (approximately). Petty's Island, marked as "Gansen Eylandt," is indicated.

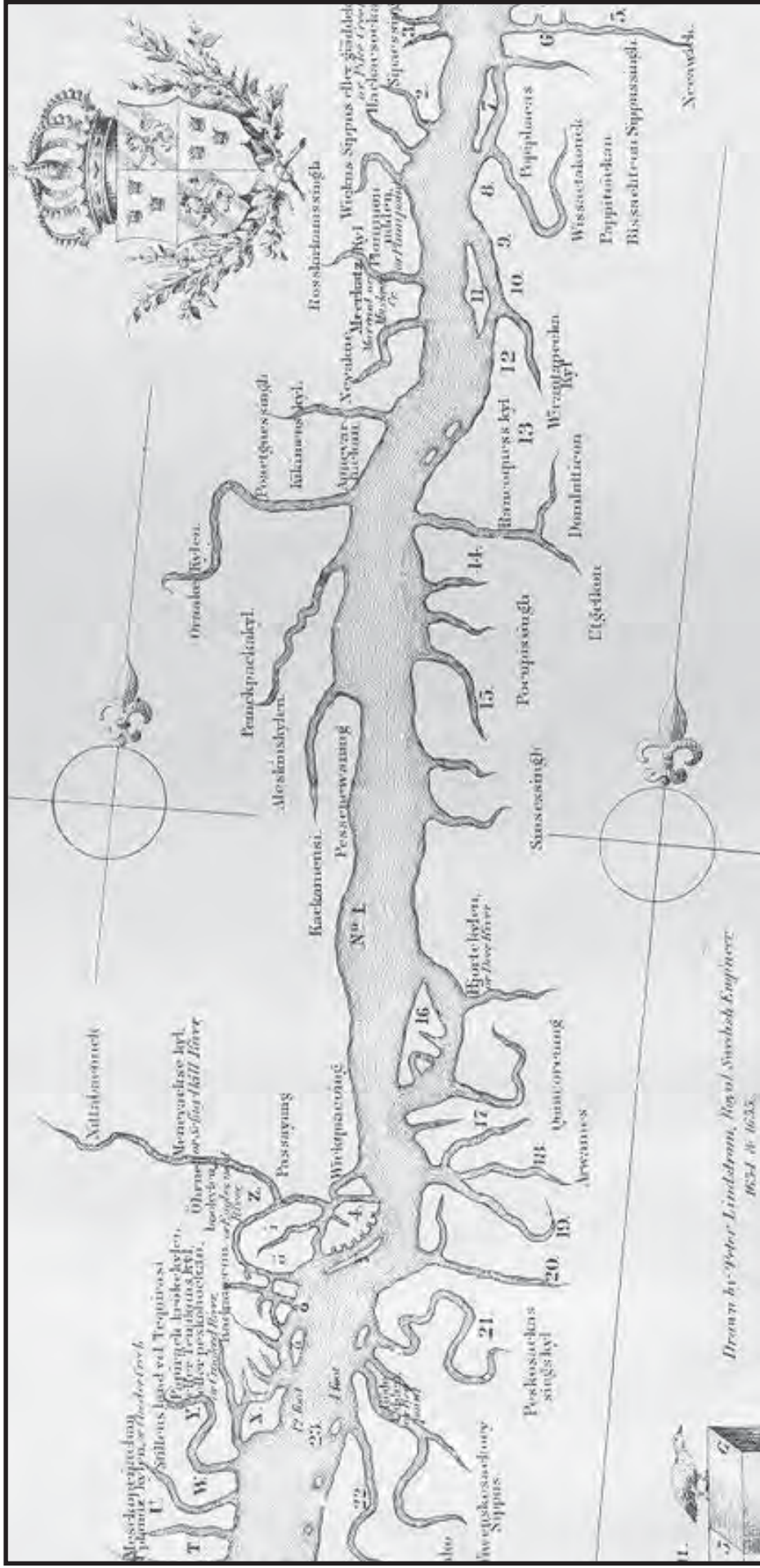


Figure A.2. Lindstrom, Peter Martensson. Detail of *Stadthen Christina Hambn medh Skantzen Christina Fort in Nova Svecia ...* 1655. Scale: 1 inch= 2.5 miles (approximately). Petty's Island is shown as "16," identified in the key as "Æquikenaska."

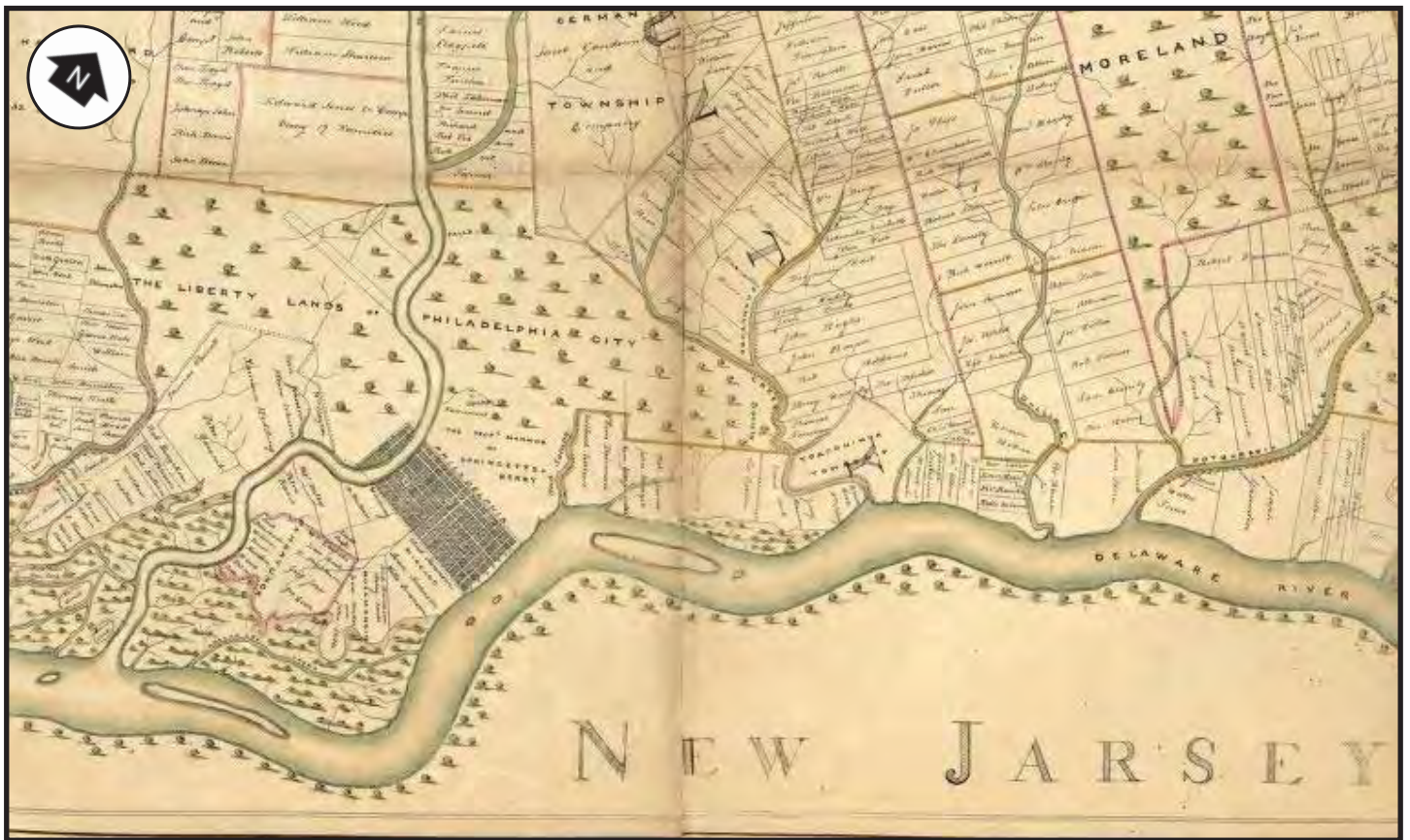


Figure A.3. Holme, Thomas, Robert Greene and John Thornton. Detail of *A Map of the Province of Pennsylvania Containing the Three Countyes of Chester Philadelphia and Bucks*. 1687. Scale: 1 inch= 2.4 miles (approximately).



Figure A.4. Heap, George, L. Hebert and Nicholas Scull. A map of Philadelphia and parts adjacent: with a perspective view of the State-House. 1752. Scale: 1 inch= 1.7 miles (approximately).

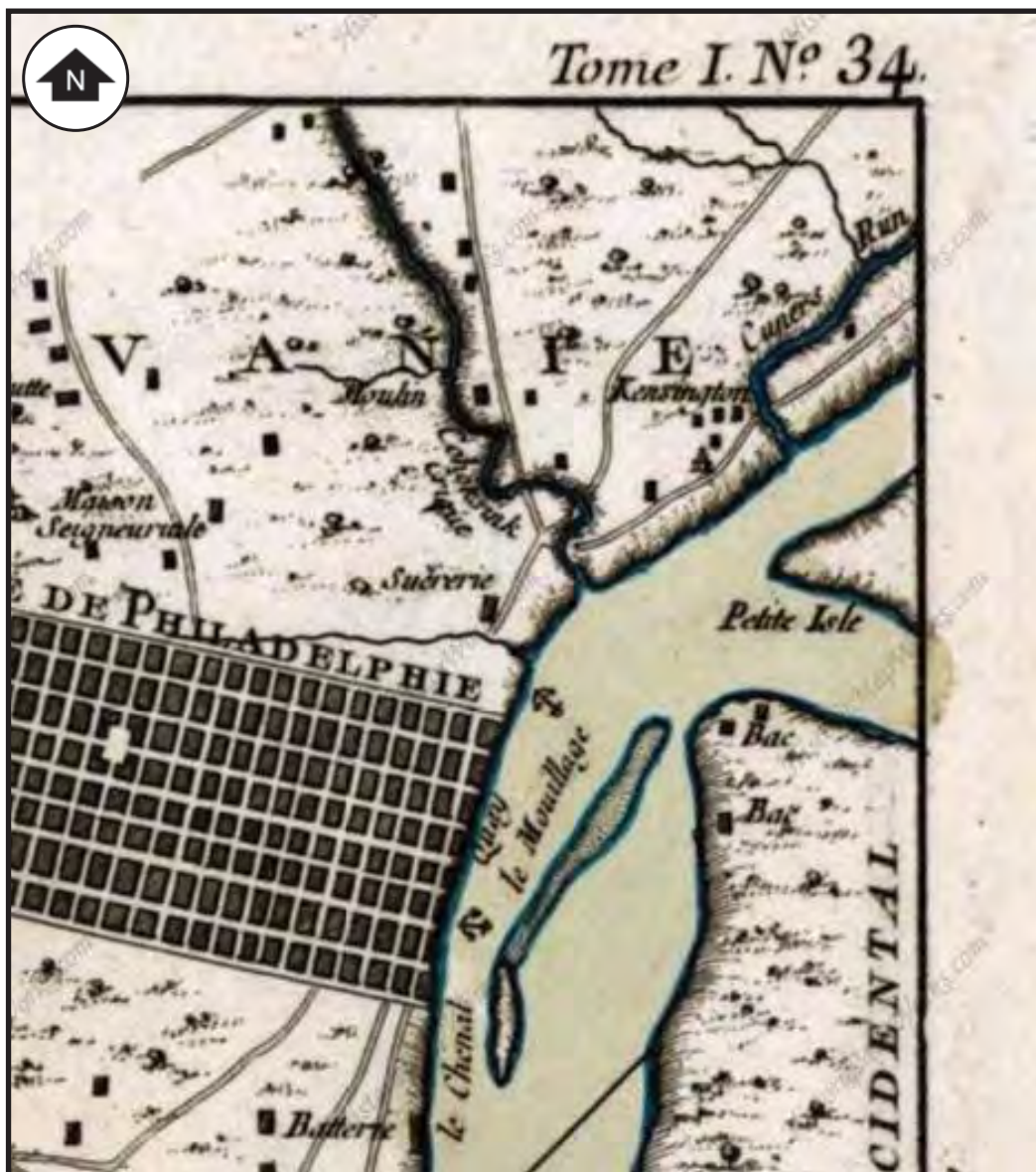


Figure A.5. Bellin, Jacques-Nicolas. Detail of *Plan de Philadelphie et Environs*. 1764. Scale: 1 inch= 2,750 feet (approximately).



Figure A.6. Fisher, Joshua. Detail of *A Chart of Delaware Bay and River*. 1776. Scale: 1 inch= 8.6 miles (approximately).

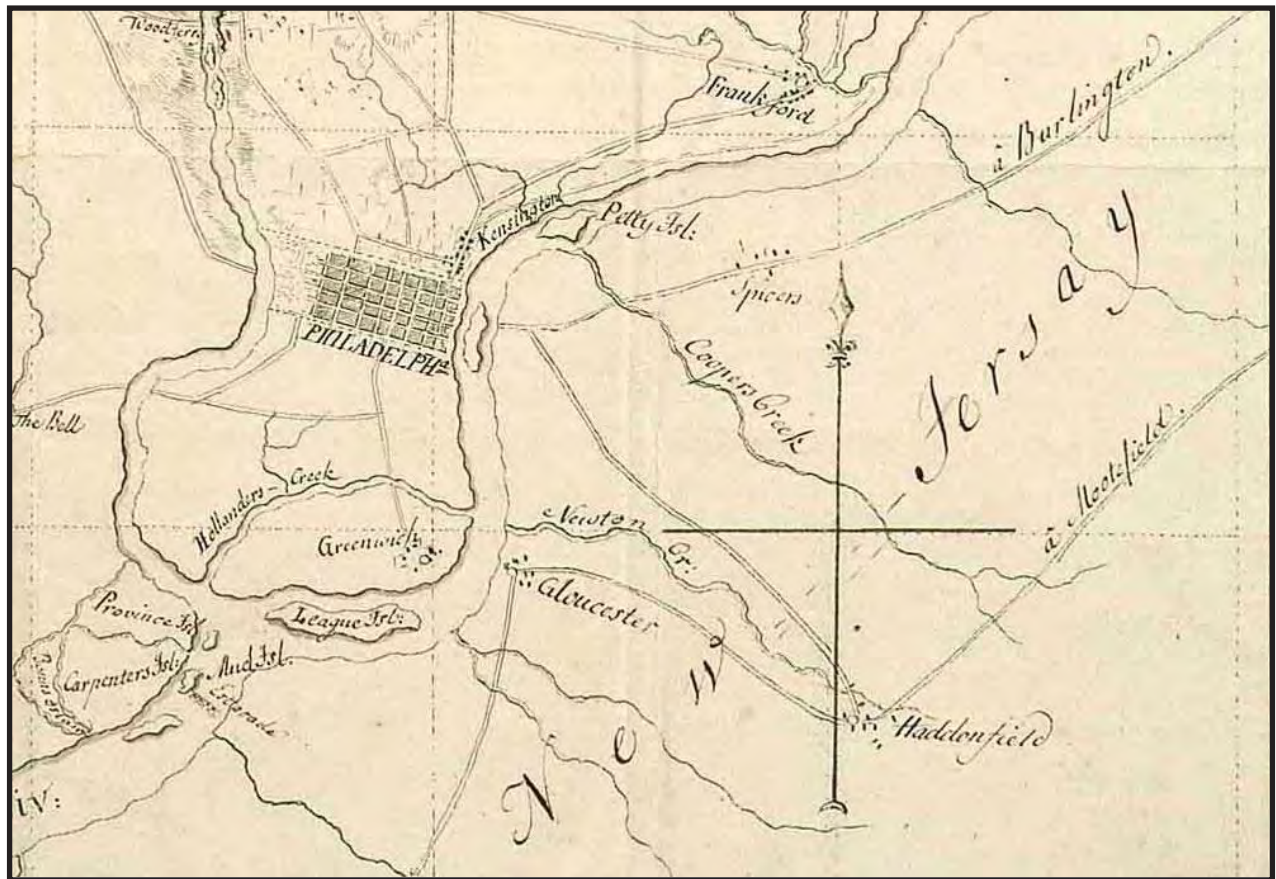


Figure A.7. Werner, J.W. Detail of *Carte d'une partie de Pensylvanie*. 1777. Scale: 1 inch= 4.9 miles (approximately).



Figure A.8. Detail of [Hessian Map of Southern New Jersey with Inset Map of Philadelphia]. Circa 1777. Scale: 1 inch= 2.6 miles (approximately).



Figure A.9. [Map of the Environs of Camden, N.J.]. 1778. Scale: 1 inch= 1,770 feet (approximately).

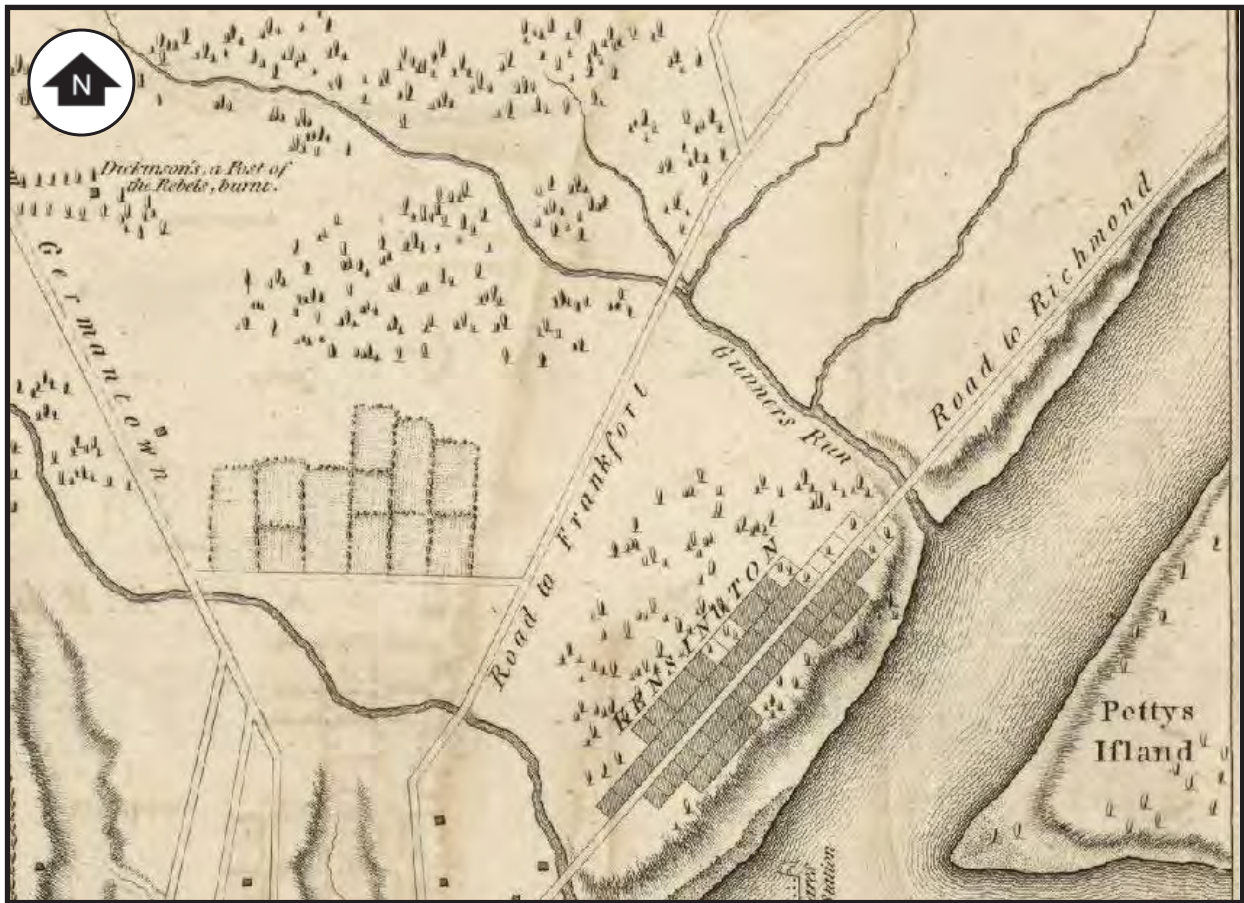


Figure A.10. Faden, William. Detail of *A plan of the city and environs of Philadelphia: with the works and encampments of His Majesty's forces under the command of Lieutenant General Sir William Howe, K.B.* 1779. Scale: 1 inch= 2,770 feet (approximately).



Figure A.11. [Riparian and Land Ownership Map of Petty's Island]. Circa 1784. Scale: 1 inch= 1,100 feet (approximately).

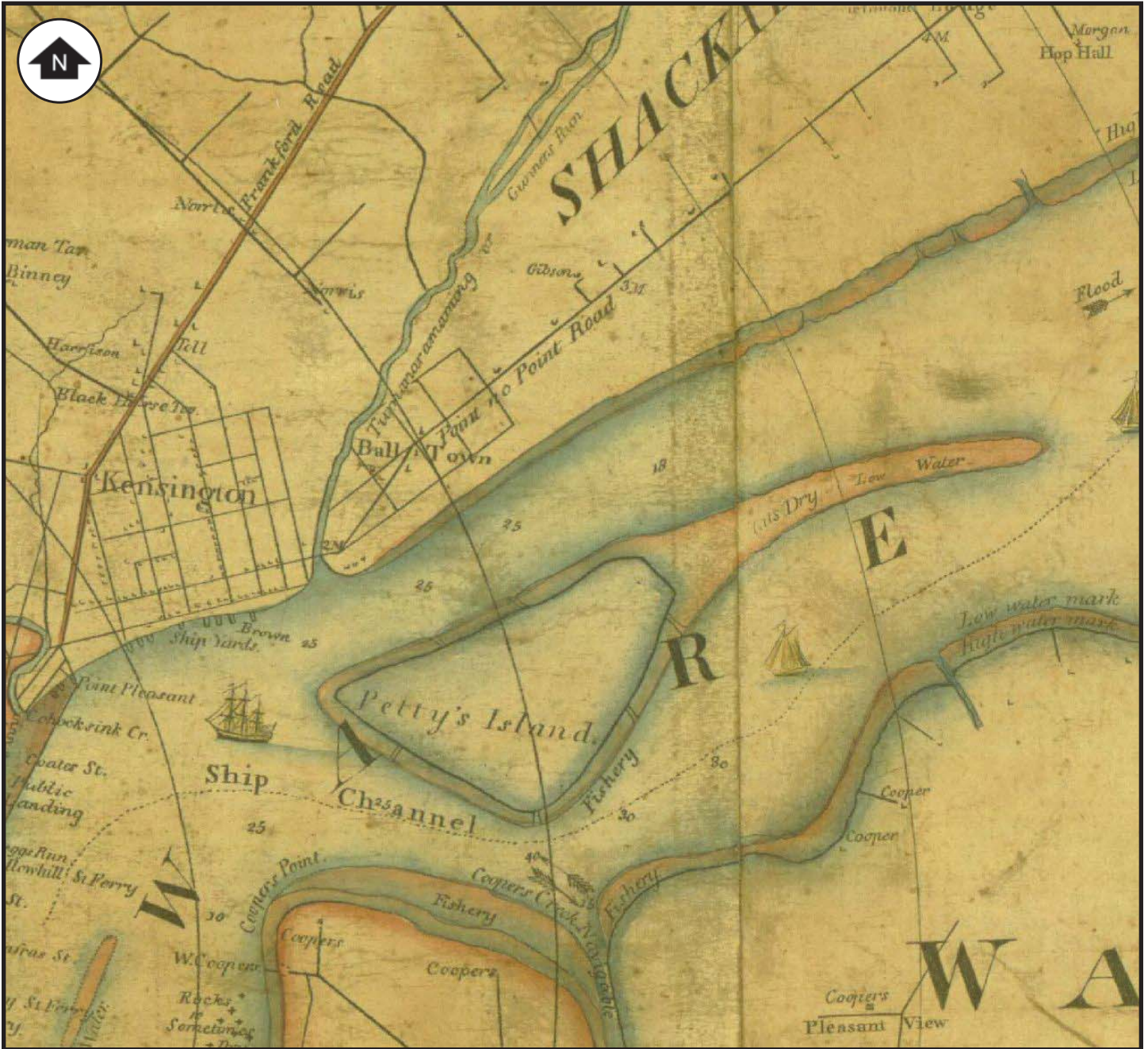


Figure A.12. Hills, John. Detail of *Plan of the City of Philadelphia and Environs*. 1808. Scale: 1 inch= 1,870 feet (approximately).



Figure A.13. Watson, William. *A Map of the State of New Jersey*. 1812. Scale: 1 inch= 4 miles (approximately).



Figure A.14. McClure, David. *Plan of a Survey of the River Delaware from one mile below Chester to Richmond above Philadelphia*. 1820. Scale: 1 inch = 1100 feet (approximately).



Figure A.15. Tanner, Henry S. Detail of A Map of Philadelphia and Adjacent Country. 1826. Scale: 1 inch= 5,050 feet (approximately).

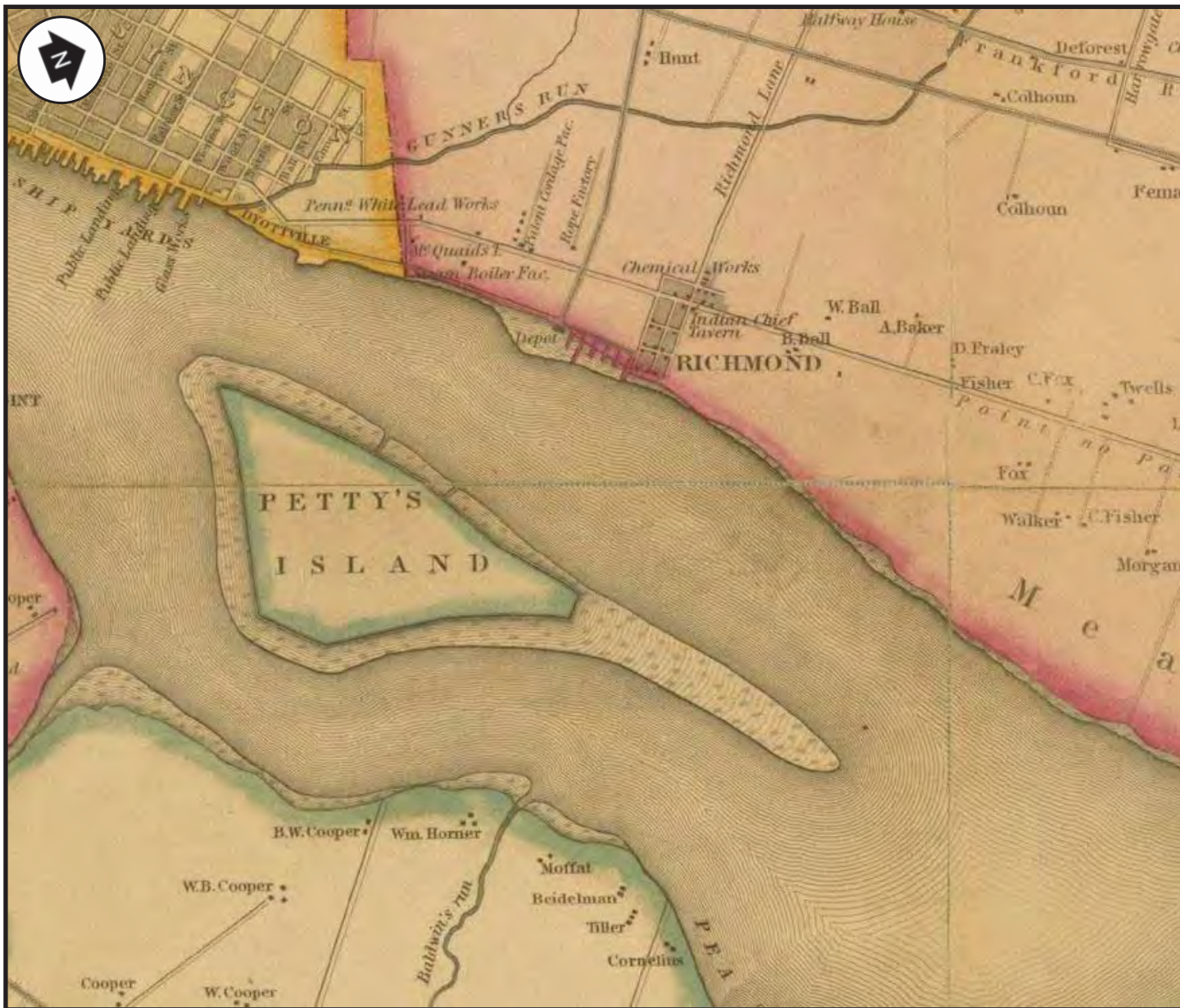


Figure A.16. Ellet, Charles S., Jr. Detail of *Map of the County of Philadelphia*. 1843. Scale: 1 inch= 1,935 feet (approximately).

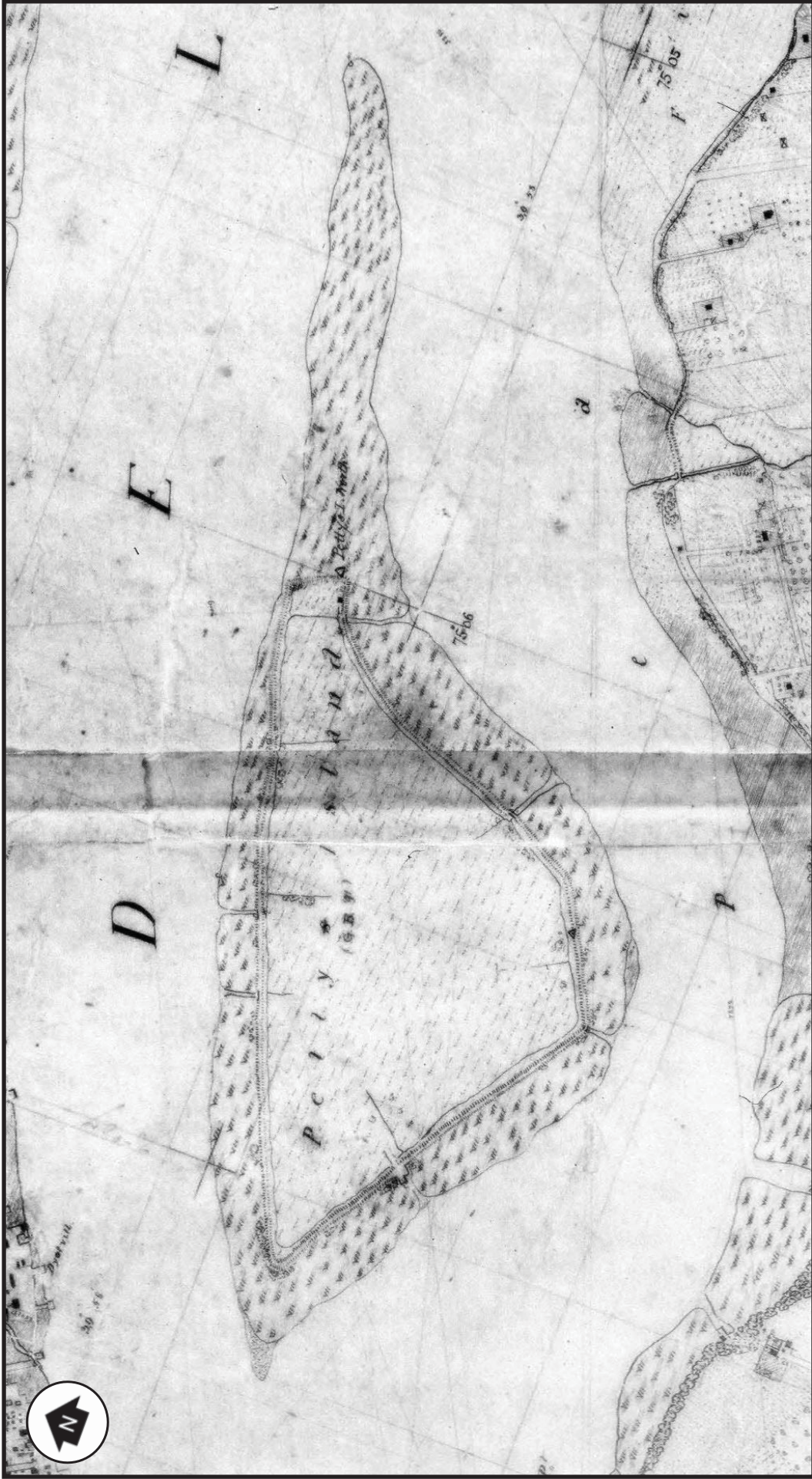


Figure A.17. U.S. Coast Survey. Detail of *From Philadelphia and Camden North, PA & NJ*. 1843-44. Scale: 1 inch= 1,075 feet (approximately).



Figure A.18. Sidney, J.C. Detail of Map of the Circuit of Ten Miles Around the City of Philadelphia. 1847. Scale: 1 inch= 2,750 feet (approximately).

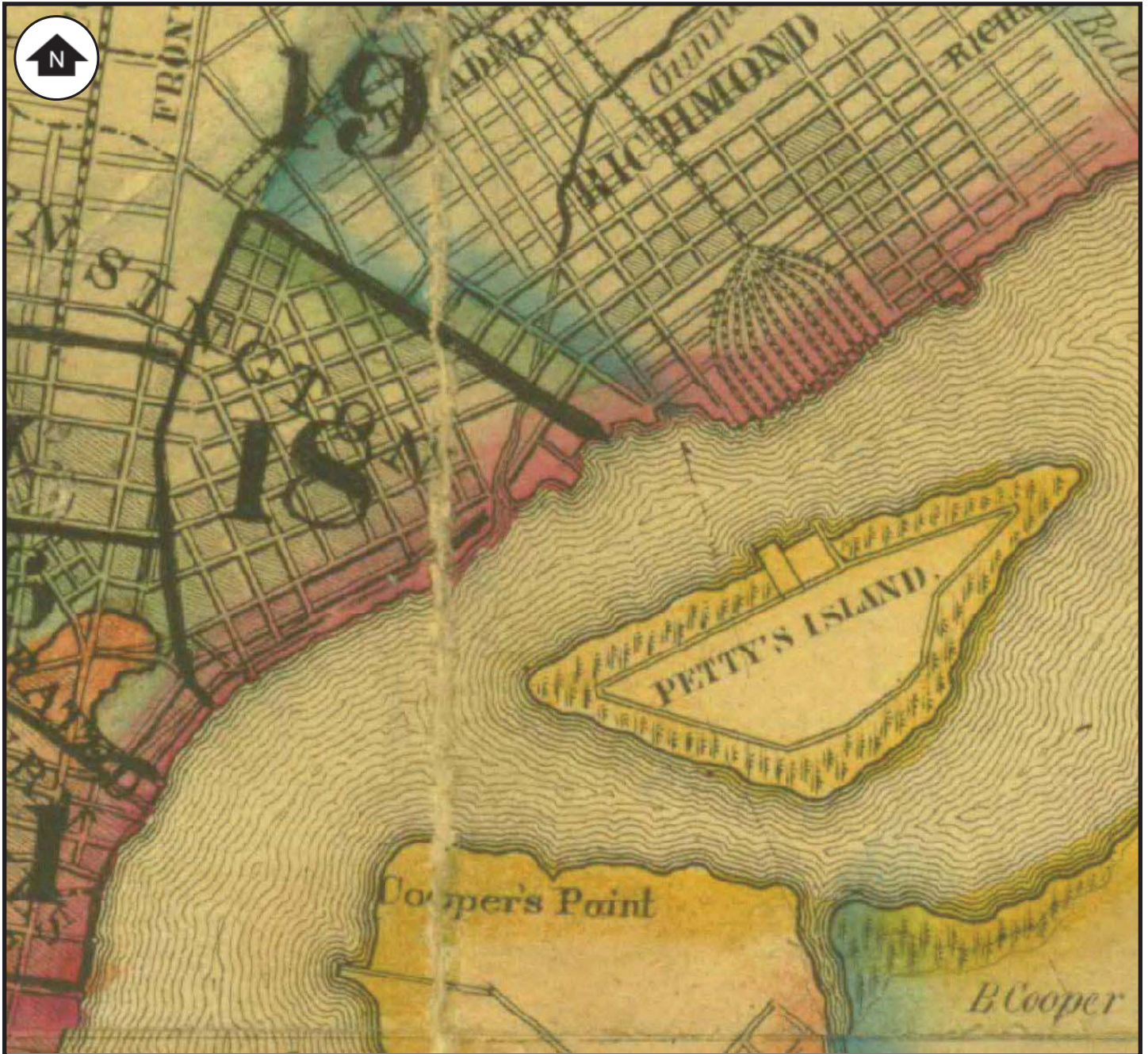


Figure A.19. Smith, R.P. Detail of *Map of the Vicinity of Philadelphia from Actual Surveys*. 1853. Scale: 1 inch= 2,400 feet (approximately).

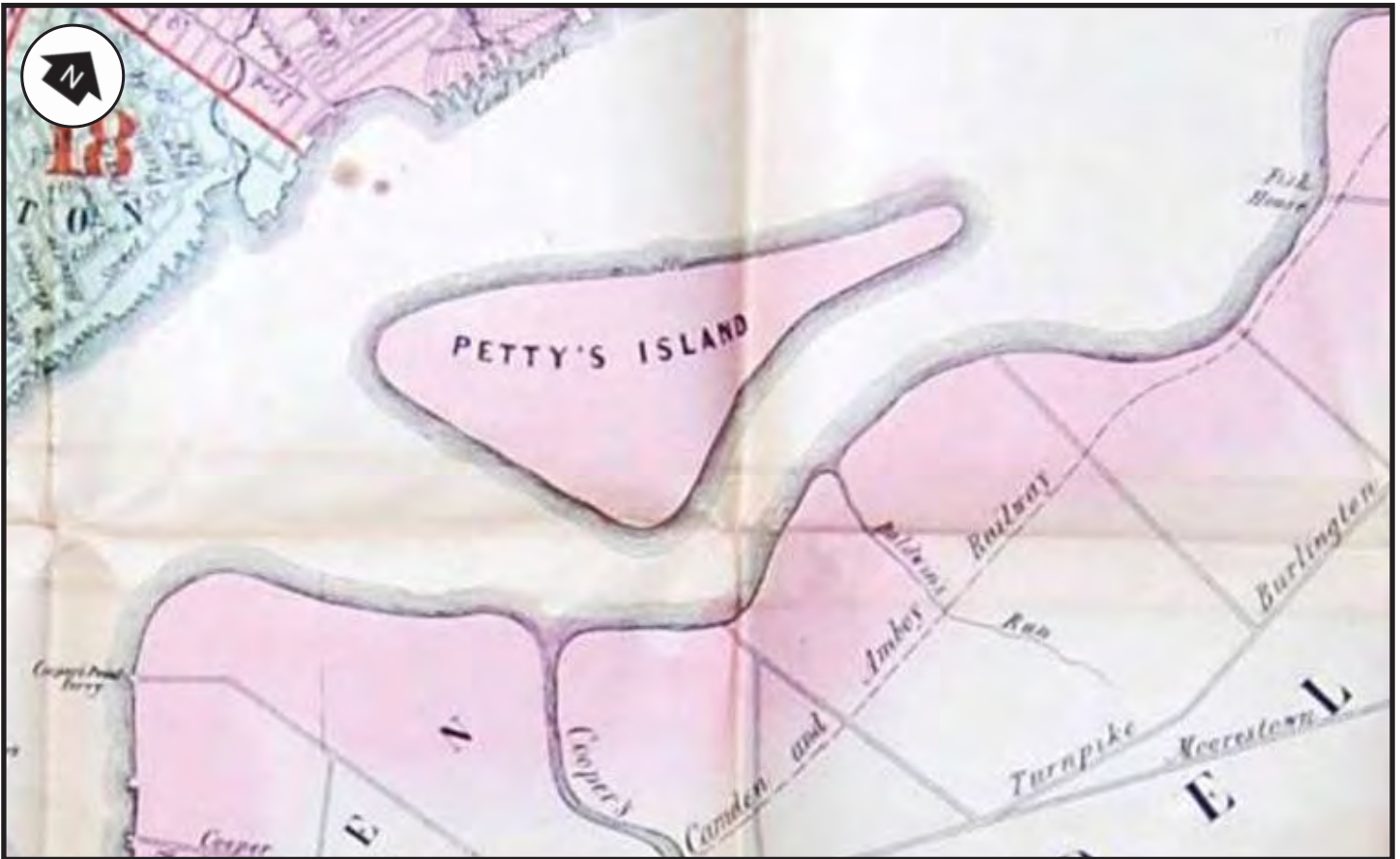


Figure A.20. Lindsay & Blakiston. Detail of *Plan of the City of Philadelphia as Now Consolidated*. 1855. Scale: 1 inch= 2,830 feet (approximately).



Figure A.21. Scott & Moore. Detail of *Scott's Map of the Consolidated City of Philadelphia*. 1856. Scale: 1 inch= 2,350 feet (approximately).



Figure A.22. Clement, John, Edward H. Saunders and Edward Turner. Detail of *Map of Camden County, New Jersey*. 1857. Scale: 1 inch= 1.3 miles (approximately).



Figure A.23. Lake, D.J. and S.N. Beers. Detail of *Map of the Vicinity of Philadelphia from Actual Surveys*. 1861. Scale: 1 inch= 4,600 feet (approximately).



Figure A.25. Rease & Kurtz. Detail of *City of Philadelphia*, 1867. Petty's Island is shown in the foreground of this panoramic view.



Figure A.26. Detail of *Birds Eye View of Philadelphia and Vicinity Showing Location of the Philadelphia & Reading Railroad*. 1870.



Figure A.27. Mitchell, S. Augustus. Detail of *Philadelphia and Camden*. 1872. Scale: 1 inch= 1,800 feet (approximately).

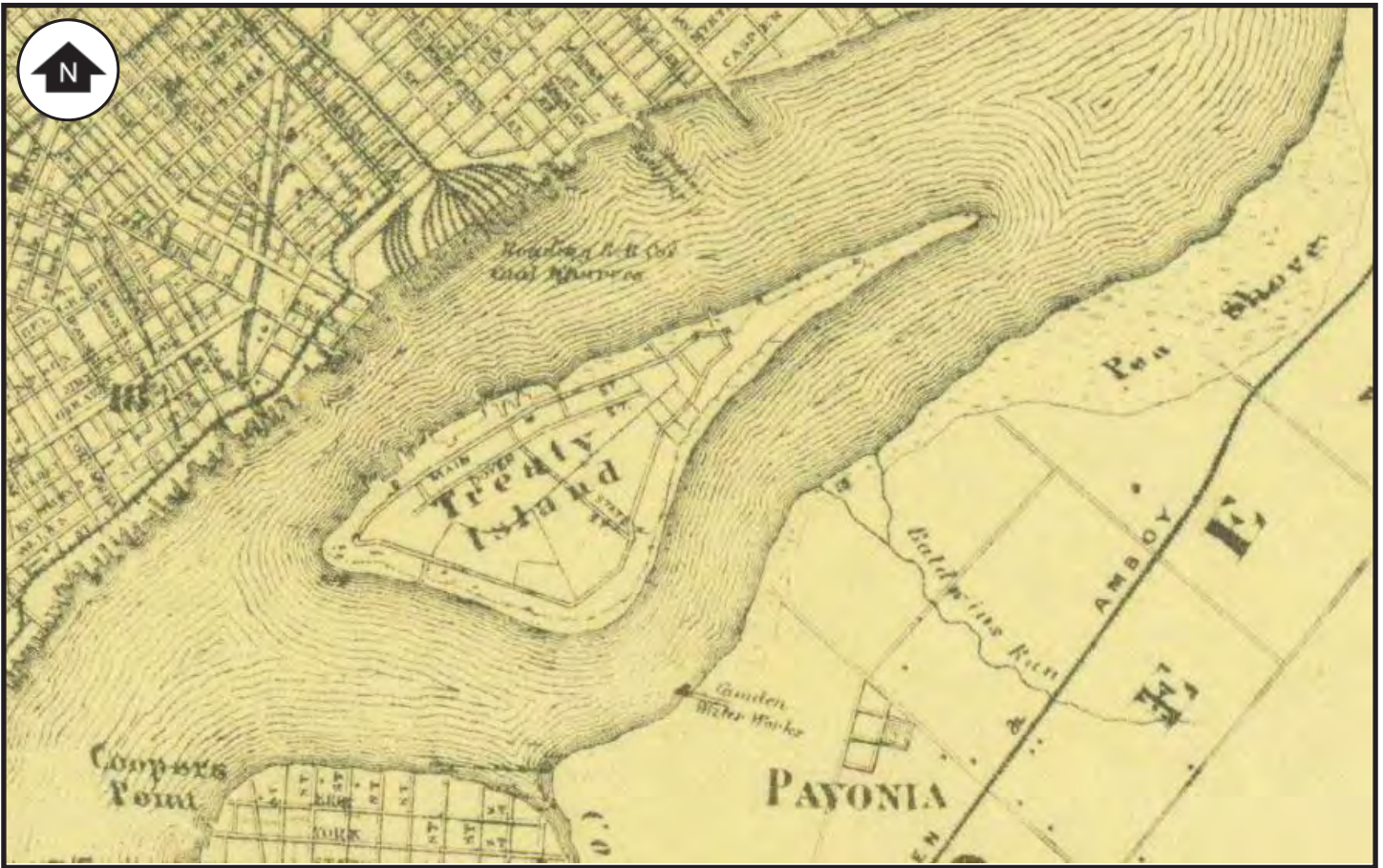


Figure A.28. Smedley, Samuel L. Detail of *Map of Philadelphia*. 1872. Scale: 1 inch= 2,280 feet (approximately).



Figure A.29. [Delaware River Navigation Chart]. 1872. Scale: 1 inch= 2,050 feet (approximately).

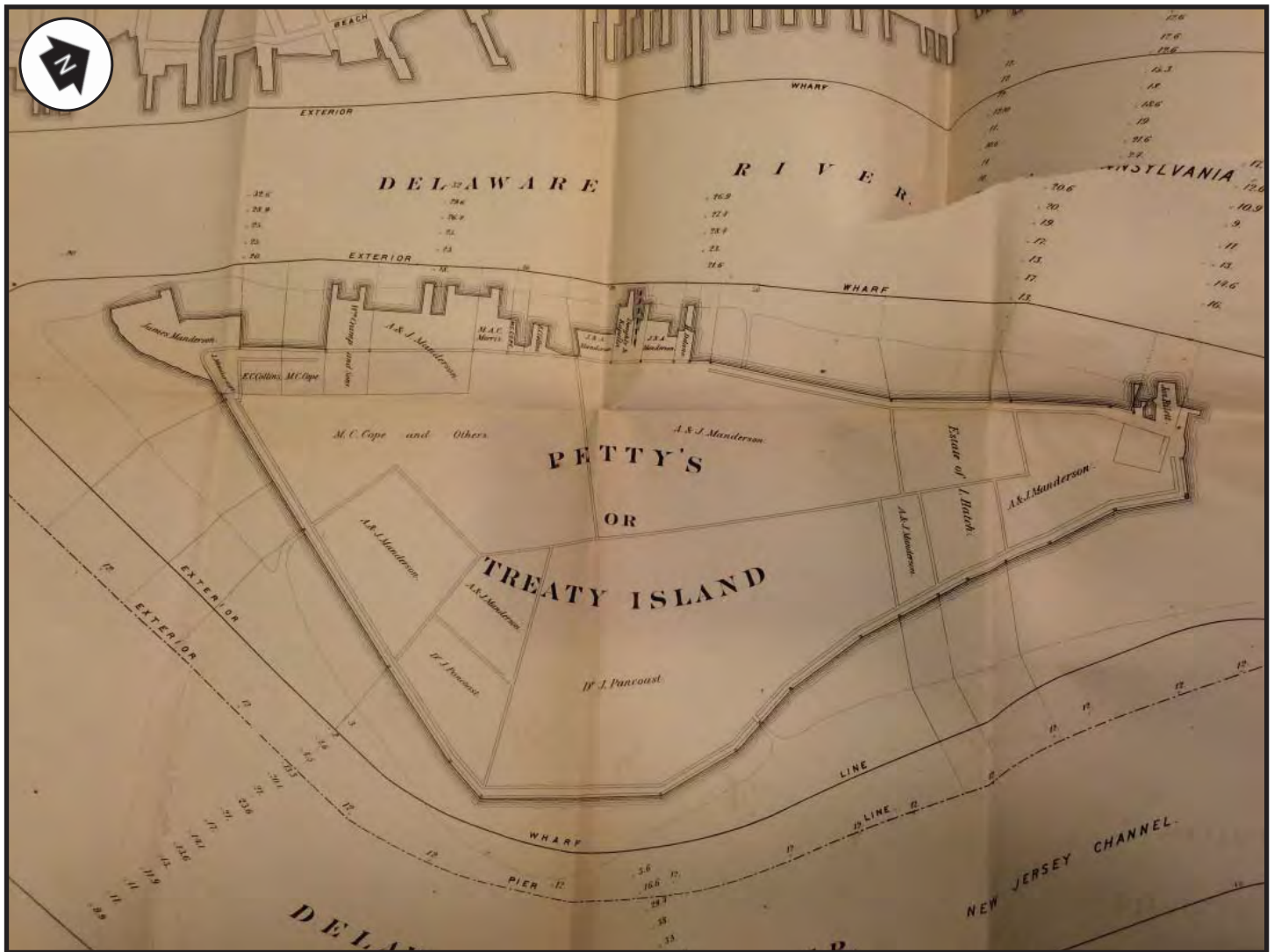


Figure A.30. Yocum, J.H. Detail of *Map of Petty's or Treaty Island in Stockton Township, Camden Co., N.J., Showing the Exterior Wharf Line*. 1875. Scale: 1 inch= 1,800 feet (approximately).

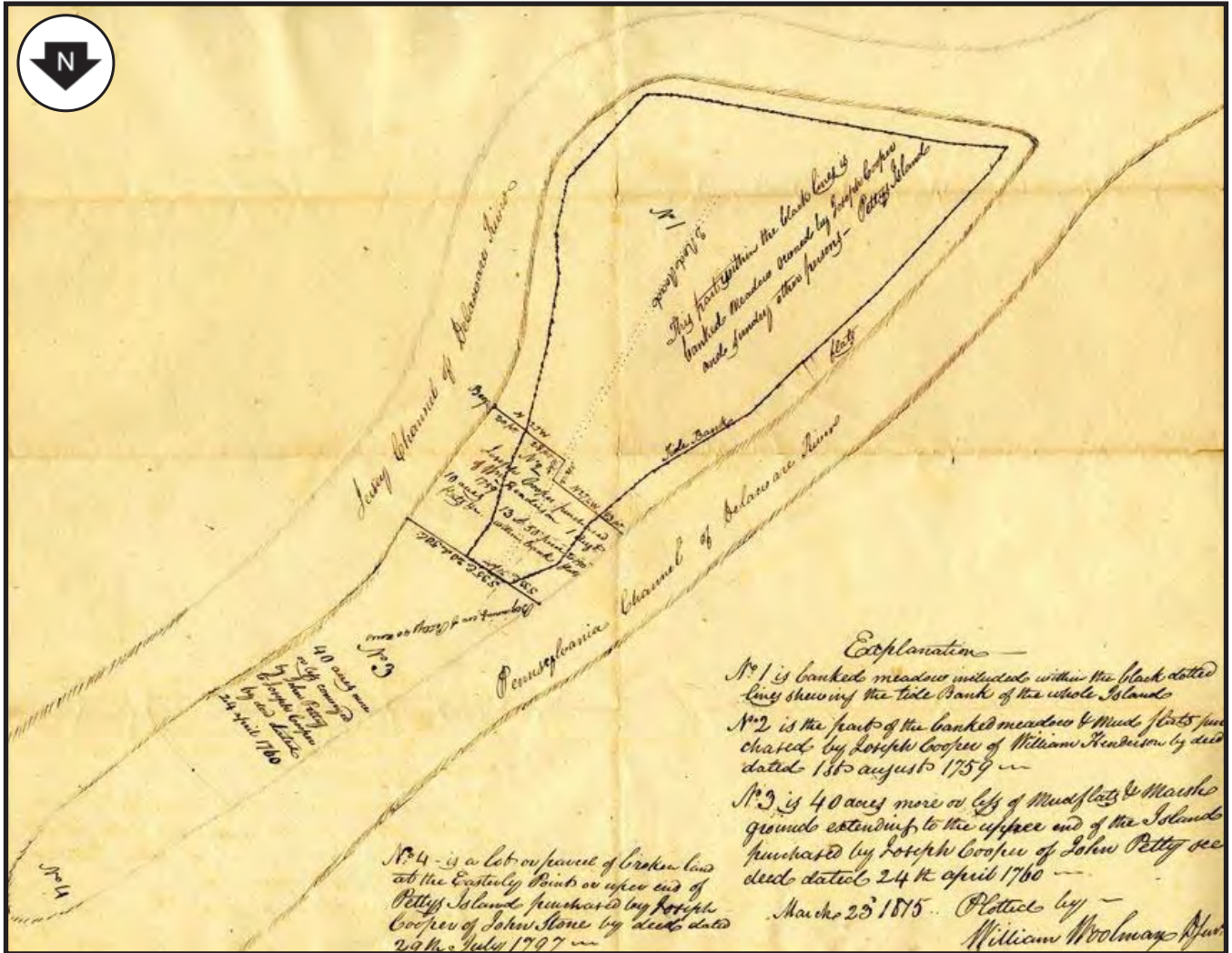


Figure A.31. Woolman, William. [Map of 18th-century Lots on Petty's Island]. 1875. Scale: 1 inch= 1,260 feet (approximately).



Figure A.32. Fowler & Lummis. Detail of *The Delaware River in the County of Camden*. 1876. Scale: 1 inch= 2,700 feet (approximately).

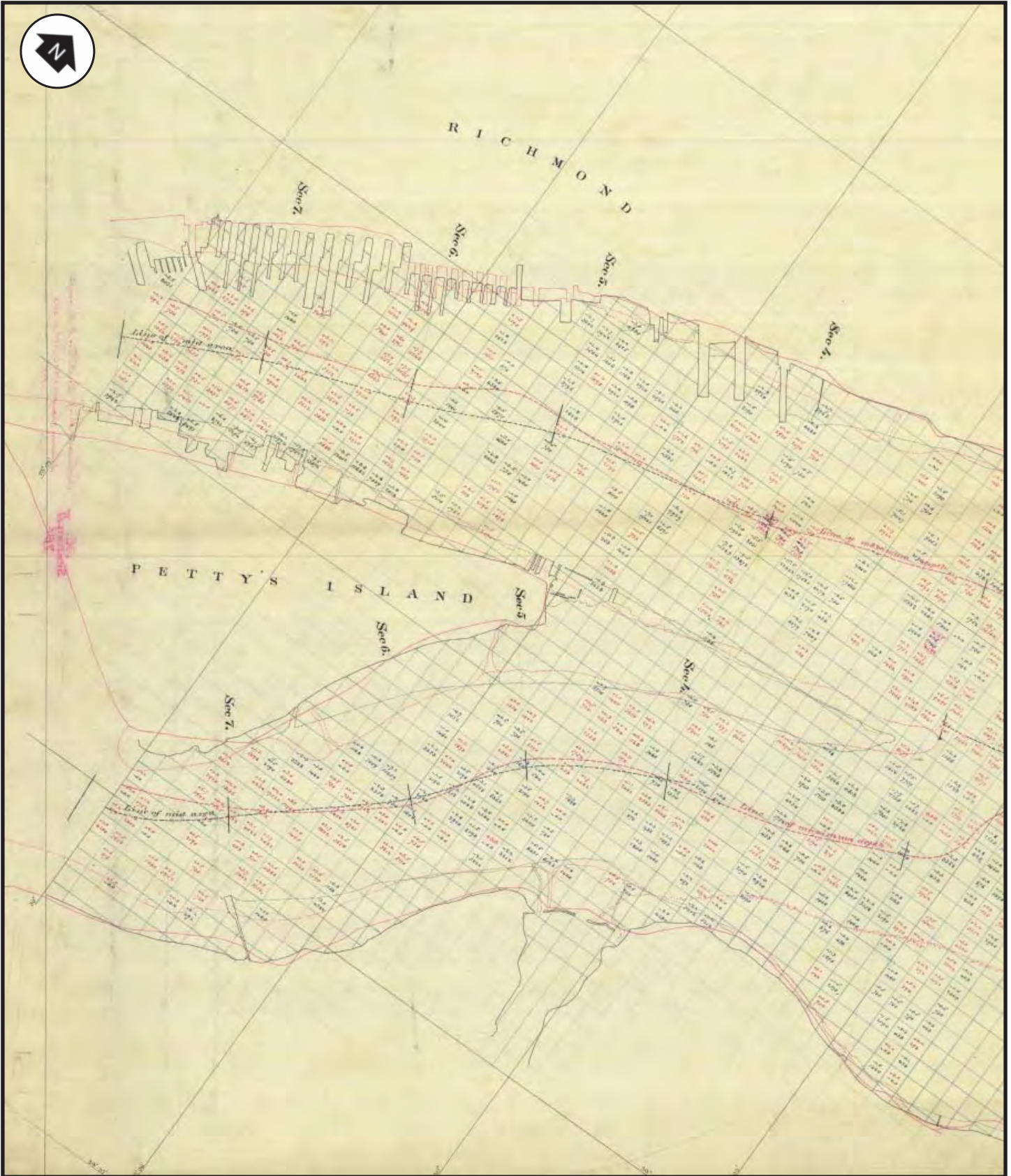


Figure A.33. U.S. Coast and Geodetic Survey. Detail of No. 1. Delaware River, PA. From Bridesburg to Kensington. 1878. Scale: 1 inch= 1,725 feet (approximately).

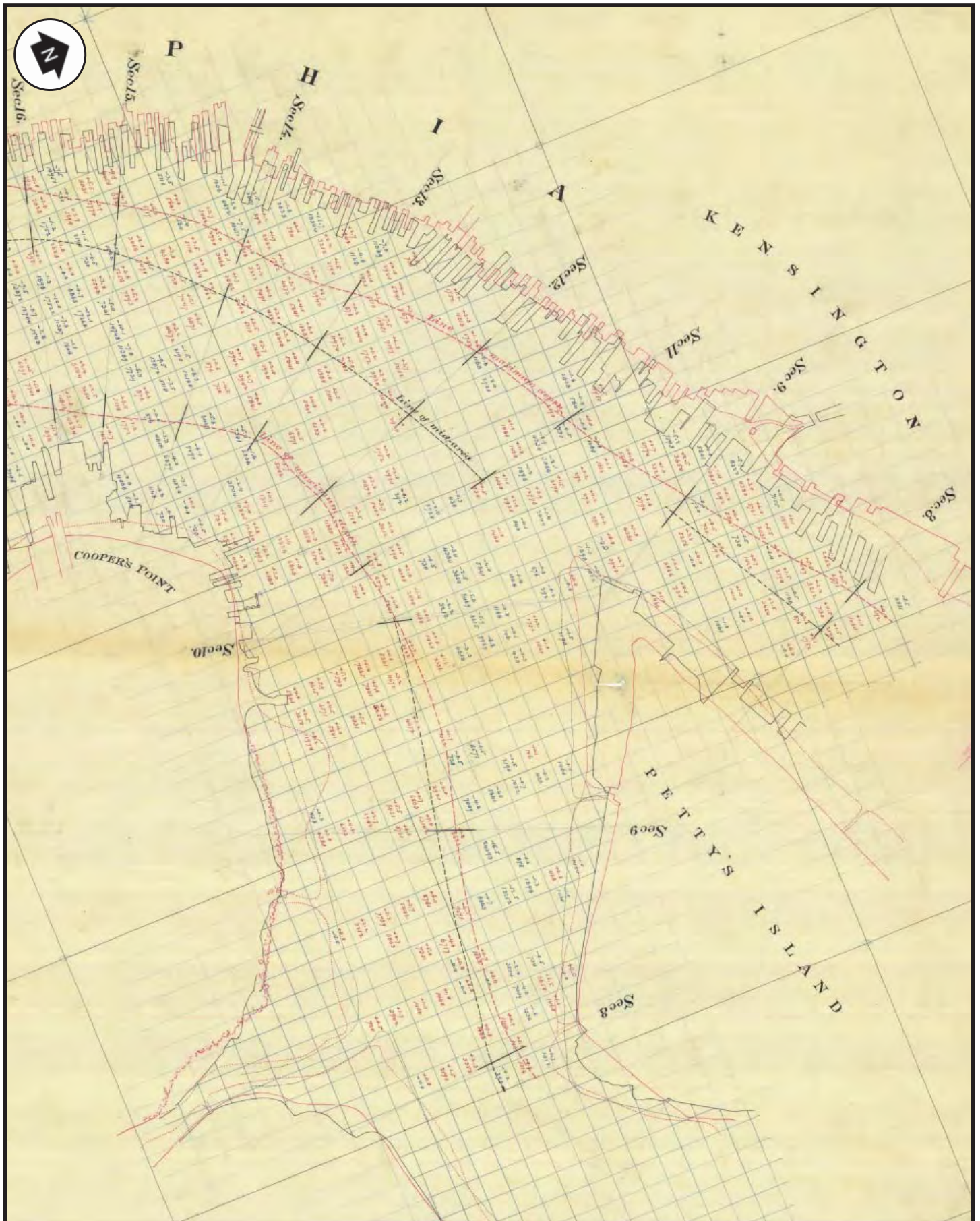


Figure A.34. U.S. Coast and Geodetic Survey. Detail of No. 2. Delaware River, PA. From Kensington to Kaighn's Point. 1878. Scale: 1 inch= 1,600 feet (approximately).

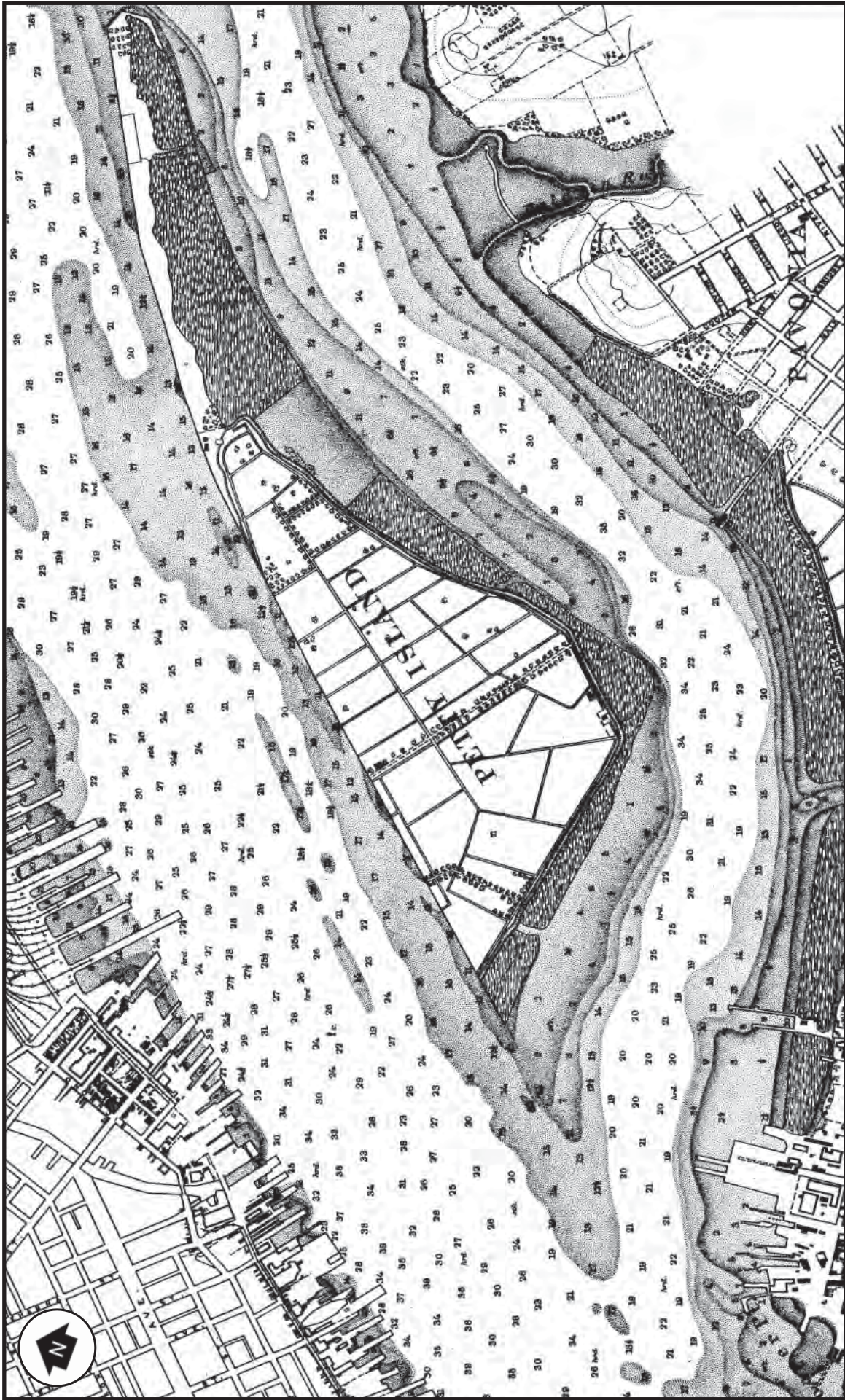


Figure A.35. U.S. Coast and Geodetic Survey. Detail of Nautical Chart *Petty Island, Delaware River*. 1880. Scale: 1 inch= 1,200 feet (approximately).

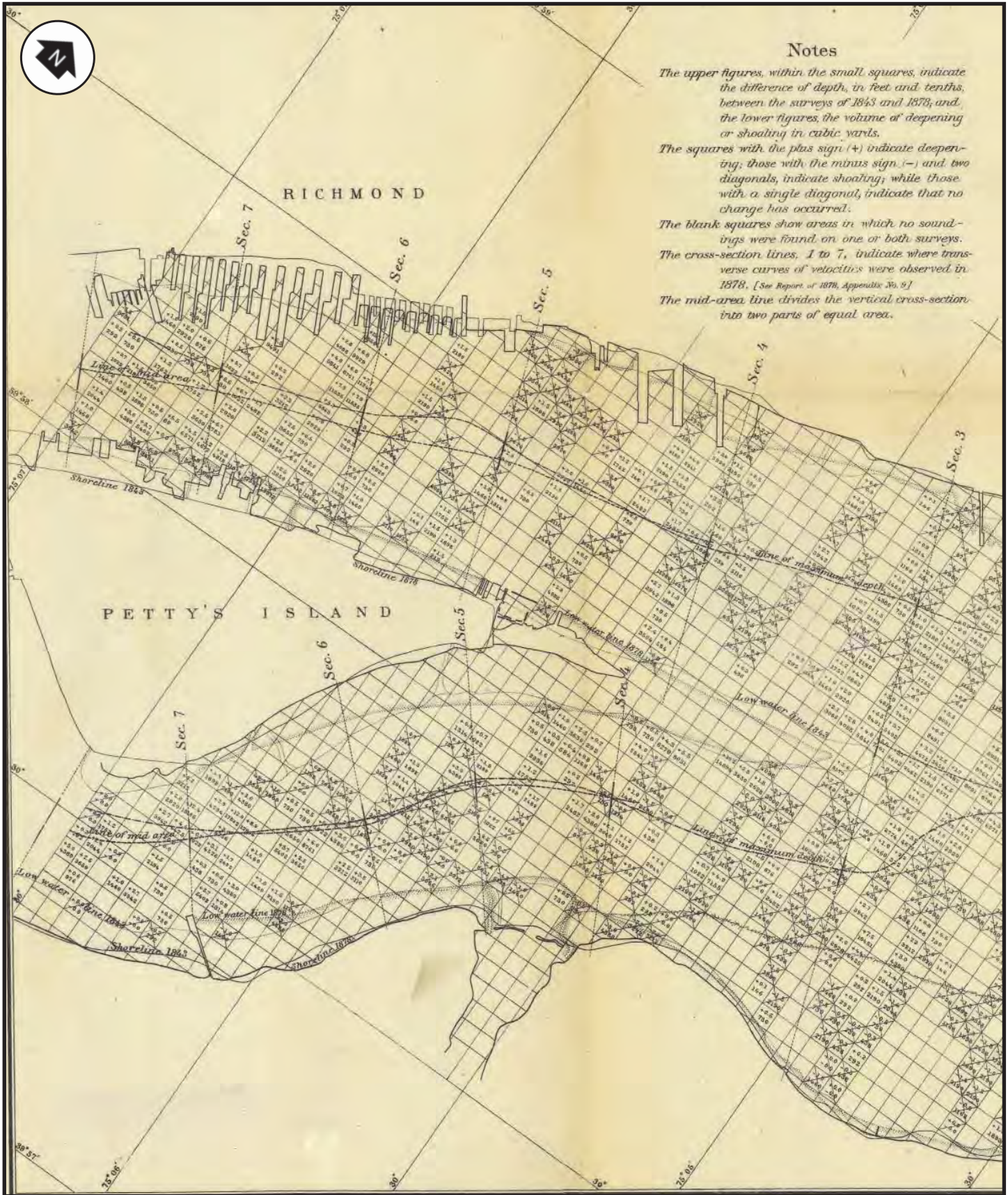


Figure A.36. U.S. Coast and Geodetic Survey. Detail of *Changes in the Delaware River Between Bridesburg and Kensington*. 1880. Scale: 1 inch= 1,650 feet (approximately).



Figure A.37. U.S. Coast and Geodetic Survey. Detail of *Changes in the Delaware River Between Kensington and Kaighn's Point*. 1880. Scale: 1 inch= 2,550 feet (approximately).

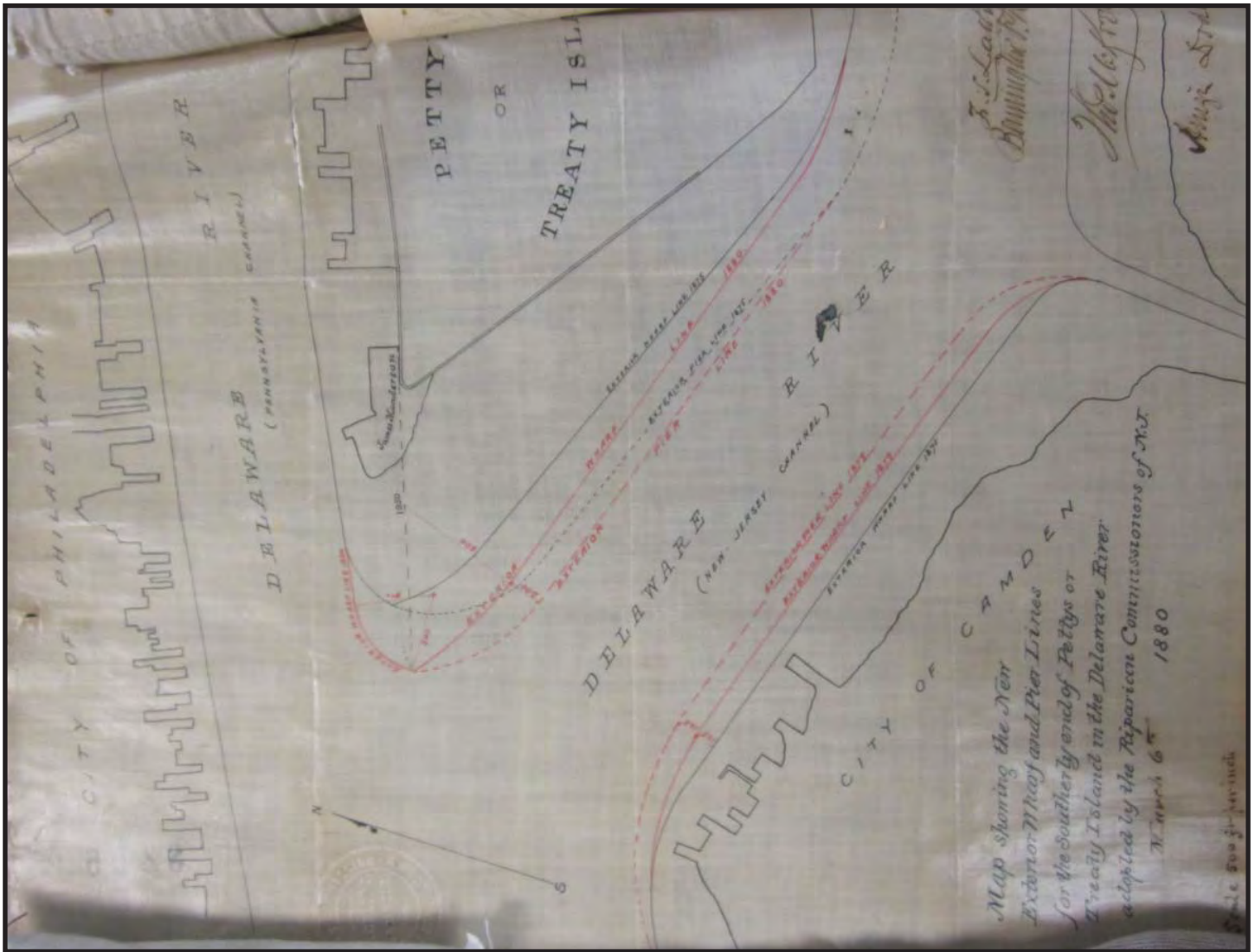


Figure A.38. Riparian Commissioners of New Jersey. Map showing the New Exterior Wharf and Pier Lines for the Southerly end of Petty's or Treaty Island in the Delaware River. 1880. Scale: 1 inch= 2,100 feet (approximately).



Figure A.39. Burk & McFetridge. Detail of *Philadelphia in 1886*. 1885.

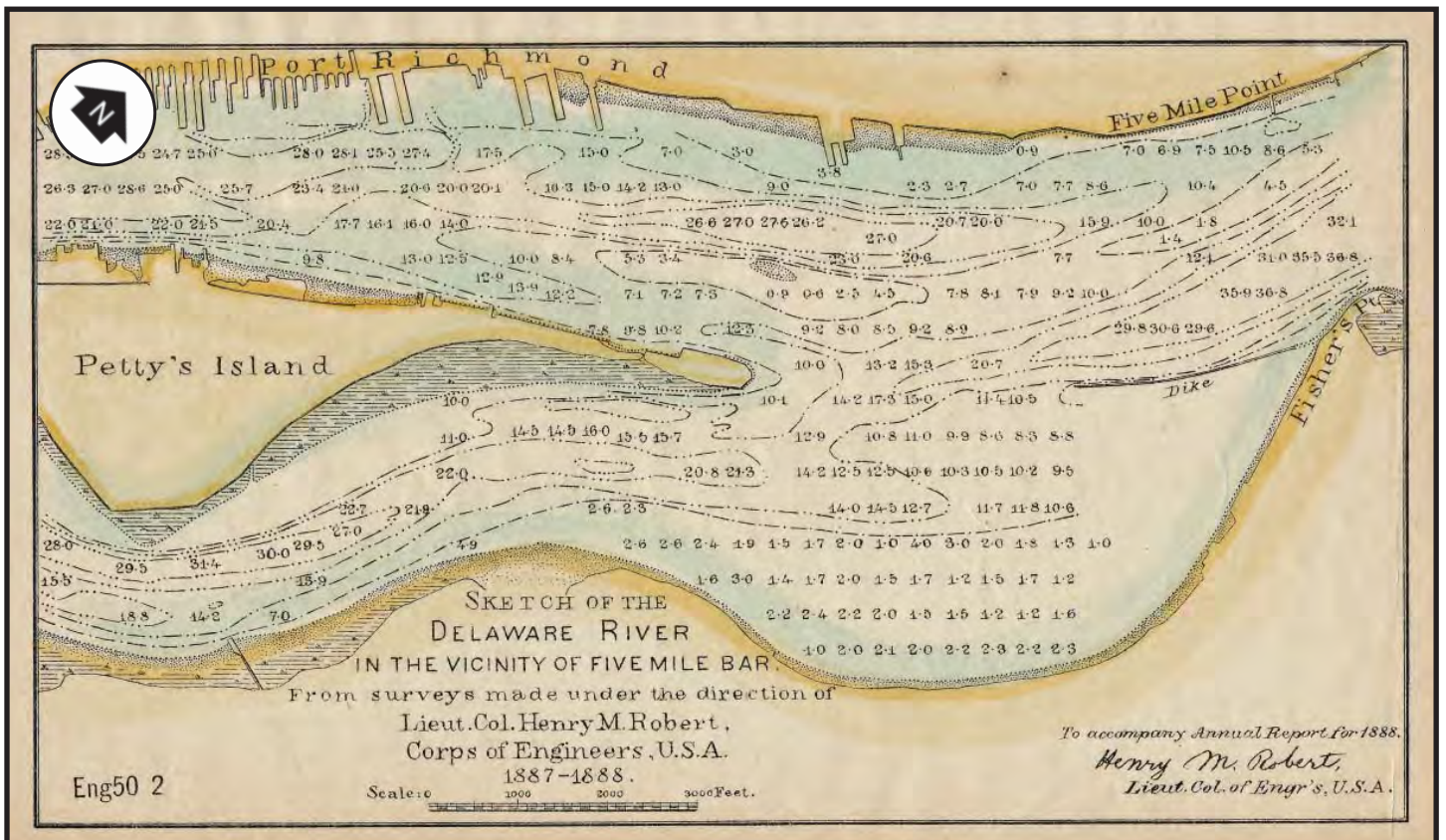


Figure A.40. Robert, Henry M. Sketch of the Delaware in the Vicinity of Five Mile Bar. 1887. Scale: 1 inch= 2,000 feet (approximately).



Figure A.41. Baist, George William. Detail of *Baist's Map of Philadelphia and Environs*. 1889. Scale: 1 inch= 2,400 feet (approximately).

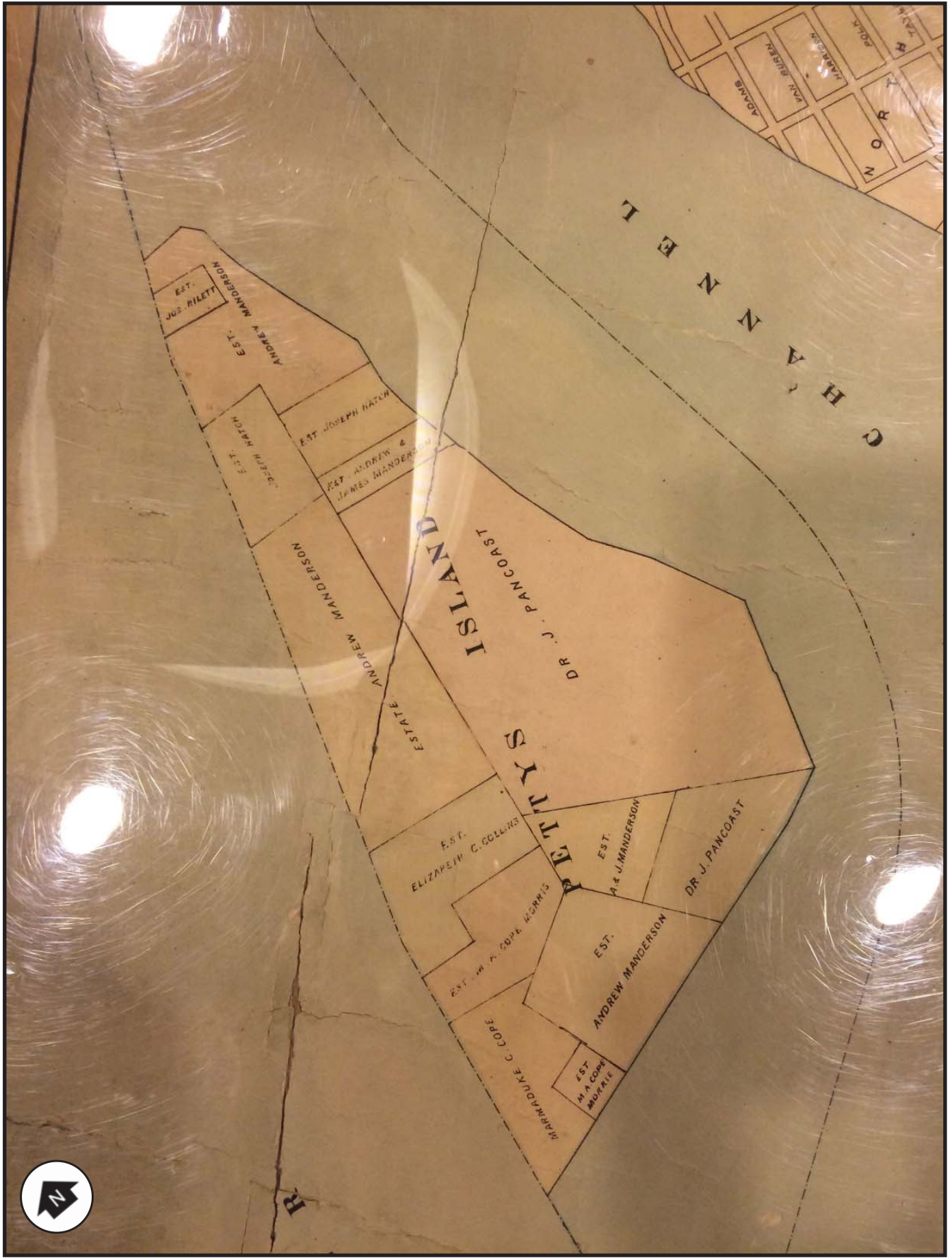


Figure A.42. Farnham, L.E. Detail of Revised Map of the City of Camden, Town of Stockton and Vicinity. 1895. Scale: 1 inch= 735 feet (approximately).

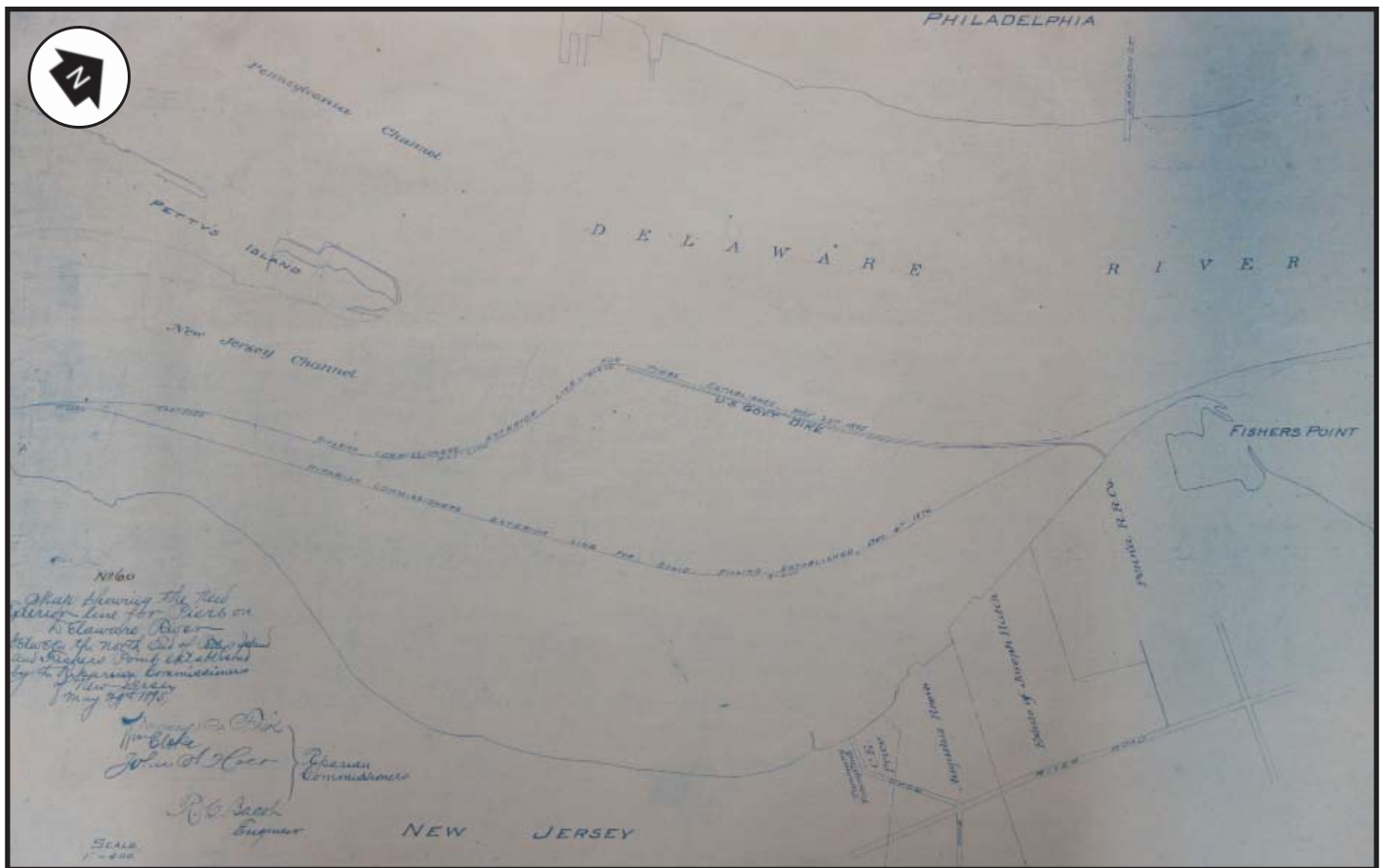


Figure A.43. Riparian Commissioners of New Jersey. Map Showing the New Exterior Line for Piers on Delaware River between the North End of Petty's Island and Fishers Point. 1895. Scale: 1 inch= 1,000 feet (approximately).

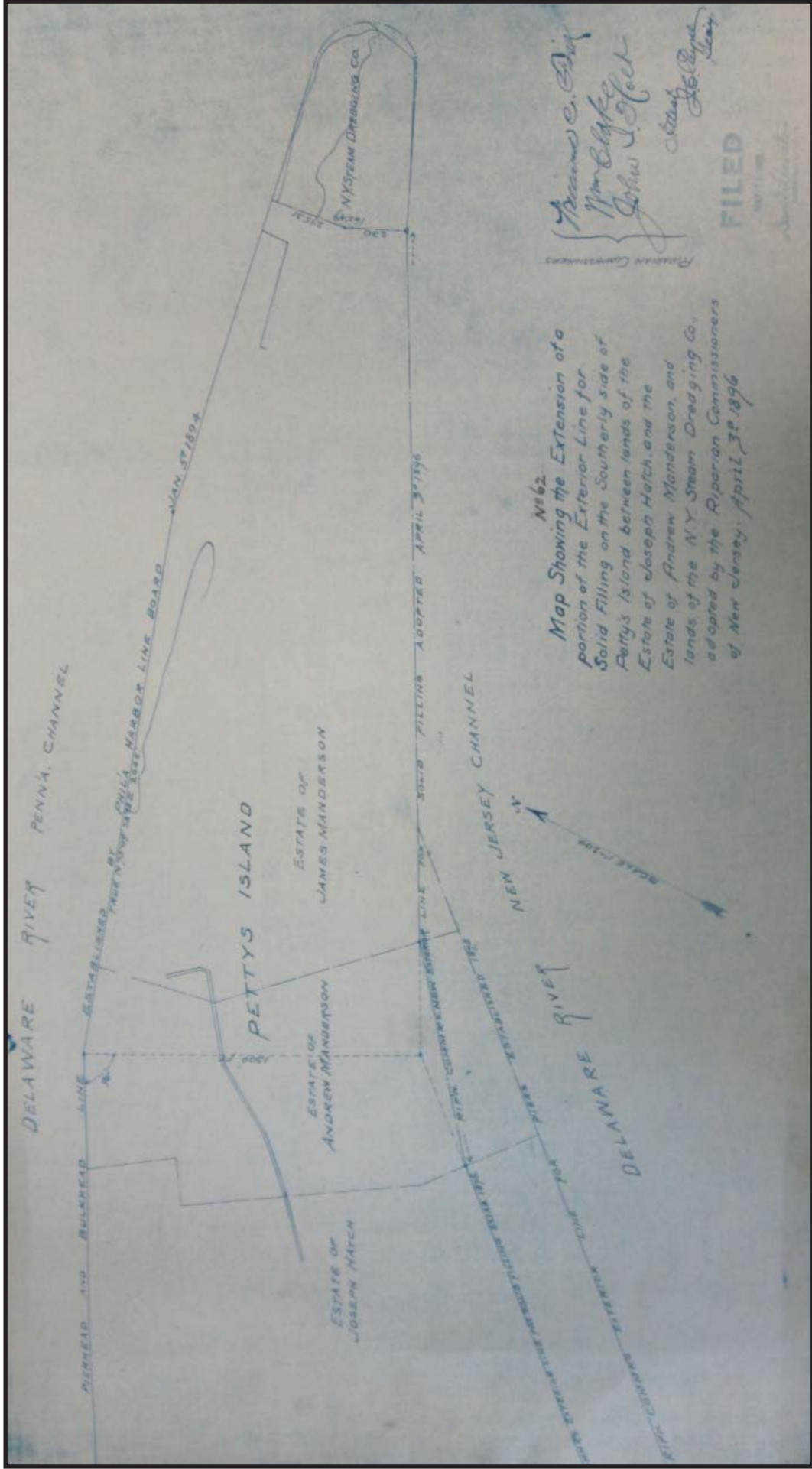


Figure A.44. Riparian Commissioners of New Jersey. Map Showing the Extension of a Portion of the Exterior Line for Solid Filling on the Southerly Side of Petty's Island between Lands of the Estate of Joseph Hatch, and the Estate of Andrew Manderson, and Lands of the N.Y. Steam Dredging Co. 1896. Scale: 1 inch= 450 feet (approximately).



Figure A.45. Hopkins, G.M. Detail of Index Map. *Atlas of the Vicinity of Camden, New Jersey*. 1907. Scale: 1 inch= 1,700 feet (approximately).



Figure A.46. Smith, J.L. Detail of *New Map of the City of Philadelphia*. 1907. Scale: 1 inch= 1,175 feet (approximately).

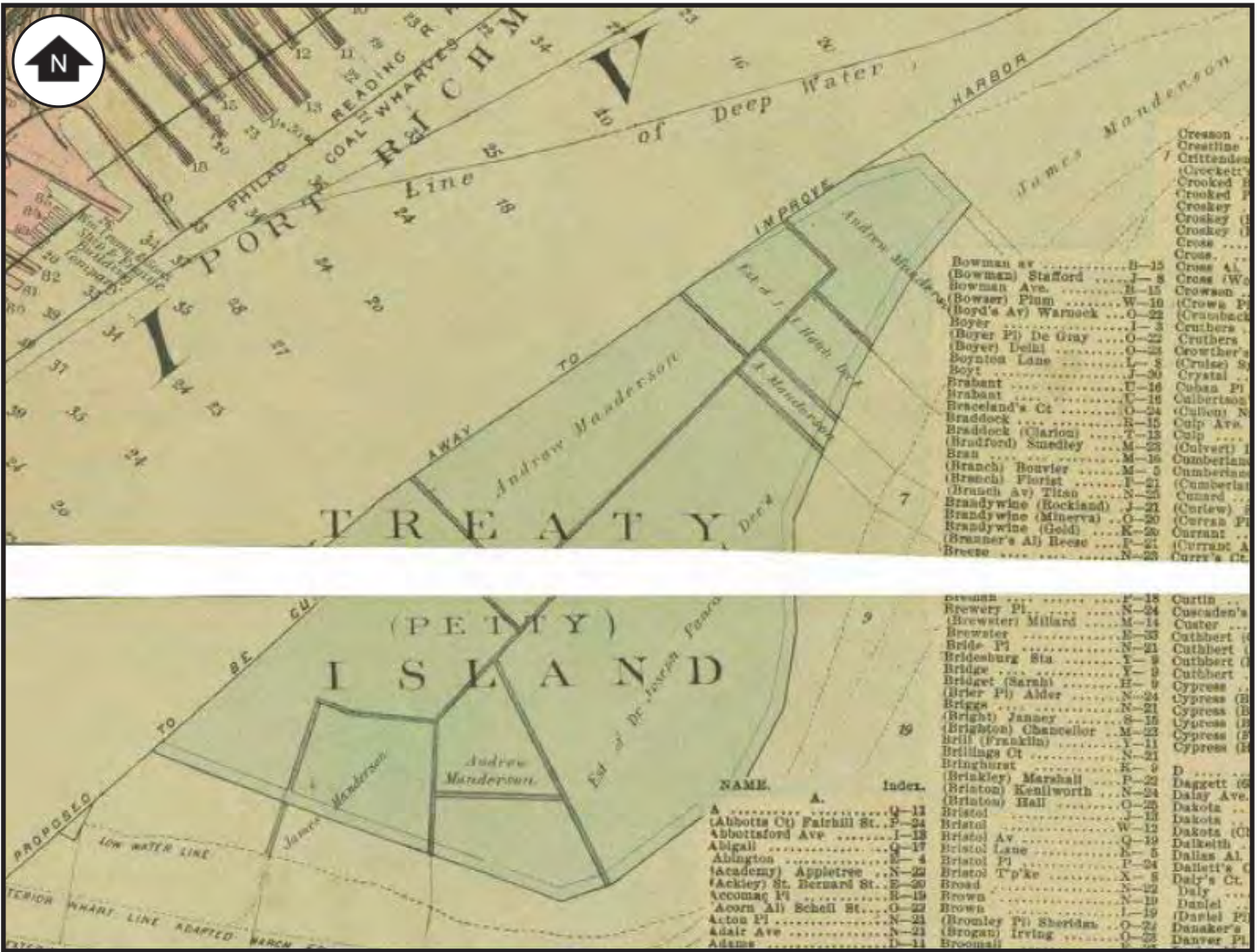


Figure A.47. Smith, J.L. Detail of City of Philadelphia. 1913. Project area indicated. Scale: 1 inch= 1,075 feet (approximately).



Figure A.48. United New Jersey Railroad Company. [Bridge to Petty's Island]. 1916. Scale: 1 inch= 1,035 feet (approximately).

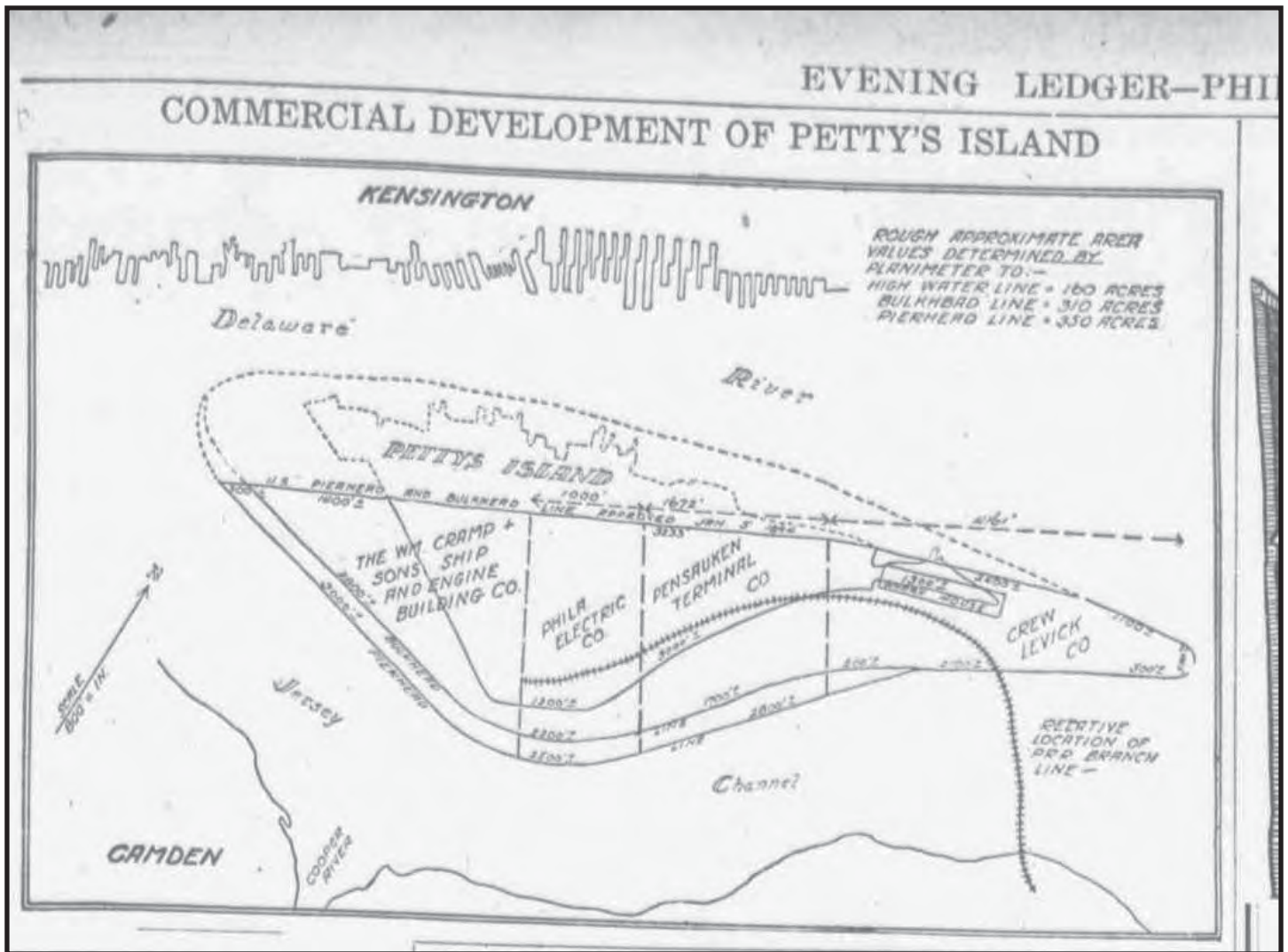


Figure A.49. Commercial Development of Petty's Island. 1917. Scale: 1 inch= 1,250 feet (approximately).

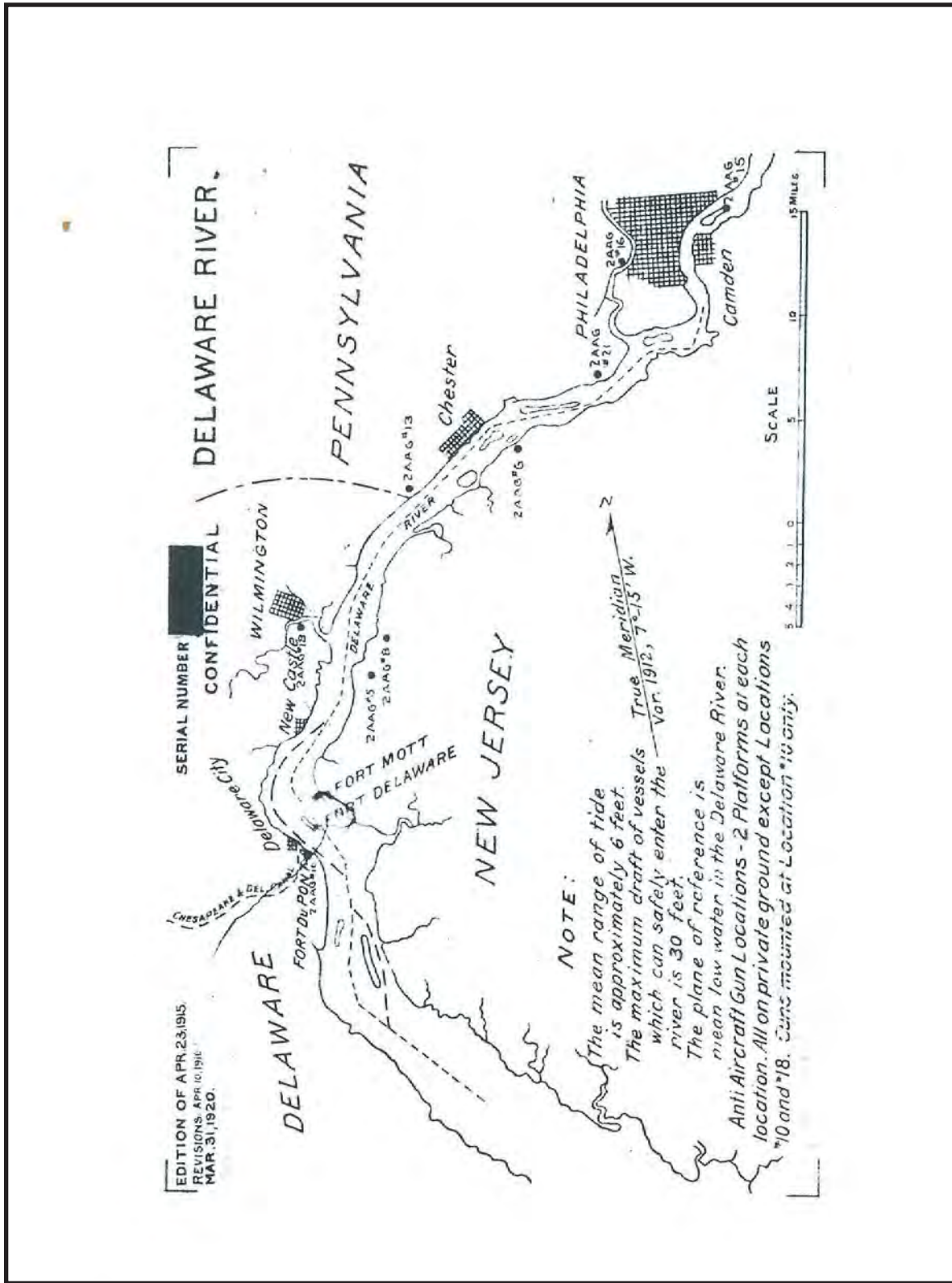


Figure A.50. U.S. Army Anti Aircraft Gun Locations. 1915, Revised to 1920.

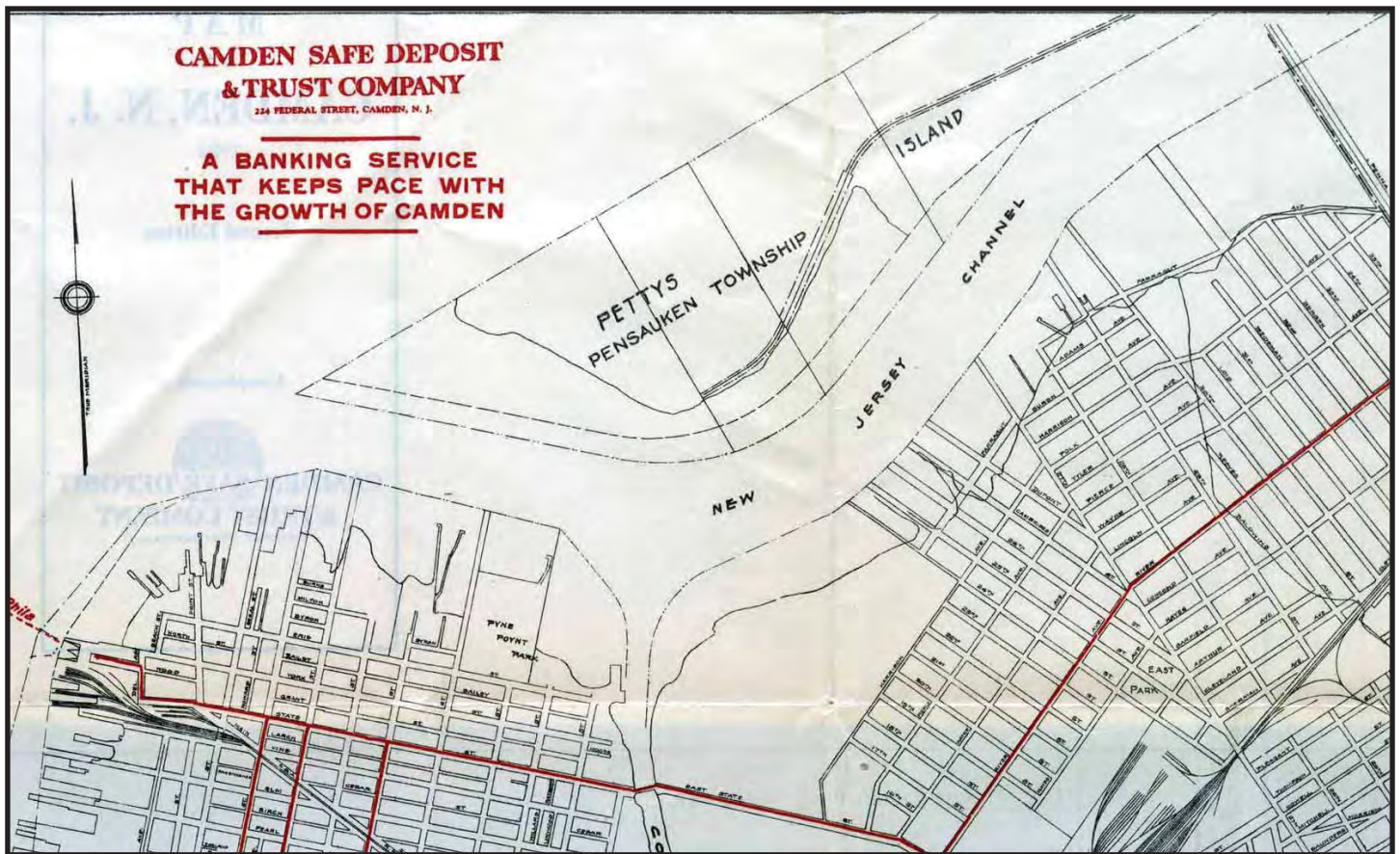


Figure A.51. Detail of *Map of the City of Camden and Vicinity*. 1922. Scale: 1 inch= 1,700 feet (approximately).

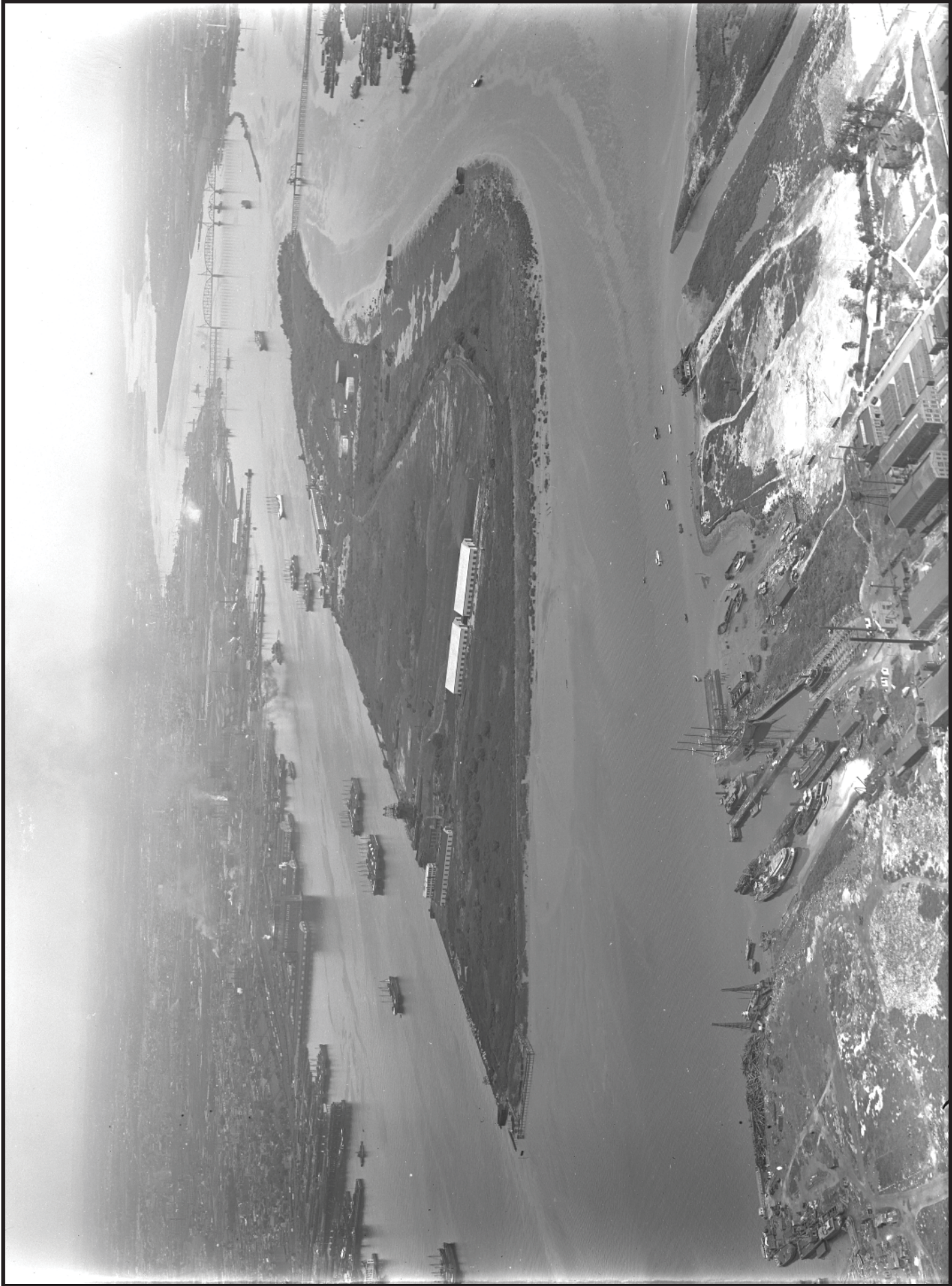


Figure A.52. Dallin Aerial Survey Company. Petty's Island. 1924. View looking northeast (upriver).



Figure A.53. *Philadelphia Record*. “Petty’s Island as seen from the air, showing the new refinery and tank farm of the Crew Levick Company, which has just been completed” Circa 1925. View looking north (upriver).



Figure A.54. Dallin Aerial Survey Company. Detail of Delaware River Waterfront, North Philadelphia. 1929. View looking southwest (downriver).



Figure A.55. Camden County Aerial Views. Detail of Aerial View of City of Camden. 1930. View looking northwest.

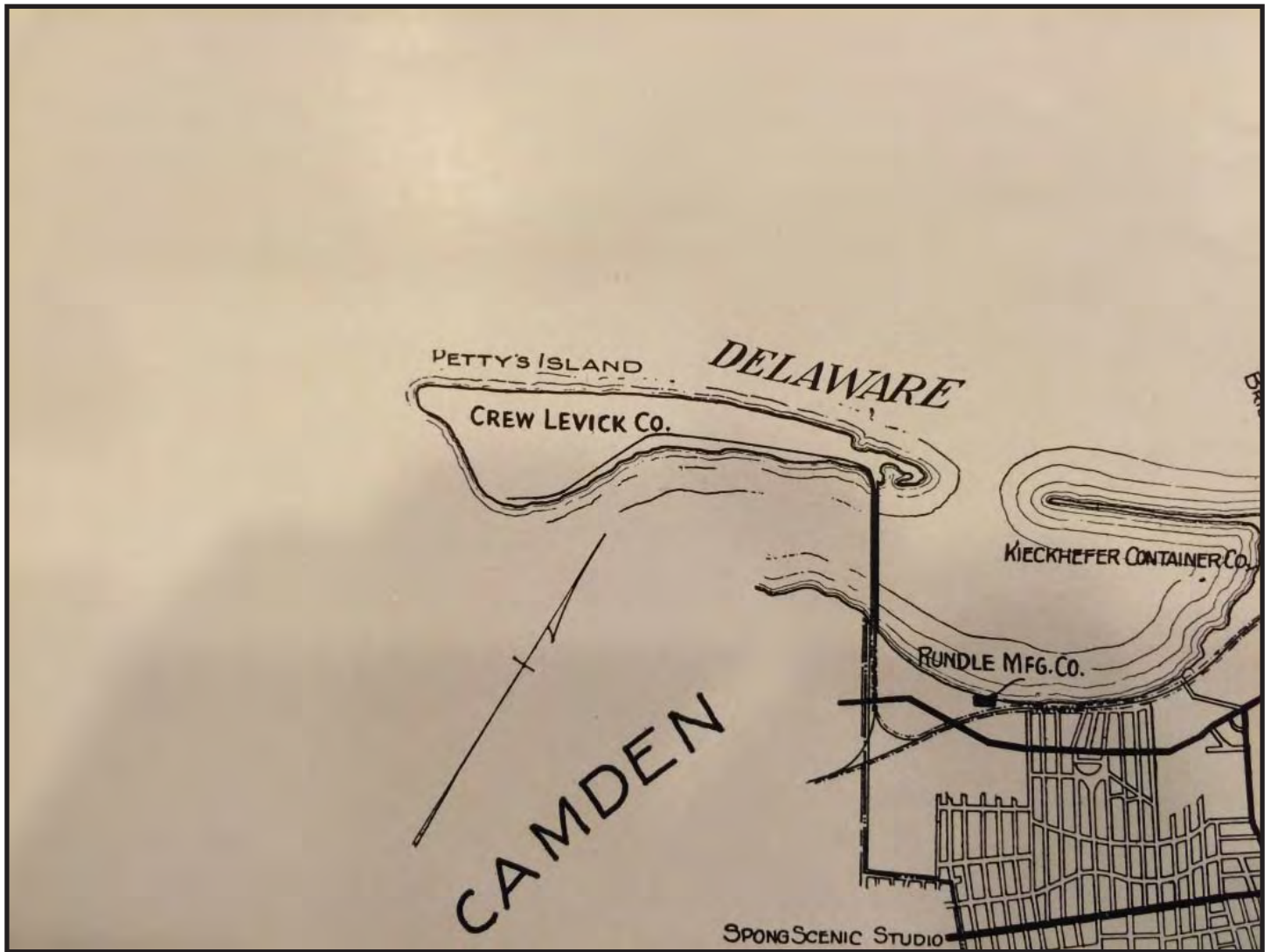


Figure A.56. Cranston, Paul F. Map of Pennsauken. 1931. Scale: 1 inch= 2,800 feet (approximately).

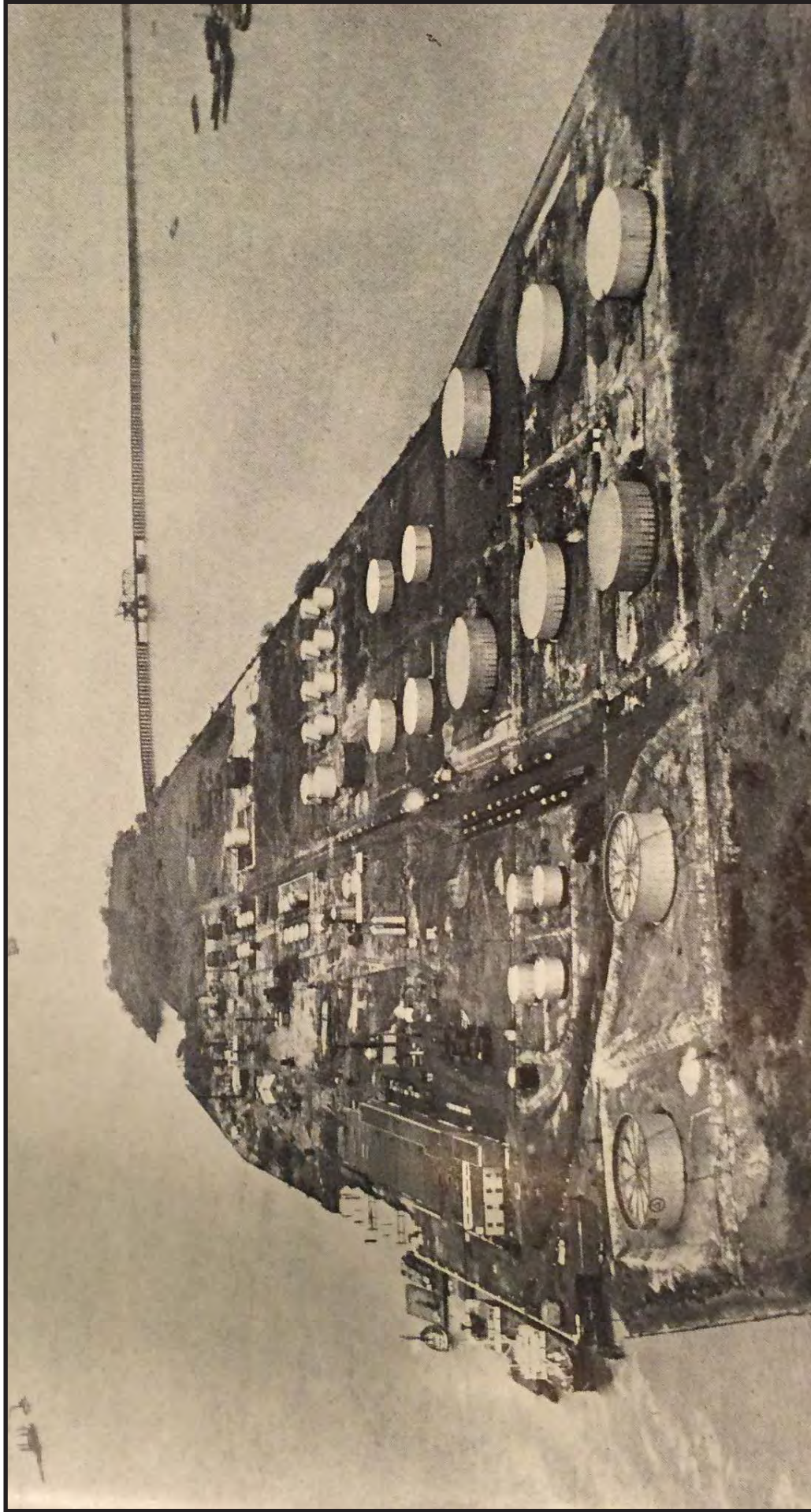


Figure A.57. Cranston, Paul F. Aerial View of Northern End of Petty's Island. 1931.



Figure A.58. Dallin Aerial Survey Company. Port Richmond, Petty's Island. 1932. View looking south (downriver).



Figure A.59. Philadelphia City Planning Commission. *Philadelphia Region When Known as Coaquannock*. 1934.

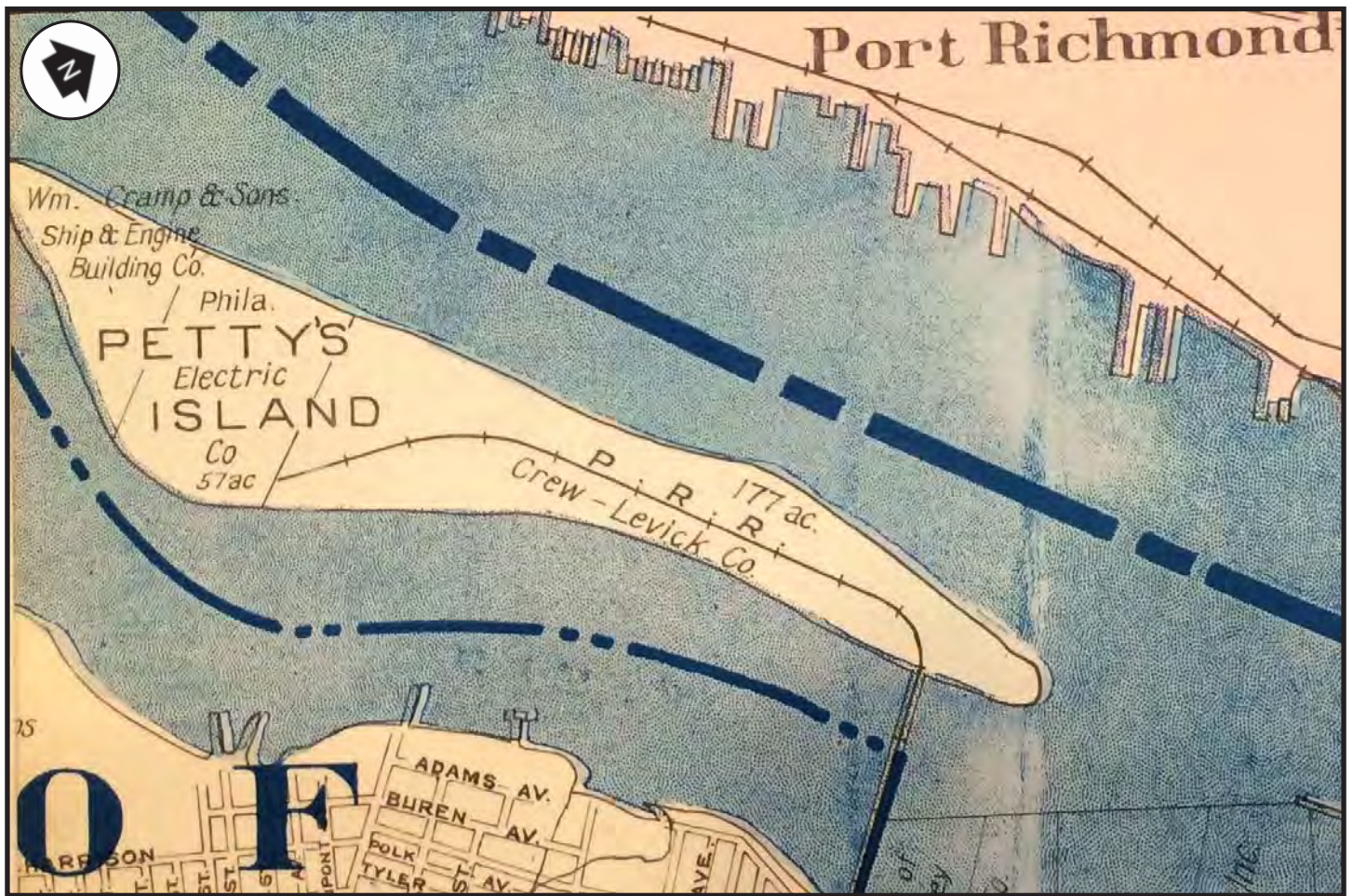


Figure A.60. Franklin Survey Company. *Map of Camden & Vicinity, Philadelphia*. 1935. Scale: 1 inch= 1,600 feet (approximately).



Figure A.61. Dallin Aerial Survey Company. Crew Levick Company, Petty's Island. 1938. View looking southwest (downriver).



Figure A.62. Dallin Aerial Survey Company. Petty's Island. 1939. View looking south (downriver).



Figure A.63. Dallin Aerial Survey Company. Crew Levick Oil Company, Petty's Island. 1939. View looking southwest (downriver).



Figure A.64. Dallin Aerial Survey Company. Manufacturing Plant, Petty's Island. 1939. View looking north (upriver).



Figure A.65. Dallin Aerial Survey Company. Pure Oil Company, Petty's Island. 1940. View looking south (downriver).



Figure A.66. Corps of Engineers. Detail of Map of the Ports of Philadelphia, Camden and Gloucester. 1949. Scale: 1 inch=1,475 feet (approximately).



Figure A.67. Aerial Photograph of Petty's Island. 1977. Source: Tidelands Basemaps, New Jersey Department of Environmental Protection 2015.

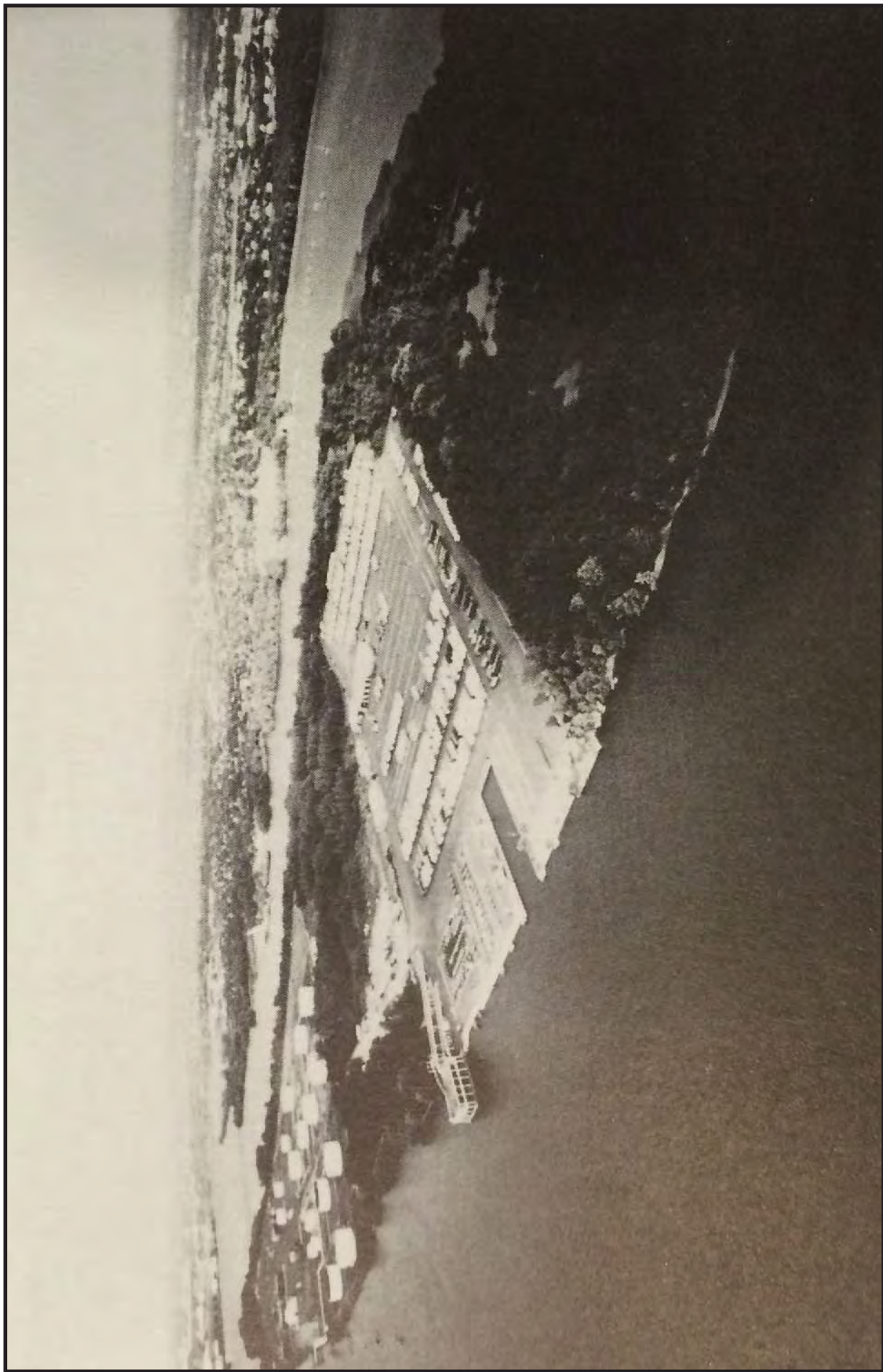


Figure A.68. Aerial Photograph of Petty's Island. 1997. Source: Crane 1997.



Figure A.69. Aerial Photograph of Petty's Island. 2012. Source: New Jersey Department of Environmental Protection 2015.

Appendix B

SELECTED HISTORIC IMAGES AND PHOTOGRAPHS

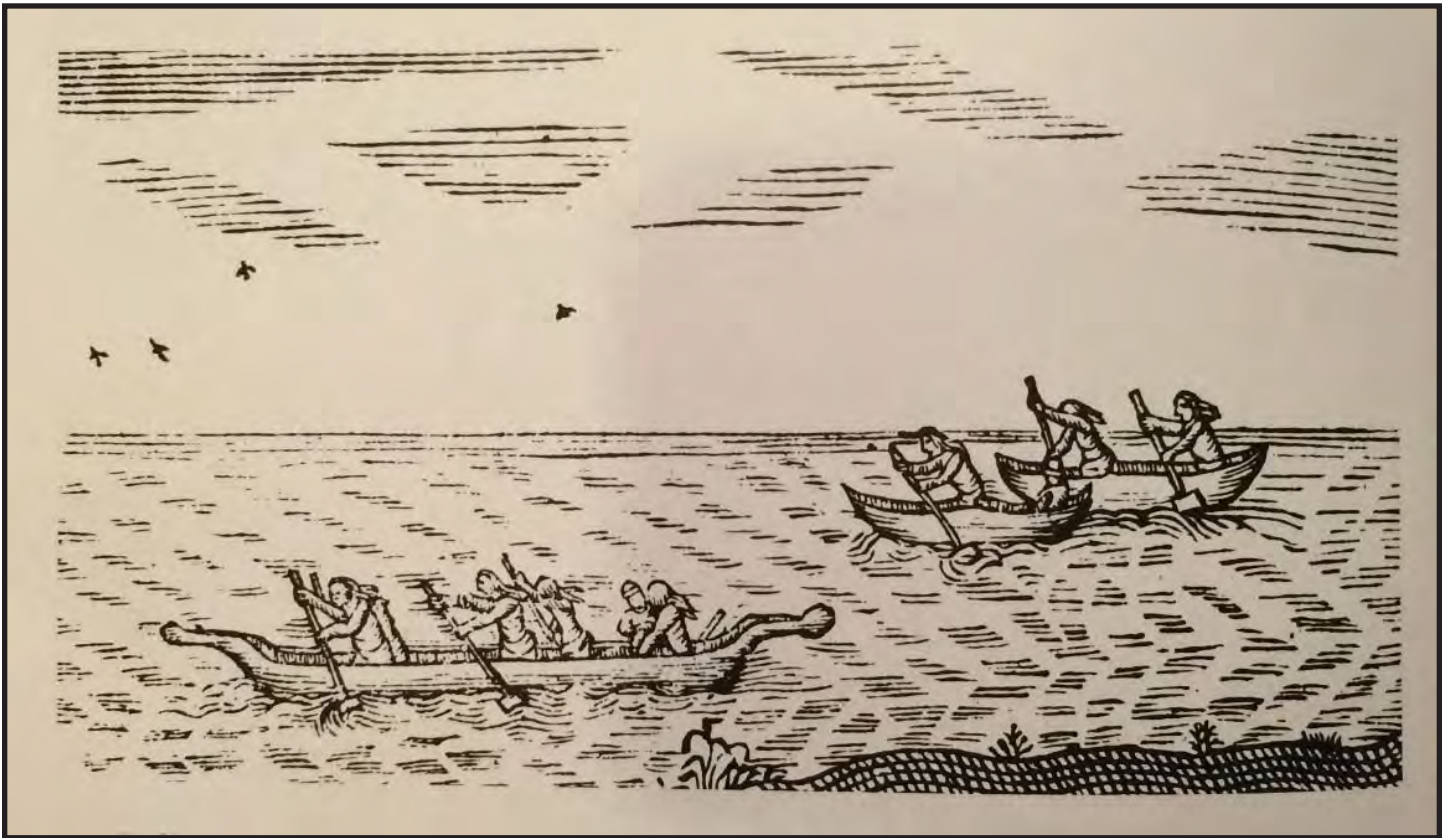


Image B.1. Native Americans in Canoes. Circa 1670-1700. From Thomas Campanius Holm, *Description of the Province of New Sweden, now called by the English, Pennsylvania in America: Compiled from the Relations and Writings of Persons Worthy of Credit, and Adorned with Maps and Plates*. Based on English translation by Peter S. Du Ponceau, published in 1834. Holm wrote his account between 1670 and 1702. Generically, this view depicts Native Americans as they might have appeared at the time the Lenape sold Petty's Island to European settlers in the late 1670s.

Petty's Island (N.) Deed, July 12, 1678.

To all persons whom these presents shall come we Wesakesouscutte, Pesakesen, Colehickamin and Ojerokquad owners of the great Island lying before Shal in the river Delaware for six hundred gilvers to us paid by Elizabeth Kinsey we do hereby Sell convey assign grant and make over to the said Elizabeth Kinsey and her heirs all the said Island as the quantity what it is reserving only to us liberty of hunting fishing and gillnet taking upon the same promising as far as we can to save the same from Kiting and the said Kinsey from burning for which we do is to give us a yearly pound of powder of gun and six white muckets of powder and we do hereby these presents writing warrant the said Island to her and her heirs for ever against us and against all persons in confirmation we have set our hands and seals the 12th day of July 1678.

Wesakesouscutte
Pesakesen
Colehickamin
Ojerokquad

Elizabeth Kinsey

Witness my hand and seal this 12th day of July 1678.

Thomas Hartman

Witness my hand and seal this 12th day of July 1678.

Witness my hand and seal this 12th day of July 1678.

Image B.2. Petty's Island Deed. 1678. The deed transfers the island from Wesakesouscutte, Pesakesen, Colehickamin and Ojerokqua to Elizabeth Kinsey. Source: Haverford College Archives, Quaker Collection.

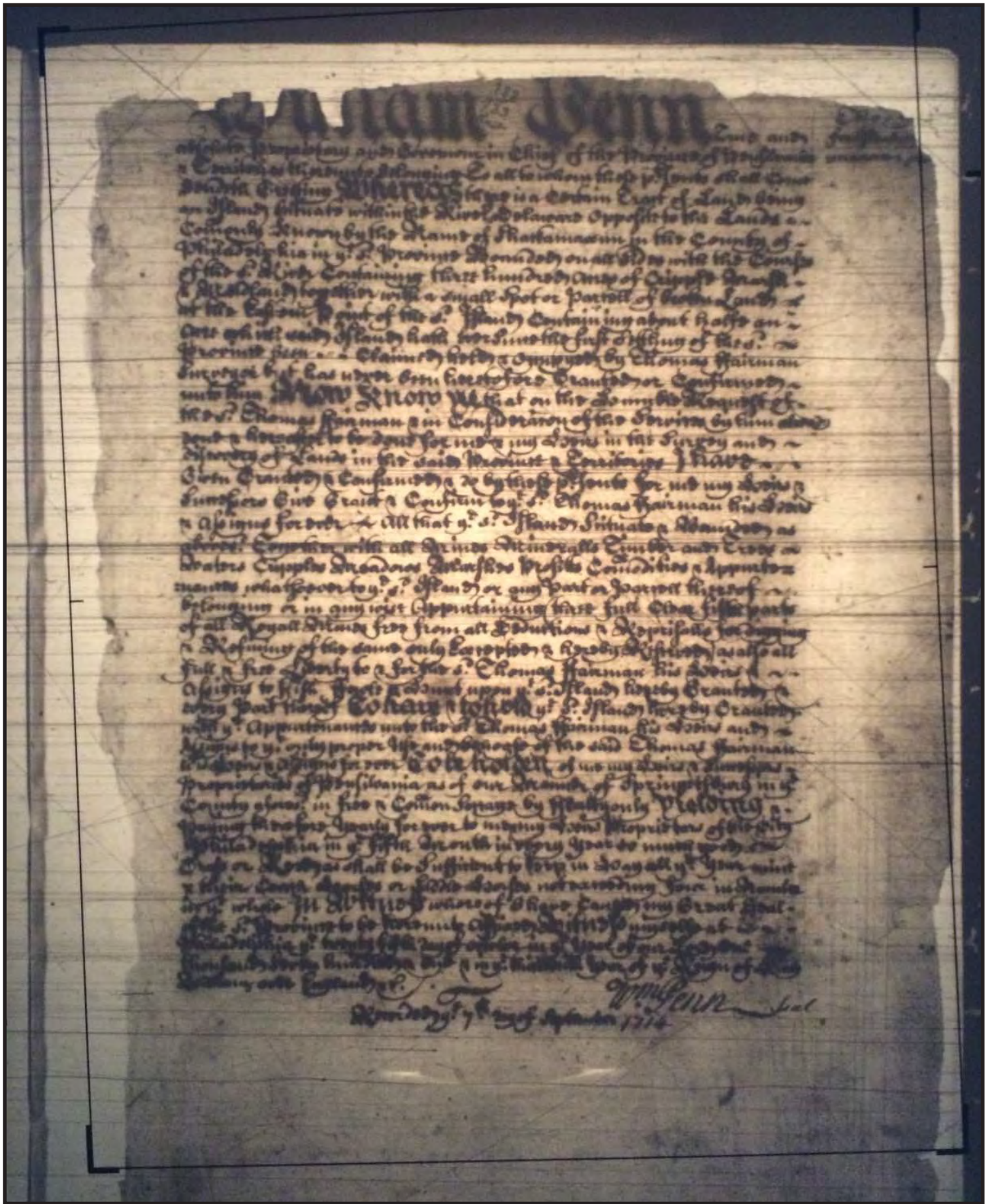


Image B.3. Land Warrant for Petty's Island from William Penn to Thomas Fairman. 1714. This warrant confirmed land holdings that Fairman had already acquired through his wife Elizabeth Kinsey Fairman. Elizabeth purchased Petty's Island from four Native Americans in 1678. Source: Microfilm, City Archives of Philadelphia; Original on file at Pennsylvania State Archives, Harrisburg.

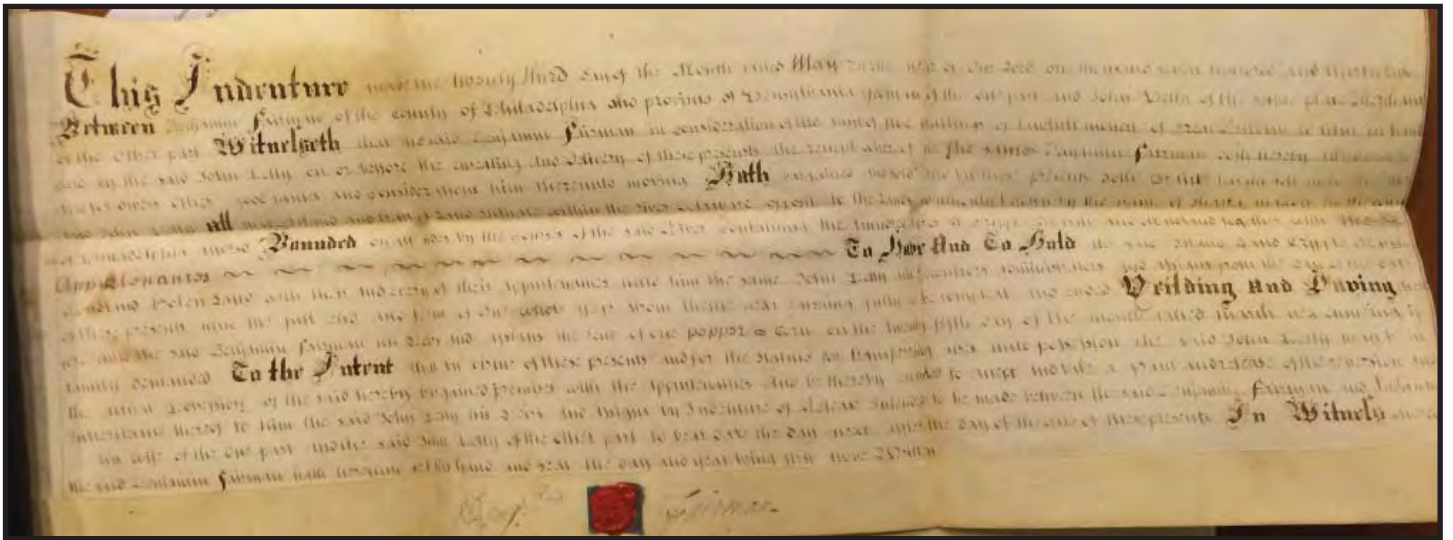


Image B.4. Deed for Petty's Island, Benjamin Fairman to John Petty. 1732. Source: Camden County Historical Society.



Image B.5. Heap, Thomas. *An East Prospect of the City of Philadelphia*. Engraving, 1768. This view from the perspective of modern-day Camden unfortunately does not depict Petty's Island but it does offer a panorama of Philadelphia and the city's skyline of church steeples. One can imagine somewhat similar views from Petty's Island. Source: Library of Congress.

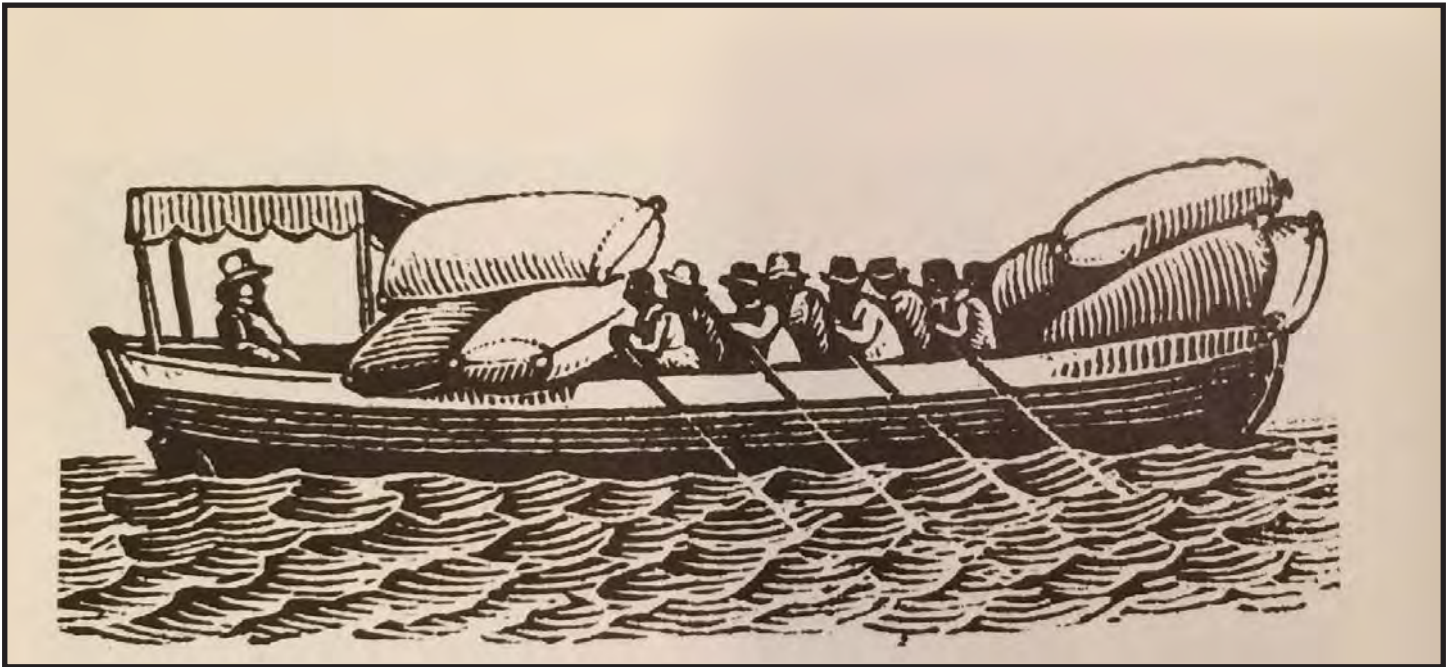


Image B.6. This drawing depicts a bateaux, a type of colonial watercraft often used on the Delaware River for local passenger and freight transport. Such vessels would have been a common sight from Petty's Island. Source: Dunbar 1915.

LOTTERY PETTEY'S ISLAND

For EFFECTS to the full VALUE of 10,000 DOLLARS, or £. 375

WITHOUT ANY DEDUCTION.

MR. DUNLAP, begs leave to inform the Public, That he has, just arrived in the last Vessels from LONDON, a large and very valuable Collection of Books, in Classical Learning, History, Divinity, Physic, Law, Chymistry, natural History, Voyages, Travels, and Entertainment; with several Sets of the genteel-est Pictures now in Taste in England, which, as they came unexpectedly, and he still persists in his Intention of going to England, he proposes to dispose of by Way of LOTTERY: And in Order the better to suit the various Tastes of the Adventurers in this Undertaking, and render it still more extensively useful and acceptable, especially to the Ladies, he proposes to intersperse among the Prizes the undermentioned Articles, most of which are also just arrived from London, and may be depended on, as being the best and genteel-est of their Kind, viz. several Cases of Silver-handled Knives and Forks, fine Silver-mounted cut Glass Castors in Frames, several Dozen of Table and Tea-Spoons, Cream-Jugs and Tea-Tongs, Silver Coffee-Pots and Stands, Punch and Soup-Ladles, several Pinchbeck and Silver-Watches, Tweezer-Cases, Silver plated and gilt Snuff-Boxes, Stone Jacket-Buttons set in Silver, Ladies best brilliant Ear-rings and Neck-laces, Diamond, Emerald, Sapphire, Stone and plain Rings, Gold and Stone-Buttons, Silver Paste and Stone-Buckles, two Pieces of very rich Brocade, several Sets of fine China, Cases of Chirurgical, Anatomical and other Instruments, a curious large ORRERY with its Apparatus, being the most complete Machine of this kind that has hitherto been seen in America: By it, may be illustrated and explained, after the most easy and familiar Manner, the Motions of all the Planets, Primary and Secondary, their Magnitudes and Distances, Stations, Retrogradations, &c. The Increase and Decrease of Day and Night, the grateful Variety of the Seasons, with the Eclipses of the Sun and Moon, &c. &c. An Air-Pump and its Apparatus, a large reflecting Telescope, and a Lot of Ground, lying at Gloucester, called *Liliput*, formerly belonging to Mr. D. J. Dove, which has a most delightful and pleasant Situation, and contains about two Acres of Garden-Ground, well improved, and fenced in with Boards; One Acre is planted with fine Apple, Plum, Peach, and Cherry-Trees, which bear a great Deal of choice Fruit: The other Acre, is almost all planted with the largest Battersea Asparagus: There are on the Premises, a Dwelling-House, and a very large Barn, fit for storing Merchants Goods, designed either for Importation or Exportation: Besides which, there is a Cellar already dug and walled up with good Stone, about twenty Feet square: Nigh which there is a Well of excellent Water. There is a small Grove of Pine-Trees before the Garden, from which you are entertained with a most beautiful Prospect of the City of Philadelphia, and of the River, for four or five Miles downwards; so that no Ship can pass or repass, but by hailing her, you may easily know from whence she came, or whether she is going. N. B. Said Lot lets for Twelve Pounds a Year, and may be entered on immediately.

The Prizes to be classed in such Order, that the Fortunate may have as complete a Variety as the Value of the Prize he may draw, will admit of: The whole Collection to be examined by four disinterested Persons, who are best acquainted with the Worth of each Article, and their intrinsic Value ascertained by them, that the Public may be satisfied there can be no Fraud in this Undertaking: After the Drawing is finished, Care will be taken to forward the Prizes of the Fortunate, that are moveable, to any Part of the Continent, in such Manner as they may please to order, and it is not doubted but the Whole will be conducted to the entire Satisfaction of the Public: The Drawing to commence on Tuesday, the Twenty-eighth Day of April next at a Houle on Pettey's ISLAND, nearly opposite the City of Philadelphia, when Boats shall be provided at my own Cost to bring over such as may choose to be present at the drawing; and the Prizes published in the *Pennsylvania GAZETTE* and the *New-York MERCURY*: Prizes not demanded within Six Months after Publication as aforesaid, will be given to the PENNSYLVANIA-HOSPITAL.

THE SCHEME.

Number of Prizes.	Pieces of Eight.	Total Value.
1	Collection valued at 700	is 700
1	at 400	is 400
1	at 200	is 200
1	at 100	is 100
2	at 51	is 102
10	at 25	is 250
15	at 15	is 225
480	at 6	is 2880
1202	at 4	is 5048
1775	Prizes First drawn,	25
3227	Blanks Last drawn,	25
	Ticket drawn before the 700,	15
	Ticket drawn after the 700,	15
	Ticket drawn before the 400,	8
	Ticket drawn after the 400,	7

5000 Tickets, at Two Dollars each, are 10,000
 This Scheme may, without Exception, be said to be the most favourable one hitherto calculated for the Adventurers, as there are not near two Blanks to a Prize And, as I have no other View in making this Lottery, than purely to bring my Affairs to a speedy Settlement ere I embark for England, there will be no Deduction; and consequently the Lottery will be upwards of FIVE HUNDRED and SIXTY POUNDS richer on that Account.
 TICKETS are now selling by Captain Thomas Gientwerth, Mr. Samuel Somain, Mr. Josiah Davenport, Mr. Benjamin Lasky, and Mr. William Murray, who are appointed Managers, and have given Bond for the faithful Discharge of their Trust, as also by Joseph Pugh, Esq; in Lancaster, Mr. Michael Stoop, in York-Town, Mr. M. Intire, in Carlisle, David Henderson, Esq; in Reading, Doctor Jackson, in Chester and by said Dunlap, at the Post-Office, Philadelphia

Image B.7. Pettey's Island Lottery. Broadside. 1761. Source: Library Company of Philadelphia.

PETTIE'S ISLAND Land and Cash LOTTERY,

To be Drawn on the said Island, in Delaware,

For the Disposing of certain valuable LOTS and IMPROVEMENTS, situate in the Northern Liberties of the City of Philadelphia, and Province of Pennsylvania.

The SCHEME is as follows;

A	LOT of 100 Feet Front and 500 Feet deep, with a thriving Orchard on the back Part of the Lot, a good Garden under Pale Fence, a large Three-story Brick Dwelling with four Rooms on a Floor, and convenient Out-Building, rents at Forty Pounds per Annum	is £ 700 0 0
1	A Ground-rent of £ 17: 10: 0, per Annum, estimated at 20 Years Purchase,	3 10
1	A Ground-rent of ditto ditto ditto	5
1	A Ground-rent of £ 12, per Annum, to be purchased at £ 200,	20
1	A Brick Tenement and Lot, 20 Feet on Second-street Continued, and about 200 Feet deep,	1 40
1	A ditto ditto ditto ditto ditto	1 30 0 0
1	A Frame Tenement ditto ditto ditto ditto	1 30 0 0
1	A ditto ditto ditto ditto ditto	1 30 0 0
1	A Ground-rent of £ 3, per Annum,	60 0 0
1	A vacant Lot, 40 Feet Front, suitable for a convenient Tan-yard	60 0 0
1	A ditto 20 Feet Front and about 200 Feet deep	40 0 0
1	A ditto ditto ditto ditto ditto	40 0 0
1	A ditto ditto ditto ditto ditto	40 0 0
1	A ditto ditto ditto ditto ditto	40 0 0

The following PRIZES to be paid in CASH without any Deduction,

1	of	—	—	£ 100 0 0	is	—	100 0 0
1	—	—	—	50 0 0	is	—	50 0 0
4	—	—	—	25 0 0	are	—	100 0 0
10	—	—	—	10 0 0	are	—	100 0 0
20	—	—	—	5 0 0	are	—	100 0 0
40	—	—	—	2 10 0	are	—	100 0 0
400	—	—	—	1 0 0	are	—	800 0 0

490 Prizes

2010 Blanks, which is little more than 4 Blanks to a Prize.

2500 Tickets, at Four Dollars a Ticket, are — — — — £ 3750 0 0

The several Lots of Ground here described, are all situated in the Northern Liberties, adjoining the Upper-End of the City, and one Mile from the Court-house.

THOSE who are inclined to become ADVENTURERS may depend on the utmost Punctuality and Justice. The Drawing will begin on the First Day of July, 1771, under the Inspection of four reputable and substantial Freeholders; immediately after the Drawing, a List of the fortunate Numbers shall be published, and the Cash-Prizes paid; such Persons as shall draw any Part or Parts of the above-described Estate, may depend on a good and sufficient Title, being made by their obligated Friend,

WILLIAM MASTERS.

Advertisement.

FOR the Satisfaction of the Adventurers
in *PETTIE'S ISLAND LAND* and *CASH*
LOTTERY, the Subscriber with Pleasure informs them, That the
Numbers being rolled up ready for the Wheels, and not more than Three
Hundred Tickets remaining, the Drawing will punctually begin on
MONDAY, the 9th Day of SEPTEMBER next, under the In-
spection of WILLIAM HEYSHAM, JOHN CHEVALIER, ABRAHAM BEECKLEY,
and THOMAS BOND, Jun. in whose Veracity, I doubt not, the Publick
will confide for the faithful Discharge of the Trust reposed in them, by

Their obligated Friend,

WILLIAM MASTERS.

932
—
11

V
11

1771

Image B.9. Advertisement for the Satisfaction of the Adventurers in Pettie's Island Land and Cash Lottery. Broadside. 1771. Source: Library Company of Philadelphia.

PETTIE'S ISLAND LAND and CASH LOTTERY.

1771.

No. 2000

THIS TICKET entitles the Bearer to such
Prize as may be drawn against its Number,
on Demand, without Deduction.
L.

W. Masters

PETTIE'S ISLAND LAND and CASH LOTTERY.

1771.

No. 2001

THIS TICKET entitles the Bearer to such
Prize as may be drawn against its Number,
on Demand, without Deduction.
M.

W. Masters

PETTIE'S ISLAND LAND and CASH LOTTERY.

1771.

No. 2002

THIS TICKET entitles the Bearer to such
Prize as may be drawn against its Number,
on Demand, without Deduction.
N.

W. Masters

PETTIE'S ISLAND LAND and CASH LOTTERY.

1771.

No. 2003

THIS TICKET entitles the Bearer to such
Prize as may be drawn against its Number,
on Demand, without Deduction.
O.

W. Masters

Pettie's (Petty's) Island Lottery tickets
of 1771. In 1761, one lottery, with free
boat service from Phila., disposed \$10,000
worth of merchandise; another, 46 acres of
island meadow. See NJ Archives News Extracts.
(Gift of Howard R. Kemble, July, 1944.
Original in Bucks Co. Hist. Soc., Doylestown)

Image B.10. Pettie's Island Lottery Ticket Nos. 2000-2003. 1771. Source: Framed Photostat, Camden County Historic Society. Original reported to be on file at the Bucks County Historical Society, Doylestown, Pennsylvania.

PETTIE'S ISLAND CASH LOTTERY,

For raising the Sum of FOURTEEN HUNDRED and FIFTY POUNDS, to be applied to the following Purposes: Four Hundred Pounds for finishing a Presbyterian Church in Norrington Township. Three Hundred and Fifty Pounds for purchasing a Lot of Ground, and erecting thereon, a German Lutheran Church in Whitpain Township, Philadelphia County. Three Hundred Pounds for the Newark Academy, and the Residue, (after defraying the Expences of the Lottery,) to be given to three Schoolmasters in Philadelphia, for the Purpose of purchasing some useful Books and Mathematical Instruments for the Benefit of their Schools.

IN FOUR CLASSES.

The SCHEME.

FIRST CLASS.

No. of Prizes.	Value of each.	Total Value.
1 of - - - - -	£. 50 0 0 is	£. 50 0 0
7 of - - - - -	25 0 0 is	175 0 0
2 of - - - - -	15 0 0 each, are	30 0 0
4 of - - - - -	10 0 0 are	40 0 0
10 of - - - - -	5 0 0 are	50 0 0
20 of - - - - -	3 0 0 are	60 0 0
100 of - - - - -	1 0 0 are	100 0 0
133 of - - - - -	0 15 0 are	97 10 0
1140 of - - - - -	0 8 10 are	503 10 0
1400 Prizes,	are	£. 950 0 0
2600 Blanks,	Carried forward,	50 0 0
4000 Tickets at 25. each,	are	£. 1000 0 0
Something more than a Blank and a half to a Prize.		

THIRD CLASS.

No. of Prizes.	Value of each.	Total Value.
1 of - - - - -	£. 400 0 0 is	£. 400 0 0
1 of - - - - -	200 0 0 is	200 0 0
1 of - - - - -	100 0 0 is	100 0 0
1 of - - - - -	50 0 0 is	50 0 0
2 of - - - - -	30 0 0 each, are	60 0 0
3 of - - - - -	20 0 0 are	60 0 0
5 of - - - - -	10 0 0 are	50 0 0
10 of - - - - -	5 0 0 are	50 0 0
50 of - - - - -	3 0 0 are	150 0 0
100 of - - - - -	2 0 0 are	200 0 0
1480 of - - - - -	1 6 6 are	1961 0 0
1654 Prizes,	are	£. 3281 0 0
2746 Blanks,	Carried forward,	19 0 0
4400 Tickets, at 15f. each,	are	£. 3300 0 0
A Blank and an half to a Prize.		

SECOND CLASS.

No. of Prizes.	Value of each.	Total Value.
1 of - - - - -	£. 80 0 0 is	£. 80 0 0
1 of - - - - -	30 0 0 is	30 0 0
2 of - - - - -	15 0 0 each, are	30 0 0
4 of - - - - -	10 0 0 are	40 0 0
5 of - - - - -	5 0 0 are	25 0 0
6 of - - - - -	3 0 0 are	18 0 0
50 of - - - - -	1 5 0 are	62 10 0
4365 of - - - - -	0 17 8 are	1205 15 0
1436 Prizes,	are	£. 1561 5 0
2764 Blanks,	Carried forward,	13 15 0
4200 Tickets at 3s. 6d. each,	are	£. 1575 0 0
A little more than a Blank and an half to a Prize.		

FOURTH CLASS.

No. of Prizes.	Value of each.	Total Value.
1 of - - - - -	£. 600 0 0 is	£. 600 0 0
1 of - - - - -	300 0 0 is	300 0 0
1 of - - - - -	150 0 0 is	150 0 0
1 of - - - - -	100 0 0 is	100 0 0
2 of - - - - -	50 0 0 each, are	100 0 0
8 of - - - - -	30 0 0 are	240 0 0
2 of - - - - -	25 0 0 are	50 0 0
3 of - - - - -	15 0 0 are	45 0 0
4 of - - - - -	10 0 0 are	40 0 0
45 of - - - - -	5 0 0 are	225 0 0
50 of - - - - -	3 0 0 are	150 0 0
100 of - - - - -	2 0 0 are	200 0 0
2010 of - - - - -	1 10 0 are	3015 0 0
2222 Prizes,	are	£. 5035 0 0
2180 Blanks,	Brought forward,	82 15 0
4402 Tickets, at 23f. 6d. each, are	are	£. 4952 5 0
A considerable Number of more Prizes than Blanks.		£. 5035 0 0

The Advantages of the above Scheme will be found preferable to most, and exceeded by none yet offered to the Public.

The many laudable Designs to which the Money is to be applied, we hope, will be sufficient to recommend it: And as a great Number of Tickets are already engaged, the drawing of the first Class will begin on Monday the 7th of June next, and as soon as it is finished, a List of the Prizes will be published in the PENNSYLVANIA PACKET.

The Adventurers will have the Privilege of renewing their Tickets in the succeeding Classes before any other Purchasers, provided they do it within four Weeks after Publication of each Class.

The Prizes in the foregoing Classes, are subject to a Deduction of 15 per cent. and those which are not demanded in nine Months after the Publication, will be deemed generously given for the laudable Uses aforesaid.

* * * Those who incline to become Adventurers may be informed of whom Tickets are to be had, by applying to Jacob Rayb, Esq; Messrs. Robert Porter, Alexander Porter, and Andrew Porter in Philadelphia, Capt. Robert Currie, and Mr. William Armstrong, in Norrington, Messrs. John Porter and Paul Bower, in Whitpain, Mr. Stephen Bloom, in Guinwith, and Mr. Adam Hoffman in Worcester, Philadelphia County who will faithfully superintend the drawing of each Class, and see that Justice is done to the Adventurers.

PETTIE'S-ISLAND LOTTERY,

For disposing of a great Variety of curious PICTURES, JEWELLERY, &c. &c.

S	C	H	E	M	E.	
1 of	-	-	£. 120	is	-	£. 120
1	-	-	50	is	-	50
2	-	-	40	are	-	80
2	-	-	20	are	-	40
5	-	-	10	are	-	50
6	-	-	5	are	-	30
8	-	-	4	are	-	32
16	-	-	3	are	-	48
80	-	-	1: 10s.	are	-	120
1240	-	-	0 15	are	-	930
					1361 Prizes.	£. 1500
					1639 Blanks.	

3000 Tickets, at *Ten Shillings* each, are £. 1500.

Almost as many Prizes as Blanks.

THE Design of this Lottery is, to dispose of a Quantity of new and curious Goods, viz. A most elegant Collection of Pictures, in green and gold Frames, ditto in black and gold Frames, and a new and large Collection of Fancy Pieces, done by the greatest Masters in the World, both in and out of Frames, and a very fine Collection of Drawing Books, both coloured and uncoloured, with a large Collection of the newest Maps, in and out of Sets, as also in Books in the very best and finest Colours: Albion Birds, in the most beautiful Colours; a large Variety of Copper Plate Writings, by the ablest Penmen in England; also the Royal Amusement, which is now extremely fashionable, and is universally played instead of Back-Gammon, &c. together with many other entertaining Curiosities, lately imported from London and elsewhere; Guns of the newest Kind, single and double barrell'd Pistols: and also a fine Assortment of Jewellery, among which are Diamonds, Garnets, Gold and Fancy Rings, with a Quantity of other Jewellery too tedious to mention, besides a great many other Goods, both useful and entertaining.

Ladies and Gentlemen, Adventurers in this Lottery, may depend that every Article will be rated at the lowest Prices the Proprietor sells them out of his Shop.

The Lots will be made out, nicely assort'd, part Jewellery, Pictures, and other Curiosities, by four respectable Gentlemen, who will faithfully superintend the Drawing of this Lottery, and see that Justice is done to each Adventurer.

The Lots, compos'd of the before-mentioned Goods, &c. are to be made out to the full Amount of the Prizes, before the Lottery is drawn, except a small Deduction of Five per Cent. to defray the Charges.

Ladies and Gentlemen, if fortunate, may become possess'd of a large and neat Assortment of Jewellery, Pictures, &c. at the small Expence of Ten Shillings, to the Amount of One Hundred and Twenty Pounds, or other good Prizes, as per Scheme, which is perhaps better calculated for the Adventurers, than any yet offer'd to the Public.

The Prizes are to be published immediately after Drawing, and paid as soon as published.

There is a great Number of Tickets already engag'd, which gives the Proprietor Reason to believe the Drawing will soon commence. He hopes likewise, that those who incline to become Adventurers, will be speedy in applying for Tickets.

The Public may be inform'd where Tickets are to be had, by applying to the Bar-keeper of the London Coffee-House, and to Mr NICHOLAS BROOKS, near the Coffee-House, in Market-street, Mr ALEXANDER POWER, near South-street, near the Wharf, Mr JAMES SUTTER, near the Draw-bridge, opposite to Mr John Meafe, Merchant, Mr EDWARD BATCHELOR, Merchant, in Second-street, Mr THOMAS BARTON, Merchant, Mr JOHN PATTON, Merchant, in Water-street, Messrs. BUDDEN and STRAKER, at their Store in Front-street, and Mr WILLIAM DIBBY, Western Post.

Image B.12. Pettie's Island Lottery. Broadside. 1772. Source: Library Company of Philadelphia.

The German CHARITABLE SOCIETY'S LOTTERY, On *Petty's* Island, in TWO CLASSES.

To raise by a Deduction of Fifteen per Cent, the Sum of ONE THOUSAND and SIXTY-EIGHT Pounds FIFTEEN Shillings, towards Building a House in P— for the Meetings of the said Society, and in particular Cafes to keep Hospitality for poor Passengers arriving from GERMANY.

SCHEME of the LOTTERY.

FIRST CLASS.					SECOND CLASS.					
1 Prize	of	100 Dollars	is	100 Dollars	1 Prize	of	500 Dollars	is	500 Dollars	
1	-	50	-	50	1	-	200	-	200	
2	-	25	-	50	1	-	100	-	100	
6	-	10	-	60	3	-	50	-	150	
60	-	5	-	300	10	-	25	-	250	
320	-	3	-	960	80	-	10	-	800	
1800	-	2	-	3600	240	-	8	-	1920	
				2190 Prizes.					2727 Prizes.	
				3810 Blanks. Carried to the 2d Class,					3773 Blanks.	
				6000 Tickets, at 7/6. is					6500 Tickets, at 15/.	13000
				6000					Bal. brought from the 1st Class,	880
									13880 Dollars	

BALANCE of this LOTTERY.

To 6000 Tickets in the First Class, at 7/6.	6000 Dollars	By Am. of Prizes in the 1st Class, 5120 Dollars
To 6500 ditto Second Class, at 15/.	13000	By ditto 2d Class, 13880
	19000	19000

THE aforesaid GERMAN Society was formed about Nine Years ago, since when the Members thereof by their Quarterly Contributions, and otherwise, have often relieved the GERMAN New-comers in this Country: But during all this Time, the said Society had no convenient House or Hall for their stated Meetings, and for receiving now and then in the cold Season some poor Families with small Children, or Women near to lay in, and others that stood particularly in need to be taken Care of.—For that Purpose some of the Society Members purchased about seven Years ago a Lot in P— but could not among themselves raise Money sufficient to build the said House: This is now proposed to be done by Lottery, expecting that not only the Natives of GERMANY, who themselves have once been Strangers in this Country, but also other Persons who think that the Importation of GERMANS is much for the Good of this Colony, will give proper Encouragement to this Lottery; at least we flatter ourselves, that there will hardly a Man be found who would designedly oppose an Institution, which from its Origin to this Time had no other Scope, with respect to these poor Strangers, than to fulfil the Commandment of GOD, “ Deal thy Bread to the “ Hungry, and bring the Poor that are cast out to thy House.”

THE Public may be assured, that such Measures are taken as to pay every Person who shall draw a Prize, at the same Place where he has purchased his Tickets, immediately after the Drawing.

TICKETS may be had at sundry GERMAN and ENGLISH Houses in the Chief County Towns, and at such other Places as without mentioning any Names will be sufficiently known.

THE First Class to be drawn as early as possible in the Month of JUNE next.

Philadelphia, September 23, 1773.

PETTIE'S-ISLAND Cash LOTTERY, IN THREE CLASSES:

(ALL PRIZES, NO BLANKS, AND NO DEDUCTION)

FOR raising the Sum of *ELEVEN HUNDRED POUNDS, TWELVE SHILLINGS* and *SIX-PENCE*, for the Purpose of improving, planting, enlarging, and properly fencing and securing

A Public Vineyard. The SCHEME.

CLASS THE FIRST.

No. of PRIZES.	of	VALUE OF EACH.	TOTAL VALUE.
1	-	400 Dollars.	is 400 Dollars.
1	-	250 -	is 250 -
2	-	150 -	is 300 -
2	-	100 -	are 200 -
3	-	50 -	are 150 -
4	-	30 -	are 120 -
5	-	20 -	are 100 -
8	-	10 -	are 80 -
15	-	6 -	are 90 -
100	-	3 -	are 300 -
100	-	1 1/2 -	are 150 -

500 Prizes, amount to 2380 Dollars.
3500 Numbers remain in the Wheel for the 2d Class.
Carried to the last Class, towards the Sum to be raised, 1848 Dollars.
4000 Tickets, at One Dollar each, amount to 4000 Dollars.

CLASS THE SECOND.

No. of PRIZES.	of	VALUE OF EACH.	TOTAL VALUE.
1	-	1000 Dollars.	is 1000 Dollars.
1	-	600 -	is 600 -
1	-	250 -	is 250 -
1	-	200 -	is 200 -
1	-	100 -	is 100 -
2	-	50 -	are 100 -
4	-	30 -	are 120 -
6	-	20 -	are 120 -
10	-	8 -	are 80 -
30	-	6 -	are 180 -
50	-	3 -	are 150 -
193	-	1/2 -	are 96 1/2 -

500 Prizes amount to 4572 Dollars.
3000 Numbers remain in the Wheel for the 3d Class.
Carried to the last Class towards the Sum to be raised, 1448 Dollars.
3500 Tickets at Five Dollars each, amount to 7000 Dollars.

CLASS THE THIRD, AND LAST.

No. of PRIZES.	of	VALUE OF EACH.	TOTAL VALUE.
1	-	1200 Dollars.	is 1200 Dollars.
1	-	800 -	is 800 -
1	-	500 -	is 500 -
1	-	300 -	is 300 -
2	-	200 -	are 400 -
2	-	100 -	are 200 -
3	-	75 -	are 225 -
4	-	50 -	are 200 -
6	-	30 -	are 180 -
10	-	10 -	are 100 -
20	-	6 -	are 120 -
50	-	4 -	are 200 -
148	-	3 -	are 444 -
2752	-	2 -	are 5504 -

3000 Prizes, amount to 10,113 Dollars.
3000 Tickets, at Three Dollars each, are 9000 Dollars.
Balance in this Class paid more in Prizes than the Tickets raise, 1113 Dollars.

Brought from the First Class, 1620 Dollars.
Ditto from the Second Class, 1448 Dollars.
Deduct Balance of the last Class, 1113 Dollars.
Remains to be raised, 2955 Dollars.
Equal to £. 1100 12 6.

THIS remarkable SCHEME will obviously appear the most giving to the Adventurers by far, of any yet calculated, as it is impossible they can find more by a Ticket to go through the whole three Classes, it could they be unsuccessful in all, than Thirty Shillings; and it is to their Interest if it should be in the Wheel the First Class, to have the greater Chance for a considerable Prize in the Second; or should it come out in the First or Second Classes, the Adventurers will certainly gain, or continue in 'till the last Class, the Chance is greater in his Favour of drawing a more capital Prize, through so many in the three Classes.

Two Adventurers in the First Class will have the Privilege, if their Number continues in the Wheel for the Second, to renew their Tickets in the Second Class, before any other Purchaser; and if their Number continues in the Third, if their Number should be then in the Wheel, provided they do it within a Month after the Drawing of such Class; and those Tickets which come out in the First or Second Classes, cannot be renewed again on Account of the Prizes they draw, but in that Case the Purchaser who chuses to go through the Three Classes, must buy of an Adventurer whose Number continues in the following Class.

All Prizes not demanded in Nine Months, will be deemed forfeited to the Profit of the Lottery.

Letters sent by the Recommendation of the Judges, in being a Praiseworthy Undertaking long wished for, and received the Approbation of Numbers for its great Utility, and a Prudent and Help to others to promote the Cultivation of so valuable a Fruit.

It is requested that no Credit be expected for Tickets in this Lottery so prevent the Difficulty which too commonly happens thereby, so as to obstruct and retard the Drawing, greatly disadvantageous to the Adventurers.

By the Scheme which was before exhibited for this Lottery, the Prizes were found too low for the Value of the Ticket; therefore, by the Advice of many Gentlemen, who are Encouragers of it, this far more advantageous Scheme to raise the Sum of Money, is offered to the Patronage of the Public in its Room.

Yours Gentlemen and Ladies who may incline so for the VINEYARD, are kindly invited to take a short Ride to it, when their Curiosity will be agreeably satisfied.

Persons who incline to become Adventurers, are desired to be speedy in applying (as but a few Tickets remain on Hand) to Messrs. William Bradford, Thomas With, Alexander Vol, James Macmillan, William Pollock, Blair McClung, Doctor Duffield, or Doctor Fish, who will inform where Tickets may be had, and faithfully signifiy the Drawing of each Class, that impartial Justice may be done the Adventurers.

Image B.14. Pettie's Island Cash Lottery in Three Classes. Broadside. 1773. Source: Library Company of Philadelphia.

JANUARY 17, 1774

S U P P L E M E N T

T O T H E

AMERICAN FLINT GLASS MANUFACTORY PETTIE'S ISLAND

C A S H L O T T E R Y,

For DISPOSING of sundry very valuable BUILDINGS and LOTS of LAND, situated as in the following Scheme described; also sundry well assorted PACKAGES of AMERICAN FLINT GLASS therein specified.

T H E S C H E M E.

Prize.	Value of Prize.	Prize.	Value of Prize.
1	Of two Lots of Land, numbered 276 and 277 in the Plan of the Town of Manchester, in Lancaster County, the Lot No. 277 having that elegant brick Millage, 40 Feet square, with Bakery on the Top, Piazza, Kitchen and Spring-house, &c. thereon, and a near paved Walk, with a double Pump, which will supply the Spring-house, and with great Oak and Chestnut-tree under the large Garden on the East side. There are two valuable Lots, Buildings and Gardens are divided in the Centre of the said Town of Manchester, and on the two most public Roads leading through the County, and are as beautifully and well adapted for a Gentleman in Trade, or any other Sort of Business, as any Situation whatever in the said County, containing in French on Front Street 114 Feet, and in Depth along High Street to Wolf-Street 277 Feet 10 Inches, that square fertile Lot numbered in the said Plan of the Town 124, situated in the middle-Row, back of the above-described Lot No. 276 and 277, contains about Three Acres of Ground inclosed by a good Fence, in this Prize also included.	1	Of one other Out-lot of good Land, adjoining the said Town of Manchester, numbered in the Plan thereof 25, containing Ten Acres, well fenced.
2	Of ten Lots of Land, adjoining the said Town of Manchester, numbered in the Plan thereof 26 and 29, are two large Oak lots, and 26, 28, 29, 30, 31, 32, 33 and 34, are eight in all One Acre, containing in the Whole near 40 Acres, laid out for an excellent Mill-site, having 12 Feet Fall, and is situated as well for Culture as in Lancaster County.	2	Of one small Out-lot, adjoining the said Town of Manchester, numbered in the Plan thereof 66, containing Three Acres One Quarter and Thirteen Perches of good Land, on Clerks Creek, Of One other small Out-lot of good Land, adjoining the said Town of Manchester, numbered in the Plan thereof 15, containing two Acres, situate on the Road leading from Tulpehocken to Adelphi's Ferry, under a very good Fence.
3	Of one Lot, containing two Acres of Land, situate in Lancaster County, near Elizabeth Furnace, having a complete Mechanic Mill thereon, supplied with 100 Feet of Steam, Troughs, Shafts, and every Machinery for manufacturing Flour, and is on a very public Road where Plenty of Wood is brought to keep her constantly going.	3	Of one square Lot of good Land, in the said Town of Manchester, numbered in the Plan thereof 119, resting about Three Acres, situate on Frey's- and Pitt Streets, under a good Fence.
4	Of two Lots of Land, situate in the said Town of Manchester, in the large Square of High Street, each containing in Front 60 Feet, and in Depth 60 Feet, having the wood and well accustomed Tavern called The King of Prussia, with Stables and other Buildings thereon, numbered in the Plan of the said Town 5 and 6, together with two square Lots, in the said Town, numbered 117 and 120 in the Plan thereof, containing about Six Acres, in this Prize also included.	4	Of one small Out-lot of good Land, in the said Town of Manchester, numbered in the Plan thereof 41, 42, 44, 45, 49 and 50, at £42 each Prize, of a Lot.
5	Of an elegant Country Seat of six Lots of Land, situate on the Hill in Heidelberg Town, on both sides of the public Road leading from Tulpehocken to Lancaster, the Whole containing Five Acres, is inclosed by an extraordinary good paid and neatly painted Fence, having thereon a beautiful House, with a Gallery on the Top of it, which commands a delightful and extensive Prospect of at least 40 Miles round, and a View of the Mountains. These Lots are laid out only to a small Ground-reef of Five Shillings Pennsylvania Currency each per Acre, Of that named Tavern and Lot of Land in Tulpehocken Town, situate on the public Road leading from Reading to Lebanon-Town and Harris' Ferry on Sulphur Run, having thereon, besides a commodious Dwelling-house, every other House and Stables sufficient for accommodated Travellers and other Customers, subject only to a small Ground-reef.	5	Of one Lot of Land in the said Town of Manchester, and numbered in the Plan thereof 122, 127, 128, 129, 130, 131, 132, 137, 138, 160, 161, 162, 172, 174, 175, 179, 181, 186, 187, 188, 189, 211, 212, 215 and 216, at £10 each.
6	Of one Lot of Land, in the Town of Manchester, numbered in the Plan thereof 210, containing on High and Chadsen Streets, having a commodious One-story brick House thereon, and is well calculated for any Business.	6	Of one Lot of Land in Heidelberg Town, under a good Fence, subject to a small Ground-reef.
7	Of one Lot of Land, in Newsum's Town, having a good Dwelling-house, with Stables and other Buildings thereon, conveniently fitted for public Use.	7	Of one Lot of Land in Heidelberg Town, under a good Fence, subject to a small Ground-reef.
8	Of one Lot of Land, in Heidelberg Town, having a good Dwelling-house and Stables, &c. thereon, well situated for Business.	8	Of one Lot of Land in the said Town of Manchester, and numbered in the Plan thereof 122, 127, 128, 129, 130, 131, 132, 137, 138, 160, 161, 162, 172, 174, 175, 179, 181, 186, 187, 188, 189, 211, 212, 215 and 216, at £10 each.
9	Of one Out-lot of Land, adjoining the Town of Manchester, numbered in the Plan thereof 7, containing Ten Acres, conveniently fenced and well timbered.	9	Of one Lot of Land in Heidelberg Town, under a good Fence, subject to a small Ground-reef.
10	Of one Out-lot of very fertile Land, adjoining the said Town of Manchester, numbered in the Plan thereof 8, containing Ten Acres, well fenced.	10	Of one Lot of Land in Heidelberg Town, under a good Fence, subject to a small Ground-reef.
11	Of one Out-lot of very good Land, adjoining the said Town of Manchester, numbered in the Plan thereof 23, containing Ten Acres, well fenced.	11	Of one Lot of Land in Heidelberg Town, under a good Fence, subject to a small Ground-reef.
12	Of one other Out-lot of very good Land, adjoining the said Town of Manchester, numbered in the Plan thereof 24, containing Ten Acres, well fenced.	12	Of one Lot of Land in Heidelberg Town, under a good Fence, subject to a small Ground-reef.
13	Amount of Land Prizes carried forward.	13	Of one Lot of Land in Heidelberg Town, under a good Fence, subject to a small Ground-reef.
14	Amount of Land Prizes carried forward.	14	Of one Lot of Land in Heidelberg Town, under a good Fence, subject to a small Ground-reef.

THE Proprietor of the American Flint Glass Manufactory at Manchester, in Lancaster County, returns his sincere Thanks to his Friends and the Public, for the generous Assistance given him in the Third Cash Lottery, he was encouraged to make for the Support of his Manufactory; but as it has not answered his Expectations and their benevolent Intentions, the Money raised thereby being too short of what the Occasions set forth in the Scheme required, as he was obliged, in Justice to the Adventurers, to draw each Cash with a great Quantity of the Tickets unsold, which, together with the heavy Expences accumulated in Drawing, &c. has left him but little Gainer by it: Therefore, in order to enable him to carry on his Manufactory of such public Advantage, he once more makes bold, with the Advice and Encouragement of many Gentlemen who are his Friends, to hope for the Indulgence and Protection of the Public in this Supplement to his former Lottery, which is calculated for no other Advantage to himself, than the Sale of sundry very valuable Landed Estates, which are valued in this Scheme at the very lowest Rates by four distinguished Gentlemen in Lancaster County, also to dispose of sundry Packages of well assorted American Flint Glass; and, to make this Scheme more advantageous to the Adventurers, he has interspersed a great Number of handsome Cash Prizes, so as to reduce the Proportion to only one Blank to a Prize; and this Lottery is subject to no other Deduction but Fifteen per Cent of the Land Prizes only: And

the Public are assured, that the Gentlemen, who will superintend the Drawing of this Lottery, will take Care that Draws shall be made to the fortunate Adventurers of the Landed Estates on their paying the Deduction of Fifteen per Cent, and that the Cash Prizes shall be punctually delivered agreeable to the Invoices, also that the Cash Prizes shall be soon after the Drawing paid. And to enable the Managers to comply with these Engagements, a Treasurer is appointed, and no Ticket on any Account whatever will be credited. As the greatest Part of the Tickets are already engaged, it is expected the Drawing will begin on Monday, the 11th Day of APRIL next. All Prizes not demanded in Nine Months after Publication will be deemed forfeited. By Enquiring of the following Gentlemen, Information may be had where Tickets are to be procured, viz. Messrs. Charles Stebbins, Michael Stebbins, and William Smith, Shopkeeper, and many other Gentlemen, who are Promoters of this Lottery, in Philadelphia; Messrs. William Bannerman and Edward Mather, in Lancaster; Mr. Michael Bright, at Reading; Mr. George Eichberger, at York-Town; Mr. Godfrey Roberts, near Swatara; Mr. Elias Wood, at Charming Forge; Mr. Jacob Steyer, at Tulpehocken; Mr. Alexander Shaffer, at Heidelberg; Mr. John Wilbur, at Carlisle; Messrs. Christopher Wigman and Nicholas Hanfacker, at Lebanon; and Mr. George Roy, at Middletown.

Image B.15. Supplement to the American Flint Glass Manufactory Pettie's Island Cash Lottery. Broadside. 1774. Source: Library Company of Philadelphia.

AN ACT

To enable the Owners and Possessors

OF

PETTY'S ISLAND,

SITUATE IN THE

RIVER DELAWARE,

IN THE

COUNTY OF GLOUCESTER,

TO APPOINT PERSONS VESTED WITH PROPER POWERS

FOR THE WELL IMPROVEMENT OF THE

SAID ISLAND.

TRENTON :

PRINTED BY WILSON & BLACKWELL.

APRIL 8, 1803.

Image B.16. Title Page from a State Legislative Act of 1783 Regulating Land Improvement on Petty's Island. Printed in 1803. Source: Camden County Historical Society.



Image B.17. United States Frigate Alliance. After a distinguished naval career, the Alliance was scuttled on Petty's Island in 1790. Source: Philadelphia Free Library.



Image B.18. Artist's rendering of a Delaware River scene in the early 19th century. The location is described as between Philadelphia and Camden. The islands in the background are presumably Windmill and Smith's islands. The rendering captures a sense of the maritime activity that would have surrounded Petty's Island. Source: Philadelphia Record Collection, Historical Society of Pennsylvania.



Image B.19. Birch, Thomas. The City & Port of Philadelphia on the River Delaware from Kensington. Circa 1800. This famous view is looking south from Penn Treaty Park opposite Petty's Island on the Philadelphia side of the river. Although it does not show the island, it offers something close to the view from the island. The maritime activity suggests the northerly expansion of the working waterfront. Source: New-York Historical Society (painting). Lithograph of same view is also available in Birch's *City of Philadelphia*, published in 1800.



Image B.20. Hill, I.W. View of Philadelphia looking northeast from the roof of the ship house at the Navy Yard. 1836. In this idealized view the islands in the river are Windmill and Smith islands and beyond them appears to be the south end of Petty's Island (top right). Source: Tyler 1955. Original attributed to the Atwater Kent Museum (now Philadelphia History Museum), Philadelphia.



TAMANY FISH HOUSE.

on the Pea Shore R. Delaware

Image B.21. Scott, Thomas M. Tamany [sic] Fish House, on the Pea Shore, R. Delaware. Lithograph, 1852. The Tammany Fish House was located opposite the north end of Petty's Island on the Jersey side of the channel at Steele's Cove. During the early part of the 19th century, it operated as a Bohemian social club, frequented by artists of Philadelphia. It featured popular swimming, sailing and fishing activities. It was reportedly favored by poet Walt Whitman. This view captures the leisurely activities taking place near Petty's Island during the middle decades of the 19th century. Source: Historical Society of Pennsylvania.

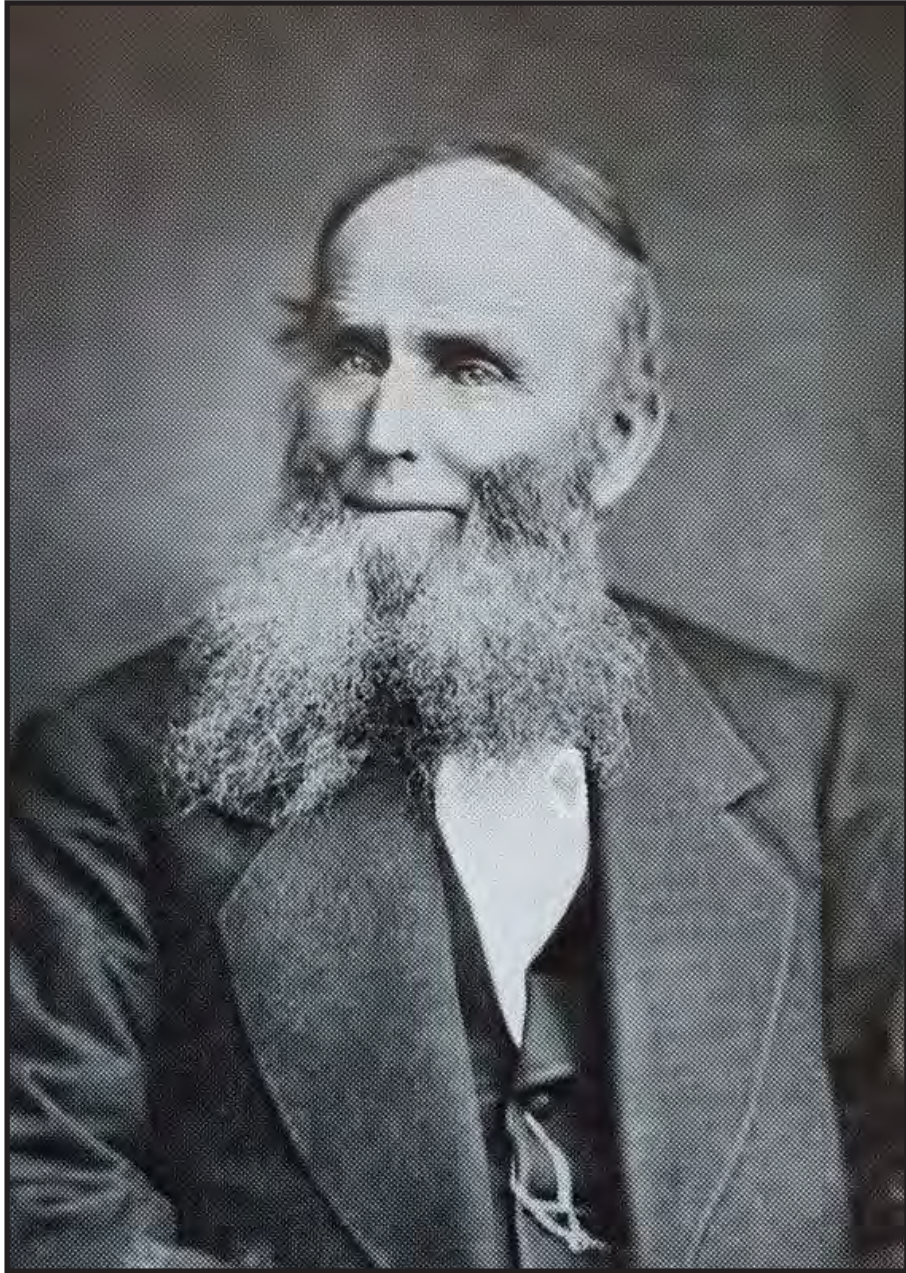


Image B.22. William Cramp. Circa 1870. During the late 1840s, Cramp established a sawmill on Petty's Island for his Philadelphia-based shipyard. Source: Independence Seaport Museum.



Image B.23a. Joseph Rillat's Boat Yard on Petty's Island. 1888. Source: Camden County Historical Society.



Image B.23b. Joseph Rillat's Boat Yard on Petty's Island. 1888. Source: Camden County Historical Society.



PHOTO BY P. REWELL/SCF

View of the Dwelling of Jos. Rillatt, Sr.
ON PETTY'S ISLAND N. J.—1888.
Opposite Port Blainwood.

Image B.23c. Joseph Rillat's Boat Yard on Petty's Island. 1888. Source: Camden County Historical Society.



Image B.24. Griffith Morgan House in Pennsauken Township. Circa 1890. Morgan, a prominent farmer in Pennsauken and a Cooper family relative, was one of the owners of a Petty's Island meadow prior to his death in 1790. He lived in this house, today home to the Pennsauken Historical Society, during the time that he owned 21 acres on Petty's Island. Source: Camden County Historical Society.



Image B.25. Detail from a photograph of the launching of the battleship USS Idaho from the Cramp shipyard opposite Petty's Island. 1905. Glimpses of Petty's Island can often be seen in the Cramps launching photographs of the 1890s to 1910s. Source: Independence Seaport Museum, Cramp Shipyard Collection.



Image B.26. A relatively undeveloped Petty's Island in the background of a photograph of the Cramp shipyard. View looking northeast from the Philadelphia side of the river. 1911. Source: Independence Seaport Museum, Cramp Shipyard Collection.

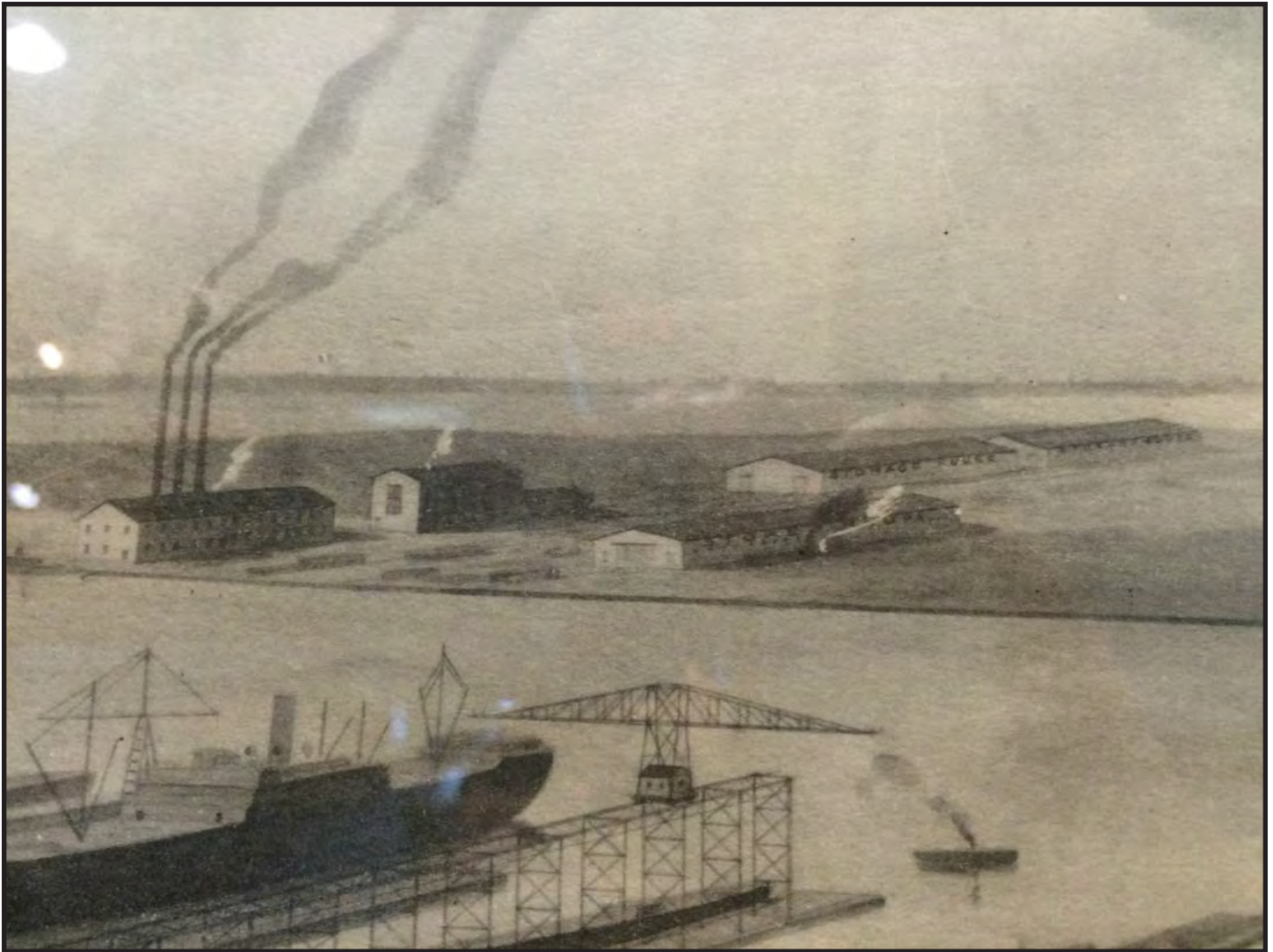


Image B.27. Detail from an artist's idealized rendering of the Cramp shipyard showing the shipyard's buildings on the south end of Petty's Island. 1919. The two, two-story buildings at left are labeled "forge" while the one-story buildings at right are labeled "storage forge." Source: Independence Seaport Museum, Cramp Shipyard Collection.



Image B.28. Detail of the north end of Petty's Island from a Cramp shipyard photograph. Circa 1920. The Crew-Levick refinery with its four towers is visible. Source: Independence Seaport Museum, Cramp Shipyard Collection.



Image B.29. Main Office and Works, The William Cramp & Sons Ship and Engine Building Company. 1922. This idealized view shows Petty's Island in the background (top right). Only the buildings associated with the shipyard are shown (not the tank yard of the refinery). Source: William Cramp & Sons Ship and Engine Building Company 1922.



Image B.30. Boat stuck in winter ice on the Delaware River. Circa 1930. Although the location of this photograph is not identified, the bridge in the background and the refinery would appear to place it in the New Jersey channel opposite Petty's Island. Source: Philadelphia Record Photograph Collection, Historical Society of Pennsylvania.



Image B.31a. Reconstructing Petty's Island Railroad Bridge. October 1935. The earlier bridge of 1916 was damaged by fire. The Philadelphia Record reported that the new bridge was completed in less than two weeks in order to keep 500 men working on the island at the refinery and other industries. Source: Philadelphia Record Photograph Collection, Historical Society of Pennsylvania.



Image B.31b. Reconstructing Petty's Island Railroad Bridge. October 1935. Source: Philadelphia Record Photograph Collection, Historical Society of Pennsylvania.



Image B.31c. Reconstructing Petty's Island Railroad Bridge. October 1935. Source: Philadelphia Record Photograph Collection, Historical Society of Pennsylvania.

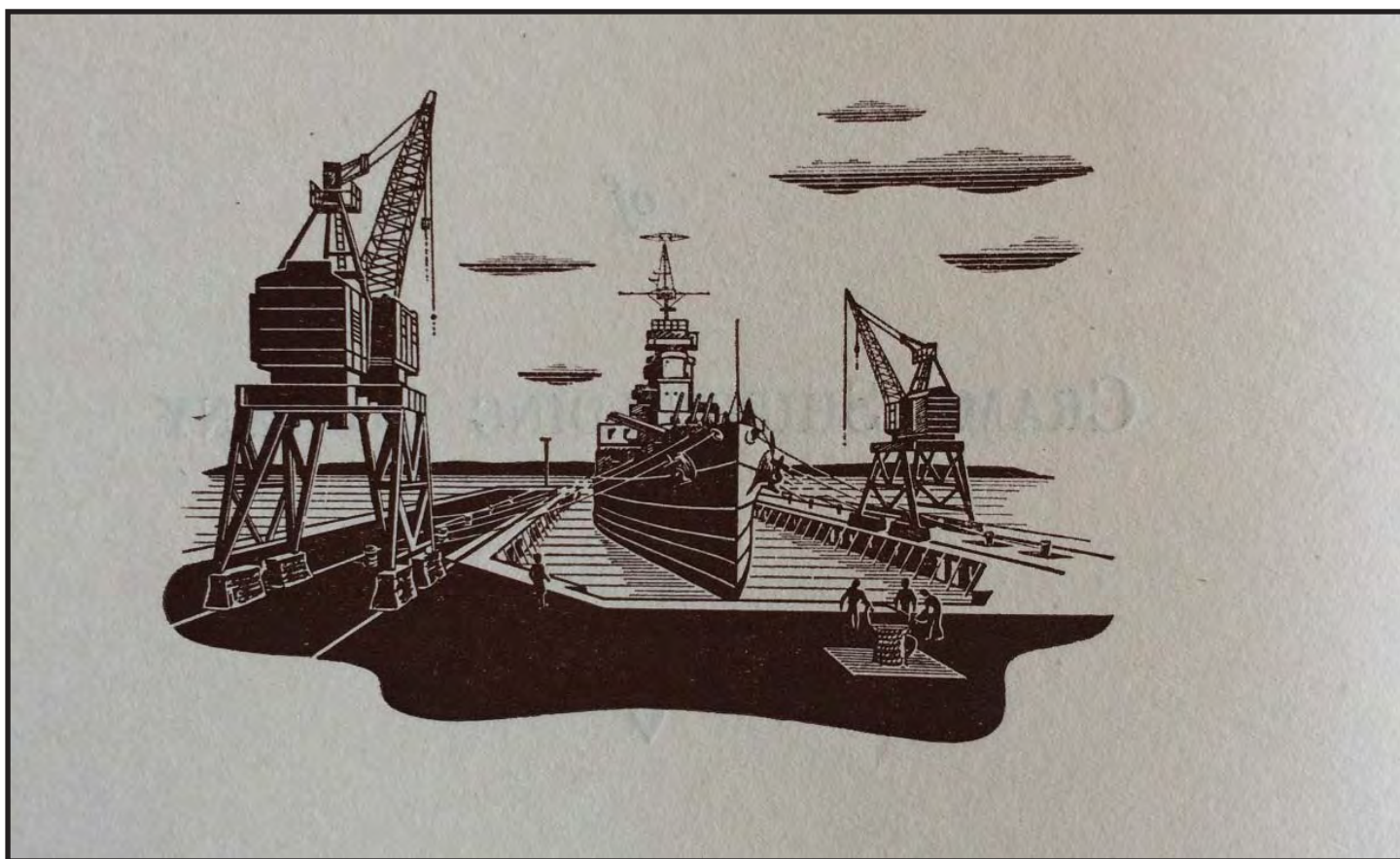


Image B.32. Cramp Shipbuilding Company Annual Report, Frontispiece. 1943. This artistic rendering presumably shows Petty's Island in silhouette in the background.

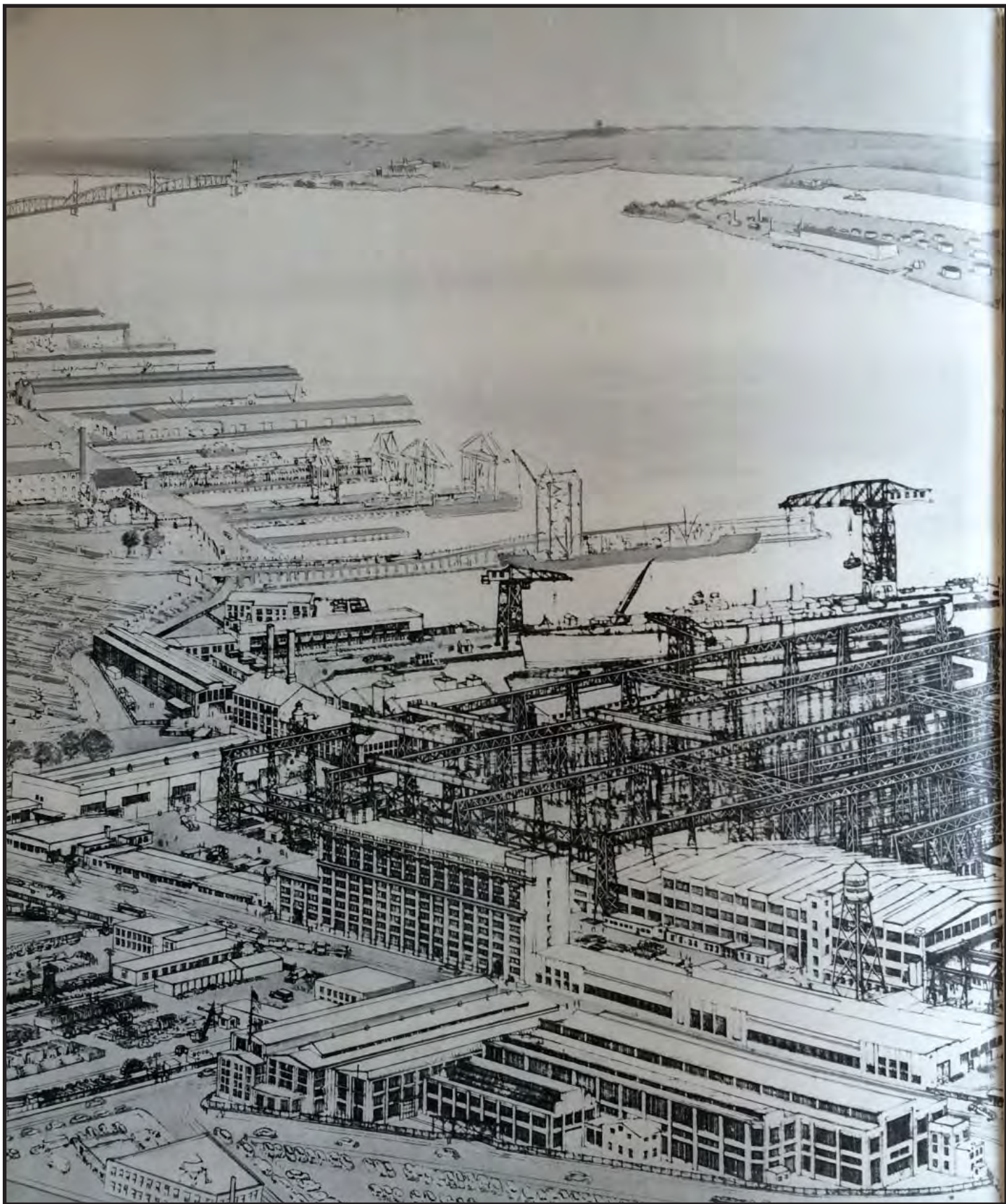


Image B.33a. Cramp Shipbuilding Company, Artist's Rendering, Showing Petty's Island in the Background. 1946. Source: Cramp Shipbuilding Company 1946.

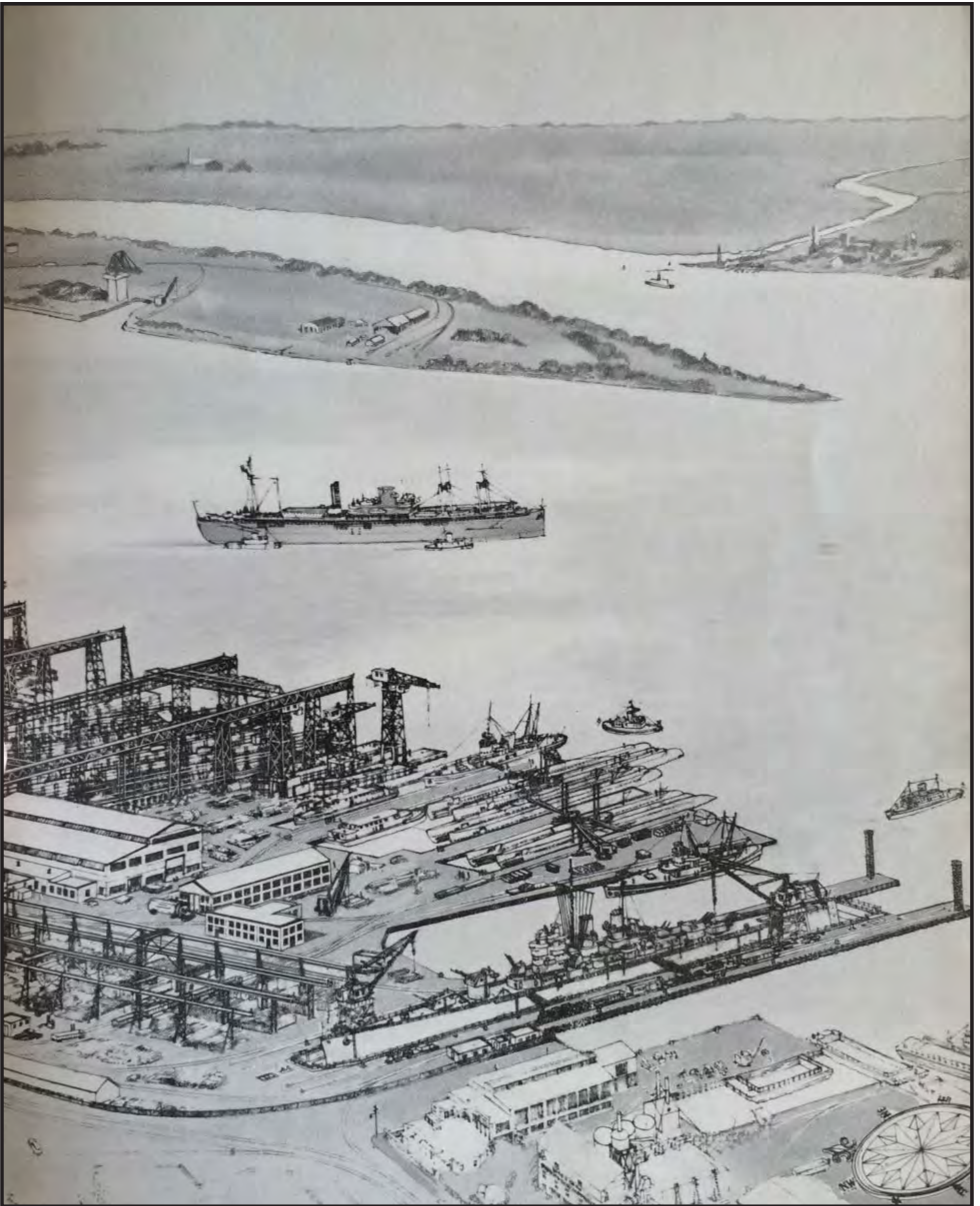


Image B.33b. Cramp Shipbuilding Company, Artist's Rendering, Showing Petty's Island in the Background. 1946. Source: Cramp Shipbuilding Company 1946.



Image B.34. Fire on Petty's Island. View looking northwest from the Pennsylvania Railroad Drawbridge. Circa 1950. Source: Camden County Historical Society.

Appendix C

PROPERTY OWNERSHIP TABLE

**APPENDIX C
PETTY'S ISLAND PROPERTY OWNERS LIST**

The following is a chronological list of property owners and property transfers for Petty's Island compiled from deeds, surveys, maps and newspapers located during the course of this research. Property records were researched at the Camden County Clerk's Office, Camden County Historical Society, New Jersey State Archives, Philadelphia City Archives and Philadelphia Registrar of Wills. Additional research would be necessary to develop as complete as possible chain of title for the entire island from official records. There may be gaps in the record from missing or unfiled deeds and wills.

Early Colonial Period (1678-1743)

Year	Grantor/Property Owner	Grantee	Reference	Notes
circa 1678	Kackeneris, Pesakesen, and Ojeregua (Lenape)	Gunnar Rambo	Unrecorded Deed, Haverford Collage Special Collections	Referenced by Deed of 1698/9
1678	Wesakesouscutte, Pesakesen, Colehickamin and Ojerekgua (Lenape)	Elizabeth Kinsey	Unrecorded Deed, Haverford Collage Special Collections	Referenced by Deed of 1698/9
1698/9	Gunnar Rambo	Thomas Fairman (husband of Elizabeth Kinsey)	Unrecorded Deed, Haverford Collage (Philadelphia Deed Book 3/Vol. 5/p. 249)	Gunnar Rambo released prior claim on island to Thomas Fairman (Rambo and Beatty 2008: E: 18-19).
1701 (filed 1714)	William Penn	Thomas Fairman	Land Warrant Filed, Pennsylvania Land Warrants 2/732(Philadelphia City Archives)	
1711	Thomas Fairman	Elizabeth Kinsey Fairman (wife of Thomas) and Benjamin Fairman (son of Thomas)	Recited in Philadelphia Deed E/449 (1749)	
1732	Elizabeth Kinsey Fairman (wife of Thomas) and Benjamin Fairman (son of Thomas)	John Petty	Camden County Historical Society, Unrecorded Deed	

Subdivided Meadow, Marsh and Waterfront Parcels (1744-1900)

Year	Grantor/Property Owner	Grantee	Reference	Notes
1744	John Petty	Michael Fish	Recited in Gloucester County Deed E/449 (1749)	4 acres/1 perch within bank and 2 acres/5 perch outside of bank
1745	John Petty	Michael Fish	Recited in Gloucester County Deed E/449 (1749)	10 acres/10 perches within bank and 5 acres marsh
circa 1745 ?	John Petty	Samuel Hastings	Mentioned in John Petty to Thomas Green Deed (Camden County Historical Society, Unrecorded Deed)	
1745	John Petty	Thomas Green	Camden County Historical Society, Unrecorded Deed	2 parcels - 7 acres/10 perches meadowland within bank and 3 acres/131 perches of outside marsh
1745	John Petty	Alexander Alexander	Camden County Historical Society, Unrecorded Deed	2 parcels - 13 acres/150 perches within ditch or bank and 5 acres/118 perches of outside marsh

Year	Grantor/Property Owner	Grantee	Reference	Notes
1746	Michael Fish	John Casdrop	Recited in Gloucester County Deed E/449 (1749)	4 acres/1 perch within bank and 2 acres/5 perch outside of bank
1749	John Petty	John Coats	Referenced in Coats to Attmore Deed of 1785 (Camden County Historical Society, Unrecorded Deed)	2 parcels - 7.75 acres/28 perches of fast land and 1.75 acres/26 perches of marsh
1749	Jacob Casdrop Estate	Benjamin Loxley	Pennsylvania Gazette, 13 April 1749; Gloucester County Deed E/449	2 parcels to be sold at vendue, one containing 15 acres/10 perches and the other 4 acres/7 perches of fast land and 2 acres/5 perches of mud land
1754	Martha Green (wife of Thomas Green)		Pennsylvania Gazette, 26 March 1754	Lots for sale on Petty's Island, "in such quantities in a lot, as may suit the purchaser."
1754	Thomas Coats	Benjamin Loxley	Gloucester County Deed E/453	7.75 acres/28 perches of fast land and 1.75 acres/2 perches of marsh or mud land
1759	William Henderson	Joseph Cooper	Woolman Survey (1875) (Historical Society of Pennsylvania)	10 acres/13 perches
1760	Daniel Cooper	Benjamin Loxley	Gloucester County Deed E/451	4 acres/14 perches of enclosed land and 2 acres/4 perches of march
1760	John Petty	Joseph Cooper	Woolman Survey (1875) (Historical Society of Pennsylvania)	40 acres more or less (north end of island)
1763	Thomas Green Estate	Martha Green (wife)	Philadelphia Wills	
1773	John Biles	Benjamin Loxley	Gloucester County Deed E/459	2 acres/122 perches
1774	John Biles	Benjamin Loxley	Gloucester County Deed E/455	15 acres/107 perches enclosed by bank and 3 acres/30 perches outside of bank
1774	John Coats	Septimus Coats (son of John)	Will referenced in Coats to Attmore Deed of 1785	2 parcels - 7.75 acres/28 perches of fast land and 1.75 acres/26 perches of marsh
1777	Estate of Alexander Alexander		Ad in Pennsylvania Evening Post, May 10, 1777	46 acres of meadowland, 6.5 acres banked in, dwelling house, barn and wharf
1784	Samuel Cooper	Griffith Morgan	Referenced in Morgan's Will of 1790 (Camden County Historical Society)	21 acres/12 perches
1784 (Land Ownership)	Marmaduke Cooper		Riparian and Land Ownership Survey of Petty's Island [Camden County Historical Society]	24 acres (rounded acreage)
	Joseph Cooper		"	5 acres

Year	Grantor/Property Owner	Grantee	Reference	Notes
	John Coats Estate		"	6 acres
	Benjamin Loxley		"	3 lots: 5 acres, 11 acres, 10 acres
	Benjamin Wilkins		"	9 acres
	John Bolton		"	6 acres
	Joseph Loxley		"	8 acres
	William Moors		"	3 acres
	John Middleton		"	7 acres
	Samuel William Cooper		"	16 acres
	Samuel Cooper		"	21 acres
	Griffith Morgan		"	21 acres
	Andrew Hodge		"	5 acres
	Samuel Hastings		"	5 acres
1785	Septimus Coats	Thomas Attmore	Camden County Historical Society, Unrecorded Deed	2 parcels - 7.75 acres/28 perches of fast land and 1.75 acres/26 perches of marsh
1790	John Stone	Joseph Cooper	Woolman Survey (1875) (Historical Society of Pennsylvania)	"Broken land" at far northern tip of island
1790	Dr. John Lochman and Latitva (wife and widow of John Biles)	Benjamin Loxley	Camden County Deed E/458	
1794	Griffith Morgan	Rebekah Morgan (wife)	Referenced in Morgan's Will of 1790 (Camden County Historical Society)	21 acres/12 perches
1795	Marmaduke Cooper Estate	Isaac Cooper	Referenced in Marmaduke Cooper's Will (Camden County Historical Society)	24 acres
1816	Benjamin Wilkins	Charles H. Fish	Gloucester County Deed	
1816 (Land Ownership)	Jonathan Biles		Referenced in Prowell (1886, p. 739)	
	Humphrey Day		"	
	Charles H. Fish		"	
	Jacob Evalul		"	
	Joseph Cooper		"	
	Abraham Browning		"	
	Isaac Hoxey		"	
1824	Charles H. Fish	Isaac Fish	Referenced in Prowell (1886, p. 739)	
1824	Humphrey Day	Jeremiah Fish	Referenced in Prowell (1886, p. 739)	
1838	Marmaduke Cope and Sarah (wife)	Mary Ann Cope Morris	Camden County Deed 31/421	
1838	Sheriff's Sale (Property of Benjamin Fish)		Camden Mail and General Advertiser, 14 November 1838	2 meadow lots: one of 6 acres/21 perches known as the Kay Lot and one of 5 acres, known as the Wilkins' Lot

Year	Grantor/Property Owner	Grantee	Reference	Notes
1839	Benjamin Fish		<i>Camden Mail and General Advertiser</i> , 22 January 1839	"two lots of tide meadow, upon Petty's Island, of good bottom, and very valuable" to be sold at public sale
1845	William Collins estate	Marmaduke Cope	Camden County Deed I/1	
1845	Joseph Cooper	Richard Crosset	Camden County Deed B/593	7 acres
1847	Richard Crosset	Andrew Manderson	Camden County Deed D/496 (referenced in deed 76/439)	
1847	Richard Crosset	James Manderson	Camden County Deed D/496 (referenced in deed 76/439)	4.10 acres
1847	Richard Loxley	James Manderson	Camden County Deed D/492	11 acres/10 perches
1847	J. W. Cooper	James Manderson	Camden County Deed D/501	5 acres/22 perches of enclosed land and 1.25 acres/17 perches of marsh
1847	Jacob P. Stone	James Manderson	Camden County Deed D/503	4.01 acres
1848	John Stow	James Manderson	Camden County Deed E/609	3.50 acres
1848	Marton Horner	James Manderson	Camden County Deed E/610	3.50 acres
1850	James Manderson	Andrew Manderson	Camden County Deed I/619	tracts of 6 acres/21 perches and 5 acres/.06 perch
1855	Herman Vough	James Manderson	Camden County Deed Y/541	2 tracts
1855	Herman Vough and William Fisher	James Manderson	Camden County Deed S/251	
1861	Sheriff's Sale (Property of George H. Robinson and John C. Trimble)		<i>West Jersey Press</i> , 20 February 1861	2 meadow lots recently sold by Andrew and James Manderson to Robinson and Trimble (foreclosure). Also mentions adjacent lot recently sold to Isaac Wood
1864	Andrew Manderson	Ann B. Manderson	Camden County Deed 44/152	7 acres of flat land and meadow
1868	Court Notice (Foreclosure on Property of Henry Simons and John Richardson)		<i>West Jersey Press</i> , 5 September 1863	Foreclosure on mortgage filed by Andrew and James Manderson
1869	Court Notice (Foreclosure on Property of Henry and Caroline Simons)		<i>West Jersey Press</i> , 13 April 1869	Foreclosure on mortgage filed by
1869	Sheriff's Sale (Property of Henry Simons)		<i>West Jersey Press</i> , 1 September 1869	Sale of five lots with wharves
1874	Andrew Manderson	Joseph Rilatt	Camden County Deed 76/439	part of tract Richard Crossett sold to Manderson in 1847
1875 (Land Ownership)	Wm. Rilatt		Riparian Commissioners of New Jersey (1875 Survey)	
	A and J. Manderson		"	
	Estate of J. Hatch		"	
	Dr. J. Pancoast		"	
	H. Delano		"	
	Doughty and Kaifella		"	
	W. Cramp & Sons		"	
	M.C. Cope and Others		"	
1882	James Manderson	Andrew Manderson	Camden County Deeds 104/260 and 104/267	

Year	Grantor/Property Owner	Grantee	Reference	Notes
1889	Andrew Manderson	Joseph Rilatt	Camden County Deeds 142/279, 142/281 and 14/283	
1890	United States of America		<i>Philadelphia Inquirer</i> , 4 June 1890	Condemnation and purchase of approximately 150 acres for navigation channel improvements (dredging away of northwest side of island)
1895 (Land Ownership)	Marmaduke C. Cope		Farnham, <i>Revised Map of the City of Camden, Town of Stockton and Vicinity</i> (1895)	
	M. A. Cope Morris estate		"	
	Andrew Manderson estate		"	
	Dr. J. Pancoast		"	
	Elizabeth C. Collins estate		"	
	Andrew and James Manderson estate		"	
	Joseph Hatch estate		"	
	Joseph Rilett estate		"	
1898	Cooper Hatch	Hatch Land Improvement Company	Camden County Deed 229/272	two lots: 10 acres/27 perches and 12 acres/7 perches
1900	Sarah Cope	John M. Whitall	Camden County Deed 245/648	15.41 acre lot

Planned Redevelopment of Petty's Island (1901-1915)

Year	Grantor/Property Owner	Grantee	Reference	Notes
1901		Philip J. Ross	<i>Philadelphia inquirer</i> , 14 April 1901	Island properties purchased for \$640,000
1901	Francis M. Edmund, et. al.	Philip J. Ross	Camden County Deed 252/345	3 tracts, same property as Thomas Montgomery and Ella Manderson, executors of Andrew Manderson estate (purchase price of \$195,945.38)
1901	John M. Whitall	Philip J. Ross	Camden County Deed 250/350	15.41 acre lot
1901	Edward M. Winston	Philip J. Ross	Camden County Deed 253/268	
1901	John and Lydia Wood	Philip J. Ross	Camden County Deed 253/280	24.331 acre lot (purchase price of \$1,207)
1901	Thomas Montgomery	Philip J. Ross	Camden County Deed 253/389	37.915 acre, Thomas Montgomery as heir of James Manderson estate (purchase price of \$146,186)
1901	Francis Shortland	Philip J. Ross	Camden County Deed 253/389	6.44 acre (purchase price of \$30,000)
1901	Hatch Land Improvement Company	Philip J. Ross	Camden County Deed 253/299	two parcels: 5.08 acre and 13.06 acre (purchase price of \$48,130)
1901	Edward M. Westar	Philip J. Ross	Camden County Deed 253/303	6.337 acre lot (purchase price of \$7,921)
1901	Richard Rilatt	Philip J. Ross	Camden County Deed 253/307	
1901	American Dredging Company	Philip J. Ross	Camden County Deed 253/313	118.593 acres (purchase price of \$73,775)
1901	W. Howard Pancoast	Philip J. Ross	Camden County Deed 253/317	

Year	Grantor/Property Owner	Grantee	Reference	Notes
1901	Philip J. Ross	Frank P. Hastings	<i>St. Alban's Daily Messenger</i> , 24 May 1901	Island property sold for \$1,250,000
1903	Frank P. Hastings	John D. Cornber	<i>Trenton Evening Times</i> , 28 May 1903	Island property sold for \$1 and \$200,000 mortgage
1909	Blackstaff & Company	John P. Mack	<i>Camden Post Telegram</i> , 28 October 1909	
1911	John P. Mack		<i>Philadelphia Inquirer</i> , 5 February 1911	Valuation of island reduced from \$500,000 to \$300,000
1914			<i>Philadelphia Inquirer</i> , 28 November 1914	Petty's island offered for sale by Pennsauken tax collector for non-payment of back taxes
1915			<i>Philadelphia Inquirer</i> , 4 December 1915	Petty's island again offered for sale by Pennsauken tax collector for non-payment of back taxes

Industrial Petty's Island (1916-1984)

Year	Grantor/Property Owner	Grantee	Reference	Notes
1916	George C. and Lulu Priestley	Pennsauken Terminal Company	Camden County Deed 406/389	50 acres
1916	Pennsauken Terminal Company	Crew Levick Company	Camden County Deed 412/131 and 409/28	2 lots (50 acres and unspecified)
1917	Pennsauken Terminal Company	Philadelphia Electric Company	Camden County Deed 418/207	58.8 acres
1917, 1918	Pennsauken Terminal Company	United New Jersey Railroad & Canal Company (Pennsylvania RR subsidiary)	Camden County Deeds 418/212 and 433/117	
1947	Cramp Shipbuilding Company	John C. Boyle	Camden County Deed 1279/413	approximately 49 acres
1950	John C. Boyle	Cities Services Oil Company	Camden County Deed 1480/315	approximately 49 acres
1953	Philadelphia Electric Company	Cities Services Oil Company	Camden County Deed 1794/439	58.8 acres
1976	United New Jersey Railroad & Canal Company	Consolidated Rail Corporation	Camden County Deed 3736/116	
1983	Cities Service Company	CITGO Petroleum Corporation	Camden County Deed 3906/64	Cities Service Company, Successor to Cities Service Oil Company merged into CITGO Petroleum Corporation in 1978. Deed of 1983 transferred all property to CITGO, excepting some minor railroad row, transferred a year later by Conrail to CITGO
1984	Consolidated Rail Corporation	CITGO Petroleum Corporation	Camden County Deed 3949/595	Conrail successor to the United New Jersey Railroad & Canal Company transfers remaining railroad property to CITGO - 3,156 acre

Appendix D

SELECTED NEWSPAPER ARTICLES

Advertisement

Date: Sunday, April 13, 1749 **Paper:** Pennsylvania Gazette (Philadelphia, Pennsylvania) **Issue:** 1061 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Philadelphia, April 13. 1749:

To be sold by vendue, by an order of the orphan's court, on the sixth day of May next, at the house of Jeremiah Smith, at the sign of the queen of Hungary, in Front-street,

Sundry parcels of land and meadow ground; with swamp, part of the estate of Jacob Casdorp, late of this city shipwright, deceased, viz. One piece of six acres; one piece of two acres; two pieces of one acre and a half each on one piece; a dwelling-house; one of sixty-six feet by one hundred and forty-one feet, bought of Fairman and others; and one lot of ground of two acres, bought of William Cotes, senior, deceased, subject to Forty Shillings per annum. All the abovesaid lots are situate in the Northern Liberties, about a mile and a quarter from town. Also two parcels of land, situate on Petty's Island, one containing fifteen acres, ten perches, the other four acres, seven perches, of fast land, and two acres and five perches of mud land. Also two acres and a half at Fair-hill meeting-house, bought of James Holt. And one lot on Delaware, containing on the said river fifty-five feet, eight inches, and in length about forty-eight, purchased of Benjamin Shoemaker. Whoever inclines to purchase any of the said lands, by applying to Thomas Say, or Henry Casdorp, son and administrator of the said decedent, may see the plan of the above lots, and be further informed.

HENRY CASDORP, administrator.

N. B. All persons indebted to the above estate, are desired to make speedy payment, or they will be proceeded

against as the law directs: And those who have any demands therefrom, are to bring in their accounts, that they may be adjusted by the above administrator. ⊕

THese are to give notice, that on Wednesday, the 19th of this instant April, at the borough town of Trenton, in the county of Hunterdon, in the province of New-Jersey, will be held and kept a fair, for the selling and buying of all manner of horses, mares, colts, cows, calves, steers, hogs, sheep, and all other cattle, goods, wares, and merchandize, whatsoever; which said fair will be held and kept the same day above-mentioned, and two days next following, pursuant to a clause in the charter of privilege granted to the said borough town for that purpose.

Advertisement

Date: Tuesday, March 26, 1754 Paper: Pennsylvania Gazette (Philadelphia, Pennsylvania) Issue: 1318

Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

TO be SOLD or LETT, by
M A R T H A G R E E N,
A. L A R G E commodious brick house, 40 feet square, 3 stories high, 4 rooms on a floor, a genteel court yard, neatly paved in, a brick wash-house, necessary house, pump in the yard, good garden, and orchard, fit for a gentleman's seat, situated about a mile from the city of Philadelphia, on Germantown road, containing thereon 8 perches and a half, and 28 perches and 7 feet back, being the house where the said Martha Green now lives. Also to be sold one other brick house, with a lot adjoining thereto, as may most conveniently suit the purchaser. Likewise a good brick house, kitchen and garden, with a tanyard, and all other conveniences for the carrying on that business, being the house where Timothy Scarth now lives. Also some houses in the city of Philadelphia. Likewise some lots on the island called Petty's island, in such quantities in a lot, as may suit the purchaser. Enquire of **M A R T H A G R E E N,** Executrix, living on the premises.

N. b. Considerable time may be had for payment of most part of the purchase money, upon giving security, and paying interest.

* * * All persons that have any demands on the estate of Thomas Green, deceased, are desired to bring in their accounts, that they may be settled: And all persons indebted to said estate, are desired forthwith to pay their respective debts, or they will be sued for the same.

Pennsylvania Gazette article

Date: Wednesday, August 18, 1784 Paper: Pennsylvania Gazette (Philadelphia, Pennsylvania) Page: 4
 Copyright 2014 by the American Antiquarian Society and NewsBank, Inc. All Rights Reserved. Source: GenealogyBank.com

persons who wish to attend the market of this city with produce.

¶ 4 *. SAMUEL WETHERILL, jun.)
 August 3. CHARLES MARSHALL,) Executors.

August 2, 1784.

WHEREAS JOSEPH COOPER, Esq; has, for sufficient reasons, resigned being Manager, Clerk and Treasurer for Petty's Island company, for the present year.

Therefore we, the subscribers, being impowered by a law of said Island to call an occasional meeting when necessary, do request the owners of land on Petty's Island to meet at the House of SAMUEL COOPER, on the 18th instant, at two o'clock in the afternoon, in order to choose a MANAGER, CLERK and TREASURER, for the remainder of the present year,

GRIFFITH MORGAN,)
 MARMADUKE COOPER,) Managers.

N. B. Any persons acquainted with ditching and banking, may be supplied with a large or small job of ditching, on Petty's Island. Good wages will be given. Any persons inclining to undertake, may know the terms, by applying on or before the first day of September, to Griffith Morgan, Marmaduke Cooper, and Samuel Cooper.

Just IMPORTED, from Jamaica, and to be SOLD, by
WILLIAM LAWRENCE,
 A PARCEL of the best MISCOVADO SUGARS in Hhd.

Del
 Ap
 dis
 the
 the
 pur
 ject
 of
 }
 also
 —
 Fro
 C
 lay
 ter
 and
 ter

[Sunday; Petty's Island; Relief; Mr. Wainwright's; North; Water]

Date: Wednesday, April 12, 1820 Paper: Franklin Gazette (Philadelphia, Pennsylvania) Volume: V Issue: 652 Page: 2
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

Drowned, on Sunday morning last, between twelve and one o'clock, near Petty's Island, by the upsetting of a sail boat, two young men about 18 or 19 years of age; their names are not known; but it is supposed they belong to this city. Relief was sent them as soon as discovered, but all in vain—they sunk to rise no more. A hat belonging to one of them was picked up, and may be seen at Mr. Wainwright's block-makers shop, No. 61 North Water st. Their bodies have not yet been found.

Poulson.

Camden Mail and General Advertiser article

Date: Wednesday, October 15, 1834 Paper: Camden Mail and General Advertiser (Camden, New Jersey) Page: 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

...ct.
...on
...I
...a
...rse
...he
...al,
...the
...a
...on
...out
...ere
...in-
...ral
...on-
...ur-
...m,
...sed
...the
...ity.
...by
...B.
...res-
...to
...hey
...hey
...ore
...and
...ith-
...the
...nts

...M
...by

...I
...the
...La
...th
...th
...wh
...pr

...J
...in
...sa
...te

...al
...tic
...er

...in a municipality, Saturday week, of Chior-
era, Joseph L. Hays, one of the active po-
lice officers of New York.

PETTY'S ISLAND.

AT an annual Town Meeting of the in-
habitants of the township of Camden
in the county of Gloucester, on the 10th
day of March, 1834, the following resolu-
tions were unanimously adopted:

Whereas, by an act of the legislature of
this state, passed the 26th of November,
1783, the island in the river Delaware,
called Petty's Island, was annexed to and
made a part and parcel of the township of
Newton in the county of Gloucester; and
whereas, that part of the said township of
Newton, on the account of the locality of
which, the said island was so annexed, has
since been set off into a separate township,
called the township of Camden, therefore,

Resolved, by the inhabitants of the said
township of Camden, in town meeting as-
sembled, that in the opinion of this meeting,
the said island does now, of right, belong
to our said township of Camden.

Resolved, That Isaiah Toy and Richard
Fetters, Esqs., be a committee to present
to the next legislature, on the first Wednes-
day of the session, a memorial praying for
a law to settle and establish our right to
the said island:

Resolved, That the above resolutions be
published in the newspapers printed in this
township, six weeks, immediately next
preceding the fourth Tuesday in October
next.

Oct. 17—6t.

Camden Mail and General Advertiser article

Date: Wednesday, November 14, 1838 Paper: Camden Mail and General Advertiser (Camden, New Jersey) Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

erious will be spared to reserve it.
Long-a-Coming, Nov. 7, 1838. 4m

Sheriff's Sale.

BY virtue of sundry writs of fieri facias, to me directed, issued out of the Inferior Court of Common Pleas of Gloucester county, will be exposed to sale at Public Vendue, on **SATURDAY**, the 1st day of December next, at the hour of 3 o'clock, in the afternoon of said day, at the house of Jesse Smith, in Woodbury, all the following described real estate, viz:

No. 1. A Farm situate in the township of Waterford, where Benjamin Fish now lives, adjoining lands with Joseph J. Hatch, Isaac Adams and David Horner, containing eighty acres, more or less.

No. 2. A Lot of Meadow Land on Petty's Island, situate in the township of Newton, called the Kay Lot, containing six acres and 21 perches, more or less.

No. 3. One other Lot of Meadow, on the aforesaid Island, in the township of Newton, called the Wilkins' Lot, containing five acres and 6-000 of an acre, more or less.

Seized as the property of Benjamin Fish, and taken in execution at the suit of sundry plaintiffs, and to be sold by **J. P. BROWNING, Sheriff.**

Sept. 25, 1838.—nov7ts

CIRCULATING LIBRARY,
Cooper between 3d and 4th Sts.,
CAMDEN, N. J.

tic c
FRI
thre
John
cesc

A
uate
ing
othe
Si
take
be
S

B
sey
sey
UR
2 o'
ning

P
P
Sin

Camden Mail and General Advertiser article

Date: Wednesday, January 23, 1839 Paper: Camden Mail and General Advertiser (Camden, New Jersey) Page: 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

RICHARD S. FRAZIER, Constable.
Gloucester co. January 22d 1839.—23ts

FARM AT PUBLIC SALE.

WILL BE SOLD,

On **THURSDAY**, the 24th of January, inst., at Knisell's Hotel, Camden, at 3 o'clock P. M.

T H E F A R M



WHERE the subscriber lives, situate at Fish's Point, on the river Delaware, 4 1-2 miles from Market street, 2 from Richmond and Bridesburg, and opposite Point-no-Point.

It contains 161 acres, embracing a variety of soils & adapted to grain or grass, truck or the cultivation of the Mulberry, and its proximity to the river affords the greatest convenience for bringing up manure and attending the market. The House is stone, 24 by 30 feet, with Kitchen 18 by 20; an Apple Orchard of 150 trees, and a variety of other fruit. A bed of valuable clay upon the shore, has been proven to be suitable for stone ware, and with a trifling expense the premises may be made a most desirable and productive residence.

-ALSO Two lots of **TIDE MEADOW**, upon Petty's Island, of good bottom, and very valuable

BENJAMIN FISH.

Fish's Point, January 14, 1839.—16ts

Estrau Heifer.

re
in

ry
he
P,

ing
ng
ar-
of

C
clo
cas
tic
Sal
cor

V

At
D

no
au
va
A

Emporium and true american article

Date: Friday, July 19, 1839 Paper: Emporium and true american (Trenton, New Jersey) Page: 3

Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

most elaborately instructed some of Shakespeare's characters while performing there.

FOUND DROWNED....Sunday afternoon, about two o'clock, the body of a man about 45 or 50 years of age, was found floating in the Delaware near Petty's Island....He had on white linen pantaloons, striped swandown vest, cotton shirt and coarse shoes. He appeared to have been in the water several days. There was \$20 34 found in his pocket.

It is said that laborers are greatly wanted on

us
to
di-
ss-
ter
ro'
ny
to
of
nd
ld,

in
Hor
Son
of T
O
rass
terd
Mar
O
Jon:
to
Wal
Al

Reported for the North American

Date: Monday, July 20, 1840 **Paper:** North American (Philadelphia, Pennsylvania) **Volume:** 2 **Issue:** 411**Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

REPORTED FOR THE NORTH AMERICAN.

CORONER'S INQUEST.—On Saturday, the Coroner held an inquest on the body of Mr. John Sinar, 33 years of age, of Queen street, Kensington, who was drowned in the Delaware on Friday last. From the evidence before the jury, it appeared that the deceased, accompanied by his wife, son and a friend, went out in a sailing boat on a pleasure excursion. Mrs. Sinar was landed at Petty's Island, opposite Kensington, and the gentlemen proceeded to sail about in the boat. They had not left the island but a very few minutes before the boat was upset in a flaw of wind, and Mr. Sinar, his son and friend, were precipitated into the water. Mr. Sinar and his son were both drowned. The gentleman who was in the boat with them, fortunately succeeded in swimming ashore. Verdict, accidentally drowned.

The body of Mr. Sinar's little boy has since been found. Both were interred in one grave yesterday afternoon.

SAVED FROM DROWNING.—On Saturday afternoon, a lad named Newton, fell from Race street wharf into the Delaware, and but for the timely interference of a gentleman named Johnson, who was standing near at the time, would most certainly have been drowned.

Fair of the Franklin Institute Fourth Day

Date: Saturday, October 22, 1842 **Paper:** Public Ledger (Philadelphia, Pennsylvania) **Volume:** XIII **Issue:** 185 **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

(Reported for the Public Ledger.)

FAIR OF THE FRANKLIN INSTITUTE. FOURTH DAY.

Of Pianos, there are several very fine toned, and of beautiful workmanship, made by Reichenbach, J. B. Jones, Caleb Miller, and others. One by C. Meyer, composed of seven octaves of exquisite music. The keys of this piano give regular sounds from the highest to the lowest note, and is most perfect in all its parts. It is made of rosewood, in Gothic style, and of the very handsomest workmanship.

Of American Fine Cutlery, the finest exhibited is from Dulles & Fisher, from the American Cutlery of Bradley & Beecher, Naugatuck, Connecticut, which establishment has been in operation about 6 months. The specimens of penknives are beautiful, and are judged to be equal in every respect, if not superior, to the Sheffield manufacture.

Plated and Japanned Saddlery Hardware, manufactured by Francis, Field & Francis, North Second street, are first rate samples. The managers of the Institute could hardly be made to believe that these specimens were of American manufacture. This work is furnished as good and cheaper than the foreign manufacture.

Of Hats and Caps, Oakford makes a fine display.

Of the same article, Simpson, of Chesnut street, exhibits some of fine finish and elegant fashion. Among his lot he has several beautiful military chapeaus, and also a cocked hat, worn by General Gurney, in the principal battles of the Revolutionary war. This latter looks odd beside the others.

Of Guns, Wm Robinson has furnished some of a fine order. The stock of one is made of a part of the

Old Elm Tree, called the "Treaty Tree," which stood in Kensington

John Crider has also some fine guns, of beautiful finish.

The following, as we promised yesterday, are the particulars of the Cabinet Ware, furnished by J & A. Crout. The large frame is composed of 26 different kinds of American wood, the number corresponding with the present number of States in the Union. 1st The eagle is carved from a piece of the wreck of the frigate Alliance, now lying at Petty's Island, which vessel was in service during the Revolutionary war, made the first voyage from this port to China, and carried Lafayette twice across the ocean.

2d The ball was carved from a piece of wood taken from the dwelling of William Penn

3d. The American shield, upon which the eagle rests, was carved out of a piece of live oak, cut for the construction of the U. S. ship Pennsylvania.

4th The 26 stars on the shield are from a piece of Gen. Washington's Hall door, in Market street, near Sixth, where he resided.

5th. The stripes upon the shield are of magnolia

6th The carving on each side of the shield is of White Holly

7 Lower frame, containing the inscription of Staghorn, a species of Sumac.

The woods composing the body of the frame are as follows:—1—a carved wreath of laurel. 2—a piece of the Penn Treaty Tree. 3—a piece of the William Penn Tree, which grew in the Pennsylvania Hospital Yard, Spruce street. 4—an elm which grew in Independence Square. 5—a red elm, which grew on the Germantown battle ground. 6—from a sycamore, which grew at Willing's alley and Third street. 7—a white oak. 8—a hickory 9—a chestnut 10—Lombardy poplar 11—ash 12—white elm which grew at Green Hill 13—mahogany 14

14—mulberry. 15—maple root 15—white birch 16—red cedar. 17—black walnut 18—white walnut. 19—sassafras
 Altogether, this is one of the finest and most ingenious specimens of work, purely American Messrs. Crouth also have furnished a centre table, made from Lombardy poplar, which grew in St. Peter's churchyard, Pine street, above Third Also, another one, made from the sycamore which grew at Walling's alley. They have several other articles, made of white ash, birch, dogwood, hickory and sassafras. These articles excite universal admiration.

A Patent Rotary Knitting Loom, invented by Richard Walker, (now in operation) This loom will knit from 30 to 40 pair of stockings per day, and shirts and drawers in proportion One man can attend four of them, and knit from 100 to 120 pair of stockings per day. Deposited by John O. Bradford & Co, of Spring Garden, Philadelphia county.

Local Affairs

Date: Wednesday, April 19, 1843 **Paper:** North American (Philadelphia, Pennsylvania)
1265 **Page:** 2

Volume: 5 **Issue:**

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

Local Affairs.

Reported for the North American.

ARREST OF A SUPPOSED MURDERER.—A colored man, who gave his name as Abraham M. Kinney, was arrested by officer Hoffner in Moyamensing on Monday night, on suspicion of being one of the persons who committed the murder near Harrisburg last week. He had in his possession a pair of pistols, which he stated he purchased in Carlisle, and 96 dollars in specie and notes. The greater part was in silver, and tied around his body in a belt. He was committed to the Watch-house, and during the night effected his escape, leaving all his plunder behind—which had been taken from his person when arrested.

He told several contradictory stories about his coming from New Orleans, by way of Cincinnati, and of the purchase of the pistols at Carlisle, for the purpose of self-protection, which, together with his escape, leaves no doubt of his having committed some serious offence, and being a fugitive from justice.

ECCLESIASTICAL.—The Presbytery of Philadelphia, at their late stated meeting, licensed Mr. Samuel Mahaffey, a student of the Theological Seminary at Princeton, to preach the gospel.

A CHILD FOUND.—Early one morning some ten or twelve days since, upon the return of the members of the Independence Hose Company from a fire, a mulatto child was found in

their house carefully laid away in a blanket. No owner could be found for it, and they secured for it the guardianship of a family in the vicinity, where the youngster is being taken care of.

ISLAND OVERFLOWED.—Petty's Island in the Delaware, a short distance above the city, has been under water for two or three days, a circumstance not known for near 40 years past.

FEES OF OFFICE.—The following are the several amounts of receipts and expenditures of the officers in the State House Row, for the quarter ending March 31st, as returned to the County Treasurer, by the incumbents, according to an act of Assembly.

Wm. A. Porter, Sheriff. This officer made a return of all his receipts and payments as follows:

Receipts,	\$188,871 35
Payments,	144,207 00

But the law requiring a return of the receipts in the shape of fees and perquisites, and the *expenses* incident to the administration of his duties, he added to his report as above the receipts of his office as intended by the act of assembly, as follows:

<i>Fees,</i>	\$8,274 92
Expenditures,	3,931 52

Excess Receipts,	\$4,343 40
------------------	------------

Richard Palmer, Prothonotary of the Court of Common Pleas.

Receipts,	\$848 69½
Expenditures,	570
Less State tax,	191 75

 378 25

Excess Receipts, \$470 44½

John Painter, Register of Wills.

Receipts, \$947 32

 Expenditures, 717 12

Excess receipts, \$230 20

Richard L. Lloyd, Recorder of Deeds.

Receipts, \$2,836 26

 Expenditures, 1,151 83

Excess receipts, \$1,684 43

Jacob Lewis, Clerk of Orphans' Court.

Receipts, \$363 69½

 Expenditures, 137 50

Excess receipts, \$226 19½

Edward C. Dale, Prothonotary of District Court.

Receipts—Tax upon writs, \$604 00

 Fees, 1,290 00

1,894 00

 Expenditures, 1,064 09

 Excess receipts, \$829 91

At a meeting of the Guardians of the Poor, held on the 17th inst., Dr. Meredith Clymer was elected an Attending Physician to the Philadelphia Hospital, Blockley.

ANOTHER CHANCE FOR TRAVELLERS.—

The subscriber is now prepared to furnish with every Trunk that is purchased at his establishment, one of the new style plates, handsomely engraved, together with a set of Cards for every State in the Union, without extra charge: this, in addition to the very low price he is now

selling his Trunks, is proof he does not intend to be out done by any in the trade or out of it. If you wish to procure a safe and convenient Trunk made with the solid rivets, Liebrich's patent lock, and of superior workmanship, with a plate engraved and cards complete, for one third less than former prices, call at

A L HICKEY'S,
Practical Trunk Maker,

1 dcf

150 Chestnut st,
Under Jones' Hotel, opposite the Arcade.

WHEELER'S TEABERRY TOOTH WASH always cures the Toothache in about five minutes, and keeps the teeth, gums and mouth pleasant and healthy.

I have used "Wheeler's Teaberry Tooth Wash and Powder," and have no hesitancy in recommending it to the favorable notice and patronage of those who are desirous of having sound, healthy, and white and handsome teeth in their head; it is pleasant to the gums and teeth, and leaves a pleasing fragrance on the breath.

Feb 4, 1943

JOHN P. BINNS.

Wheeler's Teaberry Tooth Wash and Powder are sold in one package at No 59 Chestnut street above Second.

5 wlm

CONCENTRATED COMPOUND SYRUP OF SASSAPARILLA—This medicine being extensively used for the cure of scrofula, rheumatism, eruptions of the skin, and all diseases arising from impurity of the blood, the effect of which is most sensibly felt in the spring—the subscriber calls the attention of physicians and the public to that prepared by him; the greatest care being taken both in the selection of the root, and the preparation of the syrup, this article may be relied on when others bearing similar names have failed to give relief.

For sale by the dozen or single bottle, by

JAMES HOPKINS, Druggist,

N E corner of Chestnut and Broad sts.

Fresh Bermuda Arrow Root of the finest quality, just received and for sale as above.

sp 14

Newark Daily Advertiser article

Date: Thursday, February 3, 1853 Paper: Newark Daily Advertiser (Newark, New Jersey) Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

engines are to be fitted, so as to enable the firemen to form a connection with the hose of the engines of N. Y.

CAMDEN ITEMS.—The Camden papers speak of great improvements within a few years on Cooper's Creek, and in the eastern part of the city. A very large foundry, paper and rolling mills are located upon it, within the limits of the city. The stream is navigable for pretty large vessels up to the wharves of the manufactories.

Two new wharves are also to be erected on the north end of Petty's Island, and other improvements are spoken of as in contemplation during the approaching summer.

The steamboat Trenton, belonging to the Camden and Amboy Co, lying at the Co.'s wharf in Camden, is fitting up in elegant style to be ready for the opening of the river.

Attempts at burglary continue to be made in the city.

In the Circuit Court, the case of Thomas &

re-
e to
de-
nich
ow-
nes
In-
ed-
om-
esi-
beit
re-
ska,
the
ver
the
een
tle-
loy,

crea
in
boo
it
ma
stra
hall
side
mu
tue
for
Kin
dire
the
Gri
yea
and
and

Cleveland Leader article

Date: Monday, July 3, 1854 Paper: Cleveland Leader (Cleveland, Ohio) Page: 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

immediately endeavored to escape, but was caught in the hall of the Hotel and given into custody.

From Philadelphia.

PHILADELPHIA, June 30.

The United States steamer *San Jacinto*, Capt. Eagles, dropped down the stream this morning preparatory to a trip to test her engines.

The bridge in the Navy-yard across the slip in front of the Ship-house, broke down this morning, while a company of marines for the *San Jacinto* was marching over it. Only one man was injured, and he had his ankle dislocated.

Lewis Raub, a German, lately arrived here from New York, blew his brains out this morning, at Pelletier's on Walnut street. No cause is assigned.

The bodies of two men, named James Prescott and Samuel Kennard, were found, yesterday, in a fishing smack, near Petty's Island, supposed to have been killed by lightning during the storm of Wednesday, as the fluid had passed through the bow of the boat.

MEDICAL BOOKS—
Douglasson's Medical Dictionary,
Druitt's Surgery.

Local Items

Date: Monday, April 30, 1855 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 1
 This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

LOCAL ITEMS.

Reported for the Pennsylvania Inquirer.

A Fine Vessel.—The ship "Manitou," now in the course of construction on Petty's Island, by Wm. Cramp, for Messrs. Bishop, Simons & Co., will probably be launched next week. She has been constructed throughout in the most substantial manner, and will probably prove the fleetest vessel ever built at this port. She has three full decks; is 210 feet long, 40 feet 6 inches beam, and 30 feet depth of hold; 8 feet 1 inch between the lower and middle decks, and 7 feet 7 inches between the middle and upper decks. Her frame and all the planking is of white oak. The frames are 29 inches from centre to centre. The floors are sided 12 inches and moulded 18 inches at the throat, and 15 inches at the heads. The keel is sided 17 inches, and is 28 inches deep, and the kelsons are sided 16 inches, and are 42 inches deep; both of which are bolted together through the floors with $1\frac{1}{2}$ and $1\frac{1}{4}$ inch copper bolts. The sister kelsons are 13 by 13; they are bolted perpendicular through the timbers, and horizontally through the centre kelsons, and rivetted through those on the opposite side.

The ceiling, which is of white oak, is eight inches thick; it is carried solid that thickness to the lower deck beams, the streaks of which are square fastened with 1 inch iron bolts, and also securely fastened edgways. The bilge kelsons are 12 by 16 inches, and they are placed immediately over, and

one-half on each of the plank which secures the heads of the floors and the heels of the second futtock, they are well secured by copper and iron bolts, and by treenails. The stanchions in the lower hold are 12 inches square and connect the beams to the keelsons by 4 white oak knees to each. The hanging knees in the lower hold are of white oak, and are sided 12 inches and moulded 24 inches in the throat, and each is secured with 17 - 1½ inch bolts and rivetted. Her lower deck water-ways are 15 by 16 inches with stringer 12 by 15 inches on top, and 12 by 12 inches on the side, all of which are fastened thoroughly through each other on the side and also on the beams; the middle deck water-ways are of the same dimensions and are fastened in a similar manner.

The outside planking is of white oak and has two garboard streaks on each side, 9 by 14 inches, and bolted edgways through the keel and frames. From the garboard her bottom planking is 4 inches thick and increases to 6 inches at the wales. The wales are 20 streaks, 6 by 7 inches, and the waist is of white oak, 5 by 6 inches; the bottom and bilge are square, fastened with four trenails in each frame, and with composition spikes, and one inch copper bolts in every butt. Her lower deck beams are 14 by 16 inches, and the middle deck 13 by 15; the upper deck 9 by 13. The hanging knees between decks are white oak. The planking of the bow is extended on the cutwater, which is very light and symmetrical, and ornamented with a demi-figure of an Indian Girl, which is a beautiful specimen of carving in wood, and exhibits great fidelity to nature. The finish of the figure will be

extended on the sides of the bow with elaborate ornamental and freize work of the style of Louis XIV. The stern is elliptic, with a list on the wings. It is ornamented with an ideal representation of an Indian Chief, placed on the arch-board as a centre, with freize and various original Indian devices standing on each side, following the shape of stern and connecting above. The name proposed for the ship gave the artist an opportunity of furnishing an original and highly artistic design.

Firemen's Convention.—This body met on Saturday evening, in the hall of the Harmony Engine Company, Mr. Tempest, President, in the chair.

Upon the meeting being called to order, Mr. Madden, of the Hope Hose Company, moved that hereafter, the meetings of the Convention be held without the presence of reporters.

The gentleman stated that his reason for making the motion was, that he thought the body could get along better without the proceedings being reported. It seemed to him that the reports were designed to throw ridicule on the Convention. The chief objection of the gentleman was, that the number of companies represented had not been correctly given.

Mr. Dickson, of the Kensington, opposed the motion. He said that he had discovered several errors in the reports since the Convention first met, but there was nothing serious in them.

Mr. Madden said, that with the consent of the seconder of the resolution, he would withdraw it, which he did.

The roll was then called; and it was found that twenty-six companies were represented—9 engines

and 17 hose companies.

The secretary next read the minutes, and the Chair, at the close, pronounced them correct.

A member differed with the Chair. He said that a resolution had been offered, and a motion made to postpone it, and no mention whatever was made of either; in that respect, the reports in the papers were never correct.

The Chair said that it was better, after the decision he had made, that no mention had been made of them.

It was now moved that the Committee on Petitions prepare an address for presentation to the new Councils.

It was suggested that it would be advisable to wait and see who are elected.

Pending the motion, some of the members indulged in severe remarks upon the accepting companies, declaring that they lack efficiency, and citing cases lately in which the want has been apparent.

The motion in regard to the address prevailed.

The Convention adjourned to meet on Saturday evening, the 12th proximo.

Kidnapping Case.—The lower portion of the old District of Southwark was thrown into a considerable state of excitement on Saturday afternoon, by the kidnapping of a small white girl, by the well known George Alberti. The circumstances of the case are these: The child in question is the offspring of an unhappy marriage, the parents having been separated sometime since, the father being now dead. After the separation, there was a legal contest for the custody of the child, and the court

assigned it to the care of the father. Upon his leaving the city, he placed the girl in charge of the grandparents, residing in the vicinity of Fourth and Marshall sts., where it has been ever since. In the course of the afternoon, Alberti was seen loitering about that neighborhood, and, finally was observed to pick up the child in his arms, and place it in a carriage at hand, in which the mother was seated. He then got in, and the party, before the alarm could be given, were driven furiously off. The screams of the child drew the attention of the neighbors, and a pursuit would have been attempted, but no conveyance was at hand. The feelings of the grandmother were shown in her bitter lamentations; and the females in that section so sympathised with her that Alberti's appearance at that time would have been most hazardous to his safety. Indeed, the most intense excitement, accompanied by expressions of indignation at the conduct of Alberti, prevailed all throughout the district. Towards evening, Alberti was arrested, taken before Alderman Kane, and held in \$500, for a further hearing to-morrow.

Firemen's Visit.—The Monumental Fire Company of San Francisco, (Cal.) will, we learn, leave that city about September 1st, on a visit to Baltimore, Philadelphia, and other Eastern cities. They will number about 100 members, and bring with them their new first class apparatus, "The Deluge." They will return via New Orleans. This company is composed principally of Baltimoreans, and, doubtlessly, our firemen will exert themselves to entertain their visitors.

The Phoenix Fire Company, of Easton, Pa. at.

tended by Pomp's Brass Band, will visit this city on the 15th prox. We are not aware of any arrangement having been made for their reception by our companies.

Important from Russia.—It is rumored that the Czar Alexander contemplates introducing many American notions into his empire, as he has a great liking for the Yankee nation. It is to be hoped that he will not invite Rockhill & Wilson to open a cheap clothing store at St. Petersburg. They could not be tempted to go very easily, and besides their thousands of friends would not let them leave their old stand, No. 111 Chestnut street.

Camden Night Police Discharged.—Much surprise and regret have been produced in Camden, owing to the discharge of the night police, by the City Councils. Since that force has been established, our sister city has been comparatively free from rowdyism, riot and crime during the hours of darkness, and many of the citizens think that the security afforded by watchmen alike tends to increase the population and the value of property.

Dedication.—The First Dutch Reformed Lutheran Church, corner of Spring Garden and Seventh sts., was dedicated yesterday morning, with appropriate ceremonies. Addresses were delivered by the Rev. Dr. Bethune, of New York, Rev. Dr. Willetts, and others. Two hangings, blinds, curtains, and other upholstering were executed by Mr. Wm. H. Carryl, Chestnut street, adjoining the new Masonic Hall, and reflect much credit on his taste.

Resumption of Duties.—The Chestnut Hill Academy will commence its Summer Session on Wed-

nesday, May 2. This Institution is in a most flourishing condition and is fully deserving of the most abundant success. The faculty is composed of thoroughly accomplished teachers, and its principal, Mr. Joshua T. Owen, has every requisite of experience and ability for the responsible position he occupies.

A Faithful Dog.—At a late hour on Friday night an officer of the Seventeenth Ward found a man named Hugh McAdams lying drunk in the street. The officer attempted to take charge of the man, when he was attacked by a large bull-dog belonging to McAdams. The officer was compelled to shoot the animal before he could capture his worthless master.

A Casualty.—A little girl, named Galbraith, while crossing South street, between Twentieth and Twenty-first, was run over by a cart loaded with stone, on Saturday afternoon, and injured so severely that it was thought she could not survive. Dr. Hooper was called in, and exerted himself to the utmost.

Shocking Accident.—The body of a boy, seven years old, named Geo. Heller, who had been missing from Friday evening, was found on Saturday in a cesspool, on an open lot on West street, opposite Kensington Hall. The unfortunate lad fell in while playing. The Coroner was sent for to hold an inquest.

Fatal Accident.—Mr. James Dehaven, residing in Wood near Twenty-first street, was thrown from a cart, on Nineteenth street near Pennsylvania Avenue, and instantly killed. The body was conveyed to his residence, where an inquest was held upon it, and a verdict rendered of accidental death.

Larceny Case.—A young man has been held to bail by Ald. Wynkoop to answer at Court the charge of stealing a watch from Mr. Benj. Jacobs' hotel, in the 24th Ward.

Mary Joy was held in \$500 bail by Ald. Kenney, on Saturday, for robbing a man in Pine Alley of his gold watch and chain.

Erroneous.—The statement in an evening paper of Saturday, that the gambling house, in which Mr. Henderson was fleeced, was over Bender's Hotel, is not correct. It was in the building one door above.

Charged with Gambling.—On Saturday, another young man was arrested by the police on the charge of keeping a gambling house. There has not yet been an investigation of the case.

The Sunday Late.—Mayor Conrad on Saturday called the attention of the Lieutenants of Police to the fact that the tavern keepers were resuming the sale of liquor on Sunday. He instructed them to enforce the laws upon the subject.

Sunday Gamblers.—Four persons were arrested yesterday for playing cards, and taken before Ald. Henry, who ordered them to find bail in the sum of \$400 each, to answer.

For Common Council.—Mr. Philip Lowry, Jr. has been nominated in the Twenty-fourth Ward, for Council, in place of Col. R. N. White, on the American ticket.

A Correction.—We are requested to state that it was not an Arch street omnibus that ran against a horse and his rider in Third street on Friday last.

Robbed.—Mr. Daniel Howell's oyster cellar, corner of Sixth and Chesnut street, was entered a

night or two ago, and robbed of eleven dollars.

[Philadelphia; Mr. Geo. F. Arnold; Petty's Island]

Date: Friday, June 15, 1855 **Paper:** Charleston Courier (Charleston, South Carolina) **Volume:** LII **Issue:** 17058 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

The Philadelphia *Ledger*, of Tuesday, says that Mr. GEORGE F. ARNOLD, of the firm of SILL, ARNOLD & LEONARD, dry goods merchants, No. 52 Chesnut street, was drowned on Sunday afternoon in the Delaware, near Petty's Island, by accidentally falling overboard from the pleasure boat "Startled Fawn." Those on board, including his brother, were unable to render him any assistance.

Advertisement

Date: Wednesday, November 7, 1855 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** LIII

Issue: 110 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

AUCTION NOTICE.—The early attention of purchasers is requested to the large and valuable sale of splendid English Velvet Tapestry, Brussels, Imperial Three-ply, superfine and fine Ingrain and Venetian Carpets, wide figured cloth and oil Floor Cloths, Rugs, &c., comprising a large and choice assortment of superior goods, both as to style and quality, to be sold this morning by catalogue, on six months credit, commencing at precisely half-past ten o'clock, by Myers, Claghorn & Co., Auctioneers, No. 73 Market street.

SPLENDID ROSEWOOD FURNITURE, MIRRORS, &c.—Thomas & Sons sell, to-morrow morning, at their store, splendid rosewood chamber and drawing-room furniture, made by Moore & Campion, nearly new; 10 large French plate mirrors; velvet carpets, &c., now ready for examination.

VERY LARGE SALE—SHIP TIMBER, SAW

LOGS, LUMBER, HORSES, &c.—Thomas & Sons
sell *this morning*, at 11 o'clock, at Petty's
Island, by order of Assignees, a very large
stock of Ship Timber, Saw Logs, Lumber,
Horses, &c. See advertisement.

Nice Sunday Work

Date: Wednesday, September 9, 1857 **Paper:** Milwaukee American (Milwaukee, Wisconsin) **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

NICE SUNDAY WORK.—Yesterday morning, a prize fight came off at Petty's Island, near Philadelphia, between a man named Hughes, and an Englishman name not known. It is said that they fought 52 rounds, which occupied one hour and fifty minutes. The Englishman was badly beaten.—*Philadelphia Ledger, Monday Morning.*

[Wm. Cramp; New York; Capt. Honeywell; Maniton]

Date: Tuesday, May 3, 1859 **Paper:** Alexandria Gazette (Alexandria, Virginia) **Volume:** LX **Issue:** 104

Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

The Manitou, Captain Honeywell, from New York, October 23, for San Francisco, was destroyed by fire, at sea. Ship Manitou, 1,401 tons, built at Petty's Island, 1855, by Wm. Cramp. Owned by H. Bishop and others. Standing A1. Vessel valued at \$90,000; freight \$30,000; cargo \$300,000; total \$420,000.

[Pennsylvania; Petty's; Island]

Date: Friday, December 14, 1860 **Paper:** Atlantic Journal (May's Landing, New Jersey) **Volume:** 2 **Issue:** 14 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

The largest plantation on which the tobacco "weed" is grown is on the Delaware river, between Pennsylvania and New Jersey. It is situated on Petty's Island, the product of the plantation, is much better than that of any other in the country. The tobacco produced is of superior quality, and is made up into cigars, which are sold at very remunerative prices.

West Jersey Press article

Date: Wednesday, February 13, 1861 Paper: West Jersey Press (Camden, New Jersey) Page: 3
Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

New Advertisements.

SHERIFFS SALE.

BY Virtue of a writ of fieri facias, o me directed, issued out of the court of Chancery of the state of New Jersey, will be sold at public vendue, on Wednesday, the thirteenth day of March, 1861, at 2 o'clock in the afternoon of said day, at the Hotel of Parsons and Smith in the city of Camden;

All that certain lot of land situate on Petty's Island, in the river Delaware, and within the territorial limits and jurisdiction of Delaware township, in the county of Camden and state of New Jersey, bounded as follows:

Beginning at the northeast corner of a lot of land lately sold by the above named grantors to William Cramp, on the southerly side of a sixty feet wide street or avenue [called Main Avenue] laid out along the Island bank, and extending thence in front, or width along said Main Avenue, eastward, one hundred feet to a corner, distant seventy five feet westward from Fleet street, and in length or depth southward of that width, between lines parallel with Fleet street, and at right angles with Main Avenue, two hundred feet to the north side of a fifty feet wide street, called Dover street bounded northward by Main Avenue, eastward by other land of the said grantors, southward by Dover street, and westward by land of William Cramp.

Seized as the property of Edward H. Wester and others, taken in execution at the suit of Andrew Manderson, and to be sold by

CHARLES WILSON. Sherriff.

Dated Jan. 9, 1861.—Feb. 13ts.

SHERIFFS SALE.

R
lea
con
the
Ba
Ta
Sta
No
Int
J
Int
No
Tec
Pai
Jar
Fut
Boi
Rel
Rel
Fut
Fre
Lar
Off
Tak
Pri
Boe
clea
Lar
Sto
Hal

Boston Traveler article

Date: Monday, August 5, 1861 Paper: Boston Traveler (Boston, Massachusetts) Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

ol.

just built at New York, on terms not transpired.

com

Br ship John Heaton, which ar at New York on Tuesday from Nassau and Havana, was the late ship John Hancock, of New Orleans.

DISASTERS, &c.

Ship John Trucks, sunk at Philadelphia, has at length been pumped out, and on Thursday evening she was got afloat and moored to the wharf at Petty's Island.

Ship Walter Scott, Baxter, of Edgartown, which ar at Honolulu on the 5th June, from the South, leaking badly, has been surveyed and the surveyors having reported that she would require extensive and costly repairs, she was

The
short
wreck
per d
Jes

L
ing)

W

West Jersey Press article

Date: Wednesday, November 28, 1866 Paper: West Jersey Press (Camden, New Jersey) Page: 3
Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

incorporate "The Easterbrook Steel Pen Manufacturing Company," with a Capital Stock of Three Hundred Thousand Dollars.

Dated November 10th, 1866.

NOTICE.

NOTICE IS HEREBY GIVEN, that application will be made to the Legislature of the State of New Jersey at its next session for the passage of an act to authorize the owners of land on Petty's Island, (and such other persons as may be associated with them,) to erect a bridge to connect said Island with the main land of New Jersey, and for such other purposes as they may deem necessary for the improvement of said Island.

Nov. 28-66

NOTICE

In gr

A lar

An Table

from comp comp No

CAI

TS.
TS.
TS.
TS.

[Philadelphia; Petty's; Island; House of Correction; Moyamensing; Government]

Date: Saturday, October 5, 1867 **Paper:** San Antonio Express (San Antonio, Texas) **Volume:** I **Issue:** 251

Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

It is proposed that the city of Philadelphia purchase Petty's Island, for \$500,000, and erect a House of Correction. The Moyamensing prison has 195 cells, into which 493 persons are crammed, and the Government is using the upper corridors for the incarceration of whisky and and other swindlers of the revenue.

West Jersey Press article

Date: Wednesday, September 30, 1868 Paper: West Jersey Press (Camden, New Jersey) Page: 3

Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

the BER 3, A. D., 1868, at the same time and place.

SAMUEL D. SHARP,
Sheriff.

Dated Septembor 5, 1868. Sept. 9, '68-ts.

IN CHANCERY of NEW JERSEY.

To Henry Simons and John Richardson.

BY VIRTUE OF AN ORDER of the Court of Chancery of New Jersey, made on the day of the date hereof, in a cause wherein Marmaduke C. Cope and others are complainants, and you are defendants, you are required to appear, plead, demur or answer to the complainant's bill, on or before the *Eighteenth day of November next*, or the said bill will be taken as confessed against you.

The said bill is filed by Marmaduke C. Cope and others, to foreclose a mortgage given by William Cramp to Mary Ann Cope and others, on land on Petty's Island, in the Township of Stockton, Camden County, New Jersey, dated April 26, 1853.

And you Henry Simons and John Richardson, are made defendants because you own said lands, or some parts thereof.

W. D. COOPER,
Solicitor of Complainant,
No. 12½ Market Street,
Camden, N. J.

ment
den,

Da

NO
the
audit
for se
of Ca
next.

Da

NO
Eliza
and s
ment
den

IA.
at
ons

West Jersey Press article

Date: Wednesday, April 28, 1869 Paper: West Jersey Press (Camden, New Jersey) Page: 3
Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

Objects of Interest in and around Camden, No. 3.

The Indians who held the original claim on the soil here, appear to have been a quiet, orderly race of people, descendants of the great tribe of Delawares, so called because first found about the river of that name. They called themselves *Leni Lenape*, meaning the original people, their belief being that they were unmixed with any other race. The choice of location for their camp seems to have been along the bank of the Delaware, below the mouth of Cooper's Creek. Various remnants of Indian life have at different times been found in the vicinity. The earliest records speak of the existence of a dense forest of pines, which offered a shelter for their habitations, which we may readily suppose were in those days very insignificant indeed, being composed entirely of wood, stakes driven firmly into the ground, with poles lashed together on the sides and laid across the top, covered on the outside with strips of bark, fastened together with ropes made of dried grass, and branches of pine and cedar firmly interlaced. The choice of this spot may have been for another, than the reason just cited above. The tribes or families that occupied the lands along the Schuylkill, and up the western shore of the Delaware, found this a convenient place to cross in their canoes, and the creek, and that portion of the river between the Jersey shore and Petty's Island afforded a fine situation for them to spear fish by moonlight, their only mode in those days, while access to the pine regions and open districts on the banks of the Arosches or Cooper's Creek miles from its mouth, where game of all kinds in abundance could be found, was comparatively easy.

King Tamany or Tamanen, who was conspicuous in the treaty with William Penn, is said to have been buried on the bank of the Delaware, near Pea Shore, above the mouth of Cooper's Creek. Many, many years have passed away since then; their names have ceased to be household words long ago, their mounds and excavations have long since disappeared, few relics remain, now and

On
calle
Asso
Soci
and
Unio
the
office
in Se
Pres
Mar
new
feel
the c
is m
ques
with
has t
durin
of ne
The
they
see t
the v
meas
perso
pany
a. sor
them
Liter
mem
annu
chasi
inter
given
lecte
ings
Libra
each
June
the fi
order
Read

ccess
ures
etc.,
price
esent
ith a
way.

the
the
Its
eing
ries
om-
rka-
um,
839

uty,
ion-
the
rav-
the
so is
00 a

umber
The
oint
aber
ping
l of
both
cens
ss.—
con-
hem
gest
s at
with-
the
; all
tion
nber
S. &
old
pur-

then some arrow or spear head, which perhaps once laid low some monarch of the forest, is turned up by the ploughman. We have almost forgotten that perchance on this spot where we now stand in years long since gone by, was witnessed the curling smoke of their council fires, and the handing around of the pipe of peace; and who to-day knows but that their simple vows were plighted in the still moonlight, where now all is drowned in the incessant hum of machinery, and the chattering of the busy workmen. Let us not cease to revere their names. Let us still endeavor to recall that once noble race, which inhabited the shores of the Delaware, and although their remaining tribes are few, and far removed from the scenes in which their forefathers were the actors, let us look upon them mournfully, with the precept before us of "live and let live."

"Ye say they all have passed away,
That noble race and brave,
That their light canoes have vanished
From off the crested wave;
That midst the forests where they roamed,
There rings no hunter shout,
But their name is on your waters,
Ye may not wash it out."

In this connection it may not be improper to state, that there are yet among our citizens, superstitious persons, who believe that untold treasures, lie buried in our midst, and that ghosts and spectres still haunt certain localities. In regard to the latter I have nothing to say, it belongs to an age long since gone by, and the spread of education by means of schools and literary societies, bids fair to banish forever as it should do, the idea of the horse shoe over the door to keep out the evil one, &c.; of the former there are indeed untold treasures here, which are being continually developed, and so long as the increase of our population calls for further improvements, those treasures will be exhumed. But the idea of money being buried by such piratical plunderers, as Kidd, Blackbeard, or Lowe I have yet to believe that they or any others of their kind, ever had more treasurers than they could dispose of, without resorting to secretion: while we in our day find the difficulty more in the want, than in the abundance.

Upon the subject of digging for money, Mickle gives an anecdote taken from Watson's Annals of Philadelphia, which for the information and instruction of those who have never had an opportu-

erent
by J.
life
Affirm
S. B.

Butte
Eggs
Potat
Lard
Salt F
Chick
Turke
Cider
Coffee

Flour
Chees
Smok
Mack
Jersey
Turni
Onion
Dried

C
Whea
Oats
Clover
Timot
Flaxs

Flu
ERA

THR

Wh
the ev
the re
wise,
with

TW
Sarsa
the L
gallon
tions
AN

March
which
fect
be.
and
in-
am-

k or
than
rent
ave
and
but
ple,
ave
n to
ided
ren-
eph
re-
s is
nuel
ven-
ing.
new
era-
de-
that
sing
ture

is of
har-
and
an-
it.
ere
ro's
eg-
ysis
our
ect

struction of those who have never had an opportunity of reading the original, I subjoin: "About 1760, a wag in Philadelphia 'celept Col. Thomas Forest, wishing to play off a prank upon a Dutch tailor, who was a firm believer in the pirate stories of the times, wrote what purported to be the confession of one John Hendricks, executed at Tyburn for piracy, in which it was stated that he had buried a chest and pot of money at Cooper's Point. Having smoked the parchment so as to make it look ancient, Forest showed it to the tailor, who immediately procured a printer and professor of the black art, named Ambruster, to conjure the ghost of the pirate to give up the treasure. On a night appointed, Forest and his friends who were in the joke, met at a tavern, where every arrangement for the conjuration had been made. Being seated around the table, Ambruster shuffled and read out cards, on which were the names of the New Testament Saints, until he supposed the spell was complete. At the words, "*John Hendricks du verfluchter cum heraus,*" meaning "Come out, John Hendricks, thou accursed," a pulley recoiled, a closet opened, and out came John Hendricks one of Forest's companions, disguised in all the ghastliness of ghosthood. Ambruster, terrified at the success of his spell, left the premises with commendable despatch, accompanied by the no less frightened tailor. The appearance of the pirate, however, the conjurer assured his friends, authorized him to take up the money; and a night was therefore fixed upon to visit the Point, in search of the two stones between which the parchment directed them to look for the buried pot. When the night came, the tailor, the conjurer, and others who were in the secret, crossed the river, and following the injunctions of the confession, arrived at the scene of action, and commenced digging. In due time they reached the pot; but, just as they struck it, two negroes arrayed like imps, appeared and scared them off. At the second attempt, they were assaulted by cats tied two and two, with whizzing fire-works attached to their tails, and making hideous noises; all of which passed for enchantment with the tailor and Ambruster. But the pot was at last taken up and removed in triumph to Philadelphia Wharf. Here, while getting it out of the boat, Forest, contrived to let it fall into the river, and with it went the tailor, who manifested no mind to let go so precious a treasure.

the M
the E
Benja
diseas
mercu
Extra
more
It is i
attrib
so sun
stance

Con
Estab

Apr

THE
he
after
lung a
tion-
ferers
will se
charge
the sa
CONSU
object
is to b
which
every
them
wishing

165 S.
Jan.

R

at his
Philad
Prof
Mechs
has gi
in this
afflicte
guarant
special
often
Ladi
Elastic
will fi
ducted
Indest
Braces
Sept

The pot was lost—but the poor Dutchman got safely out, to reproach Forest with the mishap. He and Ambruster believed for years that Forest had recovered the pot himself, and was enriched thereby: and they actually sued out a writ of treasure trove against him, which they only abandoned on the whole trick being discovered to them."

Since the improvement of our City, the transmission of sound has been materially interfered with, I have quite frequently been amused to hear persons talking to each other, when only one square apart, requiring the voice to be raised to the highest pitch to become audible; Watson's Annals, (1842) contains the following paragraph, showing the marked change that has taken place in this particular. "Seventy-odd years ago, Cooper on the Jersey side, had a black fellow named Mingo, who possessed a fine clear voice, and could be distinctly heard singing in the field towards evening—even the words of the chorus, in some cases, could be understood by those living near the water side in the city." The tone however has had much to do with this instance, as it is well known, that a prolonged musical accent, is carried through the air with greater distinctness and a greater distance, than an abrupt harsh voice. The dull heavy sound of the machinery at the Camden Rolling Mill, at Cooper's Point, can be heard only a few squares while their whistle is audible nearly all over the city. I have quite distinctly heard the chime of bells in Christ's Church Steeple, Philadelphia, whilst standing at Fifth and Stevens streets, Camden, when as to hearing the rumble of heavy machinery and passing teams, I might as well have been deaf.

I. C. M.

LOOK TO YOUR FURS.—Furs will soon be laid aside for some eight months and it is all important that

A N
the eff
sake of
need it
simple
wishing
do so b

Jan.

DEA
tre
M. D.,
Ear in
years'
No. 80
seen at
to acco
in his
pain.

CONS
RIS
dress I
Philad
P. S.
LUNG

FOR
the
REMED
Street,
supplie
Mar.

VOI
Rev. P
st., Can
E. Wo
all of C
HAY
instant
the Re
Hays o
Goshen

3 to
en-
lich
we
our
ult,
e of
ver
to
re-

R.

Am-
are
this
rk-
hen
ork
and
and
ng.
two
oles
nto
ra-
be
hat
the
ong
far

red
, to
fol-

re-
ber

West Jersey Press article

Date: Wednesday, May 26, 1869 Paper: West Jersey Press (Camden, New Jersey) Page: 3

Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

vol-
and
eipts,

rices
ds at
Re-

as.]

3.

isive
and

aves
y to

nary
the

and
ten-
tono
ml.

418 Market St.,
Camden, N. J.
April 21, '69-6w

Dated April 13th, 1869.

IN CHANCERY of NEW JERSEY

To Henry Simons and Caroline his wife,

BY VIRTUE OF AN ORDER of the Court of Chancery of New Jersey; made on the day of the date hereof, in a cause wherein Andrew Manderson and James Manderson are complainants, and you and others are defendants, you are required to appear, plead, demur or answer to the complainants' bill, on or before the twenty-eighth day of June next, or the said bill will be taken as confessed against you.

The said bill is filed to foreclose three several mortgages given by you to Andrew Manderson and James Manderson on contiguous lands, situate on Petty's Island, Camden county, New Jersey, all bearing date the same 23th day of March, 1864, and you are made defendants because you own or claim to own an equity of redemption, or claim to hold some interest in the said mortgaged premises.

T. P. CARPENTER,
Solicitor of Complainants.

Dated April 26th, 1869.—May 12, 6w.

the
Se
othe
Wal

Do

By
cery
Pub
SAT

At 2
Cour

Al
situa
of N
on th
eigh
Elm
with
to a
the
stree
dieta

West Jersey Press article

Date: Wednesday, July 14, 1869 Paper: West Jersey Press (Camden, New Jersey) Page: 3

Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

ort-
'ary
itic,

fen-
arts

for pasture ground, or cultivation. Also, two handsome private residences, situate on Main and Potter streets, of eleven rooms each.

For terms apply to

J. L. ROWAND & SON,
Haddonfield, February 5th, 1869. Feb. 10-69

NOTICE

IS HEREBY GIVEN, that the subscriber will make application to the Board of Chosen Freeholders of the county of Camden, at an adjourned meeting thereof, to be held at the Court House, in the city of Camden; on the *Second Monday in August next*, for license to place and construct wharves and piers on the north side of Petty's Island next the western end thereof, the whole length of said wharves and piers along the shore not to exceed one thousand feet, and the extension thereof into the river beyond the line of ordinary low water, not to exceed two hundred feet.

June 23-6w

JAMES MANDERSON.

Notice to Creditors.

ALFRED HAINES and Samuel A. Reeve,
administrators of Howling Haines deceased

"J.
-6w
—
5

ur-
of
ue,

EN,

ity

TH
Just
large
their

In g
Bonn
for L
for s
sollic
OAS

JUS
Mark
Wint
Engli
A ge
heavy
Requ

New Advertisements

SHERIFF'S SALE.

BY VIRTUE OF A WRIT OF FIERI FACIAS to me directed, issued out of the Court of Chancery of the State of New Jersey, will be sold at public vendue.

ON SATURDAY, THE SECOND DAY OF OCTOBER, 1869.

At 2 o'clock, in the afternoon of said day, at the Court House, in the City of Camden.

I. All the following described parcel of land and with the wharf, &c.: situate on Pettys' Island, in the River Delaware, Stockton Township, (formerly Delaware Township,) in the County of Camden, and State of New Jersey, and bounded as follows:

Beginning in the north side of a sixty feet wide street or avenue called Main Avenue, laid out along the river bank for general use, at the south-east corner of a lot of land formerly belonging to Andrew Suffbery, and intended to be that day granted by the said Andrew Manderson and James Manderson, to the said Henry Simons, and extending in front or width along said avenue, eastward two hundred feet and in length or depth, northward between lines the westerly one of which is on a line at right angles with said Main Avenue, along the said land intended to be that day granted to the said Henry Simons, and the easterly one of which is on a course, north twenty-two degrees and five minutes, west along other land intended to be that day granted by the said Andrew Manderson and James Manderson, to the said Henry Simons, three hundred and fifty feet more or less to low water mark, in the Pennsylvania Channel of the River Delaware, or as much farther as the same does or of right ought to extend. Bounded northward by Pennsylvania Channel of said River Delaware, eastward and westward by premises intended to be that day granted by the said Andrew Manderson and James Manderson, to the said Henry Simons, and southward by Main Avenue aforesaid.

And also, all that certain lot of land with the improvements thereon erected, situate on Petty's Island, in the River Delaware, and within the limits of Stockton Township, (formerly Delaware Township,) in the County of Camden, and State of New Jersey, bounded as follows: Beginning in the south side of a sixty feet wide street or avenue called Main Avenue, laid out along the river bank for general use, and at the north-east corner of land formerly belonging to Edward H. Wesler, and

T
ST
FI

Bou

NEW
O

ar,
on,
ing
ssi-
ble
by
nd,
nd
af-
ers
ght
au-
nd
air
nd
ds
at,
ble
gh
en-
nd
ity
ust
l."
wo
eat
ro-
nd
on
ers
ght
t a
om
er-

intended to be that day granted by the said Andrew Manderson and James Manderson, to the said Henry Simons, and extending thence in front or width along said avenue, eastward two hundred feet crossing and including a certain fifty feet wide street now laid out, to be left open at all times hereafter forever for public use, called Fleet street, and in length or depth, southward between lines the westerly one of which is on a line parallel with Fleet street aforesaid, along the said ground intended to be granted to the said Henry Simons, and the easterly one of which is on a course, south twenty-two degrees five minutes, east along other ground intended to be that day granted by the said Andrew Manderson and James Manderson, to the said Henry Simons, two hundred feet. Bounded southward by lands formerly of Mary Ann Cope and others, eastward and westward by premises intended to be that day granted by the said Andrew Manderson and James Manderson, to the said Henry Simons two hundred feet. Bounded southward by lands formerly of Mary Ann Cope and others, eastward and westward by premises intended to be that day granted by the said Andrew Manderson to the said Henry Simons, and northward by the Main Avenue aforesaid. (Being the same premises which Andrew Manderson and Ann B. his wife, James Manderson and Anne T. his wife, by a certain Indenture bearing even date therewith, and intended to be forthwith recorded, granted and conveyed unto the said Henry Simons in fee,) a part of the consideration money being secured by said Indenture of Mortgage,) subject to the use and privilege of said Fleet street, as and for a street forever.

II. All those two certain lots of land with the wharf and other improvements thereon erected, situate on Petty's Island, in the River Delaware, and within the limits of Stockton Township, (formerly Delaware,) in the County of Camden, State of New Jersey, bounded and described as follows:

THE FIRST—Beginning at a corner in the middle of Island Bank, and in the easterly line of the lands granted to the said Andrew Manderson and James Manderson, by Mary Ann Cope and others; thence along the middle of said bank, which is the northerly side of a sixty feet wide street or avenue laid out and opened for general use, south seventy-one degrees and fifty minutes, west twenty feet to an angle in said bank; thence along the same south sixty-seven degrees and fifty-five minutes, west one hundred and eighty feet to a corner; thence across the marsh by grounds intended to be granted by the said Andrew Manderson and James Manderson, to the said Henry Simons, north twenty-two degrees and five minutes, west three hundred and fifty feet more or less to low water mark on the Pennsylvania Channel of the River Delaware; thence along low water mark nearly

10-4

II

8-4 W

AN I

Ten

All cordi

Fan

We

T. A

parallel with the aforesaid bank, eastward about two hundred feet to a corner of said land formerly of Mary Ann Cope and others, and thence bounding thereon, south twenty-two degrees and five minutes, east three hundred and fifty feet more or less to the place of beginning.

AND THE SECOND—Beginning at a corner in the southerly side of said street or avenue, opposite the beginning corner of the lot last above described, and in the same straight line with the last described boundary line thereof; thence along the southerly side of the aforesaid street, south seventy-one degrees and fifty minutes, west twenty-two feet to a corner; thence still along said street, south sixty-seven degrees and fifty-five minutes, west one hundred and seventy-eight feet to a corner of other lands of the said Andrew Manderson and James Manderson, intended to be granted to the said Henry Simons; thence bounding thereon, south twenty-two degrees five minutes, east two hundred feet to a corner in the line of lands of Mary Ann Cope and others; thence bounding thereon, north sixty-seven degrees and fifty-five minutes, east one hundred and seventy-one feet to a corner; thence still bounding on the same, north seventy-one degrees and fifty minutes, east twenty-nine feet to a corner; thence still bounding on the same lands formerly of Mary Ann Cope and others, north twenty-two degrees and five minutes, west two hundred feet to the place of beginning; being the same premises which Andrew Manderson and wife, and James Manderson and wife, by a certain Indenture bearing even date therewith, and intended to be forthwith recorded, granted and conveyed unto the said Henry Simons in fee, a part of the consideration money being secured by said last mentioned Indenture of Mortgage.

III. All the following described parcel of land and premises with the improvements thereon erected, situate on Petty's Island in the River Delaware, within the limits of Stockton Township, (formerly Delaware,) in the County of Camden, and State of New Jersey, and bounded as follows:

Beginning in the north side of a sixty feet wide street or avenue called Main Avenue, laid out along the river bank for general use, at the southeast corner of a lot of land granted by Andrew Manderson and James Manderson, to William Cramp, and extending thence in front or width along said avenue, eastward one hundred feet, and in length or depth, northward between parallel lines at right angles with Main Avenue three hundred and fifty feet more or less to low water mark, on the Pennsylvania Channel of the River Delaware, or as much farther as the same does or of right ought to extend. Bounded northward by said Pennsylvania Channel of the Delaware River, eastward by ground intended to be this day granted by the said Andrew Manderson and James Manderson to the said Henry Simons, south

LA
by al
the in
delph

STI

COF



Sept

For th
Stre
City

WII
t
by sur
the cu
and F
and s
the sa
the o
front
above

SEC.
city of
estate
street
city b
days
the sa
front
wide
stones
the wi
be dor
of the
mittee

SEC.
shall
this o
Comm
Ward

an
ent
his
ses

om
he
ite
irs

es,
n-
ed.
its
ny
he
ng

or
nt
ch
ty
be
ed
of
to
nt
fs
u-
st
ll,
al
ol
es.
er
en
ts
ly
at
so
D-

e-
m
st
as
id
k-
u
-
3,
R
-
of
of
w
-
nd
w
-
S
S

Manderson to the said Henry Simons, southward by Main Avenue, and westward by lands formerly of William Cramp. And also, that certain lot of land with the improvements thereon erected, situate on Petty's Island in the River Delaware, and within the limits and jurisdiction of Stockton Township, (formerly Delaware Township.) in the County of Camden, and State of New Jersey, bounded as follows: Beginning at the north-east corner of a lot of land formerly belonging to William Cramp, on the southerly side of a sixty feet wide street or avenue called Main Avenue, laid out along the Island Bank, and extending thence in front or width along said Main Avenue, eastward one hundred feet to a corner, distant seventy-five feet, westward from Fleet street, and in length or depth southward of that width between lines parallel with Fleet street, and at right angles with Main Avenue two hundred feet. Bounded northward by Main Avenue, eastward by ground intended to be that day granted by the said Andrew Manderson and James Manderson, to the said Henry Simons, southward by land now or formerly of Mary Ann Cope and others, and westward by land granted to William Cramp. Being the same premises which Andrew Manderson and wife, and James Manderson and wife, by a certain Indenture bearing even date therewith, and intended to be forthwith recorded, did for the consideration money therein mentioned, part of which was intended to be thereby secured, grant and conveyed unto the said Henry Simons, his heirs and assigns forever.

Seized as the property of Henry Simons and others, taken in execution at the suit of Andrew Manderson and James Manderson, and to be sold by

RANDAL E. MORGAN,
Sheriff.
Sept. 1-ts.

Dated August 28, 1869.

SHERIFF'S SALE

Ward
so dor
statem
thereo
and e
afores
said o
been c
Pass

Atte
Sept

Entitle
struc
in th
south
to co
said
24th,

SEC.
S city
section
"relat
street
from tl
and th
and al
of the
Sec.
be in i
Pass

Atte
Sept



West Jersey Press article

Date: Wednesday, November 24, 1869 Paper: West Jersey Press (Camden, New Jersey) Page: 3
Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

Nov. 3, 1869.-6m.

n.

NOTICE.

NOTICE IS HEREBY GIVEN, THAT APPLI-
cation will be made to the Legislature of the
State of New Jersey at its next session for an act
to incorporate a company to erect a bridge from
Pavonia, or the Jersey shore adjoining, to Petty's
Island, and a Ferry from thence to the City of
Philadelphia, with such powers incidental thereto
as may be necessary with a capital of \$250,000, with
the privilege of increasing the same to \$500,000.

Dated November, 1869, Camden co, - Nov. 10, '69.-8t

ced

of
JT-
nich
are

and

NOTICE.

NOTICE IS HEREBY GIVEN, THAT APPLI-
cation will be made at the ensuing session of

ays
or;
oro

A Man Drowned**Date:** Thursday, April 28, 1870 **Paper:** Evening Post (New York, New York) **Volume:** 69 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

A Man Drowned.**[Despatch to the Associated Press.]**

PHILADELPHIA, April 28.—A young man named Edward Lindmeyer, was drowned yesterday while sailing in his own private yacht William Tell. When off the upper end of Petty's Island, he accidentally fell overboard, and despite the most strenuous efforts made to rescue him, sank. His body was not recovered.

[Company; Pennsylvania; Railroad; Liverpool; Petty's Island; Steamship; Immediately; Cramp]

Date: Tuesday, August 29, 1871 **Paper:** Evening Post (New York, New York) **Volume:** 70 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

**Cramp & Son have laid the keel of the first
Iron steamship for the Pennsylvania Railroad
Company's line to Liverpool, on Petty's Island.
The keel of the second steamship will be laid
immediately at the same place.**

Camden Democrat article

Date: Saturday, June 1, 1872 Paper: Camden Democrat (Camden, New Jersey) Page: 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

insid-
that
or an
Wed-
ebate
to—
erant)

FRER
mers
gton
ct of
ia to
ld at
atur-
ized
hair-
Hol-
ated
ions
ll of
o be
Far-
sive
iers'
Be-

olly,
pun-
the
lged
club
, of
the
of

RESISTING THE FISH WARDENS.—On Sun-
day, Fish Warden Shindle, of Gloucester
City, in company with five aids, started for
the purpose of making a raid on the gill-net
fishermen engaged in fishing on the east side
of Petty's Island. On reaching the grounds
the party found a number of boats at work.
The Warden and his men captured one net
and two boats, with their occupants, and tow-
ed them to a wharf at Cooper's Point. Just
as they reached the wharf the friends of the
captured party rallied, made a dash, and cut
loose the boats, and then attacked the Warden
and his men. Pistols and knives were flour-
ished by the fishermen, and in the attack Geo.
Groff was stabbed in the left breast, inflicting
a serious wound; and John Marple was
thrown overboard, but regained his position
in the boat. The Warden at this time thought
it advisable to get ashore, and did so. The
fishermen then took the boat, containing the
aids, in tow, and landed them at Poplar st.,
Philadelphia, where they retained the boat;
and the occupants considered it prudent to
get back to Gloucester City as soon as possi-
ble. Mr. Shindle has since taken proper
measures to enforce the law, and those who
participated in the outrage on Sunday last are
yet likely to get a taste of "Jersey justice."

TRIAL FOR FORGERY.—*Altering and Passing
Forged Promissory Note.*—In the Camden
Oyer and Terminer, before Judge Woodhull
and associates, Alfred E. Miller was charged
on eight bills of indictment with forging eight

shor
By
will
and
Sunc
to-m
Mc
new
logu
ture
in us
Th
sail
pose
the C
Th
this
Sept
ing i
It i
ed G
Co
hoe.
fines
botto

GR
Sugar
hds.
FLO
show
is con
consu
cludin
a 7 75
do. at

West Jersey Press article

Date: Wednesday, May 7, 1873 Paper: West Jersey Press (Camden, New Jersey) Page: 3
Copyright 2014 by the American Antiquarian Society and NewsBank, Inc. All Rights Reserved. Source: GenealogyBank.com

rich
ted
the
cor-
ney
reus
pi-
A
by
ers
or a
ght
l to

me
the
and
l to
and
y 12
iti-

n. of
the
irs-
r a
gh-
T.
C.
to
so-
ual

ear-
im-
the
all,

take advantage of the first opportunity offered to steal whatever is in their reach.

A NEW FERRY.—A few weeks ago we mentioned the fact that the Legislature of Pennsylvania had granted a charter to a number of prominent gentlemen of that State, authorizing them to form a company for the purpose of constructing and maintaining a bridge from Port Richmond to Treaty Island. As a similar organization was incorporated by the New Jersey Legislature some years since, with power to build a bridge from some point at or near Camden to Petty's Island, it will be seen that all the requisite legal authority for bridging the Delaware has been obtained.— We see it stated that the structure from the New Jersey shore to the island is to be completed in three years, that it will be provided with the necessary tracks, &c., for the passage of locomotives and railway trains, and that connections will be made with the Amboy Division of the Pennsylvania Railroad Company at the junction of the latter with the Burlington County road. After this has been effected, and until the bridge to the Pennsylvania shore has been built, a ferry is to be established, operating between the lower extremity of Treaty Island and Market street, Philadelphia, and passengers of the Amboy Division will be conveyed to this point instead of the foot of Federal street. This new route is designed to save time in the slow travel of the trains through Camden, and to offer a route for the boats free from the obstruction of ice in the Winter season, as they will travel up and down the Pennsylvania channel of the river, which, is to be kept entirely clear from Richmond down, day and night. The ferry boats for this route are now being planned.

rent
ory
to p
whic
assu
The
you
wort
you
men

SH
pain
ing.
pair
who
hoof
as if
case
othe
long
broa
state
by a
It is
rem

Th
awa
Tho
man
and
is st
the
Ca
miss
Peac
Th
Cam

The Sporting World. The Second Regatta of the Philadelphia Yachting Club—a Fine Breeze and a Livery Sail

Date: Tuesday, May 27, 1873 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THE SPORTING WORLD.

THE SECOND REGATTA OF THE PHILADELPHIA YACHTING CLUB—A FINE BREEZE AND A LIVELY SAIL.

Owing to the judges declaring the regatta of the Philadelphia Yacht Club a failure, on Monday last, and the race a draw, another trial came off on the Delaware yesterday, which proved very satisfactory and interesting, but somewhat unfortunate to parties having heavy bets upon a couple of the favorite crafts of the navy. The day was fair, and the breeze strong and steady.

The race was open only to boats of the first and second-class, and but twenty-five were entered. The course extended from a stake boat off Shackamaxon street wharf and around Petty's Island twice. The judges of the first-class were Stewart Standeford and John Sidebottom; of the second, Charles Millard and Benjamin P. Sparks. As the hour for the start approached a great crowd congregated upon the piers and vessels in the immediate vicinity of the Shackamaxon street ferry, and intense enthusiasm prevailed.

At twenty minutes past one P. M. the signal to start was given to the first-class 15-foot yachts, and at thirty-five minutes past one for the second-class boats. A lively breeze developed the sailing abilities of the crafts, and there was no need of poling and sculling, as in the previous regatta.

When the first-class yachts neared the stake-boat on the home stretch the excitement of the crowd of spectators was run up to fever heat by the close contest between the *Kate Leary* and Albert Dager's gallant little boat, the *Al. Dager*. The latter was laboring under considerable disadvantage, however, having a short sail, while her competitor carried a good sheet, and was skillfully handled. The *Kate Leary* turned the stake at forty minutes past three, with the *Dager* closely in her wake and a quarter of a minute late. The *Windward*, a Jersey boat, came in at forty-seven minutes past three, and the *Tilton* a moment later.

If the course had been a quarter of a mile longer there is no doubt but that the *Dager* would have been victorious.

The S. A. Standeford of the regatta.

The S. A. *Swanborg*, of the second class yachts, rounded the stake boat at 3:52 $\frac{1}{4}$, the *Riddell* at 3:53, and the *Reiser* a half minute later. The race was the most closely contested that has taken place on the Delaware for a long time. The course measured ten miles. The judges awarded the prizes, which have already been published, to the successful parties, all hands appearing satisfied with the judgment.

Camden Democrat article

Date: Saturday, June 28, 1873 Paper: Camden Democrat (Camden, New Jersey) Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

nce,
n of
died
erry
f his

ther-
tore,
stle-
been
press
ized
con.
as as-
iver,
more
label

and John Hughes, breaking and entering one year state prison.

A disorderly crowd of half grown young men visited Petty's Island on Sunday, and, after tramping down a large lot of vegetables, corn and other crops, they committed an assault and battery on the proprietor who remonstrated with them. He was badly hurt.

On Sunday afternoon, Leonard Clarke and another man were arrested for drunken and disorderly conduct and fighting between themselves. One had a seven-chambered revolver, charged, which, it is alleged, he drew on the other. They were taken to the station house and locked up.

About 6 o'clock on Monday evening, a number of persons from the other side of the river,

A
Des
Drug
CO.,
Phila

W.
Chas
Han
Sa
B
sam
Wol

H
cem
Har
Misc

Local Miscellany

Date: Wednesday, September 10, 1873 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

LOCAL MISCELLANY.

SUMMARY OF ODDS AND ENDS ABOUT TOWN.

A caucus of the Board of Aldermen was held yesterday for the selection of election officers.

The Municipal Reformers of the Fifth Ward met last evening and placed a ward ticket of their own in the field.

To-day, at 11 o'clock a meeting of the members of the Constitutional Convention will be held in the hall on Spruce street.

A gunner, named Mulford Lewis, had an eye shot out by some unknown party, while shooting on Petty's Island yesterday.

A sale of the ordnance stores, cannon, small arms, &c., which has been stored in the City Armory, began yesterday morning.

A child named Sophia McGonigal was severely burned by her clothes igniting from a bonfire opposite her residence, No. 1307 S. Ninth street, yesterday.

Mr. Wm. Moran will address the Lincoln Club, First Congressional district, at their headquarters, Front and Washington avenue, this evening at 8 o'clock.

The Vocal Union Singing Society, composed of fifty amateurs, has secured the hall No. 928 Chestnut street (second floor). Mr. Wolsieffer is retained as director.

At a meeting of the Seamen's and Landsmen's Aid Society, held yesterday, measures were adopted by which the usefulness of the society is to be extended in the future.

An infuriated steer was killed, after thirty shots had been fired at him, yesterday morning, at Broad and Poplar streets, where the animal was grazing.

animal was creating considerable consternation.

A public meeting of the citizens of the Twenty-eighth Ward was held last evening at Bethune Hall, for the purpose of effecting an organization to assist in the Local Option movement.

An adjourned session of the Grand Lodge, U. O. of the S. T. of L., was held at Lincoln Hall, Broad and Coates streets, last evening. Only business of importance to the order was transacted.

A flag is to be presented by the Pennsylvania Salt Manufacturing Company to Captain Wetherill, commander of the ancient barque *True Love*, which is now loading at Point Breeze for Antwerp.

About 4 o'clock yesterday afternoon, Ella Bahley, aged 2 years, residing No. 1836 N. Front street, was run over by a wagon on Front street, and seriously injured. She was conveyed to St. Mary's Hospital.

The annual session of the National Grand Lodge of the Ancient Order of Good Fellows for 1873 will convene in this city this morning, at the Hall of Kagau Lodge, N. E. corner of Tenth and Chestnut streets.

About 2 o'clock yesterday afternoon, Wm. Flick, aged 23 years, was kicked by a horse at Weber's stable, Hancock and Thompson streets, and seriously injured about the head and shoulders. He was taken to St. Mary's Hospital.

Mr. Henry J. Miffin, whose disappearance from this city was noted in these columns on Monday last, has been heard of. His wife received a letter from him yesterday, stating that he was an inmate of the Soldiers' Home at Milwaukee.

About half past 5 o'clock yesterday afternoon, George Lane, aged 23 years, was

drowned at Penrose Ferry bridge, by the upsetting of a boat. The body was not recovered. A. McDowd was rescued by Officer Whaterly and a Mr. Sutton.

The fall review of the Schuylkill Navy will take place on Saturday afternoon, at half-past five, on the Schuylkill, below the Girard avenue bridge. After the review there will be a six-oared barge race, the course extending three miles. The Crescent, Malta and Pennsylvania Clubs have entered boats.

Fires

Date: Tuesday, March 24, 1874 **Paper:** Boston Journal (Boston, Massachusetts) **Volume:** XLI **Issue:** 13624

Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

FIRES.

At Southington, Ct.—Loss \$75,000.

HARTFORD, Ct., March 24. The works of the Plant Manufacturing Co in Plainville, (Southington,) were burned this morning. In one of the buildings the depot of the New Haven and Northampton Railroad. Nothing was saved except the books of the Company. The loss is total and amounts to about \$75,000, insured for \$50,000, mostly in Western companies.

The Kensington Fire.

PHILADELPHIA, March 24. The total loss by the fire at Cramp's shipyard is \$175,000. The burning brands were carried across the river, set fire to Mauderson's mill and other property on Petty's Island, destroying property valued at \$50,000, insured.

Camden Democrat article

Date: Saturday, May 23, 1874 Paper: Camden Democrat (Camden, New Jersey) Page: 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

and puts de tam whisky in dot Jamaica gin-
pe r."

SABBATH BREAKERS ARRESTED.—On Sun-
day afternoon the constables and a number of
ciuzens of Stockton township, deputized for
the purpose, with some of our city officers,
proceeded to Petty's Island, and arrested fif-
teen young men, who were playing ball in
violation of the law. They were taken to the
station house, locked up, and find by Justice
Atkinson, on Monday morning. The Mayor,
in obedience to the earnest appeal of citizens,
has given notice to his officers to suppress
base-ball playing within the bounds of the
city. The unruly gangs of Philadelphia fre-
quenting Camden to indulge in this sport com-
pels this restriction. They break bricks on
the pavement with their bats, they break win-
dows with their ball, bruise choice shade trees,
swear, blaspheme, and make use of vulgar
and profane language. Our Camden boys, we
hope, will contribute to the peace and good
order of the city, by going to some of the open
fields beyond the city line to indulge in this
sport.

Look to your eyes! DR. M. SCHWAB, the
celebrated Optician and Oculist, of 147 War-
ren Street, Trenton, N. J., will be at the West
Jersey Hotel Camden from the 26th to the

Tuesd
hearin
the of
rectly
upon
disch
Hagu
Henr
Job
on M
for se
plain
who i
she v
house
Rec
whicl
the la
for 17
Job
his, h
llquo
and c
All
front
Lo
lantio
from
Wed
su

At the Morgue. Inquests Held Yesterday and the Verdicts Rendered

Date: Wednesday, July 22, 1874 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

AT THE MORGUE.**INQUESTS HELD YESTERDAY AND THE VERDICTS RENDERED.**

Coroner Brown yesterday held an inquest at the Morgue on the body of Julius Eshner, aged 26 years, who was drowned on Sunday morning, near Petty's Island. He had started from home with two cousins for the purpose of bathing. After they had been in the water a short time all three got in the boat, when Eshner jumped from the stern into the water again. He cried for help, but was too far off for his companions to save him. The body was recovered shortly afterward. Verdict, accidental drowning.

An inquest was also held in the case of Patrick Carlin, aged 57 years, who died at the Pennsylvania Hospital on Monday morning, from injuries received in falling into the hold of a canal boat. The testimony showed that at the time of the accident he was unloading stone, he having hold of the rope, and in the swinging of the stone he lost his balance and pitched head foremost into the hold of the boat. Verdict, accidental death.

Also, in the case of L. S. Coulter, aged 20 years, who died from injuries received in being run over by a train of cars of the Philadelphia, Wilmington and Baltimore railroad, at Washington street wharf. The accident occurred on Thursday. Deceased was employed as a flagman and switch-tender, and is supposed to have attempted to jump on the train, and fell, one of the cars passing over the left leg. He died on Saturday. Verdict, accidental death.

Camden Democrat article

Date: Saturday, September 5, 1874 Paper: Camden Democrat (Camden, New Jersey) Page: 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

out—well managed, good order, true sociability, and a joyous intermingling of friends from beginning to end.

WHOLESALE ARRESTS.—On Sunday afternoon the police of this city succeeded in arresting 15 men who were found gunning on Petty's Island and along Cooper's creek, in violation of the Sunday law, and also of the law prohibiting shooting of birds out of season. They were conveyed to the Mayor's office, where they had an examination, and were ordered to pay the small fines and costs. They had captured 72 birds. The fine for this offence is \$5 for each bird, and for gunning on Sunday, \$5 and costs. The Mayor has determined to enforce the laws rigidly, and will hereafter station policemen along the Camden shores, who will arrest all who are found trespassing and violating the laws. This being the first offence their fines were light, some paid them, others left their guns as security, and others were committed for a hearing on Monday morning. The penalty will hereafter be exacted. Among the prisoners were several minors, whose parents made piteous appeals to the Mayor to "let them off." That official, however, made no discrimination, and don't intend to make any. If parents and guardians suffer their sons and wards to desecrate the Sabbath, they must take the consequences.

FELONIOUS ASSAULT.—On Tuesday, a young woman, giving her name as Mary Donnewaker, aged about twenty-one, made complaint under oath, before the Mayor, charging one John W. Crowley with felonious assault, and also with assault and battery. Mary, a day or

feedi
kick
He v
Four
On
run c
Fron
ture
dispe
to, at
Thre
Th
mori
charg
The
At
John
bull's
Th
the
paroc
Th
day,
resul
the
of th
Se
Mon
Tues
dow
gund
Th
start
fore
tion.
At

Camden Democrat article

Date: Saturday, September 12, 1874 Paper: Camden Democrat (Camden, New Jersey) Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

The
am-
sent
the
one
s in
'are
offi-
nce;
ixth
ven-

farmers never fail to make a rich display. The trial of speed with well known trotters is always made interesting.

BARGE ROBBED.—The barge Unicorn, Capt. Blizzard, was robbed on Tuesday night, while lying at Petty's Island, of a lot of lines, two canvass hatch covers, one anchor, and a valuable meerscham pipe—the whole valued at \$135, the property of R. F. Carter.

GLOUCESTER CITY AFFAIRS.—On Monday two boat races came off, starting from Brown's wharf. The first was between the shells Pe-
tral rowed by George Sheron and William

H01

S. W.

S
EA
OI
of Sa
ing m

New Republic article

Date: Saturday, February 20, 1875 Paper: New Republic (Camden, New Jersey) Page: 2
Copyright 2014 by the American Antiquarian Society and NewsBank, Inc. All Rights Reserved. Source: GenealogyBank.com

visor
that
for
eve
x is
The
r in
ows
rich
ers
ted.
are
cts.
ma-
een
the
hey
not
em-
hat
ar,
ens
du-
has
the
ails
ere
n a
ied
ter
th
ds
ty.

another purpose and cannot lawfully be disturbed.

COL. MCKEAN, Riparian Commission-
er, has given us a glimpse of a carefully
drawn map of Petty's Island, exhibiting
its water front, depth of channel, lands
liable to State assessment, etc.

While we have never received sufficient
evidence to cause a recantation of the
opinion that the gobbling up of our
water fronts is a measure of doubtful
utility to the State and positive hardship
to the riparian owners, or, rather, the
shore property which should include that
right, we must admit that Col. McKean
has imposed these exactions impartially,
and while doing his full duty to the State,
has made the imposition bear as equitably
as possible. Petty's Island, which has
never been held in high commercial
esteem will necessarily at an early day
assume considerable importance, and the
Commission has taken charge of it at
this early day with a view to its ultimate
possibilities. As we must have the law, it
is well that its execution in this locality
has been confided to an intelligent and
honorable agent.

JOHN AMBRUSTER is prominently
named in connection with the Republican
nomination for Councilman-at-Large, and

the
reg
fam
adm
hav
don
F
bill
Hou
the
seig
But
of
stre
pat
trat
wou
T
ness
day
leav
sent
ing
join
diou
sequ
ly p
and
Stat
etc.
of t
Den
Den

Race on the Delaware

Date: Tuesday, May 18, 1875 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Race on the Delaware.

A race took place yesterday on the Delaware between the two first-class fifteen feet yachts, the *Kate T. Bazley* (formerly the *Al. Dager*) and the *Albert T. Eggleton*. The course was from the water works wharf around Petty's Island to place of starting. The *Bazley* won the race, coming in ahead of her competitor by fully three minutes.

Daily Graphic article

Date: Tuesday, May 25, 1875 Paper: Daily Graphic (New York, New York) Page: 6

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

re-
ed-
ct,
it-
ed
nt
a-
l.

rd
ng
oy
br.
n-
ey

copies of which can be had by applying at this office.

By order of the Light-house Board,

STEPHEN D. TRENCHARD,
Light-house Inspector, Third District.

PROPOSALS FOR DREDGING.

UNITED STATES ENGINEER'S OFFICE,

1328 CHESTNUT STREET,

PHILADELPHIA, Pa., May 24, 1875.

Separate sealed proposals, in duplicate, will be received at this office until Thursday, June 24, 1875, for improvement of Delaware River between Petty's Island and its mouth, viz.: At Fort Mifflin Bar, until eleven o'clock A.M.—Dredging sand, mud, and gravel. Channel east of Bulkhead Shoals, near Fort Delaware, until quarter-past eleven o'clock A.M.—Dredging mud, sand, clay, and loose material.

Detailed specifications, instructions for bidders, and printed forms, may be had upon application at this office.

J. D. KURTZ,
Lieut.-Colonel of Engineers.

West Jersey Press article

Date: Wednesday, June 16, 1875 Paper: West Jersey Press (Camden, New Jersey) Page: 3

Copyright 2014 by the American Antiquarian Society and NewsBank, inc. All Rights Reserved. Source: GenealogyBank.com

been recently erected, and possess every convenience necessary for the successful employment of prisoners.

WM. R. MURPHY,
Supervisor.

June 9-3m

TO WHOM IT MAY CONCERN.

THE UNDERSIGNED hereby gives notice, that he has in his possession on Petty's Island, New Jersey, a hand propellor boat, and that unless said boat is taken away from his premises on or before the 25th of June inst., she will be sold to pay charges.

June 9-3m.

JOSEPH RILATT.

di-
less
nts
nth
m-
a
ot-
lm.
ate

the
and
goul
more
then
twen
line:
said
four
late
twen
(4) e
line
said
right
more

Camden Democrat article

Date: Saturday, December 4, 1875 Paper: Camden Democrat (Camden, New Jersey) Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

ad- morning of last week, took place from the
 to residence of Mrs. Quicksall, 516 Walnut street,
 of and was largely attended.

nd Strong complaints have been made to the
 ing authorities in this city against parties empty-
 hn ing numerous scow loads of mud and filthy
 in- dirt in the Jersey channel, between Cooper's
 lly; Point and Petty's Island, contrary to law.
 ed, Steps have been taken to arrest all parties so
 red offending hereafter.

ou- All persons found trespassing on the grounds
 ny of the Diamond Cottage garden are to be ar-
 and

MA
 A. K.
 Pharo

FUI
 1875,
 the 61

West Jersey Press article

Date: Wednesday, June 14, 1876 Paper: West Jersey Press (Camden, New Jersey) Page: 3
Copyright 2014 by the American Antiquarian Society and NewsBank, Inc. All Rights Reserved. Source: GenealogyBank.com

SS.

Com-
rtion,
Tues-
com-
B.

76.

!

raca-

k ac-

s ex-

been

rs of

low-

y to

al in

per

and

the

day,

day.

Charles F. Parker.

During the recent excursion of the Directors of the National State Bank to Atlantic City, we had the pleasure of meeting Charles F. Parker, a resident of this place. He has, for many years, had charge of the binding department of *Godey's Lady Book*. We have frequently heard of Mr. Parker's ability as a naturalist, and it gives us pleasure to speak of him in this respect as among the first in New Jersey. Many years ago he became interested in conchology, and commenced the study of our American shells, collecting largely from various parts of the country, and gradually extending his researches until he has now probably the finest private collection in the State, embracing many rare and handsome specimens. Having thus gained a love for the study of the Book of Nature, he next took up Botany, having a two-fold object, to familiarize himself with plants met with in every-day walks, but more especially to collect as far as possible, the flora of New Jersey. This was a noble object and as such we desire to thus place it on record. Many of the noted botanists of the country had written of New Jersey as possessing a rich and varied flora, and as no one had attempted its collection before, he conceived it to be a fine opportunity. The names of Kalm, Barton, Knieskern, Schweintz, Durand, Nuttall and Torrey, long familiar to botanical students, possibly gave a zest to his labors they having collected largely within the limits of the State. Mr. Parker is probably more familiar with the flora of New Jersey than any other person, and has explored the southern counties to a greater extent, having by far the finest collection of New Jersey plants to be found anywhere; besides thousands of specimens from other parts of the country, the result of an immense amount of patience, and skill. Mr. Parker informed us that he has collected a great number of plants in New Jersey not known to be found elsewhere in the United States, and has supplied many of the large herbariums of Europe with choice specimens. A number of years ago he found that large quantities of ballast from vessels coming into port, were deposited at Kaighn's

men
read
in th
large
large
ther
glan

Th
are a
let u
your
wall
both
Mary
Lord
radia
point
her
Luth
them
of th
to a
Marg
if sh
myst
indee
Faus
in a
him,
in hi
born.
lante
phist
upon

Jus
equal
overl
a sin
catch
it see
young
ing a

Point, also on Petty's Island, and that numbers of plants were found growing thereon. Here was opened a new field for investigation, and he at once began to examine those localities, and has continued to do so year after year. As ballast was brought from all parts of the world, he found plants springing up, representing almost every section, and amounting to hundreds of species, which probably had never before been collected in the United States. Many were found only once, but a large number seem to have been fairly established, thus adding largely to the high position occupied by New Jersey in her contribution to the flora of the country. We have written thus to show that when some future historian shall make up the record of New Jersey, the botanical section will be in readiness. We trust that when Mr. Parker completes his collection, it will be placed where it may be accessible to the student of science, as representing the flora of New Jersey and commemorating the indefatigable labors of one whom all lovers of nature will delight to honor. Mr. Parker has been connected with the Academy of Natural Science, of Philadelphia, for many years, and at present occupies the position of one of the Curators of that institution. We are informed that he superintended the moving of their immense collection to their new building on Race street, near Nineteenth. There are few such men in the county as Mr. Parker.

New Teachers.

on h
rows,
far fr
will b
were
It wo
to hea
ing s
across
contr
ened
her n
back,
her fa
world
her ar
has b
A swe
He is
most
uprais
much
alone
by the
with l
vision
the tr
before
watch
then
again.

d of
heir
arth
ing.
was
and
the
gu-
job
pae
bli-
OLD
this
I to
last
aim
wa
one
His
the
I to
tle-
oth

Coroner's Cases. the Inquests Held Yesterday

Date: Wednesday, August 2, 1876 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

CORONER'S CASES.

THE INQUESTS HELD YESTERDAY.

Coroner Goddard held inquests yesterday as follows:—

On the body of James Timmons, aged 43 years, who was drowned while bathing at Petty's Island, on Saturday evening last. Verdict, accidentally drowned.

Also, on the body of John Engerd, aged 36 years, who was run over and killed by a locomotive on the Philadelphia and Reading railroad, at the Kensington avenue crossing, on Saturday night last. The evidence adduced was to the effect that deceased was on the down track when a train came along; he stepped out of its way and in front of an up train coming from the opposite direction; this engine struck him and threw him under the down train, which ran over him. He was conveyed to the Episcopal Hospital, where he died. Verdict, accidental.

Also, on the body of a new-born child, found on Monday morning in Gunner's run, near the Girard avenue bridge. Dr. Woodford, the Coroner's physician, made a post-mortem examination of the body and found the skull fractured; there were no other marks of violence; the hydrostatic test showed that the child had lived; its organs were in a perfectly healthy condition, and in the doctor's opinion death was caused by violence—a fracture of the skull. A watchman at Lybrandt & McDowell's stove works testified that on Sunday night late he heard a splash in the water, and, looking around, saw a man running from the bridge. The child was found early on Monday morning, when the tide had gone out. The jury returned a verdict of death by violence, a fracture of the skull, July 30, 1876, at the hands of some party unknown.

Human Bull Dogs

Date: Wednesday, August 23, 1876 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Human Bull Dogs.

On Petty's Island, opposite Kensington, yesterday, a fight occurred for \$100 a side, between John Hoover, of Kensington, and Aleck McGarver, of Richmond. Thirty-three rounds were fought in thirty-five minutes, and in the thirty-fourth round Hoover took McGarver by the legs and threw him. The referee decided it a foul and gave the battle to McGarver. John Nolan and Joseph Carvin handled Hoover, and Mike Donovan and Pat Levy McGarver. M. Collins was referee. Both men were badly punished.

Over the River

Date: Tuesday, May 22, 1877 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 3 **Piece:** One of Two

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

OVER THE RIVER.

MAYOR'S HEARINGS.—In the Mayor's Court, Camden, yesterday, Patrick Murphy was arraigned on a charge of drunken and disorderly conduct. He was ordered to pay the usual fine and costs. Officer Watson, who made the arrest, then entered complaint charging Murphy with having committed a violent assault and battery on him. For this offense he was held to answer at court. John Rourke was charged with being drunk and disorderly, and fined. James Greenan, for a similar offense, and also for maliciously breaking furniture in his cell; was committed for twenty days.

VIOLATING THE SABBATH.—On Sunday evening Justice Clements, of Haddonfield, committed four men to the county jail for a hearing, charged with fishing in the creek, near that place, contrary to the statute. They were subsequently released on payment of the usual fine and costs. Officer Fisher also arrested four young men at Petty's Island, for trespass and disorderly behavior on Sunday. They were fined by Justice Toram.

DISTRICT COURT.—Yesterday, in the Camden District Court, before Judge Miller, the following cases were disposed of: Schauss & Murray vs. Butler; in debt; judgment for plaintiff for \$62.50. Dunlap vs. Grannan; debt; verdict for plaintiff, \$50. Boyd vs. Butler; on motion to amend the demand; postponed until Friday. Hoffman vs. Richardson; in debt; non-suit granted.

WHITSUNTIDE MONDAY.—Yesterday being

Disappointed Love

Date: Tuesday, August 7, 1877 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Disappointed Love.

Deputy Coroner Mahn held an inquest yesterday in the case of Charles Leyrer, who shot himself four times in the abdomen and twice in the head on Saturday afternoon at Petty's Island, from the effects of which he died the same evening at St. Mary's Hospital.

Mr. L. F. Johnson, an employee in the shipyard on Petty's Island, said that he saw the young man motioning for him, and that he fell on a lumber pile, exclaiming that he had shot himself on account of love, and that he wanted witness to see his folks. In conversation, the father of the deceased stated that a young lady with whom he had been in love died about two weeks ago, and that since the event his son had been very melancholy and low spirited. The jury rendered a verdict that Leyrer committed suicide while in a melancholy frame of mind induced by disappointed love.

Good News Confirmed**Date:** Saturday, March 9, 1878 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Good News Confirmed.

As a confirmation of the anticipated increase in the Congressional appropriation for the improvement of the navigation of the Delaware and Schuylkill rivers, secured by the visit of the Philadelphia delegation to the House Committee on Commerce on Tuesday, Mr. Dundore yesterday received the following telegram:

"F. Dundore, Chairman Committee on Improvement of Rivers Delaware and Schuylkill: Committee on Commerce has just agreed to appropriate \$100,000 for Delaware river and \$30,000 for Schuylkill river. Perhaps Senate may increase Schuylkill. CHAS. O'NEILL."

As stated in our columns yesterday, the amounts which the committee had settled upon for this city were \$40,000 for Petty's Island and \$15,000 for the Schuylkill river, and it is morally certain the result of the visit by the delegation was to secure this additional \$75,000.

Shipbuilding at Petty's Island

Date: Saturday, April 27, 1878 **Paper:** North American (Philadelphia, Pennsylvania) **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Shipbuilding at Petty's Island.

Doughty & Kapella, shipbuilders at Petty's Island, launched a steamboat on Thursday last for a company of enterprising gentlemen who intend running her on Silver Lake, in New Jersey, on the line of the Camden and Atlantic Railroad. The schooner Wm. H. Kutan, which put into this port in distress, bound from New York to Demerara, after discharging cargo, was extensively repaired on their marine railway. The schooner Nellie Dinsmore was on the railway and was given a general

The tug Hutchings, of Clyde's line, has been on the railway and is now being put in first class order for the summer work. The steamer Monitor, lately purchased by Clyde & Co., is having extra plating put in, refastened, recaulked and a new freight house constructed. The same firm are building a new wharf 100 feet long, which is to be used in connection with their business.

Filling up the Channel

Date: Saturday, November 29, 1879 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CI

Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Filling Up the Channel.—Christian K. Ross, the master warden of this port, yesterday caused another capias to issue for the arrest of De Boss Lennox, who, upon the oath of Benjamin Street, is accused of having, on the 30th of September, dumped three scow loads of mud in the channel of the Delaware, between Petty's Island and the Pennsylvania shore off Clearfield street, and also with having, on the 2d of October, dumped three more scow loads of mud opposite Alleghany avenue, in the tide-way between the buoy and Petty's Island.

[Dough & Kappela; Petty's Island; Bristol; New York]

Date: Monday, January 5, 1880 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CII

Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com



Doughty & Kappela, shipbuilders on Petty's Island, have the steamer Bristol on the marine railway undergoing repairs. They have also contracted to build a large steam lighter for New York parties.

Delaware River and Bay. Recommendations of the Pilotage Committee of the Maritime Exchange

Date: Thursday, July 28, 1881 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CV **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

DELAWARE RIVER AND BAY.

Recommendations of the Pilotage Committee of the Maritime Exchange.

At a meeting of the Pilotage Committee of the Maritime Exchange the following recommendations for the further improvement of the Delaware river and bay were adopted and forwarded to the United States engineers:

First. That the work at Port Richmond be continued; of widening and deepening the channel ways in the vicinity of Petty's Island, and the removal of such shoals as may obstruct the free ingress and egress of vessels, the desire being to afford to steamships and vessels of the largest class sufficient depth of water for loading and discharging.

Second. The removal of the sand spit at the upper end of Smith's Island.

Third. To maintain the required depth of water at Fort Mifflin bar.

Fourth. To continue work at Schooner Ledge and Cherry Island flats under the special appropriation.

Fifth. To remove a wreck lying at the upper end of Bulkhead bar.

Sixth. To deepen and widen the channel at Bulkhead and Dan Baker shoals.

Seventh. The removal of wrecks at the Delaware Breakwater.

Coroner's Cases

Date: Friday, August 26, 1881 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CV **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Coroner's Cases.

The Coroner held inquests yesterday in the following cases: On the body of Rose Mullen, aged thirteen years, who died from burns received at her home, No. 2408 Harold street; a verdict of accidentally burned was rendered by the jury. Also on the body of George Erhart, aged forty-two years, who died suddenly at the Fifth district station house; verdict, death from sunstroke. Also on the body of Charles W. Vertel, aged twenty-one years, of No. 919 North Third street, who was drowned while bathing at Petty's Island; verdict accordingly. Also on the body of Charles Wessler, aged fifteen years, who was drowned at Petty's Island while bathing. The case of Jacob Faber, who was found dead at his home, as described in yesterday's INQUIRER, was continued to secure the attendance of a witness who had heard the deceased complain of being sick. He was last seen on Friday, and on Monday he was found dead in bed. The body was so much decomposed that the cause of death could not be established by a post-mortem examination. A verdict of death from exhaustion, the result of hemorrhage, was rendered in the case of Charles Old, aged thirty-five years, who died from injuries received at the Knickerbocker Ice Company's wharf. An ice hook slipping, entered his leg, and he bled terribly, death resulting as stated.

Bids for Dredging

Date: Friday, September 16, 1881 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CV

Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Bids for Dredging.

Bids for contracts for dredging in connection with the improvement of the Delaware river were yesterday opened by the colonel of engineers in charge of the improvements at his office in this city. They were as follows:

Dredging of upper end of Petty's Island, American Dredging Company, forty-one cents per cubic yard; G. H. Ferris, Baltimore, fifty-eight cents. Dredging in river off Petty's Island, American Dredging Company, fifty-eight cents; G. H. Ferris, fifty-seven cents. Deepening river channel between Smith's Island and Camden, American Company, thirty-nine cents. Dredging in main channel through Bulkhead Shoals, National Dredging Company, of Washington, forty cents; American Company, thirty-eight cents. Deepening main channel across Millin Bar, American Company, forty-five cents; National Company, thirty-seven cents, if compelled to use government plant for dumping, and thirty-four and a half cents if allowed to use its own plant.

Removing the Municipal Hospital

Date: Thursday, October 13, 1881 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CV

Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Removing the Municipal Hospital.

The Councils joint committee appointed for the purpose had a conference yesterday with several members of the Board of Health, at the Health Office, on the subject of removing the Municipal Hospital from its present location, on the Lamb Tavern road, Twenty-eighth ward. Drs. Ashhurst and Ford, of the Board of Health, and Dr. Welsh, physician in charge of the Municipal Hospital, earnestly advocated leaving the hospital where it is, on the ground that it is convenient and the site is suitable in every way. It was stated by the doctors that small-pox germs are not carried a great distance by the air, and that a distance of three hundred feet from the hospital would be a position of safety from contagion. After considerable discussion, in which Councilman Vanderslice asserted that \$1,000,000 worth of houses would be built in the Twenty-eighth ward if the hospital were removed from it, a committee was appointed to ascertain whether Petty's Island or Windmill Island, in the Delaware river, opposite the city, can be obtained for the purpose. Messrs. Vanderslice, Snowden and Ruhl were appointed to act as the committee.

Causes of Death. Inquests Held by the Coroner and Verdicts Rendered

Date: Tuesday, September 12, 1882 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: CVII

Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

CAUSES OF DEATH.

Inquests Held by the Coroner and Verdicts Rendered.

A German named Carl Jensen, living at No. 2230 Clarence street, appeared at the Coroner's Office yesterday with a cigar box, in which, in linen clothes, prettily embroidered, lay a dead infant. An inquest was held and a verdict rendered of ante-natal death.

Coroner Janney also investigated the following cases:

Owen M. Strawn, aged forty-five, neck dislocated by falling from a wagon at Thirteenth and Wood streets. John Grimes, aged forty-five, death caused by a concussion of the brain in falling down stairs. Mary Nagle, aged fifty-two years, residing at Spring and Wain streets, Frankford, who died on Wednesday last from blood poisoning, resulting from injuries received by being thrown from a carriage, and Charles Naseband, thirty years old, a resident of Castine, Me., who fell over-board while painting the schooner W. H. Oler, of which he was mate, on Friday, opposite Petty's Island, and whose body was recovered on Sunday at Shackamaxon street wharf. Coroner's Physician Neff stated that he had examined the child found yesterday morning in a well at No. 331 Taylor street. The infant's head was crushed, and there was nothing to establish the cause of death. The jury gave a verdict of found dead.

The case of George Jones, thought to have been killed by his son-in-law, was continued, to give time for a post-mortem examination. The deceased, a colored man, was found dead, under suspicious circumstances, at his home in Pulaskitown, a suburb of Germantown. There

had been a quarrel between him and Albert Walker, his son-in-law, and the younger man invited Jones down stairs to fight. They went partly down, but not all the way, and came back. Soon after their return to the second floor Jones fell dead; but his wife, who testified to the above, saw no blows struck, neither did she hear any, though the men were scuffling in her presence. The wife of the defendant had also heard the scuffling, but had seen no blows struck. A policeman found a hatchet in the room.

Petty's Island. Why Certain Improvements should be Made in the Delaware

Date: Wednesday, January 23, 1884 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: CX

Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

PETTY'S ISLAND.

Why Certain Improvements Should Be Made in the Delaware.

At a meeting of Councils Committee on Surveys yesterday afternoon the ordinance to transfer the supervision of the construction of sewers from the Highway to the Survey Department was ordered to be favorably reported. The ordinance to establish a Board of Supervision, to have control of the opening of streets, for the purpose of making sewer, water and gas connections, was discussed and then laid over. A number of bids for supplies were received and ordered to be scheduled and contracts to be awarded to the lowest bidders. The following was ordered to be reported to Councils:

Whereas, The Advisory Board of United States Engineers has notified the Board of Harbor Commissioners that changes have taken place in the channel of the Delaware river opposite Petty's Island, and recommended that an act of Congress should be asked providing for the condemnation of Petty's Island to remedy the evil, and that appropriations be made by the United States Government for the payment of damages to the owners of property, with a view of its removal from the stream, therefore, be it

Resolved, That the report of the Harbor Commission, with the recommendation of the United States Engineers, be referred back to the Harbor

Commission with authority to act, and with the request that a bill be prepared to be presented to Congress in accordance with the suggestions made.

An appropriation of \$500,000 will be required to begin the work, which embraces the entire removal of the island, and the commission will visit Washington within the next two weeks in connection with delegations from the Commercial Exchange, Maritime Exchange and other representative bodies to urge the speedy action of Congress on such legislation as shall provide for the work necessary to be done to improve and maintain the harbor.

River and Harbor. Improvements Recommended by Engineer Hener

Date: Tuesday, August 5, 1884 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: CXI

Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

RIVER AND HARBOR.

IMPROVEMENTS RECOMMENDED BY ENGINEER HENER,

How Pennsylvania, New Jersey and Delaware are Interested—Work in Contemplation—Aiding Philadelphia Commerce.

Major Hener, of the corps of engineers, has forwarded to General Newton, chief of engineers, his annual report upon the improvement of creeks, rivers and harbors in Pennsylvania, New Jersey and Delaware. Appended to the report is a statement of the work contemplated, such as general improvements, removing obstructions, deepening channels, &c., and the following figures showing the money available and the money asked for the fiscal year ending June 30, 1886:

<i>Rivers and Harbors.</i>	<i>Available.</i>	<i>Asked For.</i>
Delaware river, between Trenton, N. J., and Bridesburg, Pa.....	\$10,232	\$35,000
Delaware river, at Schooner Ledge.....	869	57,000
Delaware river, near Cherry Island Flats.....	2,641	100,000
Frankford creek, Pa.....	916
Schuylkill river.....	29,150	75,000
Marcus Hook Ice Harbor..	9,467	9,000
New Castle Harbor.....	2,000	12,000
Reedy Island Harbor, Delaware.....	17,500	100,000
Wilmington Harbor.....	26,907	75,000
Broadkill river.....	13,977	31,500
Mispillion creek, Delaware.	58,500
Cohansey creek, N. J.....	510	5,500
Galena river, N. J.....	1,490	4,000
Rancocas river, N. J.....	464	22,000
Saint Jones river, Delaware	14,882	20,000
Maurice river.....	20,000	40,000
Mantua creek, N. J.....	3,000
Raccoon river, N. J.....	2,242	16,000
Delaware Bay, near Lewes.	1,838	15,000
Delaware Breakwater Harbor.....	97,051	250,000

There is available for the improvement of the Delaware river below Bridesburg, \$197,786. An appropriation of \$257,000 is asked for the next fiscal year, which sum, the engineer says, in view of their very important character, can be most advantageously expended.

Referring to the various improvements on the Delaware, Major Hener says: "Five-mile Point is a difficult one to treat. owing to mis-

judgment on the part of the city authorities of Philadelphia having allowed the wharf line to extend far beyond its proper position in rounding the point. A curtailment of these wharves will probably be a part of any thorough scheme of improvement; but as this would entail a great outlay of money at the present time, other means have been employed to enable the commerce of the river to pass this point. This channel should be deepened to twelve feet at mean low water, and an appropriation of \$5000 should be made for this purpose.

"Many improvements are made annually at Petty's Island bar by private wharf owners, but in order to make the work homogeneous, the General Government would be fully warranted in making an appropriation of \$50,000 for constructing it. As the bottom is sand, mud, gravel and boulders, it is thought that a great deal of dredging at this locality can be avoided and a better channel be maintained, provided some of the tidal flow now escaping on the Jersey side be deflected towards the Philadelphia shore. * * * The plan

recommended by the Advisory Board aims at getting deep water immediately above and close to Petty's Island, on the Philadelphia side, to meet the demands of improvements started and projected at and near Port Richmond. I am told that several millions of dollars capital are awaiting investment at this locality, and only waiting a start of the projected improvements. As near as can be estimated, but subject to modification, the cost of improving the Delaware river near Petty's Island, based upon the plan proposed by the Advisory Board, will be \$1,010,460."

Major Hener incloses a letter from Chief Engineer Lorenz, of the Philadelphia and Reading Railroad, relative to the improvement of the river in the vicinity of Petty's Island. Mr. Lorenz says in part: "It is quite clear to my judgment that the Philadelphia Harbor Commission and its Advisory Board, in their desire to assist in the development of the river, will better forward this work by the attainment of the port wardens' lines and by attracting municipal assistance, rather than appeals for Congressional applications of money to schemes which, as far as I can learn, have no status in your department nor in your estimates.

"Our interests must look to the recommendations resulting from the government survey between Five Mile Point and Millin Bar for the desired permanent improvement of the whole upper harbor. The appropriation by Congress for the Delaware river in one sum, in lieu of aggregate specific sums, allowing the resident engineer to utilize the application in harmony with his best judgment, is

also preferable.

Regarding the improvement at the Horse-shoe bend, Major Hener says: "Great trouble is caused by the ice in the annual spring thawing, which can only be prevented by an expensive scheme of defective dikes and sea walls."

Of Mifflin Bar he says: "Forty thousand dollars could be profitably expended during the next fiscal year. The old lighthouse pier in the river should be removed."

An appropriation of \$62,000 is recommended for continuing dredging operations the next fiscal year at Bulkhead Shoals, and \$100,000 for the work at Dan Baker Shoals.

Of the improvement at the Delaware Break-water harbor Major Hener reports: "The original project has been modified so as to include a brush foundation to prevent scouring, and also to do away with the bridge which it was proposed to erect across the gap."

Of the Wilmington harbor the engineer says: "Probably the only effectual means of securing a permanently good channel is by means of a flush reservoir constructed in the low meadows at the head of Christiana river."

the explosion took place. Cavanaugh's body was recovered.

BOTH KNOCKED DIZZY.

Brutal Prize Fight Between Unscientific Sluggers.

PHILADELPHIA, Sept. 15.—There has not been since the days when brutal fights took place on Pettys island such an encounter between local pugilists as that which occurred on the Reed flats, a mile below Penrose ferry bridge, Saturday morning at daybreak. Twenty-seven unscientific rounds were fought, in which both men's faces were beaten into a semblance of raw beef, and the contestants dropped together in the last round weak from the loss of blood, and blinded by the terrible blows which had been exchanged. The combatants were John Higgins, a blacksmith, and Terence Murphy, a huckster. When they had been fighting for twenty-five minutes their faces were battered, the knuckles of their fists were skinned and bloody, and both men were so nearly blind that they could hardly see to strike a blow. Still they fought, although their frightened friends, who expected to see one or both drop dead, urged them to stop. Higgins snarled between his bloody lips, "I'm going to kill him before I stop." The fierce fighting was over. Both men were too weak to do either further harm; yet they fought on until they tottered on their feet. With a great effort Higgins summoned all his strength and struck Murphy a powerful blow on the neck. Murphy was surprised and angered and made a fierce attack on Higgins, striking him twice on his bleeding mouth. Then the men closed in and fell together, with each other's head in chancery. They could not rise, but lay panting on the soggy ground. The fight was over. Murphy and Higgins were left in a little half tumble down whitewashed shanty on the Yellow



E.
ction
plicity
omi-
trial
rgers
r all
e and
cata-
alers
dress
CO.,
go.
ents.

nd 1
: wi.
able
will
in a
e at
: will
or in
sally
You
eve-

3X
Be

m
en
sol
re
W

ha
re

ka
tic

cr

co
tic

w
or
a

D
S
ti

al
w

m
is
S

aj
v

S
ri
th

t the
r: to
nd \$1
par-
nnes
whole
utely
lress

Farm road, while two of their friends started
for town for medical assistance. Murphy
spit blood for some time. Higgins lay in a
comatose condition for two hours.

u
s
d
J
t
c
u

Base Ball Records.

CHICAGO, Sept. 15.—The base ball sched-

The Delaware River. Government Plans for Its Improvement

Date: Friday, July 31, 1885 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: CXIII Page:

4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THE DELAWARE RIVER**GOVERNMENT PLANS FOR ITS IMPROVEMENT.****Surveys Above and Below Philadelphia
— Deepening the Channel—Diking
and Dredging—Removing
the Obstructions.**

WASHINGTON, July 30 —Lieutenant-Colonel Henry M. Roberts, U. S. Engineers, with headquarters at Philadelphia, has made his annual report of the works under his charge to the Chief of Engineers.

Respecting the improvements of the Delaware from Trenton, N. J., to its mouth, the engineer says that during the past fiscal year operations have been confined to a comprehensive survey of the river between Trenton, N. J., and Bridesburg, Pa., and to examination and observation on the river below Philadelphia, both of which are now in progress, also to the preparation of plans and specifications and advertising for proposals for the following described work:

First. Widening and deepening to twenty-six feet at mean low water the main ship channel west of Petty's Channel by dredging about 75,000 cubic yards.

Second. The construction of about 3500 linear feet of dike between Fisher's Point and the upper end of Petty's Island.

Third. Deepening the channel over Millin Bar to a depth of twenty-six feet at mean low water for a width of about 200 feet, requiring the removal of about 100,000 cubic yards of material.

Fourth. The partial construction of about 5500 linear feet of submerged dike between Hog and Maiden Islands, in the vicinity of Millin bar.

During the present season, it is proposed to apply available funds to the following work: From the balance on hand of the \$10,000 allotted for the Delaware river above Bridesburg, the dike will be limited between the head of Long bar and the mainland, to replace the dike destroyed in the winter of 1883-1884 and the survey of the river between Bridesburg and Trenton, which is now in progress, will be completed.

The balance on hand from the \$100,000 applicable to the improvement of the river below Bridesburg will be applied to the com-

of the present wooden pier or in its partial replacement by permanent iron work.

Of the improvement of the harbor at Delaware Breakwater, Del., the engineer says the importance of this work to both the commerce of the Delaware river and the Atlantic coast is such as to justify sufficient appropriations to complete the breakwater at the earliest date possible. During the past year about 7000 vessels anchored under the protection of the breakwater. The sum of \$300,000 is asked for next fiscal year, there being \$97,397 available for the present year.

The following sums are asked for the improvement of the streams named, respectively: \$22,000 for Rancocas river, N. J.; \$10,500 for Woodbury creek, N. J.; \$52,000 for Mantua creek, N. J.; \$10,000 for Raccoon river, N. J.

pletion of the surveys or examinations, together with the tidal observations recommended by the Board of Engineers of 1884, also the completion of the dredging at both Petty's Island and Millin Bar, and the dikes between Fisher's Point and Petty's Island and between Hog and Maiden Islands.

During the fiscal year ending June 30, 1887, the contemplated work is dredging and dike construction, together with any necessary surveys and observations, in accordance with the plans recommended by the Board of Engineers of 1884 for the permanent improvement of Delaware river and bay. The improvement recommended by the board of 1884 is the formation of a channel from a point in the river near the upper part of Philadelphia to deep water in Delaware Bay, with a least width of 600 feet, and having a depth of twenty-six feet at mean low water. Its estimated cost is about \$2,425,000.

"Of course," says Colonel Roberts, "the permanent works will have to be repaired and probably aided by dredging. But supposing that the contingent annual expenditures should amount to \$10,000, it would be about the interest of three and a half millions at 3 per cent.; or, in other words, the immediate permanent improvement of the Delaware river, including the maintenance of a 26 foot channel, 600 feet wide, from the upper part of Philadelphia to deep water in Delaware Bay, would cost, if the expenditures were capitalized, about \$3,000,000. This is certainly a small price to pay for such great benefits, considering the magnitude of the interests involved. An appropriation of \$600,000 is recommended for the fiscal year ending June 30, 1887.

Several sections of the Delaware river, for the improvement of which specific appropriations have heretofore been made, are made the subject of detailed reports as to past operations, but no estimates for the next year are submitted, for the reason, as stated, that "It is for the best interests of the work and of commerce that all funds for the improvement of the channel of the Delaware river be appropriated under the general title of 'Improvement of Delaware river from Trenton to its mouth.'"

A voluminous report of a board of engineers appointed by special order on December 11, 1884, for the purpose of considering the subject of the permanent improvement of Delaware river and bay, is appended to Colonel Roberts' report. The river and bay, say the engineers, are navigable as far up as Trenton, N. J., but in view of the facts that further surveys are necessary before a complete scheme of improvements can be made, and that the surveys have been ordered, their attention was devoted to that part of the river between Bridesburg and Bombay Hook light, at the head of Delaware bay, a distance of sixty statute miles.

In this part of the river there are thirteen points aggregating a length of twenty miles, in which the channel depth at mean low water

is less than twenty-six feet, and at six of these points, covering a length of about six miles, the low water depth is less than twenty-four feet.

The board describes each shoal in detail, and indicates in connection with each the method for its improvement.

In the improvement of Frankford creek, Pa, an appropriation of \$30,000 is asked for the next fiscal year.

For Schuylkill river \$75,000 is asked for the next fiscal year.

The sum available at this time is \$11,378, which will be applied to a continuance of the work of dredging now in progress. This work, the report says, appears to be quite permanent, and of great benefit and advantage to commerce.

Respecting the ice harbor at Marcus Hook, Colonel Roberts says: "During the present season it is proposed to expend available funds (\$7438) in such repairs to the piers as may be necessary for their maintenance. During the fiscal year ending June 30, 1887, if funds are available, it is proposed to construct the bulkhead along the shore front of the harbor, and deepen by dredging the shoal areas of the harbor. The sum of \$50,000 is asked for next fiscal year."

With respect to an ice harbor at the head of Delaware Bay the report says the determination of the question of detailed location is involved in difficulty from the fact that the reach of river in the vicinity of the site which has been proposed contains over ten miles of shoal water requiring improvement. It is recommended that the decision as to detailed location be held in abeyance until the effect of the construction for the permanent improvement of this part of the Delaware river is established by experience, and consequently no appropriation is recommended at present.

With respect to the pier at Lower, the engineer says it seems probable that the present timber superstructure could be economically replaced with a permanent iron superstructure at such a cost that the annual interest would be much less than the average cost of annual repairs to a timber superstructure. An estimate of \$15,000 for next fiscal year is submitted, to be expended either in repairs

Camden Condemning A Dam. Denouncing the Government's Effort to Close the Eastern Channel

Date: Wednesday, September 2, 1885 **Paper:** Trenton Evening Times (Trenton, New Jersey) **Page:** 1
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

CAMDEN CONDEMNING A DAM.

Denouncing the Government's Effort to Close the Eastern Channel.

There is a bubbling of indignation in Camden. Its officials and citizens are aroused to the fact that a United States engineer is snubbing the town in favor of Philadelphia. Some declare there is a conspiracy afloat to place Camden in the same predicament as Philadelphia as regards the supply of drinking water. Some declare that the city fathers placed the liquor license fee at \$200, and then deliberately engaged the Government engineer to pollute the water supply, in order to fill the municipal coffers from the overflowing tills of beer saloons. The cause of the trouble lies in the fact that a dyke is being built across from the Jersey shore to Petty's Island, above the Pavonia Water Works,

where Camden's supply of water is taken up. The water supplied to Camden was for years considered one of the best drinking articles enjoyed by any city in the country. It has been deteriorating of late, and now it is almost as bad as Schuylkill water, and many residents attach strainers and filters to their faucets.

Last Spring the attention of the city authorities was called to the fact that mud scows were dumping their contents in the river very near to the water works. Two constables were employed by Council's Sanitary Committee to watch the place and arrest on the spot any one found thus violating the law. The constables watched for several weeks without effect. Soon afterwards, however, Mr. Browning, owner of a shad fishery at Pea Shore, caught a tugboat with two scow loads of mud in the channel. He secured the captain's name, came to Camden and lodged complaint before Justice James

M. Cassady, and the tugboat man was arrested and held under bonds to answer at court. The matter was compromised, and the Government engineer said it was all a mistake. Since then the dumping ground has been changed. With the funds secured from the river and harbor appropriation the engineer is building the dyke, in order to secure a greater depth of water in the Philadelphia channel west of Petty's Island. This, it is said, may be a good thing for Philadelphia, but it is claimed that the Jersey channel will be rendered useless to navigation. Besides this, and this is what the Camden people growl about, the dyke will stop the ebb and flow of the tide south of the dyke, and from a cove between Petty's Island and the Jersey bank. Camden's water supply will thus be drawn from a pool that will eventually become stagnated and polluted. The Board of Health visited the scene of the operations and indignantly declared them

a nuisance. Yesterday Assistant H. D. Leekner and Secretary D. Cooper Carman came to this city to consult Governor Abbott and Attorney-general Stockton in regard to the matter. Neither official was in town, and the health officers will make another visit to them. It is probable that application will be made for an injunction stopping the work.

From Camden. Action of the Board of Health

Date: Wednesday, September 2, 1885 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CXIII **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

FROM CAMDEN.

Action of the Board of Health—Farmers' Protective Association and Other Matters.

The Camden Board of Health is determined to take effective steps to prevent the engineers in the United States service from dumping dredgings near the Jersey shore, a short distance from Pavonia. The mud is dredged below Red Bank and deposited near where the city of Camden gets its supply of water for the inhabitants. The government dredges are depositing the mud to form a dyke in order to deepen the Pennsylvania channel at Philadelphia. The dyke being constructed from the Jersey shore to Petty's Island, the pipes now receiving their supply will shortly be cut from the main stream and get the water from the pool that will form of stagnant water. Chairman Leckner and Secretary Carman visited Trenton yesterday to have an interview with the Governor and Comptroller in order to get an injunction against further proceedings, but those officials were not at Trenton.

The Farmers' Protective Association of Camden County have offered a reward of \$300 for the arrest and conviction of the thieves who have been operating recently in and

around Haddonfield.

Charles West and Henry Boston, who were arrested in this city over a month ago, charged with stealing a boat from the wharf at Market street, Camden, were brought to Camden by Sheriff Smith yesterday on a requisition for trial.

The schools in Camden city will be opened on Monday next.

The Sixth Ward Republican Club have elected the following officers: President—Harry Green. Secretary—Jacob Woodsides Treasurer—Charles A. Sawyer.

James H. Nixon has been chosen a director of the West Jersey Railroad Company, to fill the vacancy caused by the death of Lewis Mulford, of Bridgeton.

Workmen commenced to mow the high grass and weeds in the orchard yesterday opposite the Stockton Park, where the unknown German is supposed to have dropped his revolver after shooting himself last week. The searchers are anxious to clear up the mystery to ascertain if possible whether the case was one of murder or suicide.

The first wing of the Sixth Regiment will go to Sea Girt to-day for rifle practice.

W. H. Carr, of Gloucester city, has been held to bail in the sum of \$200 for trial, charged with stealing a wagon from John Cheeseman.

Jacob Cowan and George Hannold have been appointed deputy detectives by the

West Jersey Game Protective Society for Gloucester city, to prevent illegal gunning.

The jurors for the October term of the Camden county courts will be drawn by Sheriff Smith next week.

Cards of invitation to the reception of General Sewell at the armory on his return from Europe were received by a select few yesterday.

Drowned in the Delaware. Sad Ending of a Sunday's Pleasure Party**Date:** Tuesday, November 10, 1885 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CXIII**Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

DROWNED IN THE DELAWARE.

Sad Ending of a Sunday's Pleasure Party.

An accident occurred to a yachting party on the Delaware on Sunday afternoon, which in the crowning of Ulysses G. Thompson, nineteen years old, of No. 2526 Huntington street.

He was sailing with William Thompson, H. Johnson, John Robblus and William Hunfy, from Camden, on the Delaware, and were capsized near Petty's Island. All clung to the boat but U. G. Thompson, who tried to swim to the island, but failed to reach it or to swim back. When help arrived William Thompson and H. Johnson were unconscious, but were resuscitated. The body of the drowned man was not recovered.

Three Boys Drowned. Sad Bathing Accident Near Petty's Island. A Lad Gets Beyond His Depth

Date: Wednesday, July 13, 1887 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Page: 8

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THREE BOYS DROWNED.

SAD BATHING ACCIDENT NEAR PETTY'S ISLAND.

A Lad Gets Beyond His Depth and
Two Others Lose Their Lives
With Him in Going to
His Rescue.

Andrew Weisk, 10 years old, living in the rear of No. 1314 North Second street; John McCarron, 16 years, of No. 1316 North Second street, and his brother Alexander, aged 13 years, were drowned yesterday in the Delaware river while bathing. The boys, in company with two others, left home about 2 o'clock in the afternoon with the intention of taking a bath at the Otis street wharf. When the pier was reached Robert Welsh volunteered to assume the responsibility of hiring a boat and rowing to Petty's Island, where they could swim without fear of being caught by the police.

The proposition was accepted, and a skiff was secured from John Pope. They safely reached the island, and, after plunging around

in the water for a long time, left it to go ashore. At this juncture the steamer Columbia passed down the river, and one of the boys again leaped into the stream and began swimming in the wash from the steamer's paddles. His example was followed by the others.

Shortly after entering the water a second time, one of the lads began yelling for help, and before the others could reach him, was drawn below the surface into a large hole near the shore. The rest of the party hastened to his assistance, and before the remainder knew what had occurred two more of their number were pulled into the cavity, the two survivors barely escaping with their lives.

John Hayes and another man who were rowing in the vicinity were called by the affrighted boys and rendered all the assistance in their power. Hayes dived from his boat and succeeded in bringing ashore the body of Alexander McCarson. It was still warm, but all efforts to resuscitate him were unavailing. The remains of McCarson were subsequently taken to Hanover street wharf and removed to his late home. The police tug Stokley was notified of the accident and attempted to grapple for the bodies, but owing to the strength of the tide the operations were abandoned until this morning.

Boyd Recovered

Date: Thursday, September 1, 1887 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CXVII
Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Body Recovered.

The body of John Schinder, aged 22 years, of No. 2249 Waterloo street, who was drowned off Petty's Island in the Delaware last Sunday by the upsetting of his boat, was found yesterday, and having been identified at the Morgue by his friends was taken to his late residence.

Sears And Howe Found. The Missing Yacht and the Two Lads Discovered Near Petty's Island

Date: Tuesday, September 6, 1887 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Page: 8

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

SEARS AND HOWE FOUND.

The Missing Yacht and the Two Lads Discovered Near Petty's Island.

The fears of the families of George A. Sears and James T. Howe, both of whom left Boston on the yacht Merle on the 28th of July, have been allayed by the discovery of the two by the Delaware Harbor police of this city.

Howard Sears, uncle of young Sears, had arrived in Philadelphia a couple of days ago and began to run out the clue furnished by the letter from Howe, which stated that the little vessel anchored in the Delaware on Wednesday last and directed that the reply should be addressed to "Captain John Woodbury, Philadelphia Post Office."

Yesterday the police tug Stokley steamed up the river and began the search for the run-aways. Last evening a 25-foot yacht was seen lying near the southern end of Petty's Island, and a close examination revealed that the craft was the missing Merle. No warrant had been issued for the young men, as they had not committed any crime, but Sergeant Allen boarded the boat and had quite a lengthy conversation with them.

They said they had tired of their uneventful life at home and desired adventure. They had saved their money for several months with a view of starting out in life on their own responsibility and when the opportunity pre-

When the opportunity presented itself they determined to take advantage of it.

Their tastes were decidedly aquatic, and when the Merle was offered for sale they purchased it, and after superintending several trifling alterations, they provisioned it and started out on the voyage without having any definite destination in view.

They refused to tell where they had been, but acknowledged that three weeks ago they had made this city their headquarters, and returned yesterday, after spending some time at Chester. Mr. Sears, the uncle, was immediately informed of their whereabouts and paid them a visit. They told him that they were enjoying themselves and had no intention of returning home, at least for the present.

They, however, promised to remain in this city until he could communicate with their parents, and pledged themselves to write regularly in future to their friends and keep them fully informed in reference to their location and actions. Mr. Sears returned to his hotel and at once placed himself in telegraphic communication with his brother, but up to a late hour last night no word was received from Boston.

It is believed that when it is learned in that city that the lads are alive they will be permitted to follow their own inclinations until they are satisfied to return home of their own accord.

No More Yachting the Boston "Boys" Make up with Their Parents and Agree to Return**Date:** Wednesday, September 7, 1887 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** CXVII **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

NO MORE YACHTING.**The Boston "Boys" Make Up With Their Parents and Agree to Return.**

George A. Sears and James G. Howe, Jr., of Boston, who mysteriously started off on a yachting cruise and were found in the Delaware off Petty's Island, have compromised matters with their parents and will to-day return to Boston by rail.

Howard Sears, the uncle of one of the boys, interviewed the couple on Monday, asked the police to keep a watch on them and telegraphed their parents for further instructions. The fathers arrived last evening and were taken into the presence of the boys, who had been invited to take quarters on the tug Stokley pending the arrival of Mr. Sears and Mr. Howe. From the tug the party adjourned to the Washington Hotel, where matters were talked over, and the truants agreed to return home.

The latter had evidently given up all hope of continuing their voyage, for early yesterday they set about to find a purchaser for the yacht. In this they were successful. They fell in with Patrick McGlinchey, chief of police of Ridgway Park, who became owner of the outfit by paying over \$150.

The terms of the compromise between the parents and the sons were not made public last night, but enough was inferred from what was dropped to lead to the belief that the surrender of the officers and crew of the yacht was unconditional and that no unpleasant consequences are to follow by reason of the escapade.

The Islands Must Go. A Large Delegation before the Committee on Rivers and Harbors. An

Date: Saturday, February 18, 1888 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: 118

Issue: 42 Page: 8

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THE ISLANDS MUST GO.

A LARGE DELEGATION BEFORE THE COMMITTEE ON RIVERS AND HARBORS.

An Imposing Array of Citizens Representing the Commercial, Railroad and Maritime Interests of the Quaker City.

CONGRESS LIKELY TO TAKE FAVORABLE ACTION IN THE MATTER.

Arguments and Memorials in Favor of the Removal of Smith's and Windmill and a Portion of Petty's Islands.

A number of prominent gentlemen representing this city and its railroad and commercial interests went to Washington yesterday on a special train to confer with the House Committee on Rivers and Harbors on the removal of the obstructions from the Delaware. The Chamber of Commerce, Board of Trade and Maritime Exchange, the Pennsylvania and Reading Railroads, both Chambers of Councils, the Harbor Commission, the Port Wardens and the Philadelphia Elevator Company were represented and the delegation included Mayor Fittler, Frederick Fraley, president of the Board of Trade; President Gates, of Select Council; George B Roberts, president of the Pennsylvania Railroad Company; George deB. Kelm, president of the Philadelphia and Reading Coal and Iron Company; William H. Tucker, secretary of the Harbor Commission; Joel Cook, of the Vessel Owners and Captains' Association and the Board of Port Wardens; James A. Freeman, chairman of the City Councils Committee on Commerce and Navigation; John Price Wetherill, chairman of the Board of Trade's committee; H. K. Hinchman, of the Commercial Exchange; George Cotton, president of the Board of Port Wardens; William Brookie, president, and E. R. Sharwood, secretary of the Maritime Exchange, and Fred W. Taylor, of the Philadelphia Elevator Company. The above were still further reinforced by Gen. William J. Sewell and a committee from Camden City Council.

Congressman Randall's Bill.

The improvement of the harbor which these gentlemen went to urge upon Congress through its Committee on Rivers and Harbors involves the removal of the islands immediately in front of the business portion of the city and the extension of the reserved space bounded by the Port Warden's line.

Congressman Randall's bill providing for the removal of Smith's and Windmill Islands, was, when amended to include a provision for the removal of a considerable portion of Petty's Island, considered satisfactory. The Committee on Commerce and Navigation, at their meeting held on the 30th of January, adopted a resolution strongly indorsing the report of the Board of Harbor Commissioners recommending the plan for the improvement of the harbor, as submitted by the United States Advisory Commission, by the removal of Smith's and Windmill Islands, part of Petty's Island and the adjacent shoals, thereby permitting the extension of the piers on the city front.

Councils, in approving the memorial for presentation to Congress, dwelt strongly upon the importance of having the improvement sufficiently extensive to include the entire extent of harbor from the head of Petty's Island to the lower end of the shoals.

The Delegation in Washington.

The delegation arrived in Washington early in the day, and was immediately ushered into the committee room of the Committee on Rivers and Harbors, where they were introduced by Representative Kelley. It was an imposing delegation and made a very favorable impression on the committee, which, through its chairman, signified its appreciation of the importance of the subject. Besides Judge Kelley there were in the room Congressmen Samuel J. Randall, the author of the bill; Henry H. Bingham, Charles O'Neill and Albert C. Hazmer. The delegation held a lengthy conference with the Philadelphia members of Congress previous to going before the committee.

The first speaker was Mr. John Price Wetherill, president of the Board of Trade. Mr. Wetherill made a clear and concise statement of the case. He told the story of the agitation in favor of the removal of the islands and clearly explained the object that had brought the delegation to the National Capital. He showed in a clear and succinct manner the necessity for the immediate removal of Smith's, Windmill and Petty's Islands and other obstructions to navigation from the Delaware river. Mr. Wetherill's remarks were listened to with the greatest attention and apparently made a marked impression on the members of the committee.

Mr. Joel Cook, of the Captains and Vessel Owners' Association, was the next speaker. He said that what was most required was the judgment of a competent commission as to the feasibility of the plan. This has already

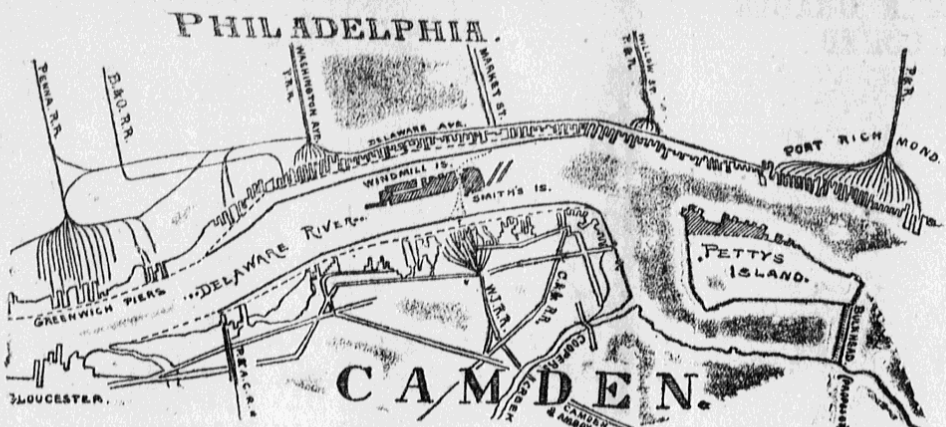


Diagram Showing Proposed Extension of Port Warden's Line.

[The dotted shore lines shown illustrate the present Port Warden's line and; hatched shore lines show the proposed extension. The dark part of Petty's Island indicates the portion that it is proposed to cut away.]

present condition of the Delaware river, the further lengthening of the piers on that river in front of our city cannot be undertaken without offering an obstruction to the navigation of the said river. This is a matter deserving the most serious attention when we consider the limited number of piers that are of sufficient length to accommodate the enlarged vessels of the present day.

That the subject of the improvement of our harbor has been considered and reported on by the United States Advisory Commission to the Harbor Commissioners of Philadelphia, which commission will not advise the greater extension of the piers between Washington avenue and Willow street until Smith's and Windmill Islands and the shoals above and below them are removed; and, further, report, that any project for the extension of wharves and the removal of the islands should be comprehensive enough to include the improvement of the harbor from the head of Petty's Island to the lower end of the shoals, and also the control of the wharf lines on both sides of the river.

That the City Councils of Philadelphia have accepted and adopted the report of the Harbor Commissioners, with the recommendations of the United States Advisory Commission.

That we, representing our merchants and tradesmen, firmly believe the conclusions of the United States Advisory Commission to be wise, and that we can only hope for ample harbor facilities by the removal of the islands in question, which stand alike in the way of harbor improvements and as obstructions to the free intercourse between the States of Pennsylvania and New Jersey; therefore,

Your memorialists, the Board of Trade, the

Commercial Exchange, the Maritime Exchange, the Drug Exchange, the Officers and Importers' Exchange, the Vessel Owners and Captains' Association and the Wardens of the Port of Philadelphia, most earnestly petition your honorable bodies for the enactment of such a law as will early permit, under the direction of the proper authority, the removal of the islands now obstructing the navigation and commerce of our river Delaware, and the extending the improvements of the port of Philadelphia.

From Select and Common Councils.

With this was also handed in the resolutions and memorial adopted by Select and Common Councils. This reads as follows:

To the Honorable the Senate and House of Representatives in Congress assembled: This memorial of the Select and Common Councils of the city of Philadelphia respectfully represents:

That there is demanded at the port of Philadelphia enlarged wharf facilities for the larger vessels of greater capacity now engaged in the transportation of freight, both foreign and coastwise.

That there are now but four piers with sufficient length in safely accommodate the larger vessels of the class above mentioned, this being a matter of serious consideration and one vitally affecting the future commercial prosperity of our city and State.

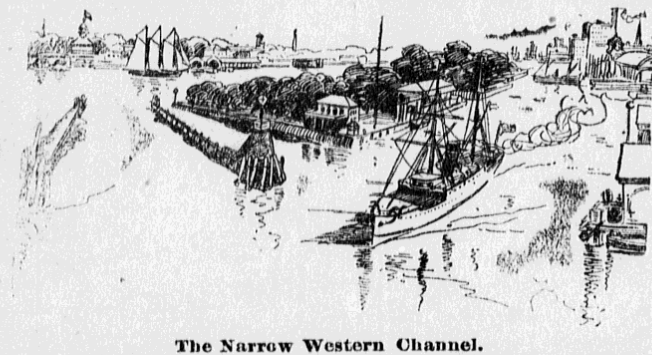
That the City Councils, through their Board of Harbor Commissioners, have had under consideration the report of the United States Advisory Commission to the said Commissioners, which Advisory Commission has made a careful and thorough study of the improvement of the harbor, and submit, as their conclusions, that an ex-

tenstion of the piers between Washington avenue and Willow street without injury to the harbor can only be made by the removal of Smith's and Windmill Islands and the shoals above and below them; and also that any plan for the removal of these islands, and the extension of the piers should be comprehensive enough to include the improvement of the harbor from the head of Petty's Island to the lower end of the shoals, and the control of the wharf lines on both sides of the Delaware river.

That the City Councils are satisfied that the conclusions arrived at by such an able commission are wise, and that they receive the indorsement of those most deeply interested in the commercial prosperity and advancement of the port of Philadelphia; therefore,

Your memorialists most earnestly petition your honorable bodies to enact such a law as will authorize the Secretary of War through the United States Corps of Engineers to early commence the improvement of the harbor of Philadelphia in the manner set forth in this memorial.

The delegation was very much pleased with their reception, and are satisfied that something will be done, and very speedily at that. Chairman Blanchard, of the House Committee on Rivers and Harbors, when seen said that he had been much impressed by the arguments which he had heard, and thought the matter would receive careful and immediate attention at the hands of the committee. The delegation started for home on the 3:45 limited express, and reached the Broad street station a few minutes after 7 o'clock.



The Narrow Western Channel.

been done in the report of the Board of Harbor Commissioners, recommending a plan for the improvement of the harbor of the city submitted by the United States Advisory Commission.

George B. White, of the Advisory Board, in a brief speech said that every word in the report of the board urging the removal of the islands had been weighed with care. It would cost about \$2,000,000 to remove the islands, not including the cost of purchasing Smith's and Windmill Islands.

President Roberts' Argument.

President George B. Roberts, of the Pennsylvania Railroad, followed in a careful and most elaborate argument in favor of Congressional action in the matter. By the aid of maps he showed the extent of the injuries which commerce continually suffered from the obstructions. A number of questions were put to him by Chairman Blanchard and other members of the committee, and they appeared to be satisfied by his replies. He said that the obstructions were not too great to be removed by individual capital and enterprise if it could be shown that the work should be done by individuals, but he felt confident that neither Pennsylvania or New Jersey should be asked to improve the Delaware river. President Roberts said that, as an engineer, he had no doubt of the correctness of the report of the Harbor Commissioners as to the ultimate good results from the removal of the islands.

Mr. William Broekie, president of the Maritime Exchange, and Mr. H. K. Hinchman, president of the Commercial Exchange, also addressed the committee, the former gentleman showing the difficulties attendant on the present obstructed navigation, while the latter said the increased business of the port would pay for improvements in a very short time. The hearing was to have been limited to one hour, but after Mr. Hinchman's remarks were concluded Representative Byrnes, of the committee, requested a hearing for ex-Senator Sewell, of New Jersey, and that gentleman spoke for a few minutes. He explained the case so far as it affected New Jersey, and made a strong appeal to the committee for immediate and favorable action.

A number of documents and statistics were given to the Congressional Committee. These included, among other things, the important memorial adopted at the recent meeting held at the Board of Trade rooms. The text of this document is as follows:

An Interesting Memorial.

To the Honorable the Senate and House of Representatives in Congress assembled.

This joint memorial of the Board of Trade, the Commercial Exchange, the Maritime Exchange, the Drug Exchange, the Grocers and Importers' Exchange, the Vessel Owners and Captains' Association and the Wardens of the Port of Philadelphia, representing in their membership the various mercantile and trade interests of the city of Philadelphia, respectfully represent:

That they are thoroughly impressed with the great importance of furnishing the coastwise and foreign commerce of Philadelphia the greatest facilities for the economical handling of vessels and their cargoes.

That, by the reason of the existence of the

Opening the Delaware Report of the Engineers on the Removal of the Islands. No Action

Date: Saturday, April 14, 1888 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 118

Issue: 90 **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

OPENING THE DELAWARE

REPORT OF THE ENGINEERS ON THE REMOVAL OF THE ISLANDS.

No Action Recommended Till the General Government is Given Control of the Whar Line on Both Sides.

WASHINGTON, April 13.—The board of engineer officers, consisting of Colonel Craighill and Lieutenant-Colonels Comstock and Robert, appointed by the Secretary of War under the terms of the joint resolution to examine and report in relation to the shoals and islands in the Delaware river between Philadelphia and Camden, has made its report and it was today laid before the House of Representatives.

The report states that Smith's and Windmill Islands, with the adjacent shoals, practically form a continuous obstruction in the river opposite the water fronts in both Philadelphia and Camden, extending from $1\frac{1}{2}$ to 2 miles. They are certainly a hindrance to cross river navigation, but this is a matter of ferriage which could be provided for at a comparatively small cost by one or more revetted cuts. But they also practically reduce the width of the Delaware on the Philadelphia side to the extent of seven hundred and fifty feet, which is insufficient.

Petty's Island, in its present shape, is also

found to be an obstruction to the navigation of the river by diminishing the width of the Philadelphia channel.

The report says that any plan for the improvement of the harbor at Philadelphia must embrace both shores. If the United States undertakes the improvement it should be on condition that the wharf lines on both sides of the river be controlled by the Secretary of War. They are at present controlled by two different States, either one of which can change its own line at pleasure. As long as this condition of affairs exists it is useless to attempt any general scheme of improvement of the harbor. Reference is made to the operations last year of the New Jersey Riparian Commission and the board expresses the opinion that no money should be expended by the United States on the harbor until the Secretary of War has present and future control of both sides.

The Plan of Improvement.

Touching the plan of improvement they propose the members of the board say that the river is able to maintain a single channel of ample depth and about two thousand feet in width with a cross-section not far from 55,000 square feet at mean tide. The best solution of the difficulties would be obtained by forming such a channel along the Philadelphia shore from Kaighn's Point to Fisher's Point at a distance far enough from the present wharf line not exceeding about three hundred feet to permit the extension of the wharves and the widening of Delaware avenue at their shore ends.

In executing such a plan the present tidal flow should be maintained, as the thorough improvement of the five-mile bar will ultimately require the closing of the New Jersey channel south of Petty's Island, involves the ultimate widening of the Pennsylvania channel, so as to carry all the present tidal flow. It also includes the removal of Smith's and Windmill Islands and their shoals. Their re-

removal would give a twenty-six-foot channel about one thousand feet wide alongside the revised Philadelphia wharf line from Kaighn's Point to the foot of Petty's Island.

If in the progress of the work it is found that this channel can be maintained it may be ultimately advisable to increase the twenty-six-foot channel to 1500 feet in width. The estimates are based on a slope of one in twenty-five, arising from the eastern edge of this twenty-six-foot channel, and on the removal of all of Windmill and Smith's Islands and their shoals lines above twelve feet below mean low water.

Petty's Island.

The ultimate improvement of the Philadelphia channel at Petty's Island so as to carry the whole tidal flow will require a water cross section of about 55,000 square feet at each side, and can be obtained by giving it a width of 1000 feet, with 26 feet depth, the channel sloping from this depth to 12 feet in a further width of 1000 feet, thus making a final channel width of about 2000 feet. While the estimates include the expense of dredging away a portion of Petty's Island and shoal, it is probable that the simple removal of the bulkheads on that portion of the island and the extension of Fisher's Point dike as suggested would enable the river itself to do much of the needed widening.

In this connection the board remarks that the enlargement of Petty's Island on the Philadelphia side, as now authorized by the Riparian Commissioners of New Jersey, should not be permitted. The removal of the islands should not begin without the establishment of port wardens' lines on both sides of the river. When the control of the wharf lines is in the Secretary's hands they should be revised, keeping them 2700 feet apart and allowing the Philadelphia wharves in the centre of the city to be extended about 300 feet. It is suggested that the dredge material could be placed on League Island to advantage and at Howell's cove.

For lack of time the board has not been able to ascertain the probable cost to the government of the islands, but says that should the city of Philadelphia, whose local interests are so intimately connected with the matter, purchase them as a preliminary to their removal, the cost of acquiring them would, to the United States, be nothing.

It is probable, says the report, that the sum necessary to pay for them would not be less than the Board of Trade estimate (\$600,000). The estimated cost of dredging to be ultimately done to carry out the plan of the board is \$3,500,000.

The River Improvements an Interview with Lieutenant-Colonel Henry M. Robert

Date: Monday, December 17, 1888 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 119

Issue: 145 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THE RIVER IMPROVEMENTS

An Interview With Lieutenant-Colonel
Henry M. Robert.

HOW CAMDEN IS TO BE BENEFITED.

Rapid and Frequent Communication
—A Large Slice of Petty's Island
Must Go—A Deep Highway
to the Ocean.

Lieutenant-Colonel Henry M. Robert, Corps of Engineers, United States Army, in charge of river and harbor improvements at this station, on Saturday last transmitted to Governor Beaver a clear statement of the benefits to be derived by the state of Pennsylvania in general and the city of Phila-

Philadelphia in particular through the removal of a portion of Petty's Island and Smith's and Windmill Islands in the Delaware river. He also transmitted to the Chief Executive of the state a map on a small scale showing the contemplated improvement. Colonel Robert leaves to-day on official business for Georgetown, South Carolina, and will, therefore, be unable to accompany the Philadelphia and New Jersey delegation that will visit Governor Green, of New Jersey, to-morrow, to urge the Governor to embody in his forthcoming message to the New Jersey Legislature an appropriation toward the amount necessary to purchase the islands.

Colonel Robert granted on Saturday an interview to a reporter of THE INQUIRER and in a most affable and enthusiastic manner explained to him the scope of the contemplated work. He said that the removal of these islands was but a part of the scheme to create a ship channel of 26 feet depth from the mouth of the Delaware to the northern limit of the Port Warden's line of Philadelphia. To create this channel would cost about \$6,000,000, and toward it had been appropriated at present \$500,000 and the new River and Harbor Appropriation bill included \$200,000 more. As \$300,000 had been set apart for the purchase of the islands \$400,000 would be available for dredging,

SUFFICIENT TO GIVE THE WORK A GOOD START. On the general six million improvement about \$225,000 had been expended thus far, the principal work done in connection therewith being the dyke extending from Fisher's Point, on the New Jersey side, to about five hundred feet from the eastern and northern end of Petty's Island.

There had been unnecessary hostility on the part of the city of Camden and some private parties against the construction of this dyke, but the right of the United States to construct the same in the interest of navigation had been clearly demonstrated in court. It was a constitutional right, and the work devolved by law upon the Secretary of War. Some persons were injured beyond question by this dyke; for instance, the owners of the fishery at that point. They had purchased their fishery privileges from New Jersey, and would have to look for their damages to that state. The colonel was certain that the United States Courts would not recognize

The Riparian Rights

claimed by New Jersey at this point and very likely not anywhere else along the lines of the contemplated improvement. The dyke would be raised eventually, being left at its present height in order to see whether it was strong enough to withstand the ice pressure of the winter. The object

of the dyke was to throw the water over to the Philadelphia side at a point where it would be beneficial. The unwarranted extension of the New Jersey shore line below the mouth of Cooper's creek had had an injurious effect on the Pennsylvania line, the Riparian Commissioners having extended their lines since 1843 about 800 feet. They could have been prevented from doing so, but if New Jersey were compelled to recede its line at present heavy damages would have to be paid to the present owners of the water front.

At this point the reporter asked the colonel why he had, in a recent conference with Governor Beaver, suggested that Pennsylvania or Philadelphia ought not to look to New Jersey for a contribution toward the removal of the islands, and if the contemplated improvements would not be a benefit to Camden as well as to Philadelphia.

The colonel replied that any improvement benefiting the city of Philadelphia

Benefited in a Great Measure

also the city of Camden and a contribution of \$25,000 from that city would be proper, but the improvements contemplated would not increase the value of Camden as a port. The removal of the islands would insure more constant and more rapid communication between the two cities, and as nearly

the entire river front of Camden, from Cooper's Point to far below the roundhouse of the West Jersey Railroad was owned by the Pennsylvania Railroad Company, that corporation was deeply interested and could well afford to contribute \$100,000 toward the purchase of the islands.

It was the intention to extend out the wharf lines of Philadelphia and dredge to a depth of 20 feet for a distance of 1000 feet, thence to the New Jersey line to a depth of 12 feet. This depth exceeded that now possessed by Camden, and as a matter of course, this would be a benefit to Camden. The lower part of Camden (in the neighborhood of Boulson street) lying on the concave of the curve of the river, possessed deep water and would not be affected by the contemplated improvements. That part was available to commercial enterprise.

The Condemnation Proceedings.

Being asked if he had heard that condemnation proceedings in the United States Court had been determined upon by the Washington authorities, Colonel Robert said that he hoped it was true, but he had not been officially informed. He could not say how long these proceedings would take. The appropriation was not available until the islands had been condemned, and this

could not be done too soon.

It would require as much money to purchase that part of Petty's Island required as the purchase of Smith's and Windmill Islands, for the plans contemplated the cutting and dredging away of 1000 feet of the lower or western side of Petty's Island, a matter of quite a number of acres. He did not believe that the riparian rights claimed there would stand in the way of the work. The value of the land would be appraised and the parties compelled to take the amounts awarded. As a matter of course, parties interested overvalued their possessions when their purchase became a matter of necessity.

"Your proposed line cuts off a small portion of Cooper's Point, does it not?" asked the reporter, and the engineer showed in answer the map he had prepared as a member of the Advisory Board December 14, 1887. The lines of the entire work contemplated there given have been but slightly changed and the line does cut off a small slice of the wharfs and ferry slips of the Camden and Atlantic Railroad Company. The colonel did not think that there would be any objection. If once cut off the owners could be prevented from extending out again.

The Channel North of Smith's

In speaking about the new channel cut through the bank north of Smith's Island, Colonel Robert said that the improvement

had proven a success. Only \$30,000 had been expended thereon and it had not been touched in a year and a half. He felt certain that it would require no dredging for four years to come and this was a better showing than he had hoped for. The channel would do for the ferry boats until the entire bank and the islands had been removed.

Valuation of the Islands

Date: Monday, January 7, 1889 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 120**Issue:** 6 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Valuation of the Islands.

District Attorney Read has written to the owners of Smith's, Windmill and Petty's Islands desiring to know the lowest prices at which they will sell their property. If the figures named are within the limits the authorities expect to pay, condemnation proceedings will not be pushed, but there is very little expectation of this. The reports to the Harbor Commissioners show that Smith's island of nine acres is valued at \$275,000. Windmill island of twenty-five acres at \$958,868.58, and Petty's island at \$150,000, a total of \$1,681,636.58. Only a portion of Petty's island will be required, however.

A Shipyard in Flames

Date: Monday, April 8, 1889 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 120 **Issue:** 84 **Page:** 7

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

A Shipyard in Flames.

The model tool and draughting buildings of Adolph F. Kappella's shipyard, on Petty's Island, were entirely destroyed by fire Saturday afternoon. Mr. Kappella had a narrow escape from being burned, and to escape the flames was obliged to dash through the flames, leaving a pile of cash upon his desk. While he was paying the men their week's salary, Thomas Lynch, one of the workmen, told him that the roof was on fire. In an instant the building was in flames, and John Daly, a draughtsman, living on East Norris street, was obliged to jump through the window to escape burning, thereby sustaining painful injuries. The origin of the fire is unknown. Mr. Keppella's loss is about \$5,000, which is partly covered by insurance.

Condemning Part Of Petty's Island

Date: Tuesday, March 18, 1890 **Paper:** New York Tribune (New York, New York) **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

CONDEMNING PART OF PETTY'S ISLAND.

Camden, N. J., March 17 (Special).—United States Commissioners Edward Bettle, Louis T. Derousse and William C. Scudder, who were appointed to assess the damages for the condemnation of a portion of Petty's Island, Delaware River, between this city and Philadelphia, have completed their labors. The portion of the island is taken by the Government for the purpose of widening the Philadelphia channel of the Delaware River. The awards aggregate \$202,288 50.

The New City Crematory First Incineration of a Body and Contemplated Removal of Comstery and Hospital

Date: Tuesday, May 27, 1890 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 122
Issue: 137 **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THE NEW CITY CREMATORY.

First Incineration of a Body and Contemplated Removal of Comstery and Hospital.

The body of a negro, who died at one of the city hospitals and was subsequently buried in the potter's field, was burned yesterday at the new city crematory, near the Municipal Hospital. Director Stokley, City Property Commissioner Dixey and others of the department people went to witness the incineration. Dr. Miles L. Davis, of Lancaster, supervised the construction of the crematory, which may be regarded as a first step towards the removal of the Municipal Hospital and the abandonment of the potter's field before the tide of advancing population.

Some of the members of the Health Board are in favor of locating the Municipal Hospital upon Petty's Island, as this is just above the city and sufficiently far away from population to be a safe place for a contagious disease hospital. The one drawback to the scheme is that the island belongs to New Jersey. It is argued by some of the medical members of the board that the south and west winds of summer would blow any diseases on the island away from the city, and that during the winter, when the north and east winds are prevalent, no contagious diseases of virulent character prevail. Wherever the new Municipal Hospital may be erected a crematory will no doubt be constructed near by and the potter's field will become a thing of the past.

Payment for the Petty's Island Purchase

Date: Wednesday, June 4, 1890 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 122

Issue: 145 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Payment for the Petty's Island Purchase,

Major C. W. Raymond, U. S. Army, will this week pay the Jersey claimants under the government appropriation for clearing away the harbor islands. The owners will receive their money at ten o'clock this morning at the Board of Trade rooms.

Drowned in the Delaware a Boat Overturned by the Swell from a Passing Steamer

Date: Tuesday, August 5, 1890 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 123

Issue: 36 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

DROWNED IN THE DELAWARE

A Boat Overturned by the Swell from a Passing Steamer.

William Fisher, aged 28, was drowned yesterday in the Delaware off Hanover street wharf. Fisher, with seven companions, had hired a skiff to row to Petty's Island to enjoy the pleasures of a swim. That design was prosperously carried out, but on the return of the party the steamboat Transit, employed as a freight boat on the Camden and Atlantic line, passed up the river just as the skiff was off Hanover street wharf.

Either from lack of knowledge or from some accidental difficulty the boat caught the swell from the steamer nearly broadside on and was instantly overturned. All but two of the boating party could swim. One of those two clung to the overturned skiff and was saved. The other, William Fisher, was unable to regain the boat after it was upset and lost his life in consequence. The harbor police about half-past 9 o'clock recovered the body, which was taken to the late residence of the deceased, 241 East Thompson street.

Boston Herald article

Date: Friday, September 12, 1890 Paper: Boston Herald (Boston, Massachusetts) Page: 8

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

500
ex-
vere
t on
edi-
able
em-
and
ing.
ped
was
ents
ged
ber
3 7/8.
ts a
t in.
7 1/8.
Dats
,000
ture

valla; New York.

Sailed, bark Cedar Croft, New York for Stettin.

NOTICE TO MARINERS

WASHINGTON, Sept 10. Notice is given by the lighthouse board that Fisher's Point range post lights, Delaware River, NJ, have been moved to westward of their former positions. The front light is located on the Fisher Point dike, about two-thirds its length from the lower end, and the rear light on shore near a white barn.

The range shows the channel from the Pennsylvania side to the New Jersey side of the river about half way between buoy No 25 on the upper (eastern) end of Petty's Island and flats and buoy No 39 on the lower (western) end of Five Mile Point flats.

Also that the range post lights on the east end of Petty's Island, Delaware River, NJ, have been discontinued.

NOTES

Ship Samuel Skolfield, from New York, at Sourabaya, has cargo much damaged.

Widening the Delaware Specifications to Guide Intending Bidders for the Bog Contract

Date: Sunday, December 21, 1890 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 123**Issue:** 174 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

WIDENING THE DELAWARE.

Specifications to Guide Intending Bidders for the Big Contract.

On Thursday, February 12, 1891, Major C. W. Raymond, of the United States Engineers Corps, will receive and open bids for the removal of the obstructing Delaware river islands.

The specifications provide for the removal of Smith's and Windmill islands and the adjacent shoals, so as to form a 26-foot channel about 1,000 wide or wider if found practicable during the progress of the work along the revised wharf line from Kaighn's point to the foot of Petty's island.

The buildings on the islands are to become the property of the contractor. If any material is deposited in the channel by the action of the currents it is to be removed. The contractor will be permitted to deposit dredged material behind the Mifflin bar dyke and in the back channel of League Island Navy Yard. Material dredged outside the designated lines of excavation will not be paid for.

The successful bidder will be required to prosecute the work rapidly as possible, but will not be required to remove more than 400,000 cubic yards a month. The amount of money now available for the work is \$390,000, and it must be commenced on or before April 1, 1891.

First, the piling at the lower end of Wind-

mill Island will be removed and the Island cut away to eight feet below low water. Smith Island will next be attacked, and Petty's Island will come last. All work for the money in hand must be completed on or before June 30, 1892. The contractor's bond shall be for \$500,000 and his sureties must justify in \$250,000 each.

Cost of a Mistake Porter & Filbert Lose the Contract for Removal of the Islands**Date:** Friday, February 13, 1891 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 124**Issue:** 44 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

COST OF A MISTAKE

Porter & Filbert Lose the Contract for Removal of the Islands.

A PECULIAR MISUNDERSTANDING

Three Bids Offered and Two Companies Claim to Be the Lowest Bidders—Figures and Specifications as to the Work.

Yesterday morning the bids for removing the islands in the Delaware and making such harbor improvements as provided for in the River and Harbor act of 1890 were opened at the office of the United States Engineer Corps, of this city, Fifteenth and Arch streets, by Major C. W. Raymond. Only three companies had put in bids for the work, the Penn Dredging Company and the American Dredging Company, of this city, and the National Dredging Company, of Wilmington, Del.

The American Dredging Company claims to be the lowest bidder. Isaac A. Werten

the head of the company, stated last evening that in reality no contract was certain until the Secretary of Navy had signed it. It would probably be some time before all the technicalities could be pushed through. According to the calculation of the American Dredging Company, they under-bid the Penn Company by \$275,000, in case the 800,000 cubic yards are ordered to spread on part of League Island, and without that part of the work which may be dropped at the discretion of the government, they claim to underbid, have underbidden the Penn Company by \$408,000.

It was supposed when the bids were opened before Engineer Raymond that the Pennsylvania Company had won the contract, because, while higher than the American people on dredging, they bested the American Company on the "spreading over League Island" by the difference between 16-10 and 18 cents. But the American Company calls attention to the fact that only 800,000 cubic yards, and not 6,400,000 cubic yards, may be ordered to be spread over part of League Island by the government. It was stated that the Penn Company appeared to have made the mistake of supposing that 6,400,000 cubic feet of the excavated material was to be spread over all that part of League Island which is to be filled at some time or other, and of supposing that this material could be spread out with pumps. If the spreading is ordered to be done at all, it is declared that it must be done by hand, as for building foundations, and that only 800,000 cubic feet may be thus handled at any rate. This accounts for the surprising difference between 16-10

and 18 cents in the two bids of the Penn and the American people, concerning this feature of the contract, which is optional with the department. The bids will have to go before the Engineering Corps first and then before the Secretary of the Navy before the final award is made. This may take some months. The American Company is just now beginning work on a 9,000,000 cubic yard contract at Baltimore, which was bid for last December, there having been several reversals of decisions concerning the award. In the same manner the award of the Philadelphia contract may be vigorously contested at Washington.

WHAT THE CONTRACT CALLS FOR.

The specifications called for estimates on three different items as follows: Excavating 10,600,000 cubic yards of material and depositing the same in places provided by the contractor; excavating and depositing 6,400,000 cubic yards of material on League Island; spreading part of it on League Island and removing and piling 18,000 linear feet of timber, wharfing, etc.

In detail the bids were as follows:

Approximate quantities:	Penn Dredging Co.	National Dredging Co.	American Dredging Co.
Material to be excavated and deposited by contractor in places provided by him, 10,600,000 cubic yards.	14 9-10c. \$1,579,400	14 9-10c. \$1,579,400	12½c. \$1,325,000
Material to be excavated and de-	23 4-10c.	25 5-10c.	22c.

posited on League Island, 6, - 400,000 cubic yds.	1,497,600	1,632,000	1,408,000
Spreading material on League Island, 800,000 cubic yards.....	16-10c.	25-10c.	18c.
	12,800	20,000	144,000
Removal of piling and timber, wharfing, etc., 18,000 linear feet.	2.97½	3.25	1.90
	53,500	58,500	34,200
Total bids....	\$3,143,300	\$3,289,900	\$2,911,200

HOW THE WORK WILL BE DONE.

The total amount of material to be excavated will aggregate about 17,000,000 cubic yards. The work will commence on April 1. The specifications provide that it shall be completed by January 30, 1892, and shall proceed in the following order:

First. The piling at the lower end of Windmill Island, and the revetment along the east and west fronts of the island will be removed. The approximate length of this piling and revetment is 7,500 feet.

Second. Windmill Island will be removed by dredging to a depth of eight feet below mean low water, the excavation extending to the natural contour of eight foot depth outside of the island, except where a less depth may be required by the engineer officer in charge. The approximate amount of material to be removed is 700,000 cubic yards.

Third. The revetment of the canal between the islands and the revetment inclosing Smith's Island will be removed. The approximate length of this revetment is 2,500 feet.

Fourth. Smith's Island will be removed

by dredging to a depth of eight feet below mean low water, the excavation extending to the natural contour of 8-foot depth outside the island, except where a less depth may be required by the engineer officer in charge. The approximate amount of material to be removed is 300,000 cubic yards.

Fifth. The revetment of the cross-channel north of Smith's Island will be removed. The approximate length of this revetment is 1,000 feet.

Sixth. The revetment along the north shore of Petty's Island will be removed. The approximate length of this revetment is 7,000 feet.

Seventh. The funds remaining after the work above described has been executed will be applied to dredging about 1,000,000 cubic yards of material from the north front of Petty's Island, the cut to be outside of the existing dike and extend to a depth not exceeding eight feet below mean low water.

Major Raymond, as soon as the bids were opened and the computations made, forwarded the result to Washington, where the award will be made by the Secretary of the Navy.

Cozy on an Ice Cake

Date: Friday, February 13, 1891 **Paper:** Jackson Citizen Patriot (Jackson, Michigan) **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Cozy on an Ice Cake.

After a tough three hours' struggle with death John Opfer came out ahead, and he was full of joy. Opfer is an employe of the West Jersey Ferry company, and is fond of skating. He was enjoying this exhilarating sport on the Delaware at the head of Third street, between the Camden shore and Petty's island, Saturday, when he struck a weak spot in the ice and broke through. The current dragged him down and he became benumbed.

When he arose to the surface Opfer was in the midst of the broken ice floating rapidly up stream, and he made a frantic effort to save himself. He seized several cakes of ice, but they sank under his weight and sent him again and again beneath the surface. He cried loudly for help, but he was so far from either shore and the floating ice was so heavy that no one dared to attempt his

rescue.

At last Opfer, his strength almost gone, managed to climb upon an ice floe, where he fell exhausted. His struggles had been witnessed by two men on Petty's island, and as the floe drifted up toward the point they pushed off in their boat at the risk of their own lives, and pulled the unconscious Opfer off the ice.

After a hard fight the boatmen managed to make the island again, and they carried Opfer into the little dwelling house that stands there. He had been struggling with ice for an hour, and gave no sign of life when efforts to resuscitate him began. After two hours' hard work, however, Opfer opened his eyes, and at last was brought out of death's grasp entirely.

"I thought I was a goner, sure enough," said Opfer yesterday, "when I found myself banging away at those cakes of ice. Geerozalum, but I was cold! Then all of a sudden I got warm

and cozy and settled down for a nap. My! but it was nice till those men on the island woke me up." — Philadelphia Record.

Dumping in the Channel a Serious Charges Against the American Dredging Company

Date: Tuesday, February 17, 1891 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 124

Issue: 48 **Page:** 6

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

DUMPING IN THE CHANNEL

A Serious Charge Against the American Dredging Company.

Port Richmond Boatmen Indignant and Complaint Threatened.

Citizens Who Claim to Have Seen Scow Loads of Dredgings Emptied Into the Delaware Between Petty's Island and Bridesburg.

PORT RICHMOND boatmen and those interested in the condition of the channel in the Delaware river are highly indignant and somewhat excited over what they regard in the light of a very serious offense against the harbor laws. They place the responsibility of the misdemeanor at the doors of the American Dredging Company, and within a few days it is expected that formal complaint will be made to Major C. W. Raymond, the United States Engineer, accompanied by an appeal to him to proceed against the company.

The direct charge against the American Dredging Company is the dumping of their scowloads of mud, old wrecks, etc., in the channel of the Delaware river from Petty's Island to a point below Bridesburg.

Whether the company are responsible for the state of the channel which exists in the upper Delaware can only be determined by an investigation. Several well known boatmen and a ship builder on Petty's Island say that they are destroying the work accomplished by the government in clearing the channel and the company officers say that they are not the responsible persons. A very interesting legal contest promises to be the outcome of these charges and denials.

DREDGING FOR A NEW DOCK.

The Reading Railroad Company, which own a vast property at Port Richmond, are having a new pier constructed in order to accommodate their flats. This new pier will be immediately below Allegheny avenue wharf. The site is part of the old yard of the American Ship-building Company, and

QUIRER had investigated the story and found those who claimed to have seen the scows dump their loads in the channel.

"I am surprised that such a thing should be done," said he, "but it is comparatively easy to do such things in the absence of a staying hand. If it is true that this company are responsible for any such violation and the complaining parties will present their grievance to me in writing I will take immediate action by investigating the charge and then presenting the case to the District Attorney for action against them. Until the passage of an act in September last giving the government engineer at a port power to investigate and proceed against violators of the harbor laws we would have had no power in this case. I am glad the law has been passed, and I wish there was a system of policing the river to prevent such misdemeanors. The charges, if true, are most serious ones and deserve immediate attention."

THE COMPANY'S SIDE.

Superintendent Sargeant, of the American Dredging Company, thought the charges were exaggerated, when informed of the indignation among the boatmen.

"We have often been accused of dumping stuff in the river when it has been other companies," he said. "I have cautioned the boat crews not to dump in the channel. We have lately dumped some dredgings on the flats, near Bridesburg, on the Pennsylvania side, with the approval of the man who owns the property. But nearly all our dredgings are taken down the Delaware to a point below the Pennsylvania Railroad pier, in Camden, or dumped behind the government dyke, at Fort Mifflin. The tug boat Pidgeon is chartered by us, and she gets as much pay whether one scow or one dozen are emptied in a day. If the crew are dumping in the river it is without my knowledge and directly against orders."

some years ago a number of old canal boat wrecks were sunk along the shore. It is the ground occupied by these old wrecks that is being dredged and included in the dredgings are water soaked logs, rocks, skeletons of the old wrecks, which are the very worst obstructions which it is possible to dump in a channel.

The boatmen who had their craft and the boat houses at Allegheny avenue wharf protest that they cannot be mistaken in their charges, for they watch the operations of the dredging machines, the Columbia and the Republic, and assert positively that the tug boat F. Pidgeon, Jr., chartered by the company, has repeatedly towed the scows of the American Dredging Company into mid-stream and while passing up or down the Delaware had dumped the many tons of mud, old wrecks, rocks and water soaked logs in the channel.

William Ribble, Jr., who resides at 3269 Edgemont street, is one of the boatmen, who says he has seen the scows dump their loads in the channel. Mr. Ribble is part owner of the sloop "Pratt" and knows every foot of the water ways in the vicinity. "The facts are these," said he.

"The American Dredging Company are dredging a large rock below Allegheny avenue. The mud, sand and old wrecks that they raise they put into scows. The tug-boat F. Pidgeon, Jr., tows them out into the stream or the channel way and empty them, sometimes near the western shore of Petty's Island and from there nearly to Bridesburg. The government has spent thousands of dollars improving this channel where they are filling it up. They were five years trying to build a dyke at Fisher's Point, which has done much toward deepening the channel, making the water in some places thirty feet deep. The average depth is eleven feet at mean low water. The dredging company are undoing the good accomplished by the government.

"It is a great expense to shovel out the scows or to tow them down or up the river for any distance, and it is plain to be seen that the most profitable way to rid them of a load is to dump it in the stream. Last summer this company dumped their scows in the New Jersey channel above Pavonia until the Camden county authorities had the crew of the tug boat arrested and fined. When the tide is flooding they tow the scows toward Bridesburg and when it is running down stream they dump opposite Allegheny avenue or in the vicinity. Two years ago there was a thirteen-foot channel off the western shore of Petty's Island, now you can scarcely get a row boat where the channel was at low water. The American Dredging Company have been doing all the work at Port Richmond since Mr. Corbin was elected president. He sold their own scows and dredging machines and employed the American Company.

AFRAID OF THE POLICE BOAT.

The men in charge of the scows are very

careful not to dump their contents in mid-stream while the police tug Stokley or the steamer Columbia are in sight, and last Thursday the Stokley steamed up the river while the Pidgeon had a scow full of mud in the channel. The Pidgeon kept on straight towards Bridesburg, but as soon as the Stokley got out of sight she let her load go right in the middle of the river.

"There are places very near the dock they are dredging where the stuff could be dumped and where it would do good instead of harm. Right towards the Jersey shore, nearly opposite Allegheny avenue wharf, there are pilings behind which they could throw the dredgings. But they have not taken advantage of this. Two years ago they put some deposits back of these pilings and no one found any fault, but where they allow their scows to be emptied in midstream, filling up a channel that cost thousands to make, and ruining that part of the river for boat service, it is time they were stopped. We have nothing against this company, but we want to see the harbor protected."

HE SAW THEM DUMP.

Frank Freeman, of 3161 Thompson street, is another well-known boatman who complains of the illegal dumping. "I was out on the river last Wednesday," said he, "when some one on the Pidgeon asked me if I wanted a tow. She had a scow filled with dredgings and was taking it up stream. When we got to the west side of the island, just opposite Allegheny avenue wharf, the crew let down the bottom and the whole load went into the channel. It nearly upset my boat as it went down, old water-soaked planks and mud.

"It is a well-known fact among those who are on the river that the law is being violated, and for the protection of the harbor this abuse should be corrected. They take very good care not to run any risks in dumping while a police boat is in sight."

SHIPBUILDER RILETT INDIGNANT.

Joseph Rilett, is a shipbuilder, who has lived on Petty's Island for thirty years, and is familiar with every inch of the locality. When a reporter saw him he was very indignant over what he terms an outrage in dumping the scows in the river. Said he: "I am not the only one who has watched the crews let their loads down into the river. Last Thursday myself and the foreman for Builder Moore were on our way to the island when we watched a scow load of dredgings from the dock let down in the channel.

"Henry Fry and Lambert Wills, who are employed on the island, have seen them do this more than once. This company hope to get the contract for removing the Delaware river islands and deepening the channel. They are now dumping just where they will be paid to take it away again if

they should receive the contract. Mr. Rilett has already informed the United States Engineer's office of the violation, and acting under their instructions will probably present his complaint in writing. Major Raymond, the engineer at this port, was interested when informed that THE IN-

A Relic from the Alliance Captain Wild Finds a Strong Box on the Old Frigate

Date: Sunday, April 12, 1891 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 124 **Issue:** 102 **Page:** 8

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

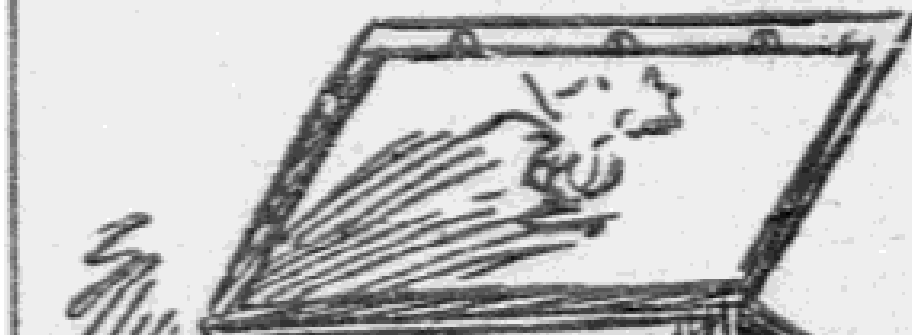
A RELIC FROM THE ALLIANCE

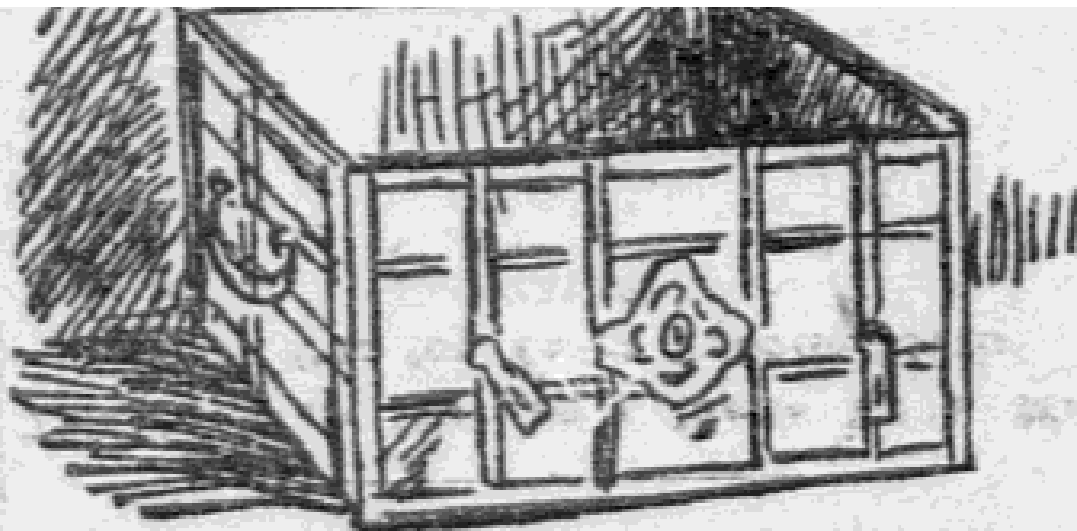
CAPTAIN WILD FINDS A STRONG BOX ON THE OLD FRIGATE.

**The Strange Discovery Made by a Man
Who Has for Years Prodded into
the Old Hulk.**

Old "Cap." Wild is a 'longshore character, who knows the ins and outs of the Delaware river from Trenton to the Breakwater. Years ago he discovered what remains of the United States war frigate Alliance, a battered, water-soaked, moth-eaten hulk, lying off Petty's Island, directly opposite Pier 6, of the Richmond coal wharves.

The "Cap" is something of an archaeologist, but, with iconoclastic hands, has banged and battered the old hulk in a search for paying relics until all that remains of her are the few rotting ribs and the thick and





THE CAPTAIN'S "FIND."

sturdy keelson. The other day, at low water, Captain Wild pulled his boat up the river in a dead low water and began to work upon the wreck in an effort to dislodge some little portion of the water-soaked timbers from which to make a drinking cup for a customer.

When the captain had reached the spot and the water had touched its lowest point on the ebb he leaped overboard, with his trousers rolled above his knees, and with a crowbar began to pry and wrench in an effort to dislodge the timbers. Finally a rib was loosened from the keelson, and Captain Wild, standing at this time four or five feet north of the wreck, stuck his crowbar into the soft mud, the better to handle the dislodged timber.

When the crowbar fell it struck upon something resonant. At first he thought it was a rock, but continued prods with the iron bar convinced him that he was striking upon metal, and with a shovel he threw aside two feet of muddy silt, disclosing at last a plate of iron which, after several more shovels full of mud had been thrown

out, became an iron box, and immediately Captain Wild's heart thumped loudly.

He thought that he had discovered a buried treasure, and very cautiously he worked, dislodging at last an iron box of quaint fashion, which he raised into the boat. Wild says that when he raised the chest, the bottom still remained imbedded in the mud, and there sank beneath the water a grayish pulpy mass, which evidently was paper. Whether this was Continental currency or ancient ship papers, no one will ever be able to tell.

On the inside of the lid there was disclosed a rude painting representing a flower pot with a plant in bloom. The lock is of the most complicated character. On the front of the chest is a false key hole, the true key hole being on the top and covered by a shield-shaped plate of iron.

The captain has removed the box to his home, on North Fifth street, and will continue his self-imposed task of scattering what remains of the old hulk.

A Tenantless Skiff Three Persons Supposed to Have Been Drowned at Petty's Island

Date: Tuesday, June 16, 1891 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 124

Issue: 167 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

A TENANTLESS SKIFF.

Three Persons Supposed to Have Been Drowned at Petty's Island.

A white skiff, containing three entire suits of clothing, was found last evening by two young men on the New Jersey side of Petty's Island.

A search of the island failed to find any owners of the boat and they took it in tow and reported the case to Lieutenant Tuttle, of the Eleventh district.

A search of the clothes revealed nothing that would lead to the identity of the occupants, except a book containing a receipt for two months' rent of a boat house in the name of E. J. Post, Jr., signed by C. Faunce. When seen last evening Mr. Faunce said that he knew nothing about it, except that Post was one of his tenants.

Two of the suits evidently belonged to small boys 9 or 10 years of age, while the third was much larger. The supposition is that the three had gone to the island to swim and have been drowned.

Jamison's Body Found a Young Who Lost His Life in Trying to Save Another

Date: Monday, June 29, 1891 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 124

Issue: 180 **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

JAMISON'S BODY FOUND.

A Young Man Who Lost His Life in Trying to Save Another.

The body of Archie Jamison, who was drowned on Thursday night while attempting to save the life of his friend, Frank Kister, was recovered yesterday at Petty's Island. The boys had gone in to swim at Allegheny avenue wharf and young Kister was seized with cramps. Jamison made a gallant effort to save him, but before he could get back to the wharf both sank.

Kister's body was recovered shortly after, but who found the body of Jamison is a mystery. A small boy informed an Eleventh district police officer that a body was tied to the piling at Petty's Island, and on investigation it proved to be that of young Jamison.

Deafness in the Blood

Date: Monday, August 3, 1891 **Paper:** Dallas Morning News (Dallas, Texas) **Page:** 7

(c) Copyright, 2003, The Dallas Morning News Source: GenealogyBank.com

DEAFNESS IN THE BLOOD.

Strange Affliction Caused by Intermarriage of Relatives.

Philadelphia Record.

Among the families that will be driven from their homes on Petty's island by the dredging out of the harbor is that of Ralston Laird. With his wife and children he has lived there thirty-seven years, and all his ten children save one have been born there, but the fact that four of these children have been deaf and dumb since birth gives the story interest and some pathos. Lizzie, Maggie, Rosanna and Nellie are the four whose young days have been spent in silence. The three latter have for four years been inmates of the institution for the deaf and dumb at Broad and Pine streets, and the elder sister used to be there.

"We can't tell what brought the misfortune on us," said Mrs. Laird yesterday. "They say that when relatives marry the children are often in some way defective, but Mr. Laird and I were absolute strangers when we first met. It's God's doings, and nothing else. He wants to show what he can do, and we must bow to him. Our four children are not high tempered and quarrelsome like some deaf mutes, but are good and obedient. Katie, another of our children who can hear and speak, has learned sign language, and uses it as well as any of the four."

"It is a very remarkable fact how deafness runs in certain families," said Principal A. L. E. Crouter of the Deaf and Dumb asylum, when the story of the Lairds was called to his notice. "The truth of the matter is that there are several families in this state, various members of which we have had in the institution ever since it was started, and will have for many years to come. There are the Zimmermanns of Steelton, Dauphin county; the Purveses of this city; the Williams of Shoemaker-ville, Berks county; the Blairs and others—always represented here. When the name doesn't appear on our rolls we think it strange.

We have two Zimmermanns here now. Deafness came into the family through the mother, who was a Blair and had three deaf mute sisters. There are seven or eight of the Purves family who are deaf and dumb.

"Another interesting family is the Robbs, who live at No. 712 Webb street. John M. Robb, a stonecutter; James Robb, a weaver, and Herbert Robb, who is in the institution, are three brothers, all born deaf. John married a wife who was somewhat deaf, and all his three children—Florence, Walter and Lillie—are deaf mutes from birth.

"We have in the asylum now two Allens from Wyoming county, both of whose parents are deaf mutes, as well as two other children; two Campbells from Juniata county, three of whose brothers and sisters are deaf; two Garlets from Lackawanna county, three of whose brothers and sisters are deaf; four Litzenbergers from Lehigh county, all born deaf, and a Schantz from Juniata county, in whose family there are three other deaf mutes.

"It is sometimes hard to say why families are thus strangely afflicted with deafness. Sometimes the deaf intermarry, and children may inherit the trouble, but that which most often leads to deaf mute progeny is the intermarriage of relatives. There are countless cases recorded which show how disease and deformity of all kinds may result from such unions. I am speaking, of course, of children born deaf. The condition of those made deaf by disease is much more easily explainable.

"But it occasionally happens that from the marriage of those who are no relation whatever, and are in full possession of hearing and speech, come offspring born deaf. Science is trying to explain why it is so. I believe myself that a child may be born deaf because the mother during conception comes suddenly upon a deaf child and is keenly impressed by its affliction. It seems as though the mental photograph made is impressed upon the unborn child."

Exploring the Channel. Professor Haupt Finds it to be Steadily Improving

Date: Friday, December 11, 1891 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 125**Issue:** 164 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

EXPLORING THE CHANNEL.

PROFESSOR HAUPT FINDS IT TO BE STEADILY IMPROVING.

The Engineering Class Taken on the Trip—The Canal as a Means for Transporting Coal.

Professor Haupt, of the University Engineering Department, yesterday took the engineering class up to Delair to make an examination of the Delaware channel. It was found to be steadily improving in consequence of the government dyke there. The shallowest water they found on the bar at any point at low water was $4\frac{1}{2}$ feet, and their soundings showed a depth of 16 to 18 feet at high water.

The professor took the trip with the especial view of getting data about this part of the proposed canal route to New York. The cutting away of the lower part of Petty's Island and the building of another dyke northward from the northern point of the island are works that are still in prospect. The party was rowed over the river by E. L. Browning, a keen and practical river shore farmer, who has watched every step in the development of the channel and is acquainted with almost every inch of it.

The dyke is being gradually washed into a presentable job as far as the tide has to do with it. Directly across the river is the Port Richmond elevator. The fact that the bar at this point of the river is a critical part of the canal route advocated by Professor Haupt suggested the trip.

Concerning the canal as a means of transporting coal, Professor Haupt has an interesting bit of history in the shape of an address made before the Congressional Committee on Transportation in 1873 by his father, Herman Haupt, then

the engineer of the Pennsylvania Railroad, in which he said that there had been a spirited debate in the Pennsy Board of Directors on the question of reducing freight rates to the point of carrying coal and heavier freights, but their determination was that it was impracticable to haul coal by any other than the cheap water routes.

Judge Green Says No the Petition to Condemn Petty's Island Dismissed

Date: Wednesday, January 20, 1892 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 126

Issue: 20 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

JUDGE GREEN SAYS NO.

THE PETITION TO CONDEMN PETTY'S ISLAND DISMISSED.

Land For Harbor Improvements Must Be a Free Gift to the Government Before the Appropriation Can be Used.

Special to THE INQUIRER.

TRENTON, Jan. 19.—Judge Green filed an opinion in the United States Circuit Court to-day, dismissing the petition for the appointment of commissioners to condemn lands of Thomas Montgomery and others in the State of New Jersey, for the uses of the government. The lands sought by condemnation are a part of Petty's Island, in the Delaware River, needed for the proposed harbor improvements at Philadelphia.

NO MONEY FOR THE LAND.

The conclusion reached by Judge Green is that the cost of the improvements...

WHICH IS THAT THE ACT OF MARCH 3, 1891, forbids the making of any compensation to the land owner by the United States for the lands to be taken. The act provides that the lands "shall be vested in the United States without charge to the latter."

MUST BE A FREE GIFT.

The only circumstance, Judge Green holds, under which the Secretary of War is authorized to make the improvement and expend the appropriation is the free gift of the lands to the United States. Congress never intended to authorize the acquisition of these lands by the exercise of eminent domain. It follows that the petition must be dismissed,

MAY RETARD THE WORK.

This decision is likely to retard the work of improving the Philadelphia harbor, which includes cutting away the lower part of Petty's Island, unless the amount demanded by the owners of the land is raised outside of the government appropriation.

Drowned White Bathing**Date:** Monday, July 11, 1892 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 127 **Issue:** 11 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Drowned White Bathing.

Jacob Hemmer, aged 18 years, residing at 539 Richmond street, was drowned yesterday while bathing at Petty's Island. The body was recovered and taken home.

A Fight on Petty's Island

Date: Monday, November 14, 1892 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 127

Issue: 137 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

A Fight on Petty's Island.

A brutal fight took place on Petty's Island yesterday between two Port Richmond toughs over an election-day quarrel. After pounding each other out of shape the friends of the men who had accompanied them compelled them to stop for fear they would kill each other. No arrests were made.

New Jersey News a Thousand Pigs on Petty's Island Philadelphia Garbage Fed to the Animals

Date: Thursday, May 11, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 128
Issue: 131 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

NEW JERSEY NEWS

A THOUSAND PIGS ON PETTY'S ISLAND

Philadelphia Garbage Fed to the
Animals, and Camden's Water
Supply Polluted.

The Stench Entirely Too Much for Work-
men to Stand

A Frightful Nuisance Which Has

Been Reported to the New Jersey Health Authorities—The Lives of 70,000 Persons Endangered—An Investigation to Be Made.

A nuisance, which menaces the health of 70,000 residents of Camden and Pavonia, exists on the upper part of Petty's Island, in the Delaware River. Since the Philadelphia health authorities ordered all pig pens in the city abolished over 1000 head of hogs have been transferred to the upper part of the island, which has been turned into a gigantic piggory.

GARBAGE DUMPED IN THE RIVER.

In order to feed the animals garbage is brought to the island by the scow-load, and much of it is said to be dumped into the river and floats down the Jersey channel directly to the Pavonia Water Works, where Camden's water supply is taken in.

Over 300 cart-loads of vile garbage is said to have been dumped into the river on Tuesday.

Another form of the nuisance is the accumulation of piles of the decaying vegetable matter on the island. These

are drained by ditches which empty into the river.

THE STENCH DROVE MEN AWAY.

Charles Collins, James Venneil and John Polk, of East Camden, who have been employed on Petty's Island repairing the meadow banks, were obliged to quit work yesterday on account of the vile odors emanating from the decaying garbage.

A man named Rowley, who has resided on the island for the past forty years, has been made ill, he claims, by the garbage nuisance.

Justice Plum, of Stockton township, who secured evidence yesterday of the condition of affairs on the island to lay before the local health authorities, was informed that dozens of dead young pigs were lying in the ditches and that the filth and stench was sickening.

HEALTH AUTHORITIES TO ACT.

Petty's Island is a part of the State of New Jersey and, therefore, outside the jurisdiction of the Philadelphia health officials. The Board of Health of Stockton township or the New Jersey State Board of Health can take summary action to abate the nuisance.

The greatest danger is to the residents

of Camden, as the entire water supply of the city is taken from the Jersey channel, opposite Petty's Island, and the garbage must float up and down with the tide directly in front of the in-take pipe.

An investigation of the nuisance is to be instituted at once by the Camden health authorities.

New Jersey News. the Island Pigs Stir up Camden an Invasion of the Piggery By

Date: Friday, May 12, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 128 **Issue:** 132 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

NEW JERSEY NEWS.

THE ISLAND PIGS STIR UP CAMDEN

An Invasion of the Piggery by
the Local Health
Officials.

The Stench Caused Them to Beat a Hasty
Retreat

Garbage Polluting the River Near

Camden's Water-Works — Immediate Action to Be Taken to Suppress the Nuisance—State Health Authorities and the Grand Jury Notified.

The story of the herding of Philadelphia's expelled pigs on Petty's Island and the pollution of Camden's water supply by drainage from the piggery and garbage brought to the island, as told in **THE INQUIRER** yesterday, caused an intense feeling of indignation among Camden residents. The city Board of Health was stirred to immediate action.

A VISIT TO THE ISLAND

A tug-boat was chartered to visit the island, and the start was made at 3 o'clock yesterday, afternoon from Market street wharf, Camden. On board were Frank H. Burdsall, president of the Board of Health; Medical Inspector Dr. J. D. Leckner, Dr. William S. Moslander, chairman of the Sanitary Committee, City Counsel J. Willard Morgan, County Clerk Robert L. Barber and an **INQUIRER** representative.

On reaching the island the extent of

the nuisance and its menacing character were at once apparent. It was found that several hundred pigs were huddled together, and pens were being built for many more. Up to within a few days ago a large number of the animals were quartered on a part of the island belonging to the government, but these were ordered removed, owing to the filth and stench.

HUGE FILES OF GARBAGE.

Huge piles of garbage were found banked up along the sluices which empty into the river, and the drainage from this decomposing material ran into the Jersey channel, from which Camden's water supply is drawn.

Samuel H. Adams, who has lived on the island for twenty-five years, owns the pigs at present quartered there. He denied that any of the garbage was dumped overboard, and said precautions were taken to prevent this, but the health officials were of the opinion that the garbage was a menace to the health of Camden.

A number of residents on the island stated that the piggery was a nuisance and a danger to their health, as it contaminated the surface water which they are compelled to drink.

The Camden officials learned that Thomas Gannon, residing on Richmond street near Allegheny avenue, Philadelphia, was making a garbage dumping ground of Willow Grove, at the extreme north end of the island. The party again boarded the tug and steamed up to this point.

DRIVEN AWAY BY THE STENCIL

A number of Italians were at work unloading garbage from a big scow, and, apparently, little care was taken to prevent it dropping overboard, as the water all around was nearly a foot thick with the stuff.

Spread all around on the grass was great quantities of garbage, the smell from which was so overpowering that the health officials were compelled to beat a hasty retreat back to the boat. City Council Morgan gave the men on the scow orders to immediately stop the unloading.

The Camden Board of Health will meet to-day, to take some decisive action regarding the matter. The State Board of Health has already been notified. The Camden county grand jury is now in session and their attention will be called to the nuisance and they may visit the island.

VISIT THE ISLAND,

Petty's Island, since the division of Stockton and the creation of Pensauken township, is a part of the latter township. William Mercer, Township Health Inspector, has called the attention of the local Board of Health to the nuisance.

[Camden; Donnybrook; Petty's Island]

Date: Saturday, May 13, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 128

Issue: 133 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

CAMDEN PRESENTS her compliments to the garbage collectors of this fair town and in the most delicate manner intimates that the collectors may stable the piggery pigs on their own lawns if they want to, but that Donnybrook won't be in it if they aren't taken off Petty's Island.

New Jersey News. Pigs to Go from Petty's Island the Nuisance Which Pollutes Camden's Water

Date: Thursday, May 18, 1893 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: 128 Issue: 138 Page: 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

NEW JERSEY NEWS.

PIGS TO GO FROM PETTY'S ISLAND

The Nuisance Which Pollutes
Camden's Water Supply
Will Be Abolished.

Camden Health Authorities Have Won a
Victory.

A VOLUNTARY OVERTURE TO ABATE THE Nuisance in Order to Escape Criminal Prosecution—The Pigs Will Be Deported.

Petty's Island will cease to shelter the expelled Philadelphia pigs. Aroused by THE INQUIRER'S stories of the contamination of Camden's water supply by the island piggery, the health authorities of that city took prompt and decisive action. They visited the island, saw and smelled the nuisance and witnessed tons of vile garbage draining into the Delaware.

The evidence they obtained was to have been presented to the Camden county grand jury, now in session, to have an indictment found against the persons responsible for the nuisance. This action, however, is now unnecessary, as the nuisance is to be abated at once.

A CONFERENCE HELD.

Thomas Gannon, who has been shipping garbage to Philadelphia to feed the several hundred pigs, and Farmer Adams, who runs the piggery, held a conference with the Camden Board of Health. They were shown the danger

ALSO, THEY WERE SHOWN THE DANGER
to the 65,000 residents of Camden by a
pollution of its water supply, and their
liability, under the law, for maintaining
a nuisance.

The result of the conference was a
promise on the part of Gannon and
Adams that they would remove the pigs
from the island and cease dumping
garbage there, while the Camden Health
authorities agreed to discontinue their
proceedings toward a criminal prosecu-
tion.

GOOD-BYE TO THE PIGS

By the end of this week it is expected
the pigs will be deported from the
island, the garbage piles will be re-
moved and Camden residents can drink
the city water without the unpleasant
thought that they are imbibing piggery
drainage.

No Pigs Now on Petty's Island**Date:** Sunday, May 21, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 128 **Issue:** 141 **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

No Pigs Now on Petty's Island.

Petty's Island is pigless. The 300 porkers against whom the Camden Board of Health waged war have been transported to the Pennsylvania shore, and yesterday the malodorous pig pens were demolished. Garbage dumping on the island also has been stopped.

Petty's Island Garbage. Camden Health Officials Find the Nuisance Unabated**Date:** Thursday, May 25, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 128**Issue:** 145 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

PETTY'S ISLAND GARBAGE.

Camden Health Officials Find the Nuisance Unabated.

The Camden Board of Health yesterday discovered that the Petty's Island nuisance which pollutes Camden's water supply had not been abated, as they were led to believe.

The pigs have been removed from the island, but the health officials found, when they visited the place on a tug-boat, yesterday, that garbage from Philadelphia was still being carried there in scows.

A gang of eight Italians employed in unloading the garbage had quit work on account of the offensive smell. The health authorities will make a raid on the island to-day.

Garbage Dumpers Caught. Officers Disguised as Fishermen Raid Petty's Island

Date: Friday, May 26, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 128 **Issue:** 146 **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

GARBAGE DUMPERS CAUGHT.

Officers Disguised as Fishermen Raid Petty's Island.

Justice Plum, of Stockton township, yesterday committed to the Camden County Jail, in default of \$500 bail each, Thomas Munvey, John McBride, James Delaney, Daniel Harkins, John Brogan and Thomas Leap. They were charged with polluting the waters of the Delaware at Petty's Island by unloading garbage there. The arrests were made at the instance of Camden's Health Board.

Notwithstanding the agreement made with the Health authorities last week by Contractors Gannon and Adams that they would abate the Petty's Island nuisance several complaints reached the board that garbage was still being dumped on the island, and also thrown overboard.

President Burdsall and other members of the board, accompanied by several officers, made two trips to the island, one in the morning and the other on the night of Wednesday, but found no

one at work.

Finally, the warrants were put into Constable Johnson's hands and yesterday morning Johnson, in company with several officers, all disguised as fishermen, went over from Pea Shore in a yawl boat, and captured the men at work.

Reward Offered for Adam's Body**Date:** Wednesday, May 31, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 128**Issue:** 151 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Reward Offered for Adams' Body.

There is now but little doubt that Farmer Samuel Adams, of Petty's Island, has been drowned, and \$50 has been offered by his wife for the recovery of the body.

Disinfecting Petty's Island

Date: Friday, June 2, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 128 **Issue:** 153 **Page:** 5 **Piece:** One of Two

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Disinfecting Petty's Island.

A scow laden with lime and a gang of men was sent to Petty's Island yesterday by the Camden Board of Health to disinfect the garbage piles and pig pens left on the island by Thomas Gan-

Three Boys Lost in the Delaware All the Victims Residents of the Northeastern Part of the City

Date: Monday, July 3, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 129 **Issue:** 3 **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THREE BOYS LOST IN THE DELAWARE

All the Victims Residents of the
Northeastern Part of the
City.

One of the Number Drowned While Trying
to Save His Companions.

Brave Little Arthur Getz's Effort to
Rescue Milton Hammell—Dragged
Down by the Death Grip of the

Latter—How George Kriddle Also Perished.

The deep, treacherous waters of the Delaware, at the point where they swirl around the lower end of Petty's Island, yesterday claimed three childish victims, and rendered three Kensington homes desolate within a few hours.

In one case the land that might have saved, after a weaker one was exhausted, was refused, and in the other a brave lad lost his life in an effort to save a companion, both sinking within a few yards of their little friends, who could give no aid.

The drowned lads were Arthur Gentz, aged 11 years, of No. 1227 Palmer street; Milton Hammell, aged 11 years, of No. 1229 Palmer street, and George Kriddle, aged 15 years, of No. 1715 North Front street.

Young Gentz was already a hero, having saved a companion by daring swimming only a week ago, and his death was due to the same sort of an attempt

yesterday, while Kriddle forced a companion to let him go when death was certain, and sank, crying "Give my pocketbook to mother."

A Double Drowning.

Shortly before noon yesterday a small yawl boat left Vienna street wharf carrying five boys, two of whom were never to come back alive. They were Gentz and Hammell, and their companions were George Pote, aged 10 years, of Hewson street and Girard avenue; John Ritterson, aged 9 years, of No. 1115 Collar street, and John Dwyer, aged 9 years, of Moyer and Otis streets.

On pleasure bent the boys rowed across to Petty's Island, and after landing, Gentz and Hammell stripped for a swim. Both were very expert and for a time all went well, but suddenly Hammell, as he paddled toward shore, called for help.

Like a flash Gentz dived off a log and with strong overhand strokes reached his struggling companion, now almost helpless from cramp. He seized him about the waist and bidding him hold on, started to swim ashore. Hammell, who had be-

came frenzied with pain and rage, disregarded his friend's orders and feeling himself sinking threw both arms about his would-be rescuer's neck. Then came a struggle heartrending to the three small boys who stood panic-stricken on the bank.

The Death Grip Maintained.

Gentz begged and pleaded with Hammell to let go and he would save him, at the same time making frantic efforts to get free. With a grip of death the arms tightened about the brave boy's throat and his efforts to swim became more feeble each second. Then, entirely exhausted, the boys sank, locked in each others arms. At the very point where a week ago Gentz saved a friend, the waters closed over his body, the life gone in his effort to rescue another.

Had Hammell but heeded, both would undoubtedly have gotten ashore, but the long struggle and the terrible grip had proved too much for Gentz's strength when they were almost safe. The three boys on the bank made desperate efforts to push the boat into the water, but could not, and when the tide at last floated it they rowed sadly home.

Yours Kiddle's Death

YOUNG KRIDDLE'S DEATH.

"Give my pocketbook to mother." The words echoed across the waters that had already claimed two victims, and, before the last syllable was uttered, young Kriddle went down to a watery grave. The story of his terrible death, when aid might have reached him, is told by his heart-broken companion, Howard Rowan, aged 9 years, of No. 1717 North Front street.

The boys lived next door to each other and were constant playmates. Young Rowan left home for Sunday school shortly before 2 o'clock, but instead of going accompanied Kriddle, at the latter's request, across the river on the Cramer Hill ferryboat. After playing along the shore for some time, Kriddle hired a boat and the two started to row toward the island.

They know nothing of the tragedy that had happened a few hours before, and when near the same spot anchored their boat. Kriddle prepared to go in swimming and was soon splashing about in the warm water, while his companion watched the spot from the boat, being unable to swim himself.

Suddenly Kriddle called for help, and was seen to float with a great effort s

was keeping close with a river... a few yards from the boat. Rowen turned the frail craft and succeeded in grabbing the exhausted boy's hand just as he was sinking. He pulled him to the boat's side, but his puny strength was not sufficient for any greater effort, so he told Kriddle to place his foot over the gunwale. This the latter seemed too much exhausted to do and clung to Rowen's hand trying to gain breath.

The swirling current added to the boys' weight canted the boat dangerously and as water commenced running over the gunwale Kriddle became as much alarmed for his friend's safety as for his own. "Let me go," he cried, but Rowen held on with all his strength. He was also fast weakening however, and finally Kriddle broke his hold and drifted away from his one chance for life. With his last breath he yelled, "I'm drowning; good-bye; give my pocketbook to mother," and then disappeared forever.

Help Was Refused.

Rowen screamed for help and, to use his own language as he told the story last night in a storm of tears, the help was refused. He said: "Near us was a

man rising from a boat. He saw the whole thing. I shouted to him for God's sake to come. George was drowning and he yelled back, "Let him drown." His companion gone, young Rowen paddled the boat back to the Jersey shore, how he does not know, and with his dead friend's clothes bundled under his arm, crossed the ferry and rushed for home.

Words fail to express the terrible grief of Mrs. Kridde, the dead boy's mother, and it is feared she will lose her reason. He was a good boy and a general favorite in the neighborhood.

The police tug Stokley went to the scene and commenced grappling for the bodies, but up to a late hour had only recovered one, that of young Hammell.

The Wharf Lines Need Extension Further Delay May Undo the Dredging Work Which Has Already Been Done

Date: Monday, November 13, 1893 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 129
Issue: 136 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THE WHARF LINES NEED EXTENSION

Further, Delay May Undo the
Dredging Work Which Has
Already Been Done.

Contractors Anxious to Have the City Do
Its Part.

Dirt Carried Up the River Said to Be
Washing Down Again—The Tooth
of a Mastodon Unearthed at the

Islands.

For two years past complaints have been made at more or less regular intervals regarding the delay in removing Smith's and Windmill Islands in the Delaware River, and the National Government has been blamed because the obstructions have, not been dredged up as soon as was expected. But the indications now are that the tables are being turned; that the government contractors will be delayed, owing to the leisurely manner in which the city authorities are proceeding in the work of extending wharves. The Pennsylvania Railroad Company has set a good example by preparing to build 500 foot wharves between Vine and Callowhill streets.

During the past eight months a vast amount of excavating has been done by the American Dredging Company, under the supervision of United States Engineer Raymond. Fourteen gigantic dredges have been constantly eating into the islands and shoals, employing seventy-five scows in carrying the mud and dumping it on League Island and at other points designated by Major Raymond. Windmill Island disappeared from view early in the summer, and

SINCE that time three dredges have been tearing away Smith's Island, the old mid-river summer resort; three have been scooping up the bar north of the island, and nine have been at work on the western side of Petty's Island, opposite Craumps' shipyards.

ALMOST READY FOR DEEP DREDGING.

About six weeks more, at the present rate of progress, will find all the surface work accomplished with twelve feet of water flowing over the site of the islands, and the more serious task of dredging to the required depth of twenty-six feet will confront the contractors at the opening of the next season in March. Before this work can begin, however, it is essential that the river channel shall be materially narrowed by extending the wharves, otherwise the islands will form again. When the wharves are extended and the dredging finished there will be a channel on the Pennsylvania side twenty-six feet deep, extending 1000 feet out from the wharves and then shoaling gradually until on the Camden side there will be a depth of but twelve feet.

The theories upon which the engineers are working is that by chopping off about 150 acres from the west side of Petty's Island and, by means of a dyke

from Fisher's Point, diverting the entire river into this channel, the stream will be confined in such narrow bounds as to scour the bottom by the natural ebb and flow, so as to prevent the necessity of any extensive dredging after the work is done.

TWO DREDGINGS A YEAR.

At present, however, wharf owners are complaining considerably of the way their docks are filling up with sediment, requiring in some instances two dredgings within a single year. The circumstance that is blamed largely for this state of affairs is that quite recently the contractors, instead of depositing all of the mud on League Island, as was done at first, have begun dumping it in a small cove or "pocket," about six miles up the Delaware, just north of Pensauken Creek. It is claimed that much of this material is carried down by the ebb tide and dropped in the still water between the wharves.

This view of the matter is not taken by Major Raymond or Louis Y. Schermerhorn, president of the American Dredging Company. Both of these gentlemen attribute the unusual filling up of the docks merely to the disturbance caused by so much dredging, which.

naturally, fills the water with considerable mud.

In a conversation yesterday about the interesting work which his company is doing, Mr. Schermerhorn touched on several matters that are of considerable interest.

"Is it true," he was asked, "that a number of relics have been found during the removal of the islands?"

A MASTODON'S TOOTH.

"There was a rumor that workmen employed by the company which first undertook the contract had found a number of colonial coins, but I have never seen the relics. Our workmen have orders to keep a sharp look-out for anything of the kind, as it would naturally have considerable historical value, but the only discovery yet reported was a large tooth or tusk of a mammoth or mastodon, which was unearthed in Petty's Island. It had probably been brought down from the North long ago by a glacier and deposited on the island. We were very anxious to preserve the curiosity, but it crumbled and fell to pieces soon after being removed."

"Have you found any traces of the large ship which is popularly supposed

to have sunk opposite Spruce street, and to have been the original obstruction which caused the islands to grow there?"

"No. I am afraid that is pure fiction. Maps of the river during the Revolutionary War show not only Windmill and Smith's Islands, but a chain of others extending down to Cooper's Point. Formerly the river was much wider, extending from Front street on the west, to Second street, in Camden, on the east, and as the shores have gradually filled in the current growing stronger has washed away the lower islands, and would undoubtedly have carried off Smith's and Windmill had they not been protected by wooden piles."

Speaking of the prospect of finishing the great harbor improvement, Mr. Schermerhorn said that by July 1, 1894, twelve feet of water will cover every portion of the two islands and the bar, and the only cause for delaying the final dredging at that time, would be the tardiness of the municipal authorities in bringing the wharf line out to the required distance. If this operation, which involves the appointment of a commission and is apt to be tedious and complicated, is taken up promptly and

**carried through energetically, there will
be no reason for delaying the much-
needed improvement to the harbor.**

Mizpah Wins Again

Date: Sunday, May 13, 1894 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 130 **Issue:** 133 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

Mizpah Wins Again.

An interesting race was sailed in the cove back of Petty's Island yesterday by the Manayunk Model Yacht Club. The contestants were Mizpah, Dr. Evans; Addie V., J. Short; Galatea, W. Foster, and Vigilant, J. Hart. Mizpah won, 12h. 5m. 16s.; Addie V., 12h. 7m. 45s.; Galatea, 12h. 8m. 34s.; Vigilant, 12h. 14m. 30s. Mizpah takes the cup.

Camden County Licenses. An Application to Sell Liquor on Petty's Island Laid Over

Date: Thursday, May 17, 1894 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 130**Issue:** 137 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

CAMDEN COUNTY LICENSES.

An Application to Sell Liquor on Petty's Island Laid Over.

An application for a license to sell liquor on Petty's Island has been filed in the Camden County Court by John Walden.

The application was laid over yesterday by Judges Garrison and Vroom, together with others, against which remonstrance had been made. All the applications from Stockton were withdrawn pending a decision as to whether the court or the Town Council has the right to grant them.

Tavern licenses were issued as follows:

Pensauken township—Benjamin Forrest, Annie M. Stringer, C. A. Frey, F. W. Weidman, Walter Hubbs, Andrew H. Tippen, Frederick Harold.

Centre township—Charles Bartram, Samuel G. Stone.

Winslow township—William Harkins, John Sharp, Charles Young, E. A. Crammer, T. W. Davis, Edward Fisher,

Waterford township—B. H. Bates, O. A. Small, A. F. Smith, John Reinfried.

Gloucester township—T. S. Wentz.

Haddon township—Robert Nock,

Chesilhurst—Catherine Mansman.

Four Girls Rescued from the Delaware. One Had Sunk in Twenty Feet of Water and Was Unconscious

Date: Monday, August 20, 1894 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 131
Issue: 51 **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

FOUR GIRLS RESCUED FROM THE DELAWARE

One Had Sunk in Twenty Feet
of Water and Was
Unconscious.

They Were Rowing in a Skiff Off
Petty's Island.

Some Persisted in Rocking the Boat
and the Usual Result Followed.
Heroic Work of Proficient Men
Saved Their Lives.

Four girls pulled from a watery grave,
one of them being actually dragged
from the river bottom, was the heroic
deed performed by three young men on

the upper Delaware River yesterday. The girls who miraculously escaped death beneath the waters were: Rose Gallagher, aged 14 years, of Melvale street above Ann; Annie Brown, aged 15 years, of Melvale street below Ann; Mamie Maginnis, aged 15 years, of Ann street below Melvale, and Katie Buckley, aged 14 years, of Melvale street above William.

The men who rescued them were Policeman John Harper, of the Twenty-fourth district; Patrick Murphy and Charles Parker. The rescue occurred at 2 o'clock yesterday afternoon, at a point just below Petty's Island, and was witnessed by hundreds of people, who cheered the live-savers to the echo when their work was accomplished.

Early yesterday morning the girls, whose fate came near being sealed later in the day, in company with their parents and a large party of friends, started for Petty's Island for a picnic. Eight row boats transferred the party from Allegheny avenue wharf to the spot selected on the island, which was on the western side, about midway of the beach.

THEY ROCKED THE BOAT.

After dinner had been served the four girls wandered along the shore to where the boats were left, and one of them suggested that the quartet go rowing. A skiff belonging to Tolly Ayres, and known as No. 14, was selected for the trip, and as the rising tide had floated it they had no trouble in embarking for their row. All went well at first but soon the girls

who were not rowing, thought it would be fun to rock the boat. Regardless of the danger that this foolish practice always results in they swayed the frail craft until the gunwales almost went under water. They had by this time reached a spot off the lower end of the island where the dredgers have been deepening the channel so that it is now twenty feet deep at low water.

Here a particularly violent rock sent the gunwale under and the girls, all frightened, jumped to the other side. In an instant the craft capsized and its occupants were struggling in the swift tide. Rose Gallagher, Annie Brown and Mary Maginnis clung together and screamed piteously for help. Katie Buckley however, floated away sustained on the surface by her clothing and so frightened that she simply made no move. The other girls made frantic efforts to grasp the boat, but it drifted beyond their reach and they found themselves slowly sinking despite their desperate struggles to keep afloat.

Finally all went under together to reappear again an instant later and renew the unequal fight for their lives. Hundreds had witnessed the accident from the Pennsylvania shore, but none could give any aid. Their only hope lay in a small boat, which, when the accident occurred, was several hundred yards away from them.

HASTENING TO THE RESCUE.

In this boat were Harper, Murphy and

Parker. All are members of the Seth Buckley Boat Club, and the latter two live at the boat house, near Allegheny avenue wharf. They were on their way to join the picnickers on the island, when Parker, who sat astern, saw the girl's boat capsize. He told his companions, who, without excitement, bent to their oars and made their boat fairly fly toward the struggling girls.

Never a word was spoken, for all are old rivermen, and knew too well the value of every second. As the three struggling girls came to the surface the men flashed their boat alongside. Parker stood ready at the stern, and when all seemed lost he gathered all three, and with the help of Murphy pulled them into the boat.

By this time Katie Buckley had drifted some distance away, and just as her companions were saved she threw up her hands and went down. Never hesitating for a second Murphy noted the spot where she sank, and dived just above her.

Deep down on the bottom he touched her dress and then catching her in her arms he came to the surface with her unconscious form supported on his shoulder. He kept up until his companions quickly brought the boat and took her aboard and then he got in himself. All speed was made for Petty's Island and the three girls rescued first were helped ashore.

Then the rescuers went to work on Miss Buckley. After some hard work she was resuscitated and all were then

carried to the boats and taken home.

The rescuers were kept busy receiving the compliments of their friends and the thanks of the girl's parents, but they bore all honors meekly, Policeman Harper being on duty as usual last night. He rescued a man from drowning in Gunner's Run some time ago and the others have also assisted in other rescues.

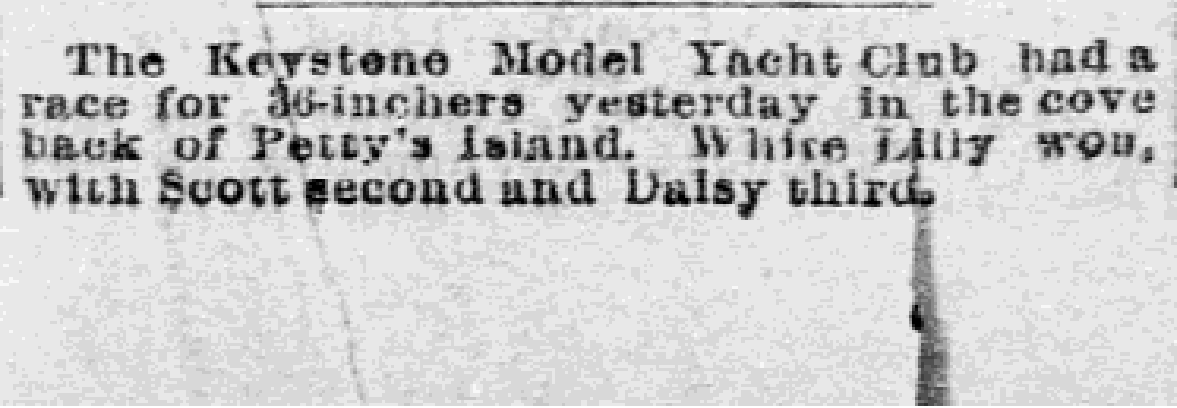
Ⓜ

[Keystone Model Yacht Club; Petty's Island; Scott]

Date: Sunday, September 2, 1894 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 131

Issue: 64 **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com



The Keystone Model Yacht Club had a race for 36-inchers yesterday in the cove back of Petty's Island. White Lily won, with Scott second and Daisy third.

Drowned near Petty's Island Henry Schull Loses His Life White Bathing with Companions**Date:** Monday, June 3, 1895 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 132 **Issue:** 154 **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

DROWNED NEAR PETTY'S ISLAND.**Henry Schull Loses His Life While Bathing With Companions.**

Henry Schull, aged 21 years, of 'Alder street and Montgomery avenue, was drowned off the upper end of Petty's Island yesterday while swimming.

With Sloan Tufts, Harry Dreer and Jerry Metz, Schull rowed over to the island and all went into the water. Schull ventured out to where the current sweeps with terrific force around off the Pea Shore dyke and when he attempted to return found himself helpless. The others tried to reach him but before they could get near he went down.

Jacob Collar's Find. A Fisherman Discovers Professor Airtite Away off on Petty's Island

Date: Thursday, October 31, 1895 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 133**Issue:** 123 **Page:** 8

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

JACOB COLLAR'S FIND.

A Fisherman Discovers Professor Airtite Away Off on Petty's Island.

Professor Airtite tried to do the Robinson Crusoe act on Tuesday afternoon. After breaking away from The Inquirer balloon he drifted in many directions, describing a complete circle before he finally landed on Petti's Island. Jacob Collar and several of his companions were out in a small boat fishing. They saw the professor out on the island alone, and hurried to his rescue. He was found completely prostrated on one of the high banks.

There was a large crowd of interested spectators on the Jersey shore who watched the gyrations of The Inquirer aereonaut. Mr Collar called yesterday morning and received \$5 for bringing back the professor. He said it was the most profitable haul he had made in a long experience of fishing on the Delaware.

Caught the Crocodile. The Creature Landed on the Mud About Petty's Island**Date:** Tuesday, April 14, 1896 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 134**Issue:** 105 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

CAUGHT THE CROCODILE

The Creature Landed on the Mud About Petty's Island.

The Inquirer's crocodile, he of aeronautic tendencies, chose the mud of Petty's Island to land upon yesterday, when after an ascent he slowly dropped earthward under his parachute. The crocodile has won a great many friends since he got his position on the staff of aeronauts, and two of them were on the lookout for him when he descended.

They were William Rhoads, of 1132 Eyre street, and Frank Libe, of 434 Richmond street. The young men had but a short time before returned from a fishing trip, and when they saw the crocodile and the 'parachute,' they took to their boat again and guided by the direction in which the wind was blowing, they pulled for Petty's Island. The crocodile fell flat in the mud, which was so soft that one of the young men sank in above his knees while rescuing the aeronaut. The two were well paid for their trouble, however, receiving the customary reward upon returning the crocodile to The Inquirer Office.

Ice Yachting on Delaware. Exciting Three-Cornered Race in the Cove behind Petty's Island

Date: Saturday, December 26, 1896 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: 135

Issue: 179 Page: 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

ICE YACHTING ON DELAWARE

Exciting Three-Cornered Race in the Cove Behind Petty's Island.

For the first time this winter the ice in the cove behind Petty's Island was thick enough yesterday to bear an ice yacht and its crew, and there was an exciting three-cornered race of boats enrolled in the Bowline Club in consequence.

Edward Painter, Theodore Hildenbrand and the two Rileys—M. B. and Harry—had built boats, and a race was arranged for yesterday providing the ice would bear the craft.

Before 8 o'clock in the morning Painter had the Snapshot rigged and launched at the foot of Second street. He made a try of it to Race Horse Point and return safely enough, and when he so reported the other two boats, the Shotaway and the Slide, were got ready for the race. Hildenbrand sailed the Shotaway and the Rileys handled the Slide.

Rufus G. Wilkins was judge of the race and William Weaver held the watch. The wind was northerly and fresh when the trio maneuvered for the line. They sailed under the rules of the old Cooper's Point Ice Yacht Club. The race was a sweepstakes of \$10 each, the first boat to take all.

Wilkins got them off in a bunch at

11,12 o'clock. The Slide got the weather position and led the Snapshot and Shotaway in the order named to the stake off Race Horse. To this point it was a long leg and a short one. It was quick work to the old mill, and they gybed around in this position;

	H.	M.	S.
Snapshot	11	16	05
Slide	11	16	10
Shotaway	11	16	12

With lifted sheets the three ran to the line. The breeze lightened. In this stretch the ice was lumpy and apparently thin. Off Pavonia wharf there was a big hole, and the boats had to haul their wind to clear it. Coming down the homestretch Hildenbrand hailed Wilkins. "I'm afraid the ice is too thin. Make this a finish?"

"Are the others agreed?" shouted back Wilkins.

"Yes," came from the trio in chorus.

"All right," sung out Wilkins; and the yachts were lined as they crossed:

	H.	M.	S.
Snapshot	11	16	24
Slide	11	16	30
Shotaway	11	16	32

Skeleton Found on Petty's Island. Boys in Search of Driftwood Discovered a Box Containing Human Bones

Date: Sunday, March 21, 1897 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 136
Issue: 80 **Page:** 10

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

SKELETON FOUND ON PETTY'S ISLAND

**Boys in Search of Driftwood
Discovered a Box Contain-
ing Human Bones.**

MYSTERY OF THE RIVER

**Probably the Remains of a Sailor
Who Died on a Foreign Ship.
Camden Coroner Took the
Bones Away.**

Three boys gathering driftwood yesterday on the lower end of Petty's Island in the Delaware River unearthed a box of human bones. The lads

who made this gruesome discovery were William Searle, of 149 Cox street; William Smart, of 201 Milton street, and Fred Leroyd, of 208 Byron-street, Camden.

The boys rowed over to the island early in the morning. They had gathered considerable driftwood when one of the trio cried out:

"Look at the big piece down there."

He pointed to what looked like a box about five feet in length imbedded in the sand near the water's edge.

The boys started on a run for the box, and eagerly wrenched off the lid. They gave a cry of horror at the sight that met their gaze. In the box lay the skeleton of a man.

The boys hastily clambered into their row boat and with the picture of that grinning skeleton before their eyes rowed with all possible speed to the mainland at the head of Second street, Camden. They rushed into the office of the United States Match Company as soon as they landed and told their story. Word was at once telephoned to police headquarters and to Coroner Lippincott.

It was not long before the Coroner reached Cooper's Point, and he was rowed over to Petty's Island and secured the box of human bones. He took them to Camden in a bag and turned them over to Morgue Keeper O'Brien for burial.

Coroner Lippincott states that the skeleton is that of a man, rather short

in stature, and that the box had evidently been in the ground for a number of years. He made a close examination of the bones and the box that contained them. The blade of a penknife, badly rusted, was found in the box.

Coroner Lippincott's theory is that a sailor died upon a ship anchored near the island, and his mates made a rough pine box, placing the body in it and buried it on the shore of Petty's Island.

In improving the channel of the Delaware dredges have cut away the lower end of the island. This caused the current to uncover the box.

Drowned at Petty's Island Employee of a Dredging Company Fell Overboard

Date: Saturday, July 24, 1897 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: 137

Issue: 24 Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

DROWNED AT PETTY'S ISLAND.

Employee of a Dredging Company Fell Overboard.

Joseph Mason, 21 years old, who boarded with Mrs. Ellen Flynn, at 1120 Locust street, Camden, was drowned late Thursday night in the Delaware River, at Petty's Island. Mason came from Newfoundland about three months ago, and the first part of the present month secured employment with the American Dredging Company, and was put to work on the blowing machine, at Petty's Island.

He was walking along some iron pipes late Thursday night when he slipped, and falling overboard, was drowned. His body was found floating off Cooper's Point yesterday, and was towed to Market street, and turned over to Coroner Lippincott.

A 30-Foot Ship Channel. Major Raymond Estimates the Cost of the Work for Philadelphia at \$3,900,000

Date: Thursday, January 6, 1898 Paper: Sun (Baltimore, Maryland) Volume: CXXII Issue: 44 Page: 2
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

A 30-FOOT SHIP CHANNEL

**Major Raymond Estimates The Cost Of
The Work For Philadelphia At
\$3,900,000.**

PHILADELPHIA, Jan. 5.—Major C. W. Raymond, United States engineer in charge of the improvement of the Delaware river, today sent his report upon the proposed 30-foot channel for the Delaware river to the chief of engineers of the army at Washington. It is expected that the report will be forwarded to the Secretary of War and by him to Congress without delay.

The report was made in accordance with an item in the last river and harbor bill, directing a survey of the Delaware river, with the plan of securing a channel thirty feet deep. The survey was made last summer and fall.

Major Raymond's estimate of the cost of securing a channel thirty feet deep at low water and 600 wide between Petty's Island and deep water, in the bay, is a little more than \$3,900,000.

Woodbury Daily Times article

Date: Tuesday, September 26, 1899 Paper: Woodbury Daily Times (Woodbury, New Jersey) Page: 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Curious Relics in River Bed.

Excavations of Mud Blower Reveal Long-buried Articles.

Large and curious crowds gather daily on the meadows of Newton creek, above Gloucester city, where work has been commenced on the plant of the New York Shipbuilding Company.

For the past two weeks a mud blower has been engaged in filling in the meadows to grade with mud which is taken from the Delaware and blown through a pipe about three feet in diameter.

During this time many curious things have oozed through the blower, among them skeletons, rifles and rifle balls, such as were used in revolutionary times, and several watches and chains. The presence of the articles in the mud is attributed to the fact that it was taken from Ridgway Park and Petty's Island in the Delaware several years ago, and dumped

in
ke
ine
one
ort
set
see
in,
the
ing
on-
wo
ied
and
ian
his
who
way
nts
the
om
the
ree
ier.
e of
ard
her

sm

Co
wo

yo
lib
mc
loc
the
be
co
Ok

\$I

were along the banks of the river.

min- At present about 550 men and
ork several hundred horses and carts
oris are employed at the shipyard.
ises Several large buildings and an
ond office are under course of construc-
tion along the river front wharves,
ople which are being built by the Arm-
were strong & Printzendon Company, of
ust Philadelphia. Several railroad
ing sidings have been run through the
yard.

lf

"FATHER OF PETTY'S ISLAND" AND HIS BRAVE DOG MUST SOON SEEK NEW HOME



RALSTON LAIRD, HIS HOME AND HIS DOG

The population of Petty's Island, consisting of Ralston Laird and his family, will probably be forced to abandon their home to make way for the shipbuilding about to be erected.

Laird has lived on the island for fifty years. He came to America from Ireland in 1831 and immediately upon his arrival set out for Philadelphia. He found work on the island at once, and has never deserted his first home in the new country.

All the residents of Cooper's Point and East Side, Camden, call him "the father of the island." He was 78 years old on Easter Sunday, but is hale and active.

"I came to Petty's Island when it was cut up into small farms," said Mr. Laird

yesterday. "There were more than eighteen families living on it at that time. It was a paradise in many respects. Our cattle were fine. I raised cows that sold for 250 each. I recently sold for \$300 a horse bred and raised here. He never left the island and until I sold him."

"This island is a lucky spot. I have known men to come here so poor that I have lent them money to bring their furniture over, and they have all done well."

Mr. Laird has four daughters, three of whom are deaf mutes, and as they cannot hear when strangers are approaching he keeps a savage black dog to guard them and the house.

Prince, as the dog is called, is well known to visitors to the island, and many

are the tales of narrow escapes from his rapacious jaws.

PETTY'S ISLAND IN NEW OWNERS' HANDS

Deeds conveying Petty's Island to Philip J. Ross, of New York, who represents the new owners, were filed with Register of Deeds Cole, of Camden, on Saturday. The identity of the purchasers or the purpose for which they will use the island has not yet been made public.

The price demanded for the property is about \$600,000, and \$315,000 of this sum has been paid. Twelve deeds were filed, and they bore \$650 worth of revenue stamps.

Syndicate Buys Petty's Island. Johnson, a New York Broker, the Only Person Named in Deal

Date: Tuesday, March 26, 1901 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 144

Issue: 85 **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

SYNDICATE BUYS PETTY'S ISLAND

Johnson, a New York Broker,
the Only Person Named
in Deal

PRICE PAID WAS \$600,000

Mystery Veils Identity of Purchasers
and Their Objects Are
Unknown

Acting, it is believed, for a syndicate, a
New York broker whose name is Johnson
and whose identity seems to be a mystery

has purchased Petty's Island, in the Delaware River, for \$600,000. The deal was made through an up-town firm of real estate brokers who profess to be in ignorance of the plans of the purchasers and who explain their lack of knowledge of the purposes of Mr. Johnson by stating that the transfers were made to a local agent of the New Yorker. The largest part of the island is owned by the Cope estate. Outside of this interest and one or two other large holdings titles to the land were held by less than a dozen persons.

All the interests, it is said, have consented to the sale and the transfer includes title to the entire island. Petty's Island is almost opposite Cramps' shipyard. It is one of the largest tracts of land in the river and would make an admirable site for a shipyard or a manufacturing plant. Rumors that Cramps were interested in the deal were denied last night by one of the directors. Neither did this official believe that there was a scheme on foot to establish a rival shipyard at their doors. The general belief is that a large New York corporation intends to start a manufacturing plant on the island. The government has done considerable dredging in the neighborhood of Petty's Island and dock facilities are excellent. The island lies near the New York harbor and the best water navigation

Jersey shore and the land owes allegiance to that State.

Prosecutor of the Pleas Lloyd is engaged in looking into titles prior to recording the formal transfers. He declined to give any information yesterday as to what was behind the sale. He said that all he knew was that he had been asked to verify the titles by a Philadelphia lawyer.

English Company For Petty's Island

Date: Saturday, April 6, 1901 **Paper:** Daily People (New York, New York) **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

English Company For Petty's Island.

PHILADELPHIA, April 5.—The Vickers-Maxim Company of England, it is reported here to-day, has purchased Petty's Island, in the Delaware river, with the intention of establishing thereon a shipbuilding plant. Charles B. Striker, of New York, is the attorney who is said to have charge of the negotiations. Shipping circles are deeply interested in the report which is generally believed.

San Francisco Chronicle article

Date: Saturday, April 6, 1901 Paper: San Francisco Chronicle (San Francisco, California) Page: 2
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

BRITISH WORKMEN OF THE NECESSITY OF IMPROVED METHODS IF THEY DESIRE TO RETAIN THEIR SHARE OF THE WORLD'S TRADE.

MAY COMPETE WITH AMERICAN SHIPBUILDERS.

English Firm Said to Have Bought an Island Near the Cramps' Plant.

PHILADELPHIA (Pa.), April 5.—An English shipbuilding company is reported to have purchased Petty's island, one-half mile from Cramps' shipyard, with the object of establishing one of the largest shipbuilding plants in the world. The island embraces about 300 acres and has long been regarded as an ideal spot for a shipbuilding plant. Charles B. Stricker of New York, who is said to represent Vickers, Son & Maxim, was the purchaser.

REPORT OF FRICTION

OVER CRAMPS' ISLAND

tar
the
pre
set
cul
ers
and
pai
sid
pre
ade
the

CF

Shi

T
su
on
fro
Go
tin
bel

Shipyard for Petty's Island. Rumors That a Gigantic Plant Will be Established on the Acres Inthe Middle Delaware

Date: Saturday, April 6, 1901 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 144 **Issue:** 96 **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

SHIPYARD FOR PETTY'S ISLAND

Rumors That a Gigantic Plant
Will Be Established on the
Acres in the Middle Delaware

Petty's Island, in the Delaware River, comprising about 350 acres, will probably be the site of an immense shipbuilding plant. Peter Hagan, a shipbuilder on the East Side of Camden, who has offices in Philadelphia, is reported to have sold his holding of seventeen acres on the island to Charles B. Striker, of New York, who is reported to represent an English shipbuilding company, either the Vickers Maxim Company or the Armstrong firm. Other New York men recently purchased the rest of the island for

the rest of the island for unknown purposes, but it is known that inquiries relative to the value of the island for a shipbuilding plant have come from New York.

Geographically the island is in Pensauken township, N. J., but practically it is in Philadelphia, being less than a quarter of a mile from Cramps' shipyard. The price for which the island has changed hands is reported to be considerably less than \$3,000,000.

It has been given out that plans for the shipbuilding plant have already been completed, and that a dyke extending from the Jersey shore, below the Pennsylvania Railroad bridge, is to be improved and used for a railroad siding. It is also reported that the plans embrace dry docks and yards on either side of the island, and that the plant will rival the Cramps and the New York Shipbuilding Company.

The island is surrounded by channels having over twenty-four feet of water. Its southern extremity is off Cooper's Point, and the northern end reaches to a point off Cramer's Hill, N. J.

Boston Herald article

Date: Sunday, April 14, 1901 Paper: Boston Herald (Boston, Massachusetts) Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

Cutting and hemming per piece 10c. extra.

ward to the time when, concentrated in one district in and close to the City Hall park, municipal buildings will be erected as useful and as beautiful as the new hall of records.

John D. Crimmins, president of the new Hall of Records Association, and S. Stanwood Menken also made addresses.

PETTY'S ISLAND BOUGHT

Thought to Be Intended for Use as a Delaware Shipyard.

CAMDEN, N. J., April 13, 1901. Deeds for Petty's island, in the Delaware river, off this city, were recorded here today. They are 12 in number, and are made out in the name of Philip J. Ross of New York. The deeds represent a purchase price of \$650,000. The island is opposite Cramp's ship yard, and it has been stated that the purchasers will establish a large ship building plant.

in

cor-
was
ere
the
The
en-
ver
R.

day-
er-
gth
New
for-

Petty's Island Deeds Recorded. Twelve Transfers Go to Fully Verify Sale of Valuable Real Estate

Date: Sunday, April 14, 1901 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 144 **Issue:** 104 **Section:** 1st Section **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

PETTY'S ISLAND DEEDS RECORDED

Twelve Transfers Go to Fully
Verify Sale of Valuable
Real Estate

CONSIDERATION IS \$640,000

Documents Filed in Camden Called for
Revenue Stamps to Extent of
\$640.98

Deeds confirming the sale of Petty's Island were recorded in the office of the Register of Deeds, Camden, yesterday.

There were twelve of them and the total money consideration was \$640,000. The revenue stamps amounted to \$640.98.

The deeds were as follows:

Andrew M. Manderson estate, of Philadelphia, three tracts of land, one 6 981-1000 acres, another 22 906-1000 acres and the third 8 999-1000 acres. This deed was from the Manderson estate to Francis M. Edwards and from Edwards to Philip J. Ross, of New York city. Consideration, \$135,949.38.

Edward Wistar and wife, Martha, of Philadelphia, and others, to Philip J. Ross, two tracts, one of 6 613-1000 acres, the other under water, \$7371.50.

Edward Wistar and wife to Philip J. Ross, equal undivided one-half part in tract of 6 337-1000 acres, \$7921.25.

John M. Whital and wife, Philadelphia, and others, to Philip J. Ross, tract of 15 40-1000 acres, and land under water, \$3750.

John B. Wood and wife, Camden, and others, to Philip J. Ross, all interest in an estate of tract of 6 337-1000 acres, another extending from the United States harbor line of river, a third tract of 6 113-1000 acres, and a fourth of 9 961-1000 acres, \$14,902.41.

Francis C. Shortland, of Philadelphia, and others, executors of Stephen T. Shortland, to Philip J. Ross, tract of land, 6 44-1000 acres, \$30,000.

Hatch Land and Improvement Company to Philip J. Ross, two tracts, one 5 823-1000 acres and 13 669-1000 acres, \$48,730.

W. Howard Pancoast, administrator of

the estate of Joseph Pancoast, of Philadelphia, to Phillip J. Ross, tract of 118 993-1000 acres, \$35,998.25.

Thomas Manderson and Thomas Montgomery and others, executors of estate of James Manderson, Philadelphia, to Phillip J. Ross, three tracts of land, one 37 915-1000 acres, one 30 93-1000 acres and the other 105 109-1000 acres, \$146,185.50.

American Dredging Company to Phillip J. Ross, tract of 29 51-1000 acres, \$73,775.

Richard Rillatt and others, Camden, to Phillip J. Ross, tract of 1 107-1000 acres, \$15,000.

Railroad May Own Petty's Island

Date: Saturday, May 18, 1901 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 144

Issue: 138 **Page:** 10

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

Railroad May Own Petty's Island

Charles H. Cramp effectually settles a rumor to the effect that he or his company are the purchasers of Petty's Island. He declares as emphatically as possible that neither he nor his firm own one inch of ground on the island, though he confesses that he wishes they did. He states that he would not be surprised if the purchasers were found to be either the Pennsylvania or Philadelphia and Reading Railroad to be used for freight shipping purposes and coal storage.

Almshouse Site at Last Chosen. Officials and Physicians Agree upon Petty's Island as the Best Place near the City

Date: Wednesday, June 26, 1901 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 144
Issue: 177 **Page:** 9

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

ALMSHOUSE SITE AT LAST CHOSEN

Officials and Physicians Agree
Upon Petty's Island as the Best
Place Near the City

By a unanimous vote, the members of the Department of Charities and Correction and the medical men who accompanied them on a tour of inspection on the Delaware River yesterday passed a resolution recommending Petty's Island as a suitable site for the municipal almshouse and insane asylum. This recommendation will be presented to Mayor Ashbridge and both branches of City Councils, and will probably be acted upon by the municipal lawmakers at their next

session.

Although Petty's Island is in the jurisdiction of the State of New Jersey, those who have been delegated to choose an almshouse site are confident that any legal complications that might arise from this can be surmounted. It is expected that Mayor Ashbridge and Councils will at once take steps to learn who holds title to the property, and, if the decision of the department meets with their approval, to effect its purchase.

The Official Inspection

The inspection of the Delaware River which was made yesterday had been determined upon by Dr. John V. Shoemaker and his fellow members of the Department of Charities and Correction immediately upon the conclusion of the trip to Boston and New York. The officials and medical men accompanying them had been impressed with the desirability of an island or water front location for the city asylums, and determined to seek such a site.

The inspecting party boarded the police boat Samuel H. Ashbridge at Race street wharf shortly before noon. On board were Dr. John V. Shoemaker, president of the Department of Charities and Correction; William J. McLaughlin, Dr. C. S. Middleton and Dr. Elwood Kirby, members of the department; Dr. Orville Horwitz and Dr. Hobart A. Hare, of the Jefferson Medical College; Dr. James Ty-

son and Dr. Simon French, of the University of Pennsylvania; Dr. Ernest La Place, Dr. James Anders and Dr. William E. Ashton, of the Medico-Chirurgical College; Horn R. Kneass, chairman of Councils' Committee on Charities and Correction; William M. Geary, superintendent of the Bureau of Charities; Dr. William L. Rodman and Dr. F. P. Henry, of the Woman's Medical College, and Director of Public Safety Abraham L. English. Representatives of all the morning newspapers accompanied the party.

The Ashbridge headed down stream, steaming past League Island and sweeping around Little Tinicum Island. At the old Lazaretto the first stop was made. After luncheon the party rode by trolley to Black's farm, a high stretch of land about three miles from Essington. The spot met with little favor as a prospective almshouse site.

Parts of Tinicum Island were also inspected.

Petty's Island the Place

With the party again on board the Ashbridge skirted League Island and sped up the Delaware. The Pennsylvania shore was carefully scanned for possible almshouse sites, but the officials and medical men declared the search unproductive.

When Petty's Island was reached the police tug decreased its speed, and running close to the shore circled the stretch of land. Waving fields of grain covered a great part of the island and clumps of willows grew down near the water's edge. A cool breeze was ruffling the river

A COOL BREEZE WAS BLOWING THE DUST.

The members of the inspecting party now convened officially. Dr. Shoemaker called the gathering to order and called upon the various members to give their views concerning the sites inspected. All of them declared in favor of Petty's Island.

William M. Geary pointed out that the city was paying insane asylums at Norristown and Wernersville \$91 per year for caring for its insane, whereas it could care for them itself on a much cheaper basis if facilities were provided. "Petty's Island," said he, "is a favorable site for the asylum and almshouse in more ways than one. Its location renders it particularly valuable. It is within a few miles of the House of Correction, and the convict labor would be utilized to build and keep the institutions in repair."

Mr. McLaughlin offered a resolution recommending the purchase of Petty's Island, and it was passed by a unanimous vote.

Councils will probably hold a special meeting on July 3 and it is expected that action will be taken upon it at that time.

Petty's Island is a tract of 420 acres. It was purchased over a month ago by agents said to have represented a big ship building company, but it is understood that the property is now on the market.

Favors Petty's Island Site Medical Bulletin Discussed Proposed Almshouse Removal

Date: Wednesday, December 4, 1901 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 145

Issue: 157 **Page:** 8

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

FAVORS PETTY'S ISLAND SITE

Medical Bulletin Discusses Proposed Almshouse Removal

In the December number of the Medical Bulletin an editorial will be printed under the caption "Petty's Island as a Site for Public Institutions," in which the removal of the almshouse is urged. After reviewing the tour taken by a party of medical men and city officials to institutions of other cities and their subsequent examination of the available islands in the Delaware River, the editorial goes on to speak of the accessibility and healthfulness of Petty's Island.

Referring to the opposition to the latter site the article continues:

"Of late months * * * some strange fatuity has inspired a campaign of abusive criticism against everything relative to municipal affairs. No project, however laudable, escapes misconstruction and denunciation. A Pharisaical spirit seems to be abroad, and our city is misrepresented before the country at large as a hive of corruption. Facts are distorted with wonderful ingenuity. Statements are scattered broadcast without a basis of truth."

Again, speaking of Petty's Island, it is said:

"There is no marshy ground, there are no stagnant pools, the atmosphere is far from being humid and sultry in summer, but, on the contrary, is cool and breezy. Those who affect to regard an island in the river as unhealthy might, for a contrast, inspect the close, confined and stifling atmosphere of an attic ward at Block.

ley during an August day, and compare it in thought to the free air of the broad Delaware.

"The position of Petty's Island indicates its utility to the city of Philadelphia. Its manifest destiny is to become incorporated in our limits."

Fought Death Many Hours in a Floe of Ice. Two Petty's Island Men Rescued after a Terrible Experience

Date: Monday, January 13, 1902 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 146
Issue: 13 **Page:** 1 **Piece:** One of Two

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

FOUGHT DEATH MANY HOURS IN A FLOE OF ICE

Two Petty's Island Men Rescued After a Terrible Experience

THEN RESISTED HELP

Refused to Leave Their Boatloads

and had to be put on tug.

Visitor by Force

Almost frozen to death after an eighteen-hour battle with the ice in the Delaware River, two men, Thomas Oleanchak and John Clouel, actually resisted rescue until the last moment, because the promised succor did not carry with it safety for their boat loads of poultry food.

Only when the crew of the police tug Visitor, tired of parlying, forcibly dragged them aboard, did they reconcile themselves to what they considered only a partial rescue.

Oleanchak and Clouel are employed on Petty's Island, by a farmer named August Greening, who lives in Pavonia. Late Saturday afternoon they started for Pavonia, on the Jersey shore, above the river bend, in two scows loaded with articles of commerce collected on the island. Their material was sold and the boats were loaded with the provisions they had set out to purchase.

Caught in a Ice Floe

It was 5 o'clock Saturday afternoon when the two men began their homeward voyage. Darkness was setting in rapidly

and a sudden fall in the mercury made them draw closer around their bodies the light clothing which they wore. When half way between Petty's Island and North Cramer Hill a heavy tide of broken, jagged ice swung their boat into the midst of a mass of half-frozen, tentacled ice that lined the Jersey shore a hundred or more feet out.

The vise-like grasp of the ice resisted every effort of oar and pike. An 18-hour battle with death was begun. Sturdy men, hardened to many an icy blast that sweeps the river, they did not then realize that the deepening darkness was bringing death so close to them. Both men are Polanders. With the determination of their race they systematically set to work to part with their hands a path through the floating ice floes. The cakes of ice were from six to eight inches thick and of varying sizes. Leaning over the bow of the boat the men took turns at lifting the cakes from the water and piling it on either side of the little path that they believed would lead their boat to the open channel beyond.

An All-Night Battle

Oleanchak provided himself against the winds by taking an extra overcoat. Clouel had a pair of gloves. After the brother of the latter had protected the wearer's hands from the gorged ice until they were

almost frozen he would fall back in the boat and exchange the soggy, frigid mits for the overcoat of his companion. So the battle—the building of a path on the water—continued throughout the night. The new moon glistening on the open stretch beyond gave them renewed ambition and energy.

In fifteen hours they had gained 150 feet through the slushing mass of broken, shiftless ice. In each hour each man had fought his way a distance somewhat less than his own length. One hundred and fifty feet still lay between them and the open current. But they never reached it. With the dawn fatigue laid them both exhausted in the boat. The ceaseless toll with the frozen cakes had kept them warm. When they lay still in the boat their ice-water-soaked clothing began to freeze to their flesh. With their remaining strength they cried loud for help.

Gorge Bond, who happened along the shore on the Jersey side heard their cries. Had he not it is not likely that their story would ever have been known. He, procuring help and a big boat, started to the rescue. When within hailing distance one of the two men is said to have called out:

“We cannot leave here without the feed.”

Words seemed of no avail though the

CONTINUED ON PAGE 16th—3d COL.

Petty's Island as Almshouse Site

Date: Wednesday, May 14, 1902 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 146

Issue: 134 **Page:** 11

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

Petty's Island as Almshouse Site

Petty's Island in the Delaware River is again being advocated as a site for the Philadelphia Almshouse and Hospital for the Insane. Superintendent Geary, of the Philadelphia Hospital, regards this island as a most desirable site for such an institution, because of its central location to every section of the city, as well as owing to remoteness from the encroachments of buildings. He also believes it possesses superior sanitary advantages.

Hospital May be Removed to Petty's Island. Thirty-Fifth Ward Site is Thrown out by Councils' Committee

Date: Thursday, June 26, 1902 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 146
Issue: 177 **Page:** 7

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

HOSPITAL MAY BE REMOVED TO PETTY'S ISLAND

Thirty-fifth Ward Site Is
Thrown Out by Councils'
Committee

BILL TO BE PREPARED

Will Be Introduced Into Councils
To-day Providing for Pur-

chase of Land

OWNER MAKES AN OFFER

Wants \$3200 an Acre for 150 Acres of the Northern End of the Island

The Municipal Hospital will not be located in the Thirty-fifth ward. It may be removed to Petty's Island.

These two propositions were deliberated upon yesterday afternoon at a meeting of Councils' Committee on City Property, which for months has been considering the question of selecting a site for the hospital. After the Thirty-fifth ward site had been thrown out, Chairman McCoach was instructed, by resolution, to prepare an ordinance to be introduced into Councils to-day, directing the purchase of 150 acres at the north end of Petty's Island in accordance with the provisions of the ordinance making the \$1,200,000 appropriation, last year, to be used for the purchase of sites and the erection of buildings

CHASE OF SITES, AND THE ERECTION OF BUILDINGS for the Philadelphia Almshouse and city hospitals. The resolution directing the chairman to take this action was unanimously agreed to.

Offer of the Land

The offer for the sale of that portion of Petty's Island was contained in the following letter to Chairman McCoach:

"South Broadway, N. Y.

"William McCoach, Esq., Chairman of Committee on City Property.

"Dear Sir—I have been informed that it is the intention of the city of Philadelphia to purchase a piece of land for the erection of certain public institutions, and, being the owner of Petty's Island in the Delaware River, I would say that, should the city of Philadelphia desire to purchase a portion of that island, I will sell 150 acres of the same, the same being the northerly part of the island, to the city for the sum of \$3200 per acre.

"Should this proposition be considered I would be pleased to confer with you, but in no event would I entertain an offer for whole island. Very truly yours,

"FRANK S. HASTINGS."

It was a subject of comment among those present that there is no specific mention in the resolution to place the Municipal Hospital on that site. Whether such provision will be made in the ordinance to be introduced to-day remains to

be seen. Chairman McCoach declined to commit himself as to whether the so-called Municipal Hospital would be removed from its present location.

Northeastern Site Thrown Out

The reconsidering of the committee's former recommendation to purchase the site in the Thirty-fifth ward and their decision to send it to Councils with a negative recommendation was carried after several new offers of sites, including that of Petty's Island, had been read. There was present a delegation of citizens from the northeastern section of the city to protest against any further efforts to plant the institution in their midst.

Mr. Town then moved for the preparation of the ordinance to take the Petty's Island site.

Until a few months ago it was said to have been impossible for this city to take title to ground in another State, under the existing laws, but that difficulty is believed to have been overcome by an act passed by the last Legislature of New Jersey providing for the necessary contingency.

Jersey to Guard Petty's Island. Opposition to Philadelphia's Plan to Locate Hospital in the River

Date: Friday, June 27, 1902 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 146 **Issue:** 178 **Page:** 7

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

JERSEY TO GUARD PETTY'S ISLAND

Opposition to Philadelphia's Plan
to Locate Hospital in
the River

FROM LEGAL STANDPOINT

How the Situation Is Viewed in the
Office of the State Board of
Health at Trenton

Special to The Inquirer.

TRENTON, N. J., June 26.—According to the New Jersey officials there will be an abundance of legal obstacles to the establishment of either a pest house or an insane asylum on Petty's Island by the city of Philadelphia. The local authorities of Pensauken township can prevent the carrying out of the plan, or in the event of their failure to act, Attorney General McCarter can proceed in the name of the State to restrain the location of the Municipal Hospital on the island. The State authorities declare that the project to locate in this State will never be permitted to be carried out.

As for the insane asylum, the restrictions governing institutions of the kind in New Jersey are so stringent that Philadelphia would practically lose all control over the place. The asylum could not be created without the permission of the

State, even if the land was purchased and the consent given by the local authorities. New Jersey is very strict about her insane wards, and inspections of all institutions where they are committed is rigidly enforced.

From a Legal Standpoint

At the office of the Secretary of the State Board of Health to-day the legal status of the location of a pest house on Petty's Island was considered. It was pointed out that in 1895 the Legislature passed an act which is very explicit in its terms against the location of the projected move of Philadelphia. The law prevents the erection of any pest house or other objectionable structure in any part of the State without the consent of the municipalities. It is argued that under this provision it will be an easy matter for the city of Camden to object to the use of Petty's Island as a hospital site. A part of this act says:

"It shall not be lawful for any person or corporation or for any municipal corporation to locate, erect, build or establish or maintain either temporarily or permanently any pest house or hospital or building for the treatment of contagious diseases within any city, town, township, borough or other municipal corporation of this State without first obtaining the consent thereto of the governing body of such city, town, township, borough or other municipal corporation within the territorial limits of which it was proposed to locate or maintain any such structure, which consent may be given by resolution and upon terms and conditions as may be embraced in such resolution."

Must Get Township's Consent

Under this law the Philadelphia authorities would have to first apply to the Township Committee of Pensauken township, in which political sub-division Petty's Island is located, for permission to erect the institution. Even if such permission were granted the laws of the State provide many legal remedies for the abolition of nuisances. There are two methods for securing a preventive remedy—the intervention of the Chancery

Court to prevent the erection of the hospital, and by the act of any party in Camden county who might show that he or she might be injured by the projected nuisance. Under the law it is also possible, in case of the institution being declared a nuisance, to secure legal redress by indictment in the county courts. The books of New Jersey are full of cases where the courts have restrained and prevented the building of institutions that might be regarded as public nuisances.

Further than this, under the New Jersey law every patient that might be taken to a pest house on Petty Island would have to be reported to the local Board of Health of Pensauken township, which in turn would make a report to the State Board of Health. Any failure to make such report would result in the imposition of a penalty of \$100 for each offense.

Jersey Laws Stringent

The laws of the State are very stringent in regard to the practice of medicine, and before the Philadelphia physicians could take charge of their work at the hospital they would have to pass a satisfactory examination before the State Board of Medical Examiners and a copy of their diploma be deposited with the County Clerk of Camden county. The penalty for failing to comply with these requirements is a fine of \$25 or imprisonment in the county jail not exceeding six months or both, at the discretion of the court, for each prescription made, operation performed or professional service rendered.

Under recent legislation local Boards of Health of this State have been granted broad powers, and in many respects their rights supersede those of any other mu-

municipal board. They are practically the administrative arm of the law used in forcing obedience to proper sanitary rules of conduct. In 1886 the Supreme Court declared that "the purpose which the Legislature had in view in creating Boards of Health was to supply additional means to prevent disease and discomfort such as might arise from contamination of air, water or food."

Commitment of Insane

Aside from the police powers which the State would exercise over the institution the laws affecting the commitment of insane persons would apply in case, in addition to the hospital, Philadelphia should erect on the island an asylum for the insane. Any person sent to the proposed insane asylum would necessarily have to be committed under the laws of the State of New Jersey. This procedure requires the certificate and testimony of three reputable physicians, without which no insane person can be committed to any institution.

A further complication would arise from the fact that under the law provision is made by which a person alleged to be insane may demand a trial by jury, and such cases are common in this State. A still greater obstacle for the administration of the asylum would arise from the fact that the State has delegated to the Board of Managers of its insane asylums supervision of all insane committed to institutions, and there is no doubt but that the State would insist on exercising its control over patients in the Philadelphia institution. All county and private asylums are now inspected by the State board.

No Lunatics Wanted Camden People Are Up In Arms Against Philadelphia Asylum on Petty's Island

Date: Friday, June 27, 1902 **Paper:** Trenton Evening Times (Trenton, New Jersey) **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

NO LUNATICS WANTED

Camden People Are Up In Arms Against Philadelphia Asylum on Petty's Island.

New Jersey's legal and health authorities are preparing to make war on Philadelphia as a result of the decision of that city to locate its pest-house and asylum for the poor insane on Petty's island, which is under the jurisdiction of New Jersey.

As told in the Times yesterday, the people of Camden, city and county, are up in arms over the project and every possible obstacle will be placed in the way of the scheme.

It will be impossible for the Philadelphians to place a pest-house on the

island without the consent of the Board of Health of Pensauken township as Petty's island is a part of that political subdivision.

SUITS MAY FOLLOW.

Should this consent be obtained the city of Camden can bring injunction proceedings in the name of the attorney general and the Chancery Court will undoubtedly enjoin the project as being a menace to the health of Camden residents.

Every patient committed to the island would have to be reported to the Pensauken Health Board, under penalty of a heavy fine.

Camden could also proceed against its neighbor across the river by indictment, so that there is ample remedy to prevent the pest-house project.

As to the location of an insane asylum the impediments are even greater. New Jersey maintains a most rigorous supervision over the insane within her confines. The location of an asylum on Petty's island would bring it under the jurisdiction of the Board of Managers of the Trenton asylum.

The commitment of an insane person to the proposed institution would have to be in accordance with the laws of

New Jersey and the physicians in attendance at both the pest-house and asylum would have to pass a successful examination before the State Board of Medical Examiners before practicing here.

Camden Opposes Hospital Plan. Does Not Favor Erection of Municipal Institutions on Petty's Island

Date: Sunday, June 29, 1902 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 146
Issue: 180 **Section:** 1st Section **Page:** 9

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004.

Source: GenealogyBank.com

CAMDEN OPPOSES HOSPITAL PLAN

Does Not Favor Erection of Municipal Institutions on Petty's Island

Camden officials are protesting against any proposal on the part of Philadelphia to establish a Municipal Hospital on Petty's Island.

Mayor Nowrey said yesterday that citizens of Camden have been anticipating such a step by the Philadelphia authorities and they are informed from legal sources that many obstacles will have to be overcome before the object can be accomplished. He said he understood nothing could be done unless the New Jersey Legislature absolutely cedes the island to Pennsylvania and the Legislature of

the latter State ratifies the act.

"Of course," he added, "Philadelphia or any other corporation could buy land in the heart of Camden if their own powers permitted it, but they could not erect buildings or put the property to any use without our permission. It would be absolutely subject to our police and sanitary regulations. I do not think there is any real danger of the consummation of the scheme, which, to me, seems ridiculous."

The Camden Board of Health last February adopted a resolution condemning the proposal to permit Philadelphia to build a hospital on the island and instructed the president, Dr. Harry H. Davis, and the City Solicitor to investigate the matter. Dr. Davis said yesterday he had been informed by Judge Gaskill, of the county court, that it would be impossible for Philadelphia to secure the island for the purposes suggested without the cession of the land by the New Jersey Legislature to Pennsylvania.

Camden Threatens Phila. Health Board Declares Against Petty's Island Scheme

Date: Tuesday, July 1, 1902 **Paper:** Trenton Evening Times (Trenton, New Jersey) **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

CAMDEN THREATENS PHILA.

Health Board Declares Against Petty's Island Scheme.

The Camden Board of Health yesterday entered a most emphatic protest against the proposed use of Petty's Island by the Philadelphia authorities for pest house purposes, by the adoption of the following resolutions:

"Whereas, It is currently reported that the city authorities of Philadelphia, Pa., contemplate the purchase of a tract of land on Petty's Island, in the Delaware river, opposite the city of Camden, for the purpose of erecting thereon a pest house, asylum, municipal hospital or other buildings; and

"Whereas, The erection of a pest house or municipal hospital in that location would, in our opinion, be detrimental to the health of the citizens of

Camden, and liable to affect the sanitary conditions of our city and of the Delaware river; therefore, be it

“Resolved, That the Mayor and Common and Select Councils, of Philadelphia, be notified by the president and secretary that the city of Camden, through its Board of Health, hereby protests against the purchase of said land for the purposes aforesaid, and also protests against the erection or proposed erection of any pest house or municipal hospital on said Petty's Island; and be it further

“Resolved, That said Philadelphia authorities be notified that the purchase of said land and the erection of any such pest house or municipal hospital thereon, or any other action of said authorities in the premises, will be done or taken at their peril, and with notice hereby given that the city of Camden and the Board of Health of said city will contest the right of said Philadelphia authorities to purchase said land and erect thereon said building for the purposes aforesaid; and be it further

“Resolved, That a copy of these resolutions, under the seal of the board,

signed by the president and attested by the secretary, he served on the mayor of Philadelphia, the president and clerk of Common Council, and also of Select Council of said city of Philadelphia."

The resolutions were presented by Dr. Bushey, and were passed unanimously.

Before the resolutions were adopted, President Davis addressed the board, pointing out the danger that would emanate to the city, and impressing on his colleagues the importance of individual effort to defeat the scheme.

No Municipal Hospital for Petty's Island. Property Committee Springs Surprise on Councils in Insular Purchase

Date: Friday, July 4, 1902 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: 147 Issue: 4 Page: 1 Piece: One of Two
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

NO MUNICIPAL HOSPITAL FOR PETTY'S ISLAND

Property Committee Springs
Surprise on Councils in
Insular Purchase

NAME DOWN-TOWN SITE

Amended Ordinance Passed and
Recommendation to Buy Pen-
rose Ferry Land Reported

AUTO BILL IS HELD UP

Speed Limit Is Reduced and Special
Meeting of Select May Be
Called Next Tuesday

There was a sudden and startling turn
in City Councils yesterday, by which the
purpose of the Petty's Island purchase,

which was put through, was changed so as to exclude the Municipal Hospital, and a new bill to purchase 134 acres for \$65,000 at Penrose Ferry and Eagle Creek, in the Fortieth ward, owned by W. S. P. Shields, was recommended for the Municipal Hospital by the City Property Committee and favorably reported, ready for final passage at the next meeting of Councils.

Common Council had a sensational debate upon the Petty's Island purchase in view of the amendment excluding the Municipal Hospital and the discovery of the action of the City Property Committee, which had been called together at 3 o'clock, during the continuous session of both chambers.

The lower chamber began a special session at half-past 1 o'clock, and at 3 o'clock went on with its regular session without rising. When the Petty's Island purchase was messaged from Select Council Mr. Hepburn, of the Fifteenth ward, startled the opposition by reading an opinion of the City Solicitor against the power of a Pennsylvania municipal corporation to purchase or hold land in another State and use it for municipal hospital purposes. He moved to recommit the bill to the Committee on Law of Common Council, with directions to obtain the opinion of the City Solicitor on the pending bill in particular. He asserted that there was none of the lawyers in the chamber who would say that the bill would give the city title to an inch of Petty's Island, and that both New Jersey and Congress would be needed to perfect the title, if Philadelphia had the power to take it and police it, which she had not. None of the lawyer members arose to contradict him.

Answer of the Majority

The majority's answer came from Peter E. Costello, chairman of the Committee of

Finance, who said that the Select Council amendment, requiring the City Solicitor, before taking title, to be satisfied that the land may be used for the purposes for which it is purchased, met the objection of Mr. Hepburn.

"Common Council should first be satisfied," argued George Hawkes, of the Twentieth. Mr. Hunsicker, of the Twenty-ninth ward, said he knew Jersey inch by inch and that there was no Jersey land worth \$3000 an acre, and Petty's Island was not worth \$50 an acre.

Mr. De Haven was the first to publicly call the chamber's attention to the news that the City Property Committee, while they were sitting, had reported favorably a bill to purchase 134 acres at Penrose Ferry. Mr. Pennewill, of the Fifteenth, asked Mr. Costello if he had not heard the City Solicitor's opinion just read, and Mr. Costello replied:

"I know the City Solicitor has rendered no opinion since the Legislature of New Jersey passed an act to enable foreign corporations to hold land over there."

"But the opinion I read was that it was beyond the power of Pennsylvania to buy and police the land," asserted Mr. Hepburn. Here Mr. Hawkes read a statement by Governor Murphy of New Jersey denying that they had passed any law under which Petty's Island could pass from New Jersey's control.

"Our hospital and insane asylum on land under the police of another State," exclaimed Mr. Hawkes. "It is a farce."

When the question was put, the motion to recommit was lost. The voices against recommitment seemed the stronger, and the opponents of the bill demanded the roll call. On the two other votes the voices seemed to be strongly in favor of recommitment or delay, and President McCurdy was on the point of so de-

deciding both times, when the friends of the bill demanded the roll call and each time lined up the majority.

Hawkes Wanted Information

Mr. Hepburn's motion defeated, Mr. Hawkes moved to recommit to the City Property Committee of Common Council to secure information about Petty's Island, and after Mr Hunsicker had made a motion to adjourn, which was declared out of order, Mr. Hawkes said:

"Is this a Common Council of automations? It is unreasonable and unmanly to permit this bill to be railroaded through here without inquiring whether the island is malarious, whether a wall must be built around it, whether foundations for big buildings exist in it, how it came to be so nearly worthless a few years ago and is now worth \$1,300,000, and who is the myth or go-between, if you choose, who is supposed to own it.

Mr. Armstrong asked how much of Petty's Island was under water, for he knew of a purchase in Florida of 120 acres where 100 acres were found to be under water, and he knew that New York had to build a wall around Blackwell's Island and believed it would take a costly wall to hold Petty's Island. J. F. Henderson answered his question by asserting to his

CONTINUED ON 24 PAGE—1st COLUMN.

River Towns Fight Hospital Remonstrance Against Petty's Island to be Made to Governor Murphy

Date: Monday, July 7, 1902 **Paper:** Trenton Evening Times (Trenton, New Jersey) **Page:** 10

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

RIVER TOWNS FIGHT HOSPITAL

Remonstrance Against Petty's Island to be Made to Governor Murphy.

Francis B. Lee of the Board of Health, yesterday declared that a crusade against the purchase of Petty's Island for a municipal hospital or for hospital purposes of any kind was to be inaugurated in the Delaware valley towns at once, with a view of making certain that the project would not be carried out.

Mr. Lee said that a resolution would be adopted by the Board of Health at its meeting this evening calling upon the state authorities to use every effort to prevent the conversion of Petty's Island into a site for Philadelphia hospitals.

Trenton, he explained, is at the head of tidewater, and he pointed out that

every place between that point and the island that uses the Delaware as its source of supply for drinking water would be placed in danger from the sewage sent into the river by the projected hospitals.

Mr. Lee expects to visit all the cities and towns along the river and urge the adoption of similar resolutions. These resolutions will call upon Governor Murphy to instruct Attorney General McCarter to take immediate steps for the prevention of the use of the island by the Philadelphia authorities.

Petty's Island and Cannon Ball Farm Bills Fall. Mayor Ashbridge Kills Both Ordinances with His Official Disapproval

Date: Saturday, July 26, 1902 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 147

Issue: 26 **Page:** 1 **Piece:** One of Two

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

PETTY'S ISLAND AND CANNON BALL FARM BILLS FALL

Mayor Ashbridge Kills Both
Ordinances With His
Official Disapproval

COUNCILMEN SURPRISED

Fortieth Ward Citizens Arrange
for a Big Jubilee Mass

Meeting

TOWN WILL FIGHT ON

New Municipal Hospital Ordinance Must Now Be Prepared for the City Fathers

To the general surprise of members of Councils who jammed the bills through, Mayor Ashbridge yesterday vetoed the ordinances for the purchase of Petty's Island and W. S. P. Shields' "Cannon Ball" farm as sites respectively for the new Almshouse and Municipal Hospital. Those who were interested in having the city take the properties in question say that no attempt will be made to pass the bills over the head of the executive.

While the Mayor announced that he had killed the ordinances and gave his reasons, his message will not officially go before Councils until October, unless a special meeting be called. This latter move is being considered, but leading members yesterday expressed themselves as content to let the matter rest for

the summer.

Mayor Ashbridge gives as his chief reason for administering the knockout blow to Petty's Island the fact that the city would be unable to exercise police jurisdiction over its own almshouse and insane hospital. The Cannon Ball farm he finds to be an undesirable site. The Mayor also takes exception to the manner in which the tract of land is described in the ordinance.

Mayor Ashbridge prepared his opinions on Thursday night and they were made public at City Hall early in the morning. The Mayor himself left for Lake George soon after the announcement. The message disposing of the "Cannon Ball" farm is as follows:

Objections to Cannon Ball Bill

"To the Presidents and Members of the Select and Common Councils.

"Gentlemen: I return herewith to your honorable bodies, without my approval, an ordinance to purchase a tract of ground in the Fortieth ward for Municipal Hospital purposes.

"While I fully recognize that the present location of the hospital is a great obstacle in the way of the development and improvement of that vicinity. I am of

improvement of that vicinity, I am of the opinion that the new location should be selected with a view to the erection of permanent hospital structures which will not be outgrown nor impede the growth of the city for fifty or one hundred years.

"The present hospital buildings, having been constructed many years ago, are not modern in their appointments. The new buildings, to be erected on a suitable site when found, should be equipped in the most modern and up-to-date manner, so as to provide for a complete separation and isolation of the different types of contagious diseases. The erection of a new and modern municipal hospital is greatly to be desired.

"The present ordinance which I return without my signature defines the bounds of the property proposed to be taken in a manner altogether too vague and indefinite. It does not describe sufficiently the full area of the land supposed to be in the tract to be taken under the terms of the bill. Furthermore, I do not believe that the character of location of the proposed site be such as to make it desirable for Municipal Hospital purposes. Respectfully,

"(Signed) SAMUEL H. ASHBRIDGE,
"Mayor."

City Would Lose Jurisdiction

His reasons for blighting the fond hopes of those who desired to sell the swamp land on Petty's Island to the city for \$3000 an acre are set forth in a separate message. It follows:

"To the Presidents and Members of the Select and Common Councils.

"Gentlemen:—I herewith return to your honorable bodies, without my approval, an ordinance to purchase a portion of Petty's Island, in the Delaware River, for the erection of buildings for almshouse and hospital for the insane poor.

"I withhold my signature from this ordinance because under its terms there would be brought about the anomalous condition of a strictly municipal institution operated under police and sanitary regulations and laws of another jurisdiction.

"While the fact is indisputable that the city of Philadelphia can lawfully acquire, by purchase or otherwise, land and property in another State, nevertheless, before municipal buildings can be erected thereon permission must first be obtained from the local authorities and the police and sanitary regulations must conform to those of the local jurisdiction. I deem it unwise for the city of Philadelphia to locate buildings or institutions the control and direction of which is not wholly within its own discretion. Respectfully,

(Signed) "SAMUEL H. ASHBRIDGE,
"Mayor."

Vetoed Created Surprise

Five minutes after the messages were announced the news was all over town. It was the source of much gossip among the politicians. As a general thing the vetoes created surprise, for the belief prevailed that the Mayor had been consulted by the leaders before the rapid fire legislation in Councils. Members who had been conspicuous advocates of the purchases declared yesterday that they had acted on their own initiative. The Mayor, it was declared, was only interested to the extent

CONTINUED ON 3d PAGE—1st COL

The Petty's Island Job

Date: Thursday, August 7, 1902 **Paper:** Trenton Evening Times (Trenton, New Jersey) **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

The Petty's Island Job.

Thanks to Mayor Ashbridge's veto of the ordinance for the purchase of Petty's Island as a site for the Alms-house, there is no longer any danger that the job will get through; but councils have still to pass upon the veto, and there were enough votes cast for the ordinance originally to pass it over the veto if all the members should continue to obey orders on the subject. It is, therefore, well to note that all the Ledger originally said about the physical defects of the island has been more than justified by the report of John C. Payne, secretary and engineer of the New Jersey Riparian Commission, which shows that more than one-half the land which was to have been purchased by the city from Mr. Hastings is held simply under grants of riparian rights by the commission. Under the New Jersey law no title in fee would pass until the swamp should be reclaimed and made fast land. The official charts of the United States Hydrographic Office show these claims to be

flooded, even at low tide.

There is one saving clause in the ordinance as passed, an amendment having been adopted that the city solicitor should be satisfied that said property could be used for the purposes for which it was to be purchased before title should be taken; but this is too indefinite to justify the action of councils. They knew that they were authorizing the purchase of swamp land at a fancy price (\$480,000 for 150 acres), and they knew also that, if the city could get jurisdiction over the island, the physical faults would not justify the city solicitor in deciding that it could not be used for the purposes intended, for it would be only a question of expense in reclaiming the swamp to fit it for building operations. Until councils have finally disposed of the matter, it will be well to keep an eye on Petty's Island, and keep fresh in the minds of councilmen the reasons for abandoning the attempt to buy it for an almshouse site.—Philadelphia Ledger.

Walked from Petty's Island to the Shore

Date: Friday, January 16, 1903 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 148**Issue:** 16 **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

WALKED FROM PETTY'S ISLAND TO THE SHORE

The Delaware River is frozen over from the North Cramer Hill shore to Petty's Island and several members of the little colony walked across the river on the ice to the East Side, Camden, to do shopping.

The channel of the Delaware from Kaighn's Point, Camden, down is one solid mass of floating ice. Vessels have experienced very little trouble thus far. The Jersey shore is almost a solid mass of ice down as far as Billingsport.

Jersey Journal article

Date: Tuesday, February 3, 1903 Paper: Jersey Journal (Jersey City, New Jersey) Page: 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

BILL TO PREVENT PHILA. GRABBING PETTY'S ISLAND

*Special Correspondence of the Evening
Journal*

Trenton, Feb. 3.—In the Senate to-day a warm debate arose over Bradley's bill excluding municipal corporations from purchasing land in this State. It is intended to prevent Philadelphia from securing Petty's Island, opposite Camden, and locating a post house there.

The bill repeals a part of a law passed last year. Hudspeth and Martin, for the minority, demanded that the entire law be repealed or else let alone.

Bradley said he was favorable to that idea, but feared a total repealer might not pass. Strong and Cross said that half a loaf was better than no bread. They thought the bill should pass. The debate waxed hot for a half hour and was finally laid over, to be reopened at this afternoon's session.

DOESN'T WANT PENNIES

IN COLLECTING PENNIES

Rich to J
dition.

CRUIS

Wash
the Ca
award
of the
Washin
One st
Ship, an
Philadel
York S
den, N.
Govern
\$4,025,000

The N
previou
be built
made, h
pany, c
bid wa
allowed
bids ha
leged t
of a cle

RENE

Rome,
ly conc

They Would Hold Petty's Island. New Jersey Senate Passes Bill Designed to Prevent Philadelphia Purchasing

Date: Wednesday, February 4, 1903 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 148
Issue: 35 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THEY WOULD HOLD PETTY'S ISLAND

New Jersey Senate Passes Bill De- signed to Prevent Philadel- phia Purchasing

TRENTON, N. J., Feb. 3.—The Senate this afternoon passed in its original form Senator Bradley's bill to prevent Petty's Island, in the Delaware, being acquired by Philadelphia for a site for a pest house. The bill was in the form of a supplement to the law of last winter permitting foreign corporations to acquire ground in New Jersey. The supplement excludes from the operations of the law foreign municipal corporations.

Governor Murphy sent to the two houses of the Legislature to-day messages conveying the report of the commissions appointed last year to investigate the

appointed last year to investigate voting machines and to suggest changes in the oyster law. The former reported that it had examined two different machines and that two other machines could not be reported because they did not come within the scope of the commission. It was suggested that the commission be continued in power to report also upon the merits of the other forms of voting machine.

The Oyster Commission strongly urged the discontinuance of the \$12,000 annual appropriation for the planting of shells in the oyster beds. The shells were planted to give the seed oysters some matter to cling to, and the commission declared the money was wasted.

The House passed the bill giving a pension of \$50.00 a month to Joseph DeLacey, aged 70, who was injured twenty years ago in an elevator in the State prison.

Among the bills introduced was one by Mr. Swackhammer requiring railroad companies to have a pilot on the engines of passenger trains, the pilot to be an engineer, in addition to the regular engineer.

Another by Mr. Fielder provides for increasing the pay of firemen in first class cities.

The House without debate adopted a resolution passed in the Senate last night, calling upon the New Jersey Representatives in Congress to favor an increase in the United States naval forces.

Assemblyman Lord's bill appropriating \$125,000 for an armory in Newark for the Essex Troop, was passed with just the requisite 31 votes.

Mr. Gnichtel (Rep., Essex) introduced a bill along the same lines as Senator Strong's bill, providing for a central board of control of all penal and charitable institutions in the State. The House adjourned for the week.

Among the bills passed by the Senate was one changing the county seat of Atlantic county from May's Landing to Pleasantville, the bill now going to the House, one increasing from \$400,000 to \$500,000 the bond issue for a new court house in Essex county, and another permitting retirement on half pay of teachers who have served forty years.

A resolution, signed by all the Democratic Senators and Assemblymen, asking that the bills introduced last night and calling for three men on all "camel-back" locomotives, be given prompt consideration, was presented by Senator Hudspeth, of Hudson, and referred to the Committee on Railroads and Canals.

The Senate also passed the Senate concurrent resolution providing for constitutional amendments, providing for an independent Court of Errors and Appeals of five judges and reorganizing the Court of Chancery and the Board of Pardons.

The Senate passed on second reading Senator Bradley's bill authorizing Camden to enter into contract with a private corporation for its water supply.

The Senate also adjourned for the week.

Bill To Annex Petty's Island?

Date: Friday, February 13, 1903 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 148**Issue:** 44 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

BILL TO ANNEX PETTY'S ISLAND?

It is rumored a bill will be introduced in the New Jersey Legislature next Monday, providing for the annexation of Petty's Island to Camden city. The object is said to be to provide against the island being used for any purpose that would be detrimental to Camden's interests.

Petty's Island was a part of Stockton, now East Camden, many years ago, but was detached and made a part of Pensauken township.

Jersey Journal article

Date: Friday, February 13, 1903 Paper: Jersey Journal (Jersey City, New Jersey) Page: 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

lieved was a joke.

The genial Assemblyman found the doctor at last and hats were exchanged.

CAMDEN NOW WANTS TO ANNEX PETTY'S ISLAND

Trenton, Feb. 13.—A bill, it is said, will be introduced in the Legislature next Monday, providing for the annexation of Petty's Island to Camden City. The object is to provide against the island being used for any purpose that would be detrimental to Camden's interest. Philadelphia wants to use the island as a dumping place for garbage.

Petty's Island was a part of Stockton, now East Camden, many years ago, but was detached and made a part of Pensauken Township.

Senator Bradley has a bill in the Legislature making it impossible for foreign municipal corporations to own land in this State. The object of the bill is to prevent Philadelphia from acquiring Petty's Island.

Hudson Court Calendar.

W.

T.S.

E,

ra.

and
tra
ace

RE

a.
eb. 12.
day.
KRON.

7.
11 3:

ty-t
cho
not
atic
ous

"C.

Mr
mar
not
vest
laps
loca
Mor
post
mad
mec
Th
thre
vest
divi
thal
will

PA

Pe
was
Ave
Rail
DOSS

Petty's Island Sold Again Price is \$1 and a Mortgage For \$200,000 Goes With It

Date: Thursday, May 28, 1903 **Paper:** Trenton Evening Times (Trenton, New Jersey) **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

PETTY'S ISLAND SOLD AGAIN

Price is \$1 and a Mortgage For
\$200,000 Goes With It.

Philadelphia, May 28.—The 355 acres of land comprising Petty's Island in the Delaware river, which in 1901 certain city officials in Philadelphia wanted to purchase as a site for the Municipal Hospital, has been sold by the purchaser at that time, Frank S. Hastings of New York city, to John D. Cornber of Lansdowne, Pa.

The deed of conveyance, which was recorded in Camden yesterday, was for the consideration of \$1. Accompanying the deed was a mortgage for \$200,000.

In March, 1901, the property was purchased from the heirs by a man named Ross, the various sums aggregated \$600,000. In May of the same year Ross sold the property to Hastings, the consideration set forth being \$1,200,000.

When seen at Lansdowne yesterday Mr. Cornber declined to state the price

MR. CORNELL REFINED TO STATE THE PRICE
he paid or what he intends to do with
his purchase.

Two Foundlings One Alive One Dead

Date: Monday, September 21, 1903 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 149

Issue: 83 **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Two Foundlings—One Alive, One Dead

While walking through Logan Square last night Mrs. Maggie King, of Delaware avenue and Market street, found a three-weeks-old male infant, thinly clad, in a flower bed. She picked the foundling up and carried him to the Fifth and Race streets station, where it was turned over to the police. The baby will be sent to the Philadelphia Hospital to-day. Two men while walking around Petty's Island yesterday found the dead body of a two-days-old female child. It was turned over to the police.

Marooned on Petty's Island. Camden Constable Rescued Lad, Who Told Strange Story

Date: Friday, September 25, 1903 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 149**Issue:** 87 **Page:** 11

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

MAROONED ON PETTY'S ISLAND

Camden Constable Rescued Lad, Who Told Strange Story

Constable George Idlett, of the East Side, Camden, said yesterday that he rescued a lad whom he had observed making frantic signals from the eastern end of Petty's Island. He was returning from a fishing trip and saw the lad waving his hat. The boy gave his name as James Taylor, 14 years old, of 711 North Twenty-eighth street.

He said a man asked him to row to Petty's Island and left him there. He had been on the island more than a day and was almost exhausted.

Attacked by Fish Hawk. East Camden Man Had Desperate Fight with Big Bird

Date: Sunday, September 4, 1904 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 151

Issue: 66 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

ATTACKED BY FISH HAWK

East Camden Man Had Desperate Fight With Big Bird

John Daltman and George Wells were attacked by a fish hawk while gunning along the North Cramer Hill shore, East Camden, yesterday. The bird was shot after a desperate battle.

Freeholder Funfer, William Pepeta, Jr., Samuel Arnold and Louis Mote had similar experiences with hawks along Petty's Island within a few days.

Woodbury Daily Times article

Date: Friday, December 7, 1906 Paper: Woodbury Daily Times (Woodbury, New Jersey) Page: 3
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

is
ated
ence
hibi-
iven
heir
the
base
inch
ng."
cal-
any
You
ngs.
of
iver-
by
d a
use-
by

tions."

FIRE IN STEAMER'S HOLD

Flames Cause Loss of Over \$150,000 On the Cretan.

Philadelphia, Dec. 7. — Fire which burned for more than 24 hours in the forward hold of the steamer Cretan, of the Boston & Philadelphia Steamship company, caused an estimated loss of between \$150,000 and \$200,000. The flames were discovered Wednesday night while the steamer was off the New Jersey coast. The crew were unable to extinguish the fire, and the Cretan came into port with the flames burning fiercely. The only passengers on the vessel were United States Inspector of Steam Vessels R. A. Sargeant, Mrs. Sargeant and their daughter. After the steamer was docked the Philadelphia fireboats came to the assistance of the crew and the Cretan was towed to Petty's Island in the Delaware river, where she was beached. The fireboats flooded the steamer and after several hours hard work extinguished the flames.

The Cretan carried a cargo of cotton and woolen goods, raw wool and boots and shoes valued at between \$400,000 and \$500,000.

TO TAX INHERITANCES

Co
wi
wi
th
Du
ev
on
pl
du
Hi
pi
th
pl
bu
be
so
tiv
it
wi
th
to
en
es

Sargent Looking for Site for New Immigrant Dock Pays Visit to Petty's Island Which May Meet Government's Requirements

Date: Tuesday, August 6, 1907 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 157
Issue: 88 **Page:** 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

SARGENT LOOKING FOR SITE FOR NEW IMMIGRANT DOCK

Pays Visit to Petty's Island
Which May Meet Govern-
ment's Requirements

That the chances of Philadelphia get-
ting an immigrant station commensurate
with the needs and dignity of the port
was enhanced by the visit to the city yes-

terday of Immigration Commissioner General Frank P. Sargent was predicted last night by Mayor Reyburn and Congressman J. Hampton Moore.

Mayor Reyburn gave emphatic assurance that the city would do its part, while Congressman Moore promised that at the next session of Congress he would use every energy to secure the needed appropriation. During his visit the Commissioner made a complete inspection of the river front, paying particular attention to the availability of Petty's Island.

The local maritime interests, headed by J. S. W. Holton, have been giving the matter much consideration, and they, it is understood, look upon Petty's Island as one of the most, if not the most available place on the river. While the island is located in New Jersey, this fact would make no difference, as the station would be entirely under Federal jurisdiction. Commissioner General Sargent made his inspection of the river on the revenue cutter *Wissahickon*, commanded by Captain E. P. Berthold.

Inspected Petty's Island

He was accompanied on the trip by Congressman Moore and J. J. S. Rodgers, Immigration Commissioner at this port. The party went down the river as far as pier 53, where the present immigrant pen is located, and then went up as far as Petty's Island.

After the trip the Congressman entertained the Commissioner General at the Union League.

Among those present were J. J. S. Rodgers, Commissioner of Immigration at Philadelphia; Dr. Palmer Clark, of the Assistant Immigration Commissioner at Philadelphia; Dr. Palmer Clark, of the Marine Hospital Service; Dr. R. W. Keely, of Arctic fame, and Captain E. P. Berthold. During the course of the dinner Mr. Moore introduced the Immigration Commissioner General to Mayor Reyburn and Dr. Neff. The Commissioner General spoke in favor of an improved immigration station for Philadelphia, and Congressman Moore declared he intends to press the matter at the next session of Congress, claiming that the present station is not commensurate with the dignity of Philadelphia.

Mayor Pledge Support

Mr. Sargent later in the day had a conference with Mayor Reyburn at City Hall, at which the Mayor pledged his hearty support to the movement which, it is believed, will mean much for the port. "I assured Commissioner Sargent that the administration would aid him in every way," said the Mayor. "The time has certainly come when the government should have its own wharf in this city independent of any of the railways and steamship companies. It will stimulate commerce, and it will end this continued conflict between the government and the steamship companies. A suitable place along the river front will be found, and the city will aid the government in every way to make this project a success."

It is said that several of the big steamship lines running to this port are ready to enlarge their facilities and to engage in the immigrant trade providing suitable facilities are given for the handling of immigrants. The present immigrant pen controlled by the International Navigation Company gives that line a virtual monopoly of the traffic.

Woodbury Daily Times article

Date: Thursday, August 22, 1907 Paper: Woodbury Daily Times (Woodbury, New Jersey) Page: 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

WOODBURY, N

AT Two Million Dollar Pleasure Resort

Petty's Island Being Transformed
Into One of the Most Magnifi-
cent Parks in the Country.

FORMAL OPENING JULY 1, 1908

If the plans of the promoters are carried out, Petty's Island, which is almost opposite Cramp's shipyard, not far from the New Jersey shore, in the Delaware River, will be opened to the public next summer as one of the most magnificent amusement parks in the country. Before that time more than \$2,000,000 will have been expended in transforming the island into a great pleasure resort capable of accommodating 50,000 persons.

Work on the improvement of the island has been started and will be continued through the winter, and the dredging contract will soon be let out. While this work is going on the ferry terminals and wharves will be built, and construction of the sea wall begun. Clearing of under-

by
Br
me
re
ab
in
an
liv
n
wi
cal
to
the
bra
C
Ca
rar
yes

ery
ore-
ind
all

and
rel-
vn:
hat
tir-
are
are
and
ny
ids
ple
ht-
ub-

brush and small trees is already under way, and in October the landscape engineers will plant between three and four miles of hedgerows.

The work of transforming the island into an amusement park has been undertaken by the Island City Amusement Company, in which Philadelphia capital is chiefly invested, and the plans call for the formal opening of the resort on the first of next July.

Colonel William F. Donovan, the prime mover in the syndicate, is confident that Philadelphia and vicinity will be surprised at the result of the work now under way. He is about to close negotiations for ferry terminal facilities on the Philadelphia side of the river.

It is the intention of the promoters to make this new resort on a par with Coney Island, which is considered to be the greatest amusement resort in the world.

Miss Mand Kandle has returned home from a few days visit with relatives in Camden.

yar
arn
bor
bac

I
Co
Par
A
in
wit
I
add
DE

V
ing
Pat
and
Th
was
For
was
fel
the
var

Pensauken's Visions of Amazing Wealth Township Will Just Simply Live in Clover When the Petty's Island Taxes Come In

Date: Monday, September 30, 1907 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 157
Issue: 92 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

PENSAUKEN'S VISIONS OF AMAZING WEALTH

Township Will Just Simply Live in Clover When the Petty's Island Taxes Come In

Special to The Inquirer.

PENSAUKEN, N. J., Sept. 29.—To live in a well governed community without paying taxes will be almost a realization in Pensauken township. There will be only this difference, that while the residents will have to pay some taxes the great bulk of the money to run the expenses of the township will come from the two and a half million dollars improvements that will be made on Petty's Island which is within the township limits.

The amount of taxes from the island

THE AMOUNT OF TAXES FROM THE ISLAND
at the present rate added to that usually received from the remainder of the township would be so large that the township fathers would hardly know how to spend it, as the community is nearly all in farm land.

The big increase in the taxables of the township is likely to cause the city of Camden to wish to bag so rich a prize and it is not unlikely to lead to an annexation bill at the next session of the Legislature, when all of Merchantville and Pensauken township will be annexed to that city. If this does not take place, however, Pensauken township will live in clover with the big amount of cash that will come from Petty's Island in the shape of taxes.

Petty's Island Value Reduced. Pensauken Township, Camden County, Suffers by Cut in worth of River Real Estate

Date: Sunday, February 5, 1911 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 164
Issue: 36 **Section:** News Section **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

PETTY'S ISLAND VALUE REDUCED

Pensauken Township, Camden
County, Suffers by Cut in Worth
of River Real Estate

After several weeks of consideration, the Camden County Board of Taxation yesterday announced that it had decided to reduce the valuation placed on Petty's Island from \$500,000 to \$300,000. This will very materially affect the income of Pensauken township, in whose juris-

diction the island, which has been much in the public eye of late, lies.

The appeal was taken by the owners, Joseph P. Mack and others, of Philadelphia. It was shown by them that while the island was assessed at half a million dollars, or at the rate of over \$1400 for each of its 345 acres, other land in the township was valued at \$100 an acre. This decrease will mean a loss of over \$4000 in the township's income, which will have to be provided for either by note or bond issue. Under the old valuation, the island's owners paid over \$10,000 in taxes to the township, just about \$3000 less than was required for the entire township budget, exclusive of the schools.

The island was purchased some years ago when Philadelphia was contemplating the establishment of its municipal hospital there. Speculators were reported to have arranged to make a handsome profit, but the New Jersey Legislature, through Senator Bradley, stopped further proceedings by the passage of a bill making it unlawful for the island to be used

for that purpose. The syndicate took over the ground with the idea of erecting a million dollar park, but nothing ever came of the scheme further than its exploitation.

While in Pensauken township, the island is virtually a part of east Camden, its whole length lying along the Twelfth ward, or what is popularly known as Pea Shore. It was used as farmland for a century or more.

Mortuary Notice

Date: Monday, July 17, 1911 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 165 **Issue:** 17 **Page:** Copy of 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

THREE BATHERS DROWNED WHILE ENJOYING SWIM

Two Victims Meet
Death Near Petty's
Island

FRIENDS FIND CLOTHES
LYING AT WATER'S EDGE

A swim in treacherous waters was responsible yesterday for the loss of the lives of three Philadelphians. All had gone in swimming in places unknown to them and suddenly found themselves beyond their depths. Two of the fatalities occurred near Petty's Island in the Delaware River, opposite the city, and was the tragic ending of a day that had been planned for pleasure. The other accident, of a similar character, was at Augustine Pier. The victim was also one of a party on a day's outing.

The dead are Peter Flynn, 19 years old, of 1131 O'Neill street, and Frank McDevitt, 17 years old, of Richmond and Shackamaxon streets, drowned at Petty's Island, and Frank Clouson, of 112 Calumet street. The bodies of all three were recovered. Leaving Allegheny avenue wharf at 7 A. M. yesterday morning in company with Joseph Crystal, 17 years old, of 115 Bainbridge street, and Author Morris, 19 years old, of 110 Pollard street, Flynn and McDevitt embarked in a boat they had hired.

The four rowed about for several hours, and when Flynn and McDevill claimed that they were tired and that exposure to the sun was weakening them it was decided that a stop would be made at Petty's Island in order to permit of the two taking a rest. Crystal and Morris decided to continue rowing over to the New Jersey side. They returned to the island about 3 o'clock to pick up the companions left there and make the return trip to the Pennsylvania side.

Find Clothes on Shore

When the young men reached the spot where they had departed from their friends, Flynn and McDevitt could not be seen anywhere. Believing that their companions had decided to seek rest in some shady spot, a search of the island for them was determined upon. The boat was pulled up upon the beach and Crystal and Morriss started their hunt.

Continued on 2d Page, 8th Column

Fail to Find Buyer for Petty's Island. Pensankin Township Unable to Collect Taxes and Town Meetings Are Hela in Vain

Date: Friday, December 26, 1913 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 169
Issue: 179 **Page:** 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

FAIL TO FIND BUYER FOR PETTY'S ISLAND

Pensankin Township Unable to
Collect Taxes and Town Meet-
ings Are Hela in Vain

Special to The Inquirer.

MERCHANTVILLE, N. J., Dec. 25.—
Petty's Island, which has brought so
much financial ill luck to the politicians
who bought it to unload on Philadelphia
at a fancy price, is further proving its
reputation as a hoodoo by hanging like
a mill stone on the taxpayers of Pensau-
ken township. They are not able to col-
lect the taxes from the owners and no
one wants to buy the land at a tax sale
when it is offered by the tax receiver.
The result is, Pensauken has a piece
of property assessed at \$300,000 on

which it must pay a county and State tax according to the valuation fixed by the township, while getting nothing in taxes. The taxpayers of Pensauken have had to stand for a big boost in taxes and several town meetings have been held to attempt some solution of the difficulty without accomplishing the desired result.

When the tax collector offers the island for sale for back taxes he does not get an offer, for, while it will be sold for one-tenth of what it is worth, the real owners have the option of paying back taxes and interest any time they want and taking back their property, so that no one wants to put any permanent improvements on the place.

Boys Find Den to River Pirates. Young Swimmers Aid in Recovery of Loot on Petty's Island

Date: Monday, June 8, 1914 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 170 **Issue:** 159 **Page:** 2

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

BOYS FIND DEN OF RIVER PIRATES

Young Swimmers Aid in Recovery of Loot on Petty's Island

Two Tons of Hemp Hawser Found in Hiding Place Held for Identification

Through the discovery of a long piece of rope on Saturday by three boys a den in which Delaware River pirates have been hiding their loot was located on Petty's Island. Police of this city and

Camden visited the spot yesterday and recovered loot valued at several hundred dollars. They also conducted a useless vigil throughout Saturday night awaiting the arrival of the river thieves.

The discovery of the pirates' hiding place was made by Ulysses Faunce, son of Michael Faunce, pilot on the police tug Stokley; Joseph Murphy, son of Sergeant W. Murphy, of the Belgrade and Clearfield streets police station, and William Hentz.

The trio were in swimming on Petty's Island, which is uninhabited. On the extreme southern point they came upon a length of inch and a half hemp trailing off into the water. They began to pull it in shore and found that it was more than 150 feet long.

Their curiosity aroused, the boys looked around the vicinity carefully and came upon a lot of footprints in the marshy land of the island. They followed these and came upon a natural cave formed by trees and underbrush. Inside they found two piles of six-inch hemp hawser, together with blocks and tackles.

Detectives Wait at Cave

The boys immediately returned to the Philadelphia shore and reported the matter to the police boat's commander, Ser-

lieutenant Aldert D. Ames. He notified the Detective Bureau at the City Hall. Detective Tucker, who was assigned to the case, communicated with the Camden police and proceeded to Petty's Island.

The police tug Stokley was taken to the island and the cached hawser, which weighed more than two tons, was loaded on the boat and is being held pending possible identification.

Meantime the detectives made a careful investigation of one end of the island, but found no additional loot. They remained concealed near the pirates' cave all night, but the thieves did not visit the island. The further investigation of the case is being conducted by the Camden police, as the island is in New Jersey.

Numerous river-front robberies have been reported to the Police Departments of Camden and Philadelphia recently. The loot in most instances has been hemp hawser such as was found yesterday. The thieves are able to cut the rope into small pieces and sell it by the pound as hemp waste.

The Pirates of Petty's Island

Date: Tuesday, June 9, 1914 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 170 **Issue:** 160 **Page:** 8

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

The Pirates of Petty's Island

Every real boy with red blood in his veins, from the age of seven to seventy, must have read with wonder and delight the story in Monday morning's newspapers of the discovery of a pirate's den on the historic shores of Petty's Island in the Delaware River. It contained all of the details necessary to fire the youthful imagination. We have the boy heroes who, indulging in an innocent swim, detect a suspicious hemp hawser trailing in the water. After that comes the inevitable footprints in the marshy soil and finally the natural cave on the island covered by trees and underbrush. Detectives are summoned and the police boat steams to the romantic island and recovers large quantities of stolen, and it is to be supposed smuggled, goods. Also we have the all-night vigil in the hope of capturing the river thieves. But they fail to appear, and at the most interesting point in the story we find that it is "to be continued in our next."

Will the smugglers risk a return to their island cave? And if they do will their reappearance be followed by a hand to hand conflict between the pirates and the representatives of the law? Apparently the island is uninhabited. Yet how are we to account for the footprints in the sand? Would any boy, young or old, be surprised if a band of smugglers should burst forth from some unexpected place, armed to the teeth and prepared to battle to the death? Each pirate, of course, would have a long black mustache and would wear a red handkerchief tied about his scarred head. The possibilities of the business are measureless, and while the police tugs continue their

patrol we will all wait, with bated breath, to see what is going to happen next.

At all events the story comes like a refreshing breath of romance amid the prosaic news of the day. Our jaded appetites have had more than enough of dreamy debates on the trusts, of the wild suffragettes of England, of the monotonous troubles in Mexico and of other trival happenings which insist upon holding the best positions upon the first pages of the newspapers. The police may claim that the story has been much exaggerated, but what do they know about it? Those who are not too old to nurse a love of romance and adventure will cry for more, and to all such the fascinating tale of the Pirates of Petty's Island will be voted the most delightful piece of news that we have had in many a long day.

Tax Collector Again Seizes Petty's Island. New Jersey Official Claims \$7510 is due Township

Date: Saturday, November 28, 1914 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 171
Issue: 151 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

TAX COLLECTOR AGAIN SEIZES PETTY'S ISLAND

New Jersey Official Claims \$7510
Is Due Township---Once Selected
for Pest House

Special to The Inquirer.

MERCHANTVILLE, N. J., Nov. 27.
—For the second time Petty's Island has been offered for sale by Morgan Hatch, tax collector of Pensauken township, for non-payment of \$7510 back taxes, and

no one has offered to take the property for the payment of that amount, although it is valued at \$350,000. Philadelphians bought the island to sell to that city as a site for a pest house and were prevented by an act of the New Jersey Legislature from using it for that purpose. They have had it on their hands since November, 1901, during which time they have been called upon to pay \$200 in interest and taxes.

The island is used by a farmer. Should any one buy it they would be obliged to sell it back to the defaulting tax owners should the latter pay the tax arrearage and interest. The land is in the name of Joseph Mack and consists of 325 acres. It was formerly owned by P. J. Ross, who paid \$600,000 for it. An ordinance was presented to Philadelphia City Council appropriating \$1,040,000 for its purchase.

Petty's Island Will be Rendezvous This Year

Date: Sunday, April 11, 1915 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 172 **Issue:** 101 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

PETTY'S ISLAND WILL BE RENDEZVOUS THIS YEAR

Petty's Island will be the stamping ground of the yachtsmen affiliated with the various clubs of the Delaware River Yachtsmen's League this summer. The course around the island is an ideal one of six nautical miles, and the Camden Yacht Club, the Farragut Sportsmen's Association and the Columbia Yacht Club will hold race meets around the island during the summer season. The racing booklet of the league has been issued and the schedule of events which has been arranged is an interesting one and the data pertaining to the meets are full in almost every detail with the exception of the special races, for which the Regatta Committee of the league are preparing a set of rules and regulations, which will govern the events.

The first race meet of the league will be held by the Wissinoming Yacht Club on Saturday afternoon, June 12. The Regatta Committee has scheduled races for open boats, glass cabin, standing tops and cruisers. The boats will leave in front of the clubhouse down the river to the centre abutment of the Pennsylvania Railroad bridge to the Red Star buoy, at Light Mile Point, then to Red

spar buoy at Plum Point to the clubhouse a total distance of eighteen nautical miles. The special race is for auxiliaries and the course will be arranged in the near future. This race is open to the owner of any boat affiliated with a yacht club belonging to the American Powerboat Association.

The general grid outing and camping run of the league will be a three day affair starting early on the morning of June 26. The boats of the five clubs will make the run to McIntire's Island, about two miles below Trenton. There will be a special entertainment and campfire on Saturday evening and there will be large army tents erected on the island in order to accommodate the expected yachtsmen. Arrangements will be made by the committees in charge to provide proper facilities for the mooring of visiting boats. The boats will leave on the return trip some time during Monday after having participated in the various races for the different classes of boats which will be arranged by the men in charge.

The big race meet of the Farragut Sportsmen Association will be held on July 10. The events on the program are races for cruisers, open boats, glass cabins and speed boats, both displacement racers and hydroplanes. The races will be twice around Petty's Island, a distance of twelve nautical miles in length. The special race will be for sailboats and rowboats, which will more than likely be run over the same distance as the other events.

The Camden Yacht Club, the baby club of the league, will run their race meets off on July 31 over the same course as the Farragut Sportsmen Association and the same distance of twelve nautical miles. They will have events for cruisers, glass cabins and open boats, while the special event will be for sailboats.

On August 21 the Trenton Yacht Club holds its affair. The boats will leave the clubhouse float and go down the river five miles and finish at the starting point. There will be races for cruisers, open boats, glass cabin boats and auxiliaries.

boats and aquaplanes. The special race will probably be the feature of the race meet, it being a motorboat race for ladies. Any kind of a craft can enter from the open boat to the hydroplane. One of the rules which will govern the race is that a man will be allowed to attend to the engine but that the rest of the crew must be women. It will be over the course just half way, or about five nautical miles in length.

The next race meet will be under the auspices of the Columbia Yacht Club, which takes place on September 11. They will have races for cruisers, glass cabins and open boats. The cruiser race will be from in front of the clubhouse down the river to the stakeboat anchored off the West End Boat Club of Chesler and return, a distance of 34 nautical miles. The course for the open boats and the glass cabins will be twice around Petty's Island, a distance of twelve nautical miles.

Probably the biggest affair of the league, which will be held under the auspices of the Columbia Club, will be the cruiser race on September 3 to the Ocean City Yacht Club, to be held in conjunction with the final races of the South Jersey Yacht Racing Association, which will be held the following day.

The final race meet, open to all classes of boats in the league, will be held under the auspices of the Farragut Sportsmen Association on September 25. The course for the different classes is twice around Petty's Island.

"\$1,000,000 Island" to be Sold for Taxes \$8662 due on Petty's Island, Collector Claims - Once

Date: Saturday, December 4, 1915 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 173
Issue: 157 **Page:** 5

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

"\$1,000,000 ISLAND" TO BE SOLD FOR TAXES

\$8662 Due on Petty's Island, Collector Claims—Once Proposed for Philadelphia Pest House

Special to The Inquirer.

MERCHANTVILLE, N. J., Dec 3.—Petty's Island, upon which a value of \$1,000,000 was once placed, will be sold for taxes on December 14, according to an announcement of Morgan Hatch, collector of taxes of Pensauken township.

The amount of taxes is \$8662, claimed to be due for the year 1913.

The island was purchased for \$600,000 by Philadelphians, who planned to sell it to the City of Philadelphia for \$1,000,000 as a site for a pent house. The New Jersey Legislature effectively blocked the plan by passing a law prohibiting the use of New Jersey land for such purposes by municipalities or political divisions from another State.

Recently the present owner of the island accepted an option on the land at \$100,000, but no sale was consummated. In the fifteen years that the Philadelphians owned the island they paid taxes and interest amounting to many thousands. The income has been \$300 a year rental from a farmer.

45 Acres Bought on Petty's Island. Shipbuilding to Erect Large Addition on Newly-Acquired Tract-Church Buys Lot in Logan

Date: Friday, June 9, 1916 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: 174 Issue: 161 Page: 20

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

45 ACRES BOUGHT ON PETTY'S ISLAND

Shipbuilding Concern to Erect Large Addition on Newly-Acquired Tract—Church Buys Lot in Logan—Other Transactions

As the site of an addition to their plant, which is directly opposite on the Pennsylvania shore, the William Cramp Ship and Engine Building Company have bought forty-five acres of land on Petty's Island. The company will build a large drydock on the island, to which the boats will be towed after launching to be finished.

The Crew Levick Oil Company, which has plants in Philadelphia and at Marcus Hook, will also erect a large plant on Petty's Island and the Pennsylvania Railroad will build a large freight yard at Pea Shore, on the Jersey side, just north of the island. The last named company is also planning a bridge to connect the island with the Jersey shore to facilitate the transportation of supplies to the new industries.

The lot, 50 by 98 feet, on the west side of Eleventh street, 50 feet south of Rockland street, has been conveyed to the Holy Trinity Presbyterian Church by Pauline McGinley for a nominal consideration. The lot is assessed at \$1200. The church already owns the lot, 45 by 93 feet, at the southwest corner of Eleventh and Rockland streets. This lot is assessed at \$1100.

West Philadelphia Sale

William H. W. Quick & Bro., Inc., representing the estate of Josiah Wistar, deceased, has sold the three-story, semi-detached residence at 608 North Forty-third street, to E. H. Wannemachen. The property was held at \$1500. The same brokers have sold 4115 Baring street for Catharine J. McClure to Christian Veechan. The assessed valuation is \$2500.

Norman S. Sherwood has sold the residence at 2264 East Clearfield street for William H. Farrell for a consideration not disclosed.

Harry W. Koch has sold the lot and house at 310 Shadeland avenue, Drexel Hill, to T. Mulford Lasher for George W. Statzell.

McCLELLAN, 835—Philip Cohen to Chas Weinstein, June 1, 1916, 15x50, mtge \$1250, nom.

MEMPHIS, 2910—Harry E Thomson to Jacob Holtzman, June 6, 1916, 14.7x118.10, mtge \$1500, nom.

MONTROSE, S s, 86 ft W 11th—Robt E Henderson to Jos De Rose, June 6, 1916, 16.10x150, g r \$16.88, \$1594.

Also—Edgemont, S E s, 18 ft N E Sergeant, 18x100, \$1875.

MORAVIAN, 3608—Jennie M Brock to Theodore Richardson, June 5, 1916, 20x50, mtge \$750, \$150.

MORRIS, 1314—Jno Clark to Kate S Davis, June 7, 1916, 21.2x87.9, nom.

NAPA, 1220 S—Annie Gallagher to Oliver M Jackson, June 7, 1916, 14x51, nom.

NINTH, 4325 N, 15x58; Darlen, W s, 180 ft N Bristol, 15x41.1x—Wm P Carnell to Geo Lowers, June 6, 1916, mtge \$2300, nom.

NINETEENTH, 2118 N—Fidelity T Co to B Elizabeth Thompson, May 20, 1916, 17x82.5, \$4900.

NORTHEAST BOULEVARD AND NINTH, N W cor—James Fahy to Martin J Nestel, May 31, 1916, 275.8x506.10%, nom.

OXFORD, 2927—Edwin L Logan to Anna K Rose, June 2, 1916, 16x77, mtge \$3300, nom.

PATTON, W s., 160.174, 292 ft S Columbia ave—Jao Briggs, 5d, to James H Perry, June 7, 1916, ea 14x60, mtges \$4800, nom.

PEACH, 1445 N—J Willison Smith to Saml Hunt, June 6, 1916, 14.7x95, mtge \$1800, nom.

PECHIN, N E s, 241.3 ft N W Roxborough ave—James J Stewart to John F Maguire, June 5, 1916, 20xirreg, nom.

PENNSGROVE, 4138—Emil Reith to Chas F Trego, May 31, 1916, 16x95, nom.

PHILIP, E s, 15.9 ft S Porter, 28.5x50; Philip, E s, 58.3 ft S Porter, 326x50; Philip, W s, 15.10 ft S Porter, 368.2x18.6—Jacob Korman to Howard G Buck, June 5, 1916, nom.

PHILIP, E s, 197.4 ft N Master—Frank H Massey to Adam W Mullen, June 6, 1916, 16.14x51.9, nom.

PHIL-ELLENA, S s, 6701-03 Theodore Zell to Wm Armstrong, Sr, June 7, 1916, 100x irreg, nom.

Historic Hotel Leased

The historic Black Horse Hotel at 350-52-54 North Second street, has been leased by Norman S. Sherwood for Mary Florence Jordan, administratrix, to Lorenz Gappan for a term of years at a rental not disclosed.

Barber, Hartman & Company have leased for Clement E. Lloyd, Jr., for the second floor of 116-18 North Seventh street, containing about 2000 square feet of space, for a term of years, to Silk, Glantz & Company.

Lieberman & Axilland have leased the second floor, containing 15,000 square feet, of the new six-story building at the southeast corner of Eleventh and Race streets, to Nathan Faggan & Sons, for a term of years at a rental not disclosed, for the Manufacturers' Realty Company.

With the Builders

William J. Grubler has plans on file for alterations to the residence at 814 South Forty-eighth street, for A. D. Harrington. Bids are due June 13 from plans by A. H. Savery.

Carl P. Berger has awarded the contract to R. C. Ballinger & Co. for the erection of a new building for the P. S. P. C. A., at 922-24 North Broad street. The plumbing contract has been let to George F. Uber & Co., and the steam heating and electric wiring contracts to the G. Hartman Heating Co. and L. C. Klundin & Co., respectively.

Permits Issued Yesterday

N Lehrman, alterations to dwelling at 509 Spruce street, for M Luber; cost \$600.

Otto Malz & Son, alterations to store at 25 South Sixtieth street, for H C Finsel; cost \$1000.

F Y Storck, erection of 10 by 19 feet brick dwelling at the northwest corner of Somerset and Bailey streets, for Dr Harry A Duncan; cost \$300.

F Y Storck, erection of two-story brick dwelling, 28 by 47 feet, at the northwest corner of Somerset and Bailey streets, for Dr Harry A Duncan; cost \$2000.

M S Oberholtzer, alterations to dwelling at 620 Carpenter street, for James Andrews; cost \$2500.

William R Dougherty, alterations to residence at the northeast corner of Twenty-first and Locust streets, for George Gowen Hood; cost \$5000.

W R Brown, alterations to dwelling at 2027 East Allegheny avenue, for H H McVaugh; cost \$300.

A L Carhart, erection of 55 by 65 feet, brick factory on the south side of Stiles street, west of Wakeling street, for the Barrett Company; cost \$8000.

F R Davis, alterations to church at the southwest corner of Tenth and Wallace streets, for the St Paul Baptist Church; cost \$5000.

Wm Steele & Sons Company, alterations to factory at the northwest corner of Thirtieth and Thompson streets, for the National Umbrella Frame Company; cost \$3000.

Alfred James, erection of 33 by 23 feet stone garage on the south side of City Line avenue, 400 feet west of Sixty-third street, for J. M Lewis, cost \$2700.

J G Miller, erection of 16 by 40 feet, brick garage on the north side of Allegheny avenue, 100 feet west of Twenty-third street, for G Grant; cost \$1200.

Hennebique Construction Company, alterations to factory at the southwest corner of Sixth street and Tabor road, for the Philadelphia Textile Machinery Company; cost \$5000.

C J Appleton, alterations to church at the southwest corner of Eleventh st and Lehigh ave, for the Gaston Presbyterian Church; cost \$6500.

C J Appleton, erection of 3-story stone par-

PIERCE, N s, 131 ft E 10th—Sarah J Allen to Silvio Costano, May 23, 1916, 15x54, nom.

PINE, N s, 50 ft E 32d—Peter F Fregel to Christine V Bond, June 5, 1916, 40x50, mtge \$19,000, nom.

PULASKI, 5917—Edwd H Asbury to Robert B. Wilkinson, June 5, 1916, 24x180.11 $\frac{1}{2}$, mtge \$3500, \$2500.

REDFIELD, 1743 N—Thomas J McGarvey to Chas S Mongard, June 5, 1916, 15.2x84.10 $\frac{1}{4}$, mtge \$2100, nom.

REGENT, 5547—Hamilton T Co to Mary Doyle, June 6, 1916, 15x52, \$1750.

SEVENTEENTH, E s, 33 ft S Cherry (2 lots) —Ellison M Cooper to City of Phila., March 30, 1916, ea 15x50, nom.

SALEM, 4141—Isaac Rolnick to Felici Antonio Masi, June 7, 1916, 17.9xirreg, nom.

SALEM, 4145—Joseph Sadel to Felici Antonio Masi, June 7, 1916, 16xirreg, nom.

SIGEL, S s, 150 ft E 10th, 3 lots, ea 14x40; Emily, S s, 270 ft E 5th, 14x47; Franklin, W s, 62 ft S Porter, 14x50; Mercy, N s, 312.9 ft W 10th, 13.4x46.6; 5th, Hs⁴ S, 16x64.7 $\frac{1}{2}$; Mercy, N s, 197.6 ft W 5th, 14x44.4 $\frac{1}{2}$; Mercy, N s, 267.6 ft W 5th, 14x44.4 $\frac{1}{2}$ —Louis Barbour to Rebecca Weinstein, June 5, 1916, mtges \$10,000, nom.

SOMERSET, N s, 90 ft W D—Louisa Dauterlich to Francis P Coughlin, June 6, 1916, 14.9x60, nom.

SOUTH, N s, 64.6 ft E Broad—Robt E Henderson to John H Sinamon, June 6, 1916, 17.3x70, \$2000.

SYDENHAM, 3046—Chas W Van Campen to James J Hauser, June 6, 1916, 14x77.6, \$2300.

SYDENHAM, E s, 295 ft N Courtland—John H Hartman to Morris C Clothier, June 7, 1916, 20x88.11, nom.

SYDENHAM, E s, 267 ft N Courtland—Chas M Leutz to Morris C Clothier, June 7, 1916, 20x88.11, nom.

SYDENHAM, E s, 225 ft N Courtland—Pauline Berger to Morris C Clothier, June 7, 1916, 20x88.11, nom.

TENTH, E s, and Northeast Boulevard, N W s—Benjamin F Hoffman to Ross J Hoffman, June 6 1916, 103.3 $\frac{1}{2}$ xirreg, mtge \$6500, nom.

Same sold—Ross J Hoffman to Benjamin F Hoffman, June 6, 1916, mtge \$6500, nom.

TENTH, 3736 N—Clarence A Beckett to Wm O Shephard, May 29, 1916, 15x80, mtge \$2000, nom.

THIRTEENTH, W s, 100 and 140 ft N Loudon—Edwin C Hogan to Wm C Mahon, June 6, 1916, 20x83 ea, nom.

TWENTIETH, E s, 154 ft S Vine—Gertrude W Stroud to City of Phila, May 2, 1916, 16x92, nom.

TWENTY-FOURTH, 2719 N, 14.6x60.7 $\frac{1}{2}$; Dreer, 2165 E, 12x50—C Wm Groelling to Walter A Fellis, June 1, 1916, mtges \$2000, nom.

TWENTY-FOURTH AND SEYBERT, S E cor Alexander Memerofsky to Theresa Avart, June 7, 1916, 14x63.9, mtge \$2700, nom.

THIRTY-SEVENTH, 22 N—Jennie M Brock to Theodore Richardson, June 5, 1916, 18.9x60, \$750.

TASKER, 1529—Pietro Martucci to Vincenzo Chappardi, May 22, 1916, 16x56 5-100, nom.

Same sold—Vincenzo Chappardi to Stella Martucci, May 22, 1916, nom.

TASKER, 2030—Jno Sheehan to James Townsend, June 7, 1916, 16x48, \$1750.

THOMAS AVE, 5377—Chas C Evans to Robt A Ferguson, June 6, 1916, 15.1 15-16xirreg, mtge \$500, nom.

WALNUT, 6211—James N Mitchell to Ida M Burk, June 5, 1916, 15.7x112.2, mtge \$2600, nom.

WALNUT, 6211—James N Mitchell to Lena M Burk, June 5, 1916, 15.7x112.2, mtge \$2000, nom.

WHITBY AVE AND FIFTY-NINTH, S E cor—Thos Nardello to Elizabeth V Norris, June 2, 1916, 21x115, g r \$180, mtge \$1000, nom.

ish house, 42 BY 193 IV. at 223 MICHIGAN ST. for St Michael's Church; cost \$19,000.

Penn Realty and Construction Co. erection of nine 2-story brick dwellings, 18 by 37 ft. on the south side of Sixty-fourth ave. 90 ft west of Ogontz ave; eleven on the north side of Sixty-fourth ave. 90 ft west of Ogontz ave; cost \$50,000.

O Barnett & Sons, alterations to store at 334 N Eighth st. for M Sussman; cost \$1000.

Real Estate Transfers

All instruments left for record to May 20 are ready for delivery.

A. E s and S s Wellens, 15.2x90; Wellens, S s, 30 ft E A. 6 lots ea 15x90; Wellens, S s, 119.11 ft E A. 15.1x90; Chas-McKinley to Jos B Friedman, June 2, 1916, nom.

AGATE, S E s, 310 ft N E Somerset-Meta Braun to Meta Braun, May 17, 1916, 14x46, nom.

ANNIN, S s, 210.113 ft W 20th-Jos W Kerns to Patrick E Doyle, June 6, 1916, 16x50, g r \$42, nom.

ASHDALE, S s, 17.4 ft W 3d-Jno M Snyder to Deborah J Zimetman, June 6, 1916, 16x64, \$2750.

BLAVIS, N W s, 149 ft S W Wayne-Edwd W Hart to Wm E Yeager, June 1, 1916, 15x50, \$900.

BURST AVE, 7003-Jno E Cook to Kathryn G Shannon, June 7, 1916, 25x100, mtge \$1600, nom.

BYBERRY RUN, mid (35th Ward)-Thos J Worthington to John J McVey, Mar 23, 1916, contg 4 acres 141 perches, nom.

CAMBRIA, 526-Ella L Reichert to Emma Hesseraner, June 1, 1916, 14x31, nom.

CAMBRIDGE, 4014-Aaron Share to Joseph Miquel, June 6, 1916, 14.3x96, g r \$72, nom.

CARPENTER, S s, 232.8 ft W 60th-J Willison Smith to J Marie Greenwood, June 7, 1916, 21.7x107.6, mtge \$5250, nom.

CATHARINE, S s, 287 ft E 24th-Wm Sands to Annie Tarney, June 6, 1916, 16x60, nom.

CORAL, 2542 N-Meyer Groskin to Christian Schauf, June 5, 1916, 13.4x66, \$1200.

COTTON, S E s, 313.8 ft N E Cresson-Louis Bledus to City of Phila, Feb 28, 1916, 16x99.6, nom.

COTTON, S E s, 152.6 ft from S E cor Cresson and Cotton-Antoni Bednarski, March 2, 1916, 16.118x79.6, nom.

DARIEN, 4119 N-Harry Brocklehurst to Charles F Renz, June 6, 1916, 15.9x38.6, nom.

DARIEN, 4104 N-Harry Brocklehurst to Bernard Hendrick, May 31, 1916, 15.9x39.84, nom.

DARIEN, 4152 N-Harry Brocklehurst to Carl H. Kaufman, May 26, 1916, 15.9x39.84, nom.

DARIEN, 4154-56 N-Harry Brocklehurst to John J Kaufman, May 26, 1916, 15.9x39.84, nom.

DAUPHIN, 1228-Joseph M Canfield to Chas K Myers, June 7, 1916, 15x66, mtge \$2000, nom.

DELANCEY, 208-Nathan Melcovsky to Saml Grabelsky, June 7, 1916, 16x60, mtge \$3000, nom.

DREER, 2165 E-Walter A Falls to Emil Hansheer, June 1, 1916, 12x50, nom.

EIGHTH, W s, 292 ft S Cayuga-Mary F Fawkes to Geo J Bauerle, May 31, 1916, 17x99.14, nom.

EIGHTEENTH, 2222 N-Ida Hooper to Robt S Hamilton, June 5, 1916, 16x71.10, nom.

ELLSWORTH, N s, 30 ft W 17th, 32x60; Taney, W s, 213.6 ft S Poplar, 14.6x65; Winter, N s, 143 ft W 9th, 26x102-Phila T Co to Mary E Yard, June 7, 1916, nom.

FIFTEENTH, 6733 N-Edwin L Hogan to Harry B Pabst, June 5, 1916, 22x87, nom.

FIFTEENTH, E s, 256.3 ft S Moore-Gennaro di Giovanni to Nicola di Donato, June 3, 1916, 16x60, nom.

WINTER, E s, 483 ft S ... son to Alessandro Carofalo, June 1, 1916, 14x90, nom.

WOMBATH, N E s, and Romain, N W s-Robt Francis to David C Thompson, June 6, 1916, 20x40, \$3000.

WYNWOOD ROAD, 902-W P Johnson to Augusta Reimer, June 5, 1916, 34x95, mtge \$3200, \$5000.

WOOD, N s, 49.5 ft W 21st, 17.7x16; Wood, S s, 142.74 ft E 21st, 16x50; Pearl, N s, 142.74 ft E 21st, 16x50-James Givens to City of Phila, May 26, 1916, nom.

WYOMING AVE, S s, 69.4 ft E Belfield, 251irreg; Wyoming ave, S s, 252.44 ft W Broad, 201irreg-John F Connelly to Wm T Clark, June 7, 1916, \$2500.

Mortgages Recorded

Table with 2 columns: Lender/Property and Amount. Includes entries like Brande, P. to Phila T Co, N W cor Broad and Race (60,000); Berger, A. to Wissinominz B & L Asso. (1300); Biddle, G D. to Phila Co, 6039 Greenway (1600); Back, H G. to J Korman, E s Philip 15 ft 0 in S Porter, etc (1500); Bubeck, F. to Third Fairhill B Asso, 1924 E Oakdale, etc (5000); Conn G W. to Somerset B & L Asso, S E s Frankford ave 45 ft N E Victoria (1800); Campbell, J. to Seymour B & L Asso, 23 E Ringhurst (1000); Coughlin, F P. to New Plan B & L Asso, N s Somerset 90 ft W D st (1500); Cannon, M. to Prosperity B & L Asso, 342 1/2 Wallace (1800); Costanzo, S. to Resolute B & L Asso, N s Pierce 131 ft E 10th st (1200); Carofalo, A. to Gmtn Enterprise B & L Asso 6035 Stanton (1700); Cotter, J. to J A Barry, 4322 Frankford ave, etc (1000); Donnelly, D. to American Union B Asso, 4523 Parrish (1400); Davis, A. to M L Durfer, S s Morris 350 ft 2 in E Broad (3300); Di Donato, N. to Penna Co, 1833 S 15th st (1700); Doyle, J. to David Smyth B & L Asso, 3547 Regent (1800); Duffer, T C. to A Simpson, Jr, 302 N Frazier (1000); Flynn, F. to New Mt Vernon B & L Asso, N E cor Old York road and Loudon (6000); Eliezelman, H. to Phila T Co, 35 S 3d st (9000); Friedman, J B. to 5th St B & L Asso, 200 E Wellens, etc (3600); Giardnelli, B. to F W Willard, 1334 S 16th st (2000); Gershman, H. to Harold B & L Asso, 3114 York (1000); Hurevitz, M. to Integrity T I T & S D Co, 733 Brown (2500); Hartzell, C G. to Fireside L & B Asso, 2412 Master (1600); Hauser, J J. to Cambria B Asso, W s Svydenham 327 ft N Indiana (2300); Hansell, C R. to Reliance B & L Asso, N E s Boyer and N E s Durard (3000); Hyman, J. to Utility B & L Asso, 2312 S Lee, etc (3600); Hunter, N S. to Gmtn T Co, 308 Lincoln (13,000); Hamilton, R S. to Creston B & L Asso, 2222 N 18th st (2000); High, H W. to Pt Breeze B Asso, 5837 Hazel ave (1000); Hendricks, B. to F W Kraiker, 4104 N Franklin (1200); Hoffman, C. to J Cadwalader, 345 S 4th st (3500); Johnston, T. to J T Almeida, 717 S 50th st (1000); Jacobson, D L. to Wilson B & L Asso, N s Snyder 155 ft W 7th st (1000); Kuhnle, J. to G A Friedel, 2145 N Law.

FIFTEENTH, s. 185 ft N Courtland, 20x177.10; 15th, W s. 205, 265 ft N Courtland, ea 20x88.11; 15th, W s. 225 ft N Courtland, 20x88.11; 15th, W s. 245 ft N Courtland, 20x177.10
John A Frost to Morris L Clothier, June 7, 1916, nom.

FIFTIETH, 717 S—Geo J Mellor to Thos Johnston, June 1, 1916, 20x85, \$1900.

FIFTY-FIFTH, 1711 N—Geo W Crowley to Mary McGovera, June 6, 1916, 16x90, mtge \$2000, nom.

FIFTY-SEVENTH, 1945 S—Geo B Tully to Samuel Fox, June 7, 1916, 19xirreg, nom.

FELTON, 44 N—John McGill to Anna S Rice, June 6, 1916, 15x62, nom.

FRANKFORD, 3621—Victor J Magnant to George W Conn, June 6, 1916, 14.8x77.6%, nom.

FRANKFORD, 3533—Joseph Lupowitz to Andrew Chambers, June 7, 1916, 15.11xirreg, mtge \$3200, nom.

GAY, S E s. 129.2% ft N B Cresson—Louisa Noska to Ksaver Titko, June 1, 1916, 18x70.10, nom.

GRATZ, 2559 N—Archibald McCreary to Sarah A Walters, June 3, 1916, 14.6x49, nom.

H, 3450 N—J Willison Smith to Chas B Shunk, June 5, 1916, 14.8x68, nom.

HANCOCK, N W s. 147.8 ft N E Laurel—John Schoenher to The Bell Co, June 7, 1916, 23.6xirreg, nom.

HAZEL, 5837—Alexander H Carver to Harv W High, June 5, 1916, 16x62, mtge \$1700, nom.

HICKS, 2610 S—Martin L Kilpatrick to Geo C Gauer, June 7, 1916, 14x47.6, g r \$51, nom.

HUNTINGDON, 2351 E—Ellen Donovan to Robt A Stinson, May 2, 1916, 14x50, \$1200.

INDIANA, 2132—Chas J Heckler to Luigi Vigni, May 19, 1916, 14.6x60, nom.

LAMBERT, 2113 N—Girard T Co to James F Penrose, May 31, 1916, 15.6x37, \$1925.

LATONA, N s. 93 ft W 21st—Mary Hunter to Samuel Faeta, May 31, 1916, 14x45, \$1200.

LATONIA, 2211 to 2231—Harry Harris to Jas F Hare, June 1, 1916, 15x45, mtge \$9500, nom.

LINCOLN, 308—John H McClatchy to Newlin S Hunter, June 5, 1916, 53.4xirreg, nom.

MARKET, 3035—Jno M Kennedy, Jr. to Ellen Reed, June 7, 1916, 16x77, nom.

MARKET, 5035—Ellen Reed to Jno M Kennedy, Jr. June 7, 1916, mtge \$3600, nom.

MARSHALL, 428 N—Clwbk J Wood to Ernest B Benson, June 7, 1916, 16x70, nom.

MARVINE, W s. 160 ft S Champlott—Wm H McConnell to Helen I Selter, May 8, 1916, 40x84%, nom.

Same sold—Helen I Selter to Edith L McConnell, May 8, 1916, mtge \$2000, nom.

MASTER, 2412—Edward M Brady to Chas G Hartzell, May 23, 1916, 18x64, nom.

rence 1200

Kaufman, J J. to S K Hackman, 4154-6 N Darien 2400

Kaufman, C H. to S K Hackman, 4152 N Darien 1200

Karue, G J. to First Penny Savings Bank 1617 N Redfield 2200

Lowery, M L. to Pillarim B & L Asso, 6020 Morton 3600

Mahon, W O. to Courtland B & L Asso, 4810, N 13th st, etc 1200

Mengel, C. to New Westminster B & L Asso, 5144 N Carlisle 1200

Mullen, A W. to Carrolton B & L Asso, E s Phillo 197 ft 4 in N Master 1500

Masi, F. to Grocers B & L Asso, S E s Salem 424 ft S W Womrath, etc 2500

McConnell, W H. to J Kochm, S E s Hartwell and S W s Roanoke 1600

McAllister, O D. to Metropolis B & L Asso, 1233 S 47th st 1200

Oelhaef, F X. to Columbia Ave T Co W s Park 126 ft 8 in S Oxford 1600

Pabst, H B. to Fifth Bluecher Bldg Asso, 6733 N 13th st 3800

Penrose, J F. to Jno B Stetson B & L Asso, 2113 N Lambert 1800

Perelman, C. to Penna Co, N s Fountain 117 ft 6 in E 31st st 1300

De Rose, J. to J M Miller, 2537 Edgemont 1400

Reed, E. to Phila T Co, 5035 Market 3000

Renz, C F. to German Enterprise B Asso 4119 N Darien 1000

Robbins, G D. to New Logan B & L Asso N E s Levick and S E s H st 2500

Sabin, E R. to J N Mitchell, N E cor 63d and Walnut 1000

Subin, I. to Equity B & L Asso, N W cor 7th and Montgomery 2000

Stutt, J H. to Phila Co, 5803 Springfield 2000

Stinson, R A. to Henry Christian B & L Asso, 2351 E Huntingdon 1000

Stoughton, J E. to H W Donaghy, 6631 Lansdowne, etc 11,500

Schechter, J. to E F Hahn, 526 Mifflin 2000

Sitko, K. to J A McHugh, S P s Gay 129 ft 2% in N B Cresson 1350

Trego, C F. to R Harvey, 4138 Penns-grove 2000

Thompson, B E. to West Norris B Asso, 2118 N 13th st 4000

Thompson, D C. to J Hurbes, N E s Womrath and N W s Romain 1700

Vigni, L. to Exchange B Asso, 2132 Indiana 1500

Weikert, K. to Creston B & L Asso, 3943 N Franklin 1800

Walters, S A. to F Marsh, 2559 N Gratz 1000

Zimmerman, W R. to W H Sowden, S s Ashdale 17 ft 4 in W 3d st 1700

Arthur, J D. to J Arthur (102 mtgs), S W s Ann and S E s Janner, etc 181,600

Richmond Times Dispatch article

Date: Saturday, June 10, 1916 Paper: Richmond Times Dispatch (Richmond, Virginia) Page: 1
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

station since January, 1915.

CRAMPS BUY MORE LAND

Will Enlarge Present Plant and Join
in Construction of Large Oil
Refinery.

PHILADELPHIA, June 9.—The purchase of forty-five acres on Petty's Island, in the Delaware River, by the Cramp Shipbuilding Company, for an enlargement of its present plant and the construction of a large oil refinery by the Crew-Levick Co., was confirmed to-day.

Petty's Island is situated directly opposite the Cramp Shipyard, in this city. The Cramp Company will build a dry dock on the island, where vessels will be taken after launching. The present plant will be devoted exclusively to hull and repair work.

JOFFRE IN LONDON

ical
issu
E
che
an
ke
ers
hal
alle
goo
B
wer
bal
con
velt
was
O
one
sud
of
to
of
cept
the
stre
the

Oppose Petty's Island Bridge

Date: Friday, November 24, 1916 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 175

Issue: 147 **Page:** 4

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Oppose Petty's Island Bridge

Special to The Inquirer.

MERCHANTVILLE N. J., Nov. 23
—Strong opposition will be made by owners of property along the Delaware on the New Jersey shore to the proposed bridge to Petty's Island, application for which has been made to the United States Engineering Department by the Pennsylvania Railroad. It is pointed out that such a structure as proposed would be a menace to commerce and a permanent obstacle to navigation. The United States engineer will hear objectors next Friday afternoon.

Woodbury Daily Times article

Date: Wednesday, January 17, 1917 Paper: Woodbury Daily Times (Woodbury, New Jersey) Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

In his annual message to the new City Council of Camden, Hon. Chas. H. Ellis, re-elected Mayor of the city for the fifth consecutive term, referred to the construction of a bridge or tunnel over or under the Delaware River in terms which the Delaware River Bridge and Tunnel Commission regard as misleading. Mayor Ellis in his message suggested a bridge for vehicular traffic crossing the river connecting Petty's Island and a tunnel somewhere near the Pennsylvania Railroad ferries would meet the situation. In the view of the members of the Commission, the Mayor has probably in mind the bridge projected by the Pennsylvania Railroad Company from the New Jersey shore across to Petty's Island to accommodate one or more industries, which have desired to locate upon that island. This projected bridge would provide only for freight traffic comprising a mere side-track for the Pennsylvania's line of the Amboy Division near Fish House Station. Of course

1917
Jan 17

th
it,
ix
ne
e-
ut
p.
ry
r's
n-
de
ew
m-
of
nt
is,
ful
so

97
Th
2
hu
ed
ow
de
ide
tiv
s
re
na
so
spl
fu
we
so
dit
th
th
an
co
-
dit
pe
ne
th

if the bridge could be carried across to the Philadelphia shore at the low level necessary for the freight siding, the idea would be highly commendable even though inadequate to meet the demands of traffic.

The members of the Delaware River Bridge and Tunnel Commission have given much thought and study to the question of traffic with relation to the proposed crossing of the river. Their unanimous conclusion has been that a bridge between the two cities located somewhere between Race and Pine streets on the Philadelphia side and Pearl and Spruce streets on the Camden side is the only proper solution of this great problem.

Mayor Ellis' idea for a bridge crossing Petty's Island would provide passage for vehicles in the extreme northern border of Camden in Pennsauken township and touching Kensington, on the Philadelphia side. The inadequacy of this proposed facility can be recognized at once. The pressing need for better means of travel across the river is that of the farmers of New Jersey reaching the Philadelphia markets with their products

ha
ne
pa
an
no
I
ru
th
de
ov
ca
li
ra
ge
ca
in

th
cr
wi
le
of
su
in
in

A

pc
th

Philadelphia markets with their products and the residents of Philadelphia reaching the New Jersey coast resorts in their automobiles. A bridge from outside the city limits of Camden and touching the almost northern extremity of Philadelphia would accommodate only a small proportion of those desiring to use it. All the investigations and data procurable have led to the inevitable conclusion that a bridge must be built in a location to provide accommodations for the greatest possible number of travelers. The farmers of lower Camden, Gloucester and Salem counties who are learning the value of getting their products to market by automobile truck would find it extremely inconvenient, not to say time-consuming, to reach a bridge so far from the business section. It would require a long circuit consuming much unnecessary time for them to reach the bridge which would land them in Kensington, and then return to the market sections within two or three blocks of Market street, where most of their products are now delivered. In the same relation, nine-tenths of the res-

re.

idents of Philadelphia and nearby sections would be subjected to much inconvenience and delay by seeking the crossing of the river so far from the business section.

No devise has yet been put into use for satisfactorily ventilating tunnels to permit traffic other than electric trains. The vapors and gases emitted by automobiles would so vitiate the atmosphere of the tunnel as to make it absolutely beyond use for such traffic. The required depths of a tunnel beneath the Delaware to give the satisfactory stability would make the problem of ventilating beyond solution so far as engineers are now enlightened. In all the circumstances reaching its conclusion from investigation, the Commission is unanimous in the belief that the only means of solving the problem of crossing the river is a bridge connecting the two cities at their business centers. To this end the Commission is striving with all possible diligence and energy to obtain the co-operation of Philadelphia and Pennsylvania, which, under the law, is required before the project can be brought to a success-

th
in
as
ai
th
is
19
te
m
is
w
th
It
a
li

to
b
o
th
s
c
th
P
th
ti

ent
rly
Ve
ac-

ful conclusion.

P
“

eed

WOOD FARMER

Opening Way for Bridge Land Values to be Ascertained in Petty's Island Span Move

Date: Tuesday, January 23, 1917 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: 176

Issue: 23 Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

OPENING WAY FOR BRIDGE

Land Values to Be Ascertained in Petty's Island Span Move

That the bridge to span the Delaware from the North Cramer Hill shore, East Camden, to Petty's Island is to soon become a reality was evidenced yesterday when Supreme Court Justice Garrison, at the petition of the Pennsylvania Railroad Company, appointed a commission to assess the value of land to be occupied by the corporation for a railroad spur. This will be located on the property of Charles A. Sparks in Pensauken township. The commission includes Morris B. Rudderow, D. Parvin Westcott and Louis B. Humphreys. The spur is designed to connect with the bridge.

At the same time Judge Garrison appointed former Sheriff Joseph E. Nowrey, George W. Jessup and B. A. Tomlinson a commission to fix the damages accruing from the erection of poles by the Bell Telephone Company on the Coffin farm at Ashland.

To Link Petty's Island and N. J. by Big Bridge Pennsylvania Railroad Plans Span Across

Date: Friday, June 1, 1917 **Paper:** Philadelphia Inquirer (Philadelphia, Pennsylvania) **Volume:** 176 **Issue:** 152 **Page:** 9

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

TO LINK PETTY'S ISLAND AND N. J. BY BIG BRIDGE

Pennsylvania Railroad Plans Span Across Delaware to Serve Three Companies

Plans for a bridge across the Delaware River between Petty's Island and New Jersey are being prepared by the Pennsylvania Railroad Company

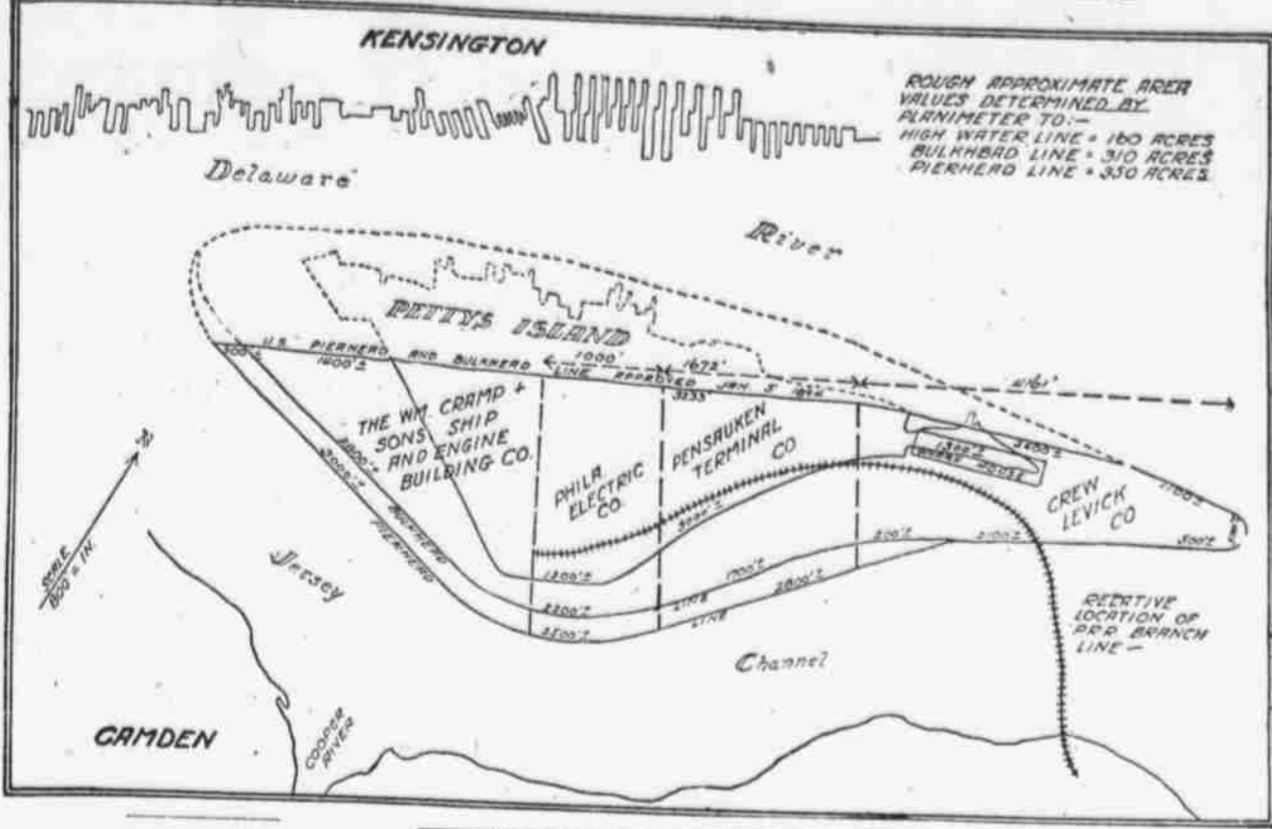
The island contains approximately 350 acres occupied in part by two Philadelphia Electric Companies, William Cramp & Sons Ship and Engine Building Company and the Crew Levick Com-

pany with the construction of the bridge. companies on the island will be linked with the railroad company's system

While the plans for the bridge are not complete, it is reported by those in close touch with the project that the bridge will be a structure designed for a single track, running from Cramer Hill, N. J., to the island, where a loop will be constructed to permit the return of the traffic and its distribution to the several plants.

Although the river channel passes on the west side of the island, and the river on the east side is practically unnavigable to vessels drawing any depth of water, a draw will be provided to permit the passage of ships

COMMERCIAL DEVELOPMENT OF PETTY'S ISLAND



PETTY'S ISLAND TO HUM WITH NEW INDUSTRIES

Big Firms Buy Tracts of Land Now Lying Idle in Delaware River

WILL ERECT PLANTS

Petty's Island, lying apparently neglected for 250 years, is destined to grow into a thriving center of business and commercial activity.

Facing the New Jersey shore, Petty's Island has a shore frontage almost one-third as great as Philadelphia.

CONTRACTS FOR WAREHOUSES

The Crew-Levick Company has already negotiated for the erection of a long rectangular row of warehouses along the north frontage.

The Pennsylvania Railroad Company has under construction a necessary branch line from the Camden Terminal Division.

The branch will be about two miles long. It will touch the island at the extreme end and will run along parallel to the north shore.

HISTORY OF ISLAND

Petty's Island is located in the Delaware River between the Camden shore on the Jersey side and Kensington shore on the Pennsylvania side.

In his little pamphlet, "The Romance of Petty's Island," John L. Morrison states that since John Petty owned the island there have been three attempts to give the island the importance its location justifies.

LABOR UNION SHAKES OFF GERMAN CONTROL

American Defeats German Socialist for Presidency of St. Louis Organization

ST. LOUIS, June 27.—The Central Trades and Labor Union of St. Louis, representing 3,000 workmen, has shaken off German control and now advocates President Wilson's program.

Woman's Back Broken by Fall

READING, Pa., June 27.—While picking berries at the home of John Schaeffer, a neighbor, Mrs. Penelope P. Boyer, wife of a Reading restaurant keeper, fell from a high bush and broke her back. Her condition is serious.

MERGED CHAIN STORES TO ABOLISH DELIVERIES

Phones Also Will Go Out Monday to Cut Expense and Prices

The American Stores Company, which was recently formed by combination of nearly all the chain stores in this locality, has announced the discontinuance of deliveries.

Samuel Robinson, president of the company, said the action had been taken for economy and to help the Government carry out its war program.

The discontinuance of deliveries will throw the burden formerly borne by the men in the delivery department upon the housewife.

When Mr. Robinson was asked if this change in plan would mean a cut in prices he said:

"The American Stores Company is born of the idea to reduce prices, and the changes are being made with that idea in mind. The consumer, of course, will benefit."

Instead of issuing weekly circulars the company will advertise in Philadelphia newspapers, it is announced.

QUARREL ENDS IN SHOOTING

Mexican Wounded by Fellow Countryman—In Precarious Condition

NORRISTOWN, Pa., June 27.—A fight between two Mexicans on the road near the Ivy Rock steel plant may result in a murder.

Three Hurt by Dynamite

Three men were injured by the premature explosion of dynamite on the Reading Railroad above Domino lane, near Shawmont.

WE MUST VACATE

Our Juniper & Filbert Sts. Store LEASE EXPIRES July 7th

This and the backward season force us to advance the date of our

SEMI-ANNUAL CLEARANCE SALE

Thousands of Dollars' Worth of Men's Seasonable Wearing Apparel to Be Sold

REGARDLESS OF COST SHIRTS

\$1.50 & \$2 Value \$1.15 \$4 & \$5 Tub Silks \$3.50 3 for \$3.25, 6 for \$6.00 3 for \$10 \$7.50 to \$10 Jersey Silk Crepe \$2.50 and \$3.50 Value . . . \$1.85 \$6 of Chinese and Broadcloth, \$6.50

STRAW HATS

\$3 to \$4.00 VALUE \$2.00

FILTH IN NELLY'S ALLEY STIRS UP BUREAUCRATS

Revolting Conditions Cause Chief Hicks to Speed Agent to Germ-Breeding Scene

CONTRACTORS BLAMED

Have You a Nelly's Alley in Your Neighborhood?

HAVE you a Nelly's Alley in your neighborhood? Nelly's Alley means: A dirty street that the garbage collector didn't know about.

Filth Facts about Nelly's Alley, published in yesterday's Evening Ledger, caused a commotion in City Hall today.

When Chief Robert C. Hicks, of the Highway Bureau, read of the conditions he sent an inspector to the scene at once, with orders to make a thorough investigation immediately and report that the streets had been cleaned and the garbage removed.

The Penn Reduction Company, which holds the contract for removing the city's garbage, denied through its superintendent that it had neglected Nelly's alley or any other part of Philadelphia.

State Senator Vane was in Harrisburg, and at his offices in the Lincoln Building the contractors are at fault, and that the revolting conditions brought to light yesterday have been flourishing for years.

"Those places are breeding holes for all sorts of virulent germs," said Doctor Anders. "Tuberculosis, diphtheria and infantile paralysis flourish in such districts."

The fine for neglect and failure to clean streets with the frequency and in the order required by the schedule is \$2 per square or part square for each dereliction. Neglect to collect garbage, \$1 for each day for each house, provided the deduction shall not exceed \$2 for any one square.

The Highway Bureau said it was not aware of the cat in Nelly's alley. No one notified it. The residents of Winton street tell another story.

It is a pity that City Hall was a little too far away from Nelly's alley to know that the cat spoke for itself.

Englander's 1027 MARKET STREET MONTH-END CLEARANCE SKIRTS-WAISTS

This sale will stir the city from center to circumference, for no event has been held to equal it in variety nor values. Presenting really a marvelous opportunity for genuine economy. For three weeks we have been quietly getting ready for this event, and now, tomorrow (Thursday) it opens.

Illustrations of women in various styles of blouses, waists, and dresses. Text: Another 2 for \$1 WAIST SALE 2500 New Great Summer Waists. Organadies, Voiles, Batistes, Dimities, Fancies. Large Collars, Frills, Embroidered, Laced, Trimmed and Others. Up to \$3.50 WAISTS. Up to \$5.95 SILK WAISTS.

OUR GREAT SKIRT SALE BEGINS TOMORROW. No woman can realize what amazing values are offered in this wonderful assortment of new wash skirts without seeing them. Think of it! \$1 Skirts, each worth \$1 to \$2. Two for \$1. Cordelines, Gabardines, Bedford, Cords, Piques, Khaki Kool Effects and Others. Tub Skirts 95c & \$1.95. NEW CORDUROY SKIRTS \$2.95. SILK SKIRTS \$3.95. Other Skirts, in silk and cloth, priced up to \$12.50.

Special Values IN SUMMER SWEATERS \$4.95, \$5.50, \$5.95. Extra Values IN Sports Coats At \$1.79. Fashion has accorded to these light and practical coats a brilliant welcome.

Closing Petty's Island Channel

Date: Friday, June 29, 1917 Paper: Philadelphia Inquirer (Philadelphia, Pennsylvania) Volume: 176 Issue: 180 Page: 3

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Closing Petty's Island Channel

Special to The Inquirer.

MERCHANTVILLE, N. J., June 28. —Owners of pleasure craft anchored along the New Jersey shore have just awakened to the fact that they will be shut in by the new trestle that is to be built from Pea Shore to Petty's Island by the Pennsylvania Railroad. The original plans for the bridge called for a drawbridge, but the railroad company has asked and received permission from the United States Engineer Department to close the channel to navigation until April 1, 1918, by the erection of a wooden trestle, on the grounds that it is urgent that the Cramps Shipbuilding Company should get train service as soon as possible, and that steel deliveries for the structure originally proposed are hard to get at an early date. The only way boats that now anchor between the Jersey shore and Petty's Island can get into the river proper will be by making a temporary channel through the Petty's Island dyke, which will form one of the boundaries of the inclosure.

Petty's Island

Date: Friday, July 13, 1917 **Paper:** Dallas Morning News (Dallas, Texas) **Page:** 4

(c) Copyright, 2003, The Dallas Morning News Source: GenealogyBank.com

Petty's Island.

Long unused, Petty's Island, adjacent to Philadelphia, is now being devoted to factory plants. The island was first settled by white men in 1678 and was known as Shackamaxon Island. In 1732 Thomas Fairman, who owned it, sold it to John Petty, who gave it his own name. For many years it was practically deserted. Recently it fell into the hands of real estate promoters. It contains 350 acres.

Denver Rocky Mountain News article

Date: Friday, March 10, 1922 Paper: Denver Rocky Mountain News (Denver, Colorado) Page: 9
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

CITIES SERVICE FIXES EXPORT CONTRACT

Will Have First Call of Facilities at New Orleans for Loading Oil Tankers.

Henry L. Doherty and company and Cities Service company, who own and control Empire Refineries, Inc., Crew Levick company and Empire Gas and Fuel company with the large Mid-Continent production and holdings of the latter company, announce that they have entered into a working arrangement for a period of years with the Carson Petroleum company which gives Cities Service company interests first call on the export facilities of the Carson Petroleum company.

The Carson Petroleum company has just completed one of the most modern export plants in the world, located in the port of New Orleans. This terminal includes approximately 1,000,000 barrels of steel tankage with pipe line and pumping equipment for loading tankers at rate of approximately 2,500 barrels per hour, together with complete casing, canning and barrelling facilities with a capacity for manufacturing, filling and loading aboard ships approximately 10,000 cases and 1,500 wood or steel barrels of petroleum products daily. The plant is equipped thruout with a complete modern con-

N
the
but
of
cial
ever
In
only
init
larg
of
the
disa
the
tici
3
ste
inde
the
had
tion
adv
A
mot
rial
nigh
truc
revis
ied
com
St
filla
and
rail
sive
ent
men
St
T
call
per
3 1/2
and
at a
the
at 5
O

veying system for handling empty and filled packages from the point of manufacture and filling over the company's own docks into a ship's hold.

This working arrangement, together with the large production and refining facilities of the Cities Service company interests, places these companies in a position to do a world wide trade on an equal footing with any other organization in the oil business and will also enable them to increase the operations of their refineries in the Mid-Continent field at the same time adding materially to the Carson Petroleum company's source of supply and placing the company in a position to expand both its domestic and export business.

The Petty's Island plant of Crew Levick company at Philadelphia has been taking care of the high grade lubricating products of Cities Service company for export, and with these additional facilities at the gulf, Cities Service company interests will be in position completely to cover the needs of their foreign customers and at once. This arrangement is an ideal one for both Cities Service company and Carson Petroleum company.

+ + +

Blutt No. 1 well of Western Oil Fields corporation, Mexia field, came in on Wednesday night flowing at the rate of 800 barrels a day. Blutt No. 2 on the same tract had initial production of close to 10,000 barrels.

The flow of No. 1 was a disappointment, and as a consequence the price of the stock fell off to sales at 77 with a later recovery to 81 bid, 82 asked, and a close at 79 bid, 80 asked.

Western Oil Fields now has seven wells producing in the Mexia field. Total production for the twenty-four hours ended at 7 o'clock on Wednesday was 22,800 barrels.

The next deepest well is the Gamble No. 2, now setting casing at 2,870 feet, and ought to be completed within the next ten days.

+ + +

Denver interests connected with the well of the Panuco Oil and Transport company, now drilling in the Mexia field, deny a recently published report that the well is a failure.

a fr
Fret
wer
the
alth
lowe
Ti
bone
a wh
both
visio
Al
a ne
ernn
ean
earl
1 to
De
ly li
ing
San
wer
gain
wer
the
prox
To
\$14.8

ST
Aich
do
B &
Cana
Ches
Chica
Chi,
do
C &
C. R
do
Colo
Erie
do
Great
K C
do
M. H
Misc
do
N Y
N Y,
North
Norfo
Penn
Pitts
Read
South
South
St L

... explanation is made that delay in completion of the well has been caused by changing from rotary to standard tools.

J. B. Alford, head driller of the Panuco well, who now is in Denver, says that the depth attained by the rotary was 3,010 feet and that it will be necessary to drill not to exceed 100 feet in order to penetrate the oil bearing strata of the Woodbine sand, which is the producing sand of the Mexia structure. At 2,760 feet, Alford says, the drill passed thru two feet of oil bearing sand, which would have made a commercial well. Officers of the company express belief further drilling will bring in a big paying well.

+ + +

First steps in the proposed consolidation of the Humphreys Texas company and the Humphreys Mexia company into a new \$15,000,000 corporation to be known as the Humphreys Oil company have been taken, it was announced yesterday.

The Humphreys Texas company was dissolved at a special meeting of stockholders representing approximately 90 per cent of the outstanding stock. The company will hereafter be designated as the Humphreys Oil company. The capitalization was increased from \$10,000,000 to \$15,000,000.

The new Humphreys Oil company is negotiating to acquire all of the assets of the former Humphreys Mexia company.

+ + +

Pure Oil company has decided to offer 515,900 shares of common stock to common shareholders at par, \$25 a share. Common stockholders of record March 21 will have the right to subscribe to one share of additional common stock for exchange for four shares now owned. Warrants will be mailed to stockholders following closing of the books March 21 and subscriptions must be made not later than April 10.

According to advices received by Edwin M. Bosworth & Co. the Manati Sugar company is negotiating with bankers for the sale of \$6,000,000 of first mortgage bonds.

+ + +

do
Texas
Unior
Waba
Westo
do

Both
C. F
Cruci
Lack
Midva
Repub
U S
do
Vana

Amer
Allis-
Amer
Amer
Baldv
P R
Pullm
Ry S

Calif
Cosde
Gener
Island
Invinc
Mexic
Middl
Pacific
Pan-A
Pierce
Prod
Pure
Royal
S O
S O
Sincl
Texas
T &
Trans
Unior
White

Amer
Amer
Cuba
Cuba
Punta

Anac
Amer
Amer
Chile
Chino
Insp
Kenn
Miami
Neva

At a special meeting of the board of directors of the Cow Gulch Oil company at Casper, announcement was made of the resignation of Roy C. Wyland, R. H. Nichols and Carl Shumaker, all of Casper, and the election of a new board representing the interests who recently purchased control of the company. The new directors consist of John W. McKim, Casper, Wyo.; L. Lilly, Terrell, Texas; B. O. Jones, Denver; George H. Voorhees, Ogden, Utah, and George T. Hansen, Salt Lake City.

The general manager of the company states that the well contracted on its Cat Creek acreage is now rigging up and should spud in within a few days.

+ + +

Advices from Salt Lake City are that Col. D. C. Jackling and some Pacific coast associates have purchased a substantial interest in the Utah Southern Oil company. This company controls extensive holdings on the Duchesne structure, Utah, and is now drilling a test well which has encountered several good showings of oil and gas. The Utah Southern Oil company was organized and financed by the firm of B. O. Jones & Co., Denver and Salt Lake City.

+ + +

A tentative valuation of \$13,392,214 was fixed yesterday by the interstate commerce commission for the total of property owned and used by the Arizona Eastern railroad, a property affiliated with the Southern Pacific. The capital investment of the road itself was reported at \$14,232,694.

A tentative valuation of \$2,325,000 was also fixed for the property of the Phoenix & Eastern, a railroad operated in conjunction with the Arizona Eastern.

—————

"Hitch your wagon to a star," but be sure to keep your eye on The News-Times Want Ad pages.

ray
U S
Utah
A G
Marix
do
Ajax
Chan
Fisk
Gener
Goodr
Kelly
Maxw
Pierc
Strom
U S
Stude
Willy
White
Amer
Amer
Amer
Amer
Amer
Amer
Amer
Calif
Centr
Con
Corn
Gener
Great
Gulf
Home
Int H
Int N
Int P
May
N An
Peopl
Pitts
Sears
Unite
U S
U S
Unite
West
West
Wilso

Trenton Evening Times article

Date: Thursday, December 18, 1924 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 16

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

of the workers and all humble people in general."

RIVER RUM RUNNER TAKEN, TWO ESCAPE

(International News Service)

PHILADELPHIA, Dec. 18.—The motor trawler Reliance, loaded, it was charged, with 400 cases of whiskey valued at \$25,000, was captured today in the Delaware River off Petty's Island by the United States coast guard cutter 104, after several hours' chase. The three men who manned the Reliance were turned over to prohibition officers.

Two other boats, said to be heavily laden with Christmas rum, escaped, it is said.

(Associated Press)

ATLANTIC CITY, Dec. 18.—The

live
ens
the
has
has
and
will
only
will
the
ady
een
ate
argo
are
een
the
tter
are
ord-

IN
st
th
da
be
da
tu
pe
gc
th
he
w
ag
th
III
to

Trenton Evening Times article

Date: Thursday, December 11, 1930 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 6
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

ociety.

ARGUMENT FOR SHIP CANAL

In the last issue of the bulletin published by the Atlantic Deeper Waterways Association, attention is called to the fact that thousands of tons of oil are now being transported from Petty's Island on the Delaware River near Philadelphia to Perth Amboy by way of the Delaware River and the Atlantic Ocean.

"It is a long haul," says the bulletin. "and subject to risk. If the canal were cut through to New York, more than half the sailing distance would be saved and the risk of the open sea would be avoided."

The validity of this conclusion is self-evident. Engineering skeptics who have doubted the wisdom of a 25-foot trans-Jersey ship canal may well consider what these proposed waterway facilities would mean to the thriving oil industry of the lower Delaware.

FOOD FOR THE SKEPTICS

pri
ize
N
pat
tin
hea
abl
spe
tha
all
the
thi
pli

I
col
tic
rec
and
ou
wo
sov

si

Trenton Evening Times article

Date: Tuesday, January 13, 1931 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 1

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

New York attorney.

GAS FUMES FATAL

(Associated Press)

4- CAMDEN, N. J., Jan. 13.—One man
 was killed and two others were over-
 come by gas fumes while working in a
 tank of crude oil at the Crew Levick
 Company refinery on Petty's Island, in
 the Delaware River, near here today.
 The dead man was Frederick Kronen-
 berger, 32, Camden. Those overcome
 were George Faber, 32, and William
 Kinsey, 21, Camden.

W.
 grou
 on 1
 pass
 copy
 nove
 tion
 T
 of a
 whe
 beco

Trenton Evening Times article

Date: Monday, September 12, 1938 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 12
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Seven Workers Hurt In Oil Plant Blast

CAMDEN, Sept. 12 AP.—Seven men were recovering today from injuries suffered in an explosion at the Cities Service Company's oil refinery on Ferry's Island, in the Delaware River, shortly before last midnight.

Fire followed the blast, which destroyed the main pump house of the refinery's cracking plant. Company firemen brought the flames under control after fighting the blaze for several hours.

Four of the injured men suffered first and second degree burns. They were Walter Michel, 29, Pennsauken, N. J.; Edward Fish, 30, Camden; Clifford Jones, 29, Pennsauken, and William Steele, 34, Camden. They were in Cooper Hospital here.

Treated at the hospital but released were John Clark, 30, Camden; Walter Hoffman, 31, Pennsauken, and Edward Fay, 24, Camden.

the
air.
he
at-
the
for
ars
is
23
050
the
of
ind.
er.
his
ner
ind
er-
his
er-
of

W
th
en
bu
Co
T
er
da

G
is
is
by



Trenton Evening Times article

Date: Sunday, October 9, 1938 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 20
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

secretary; Mrs. Frederick Zeigler, treasurer, and Mrs. John Stewart, vice

e
h
w
n
t
e
d
i
r
e
h
e
d
-
s
n
e
s.
s:
L.
r.
n
A.
r.
t;
n.
n.
r.
n.
r-
y
A.
e,
r.
N.
s.

Veteran Mt. Holly Railroader Will Be Retired October 31

MOUNT HOLLY, Oct. 8.—After 56 years of service, William Hershell Lott, of 34 Bispham Street, Mount Holly, will be retired from duty on October 31 by the Pennsylvania Railroad, by whom he is employed as fireman.

Lott, who went with the railroad when he was only 11 years of age, observed his 68th birthday anniversary today.

He joined the Pennsylvania lines at Toms River and for a time worked along with his father, Charles Henry Lott, one of the pioneers in the business and an assistant supervisor during the time the tracks were laid from Mount Holly to Camden.

When he became of age, the son got a job of operating a pumping

engine at Toms River and later was made a fireman on the lines operated between Camden and Petty's Island. The train on which he is employed as a fireman hauls oil tank cars and it is Lott's job to see that they are properly filled and drained between the two points.

Lott was married shortly after the turn of the century and is the father of five children, all living. His wife, Florence P. Lott, died five years ago.

After his retirement, Lott said he probably will take a vacation, "just travel all over the country. One trip I expect to take this winter will be to Florida, a place I've never seen. After that I hope to go to Chicago, from where I am planning to travel by boat on an excursion through the Great Lakes. I want to see America first."

"It's going to be tough to be inactive but I'm going to try hard to resign myself to a quiet life following my retirement," he said.

Girl Scouts Plan Year's Activities

Pennington Troop Leader

D. H. A. H. I

Trenton Evening Times article

Date: Wednesday, July 6, 1949 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 25
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

TRENTON EVENING TIMES W

ld-
ne-
r's
at
the

Fall from Truck Fatal to Driver

UP
lge

CAMDEN, N. J.—AP—A 37-year-old Allentown, Pa., tank truck driver was killed in a fall at the Cities Service Company refinery on Petty's Island in the Delaware River yesterday.

of
ve-
in-
id-

Police identified the victim as Galen E. Baldwin, an employe of the Seaboard Tank Line Company of Scranton, Pa.

was
ew

Baldwin struck his head on a loading platform in a fall from his truck, police said.

Trenton Evening Times article

Date: Tuesday, November 5, 1957 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 1
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

may call **Thursday** afternoon and evening.

Boat Overturns, 3 Youths Saved

CAMDEN, —AP—Three Camden youths were rescued from the Delaware River last night when their small boat overturned while they were duck hunting near Petty's Island.

Treated at Cooper Hospital were Nelson W. Randolph, 19, Edward Filachek, 18, and Robert Wright, 23.

They told police they started for shore about dusk with their bag of two ducks when they noticed their rowboat was taking on water.

They pulled over to a concrete support for a bridge leading to Petty's Island and began calling for help. Wright was knocked unconscious when he slipped trying to climb up some wet piling. His right leg became wedged between two pilings.

Police, summoned by passersby pulled the three to safety and took

them to the hospital!

tc

Richmond Times Dispatch article

Date: Tuesday, May 25, 1971 **Paper:** Richmond Times Dispatch (Richmond, Virginia) **Page:** 32

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

'Islands' May Save Fair Site

PHILADELPHIA (AP) — A plan calling for the use of "floating islands" is the latest scheme to save Philadelphia as the site of the 1976 bicentennial exposition.

The Delaware River plan, as it is called, was proposed Saturday by a group of architects and urban planners as an alternative to the Philadelphia

State Hospital at Byberry site in the city's Northeast, which is the most recent choice of the Philadelphia Bicentennial Corp.

Frank Weise, an architect and spokesman for the Delaware River plan group, said the group's proposal would cost \$519 million, some \$36 million less than the projected \$555 million price tag for the Byberry site.

Weise said the group proposes to use a series of precast concrete "floating islands" anchored in the middle of the river next to Petty's Island for additional exposition space.

"When the exposition is over," he said, "the islands could be used as platforms for

housing developments and towed to almost any location where housing is needed.”

The 400-acre Petty's Island is owned by the Cities Service Oil Co. and is used for storage of petroleum products.

Tourism Soars

GUERNSEY (AP) — This island in the English Channel reported tourist earnings for 1970 of \$21.6 million. \$4.8 million more than in 1969.

Trenton Evening Times article

Date: Friday, August 20, 1971 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 16

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

on : two previous months.
n-

Different Bicen Site Chosen

PHILADELPHIA (AP) — Both major party candidates for mayor of Philadelphia endorsed Penn's Landing Thursday as the best site for the 1976 bicentennial celebration, arguing that the Byberry site currently favored by the Bicentennial Corp. could not succeed without the support of the area's residents.

In separate statements, Democrat Frank L. Rizzo and Republican Thacher Longstreth favored spreading the celebration from Penn's Landing across the Delaware River into Camden and Petty's Island in Pennsauken Township, N.J.

William L. Rafsky, chairman of the Bicentennial Corp.'s executive committee, said the site had been rejected for inadequate transportation and the possibility of ecological harm, but that proposed sites were subject to continuous review.

End To Pike Tolls Urged

the
oll
de-
m-
ily.
sed
as
ily.

few
oll
n's
not
was

rat-
the
ree

Centre Daily Times article

Date: Wednesday, August 25, 1971 **Paper:** Centre Daily Times (State College, Pennsylvania) **Page:** 6

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

CENTRE DAILY TIMES, STATE C

New Site Proposed For Event

PHILADELPHIA (AP) — The Philadelphia Bicentennial Corporation wants the states of Pennsylvania, New Jersey and Delaware to combine forces and sponsor a 1976 celebration in the waterfront area where William Penn landed in 1682.

The 650-acre site would stretch from Penn's Landing in Philadelphia across the Delaware River to Petty's Island and

we
pro
F
ter
ly
fac
I

east Camden, N.J. Delaware lies downstream from the proposed spot.

At a news conference Tuesday, John R. Bunting, chairman of the Bicentennial Corporation, said there was "ample time" to complete work at the site before the nation's 200th birthday.

The cost of the project, he estimated, would be between \$550 and \$650 million.

"We expect the states of Pennsylvania, New Jersey and Delaware to join Philadelphia in making a successful bicentennial celebration," Bunting said.

The site has been enmeshed in controversy, and Penn's Landing was twice rejected earlier for the celebration as too small, not easily accessible and too expensive. The planners chose other locations, but those sites

'Thing' Turns Out To Be Javelina

PARIS, Tex. (AP) — The "thing" that was bothering Fulton Stephens' livestock and poultry near Sumner in Lamar County turned out to be a 42-pound javelina.

The animals are strangers in these parts. But Stephens proved his point by killing the javelina when it invaded his barnyard. Wildlife officials said it must have been transported here then escaped from its owners.

the
ice
a l

Trenton Evening Times article

Date: Thursday, August 26, 1971 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 26
 This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Philadelphia-Camden Expo

Protests by residents of the proposed Byberry site of the 1976 Bicentennial Celebration have driven the planning group back to a site that had twice been rejected earlier but that has at least one major advantage. Whereas Byberry is some 15 miles from downtown Philadelphia, the Penn's Landing portion of the currently favored site is within walking distance of Independence Hall, the the Cradle of Liberty.

Actually, more of the site, as presently conceived, would be in New Jersey than in Pennsylvania. It would embrace the Camden waterfront and Petty's Island, with a series of linking platforms on floating barges. On the theory that the undertaking should become a joint venture, the planning group is seeking a meeting with the governors of Pennsylvania, New Jersey and Delaware (which would not be directly involved), the mayor of Camden and the

mayor and mayoral candidates of Philadelphia.

Governor Shapp was quoted by a bicentennial executive as saying he had talked to Governor Cahill, who was "enthusiastic" and that he (Shapp) felt that New Jersey would share in the cost — estimated at between \$550 and \$600 million. There was no confirmation at the State House here of any conversation on the matter between the two governors.

Additionally, the new site would have to be approved by the U.S. Department of Commerce, which had been at the point of approving the Byberry site, and, presumably, by the Bureau of International Expositions in Paris. Also, some experts have been quoted as saying that the Philadelphia-Camden-Delaware River site couldn't possibly be completed by 1976.

Thus, the end is not yet in sight. But the Bicentennial Celebration planners are off and running in a new direction.

Balance On Panthers

Trenton Evening Times article

Date: Thursday, September 30, 1971 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 1
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

mile stretch of Highways 22, half mile of Alpha.

By Pennsauken Pickets

Burlington Island Boosted For Bicentennial

BURLINGTON — Burlington City's proposal to have part of the nation's 1976 Bicentennial celebration on Burlington Island got a possible boost Tuesday night when some Pennsauken residents picketed to protest any part of the exposition on Pettys Island.

The bicentennial corporation is presently considering Petty's Island in Pennsauken.

If the bicentennial corporation decides against the Pennsauken site Burlington City officials hope attention would be turned on to Burlington Island, a 300-acre area located between the city and Bristol in Bucks County.

Burlington Mayor Herman Costello said Wednesday that observance of "protocol" had kept him from approaching the Bicentennial Committee of Philadelphia that has been trying to find a site for the party for many months.

But he indicated that Burlington Island, a 400-acre plot in the middle of the Delaware between his city and Bristol, Pa., "could be used in a way that would benefit the rest of

the celebration."

The island was once the site of an amusement park that burned down 40 years ago. It is now occupied by a handful of summer homes, all leased by the city's Board of Island Managers.

Costello said that a five-man committee organized by the city last year had encountered no substantive opposition to using the island in a bicentennial program.

"All we've been hearing is 'it sounds good' and 'How can I help'," Costello said.

However, some bicentennial personnel see Burlington "too far" from Philadelphia where other parts of the exposition will be taking place. Others, though, say the Burlington site idea is "very interesting."

Members of the New Spirit of '76, who presented plans to Pennsauken residents, said the picketers were the families of workers from the CITGO gastank farm on Pettys Island. The families are afraid the plant will be closed down if the exposition is located there.

Pope Paul conceals the splendor of the Synod with the 79-year-old of Hungary who a Tuesday after 15 yuge in the U.S. Budapest.

2,000 Word A

The synod, which for a month, will issues of the priesthood and the role in combating vice.

In a 2,000-word Latin the 74-year-old warned of "a danger which can assault the meeting and various ways, whether or treacherous, our serenity of justice even perhaps our deliberation."

"This danger," said, "consists in the pressure of opinion are in doubtful with the teaching faith. . . the pressure anxiety to adapt to worldly ways of the pressure of fear: the changes of the pressure of troublesome public pressure of anachronism or of which stunts development."

"Pressure—its many and its penetrating and dangerous Pope exclaimed. 'care to get free following the dic consciences.'"

Scores of priests

Mexican Industrialist Freed

Trenton Evening Times article

Date: Tuesday, December 7, 1971 **Paper:** Trenton Evening Times (Trenton, New Jersey) **Page:** 20
This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

Forsythe Hits Site Of BiCen

WASHINGTON — Congressman Edwin B. Forsythe has announced his opposition to holding the U.S. bicentennial exposition on Petty's Island in the Delaware River near Pennsauken.

Forsythe, a Republican whose sixth district includes riverfront Pennsauken Township, said he backed the

ed
ce
d-
er
er
le
id

wishes of the township committee and employes of the Cities Service Oil Co. facility on the island.

Both are against having the exposition there.

Reasons Against

The township committee said unless the exposition would permanently benefit the township, they oppose it.

The Cities Service employes, according to Forsythe, fear job cut backs if the exposition is held on the island.

Forsythe also cited the "apparent delay" in extending the high speed line to the island, which would cause a serious transportation block to holding the expo on the island.

'Dead Duck'

Though Forsythe expressed his wish that the expo be held on the island if these prob-

E
den
sca
twi
per
thi
To
las
T
mc
22

-
is
y
a
or

lems could be overcome, he said, "It appears that the expositions as far as New Jersey is concerned may be a dead duck."

Representative John E. Hunt of Camden, also a Republican, proposed that the exposition be held on Camden's north shore along the Delaware River up to the Delair Bridge.

Hunt said it would be less costly than the Petty's Island site because it is more accessible, and its construction in Camden would create many jobs in a high unemployment area.

Abortions

a-ly
t,
id
il-
on

d
r-
is
il
k-

he
al
ut
he
r.
as
ir-

pol
the
Su
Ho
I
del
thr
ter
du
ea

I
the
wh
jur
Co
dis
tiv
a
de
fre
sc

Crude oil spill coats shoreline

PHILADELPHIA (AP) — Some 5,000 gallons of crude fuel oil spilled into the Delaware River here Tuesday, coating the shoreline on Petty's Island with thick sludge, the U.S. Coast Guard said.

The Coast Guard said the 600-foot-long, two-inch thick slick was contained by oil retention booms some six hours after it was first sighted.

The oil was the same type used by merchant vessels that travel the Delaware, the spokesman said. The origin of the spill was undetermined, he added, and none of the oil distributors along the riverbank had claimed responsibility.

The Coast Guard spokesman termed the spill "large, but not major."

P
Siss
vice
vin)
T
Not
a t
(Fin
B
Fau

311

10

Wichita Eagle article

Date: Tuesday, September 19, 1972 **Paper:** Wichita Eagle (Wichita, Kansas) **Page:** 20

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

Retrenchment Announced by Cities Service

Special to The Eagle

NEW YORK — Cities Service Co. is taking steps to dispose of some lines of business, to improve methods of operating and to reduce costs

dev
 mo
 dev
 S
 Cor
 inv
 The
 Eu
 a
 sin
 sys
 A
 bec
 Ru
 oth
 bec
 gov

that "will improve our earnings by more than \$15 million annually over what they would have been had these programs not been undertaken," Robert V. Sellers, chairman and chief executive officer said.

"We will realize some benefit in the fourth quarter of this year and most of the balance will be effective during 1973," he said, adding, "there will be continuing beneficial effects in the future."

THE CITIES Service executive's comments were made to a group of financial community representatives and in a letter to stockholders

b
s.
it
t.
d
o
ic
id

b
of
d

b.
y.
in

to
a

e
v.
in

r.
w
d

o.

—



di
cc
al
(?)

al
la
K
41

in which he revealed that the company is selling its agricultural chemicals operations and 175 marginal oil and gas leases, revamping its petroleum marketing, restructuring certain other lines and effecting major cost reductions.

Cities Service's nine months' income statement "will include net charges after taxes of approximately \$4 million for employee termination expenses," Sellers noted, including "costs that have already been incurred and a reserve for costs which are anticipated as a result of our cost reduction and consolidation programs."

He said that "about one third of this total" was charged to first half earnings.

SELLERS SAID that Cities Service "will get out of activities that produce around \$130 million in annual sales."

In addition to the disposing of oil and gas leases that produce approximately 1,300 barrels of oil and 7 million cubic feet of gas daily and the Agricultural Chemicals Operations, these include the earlier sale of two colors and concentrates plants and a small research facility.

The company closed its lube oil blending and canning facilities at Petty's Island, New Jersey, in August and, at

in

S

ve
on

the end of 1972, will close its refinery at East Chicago, Ind. Elimination of these facilities, plus cost reduction actions, will result in a reduction of "approximately 4,500 employes by the early part of 1973," he said.

t
y
n

f
f
y

for • • • •

Trenton Evening Times article

Date: Sunday, June 15, 1975 **Paper:** Trenton Evening Times (Trenton, New Jersey) **Page:** 46

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society. 2004. Source: GenealogyBank.com

commission of the crime.

Camden girl dies in river plunge

PENNSAUKEN (AP) — A young girl was killed Friday when she fell into the Delaware River from a wooden bridge support here.

Police said Janet Zawdjski, 14, of Camden, was apparently climbing the Petty's Island Bridge with several companions shortly after 8 p.m. when she slipped and fell into the water.

Her body was recovered about 45 minutes later by Pennsauken rescue workers.

Trenton Evening Times article

Date: Tuesday, August 12, 1980 Paper: Trenton Evening Times (Trenton, New Jersey) Page: 33

This entire product and/or portions thereof are copyrighted by NewsBank and/or the American Antiquarian Society, 2004. Source: GenealogyBank.com

been owned by the Merrill Creek the best suited," said Schramm in a ready has released a safety report, predecessor George Thompson.

Asphalt tank explodes; 4 injured

PENNSAUKEN (AP) — An asphalt tank exploded into flames yesterday on an island in the Delaware River, injuring four persons, two severely, authorities said.

The five-alarm blaze on Petty's Island sent thick black smoke across the river toward Philadelphia. It was confined to the single 100,000-gallon asphalt tank, owned by West Bank Oil Inc., and did not threaten the Cities Service Co. tank farm on the island, according to West Bank vice president Dan Finocchi.

West Bank leases about 10 acres of the island from Cities Service, said West Bank President Harry Thompson.

Officials said a spark apparently set off the explosion, which was reported about 10:25 a.m. Firefighters from Pennsauken, Cherry Hill, Camden and Merchantville brought the blaze under control in less than an hour.

WELDERS WERE working on top of the storage tank when the blast occurred, but Thompson said it was unclear whether the workmen were actually welding at the time.

Lawrence Young, 39, of South Portland, Maine, was listed in critical condition with second- and third-degree burns at Cooper Medical Center in Camden, according to hospital spokeswoman Carmel Brown.

Ralph Higgins, 42, of Glassboro was transferred from Our Lady of Lourdes Hospital in Camden to the burn unit at Crozer-Chester Medical Center in Chester, Pa., yesterday



AP photo

Black smoke billows from a burning asphalt tank on Petty's Island in the Delaware River near Pennsauken yesterday morning.

afternoon. He was listed in guarded condition with second and third degree burns of the face and torso, said Richard Fox, a spokesman for the Camden hospital.

Both Young and Higgins were

employed by Peerless Welding Co. of Portland, Maine, which did maintenance work for West Bank, officials said.

Two firefighters were treated at Cooper Medical with minor injuries.

THOMPSON SAID part of the asphalt facility was back in operation yesterday afternoon, but no work was in progress in the area surrounding the blast site, which includes about a dozen similar storage tanks.

Bill on waste agency faces rewrite



Island with long history still has air of mystery Petty's, near Pennsauken, was once a place of piracy and passion.

By Will Van Sant INQUIRER SUBURBAN STAFF
POSTED: February 07, 2002

PENNSAUKEN — No island is a man, but, as with men, isolation sometimes breeds a wild and coarse character.

Take Petty's Island, 292 acres in the Delaware River, separated from Camden and Pennsauken by roughly 1,200 feet of water.

The island's history is one of dueling and gambling. It has been a graveyard for ships and destination for floaters - corpses that turn up in the water, often in spring, when decomposition produces gases that lift them to the surface.

The surviving lore is colorful. Even a spurned lover of a king's daughter once sought revenge on the island's people.

Pennsauken has invested in a development study that includes the island. The project, though very much on the minds of officials, remains a distant goal - people have dreamed of developing Petty's in some way for decades.

"We have an island out in the river that could be a developer's dream," Mayor Jack Killion said, "a golf course, restaurants, whatever. We have very high hopes for it."

Killion said officials had been meeting in recent weeks with potential investors who see in Petty's the same gold mine that Pennsauken does. When an investor is found, the island's owner - Citgo Petroleum Corp. - can be approached.

Now uninhabited, Petty's is the Delaware River's fourth-largest island; the largest is 489-acre Newbold Island off Burlington County.

The last house burned down in 1964, and all relics of the island's past have been erased. Its present, too, is a mystery to most in the region.

You can't visit Petty's without Citgo's permission.

"The only people that know about Petty's Island are the people who work on it," said R.J. Smith, Citgo's terminal manager. "We're the best-kept secret around."

Smith estimates that there are 100 employees on the island. Citgo stores fuel that it pumps into ships for delivery worldwide. The company also rents tracts of the island to Crowley Maritime Corp., which ships goods to Puerto Rico, and Koch Industries Inc., an asphalt-products company that sells to the highway industry.

The rise of heavy industry after 1900, Smith said, tamed Petty's. It now is a quiet, windy and rather desolate place, nearly a third of it undeveloped and forested.

Local legends tell tales of pirates coming to the island's shores in early colonial times, and even of buried treasure.

"I have heard that there is treasure here, that Blackbeard was here," Smith said. "But I'm from Missouri; show me. I have been looking for it for 30 years and have not found it."

In 1678, Elizabeth Kinsey, a Quaker who had fled England, bought the island from four American Indian chiefs.

The next owner was William Penn, whose followers' reputation for rectitude was tested by the island's distance from scolding elders.

"Petty's Island was kind of a no-man's-land for straitlaced Quaker Philadelphia," said Paul W. Schopp, former executive director of

0 Like 0 Tweet 0 G+ @



1 Flat belly rule : obey

superfatburningfats.com
Cut down a bit of your belly every day by using this 1 weird old tip.

Free Public Record Search

backgroundalert.com
Enter any Name and State for Free. See What They Might Be Hiding

5 Foods Hurting The Liver

perfectorigins.com/5Foods.p.
Here are 5 foods you should never eat if you want to lose belly fat.

Top 5 Wrinkle Creams

iskincarereviews.com
The best anti-aging creams of 2015 reviewed by customers like you!

Silversea Senior Cruises

silversea.com/Official_Site
More Choices Than Any Luxury Line. The Ultimate Luxury Cruise Vacation

We Recommend

Norcross fought preserve at Petty's Island, files show
January 2, 2005

Anchor was the culprit in oil spill The Athos I tanker ruptured in the Delaware in 2004. The owner didn't violate any laws, Coast Guard officials said.
January 21, 2006

Petty's Island cleanup progressing; nature returning
June 7, 2010

Petty's Island to be preserved, N.J. says
January 17, 2009

Find More Stories About

- Delaware River
- Citgo
- Blackbeard

the Camden County Historical Society.



In the 18th century, Quakers with a desire to gamble visited the island for lotteries, and enemies with pistols rowed there from Philadelphia to settle their differences.

The island's namesake, John Petty, purchased the two-mile-long strip of land in 1732.

Only fragments of some island stories survive; they hint at longer sagas.

In Schopp's collection is a letter that a man named Solomon Wardell wrote to his mother on June 23, 1800. Wardell describes rowing to the island on May 9 to see three men lynched, telling his mother that it was "a verry [sic] sorrowful sight to be sure."

It is not known why the three were hanged or if there have been other executions on Petty's.

A host of ships, however, did end their days there. Timbers from some can still be seen at low tide.

Among the many now forgotten island stories is that of Ralston Laird, who arrived from Ireland in 1851 and became a farm manager on Petty's. He was to live on the island for more than 50 years and be christened its king.

On Oct. 14, 1911, a front-page obituary in the Camden Post-Telegram proclaimed "Death Takes King of Petty's Island." The obituary reported that Laird had "played fair and dealt squarely with his fellow men. It was they who proclaimed him king."

Laird, father of four daughters, considered Petty's an Eden, a "paradise" reminiscent of his native Ireland, according to newspaper reports.

The blissful paradise was threatened in 1896 when island resident Ernest Schroeder came calling on the Lairds.

In an account published under the headline "Cupid on Petty's Island," readers of a local newspaper were told that "Schroeder fell in love with Kate Laird, it is said, and because she refused to accept his advances he threatened to kill her and everybody else on the island."

Schroeder, who it seems could have used a break from island living, was charged with carrying "concealed deadly weapons" and committed to the county jail.

"I have been at this facility here since '72," terminal manager Smith said. "It's a very interesting piece of property. Nobody bothers us, and that's the way we like it."

Will Van Sant's e-mail address is wvansant@phillynews.com.

You May Like

Sponsored Links by Taboola

Young, rich tech engineers are investing their millions differently than the rest of us
BusinessInsider | Wealthfront

Ingeniously Simple Way To Pay Off Your Credit Cards
LendingTree

Homeowners Are In For A Big Surprise In 2015
Lending Tree

What These 31 Bond Girls Look Like Now Is Incredible
Your Daily Dish

Incredible Military Flashlight Now Available
G700 LED Flashlight

Her Dress Dropped Jaws At The 2015 Met Gala
StyleBistro

More From The Web

More From Philly.com

- **Young, rich tech engineers are investing their millions differently than the rest of us**
(BusinessInsider | Wealthfront)
- **Ingeniously Simple Way To Pay Off Your Credit Cards** (LendingTree)

- **Homeowners Are In For A Big Surprise In 2015**
(Lending Tree)
- **What These 31 Bond Girls Look Like Now Is Incredible** (Your Daily Dish)
- **Incredible Military Flashlight Now Available**
(G700 LED Flashlight)
- **Tom Wolf's paradise lost**
- **Petty's Island A Place Of Intrigue This Isolated Spot In The Delaware Has A Storied Past And A Sometimes Gruesome Present.**
- **Scenes from the PMA gala**
- **Questioning Temple's proposed football stadium**
- **At Urban Outfitters, on call needs an off switch**

Promoted Links by Taboola

comments powered by Disqus

[Commenting policy](#) | [Comments FAQ](#)

AncestryDNA™ Official

ancestry.com/DNA

1) Spit in a tube. 2) Get your results in weeks!

FEATURED ARTICLES



More parents, students saying 'no' to homework



Local hero: Norristown's zep sandwich



Boxer who appears in X-rated sex tape says he was drugged

More:

[In Bulk Trucking, Chemical Leaman Is Rolling Toward The Top](#)

[Frank Nofer, 71, famed graphic artist](#)

[George Mattson, 88, Olympian, Crew Coach](#)

[De Mazia Art Brings \\$2.38 Million](#)

[Leader Of Jbm Sentenced To Life Aaron Jones Was Convicted Of Conspiring To Distribute \\$100 Million In Cocaine. He Plans To Appeal.](#)

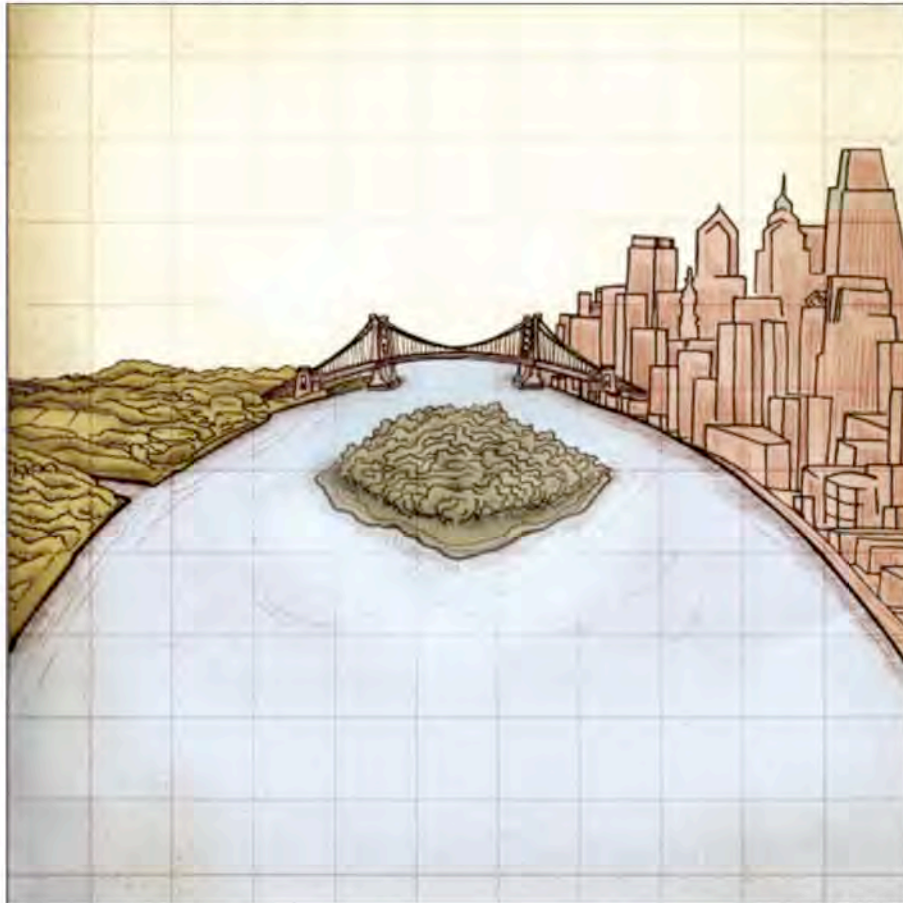
[Jbm 8 Believed Founders](#)

The Island

Hugo Chavez owns it. New Jersey controls it. Developers and environmentalists covet it. And one brazen trespasser wants us to pay homage to its forgotten king. Welcome to Petty's Island, a fin-shaped slice of strange, in the middle of the Delaware River.

by Holly Otterbein

Published: January 26, 2010



Evan M. Lopez

THE TOMATOES, IT SEEMS, WERE GROWN FOR ONE REASON ONLY: TO THROW AT PEOPLE. THEIR outsides are firm, just right for wrapping your fingers around tightly and chucking; and yet their insides are the opposite — lumpy, soupy and mere hours away from going bad, which means they stain and splatter generously.

The 2,000 attendees throwing them were supposed to wait until instructed by the event's coordinators to rip open the boxes of red fruits. But just as the shot heard 'round the world tossed our virgin nation suddenly into war, a single tomato flung into the sky jump-starts the night. Dressed in mandatory togas and gladiator sandals, the attendees are hollering and flailing and unleashing their seedy weapons onto no one in particular, while Black Sabbath's "War Pigs" plays loudly from speakers. Then, in a pool in front of the crowd, four 20-foot-long ships, each one manned by employees from a different New York museum, crash into each other. Fireworks shoot off in every direction. Another ship enters the pool, filled with Roman candles, and bursts into flames.

In the end, *Those About to Die Salute You* — this performance art spectacle orchestrated by Duke Riley in Queens, N.Y., last August, for no reason other than to have fun — had been nearly as chaotic as the ancient Greek naval battles that inspired it. ADVERTISEMENT

New York magazine later guessed that Riley's host institution, the Queens Museum, had "either got every type of permit in the book or violated every city code imaginable."

José Roca, the Colombian artistic director of Philagrafika 2010 (see sidebar) — a local, brand-new printmaking festival that opens Jan. 29 — was there, white cloth wrapped around him and red tomato in hand. He'd met with Riley once before, to ask him to participate in Philagrafika; he went to *Those About to Die Salute You* for the thrill.

"There was a platform with a mic, so someone could have been electrocuted. Someone could have gotten hit with fireworks. Many things could have happened," he says. "But I loved it. There was a sense of impending disaster that you wouldn't expect to have in an environment as controlled by fear as the United States. You felt that something real was going on."

Plus, there were copious amounts of free alcohol. "I gave 'em a lot of booze," says Riley, his Boston accent spilling out. "A *lawww-da* booze."

On Feb. 4, Riley will debut his newest work at the Historical Society of Pennsylvania, at 13th and Locust streets, as part of Philagrafika. His subject is Petty's Island — a 400-acre, fin-shaped piece of land that sits on the Delaware River between Philadelphia and New Jersey. Never heard of it? You should have. It's a place littered with well-known and colorful characters — Pennsylvania founder William Penn, Venezuelan president Hugo Chavez, a man who declared himself the island's king, and even the pirate's pirate himself, Ol' Blackbeard. It's been the epicenter of a battle between developers, politicians and environmentalists since 2003. It's a place that two endangered bald eagles, guarded by the New Jersey Department of Environmental Protection, now call home. And here's Duke Riley, this rapscaillon New Yorker, coming down I-95 to do God knows what with it.



Neal Santos

GRAVE DIGGER: Duke Riley tracked down Ralston Laird's descendants, including his son, buried in Greenwood Cemetery in the Northeast.

RILEY LOVES THE SEA, AND EVERYTHING RELATED TO IT: PIRATES AND HIDDEN TREASURE, MAPS and shipbuilding, islands and tattoos. It began when he was a kid, working for his uncle on a fishing pier in Boston and hanging out on his grandfather's boat. Then, as a teenager, Riley left home and a serendipitous thing

happened. "I ran away several times. There was a while when I lived in different abandoned buildings, but this one was a boathouse in downtown Boston," he says. "They had a fence, but you could walk from island to island and then go in through the porch."

He pauses, beaming. "Whenever I squatted, I squatted in style."

Now, as a sinewy, fresh-faced 38-year-old, Riley relives his childhood by boating on the Hudson River. He also builds his own ships, and gives his art projects names like *East River Incognita*, *Seaworthy* and *Night Swimming*.

Almost all of them are about the sea.

In the 1917 book *The Romance of Petty's Island*, author John L. Morrison wrote passionately about Riley's current maritime muse. He described Petty's Island as mythical and beautiful, and thought it a crime that Philadelphians ignored it. "Notwithstanding its proximity to the heart of this great community of two millions of people, Petty's Island is virtually an unknown land to most Philadelphians," he wrote. "A search through the musty tomes and papers of the past 250 years demonstrates that the big triangular island off the Kensington coast is saturated with the romance of the river, the sea and forest."

Morrison's words ring just as true 93 years later. Though Petty's Island has been the subject of CNN reports, a *New York Times* article and even a Danny Glover-narrated documentary, most Philadelphians have never even heard of it. In part, cartography's to blame: Petty's Island isn't in Philadelphia — it's in Pennsauken, N.J. But, really, that's no excuse: Our ignorance of Petty's Island is so great that most of us have looked straight at it, and never even realized it. If you've ever visited Penn Treaty Park, walked out to the edge of the Delaware River, and looked across to the left, that wasn't just New Jersey. That's Petty's Island.

Riley first came across Petty's Island while digging up old documents about the waterfront. "The waterfront is the area of the city that I'm drawn to in any given situation," he says. "Typically, the waterfront made up the periphery of urban society. So the sketchy stuff happened there."

As he researched the island, beginning at the Historical Society and then seeking out more arcane treasures in Northeast graveyards and 19th-century newspapers, he began to sense what so many people before him have — that Petty's Island is an epic microcosm of America. And, like most stories of America, it begins with Indians.

THE LENAPE TRIBE LIVED ON THE ISLAND FOR MANY YEARS — MAKING CLAY POTS, FORAGING FOR roots and living in log lodges — until, of all people, a *woman* purchased it from them in 1678, for 600 guilders (about \$20,600 today). According to several secondhand sources, William Penn then obtained it as part of his land charter in 1681; it's unclear what transpired between those two events. From that point up through the 1730s — when it was obtained by John Petty, whose name the island retains — it was likely a slave depot, liked by traders because of its scant taxes and proximity to Philly. (The presence of slaves on the island is supported by documents, but contested by some historians.) It was also where, free from law, Quakers went to gamble. Later, these Quakers partook in a nobler form of lawbreaking — they helped Petty's Island slaves escape from bondage.

Like any historical site worth its salt, the island also breeds legends and tall tales. Some claim that Ben Franklin slept over once. (A chapter in a Petty's Island historical pamphlet is actually titled "Ben Franklin Sleep Over.") Others insist that pirates — even Edward Teach, aka Blackbeard — paid a visit.

Sharon Finlayson, chairwoman of the New Jersey Environmental Federation, wasn't too interested in history until she found Petty's Island. "I was just reading this history to my son the other night because I thought it was so interesting," she says, summoning her best bedtime-story voice to read from the book *Camden County, New Jersey, 1616-1976: A Narrative History*. "The island had at various times contained an Indian trading post, an embarkation point for African slaves brought for sale in the Philadelphia market, and an amusement center."

Then she reads from a pamphlet about Elizabeth Kinsey, the anachronistic, tolerant woman who purchased the island from the Lenape Indians in 1678. "Elizabeth Kinsey recognized the Indian viewpoint and agreed that the aborigines might continue to hunt and fish on the island, and dig for tuckahoes, an edible root which was an important part of their diet," reads Finlayson. "In return, the Indians promised not to kill her hogs or set fire to her hayfields."

Finlayson laughs. "Don't you love it?"

Strangely, it wasn't these Petty's Island scallywags, heroes and hedonists who captured Riley's attention — not Kinsey or William Penn or Ben Franklin or even Blackbeard. His focus is Ralston Laird, the king of Petty's Island.

IN THE MIDDLE OF THE 19TH CENTURY, THE IRISH WERE NOT YET WHITE enough to earn mainstream America's stamp of approval. Ralston Laird, arriving in Philadelphia from the Emerald Isle in the early 1850s, may have felt defeated by this. Or maybe he was just a born misanthrope. It's hard to pinpoint, from 150-year-old newspaper reports, why, exactly, he tired of Philly so quickly. Whatever the case, only months after docking in the Delaware, Laird fled from the city — and found a 52-year home on Petty's Island.

Or, better put, a 52-year kingdom on Petty's Island.

In newspaper article after newspaper article, Laird is referred to as the "King of Petty's Island." And yet, he didn't look or behave majestically. Laird married, raised cattle, grew a long, white beard and had 10 kids, four of whom were born deaf. What made him exceptional was that he had an island — all to himself, save for the few people he invited to join him — because a land company paid him \$40 each month to look after it. And that was reason enough for Laird to declare himself king.

Laird's great-grandson, 67-year-old Marylander Anthony Sariti, told Riley that he'd grown up hearing that Laird was "weird" and "homeless." But talking to Riley, you'd think Laird descended from King Henry VIII. "There are a lot of articles he pops into 'cause he was just an extremely popular guy," says Riley. "There was a bunch of people who lived on the island, but whenever something happened, he'd be the guy reporters would talk to."

Riley also thinks that Laird was just a genuinely good man. "Other immigrants who were, you know, struggling in Philly — Laird invited them to come out to the island and start a new life there," he says. "He set up a farm for them and helped them get on their feet. So people really liked this guy, ya know?"

Riley must really like him, too — enough for him to trespass onto Petty's Island and commit a crime in Laird's name that could land him in legal trouble with a pretty intimidating guy: Hugo Chavez.

It wouldn't be the first time he ran afoul of the law to make a statement.

IT WAS 2007 — SIX YEARS AFTER 9/11 — AND, AS FAR AS RILEY WAS CONCERNED, SECURITY IN NEW York City was still laughable, inconsistent and a paradigm of government waste. Sometimes the cops would stop him for merely operating a video camera in the city; other times, he'd ride a helicopter over the Hudson River with no ID, several black steel cases and two frighteningly buff friends, and not even get questioned.

He wanted to prove that security like this — fickle and too focused on the unimportant stuff — was futile. So he came up with a plan: He'd take a submarine out to the Queen Mary II, a luxury cruise ship docked in the Hudson River. He'd get close enough to the ship to be able to attack it, to document that it was possible to do so without getting caught. Then he'd show everyone what he'd done later at a gallery exhibit, to be titled *After the Battle of Brooklyn*. Oh, and one more thing: He'd build the sub himself, and it would be a replica of the first submarine torpedo boat ever made, in 1776, by a Revolutionary soldier named David Bushnell. ADVERTISEMENT

Riley made the best of the soldier's rough notes, full of vague measurements like "an arm's length" and "the width of a very big tree." He submerged, a little tipsy on beer, on Aug. 3, 2007. Thirty minutes later, the crank-powered sub was spotted by a police officer and then dragged out of the sea by the Coast Guard. This set off a "terrorism response," wrote the *New York Post*, and Riley and his two comrades were arrested.

In the end, all Riley faced were local charges for unsafe towing, operating an unsafe vessel and disturbing the peace. He was never brought to court by the feds, though they told him they'd be "keeping an eye" on him.

"They just kind of left the case hanging, so they could compound charges later," he says. "It's partially to keep me from doing something crazier, I guess."



Duke Riley

GET TANKED: An aerial shot of Riley's mural immortalizing Laird painted atop one of CITGO's storage facilities.

WHEN JOSÉ ROCA, ARTISTIC DIRECTOR OF PHILAGRAFIKA 2010, FIRST MET RILEY, HE ASKED HIM how he'd describe his art practice. He expected Riley to say "printmaking" or maybe "performance art."

"Instead," says Roca, "he said, 'breaking the law.'"

Still, it's hard to imagine why, with terrorism charges from his *After the Battle of Brooklyn* stunt still lingering over his head, Riley would do what he did.

On the weekend before Thanksgiving, Riley rowed a small boat to Petty's Island. It wasn't his first trip: He'd been there a few times before, dropping off paint and other art supplies that he'd need this night.

Now owned by Venezuela's CITGO Petroleum Corp. — which used it as an oil refinery until 2001, and now rents it out to the Trailer Marine Transport Corp. — Petty's Island can't be accessed by the public without permission. There are guards stationed around the island. But Riley trespassed anyway, entering at the island's western tip and walking through dense forest to CITGO's oil tanks. When he reached one, he pulled on a pair of rubber pants, walked through the water surrounding the tank, and climbed atop it. Then he painted, on all 11,000 square feet of the top of the tank, a portrait of Ralston Laird. In inky blue, it depicts Laird in a popped-collar suit, curly beard and bowtie, with flourishes encircling him.

"It's supposed to look like one of those commemorative plates for royal families, like for Princess Diana and Prince Charles," Riley explains.

Below Laird, it says "King Ralston." Above, "1825-1911."

Riley was thrilled when he first saw the finished product. "I couldn't really see what I was painting. And even if I could, it wouldn't have made any difference 'cause there's no way to step back from the tank and look at it. So I was like, eh, if it's a little off I'll live with it," he says. "But when we rented a helicopter and flew over it, I was like, holy shit! It came out perfect!"

(Asked how he can afford a helicopter, and whether or not he's a secret Wall Street billionaire, he says, "Like with any of

my projects, I knew I'd need to set aside a piece of the budget for documentation, and I knew a helicopter would be the only way to view the piece. And, like all of my projects, I went over the budget provided — by Philagrafika — and dug out of my own pockets. Wall Street billionaire? Hardly. I sleep in my drawing studio on a cot-size bed.")

Riley plans on exhibiting a photo of it at the Historical Society show. Asked if he's scared of getting arrested or fined, he's incredulous: "It does sort of look similar to the way I would paint something, but that doesn't mean I painted it."

Then he talks about a letter he wrote recently to Venezuelan President Hugo Chavez, who, since CITGO is a fully owned subsidiary of Venezuela's national oil company, is the de facto head of CITGO, and thus, owner of Petty's Island. In it, Riley identifies himself as a liaison for the Laird family — specifically, a liaison for the dreamt-up "Laird Kingdom Liberation Army," a group of imaginary freedom fighters who descended from the king of Petty's Island. Riley's letter demands that Chavez "place the [island] under the care of the City of Philadelphia. The island originally belonged to Philadelphia and it is where the majority of the exiled Lairds are buried."

That is not, in this universe or any other one, going to happen. New Jersey fought for its rights to Petty's Island, and now that it's got them, it's not letting go.

PETTY'S ISLAND IS A STRANGE, PARADOXICAL PLACE— A PLACE WHERE WOMEN COULD BUY LAND IN the 17th century and, in 2009, CITGO somehow ended up being the good guy.

Prior to 2003, CITGO didn't seem to care much about the well-being of Petty's Island. It had, after all, run an oil refinery and stored underground tanks on it for nearly 100 years, and it was rumored that the company was thinking about developing it with homes. But when a pair of endangered American bald eagles was spotted on the island, that all changed. CITGO paid for an environmental assessment of Petty's Island, which found that it's practically a beleaguered species refugee camp: The threatened osprey, endangered Northern harrier and endangered peregrine falcon all live there. Since more than half of it has been nearly untouched by modern man, Petty's Island is lush with non-endangered species, too. It's home to green herons, Eastern garter snakes, turkey vultures, red-bellied turtles, horned grebes, fowler's toads, deer, merlin, great-horned owls, butterflies, meadow voles and dragonflies. All this, nestled between two American cities.

In March 2004, CITGO made good. The company informed Bradley Campbell, then-commissioner of the New Jersey Department of Environmental Protection (NJDEP), that it would hand over the island to the state of New Jersey to be developed into an environmental refuge. Campbell says he initially favored the deal.

CITGO's decision wasn't completely altruistic. It made the company — and Chavez — look good in the American press. According to Jeff Tittel, director of Sierra Club's New Jersey chapter, the Endangered Species Act would have prevented CITGO from developing half of the island anyway. Tittel also says that transforming a polluted site into a residential area requires a laborious, expensive remediation. By choosing to make it an environmental refuge instead, CITGO was required by law to clean it up less.

Environmentalists didn't mind if CITGO's intentions were pure or not. "Quite frankly, if the island is saved and preserved, I don't care if there's an advantage for CITGO," says Finlayson, of the New Jersey Environmental Federation. "This is still a great example of how a polluting industry took an interest in what they had around them, and worked to bring it back."



Courtesy of Historical Society of Pennsylvania

STUCK IN THE MIDDLE: An archival map of Petty's Island; the island's actual area is 400 acres.

But New Jersey politicians had different interests. By the time the bald eagles were found, the city of Pennsauken was in the midst of a huge redevelopment plan with Cherokee Investment Partners, which envisioned a Petty's Island sprinkled with a golf course, conference center, 2,700 homes and 500,000 square feet of office and retail space — not an environmental refuge. In September 2004, the New Jersey Natural Lands Trust voted on CITGO's offer. Though the trust's board voted 5-3 to accept the island, all three of the trust's state employees voted against it — and, according to the trust's laws, at least one state member must vote affirmatively for a motion to pass. Campbell says then-Gov. James McGreevey told him to instruct all state employees to vote against the offer.

Pennsauken officials assured Cherokee that they could take the island by eminent domain, and moved forward with plans to develop it. But in late 2004, the Cramer Hill Residents Association (CHRA), a neighborhood group that has long battled Camden's redevelopment plans, filed a lawsuit against the city of Camden, challenging the redevelopment. Two years later, Camden lost, but only on a technicality — the Camden Planning Board hadn't sworn in witnesses at a board hearing.

Still, the state showed no signs of slowing down. But then, something miraculous happened. The economy crumbled. "Development was at the heart of their plan," says Finlayson. "So it just made all parties involved step back and take a second look and say, 'Wow, what are we doing here?'"

ON EARTH DAY 2009, THEN-GOV. JON CORZINE ANNOUNCED THAT THE NATURAL LANDS TRUST would accept Petty's Island from CITGO.

The title transfer won't occur until 2020, but in the meantime, CITGO will be busy cleaning up the site — at an estimated cost of \$15 million to the oil company. On top of that, CITGO agreed to give the state \$2 million to maintain the island and an additional \$1 million to build an educational center, bike paths and hiking trails.

"This will be a tremendous resource for people in the area — it's a green space in one of the most developed areas in the country," says Tittel. "And it taught an important lesson to citizens: that David beats Goliath. Citizens stopped one of the most powerful groups of politicians in the country."

A year later, the cleanup is on schedule. Lawrence Hajna, spokesman for the NJDEP, says CITGO is currently removing

the tanks, doing a soil investigation and conducting groundwater treatment. He also says that, sometime this year, the Natural Lands Trust will invite the public to a discussion of what the Petty's Island education center will entail.

RILEY HAS HIS OWN PLANS FOR PETTY'S ISLAND'S EDUCATION CENTER.

In his letter to Chavez — which hasn't yet been answered — he argues that Laird must have a role in the island's future. (In fact, this is not Chavez's call. The Natural Lands Trust will decide what the island's educational center looks like.) Riley writes, "A permanent public monument of Ralston Laird must be included in the historical redevelopment plans for the island. Special programming for the hearing impaired must also be incorporated, in memory of the four Laird princesses who were born deaf."

Riley's letter is funny, but it's no joke. Like Finlayson, Tittel, Chavez and all the other hundreds of people who've invested themselves into the island, Riley cares deeply about its future. "The LKLA," he writes to Chavez, referring to his fictional Laird Kingdom Liberation Army, "also shares your concern for the environment and fully supports your decision to turn the island into a nature reserve and education center." ADVERTISEMENT

On Feb. 4, Riley will display this letter at the Historical Society exhibit. He'll also reveal an aerial photograph of the painted oil tank, which will sit above the Society's fire mantel. Below, a set of commemorative plates honoring the living Laird descendants will hang on the wall. A hand-drawn Laird family tree, artifacts that Riley found on the island and a family timeline will be featured, too.

One thing that Riley had originally hoped to include, though, won't be there. Months before he climbed atop a CITGO oil tanker and immortalized his king, Riley had planned to track down the "craziest Laird descendants" he could find and crown them prince and princess of Petty's Island in some elaborate, nutty ceremony, à la *After the Battle of Brooklyn*.

But that fell through — or at least that's what he's telling everyone.

"We've been surprised throughout the process," says Lauri Cielo, program director at the Historical Society. "We're prepared to do whatever he wants, but so far he doesn't have anything planned for the evening."

"That we know of."

(holly.otterbein@citypaper.net)

Duke Riley's opening reception Thu., Feb. 4, 6 p.m., free, through April 11, Historical Society of Pennsylvania, 1300 Locust St., 215-732-6200, hsp.org.

© Philadelphia City Paper