



Hunterdon Historical Newsletter

VOL. 28, NO. 1

Published by Hunterdon County Historical Society

WINTER 1992

Camp Life During the American Revolution Topic of Annual Meeting

The Hunterdon County Historical Society is pleased to present George and Janet Heinemann on March 29 at the Womens Club in Flemington at 2 p.m. Mr. and Mrs. Heinemann will relate the life of riflemen and women in American Revolutionary Army as reenacted at the Bicentennial Celebration at Yorktown in 1981. Exhibited will be examples of equipment used, as well as a slide presentation, with a question and answer session following.

Mr. and Mrs. Heinemann were former members of Morgan's Rifle Corp and Lamb's Artillery, who for many years participated extensively in reenactments. His clothing and equipment is authentic to the Revolutionary War era as is Mrs. Heinemann's garments and cooking equipment.

Join us at the Society's Annual Meeting on Sunday, 29 March 1992 at 2 p.m. in the Flemington Womens Club, Park Avenue. Society meetings are open to the public and members are encouraged to bring guests.

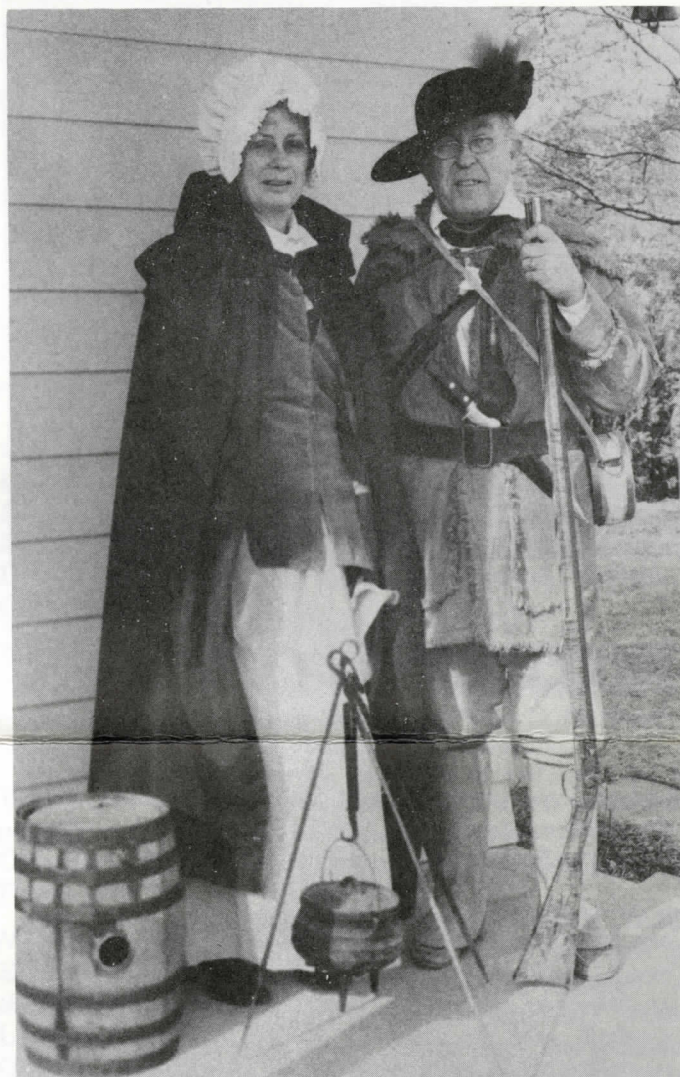
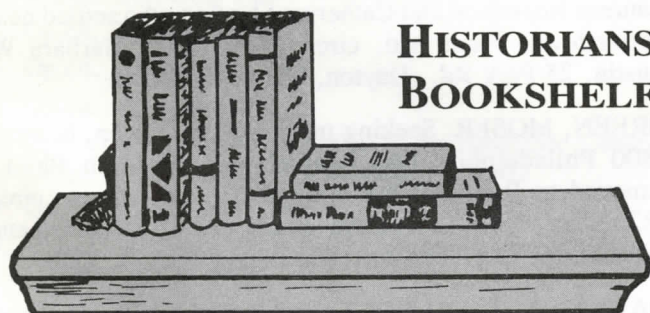


PHOTO BY KAREN SERVIS
Courtesy of Hunterdon
County Democrat

Mr. and Mrs. Heinemann in Revolutionary War era garments.



HISTORIANS' BOOKSHELF

Vanderbilt Genealogy Available

Some Descendants of Jan Aertsen Vanderbilt, by Jean M. Rand, 1991, 322 pages, illustrations, photographs, hard bound, index, \$37.50 postpaid, order from Jean M. Rand, 209-07 Whitehall Terrace, Queens Village, NY 11427.

The Presbyterian Church in Flemington, New Jersey 1791-1991, by The Reverend Linn Creighton, Th.D. and Robert F. Danziger, 1991, 135 pages, hard bound, index, \$22, order from Flemington Presbyterian Church, 10 E. Main Street, Flemington, NJ 08822.

1992 Calendar

March 29	ANNUAL MEETING
April 18	Library closed Easter Weekend
April 29	Third Annual Volunteer Recognition Luncheon
June 28	SPRING MEETING
July 4	INDEPENDENCE DAY – library closed
November 22	FALL MEETING

Thousands of men had been employed in gathering and loading logs and bringing the rafts down river each Spring. Many thousands more had been employed in many different occupations in preparing the raw material for the wholesale and retail markets. Due to improved means of transportation and an inconsiderate lack of conservation of the forests, the rafting industry came to an end. By the turn of the century, the sight of a raft was a rare occurrence on the Delaware River.

— Phyllis B. D'Autrechy

SOURCES

1. Weiss, Harry B. and Grace M. Weiss. *Rafting on the Delaware River*. Trenton, NJ: New Jersey Agricultural Society. 1967, p. 7
2. Ibid., p. 8
3. Ibid., p. 21
4. Ibid., p. 11
5. Bucks County Historical Society papers. "A Rafting Story of the Delaware River" by Joshua Pine, the third, in 1883 (Printed in Volume VI, 1932), p. 467
6. Op.cit., Weiss, p. 12
7. Bucks County Historical Society papers. "Navigation on the Delaware and Leigh Rivers" by John A. Anderson. Presented 1912. (Printed in Volume IV, 1917), pp. 284-285
8. Op.cit., Weiss, pp. 46-47
9. Fargo, Clarence B. *History of Frenchtown*. New York, 1933, p. 42
10. Op.cit., Weiss, p. 20
11. *Hunterdon Gazette* issue of 20 April 1859
12. Op.cit., Pine, pp. 508-513 papers. All the quotes relating to the trip downriver are taken from this article.
13. Schmidt, Hubert G. *Rural Hunterdon*. New Brunswick: Rutgers University Press, 1945, p. 169
14. Op.cit., Pine, p. 510
15. Op.cit., Anderson, p. 285
16. Op.cit., Pine, p. 513
17. Coroner's Inquest #750. Office of the Hunterdon County Clerk, Hall of Records, Flemington, NJ 08822
18. Op.cit., Anderson, p. 286
19. Hunterdon County Historical Society manuscript collection. Shrope scrapbooks
20. Op.cit., Schmidt, p. 92
21. Miscellaneous Record #9054. Office of the County Clerk
22. Miscellaneous Record #12939. Office of the County Clerk
23. Miscellaneous Record #22575. Office of the County Clerk
24. Appeal #1460. Office of the County Clerk
25. Appeal #76. Office of the County Clerk
26. Miscellaneous Record #4553. Office of the County Clerk
27. Miscellaneous Record #9879. Office of the County Clerk
28. Miscellaneous Record #9420. Office of the County Clerk
29. Tavern License #123. Office of the County Clerk
30. *Hunterdon Gazette* issue of 20 April 1859
31. *Hunterdon Republican* issue of 29 May 1895

ACQUISITIONS

Publications, artifacts, manuscripts, Family Bibles, and other materials representative of the history of Hunterdon County and its families who resided here are welcome additions to the Historical Society collections. The Society expresses its appreciation to the recent donors of gifts.

History of Barnet Hall Academy and Its Teachers, Ben. Van D. Fisher, n.d. [Read before the 16 June 1905 reunion].

Barnet Hall Academy New Germantown, N.J., Re-Union of "Veteran" Pupils, June 16, 1905.

Barnet Hall Academy 1807-1907, Program for Reunion.

Photographs, including Barnet Hall Academy graduation 1908, views of Barnet Hall Academy, with and without students (the donors have appended identification of students on most of these), and Dr. Oliver Barnet's gravestone.

Issues of The Tewksbury Gazette, published monthly by the Community Service Group of Tewksbury, November December 1990, February-October 1991. Drawing by M. A. Miller of the Zion Lutheran Church in Oldwick. Newspaper clippings regarding Barnet Hall, Oldwick. Donated by the Misses Helen and Marion Waldron, Oldwick, NJ.

Transcriptions from the Family Bible of John Kline Dalley [1822-1899] and his wife, Rebecca Stryker [1827-1897] made by William T. Dalley. Donated by John G. Huffman, Rutherford, NJ.

Twelve photographs consisting of eleven unidentified portraits and a horse race entitled, "Free for all at Baltimore Oct. 22, 1908." Donated by Edwin K. Large, Jr., Flemington, NJ.

New Jersey Law Precedents, A Collection of Forms and Entries Which Occur in Practice In The Courts of Law of the State of New Jersey, by John C. Besson, Counsellor-At-Law, Trenton, N.J., 1875. Donated by Mrs. Roberta Grauert, Frenchtown, NJ, granddaughter to the author.

70 mounted 8" x 10" photographs of Flemington and vicinity scenes collected by Thomas Torrent, a Ringoes resident ca. 1932-1962. Donated by daughter Frances Barberie, North Valley Stream, NY.

Cornell's Primary Geography, interleaved with miscellaneous printed material, receipts, water-colored drawing entitled, "Charlotte Youngs Cow." Nathaniel Higgins day book, 1880-1892; account book, March 1873 - March 1895.

Six diaries of Francis M. Higgins, 19 July 1868 - 31 March 1869, 2 September 1871 - 16 February 1872, 30 April 1872 - 1 November 1872, 2 November 1872 - 1 March 1874, 2 March 1874 - 15 June 1876; [20] June 1876 - 13 July 1879. Donated by William F. Housel, Trenton, NJ.

Scrapbook of East Raritan P.T.A., for the schools at Voorhees Corner, Pleasant Ridge and Reaville, 1946-1947; scrapbook of Flemington-Raritan School District, 1949-1950. Donated by Barbara Case Shiffer, Effort, PA.

Go Jersey

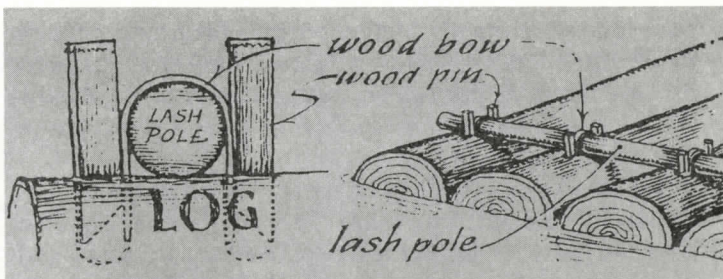
When travel was restricted by dense woodlands and narrow Indian trails, the earliest American colonists turned to the rivers of the New World as an easier means by which to reach into the unknown interior, where settlements eventually grew along the shores of these waterways. The ease of travel along these rivers determined the depth into the wilderness our first settlers were able to penetrate. The waters of the river Delaware were the highway on which families moved into the southern portion of New Jersey, at first. Northern migration along the Delaware was slower to develop because river travel was obstructed by the rock obstacles at the "Falls of the Delaware" at what was to become Trenton, the upper reaches of tidal water. Here the river had a fall of 10 feet over a distance of 3500 feet. This hindrance was eventually by-passed by settlers willing to walk into the beautiful lands along the river.¹

Eventually the ever-growing farms and settlements along the upper reaches of the Lehigh and Delaware Rivers demanded an easy means, rather than overland, by which to transport foodstuffs and timber to the thriving port of Philadelphia where there was a ready market for trade goods to be shipped in the sea-going vessels which tied up at numerous wharves along the waterfront. Here also were many sawmills and lumberyards which demanded a continuous supply of wood for homes and for all the activities concerned with the thriving ship building business of the city.

The solution to the transportation of goods was the use of the rivers. The Durham boat, the first major means of water transportation on the river, was limited in the length and amount the timber which could be stored in it. As early as the mid 1700's, Daniel Skinner, a native of Connecticut, used a log raft to carry large amounts of lumber to Trenton.² His journeys proved that this type of craft could successfully navigate the rapids and rifts above Trenton. The era of the large rafting business on the river had begun.

Rafting became a thriving industry which reached its high in the 1840's. Many men became involved in its operations and growth. Eventually the largest raft assembled was boasted to be 210 feet long and 75 feet wide, taking eight men and eight oars to pilot it safely to Philadelphia. Not only the size of the rafts grew but the capacity rose from 15,000-20,000 feet of timber to 200,000 feet. The costs of hands varied but "previous to the Civil War, the forehands were paid \$10 for a trip to Easton and \$15 a trip to Trenton. Steersmen earned \$25 on the Trenton Run."³ The decline of the rafting industry started with the building of the railroads in the 1850's and with the continual harvesting of the forests up river.

The long days of winter were spent in back-breaking labor to prepare lumber for the trip to market. Finally the logs were ready for building the raft. First "the lumbermen rolled the logs.... 'into the water, side by side and end to end.' First, there was a long log, then a short one to 'break joints' and give strength to the raft. Finally a single raft,



Reprinted from *A Museum of Early American Tools*, by Eric Sloane, Wilfred Funk, Inc., New York.

20 to 25 feet wide and 160 feet long was finished, although many measured 200 to 210 feet in length." Lash poles, 3-4" in diameter, were "pinned crosswise of the raft at intervals of 10-12 feet."⁴ There were alternate methods employed in constructing a raft.⁵

"The raft was guided by oars. There were two oars for a single raft, one fixed to the front end and one to the rear end. These oars were made from stout poles, 30-35 feet long and 6-8" in diameter at the large end. The larger end was slotted to a depth of 2 or 3 feet and a pine or hardwood board, 12-14 inches wide at the end near the raft and tapered to a point at the far end, was inserted and pinned into the slot. The oar was hung from a support that permitted much freedom when the blade was dipped into the water, with the longer end of the pole extending at an angle over the raft. One man handled each oar. The rear oar was operated by the steersman, his oar being somewhat off center toward the Pennsylvania side of the river, as the current propelled the raft down stream."⁶ Some double rafts had "four oars, two at each end. The steersman or pilot worked the rear oars and with a double raft the rear right hand oar as he faced down stream."⁷

The long, narrow rafts were often fastened together into "strings" and "during the last of the 18th and the first half of the 19th century, long strings of rafts floated past Trenton on their trips to Philadelphia. Some strings consisted of from 30 to 40 rafts."⁸ At one time it was "no uncommon occurrence for as many as two thousand rafts to pass down the river in a single season, and as the average raft was made up of 65,000 feet of logs, one can readily grasp the scope of this early industry...far over a hundred million feet of logs per annum."⁹ "Rafts not only carried lumber but also stone and hemlock tan bark."¹⁰

The length of the rafting season lasted only as long as the spring floods and freshets kept the river full enough to lift the rafts over rocks lurking beneath the water - usually about 4 weeks. On 16 May 1855 the *Hunterdon Democrat* announced that "the lumber trade of the river Delaware (had) been very active for the last eight to ten days. Taking advantage of the rise of the water the raftmen of Upper Pennsylvania and New York (had) brought down large quantities of lumber of every description, in logs and sawed stuff." A week previous "rafts to the amount of at least \$80,000 were tied up in the eddy near Mosertown about a mile above Easton." Four years later the *Trenton Gazette* thought the water level significantly high enough to write that the "Delaware (was) in fine rafting condition, the plentiful rains of winter and early spring (had) kept the

river almost constantly high enough to float rafts through its whole length. A large amount of lumber (had) been brought down to tide water and a large number of rafts (were) tied up on the river shore at Bordentown and above and below that place.¹¹

The story of the journey along the shores of Hunterdon County is told best by Joshua Pine III (1798-1888) who wrote in 1883 of his rafting experiences as a hand and steersman.¹² He wrote that the raft came "in sight of...Riegelsville...where the Musconetcong emptied into the Delaware." Here there was slack water for a mile or more to Durham Rift. After the Durham Iron Works "the river then sagged to Pennsylvania, and we looked out for Old Fry rock." ...About one and a half miles below Old Fry rock they came to Lynn's Island and falls, which they passed eight rods from the Jersey shore and at the foot got a sag to Pennsylvania and a stretch of nice water for about two miles. Although the Pennsylvania side of the river followed a ledge of red sandstone, the Jersey side of the country was fine.

Next they came to Nockamixon rift from which they could see Upper Blacks Eddy "where almost all rafts stopped, there being good hotel accommodations, a good eddy and a great log and lumber market." Below they had "smart water." At Milford, a lattice bridge crossed the river. They "went Pennsylvania" of all the piers, following along the shore to avoid the Lowery fish bars, for three miles, to Tanvat rift, run over to Jersey and looking down stream they saw the Frenchtown bridge. (To run Jersey meant to follow the New Jersey side of the river or the left side; to run Pennsylvania was to follow closer to the right side.)

Bridge piers were man-made obstacles for rafts because the piers narrowed the channels through which the rafts could pass. Many rafts were stoved in and destroyed on the piers especially where the current was strong and changeable. The bridge at Lambertville was rebuilt in 1841 with "fewer piers in order to facilitate the passage of rafts."¹³ Man-of-War island, opposite Kingwood Township, was a "bad place if the wind blew, and many a raft had been stove on the bridge piers of the Frenchtown bridge."¹⁴

Frenchtown was "a nice, thrifty looking place, and quite a manufacturing town." It was "situated in a beautiful country. Along by the island the river is wide with low banks and a beautiful stretch of water for two miles."

The raft came to "Stover Island and (went) Jersey of the group below, except Rush Island. A little above Rush is an island that inexperienced steersmen think is Rush that they go Pennsylvania of, and invariably stick, for which they get unmercifully chaffed. Going Pennsylvania of this island is what raftsmen call running Rush before they get to it."

"At the foot of Rush Island another of those mountain spurs or foot hills crosses the course of the river, but this time it is a different kind of rock through which the river runs, making a rift of quick water for three miles, called Warford's. The river is wide and the water shoal, and many rafts are stuck here every time there is a freshet, unless the water is very high."

"At the entrance of Warford's ripple, a rocky rift extends across from Jersey nearly to Cudbitch Island." The raft

went "between the rift and the island, and also between the island and bar below and soon (came) to another reef called Tumble Falls Dam. In this reef there is a break, through which a raft will go of itself."

Many rafts chose to land at Lower Blacks Eddy where an experienced steersman would be hired to run Wells' Falls, the most difficult place between Point Pleasant and Trenton. If rafts were laid up here or at some point for a considerable time, awaiting sale or rain to flood the river, the men who came with them would return home.

Now the raft passes on the Pennsylvania side of Bull's Island and "over a dam from the island to the shore, that (was) built to turn the water into the feeder for the Delaware and Raritan Canal."

After leaving the stone quarries and Lumberville behind, there was good water for two and a half miles until Eagle Island and the limekiln just below it. They next ran Howell's Rift, "strong, crooked water" which tested the experience and skill of the steersman. At the end of the rift, the raft "passed under the bridge at Stockton."

At Limestone Rift there were rocks in the river. The raft had reached the halfway point between Upper Black's Eddy and Trenton. Slow water carried them down stream, passing a mill on the Jersey shore, until they passed beneath the Lambertville-New Hope bridge, and a mile below entered Wells' Falls where the river dropped 14 feet in $\frac{3}{4}$ of a mile.

In 1883, Mr. Pine described this hazardous part of the river - "The channel is about one hundred feet wide; wings have been put in on both sides to deepen it. Here, the river being wide, the water shoal and the bottom rough and rocky, and a place where the wind blows hard at times, there is much sticking and staving. This is the place for which Wells' steersmen are hired at Lower Black's Eddy. Wells' is a rift, formed by one more of those peculiar ledges, through which the river seems to have cut its channel, and also the last one until we reach Trenton Falls. The rift is about one half mile in length and about as rapid as any along the river."

Rocks which protruded into the channels were given special names. Those at Wells Falls were dubbed "Entering Rock," "Grass Rock," "The Foamer," "Dram Rock," "Rodmans Rocks," "The Bake Iron," "Buckwheat Ledge," and "Corneel's Rock" (named for Cornelius Coryell who fished that particular spot regularly).¹⁵ These were natural sign posts of which the steersman took notice in guiding the raft through "the place dreaded worst of all places on the river, by many."¹⁶

Accidents and drownings were rampant. Men were washed overboard, caught against bridge piers or other rafts and sometimes even pushed into the river by a wayward oar. On 11 May 1828 a coroner's inquest was held on Larason's Island at Lambertville to determine the cause of death of one John Dennis. The coroner and the twelve men called as a jury to assist him were convinced that on 4 May "at Welses Falls," John had been working on a raft of logs which stoved in at the falls and was accidentally drowned."¹⁷

After finally passing successfully through Wells' Falls the rafts would leave the hills behind them and run "through beautiful country, a nice stretch of water for a mile or two

and then pass a rift; straighten up" and were soon at Titusville on the Jersey side of the river.

Only the bridges at Washington's Crossing, Yardley, and Trenton, the rapids at Scudders Falls and several bars, ripples and islands, were left to navigate before the raft landed at the City of Trenton. The freedom of the run was ended. Steam tugs now towed the rafts to Philadelphia and the final end of the long trip.

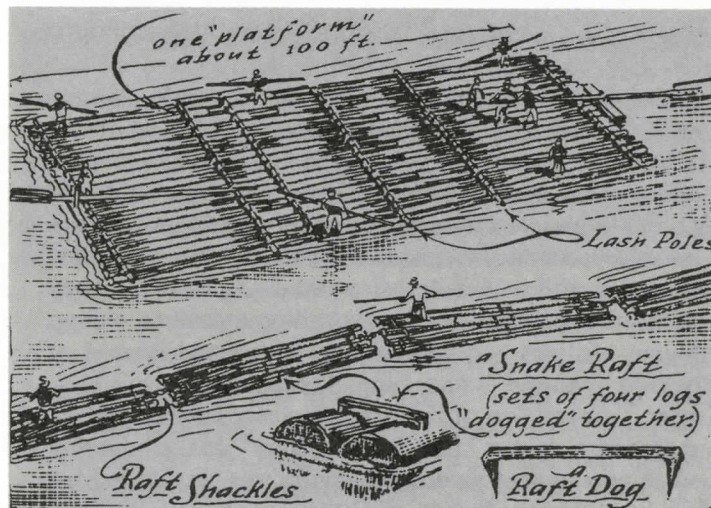
When the trip was concluded even the logs comprising the raft were sold since the raft could not make a return trip against the current. This, of course, left the men to make the return journey by foot over rough and ill formed trails usually burdened with raft gear and their personal packs. They were not any better protected than they had been on the downriver trip as the rafts usually had no shelter on board to protect them from wind and weather and necessity kept them in a state of constant watchfulness.

"The life of the raftsman was one of hard work and exposure and required hardy men."¹⁸ One of those men was featured in an 1896 local newspaper in Doylestown.¹⁹ William Piatt of Riegelsville, aged 77 years, 6 foot 3 inches tall, lithe and active, had come to town to settle some business matters. Mr. Piatt was "blessed with much of this world's goods, known among old raftsmen as 'fishscales,' which he acquired by 'sticking to the river.' Mr. Piatt "had the wisdom to preserve most of the 'fishscales' he acquired. His friends (said) that he (was) the biggest stockholder in the Riegelsville Delaware Bridge Company, and a heavy stockholder in two flourishing banks." He had been "a raftsman of wide reputation." "There (was) not a pool or a rock in the Delaware river from the highest point at which it is navigable to tidewater that Mr. Piatt (was) not familiar with. For many, many years he guided rafts down stream... Speaking of the endurance of men, Mr. Piatt recalled the fact that he one time walked from Trenton to Riegelsville in eight hours, a distance of about 40 miles. Mr. Piatt had seen 125 raftsmen collected at the Upper Black Eddy hotel in one night. The landlord began serving breakfast at 3 o'clock in the morning to accommodate the crowd.

Respite from the elements was often taken at various taverns along the way. The rafts were brought into eddies close to shore and tied up to each other, two or three deep, sometimes extending for over a half a mile upriver. Usually the trip continued the next morning but, sometimes, lack of rain caused high water level to drop enough that the rafts didn't have sufficient clearance to avoid underwater obstacles.

At other times the rafts and their loads were purchased by local millers whose sawmills would cut the logs into timber before the raft could continue its trip or contents purchased by local businesses for consumption in Hunterdon County. Some of the pine boards bought for the construction of the Hunterdon County Court House in 1791 were brought into Flemington from "the bank of the Delaware River to which point either the logs or the lumber had been transported by raft."²⁰

Inevitably lawsuits arose – the earliest in Hunterdon County appears to be in 1762 when John Horn, "a common



Reprinted from *A Museum of Early American Tools*, by Eric Sloane, Wilfred Funk, Inc., New York.

boatman, carrier, rafter and transporter of goods, wares, merchandizes and lumber" was sued by William Rea who complained to the court that Horn was negligent in delivering 1600 pipe staves from Amwell Township to the City of Philadelphia according to a contract drawn 1 May 1759.²¹

In 1795 Samuel Kinsey brought suit against Joseph Mort for payment for his labor and that of this "hands" in the freight of six and one-half loads of logs and for the leading and unloading of the same logs.²² In 1816 John Smith was sued by Jacob Housel to obtain \$219 which Smith owed Housel for a raft of ship timber.²³

In 1829 John Fine and Edward Hunt Jr. purchased "a certain raft or float lying on the shore of the River Delaware near Jacob Snyder's Tavern containing twelve or fourteen thousand feet of sawed lumber for the sum of \$5.50 per thousand" with expenses to be deducted from the total cost. One of the expenses was for \$2.00 to be paid to Tunis Coal "for rafting."²⁴ In 1832, Andrew Price billed Stephen Townsend for payment of 50 cents for "¾ of a day rafting" and another 25 cents "for pitching boards" (presumably from the raft to the shore).²⁵

Isaac Corson and William Burroughs, business partners, were defendants in a suit brought by William Sinclair in 1853.²⁶ He accused them of taking "a certain raft of lumber containing forty thousand feet of ashwood in the log, twenty thousand feet of basswood in the log, twenty thousand feet of cherry wood in the log and ten thousand feet of hemlock wood in the log – 90,000 feet of logs on one raft! Value: \$1600. The raft had been tied up at Bool's Island, at the entrance to the feeder of the Delaware and Raritan Canal, convenient to the sawmill there.

A study of the 1850 U.S. census of Hunterdon County shows the influence of the rafting business on the economics of the waterfront communities along the river. Samuel Nice, John Hann, Silas Brink, James Cooper, Samuel Major, Charles Warford, Daniel Sailor, James Osmun and Hezekiah S. Woodruff listed their occupations as boatmen. Lumbermen included Runyan Woolverton, Samuel Britton and Johnson Fisher. The only listed ships carpenter was

Peter Sibley, a native Vermonter, but many carpenters were enumerated.

Local businessmen who benefited from the lumber trade usually advertised in the local newspapers. P.H. Mathews of Lambertville in 1855 supplied Susquehannah pine shingles, "sypress" and hemlock fencing. Hiram Deats and John V. Higgins of Deats and Higgins, continuing the old stand of Deats and (Joseph) Case in Brookville, had a saw and slitting mill a ½ mile below Stockton in 1853. They advertised a large stock of seasoned pine lumber, siding, shingles, pailings and ceiling lath. Fisher and Weaver of Stockton featured white pine Susquehannah shingles, Kugler, Lair and Son of Frenchtown, successors to Hedges and Reading, had a "fine lot of poplar" at their lumber yard. A new lumber yard at Prallsville was opened in May 1855 by Johnson Fisher, S.C. Hoppock and Wm. L. Hoppock Jr. These were just a few of the companies involved in the lumber trade along the river.

In 1830 a dispute arose in which Daniel Vansyckle of Alexandria Township was the plaintiff and David Williams and Wilson Housel, defendants.²⁷ The parties were all lumber dealers in Milford. The testimony in the case gives us some insight into a few of the intricacies of the local lumber trade. Apparently Vansyckle on 20 April owned 29,670 feet of inch white pine boards, 6581 feet of hemlock scantling and 393 feet of cherry boards "of great value" which he accused the defendants of confiscating for their own use. Elias Greenman, a resident of New York State about 114 miles from Milford, and his steersman, Jacob Edict, landed at Easton, PA on Saturday, April 17th, "for the purpose of selling" the rafts owned by Greenman and his father. Greenman was about 25 years old, had "been down the river several times with lumber before but had never brought down a raft of his own before." Greenman and Edict left Easton on Sunday morning and later in the day landed at James (Jimmie) Smith's landing about a mile above Milford "with a view of selling." According to Greenman, it was "the custom for raftsmen to sell their lumber on the Sabbath day and for a person to buy them on the Sabbath. There were certain stages of the water in the Delaware which made it necessary to sell and buy on Sunday or else the advantages of the water would be lost by stopping. About noon on Sunday Williams and Housel arrived at the landing and a bargain of sale was made with the defendants. The rafts were to be delivered on Monday. One raft was taken down Sunday afternoon and landed a little above the ferry landing with Housel and Williams on the raft. Greenman said there were "a great many (men) on the rafts - strangers" to him and they didn't help in pulling in and tying fast. The rafts were "tied fast to some log rafts" and were "considered under Greenman's care in case of loss or theft." The raftsmen then returned to Smith's for the night. On Monday morning, the raftmen "went first to Mr. Housel's store where they saw Williams who gave them directions for unloading. Greenman, Edict and their hands began to break up the raft," but apparently here the bargain of sale began to fall apart and Greenman threatened to "run on before (he) would do any different from what (they had) agreed." Williams and Housel wanted a reduced

rate for "the auger holes made in the logs that held the raft together," for any wood not up to their standards, and for boards with marks made at the sawmill. When Williams refused to honor the original agreement and "the dispute broke out," Greenman considered the bargain broken and sold the lumber to Vansyckle who had come several times to try to buy the load under the same conditions and prices as the defendants. The cost: \$16.00 per thousand for "good common stuff," \$9.00 per thousand for cullings, \$16 per thousand for the cherry and \$5.50 per thousand for the hemlock. By the time the dispute was settled, the hands had already gone home but Greenman was delayed until Thursday or Friday when he returned home. Daniel Vansyckle had paid for the load in full for which Greenman gave two receipts which were presented as evidence in the trial. Since Vansyckle produced the receipts it can be presumed that he won the case.

If the raftsmen did not return home upon such a delay, he might have waited a considerable time before the raft was ready to move on. Particularly at this time, the idle workers were not always the most congenial visitors to the County. Clarence B. Fargo wrote that to hear the old timers tell about it, Frenchtown in those days was a "more or less typical river town, many of the boys of a rough and ready nature - ready to scrap at the drop of a hat." Fights and general disturbances seemed to be the rule when the raftmen came to town. In 1861 Joseph Hall, Thomas Horn and two unnamed accomplices broke a window and entered the home of Ira S. Gibson. After threatening the family with bodily harm, the thieves carried a garden gate away with them.²⁸

Usually located at eddies where the rafts were driven ashore by unseen dangers of night-time traffic on the river, taverns might have served as many as two to three hundred raftsmen who required lodging as well as supper, rest and other refreshment in an evening. One of the most popular taverns "well known by raftmen and other watermen" for many years was Hellers Hotel on the river Delaware in Alexandria, now Holland, Township, "in close proximity of the Durham Eddy." When the new tavern owner, Philip H. Major, applied for a renewal of the tavern license in 1871, sixteen local citizens opposed the renewal on the grounds that there were "three other houses within two miles."²⁹ The license was refused for one year.

As early as 1859 the *Hunterdon Gazette* unknowingly wrote the obituary of the rafting business when it was observed that "the lumbermen on the head waters of the river (had) exhausted the timber near the river and its branches and it (was then) cut at the distances of from five to thirty miles from the river, and carted by teams and by the Erie Railroad to the river and its branches and then rafted." The reporter, mistakenly, felt that the timber "was by no means exhausted, but (would) continue to furnish an abundant supply for years to come."³⁰

Where thousands of rafts had floated down the river in the 1840's only 116 rafts "passed down the Delaware" in the spring of 1895. Most carried hemlock logs, but loads of toggle timber, pitch pine, beech, white pine and wharf timber were also transported.³¹ No cherry, ashwood, beech and other hardwoods of the heyday of rafting.

Thousands of men had been employed in gathering and loading logs and bringing the rafts down river each Spring. Many thousands more had been employed in many different occupations in preparing the raw material for the wholesale and retail markets. Due to improved means of transportation and an inconsiderate lack of conservation of the forests, the rafting industry came to an end. By the turn of the century, the sight of a raft was a rare occurrence on the Delaware River.

— Phyllis B. D'Autrechy

SOURCES

1. Weiss, Harry B. and Grace M. Weiss. *Rafting on the Delaware River*. Trenton, NJ: New Jersey Agricultural Society. 1967, p. 7
2. Ibid., p. 8
3. Ibid., p. 21
4. Ibid., p. 11
5. Bucks County Historical Society papers. "A Rafting Story of the Delaware River" by Joshua Pine, the third, in 1883 (Printed in Volume VI, 1932), p. 467
6. Op.cit., Weiss, p. 12
7. Bucks County Historical Society papers. "Navigation on the Delaware and Leigh Rivers" by John A. Anderson. Presented 1912. (Printed in Volume IV, 1917), pp. 284-285
8. Op.cit., Weiss, pp. 46-47
9. Fargo, Clarence B. *History of Frenchtown*. New York, 1933, p. 42
10. Op.cit., Weiss, p. 20
11. *Hunterdon Gazette* issue of 20 April 1859
12. Op.cit., Pine, pp. 508-513 papers. All the quotes relating to the trip downriver are taken from this article.
13. Schmidt, Hubert G. *Rural Hunterdon*. New Brunswick: Rutgers University Press, 1945, p. 169
14. Op.cit., Pine, p. 510
15. Op.cit., Anderson, p. 285
16. Op.cit., Pine, p. 513
17. Coroner's Inquest #750. Office of the Hunterdon County Clerk, Hall of Records, Flemington, NJ 08822
18. Op.cit., Anderson, p. 286
19. Hunterdon County Historical Society manuscript collection. Shrope scrapbooks
20. Op.cit., Schmidt, p. 92
21. Miscellaneous Record #9054. Office of the County Clerk
22. Miscellaneous Record #12939. Office of the County Clerk
23. Miscellaneous Record #22575. Office of the County Clerk
24. Appeal #1460. Office of the County Clerk
25. Appeal #76. Office of the County Clerk
26. Miscellaneous Record #4553. Office of the County Clerk
27. Miscellaneous Record #9879. Office of the County Clerk
28. Miscellaneous Record #9420. Office of the County Clerk
29. Tavern License #123. Office of the County Clerk
30. *Hunterdon Gazette* issue of 20 April 1859
31. *Hunterdon Republican* issue of 29 May 1895

ACQUISITIONS

Publications, artifacts, manuscripts, Family Bibles, and other materials representative of the history of Hunterdon County and its families who resided here are welcome additions to the Historical Society collections. The Society expresses its appreciation to the recent donors of gifts.

History of Barnet Hall Academy and Its Teachers, Ben. Van D. Fisher, n.d. [Read before the 16 June 1905 reunion].

Barnet Hall Academy New Germantown, N.J., Re-Union of "Veteran" Pupils, June 16, 1905.

Barnet Hall Academy 1807-1907, Program for Reunion.

Photographs, including Barnet Hall Academy graduation 1908, views of Barnet Hall Academy, with and without students (the donors have appended identification of students on most of these), and Dr. Oliver Barnet's gravestone.

Issues of The Tewksbury Gazette, published monthly by the Community Service Group of Tewksbury, November December 1990, February-October 1991. Drawing by M. A. Miller of the Zion Lutheran Church in Oldwick. Newspaper clippings regarding Barnet Hall, Oldwick. Donated by the Misses Helen and Marion Waldron, Oldwick, NJ.

Transcriptions from the Family Bible of John Kline Dalley [1822-1899] and his wife, Rebecca Stryker [1827-1897] made by William T. Dalley. Donated by John G. Huffman, Rutherford, NJ.

Twelve photographs consisting of eleven unidentified portraits and a horse race entitled, "Free for all at Baltimore Oct. 22, 1908." Donated by Edwin K. Large, Jr., Flemington, NJ.

New Jersey Law Precedents, A Collection of Forms and Entries Which Occur in Practice In The Courts of Law of the State of New Jersey, by John C. Besson, Counsellor-At-Law, Trenton, N.J., 1875. Donated by Mrs. Roberta Grauert, Frenchtown, NJ, granddaughter to the author.

70 mounted 8" x 10" photographs of Flemington and vicinity scenes collected by Thomas Torrent, a Ringoes resident ca. 1932-1962. Donated by daughter Frances Barberie, North Valley Stream, NY.

Cornell's Primary Geography, interleaved with miscellaneous printed material, receipts, water-colored drawing entitled, "Charlotte Youngs Cow." Nathaniel Higgins day book, 1880-1892; account book, March 1873 - March 1895.

Six diaries of Francis M. Higgins, 19 July 1868 - 31 March 1869, 2 September 1871 - 16 February 1872, 30 April 1872 - 1 November 1872, 2 November 1872 - 1 March 1874, 2 March 1874 - 15 June 1876; [20] June 1876 - 13 July 1879. Donated by William F. Housel, Trenton, NJ.

Scrapbook of East Raritan P.T.A., for the schools at Voorhees Corner, Pleasant Ridge and Reaville, 1946-1947; scrapbook of Flemington-Raritan School District, 1949-1950. Donated by Barbara Case Shiffer, Effort, PA.

The Descendants of Hans Rudolf Herli (1692-1764) Volume 1, The Family of Hans Rudolf Herli, Descendants of His Daughters, The Family of His Son, Rudolph II; program for "Eighty-Fourth Annual Harley Family Reunion, Saturday, September 28, 1991 at the Peter Becker home, Harleysville, PA. Donated by Harley Memorial Association, Willard F. Harley, Jr., 12568 Ethan Avenue North, White Bear Lake, MN 55110.

Four microfilms, *Hunterdon County Democrat* 4 October – 27 December 1990, 3 January – 28 March, 4 April – 27 June, 3 July – 26 September 1991.

Photographs which appeared in the *Hunterdon County Democrat* during the year 1986. Donated by Hunterdon County Democrat, H. Seely Thomas, publisher, Flemington, NJ.

Account books of George N. Apgar, Henry A. Alpaugh and Mrs. William Alpaugh, 1859, 1888, 1891, 1894, 1895, 1896, 1900, 1902, 1918 with Van R. S. Lowe, George W. Tine of Hamden, Hoffman & Duckworth of Clinton, and R. Duckworth & Co. of Clinton.

Almanacs for the years 1882, 1966, 1968, 1969, 1973.

Teacher's Certificate issued by Hunterdon County Superintendent of Schools to Mathias M. Alpaugh, 1902 [Mr. Alpaugh taught Winchel's Grove District #29, Lebanon Township]; School library loan record book, 1872.

Vendue list for the estate of Austin Hummer, 1937.

Miscellaneous printed material, newspaper clippings, and blotters, two scrapbooks.

Photographic postcard labeled, "Load of Rags Going to 'Shoddy Mill' (Hamden), George Farley driving." Donated by Mrs. Arthur Alpaugh, Annandale, NJ.

Membership Report

A warm welcome is extended to members of the Hunterdon County Historical Society who have recently joined the Society.

Mrs. Alice Agin, Los Angeles, CA
Mr. & Mrs. A. Batchelor, III, Glenolden, PA
Wm. H. Bowman, Paris, ME
Mrs. Melva Calaman, Nelson, PA
Billy L. Case, Cape Coral, FL
Thomas E. Cole, Oak Ridge, TN
Claire Giller, Wilton, CT
Edward D. Halsey, Oldwick, NJ
Albert D. Hart, Deerfield Beach, FL
John G. Huffman, Rutherford, NJ
Paul D. Hummer, Stillwater, OK
Faithe Ludlow, Flanders, NJ
Mrs. Viola Mallory, Pasadena, CA
Mr. & Mrs. Michael J. Mohr, Cincinnati, OH
James R. Morton, Round Hill, VA
William & Eleanor Reading, Flemington, NJ
David Guy Richardson, Marietta, GA
David R. & Dolores R. Swaney, Columbia, MO
David N. Taylor, Madison, WI
Maynard Van Lente, Holland, MI
Gerald B. Varner, Bordentown, NJ
Tom & Joyce White, Ringoes, NJ
Mrs. Harrison Wood, Upper Saddle River, NJ
Jeffrey Wood, Manassas, VA

— Mrs. Frederick Stothoff
Membership Secretary



NOTES AND QUERRIES

Continued from page 633

TAYLOR: Des info and forebears of William Taylor, b. ?, d. 1807 Amwell Twp., Hunt. Co. m. 30 April 1768 Mary Swallow (d. 1818 Amwell), also Amwell Twp. Chil: Mahlon, m. 27 March 1813 Jerusa Sine; Samuel; Jacob, m. 9 Oct 1813 Susan Kugler; John; Mary m. 24 June 1809 Daniel Wilson; Catherine, m. Henry Van Dolah. Particularly interested pars and gpars/o William, and info on Mahlon and John desc. ADD: David N. Taylor, 3102 Sandwood Way, Madison, WI 53713.

GANSE, GRAFF, HARLEY, STAGER: Des info, exch re daus/o Amwell Twp. Hunt. Co. resident Rudolph Harley: Mary [1714-1764] who m. 1731 Henry Graff; Elizabeth [1717-] who m. John Stager; Helena [1720-] who m. John Justus Ganse. ADD: Willard F. Harley, Jr., Harley Memorial Assn., 12568 Ethan Ave. N., White Bear Lake, MN 55110.

HOW TO JOIN

Hunterdon County Historical Society
114 Main Street
Flemington, New Jersey 08822

Please enroll me as a member of your Society

Annual	\$12.00 per year
Family	\$14.00 per year
Contributing	\$25.00 per year
Sustaining	\$50.00 per year
Institutional	\$50 and up per year
Life	\$200.00
Patron	\$1,000.00 or more
Student	\$3.00 per year (18 years of age or less)
Century Club	\$100.00

for which I enclose my remittance in the amount of \$ _____.

Name _____

Address _____
