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

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 new 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 Brosschap 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 May. 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, “It's 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.
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 task 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 more arduous 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 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 to be located in 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

The development of Dennis Creek as an important economic and transportation center was rapid. 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, Diverty’s Creek and Dennis Creek prospered and grew in the early 1800’s because of the increased traffic on the road from Dennis Creek to Cape Island.

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, proge, shaving horse or Schnitzel-bank, axe, block, butter and spade. Many of these tools may be found today at the Historic Cold Springs Village Woodwright Shop.

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 sold 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.
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, Sites 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 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

“The 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.
Today we get into our cars and drive only a few hours to Philadelphia or Camden or to an airport where we can board a plane and fly around the world in only a day. But have you ever thought about what travel would have been like without cars, planes, or trains! Early visitors to Cape May County had only two ways to travel - by sea or by land. Each route was dangerous and unpleasant.

Travel by water was a popular way to arrive at Cape Island (Cape May). The trip was often much shorter than travel by land and companies advertised sea travel as such. Sailboats sailed to Cape Island from Philadelphia and ports in Northern New Jersey. Upon arrival, passengers, boarded a whale boat, along with their luggage, and were brought ashore. Eventually a portable dock was built at Cape May Point which made the whaleboat unnecessary. Sailboats could land at either Cape May Point or Schellengers Landing in Cape May, where the Lobster House Restaurant is today. When steamboats were used in the early 1800’s, they could only dock at Higbee’s Beach. When their ships arrived, passengers still had a journey. The docks were often crowded with the wagons which took visitors to the hotel or boarding house of their choice.

To reach the County by land, traveler’s started their journey at Cooper’s Ferry (Camden). As early as 1801 there were at least two coaches a week making the trip. The roads they traveled had been Indian trails and were now converted to wagon roads. They were often very rough to travel on and unpredictable because of weather. By 1824 two stagecoach companies competed for the Cape May passengers. Travel usually took up to two days with an overnight stop in Bridgeton, Millville or Port Elizabeth. Many of the inns or homes that served as stage stops or lodgings for these travelers still stand along the busy roads of the County. We can see how long the journey might have taken based on the following advertisement from July of 1801. Read it carefully and try to answer the questions below:

... A stage starts from Cooper’s Ferry on Thursday every week and arrives at Cape Island on Friday; it starts from Cape Island on Tuesday of each week and arrives in Philadelphia the following day. Gentlemen who travel in their carriages will observe the following directions: Philadelphia to Woodbury is 9 miles, thence to Glasshouse, 10, Malaga Mill, 10, Lehman’s Mill, 12, Port Elizabeth, 7, Dennis Creek, 12, Cape May, 7 ...

Those who choose water conveyance can find vessels almost anytime.

Why would someone want to travel to Cape Island or Cape May County when the travel was so difficult? Cape May in the 1800’s was as popular a seaside resort then as it is today.

Examine the 1801 advertisement from this story and try to answer the following questions:

1. How many miles was it from Philadelphia to Woodbury?
2. How many miles from Port Elizabeth to Dennis Creek?
3. If you traveled from Philadelphia to Port Elizabeth on the first day of your trip, how many miles would you travel? (Hint: Make sure you add all the distances from Philadelphia to Woodbury, then to Glass-house, then to Malaga Mill...and so on.)
4. If you were coming to visit Cape May for vacation in 1805, which way would you choose by boat or by stagecoach? Why?
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 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.
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 coast 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 Methodists 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, William 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.)
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 hats.

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 coo-pering 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 may 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.