

THE CHRONICLE

of Historic Cold Spring Village

720 Route 9, Cape May, New Jersey 08204

Spring/Summer

Published Courtesy of Gazette Leader Publications

School Edition

CATCH THE WIND!!

Wind power has been used as a source of energy since ancient times. The Babylonians used windmills for irrigation as long ago as the seventeenth century B.C.! By 1000 A.D., windmills were in operation in Europe. In fact, Holland was literally built by windpower. Without windmills to help drain the land and keep back the sea, this small country would not exist.

What is a windmill and what does it do? Sometimes windmills are built only for decoration but in earlier times they served a very important function. The wind turns the large wheel and gears inside which can turn things, like saws to cut logs or millstones to crush grain or wheat so flour can be made. Millstones are made of blocks of "Buhrstone" cemented together and bound with an iron band. All early millstones were brought to the United States from France but in 1850 a substitute was found in Ulster County, New York known as "Sopus Stone" that worked just as well as the French stones.

When building a windmill, one must consider the winds and whether there is enough breeze to have the wheel in almost constant motion. There must be breezes of at least 10 miles per hour for them to work.

Areas of Cape May County had many windmills in the 1700's and 1800's because there were good, steady breezes from the ocean and the bay. Most of the early mills were sawmills, but as farms continued to grow, mills began to open for crushing grain to make flour. Sometimes, the man who ran the mill (the miller) would take part of the flour as his payment but usually he would charge a price per bushel on the grain he crushed. It took almost four bushels of grain to make 100 pounds of flour.

The first recorded windmill in Cape May County was built in 1706 for Thomas Cresse. An early map of "Town Bank", done in 1726 showed this mill on the map located on "Mill Island". The next known mill was built in 1808 by Jesse Springer and served as a sawmill.



The design for his windmill (1815) was patented which meant that no one else could copy it. Jesse Springer built a second windmill at Dias (Dyers) Creek on a hill at his own farm between 1810-1815. He and his son ran the mill until 1865.

This sawmill cut wood for farmers and shipbuilders and the Springers even built some ships near the mill. The school house at Dias Creek built in 1836 was made with wood sawed at Springer's Mill.

There were several other windmills

in the County. In 1820, Thomas Gandy Sr. built a mill in Seaville. Joshua Townsend operated a mill in Oceanview in 1822. There was a mill built by David Cresse in Cold Spring about 1830 which was a grist mill. There was a windmill on Shore Road in Seaville, built by Peter Corson in 1820, to use as a gristmill for his farm. Other mills included:

- *Thomas Townsend, South Seaville, built in 1885, sawmill*
- *John K. Carroll, Dennisville, 1898, used to grind feed and cut wood.*
- *Leonard Cummings, Fishing Creek, grist mill*
- *James Johnson, Rio Grande*
- *Jerry Hays, Green Creek*
- *Lemuel Ewing, West Cape May, grist windmill*
- *Willis Wheaton, sawmill, Cedar Swamp*

(Information from "Catch the Wind" by Landt Dennis and "Windmills: The Ugly Ducklings of Cape May County" by Roland Ellis)

Who was Captain Cornelius Jacobsen Mey?

Have you ever gone exploring somewhere? Maybe you've explored in the woods on a nature trail or ventured into the mountains on a hiking trip. Searching the beaches for shells is always fun, but did you know that long ago people went exploring to find new lands and waterways?

In the early 1600's, English and Dutch explorers were hoping to find a north-west route to India. A company called the Dutch East India Company decided to hire Sir Henry Hudson to set sail in search of this route. He set sail on April 4, 1609. In July, he reached Newfoundland and later explored the coast of Maine. By August, he found himself in the Chesapeake Bay. He then sailed north to the Delaware Bay, entering its waters on the 28th, barely escaping a shipwreck! Hudson anchored his boat the *Half Moon* inside the bay around the point of Cape May. He spent the day exploring, but was blocked by the many sandbars in the channel. The ship then sailed into the North River, now the Hudson River.

When Hudson returned, many tradesmen became interested in starting businesses in these newly found lands. A



group of merchants then formed a new company that sent five ships to look for more discoveries. One of these ships was the *Fortune*. This was the vessel that Cornelius Jacobsen Mey was aboard as the ship's navigator. The ships returned having failed to find new discoveries.

A new company was formed called the Dutch West Indies Company. In 1621, the States-General gave them all of the area that is now New Jersey to begin exploring

and colonizing. Laws were then written for the new colonies. Three ships were prepared, a party of settlers formed, and Captain Cornelius Jacobsen Mey was put in charge of everyone and everything. He sailed over in the *Blyde Brooschap* which means Glad Tidings in English. They brought plenty of food and goods to trade. Mey was now the "First Director of the New Netherlands."

The ships reached Manhattan Island (now New York) in May 1623, and explored the coast where Henry Hudson had been 14 years earlier. Mey found that the French had tried to take over the land after the last Dutch explorers had left. Twice Captain Mey and the Dutch settlers and traders had to drive them away.

It was during the voyage in 1623 to Delaware Bay that Captain Mey named this area Cape Mey. It is still called by the same name, but the "e" is now an "a". Captain Mey was very well liked among the people he ruled and many good things are written about him. He was once quoted as saying, "Tis better to govern by love and friendship than by force". When he returned to Holland, he left several families, sailors, and men to explore and settle in Cape May.

THE BEGINNINGS OF DENNIS CREEK

Cape May County in the 19th century was a busy place. Cape Island (now Cape May City) was a popular seaside resort. Thousands of people from New Jersey, Pennsylvania, Maryland, Virginia and New York visited each year to enjoy the water and entertainment. Large hotels and boarding houses were built and Cape Island became an essential part of the economic development of the County in the early 1800s.

At the same time that Cape Island was becoming a leading resort town, another important community was beginning to develop on both banks of Dennis Creek. Nathaniel Holmes, Joseph Falkenburge, James Diverty, J. Fisher Leaming, among others, made their home in this area, building stores, churches, schools, and large wood (and one brick) buildings. Shipyards and landings were also built at Dennis Creek.

In 1803 the business leaders in Dennis Creek began to build the massive Dennis Creek Crossway, which connected the north bank of the community to the southern part (now called South Dennis). Earlier roadways, banks, and creek crossings had washed away each year with the Creek's tidal flow, and this action had cut off the essential passage between the northern and southern parts of the Cape May peninsula. Maintaining a permanent wagon and stagecoach road across the dangerous creek became an important step in the development of the two Dennis Creek communities on each side of the waterway. The stable road assured that traffic from Cumberland County down to the resort community

would pass over Dennis Creek rather than take the route through Mt. Pleasant to the old Cape Road. Joseph Hughes, a Lower Township freeholder, recognized the importance of the Dennis Creek road to Cape Island when he voted in 1803 to spend County funds to improve the Dennis Creek road, causeway, and bridge.

Dennis Creek became an important center of the political and economic life in the County. The community overshadowed Cape May Court House. The first U.S. post office in Cape May county opened in 1802 at Dennis Creek. It wasn't until a year later that the post office opened in Cape May Court House, and in 1804 Cape Island opened its own post office.

Shipbuilding provided the economic base for Dennis Creek's prosperity. J. Fisher Leaming shipped thousands of dollars of cordwood during the 1820s to Philadelphia from Dennis Creek. James Diverty began building ships on the Dennis Creek in 1821. Jeremiah Leaming also established a shipyard across the creek from Diverty's yard on the south bank of the Dennis Creek and during the 1830s built at least 10 sailing vessels. There was also the "shingle mining" businesses that grew up

in later years (1850s) in the swamps near Dennisville.

The New Jersey State Assembly created Dennis Township out of the southern half of the Upper Township in November 1826. The new township included the Dennis Creek community, the East and West Creek regions, the



southern portion of the Cedar Swamp, and the seashore region between Townsend Inlet and Ludlams Bay. Dennis Township formally organized its local government in March 1827 and sent Jacob G. Smith and Samuel Bishop as its first representatives to the Board of Freeholders. Dennis Townships

leaders began to demand that their community become the County seat to replace Cape May Court House.

The decision to construct a new courthouse in 1833 increased the debate over the location of the County seat of government. The courthouse had decaying white wooden siding and faded red ocher trim. The County had erected new brick buildings to house the County clerk, surrogate, and jail in 1825 but had not repaired the courthouse beyond an occasional new coat of paint. Samuel Springer, the designer of wind-powered sawmills, and Jeremiah Hand and Samuel Matthews, carpenters, were hired in May 1833 to draft a plan for a new courthouse building. The Cape May Court House location was isolated from parts of the County such as the Dennis Creek, Cape Island, and Tuckahoe River communities. For 15 years there was a debate over where the new court house building should be located. Finally, on April 25, 1848 an election was held and voters in Cape May County voted to construct the building in Cape May Court House instead of Dennis Township.

The development of Dennis Creek as an important economic and transportation center within Cape May County influenced the development of other communities, especially those that stood between Dennis Creek and Cape Island. Communities such as Goshen, Dyer's Creek (Dias Creek) and Green Creek prospered and grew in the early 1800's because of the increased traffic on the road from Dennis Creek to Cape Island.

The Shingle Miners of Cape May County

During the 19th century, one of Cape May County's local products was white cedar lumber. An unusual offshoot of this industry was known as shingle mining and prospered in the County until the late 1800's. Extensive swamps of white cedar were located in the vicinity of Dennisville, formerly Dennis Creek. Shingle mining was the mining or raising of white cedar logs from the muck of the cedar swamps. Buried for centuries, the logs were harvested by shingle miners who possessed great skill and experience in determining whether or not the log was worth working; split or decayed logs were unacceptable for shingles. Using a 6-8 foot long iron rod called a progue, the miner would probe the swamp until he discovered a solid piece of timber. If, after several tests to determine its value he deemed it worthwhile, the miner would cut away the cedar's roots, dig away the mud and free the log by means of levers. Once freed, it would float to the surface where it was sawed into approximately eighteen inch lengths, then split into shingles.

In a letter sent to Charles Tomlin in 1913 by Edwin Robart, the son of Charles Pitman Robart, the last Cape



May County shingle miner, the following is quoted: "No doubt the greatest place where logs were found was in Robbin's Swamp. Hundreds of thousands of shingles were taken out; roads had been made from poles and bark to get the live timber out and to cart out these shingles. Shingles

secured in most places had to be carried out on the backs of men and boys to the creek and then taken by boat to the landing. Besides supplying the local market, these shingles were sent by regular packet boats to be sold in Philadelphia or towns on the Delaware River, often traded for corn.

Unfortunately the corn was brought back to Dennis Creek landing, then sold to a dealer in grain before any money could be realized by the miner."

According to Mr. Robart, the shingled roof of Independence Hall in Philadelphia was constructed from cedar mined in Cape May County. Many shingles were also sent to Cape May City, carried by wagons that traveled through the night from Dennisville. The finest grain cedar wood was shipped to western states and used in the manufacture of violins. It was noted that violins made from cedar gave forth a fine musical sound. The shingle miners tools were the same ones used by woodcutters and included the crosscut saw, drag, drawing knife, froe, club, jointer, lever, progue, shaving horse or Schnitzel-bank, axe, block, butter and spade. Many of these tools may be found today at the Historic Cold Spring Village Woodwright Shop.

Reference

Alexander, Robert C., **The Shingle Miners**, The Cape May County Magazine of History and Genealogy. Cape May County, N.J. June 1957 pp. 99-104

17th Century Cape May County: The Quakers, Baptists and Presbyterians

Did you ever wonder why Cape May County is divided into three townships? There is Upper Township, Middle Township and Lower Township today but did you know that the County was divided into these three areas over 300 years ago?

In the early years of Cape May County, settlers, such as the whalers built their homes along creeks, sounds and the bay. There was no organized town with the exception of the community of Town Bank which was more of a cluster of houses than a town. There were, however, three distinct and separate religious communities in the County which were divided geographically as well as by beliefs. It was around these three groups and areas that the original districts were formed.

In the 1690's, the area in northern Cape May County (below Beesley's Point and down to Cape May Court House) was settled by Quaker families of English, Dutch or Scandinavian descent. The Townsends, Willets, Garretsons, Badcocks, Gandys, Baners, Corsons and Smiths were active families in this early settlement. This Quaker community built their first meeting house near Beesley's Point around 1716. In 1727 the meeting house location was changed to the Seaville area. The building, built in 1727, still stands today on Route 9.

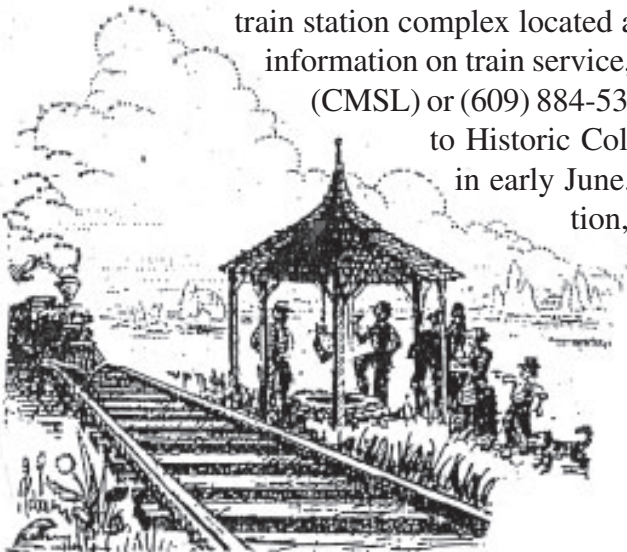
The Baptist religious group settled in farmhouses and plantations that began about two miles north of Cape May Court House and continued south far as Cold Spring Creek. Early Baptist whaler yeomen included the Taylor, Cresse, Hand, Holdin, Shaw, Stites and Swain families. Unlike some other groups, these small landowners allowed women and African-Americans into the church to worship. The Baptist meeting house was completed in July, 1719.

The Reverend John Bradner arrived in Cape May County just after 1714 and settled in the area of Cold Spring. In 1719 he deeded his land to Humphrey Hughes, Cornelius Schellenger, Ezekiel Eldredge, Jr., William Matthews and 18 other whaler yeoman leaders who became charter members of the Cold Spring Presbyterian Church. The deed said they were to construct a church building, schoolhouse and burying ground or grave yard. By the time Rev. Bradner left Cape May County in 1721, they had built a log meeting house with a high pulpit and plain benches. This congregation included whaler families from New England Town, Fishing Creek, Cold Spring and Cape Island.

THE COLD SPRING

The spring is located just South of the Village between the railroad tracks and Route 9. It is covered by a gazebo built by the **Friends of Historic Cold Spring Village**. The original gazebo burned in 1930, the victim of a spark from a passing locomotive.

Historic Cold Spring Village provides access to train service on **Cape May Seashore Lines** from the Cold Spring Village Station to points within the County. Trains will arrive and depart from the Village's newly restored train station complex located at the Route 9 entrance. For information on train service, please call (609) 884-2675 (CMSL) or (609) 884-5300. Cape May-Lewes Ferry to Historic Cold Spring Village beginning in early June. For reservations, information, please call (302) 644-6030



Visit the "Past in the Future"
www.hcsv.org

"Cold Spring, ten miles south of the Courthouse, is a thickly settled agricultural neighborhood containing about forty houses within the circle of a mile. It derives its name from an excellent spring of cold water flowing up through the salt marsh which is much frequented by sojourners at Cape Island."

Barber & Howe - 1846.

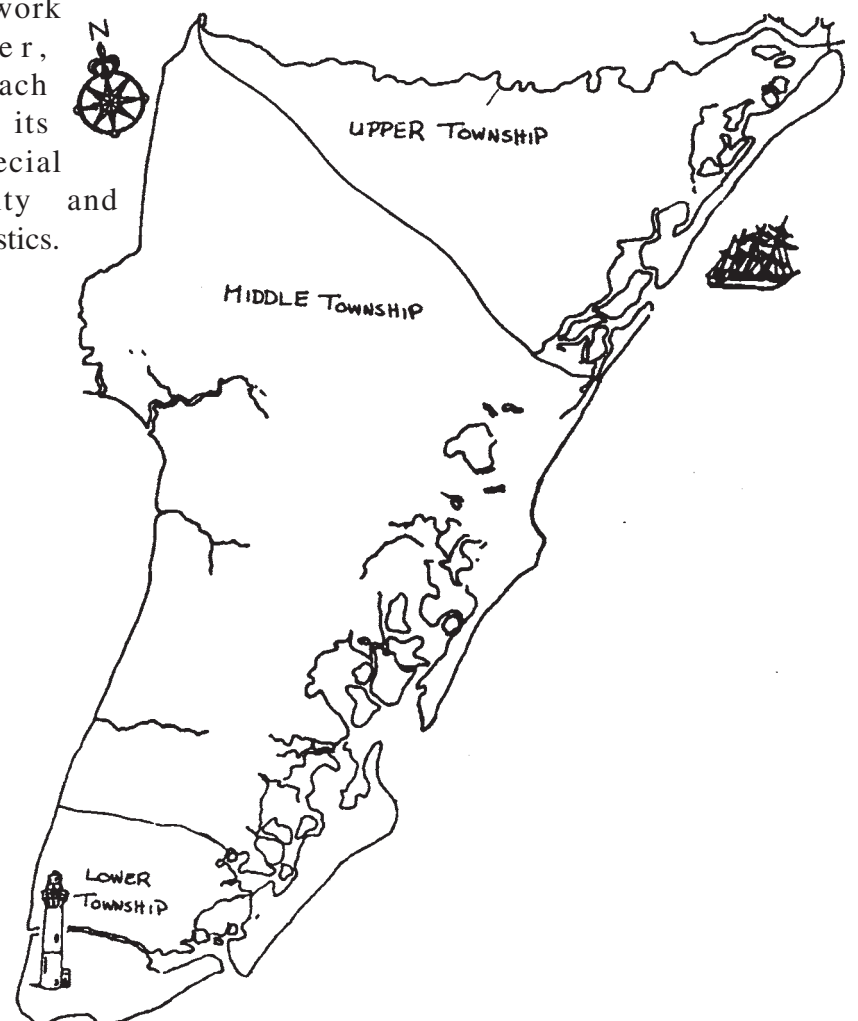


A second church building was built in 1762 and used till a new brick building was built in 1823. This building still stands on Seashore Road in Lower Township. The cemetery contains a gravestone for Sarah Spicer who died in 1742. This congregation is also responsible for organizing one of the first high schools in the county with the opening of the Cold Spring Academy in 1837.

By 1720 there were three distinct and separate religious communities in Cape May County - the Quakers in the north, the Baptists in the center, and in the south the Presbyterians. These groups were divided by religious and geographic differences.

At a county meeting in 1723, community leaders decided to divide the county into 3 precincts. The lines that were drawn to divide these areas coincided with the religious groups boundaries that had already been established. "Upper Precinct" incorporated the Quaker Meeting area; "Middle Precinct" the Baptist area; and the "Lower Precinct" the Presbyterian congregation area. These separate precincts each had their own distinct personalities and looked to different areas for support and economic development. The Upper Precinct looked towards the Atlantic Ocean and Gloucester County for trade while Middle Precinct traded more with Philadelphia, Maryland and the Carolina states were the focus of the traders in the Lower Precinct.

Though separate in their economic development and trading centers, the three districts were united because of the common link with the early whaler settlers. They worked together to fight crime and build roads. Each precinct developed into the townships we know today as Upper, Middle and Lower. The Townships still work together, while each also has its own special personality and characteristics.



The Cape May County Seal

When you are riding about in the County you may see a special symbol on road signs - The County Seal. A "seal" is a design which represents a certain thing. A big "M" for instance is a symbol or logo for McDonalds. A seal can also be used to make something legal. Many years ago people often had family seals on rings. When they signed a letter they would put a small amount of wax on the bottom and press their ring into it,

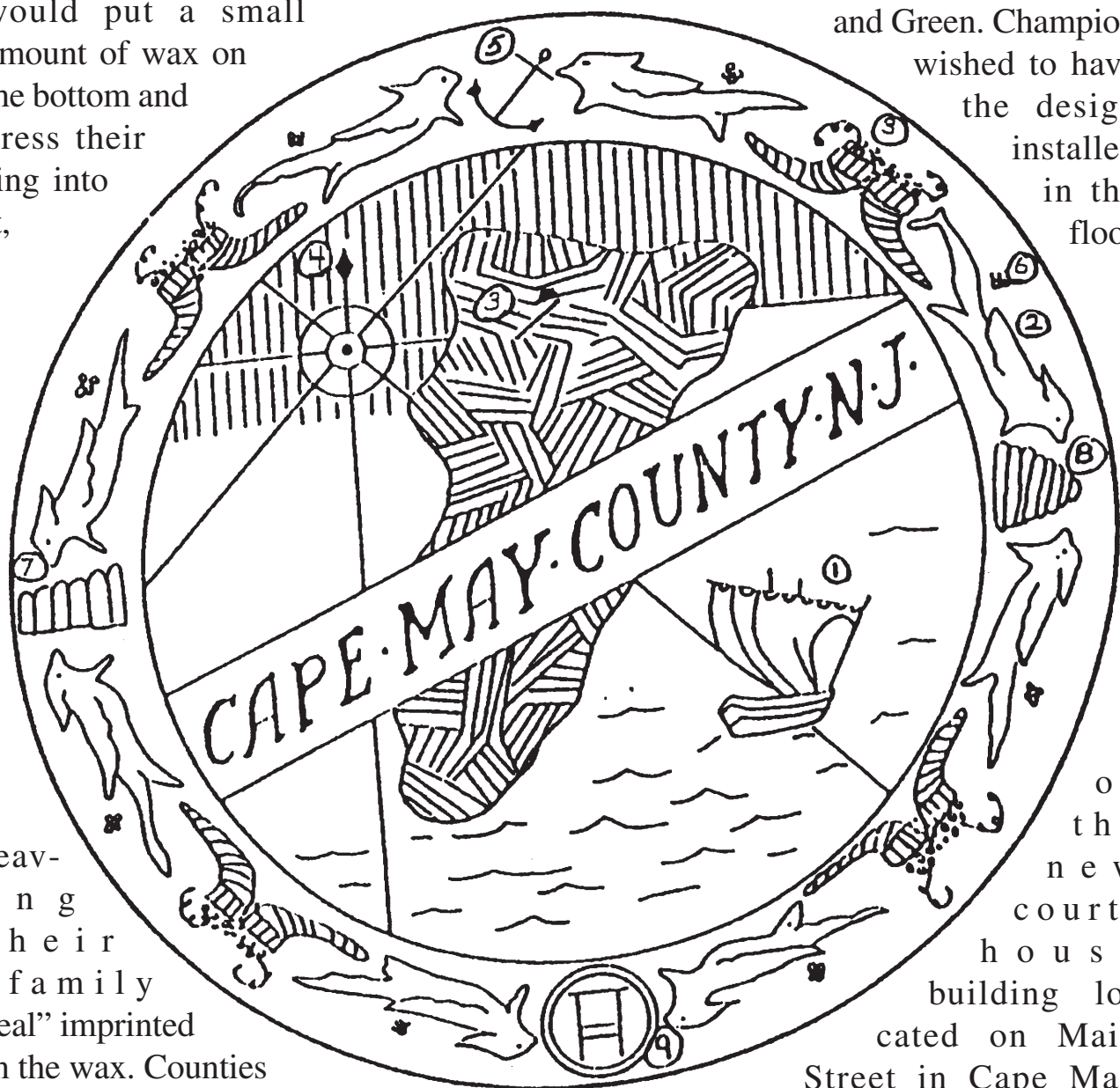
leaving their "family seal" imprinted in the wax. Counties also had seals which, when imprinted on a document, made it legal. The seal could also be used as a symbol of the County and represented things about it.

Where did the Cape May County seal come from? County records indicate that the first mention of the "county seal" was on February 6, 1838, when the Board of Freeholders asked Jeremiah Leaming to make a seal for the County. There is no description of what type of seal it was or what it looked like. A County seal was not mentioned again in records until May 7, 1872 when the Director of the Board of Freeholders, Dr. Alexander Young, suggested that a new County seal be made as the old one was poorly made and should be destroyed. It is again unclear what type of "seal" this was - one to be used as a

legal emblem or one to be used only as a symbol for the County. There was also no description given of the appearance of the seal.

On March 16, 1927 Freeholder Director Joseph G. Champion presented a design for an official county seal to the Board of Freeholders. The design had been made by architects Edwards

and Green. Champion wished to have the design installed in the floor



of the new courthouse building located on Main Street in Cape May Court House. The design was accepted and on May 1, 1927 this design became the "official" seal of Cape May County.

But what do the symbols on the County seal mean?



1. The Boat: This is believed to be the boat of Henry Hudson - De Halve Maan. Many believe that it was Hudson who first discovered the County and not Captain Mey.



2. Fish: The long white animals who circle the seal are thought to be flying fish. Many of the early settlers drew whales this way.



3. Cornucopia: A cornucopia is a goat horn with fruit, flowers and corn which represents good fortune. It is thought these are meant to represent the large amount of vegetation when it was discovered. The lines going in different directions also represent the growth in the County - showing land that was overgrown with brush.



4. Direction Arrow: This compass symbol represents Cape May County's location in relationship to the rest of the United States



5. Anchor: Cape May County's long association with the sea makes this an important symbol to include on the seal.



6. Holly: Holly was one of the most common plants here. (Wildwood was once called Holly Beach)



7. Lighthouse: Some believe that the symbol on the west side of the County emblem represents a lighthouse.



8. Beehive: This symbol on the east side of the seal is thought to represent industry that was in the County such as shingle mining, glassblowing and cloth manufacturing.

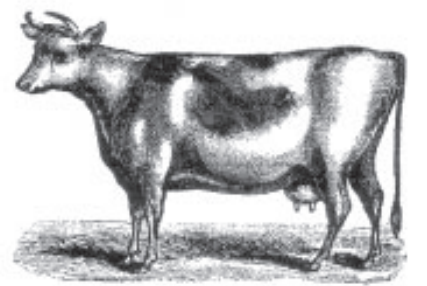


9. Mystery Symbol: No one seems to know what this symbol at the south of the County seal means. What do you think:

(Information for this article was taken from research done by Jeffrey A. Moran)

Think about the different things in your neighborhood, township or school. What types of trees are common? What kind of houses are on your street? Do you live near the ocean or the bay? Put all of these things together and design a seal of your own.

Cattle In Ocean City?



We now know how Dennis Township developed, and also learned about Upper, Middle and Lower Townships. But, what about the areas we call the Barrier Islands (the areas which stood off the coasts and could be reached only by boat) -- such as Ocean City, Sea Isle City, Stone Harbor, Avalon, and the Wildwoods? Similar to the development of Cape May Point, and the designations of Upper, Middle, and Lower Townships, Ocean City was developed originally as a religious community.

Two hundred years after the first settlement of Cape May County, the areas along the sea remained uninhabited. These islands including Peck's Beach (Ocean City) had white beaches and sand dunes, grass and shrubs and were home to many different kinds of wildlife. Early Cape May County settlers had used the barrier islands to feed cattle, horses, and sheep by sending the herds over during the winter months and bringing them back to the mainland in the Spring. Settlers concentrated on areas of settlement on the mainland and did not see



much point developing an area that required a boat to reach. They rented shares of the barrier island beaches for timbering, oystering, and whale fishing.

A farmhouse was built on Pecks Beach about 1859 by Parker Miller, a marine salvage and insurance company agent. This, along with a farmhouse built sometime in the 1850s in the Wildwoods area (Seven Mile Beach) were the only two buildings on the barrier islands. The U.S. Government established the Life Saving Station in 1848 and required that stations be assigned to the barrier islands where each year ships were wrecked. One of the early stations stood on Peck's Beach.

One thing that did make travel to the barrier islands worthwhile was the treasures left over from the numerous shipwrecks that occurred off the New Jersey coast in the 18th and 19th centuries. One of the most remembered shipwrecks off Ocean City was the *Sindia*. She was on her way from Japan to New York in 1901 and ran aground on the sand bar at Peck's Beach. The crew survived, but the one million dollar cargo sank to the bottom of the ocean.

The natural beauty and healthful air was one factor that prompted a group of Methodist ministers and real estate developers to establish Ocean City on Peck's Beach in 1879. They were also looking for a place that would be free of alcoholic beverages and would be settled by people who shared the same religious ideas. William B. Wood, Wil-

liam H. Burrell, Simon Lake Sr., Simon W. Lake and Ezra B. Lake met in Philadelphia in October 1879 and organized the New Brighton association. A month later the group became the "Ocean City Association" and set to work to survey the island (to make a map) and to find out who owned the property.

Parker Miller, the original island resident, claimed a portion of the land at Peck's Beach under a deed from 1867. He established a land and turnpike company in 1881 and planned to develop his own part of the beach without any of the religious restrictions imposed by the Ocean city Association. Eventually, the Ocean City Association gained control over all of Pecks Beach and governed the area until 1884 when the residents voted for incorporation as a borough. The Methodist association passed and enforced a set of ordinances against Sunday travel and bathing to help maintain the religious focus that the community had originally been founded upon. In 1897, the community made the change to a city government.

Three different groups came to settle in Ocean City. The first group came with Simon

Lake from Atlantic County. These included Hiram Steelman and Rush Cox, grocers; S.B. Sampson, a house builder; and R.C. Robinson, a printer who edited the island's first newspaper. The second group moved to Ocean City from Philadelphia and included Ira S. Champion, an ice cream parlor operator; R. Howard Thorn, a hardware store owner; and Dr. J.S. Waggoner, a drugstore owner. The final group moved from Dennis and Upper Townships and sometimes kept their other Cape May County properties as well. These residents included Nicholas Corson, a Seaville carpenter; and Richard B. Stites, a lumber dealer.

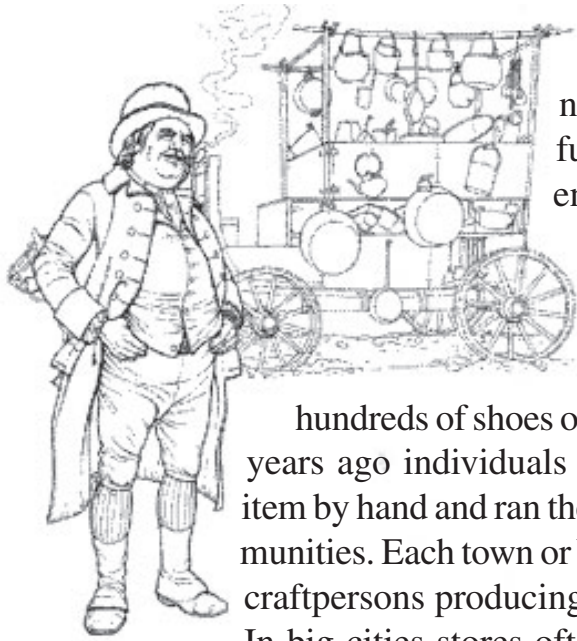
The Ocean City Association became very busy planning and building their community. They cleared land, laid sidewalks, constructed streets, built cottage and hotels, built steamboats wharves, sewer lines and plants for electricity and heat. They built a foundry and factory to manufacture iron shad rollers and other hardware. The company was one of the first efforts in the County to provide employment for people on a year-round basis, rather than concentrating solely on the seasonal visitors. The first post office in Ocean City was opened in 1881.

An important event in the development of Ocean City was the opening of the West Jersey Railroad in 1884. This allowed a greater number of visitors to come to the resort town. The uncertainty and inconvenience of reaching the island by boat was one of the greatest problems in the development of the area.

For many years on the 24th Street bridge was the only one serving the island. Later, the Twin Pike was complete by laying logs on the meadow land and covering them with sand and gravel. This highway connected Ocean City with the Shore Road, and some visitors construed this to mean that the resort town had abolished its restrictions. But business or mere pleasure was still not tolerated on Sunday and even today, alcohol cannot be purchased within the town limits.

Though a small community in comparison to other boroughs in the county, Ocean City had a population of 465 by 1885. (Cape May - 1610; Cape May Point - 200; Sea Isle City - 558; Dennisville - 487.)

Then & Now

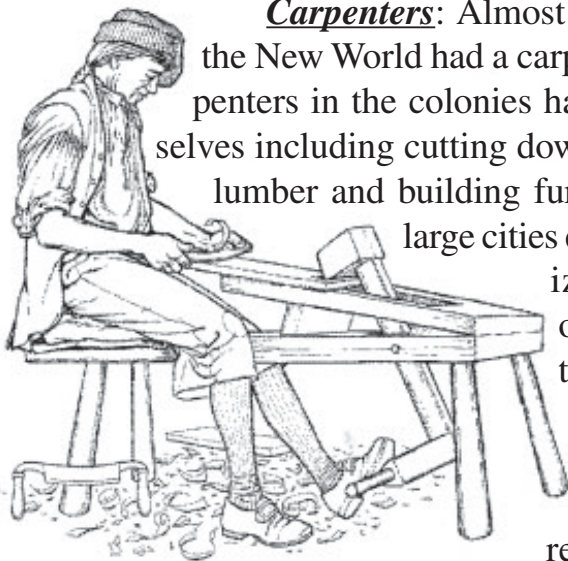


Where do you go when you need a pair of shoes, knives, furniture or clothes? Our parents usually take us to a mall or to K-Mart or Ames. The stores bring these items in from large factories where machines often produce

hundreds of shoes or cabinets each day. But 200 years ago individuals often had to produce each item by hand and ran their own small shops in communities. Each town or Village often had trades and craftpersons producing pottery, furniture or flour. In big cities stores often brought the products in from other places.

When settlers came to the New World they brought with them the ideas and skills of the Old World. Craftsmen journeyed to the Colonies for the opportunity to set up their own businesses and became leading members of the new communities. Craftsmen made up 18% of the colonial population, with farmers making up the next largest group. Each craftsman had a special skill they brought to America. They produced items necessary for everyday life including barrels, furniture, ships, glassware, knives, pottery, buildings and metal items as well as special items such as wigs or hat.

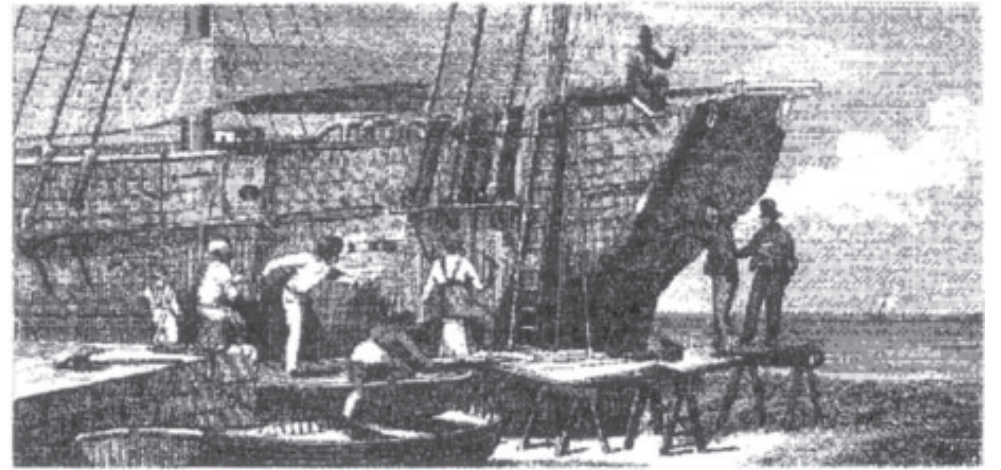
Many of the types of craftsmen that existed in the early days of Cape May County still exist today and they can be found listed in the yellow pages of the Cape May County Phone Book. See how many of the occupations that follow you can find in the phone book:



Carpenters: Almost every ship that landed in the New World had a carpenter on board. Early carpenters in the colonies had to do everything themselves including cutting down trees, shaping pieces of lumber and building furniture. Those working in large cities eventually became specialized and performed only one or two types of carpentry such as furniture making, wagon making or making looking glasses (mirrors), coffins or barrels.

Cabinetmakers: Sometimes called “joiners”, these type of craftsmen were highly skilled and produced both fancy and simple furniture. In early years of settlement, most of the fancy furniture was imported to the Colonies from Europe. But by 1750, cabinetmakers in America were producing the majority of the furniture used by the Colonists and were even exporting some of their handiwork to Europe.

Wigmakers: Wigmakers in the 1700’s were also barbers. They cut hair, shaved beards, pulled teeth and let blood. (“Let Blood” means that when a person was ill, they were cut and allowed to bleed, thinking what was making them ill would bleed out with the blood). Very expensive wigs were made from human hair and less expensive wigs were composed of horsehair, cow tails or thread. Women wore wigs by the late 1700’s and fashionable men were always seen in wigs. By the end of the 1800’s, wigs were rapidly declining in popularity.



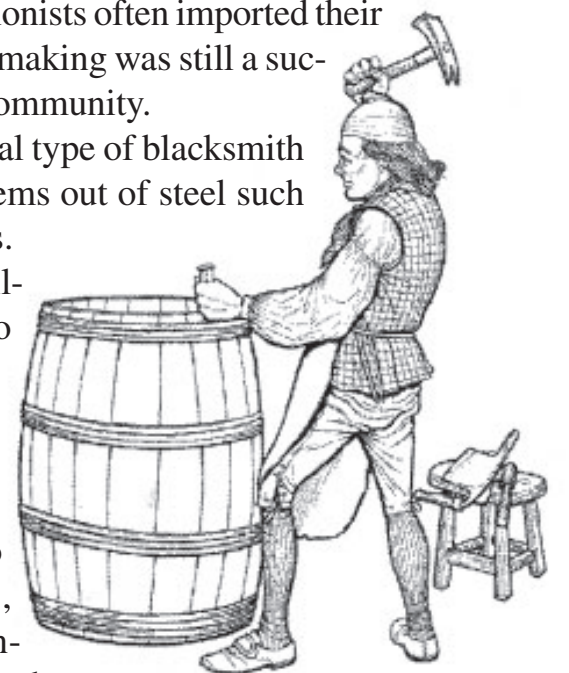
Shipwrights: Shipbuilding was an exceedingly complicated craft and required the services of almost 30 different types of craftsmen. It took almost a year to build a ship. Hardware (such as nails) were often hard to come by and sometimes nails had to be made of wood. These were called treenails (wooden pegs).

Printer: The first printed book in the colonies was published at Harvard College in 1640. Printers not only printed books but also printed newspapers, legal forms and handbills and sometimes served as postmaster. (Come visit the Printer at Historic Cold Spring Village!!)

Shoemaker: A shoemaker or “cordwainer” arrived in the Colonies as early as 1629. Very rich colonists often imported their boots from England but shoemaking was still a successful business in a small community.

Cutlers: A cutler was a special type of blacksmith who used to make special items out of steel such as weapons, knives and tools.

Cooper: Colonists needed millions of barrels each year to store crops or flour, corn meal or molasses. This made cooping one of the most important trades in early America. Coopers used mostly oak to fashion and mend barrels, kegs, buckets, tubs and tankards. There were both dry and wet barrels.



How many of these occupations can you find listed in the phone book? Find 5 other occupations that are found in the phone book that would have been needed 100 years ago in Cape May County that still exist today. List them below.



Make Your Own Windmill

MATERIALS NEEDED:

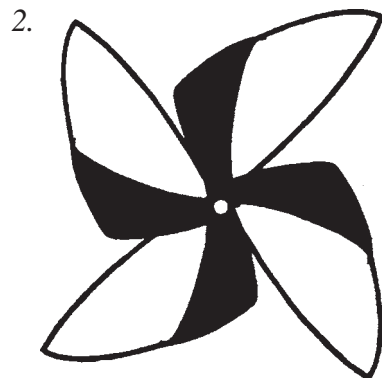
- A 3" square piece of paper
- A circle cut out of paper
- A large styrofoam cup construction paper
- A thumbtack
- Felt-tipped markers

HOW TO MAKE IT:

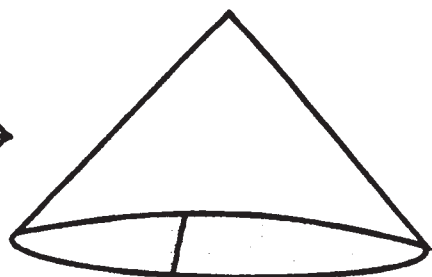
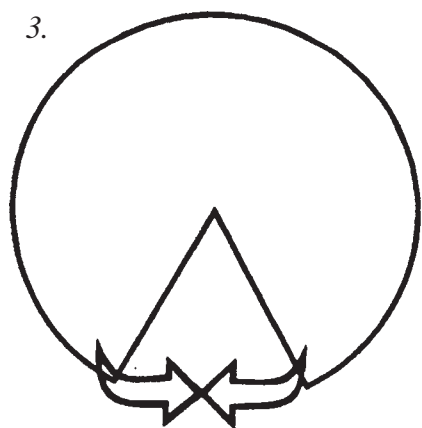
1. Draw straight lines connecting opposite corners of the square piece of paper.



2. Starting from each corner, cut the paper almost all the way in to the center. Fold half of each corner in to the center. Hold the points in place with tape.



3. Take the circular piece of paper and cut a pie shaped section out of it. Bring the two edges together to form a cone and secure them with tape.



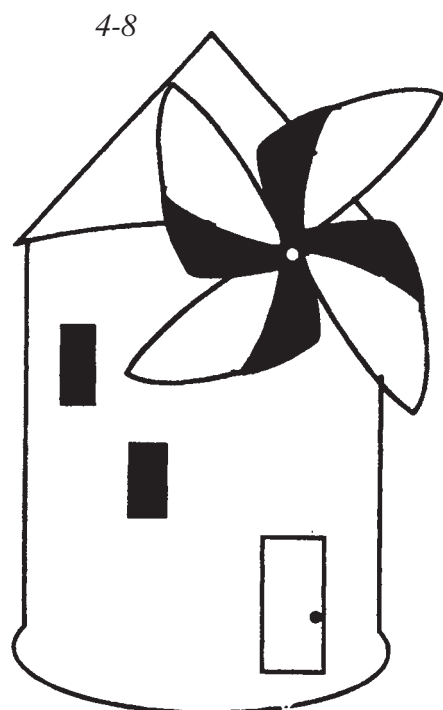
4. Turn the cup upside down. Draw a door and windows with colored marker.

5. Glue the cone onto the bottom of the cup to make the roof.

6. After the glue dries, shingles can be put on by overlapping square of colored paper or overlapping rows of paper strips with slits along their bottom edges.

7. Start gluing the shingles at the bottom edge of the roof and work your way up to the top.

8. Use the thumbtack to attach the pinwheel to the cup. If you want a base, glue the windmill to a sheet of paper.



Mrs. Benjamin Franklin, A Hat and Mittens

The knitting of mittens in Colonial days in Cape May County occupied all the spare moments of the housewives and the ambitious maiden.

A great deal of the encouragement of the development of this industry is given to the wife of the eminent Benjamin Franklin.

Mrs. Franklin sent down to one of the fair daughters of the neighborhood of Cold Spring a cap of the fashion then in vogue. She wore it to a meeting at the old Presbyterian Church (later called the Old Brick Church). The other maidens saw it and



wanted caps like it. The people saw in it an opportunity to knit mittens and send them up to the City of Brotherly Love, to exchange for these caps and gaudy ribbons.

The effect of Mrs. Franklin's give cannot be better explained than by the reading of a letter which Dr. Franklin sent to Benjamin Vaughn from Passy, France, on July 26, 1748, while discoursing on the benefits and evils of luxury.

The letter in part said:

"The skipper of the Shallop, employed between Cape May and Philadelphia, had done us some service for which he refused to be paid. My wife, understanding he had a daughter, sent her a present of a new fashioned cap. Three years after, this skipper being at my house with an old farmer of Cape May, his passenger, he mentioned the cap and how much his daughter had been pleased with it."

"But," said he, "it proved a dear cap to our congregation."

"How so?"

"When my daughter appeared with it at meeting, it was so much admired that all the girls resolved to get such caps from Philadelphia, and my wife computed that the whole would cost 100 pounds."



"True," said the farmer, "but you did not tell all the story. I think the cap was, nevertheless, an advantage to us, for it was

the first thing that put our girls upon knitting worsted mittens for sale in Philadelphia that they might have wherewithal to buy caps and ribbons there, and you know that the industry has continued and is likely to continue and increase to a much great value and answer better purposes."

"Upon the whole, I was more reconciled to his little piece of luxury, since not only girls were made happier by having fine caps, but Philadelphians by the good supply of warm mittens knit there in our own Cape May County"

Spring-Summer

Dear Parents,

We hope that you and your children enjoy the second issue of our student newspaper, *The Chronicle*. The school edition of the newspaper is written at Historic Cold Spring Village and published through the courtesy of Gazette Leader Publications. Their generous help allows the Village to distribute *the Chronicle* to over 1600 Cape May County 4th grade students, allowing us to teach them about the rich heritage of our communities. The topics chosen for each edition coordinate with the school curriculum.

Now in its second year, the Junior Journeyman Program allows students ages 12-18 who have an interest in history to work in a 19th century open air living history museum. They will work hand to hand with various craftspeople/interpreters to develop their knowledge of Cape May County history, public speaking and crafts/trades of the early to mid 1800's. Past graduates of the Junior Apprentice Program will be considered.

Once again, the Village will be sponsoring the summer Jr. Apprentice Program for children ages 12 and 13. The program consists of two 4 week sessions. The students chosen to participate will spend a portion of one day each week for 4 weeks exploring life in the "Age of Homespun" (1790-1850). This step "back in time" will focus on life through the eyes of the apprentice. Time is spent with trades and crafts persons /interpreters as well as housewives practicing domestic arts including cooking, spinning and weaving. The program is provided free of charge for Cape May County students through funding from PNC Bank and the Friends of Historic Cold Spring Village. Students must be recommended for the program. To receive an application form for the Jr. Apprentice Program or request additional information on Village programs, activities and events, please contact the office at 898-2300 ext. 16, or visit us online at <http://www.hcsv.org>.

Sincerely,

Anne Salvatore

Anne Salvatore
Executive Director

