

# Squan Village Historical Society

~~Bailey-Reed House Museum~~

February 2017

105 South St., Manasquan, NJ

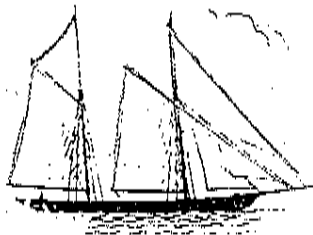
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squanh@verizon.net

## ~~~Squan Village~~~ Captains of the Sea

The main occupation of men in this area of Squan in the 1800s was, of course, connected to the sea either by building the ships or by sailing the vessels. As one never put all the eggs in one basket....so you never put all your money into one individual ship. Sometimes ship owners only possessed 1/16 share of a vessel. The small ships were called "Coasters" and sailed between New York to Richmond, Virginia. Capt. Frank Longstreet, Keeper of the Life Saving Station, Manasquan reported 207 Schooners passing our coast in one day!

The Sea Side of August 10, 1883 reported: "Capt. T. S. P. Brown has launched his magnificent new schooner, the *John H. Brown*. She measures on the keel 140 feet, over all 152 feet, depth of hold 12 feet. In the after cabin are four staterooms and the forward cabin is arranged for dining room, pasty, closets and small rooms. The after cabin is finished in oak and the forward cabin in bird's eye maple, French walnut, mahogany and cherry. The owners are Capt. T. S. P. Brown, Captain Hanson, Michael Coleman, A. Lietes of East River, John Brothers, and King and a few others."



*Schooner*

**Help us Celebrate our  
30<sup>th</sup> Anniversary!**



### ~Calendar of Events~

<u>February</u>	<b>No Regular Monthly Meeting</b>
<u>Feb. 12</u>	<b>Regular Sunday Opening</b>
<u>March 12</u>	<b>Regular Sunday Opening &amp; Regular Monthly Meeting Combined!</b>
	<u>Note change of meeting day to Sunday Afternoon.</u>
	Program - "History of the First Baptist Church"
	Speaker - Pastor Joe Gratzel
<u>April 9</u>	<b>Regular Sunday Opening</b>
<u>April</u>	Program and Date To be Announced
<u>April-May</u>	Girl Scout Victorian Socials

The Society meeting for March will be held on the Sunday date noted above. The Museum will be open on that date from 1:00 to 4:00 pm with the Program starting at 2:00 pm. Let us know how you like attending the programs on Sunday afternoon instead of night meetings. We appreciate your ideas and opinions.

Thank You.

## ~~President's Desk~~

With the New Year upon us, we look forward to a fresh start. This year has been a tough one. Our Carriage House needs to be re-sided. One of our chimneys partially collapsed and needs to be built up again. Our side brick walkway needs to be lifted and evened out. Our back exit by the office needs the rotted wood replaced.

I ask you please to contribute to our yearly fundraisers which are so important to our being able to keep YOUR historical museum safe and running smoothly. I'm asking you for moral support and a little more active involvement. The Board and a few dedicated volunteers cannot do this alone. We need your help.

How? Volunteer an hour a month in the museum...offer to bring refreshments to a meeting...better yet, attend a few meetings! We need new members, even on our Board of Trustees, to help in planning activities of interest to a wider variety of our community. Any ideas? Know of any speakers? Demonstrations of some sort? Visits to other historical locations?

Please say yes. Please get involved.

Please make 2017 a successful & happy year.

**Kathy Bloetjes**

**Newsletter Sources:** SVHS Archives, Research of Dr. Jean Wilson, Writings of Karl Eggiman, Manasquan 1887-1987, Broken Spars (Downcy), Squanians (Mrs. Lewis Pearce), Virginia Housewife (1828), Manasquan (1962), Internet, Crestdale Writings, The Sea Side.

### WHAT THE WHITE HOUSE COSTS.

Salary of President, \$50,000; additional appropriations are about \$75,000. A total of \$125,000. The President has the following corps of assistants: Private Secretary, \$3,250; Assistant Private Secretary, \$2,250; Stenographer, \$1,800; five Messengers, \$1,200 each, \$6,000; Steward—; two Doorkeepers, \$1,200 each, \$2,400; two Ushers, \$1,200, \$1,400, \$2,600; Night Usher, \$1,200; Watchman, \$900, and a few other minor clerks and telegraph operators.

**SUNDRIES.**—Incidental expenses, \$8,000; White House repairs—carpets and refurnishing, \$12,500; fuel, \$2,500; green-house, \$4,000; gas, matches and stable, \$15,000.

These amounts, with others of minor importance, consume the entire appropriations.

## ~~Museum Chairman's Desk~~

Our 28<sup>th</sup> & 29<sup>th</sup> Victorian Teas were successfully held and heralded in the holiday season. We always enjoy seeing our old friends and meeting new ones. I have passed the honor of chairing the Teas to our President and, as a thank you for the past events, the Board gave me a darling tea pot on a gold chain. Thank you for the kindness and thank you to all the workers who help make these Victorian Teas so popular.

An old c.1800s sleigh was donated to the Society last year and by hours of repair work by Member Don Corson, it was a great addition this year to the front of the Museum filled with "gifts". Thank you, Don, for donating your time and talent to this project.

Rich Bonelli has been working on a Grant for the re-siding of the c.1813 Carriage House. Anyone who ever applied for a Grant knows all the work and many hours of research that it entails. Many thanks, Rich.

**Barbara Reynolds**

**THE GREATEST DEPTH OF THE OCEAN EVER MEASURED.**—The deepest verified soundings are those made in the Atlantic Ocean, ninety miles off the island of St. Thomas, in the West Indies, 3,875 fathoms, or 23,250 feet. Deeper water has been reported south of the Grand Bank

of Newfoundland, over 27,000 feet in depth, but additional soundings in that locality did not corroborate this. Some years ago, it was claimed that very deep soundings, from 45,000 to 48,000 feet, had been found off the coast of South America, but this report was altogether discredited on additional investigation in these localities. The ship Challenger, which in 1872-74 made a voyage round the globe for the express purpose of taking deep sea soundings in all the oceans, found the greatest depth touched in the Pacific Ocean less than 3,000 fathoms, and the lowest in the Atlantic 3,875 fathoms, as given above.

*Burroughs Encyclopaedia  
Of Useful Information  
1889*



~Recipe from Grandma's Kitchen~

Hard Boiled Eggs with Pickled Beets

Preserved eggs for Coaster Ship Trip

1800s



HOW TO HARD-BOIL EGGS

Put the eggs into a pan and cover them with cold water. Heat the water until it bubbles rapidly. Then turn off the heat and cover the pan. After 15 minutes, run cold water over the eggs and peel them.

Red Beet Roots

"Are not so much used as they deserve to be; they are dressed in the same way as parsnips, only neither scraped nor cut 'till after they are boiled; they will take from an hour and a half to three hours in boiling, according to their size. They are easily converted into a very cheap and pleasant pickle."

Mrs. Mary Randolph - 1828

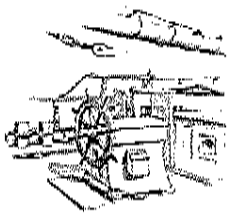
Red Beet Eggs

Cook beets, cool, slice and add to this pickle mixture which has been boiled and cooled:

1 t. dried mustard  
1 tea cup vinegar      1/2 t. pickle spice  
1/2 tea cup water      1/4 tea cup of sugar

Add your peeled hard boiled eggs and store in covered crock.

American Heritage Cook Book



~Acquisitions~

Vast Amount of Historical Information from the Estate of Mary Alma Bushong. Due to the holiday events it is yet to be listed and cataloged. We apologize.

Books - Photo History of WWII & American Album 1968

Jan Lavance

Parlor decoration - metal w/ glass

Barbara Molteni

Ruffle Press, Copies of LI-TAH-NI

Nancy Sherman

Book - Railroad of NJ

Linda Brown

Book - Brielle Gallery

Joyce Burrows

Envelope - Charles J. Parker

John Poss

Newsclipping - Main St.

Marvin Gibbons

Sewing Thimbles (2)

Carol Broderick

Newspapers (2)

Mary Ann Przygocki

Letter, Photos (3)

Ray Pettit

**New Members**

Charlotte Foster      Dylan Lembo

Jeff Petrulla      Brendan Reilly

Kyle Benjamin

**New Life Member**

Brielle Historian John E. Belding

**Betty Anderson, Membership**

**Life of a Seaman**

The jobs of a seaman aboard a schooner were many. Most merchant schooners carried a Captain or Sailing Master, who was sometimes also the owner of the vessel. The mate was second-in-command and was usually responsible for a crew of 3 - 4 seamen and a cabin boy. Any one of these people could assume the role of pilot, and the boy often acted as cook. The crew's duties required a lot of muscle for raising the masts, hoisting the anchor and manning the winches that loaded cargo on board. A crew member's day was divided into watches, with each crew member alternating four hours on and four hours off. Every ship, no matter how well built, still took on water so the ship had to be pumped every day. At least once a year, the ship was re-caulked, tarred and painted.

## ~ Squan Captains of the Sea ~

"I never was on the dull tame shore  
but I loved the great sea more & more."

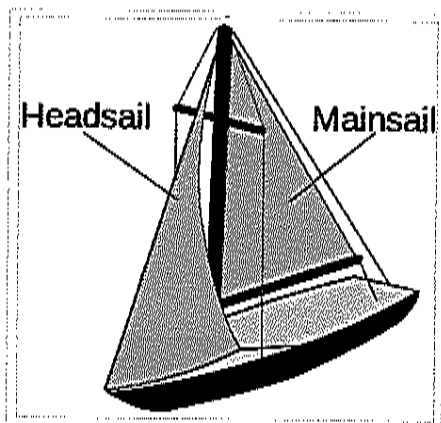
Bryan W. Proctor

This surely was the feeling of so many local men who made their primary livelihood on the sea. Frequently on their off times, some seaman were also farmers. But between the years from the early 1800s and the 1880s, most young men became ship builders, watermen and captains of locally built Sloops and 2 masted Schooners. These vessels carried 40 or 50 tons of cargo in and out the Inlet and docked at Union Landing.

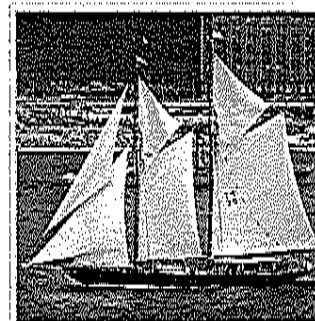
A study was made in the 1870s to find a viable way to maintain an open meandering Manasquan Inlet. It was reported that *"With the exception of Shark River, Manasquan Inlet is the only opening remaining in the 53 mile stretch of coast from Sandy Hook to Barnegat Light. It has depths at low water of about three feet or less, with constantly shifting channels, which have at intervals been entirely closed."*

The Sloops and Schooners that were built locally and by hand were usually built of white oak, pine, chestnut and cedar. Larger vessels than the two masted Schooners were built elsewhere.

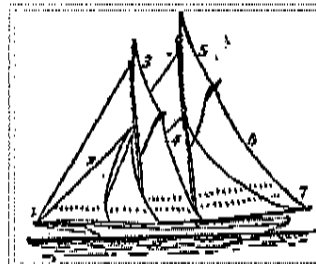
**Sloop** - rigged with one mast and a single headsail.



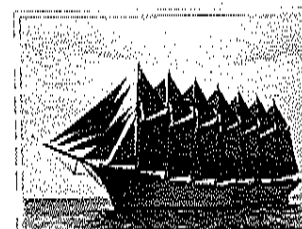
**Schooner** - the two masted vessels built in this area ranged from 50 to 100 feet long and 130 to 200 tons. Crews consisted of six men and the Captain. The ships were mainly used for trading, coastal runs, fishing and privateering. These vessels proved very good for handling the winds and currents and for shallow inlets and coves such as Manasquan Inlet. They had long narrow hulls restricting them from carrying a large amount of cargo. Greater size Schooners evolved having as much as six masts.



A traditional gaff topsail schooner



Schooner rigging: 1) Bowsprit 2) Jib, followed by fore staysail 3) (Fore) gaff topsail 4) Foresail 5) Main gaff topsail 6) Mainsail 7) End of boom



The only seven-masted schooner ever built, *Thomas W. Lawson*

**Cargo** - consisted of lumber, charcoal, vegetables and iron. Tobacco, tea, and assorted goods such as locks, bowls, pottery, etc. were brought back from southern or northern ports. The ocean was the first real direct route between coastal villages from Maine to the South.

~~~ Squan Captains of the Sea ~~~

**Local Men and their Ships**

Forman O. Bailey S. S. Thorp, Henry S. Little  
 George G. Bailey William H. Bailey  
 Henry Bailey Thomas R. Woolley  
 John Bailey C. H. Malison, Ida Grant  
 Marvin Bailey W. H. Bailey, Charles, Endicott  
 William H. Bailey Mary Jane, Wave,  
 Lavinian, Abram Osborn  
 Stewart Bennett Gracie D. Chambers  
 James Brannin Wave, Mary Ann  
 George G. Brown Sinepuxent  
 John M. Brown Pinta  
 Joseph H. Brown Fiorella  
 Morris Brown Enterprise  
 Theodore S. P. Brown O. H. Brown  
 William Clark Breeze  
 Abram Curtis John B. Spofford  
 Asher Curtis Charles H. Valentine, Geo.  
 Bailey, Sarah W. Lawrence  
 James Curtis John T. Young, Wm. A. Brooks  
 James Curtis James K. Polk, Liberty  
 John Curtis Bertha Walker  
 Pitney Curtis John T. Williams  
 Tylie Curtis Thomas A. Ward  
 Vaden Curtis I.J. Merritt, King, Vaunanie  
 Edward Green Gracie E. Chambers  
 James Henry Green Glide, Banner, Bound  
 James Edward Green William Clark  
 William H. Green Sunlight, Rhoda Holmes,  
 Charles Nobel Simmons  
 Perry Hudson Alice Pearce  
 John Huntsinger Little Warford  
 Billy Jackson Columbian  
 Hart Jackson Fourth of July  
 Abram Longstreet J. W. Morris, Charles  
 Wolsey, T. Lupton  
 John E. Clayton  
 Andrew J. Longstreet Elizabeth, Triton  
 Cornelius Longstreet Banner  
 Jake Longstreet Manna  
 Jimmy O. Longstreet Greenleaf Johnson  
 Randolph Longstreet John D. Williams  
 Spencer Longstreet James W.  
 Tabor Longstreet Thomas A. Ward  
 Benjamin Lyman The Native  
 Benjamin Osborn

Lucien Osborn John K. Shaw  
 Marion Osborn Marjorie Brown, Keinberg  
 Alvin Pearce Frances Taussig, Esther  
 K. Augusta  
 Ambrose Pearce (sailed for Asher Curtis)  
 Archie Pearce Job H. Jackson, Henry S. Little  
 Cohen Soria Pearce S. S. Thorp  
 David Pearce Thomas L. James  
 Edgar L. Pearce Calvin B., Orcutt  
 Edwin L. Pearce Benjamin VanBrunt  
 Ernest Pearce Sintram  
 George Pearce (sailed for Asher Curtis)  
 W. Irving Pearce Henry S. Little, Malcom  
 Baxter, Jr.  
 Joseph T. Pearce The Vineyard  
 Lewis E. Pearce F. Mervin, The Mattie V.  
 Rulon, The Lookout  
 Lewis E. Pearce Irene, American  
 Lewis H. Pearce Samuel S. Thorpe, Nellie  
 W. Craig, Henry Sutton, Jeanie  
 C. May, Charles A. Campbell  
 Oscar Pearce John L. Hasbrook  
 Wynant V. Pearce John D. Williams  
 Cornelius Poland Stranger (and) Farewell  
 George Rankin The Enterprise  
 James Rankin Eliza Jane  
 John S. Rogers White Oak, Fashion,  
 The Breeze  
 Abram Thompson P.C. Schultz, Marjorie  
 Brown  
 James Thompson Peter C. Schultz  
 Stephen Thompson Charles H. Valentine  
 Edward Tilton Adelaide Barbour  
 George Tilton Viking, Maggie M. Keough  
 Thomas L. Tilton Briton M. Tilton, Abram  
 Osborn, Riley Allen, Faithful Friend

This listing was compiled from the following sources: Squanians (Mrs. Lewis H. Pearce), Manasquan 1887-1987 (SVHS), & Local Family Genealogies. The listing tells only of the names and the ships and no words can convey the daily danger of sailing away from home maybe never to be heard of again. A very courageous group of men and their families.

## ~~~ Squan Captains of the Sea ~~~

### Captain & Crew Lost

This was always very sad news to families of the courageous men who went to sea as well as their friends and fellow Ship Captains. Whether they crossed the ocean or sailed up and down the Eastern coast line, they left home and put their vessels and their lives into the many challenges of the weather and the sea. Below are only two accounts of the many ships that left our inlet to never return safely back home.

#### John K Shaw

On Feb. 24, 1884, the wreckage of the Schooner *John K. Shaw* washed up on the beach around Long Branch. The Ship was owned by Capt. Lucien Osborn and carried iron ingots and coal from Virginia. Bad weather and possibly another ship crossing the path of the Shaw had made contact. The only artifact left from the disastrous wreck was the vessel's bell which is in the possession of a relative after being handed down through generations of the Shaw family.

#### Calvin B. Orcutt

The vessel was a four masted Schooner owned principally by Manasquan shareholders and commanded by Capt. Edgar Pearce. It wrecked off the coast of Chatham, Massachusetts at Christmas in 1896. Again, sadly another Captain and crew were lost. Capt. Geo. Bailey traveled to the wreck and reported that the *Orcutt* was caught behind a bar in a blinding snow storm with a gale blowing east/northeast right on the beach. In this case, there were many questions as to the reliability of the local area's Life Saving Crews working to save the Captain & crew.

### Quotes from the Sea Side 1800s

Capt. James Rankin sailed the *Eliza Jane*, thought to have been named for a sweetheart. The boat was a scow with two masts and a flying jib. She was said to be the most unpopular on the river among other captains because none of them were able to beat the *Eliza Jane* in a race!

7 Jan. 1881 - It was not unusual for vessels to be ice bound during the winter months. Captain Asher Curtis, John Stile, Forman and George Bailey, Benjamin Lyman, Vaden Curtis, Lucian Osborn and T.S.P. Brown are at home. Many of their vessels are ice-bound in southern waters.

Capt. Brown's vessel, *The Pinta*, looked much like Christopher Columbus' ship of the same name.

May 1822 - Capt. Marion Osborn, who had been captain of the schooner *Keinberg*, had a large three-masted schooner built at Fair Haven, Connecticut, which he used in the coasting trade. Capt. Vaden Curtis took Captain Osborn's place as pilot of the *Keinberg*. Another three-masted schooner was built in 1883 at the H.H. Hanscom shipyard in New Haven, Connecticut, for Captain T.P.S. Brown of Manasquan. The ship was 140 feet long with a 35 foot beam and the hold measured 12 feet at its shallowest part.

24 Oct. 1884 - A new schooner of about 1,000 tons register is being built at New Haven, Conn., for Capt. Asher Curtis of Manasquan and is well-nigh completed. This will prove a valuable addition to the fleet comprised of the *Wm. H. Bailey*, *H.P. Havens*, *Samuel S. Thorp*, *Sue Williams*, *John M. Brown*, and the *Thomas L. James*. The total valuation of the vessels named will reach at least a quarter of a million dollars.



~~~ Squan Captains of the Sea ~~~

### Crestdale Scribblings

The Crestdale Villa was the inn that stood between Manasquan and Point Pleasant in Union Landing in the late 1800s. It was a large and beautiful dwelling with a tower 78 feet high. It was built on the very crest of the dale as the name signifies, and was owned by Captain Winant V. Pearce where the following writings of interest regarding local ships and captains were published in the "Register:"

*May 27, 1887*

Capt. T. S. P. Brown has sailed for Norfolk, where he will take on a cargo of coal for Charleston, and thence to Port Royal. He will return with railroad ties. While at home he made several notable improvements, among them a new dock. He also purchased Capt. Bailey's Yacht the "*Mischief*."

The sloop "*Rio Grand*" ran aground on the bar on Wednesday evening while entering the inlet, with a load of oysters for Mr. Taber Longstreet.

*June 17, 1887*

Capt. W. V. Pearce arrived at Washington, D.C. with a cargo of ice on Monday and sailed on Thursday with coal for Fall River.

*July 1, 1887*

Capt. Eugene Longstreet is soliciting contributions for the building of a large boat to be used in the oyster trade in the winter and for pleasure parties during the summer.

The Schooner, "*John M. Brown*", arrived at NY on Tuesday with a cargo of railroad ties from Port Royal and her commander, Capt. T. S. Brown, is at the Union for a day or two.

*July 15, 1877*

Capt. W. V. Pearce has bought a handsome brown rockaway horse of Mr. Wyckoff of Manasquan.

*July 22, 1877*

Capt. Lewis Pearce has greatly improved his residence by the addition of another story with modern finishings.

*August 5, 1887*

"*The Virginia*" was caught in Tuesday's storm and her passengers deluged.

Capt. W. V. Pearce, whose vessel was detained several days in search of a crew, sailed for Baltimore on Tuesday.

The yacht race last Saturday was a failure in consequence of the state of the weather.

The closing of the inlet is a source of great discomfort and uneasiness. Fish and eels are dying in the river, and a little more of this sort of seaside pleasure will speedily drive the visitors away. A large party of men began digging the inlet on Tuesday but were stopped by the rain.

*August 12, 1887*

The old wreck in the river is the scene of startling bonfires.

Capt. W. V. Pearce sailed the "*J. D. Williams*" from Sandy Hook to Baltimore in sixty hours.

*August 19, 1887*

On Saturday morning the "*John M. Brown*" sailed past the inlet. Her commander Capt. T. S. B. Brown, Mrs. Brown and Miss Mary were visible on deck. Their salute was recognized and returned.

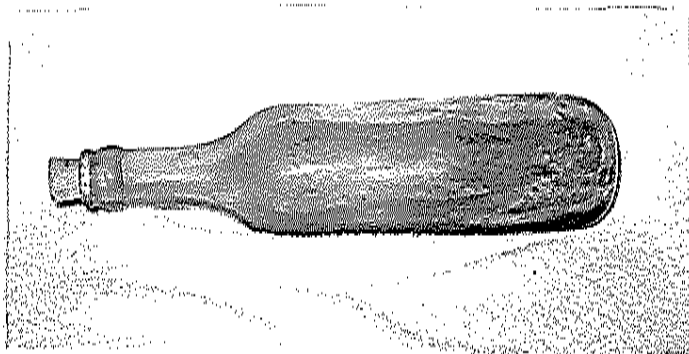
*August 26, 1887*

The Manasquan inlet is in fine condition now and the river runs high.

*May 11, 1888*

A visit to Mr. Bart Pearce's shop shows him to be thoroughly skilled as a builder. He is launching quite a fleet of new yachts that are most ably and tastefully constructed. Capt. George Bailey's will be called the "*Native*" and Capt. W. V. Pearce's the "*Undine*" (water-sprite). The last mentioned is at present snugly housed in her new quarters on the lawn at the Crestdale Villa, and is a model of beauty. When launched the "*Undine*" will be the largest yacht on the river, we are informed. Capt. Forman Bailey will also have a new vessel soon from Mr. Pearce's shop. The "*Jennie Arnold*" lies with tattered curtains, awaiting her turn for repairs.





**Glass Ballast Bottle**

You will find this Ballast Bottle in our Nautical Room. It would have been filled with sand for weight when needed and stored flat as it has a rounded bottom keeping it from standing up vertically. The sand was removed when cargo was in the hold.

It is an interesting artifact in that glass consists of 60% sand, 30% potash and soda ash and 10% lime. In the 1600s sand was gathered from the beaches, potash is wood ash, soda ash is seaweed ash and lime is crushed oyster shells. The natural color of glass is green because sand has iron oxide or rust in it naturally. To change the color, a metal must be added....Manganese makes Clear, Cobalt makes Blue, Carbon makes Brown, Silver makes Yellow, Tin makes White and Copper or Gold makes Red. Adding another interesting fact for those who collect Sea Glass from our beaches.

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Suzanne and Ray Shea are creators of the Squan Village Historical Society's Official Website and we would like to thank them for their work and talent enabling us to share our past history via the technology of the Internet. As you can see by their business card, their company provides a multitude of custom printing subjects from invitations to cards to bibs!

Reach them via phone or website.

**Membership Renewal or Application**  
**Year 2017**

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Special Interests \_\_\_\_\_

Able to participate as active member \_\_\_\_\_

\_\_\_\_\_Renewal/Individual \$15.00

\_\_\_\_\_New Membership/Individual \$15.00

\_\_\_\_\_Life Membership/Individual \$100

Mail a check to: Membership Chairman

Squan Village Historical Society

105 South St., Manasquan, NJ 08736

**Squan Village Historical Society**

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