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HISTORY
OF
BURLINGTON AND MERCER
COUNTIES,
NEW JERSEY,
WITH
BIOGRAPHICAL SKETCHES
OF MANY OF THEIR
PIONEERS AND PROMINENT MEN.

BY
MAJOR E. M. WOODWARD

AND
JOHN F. HAGEMAN.

ILLUSTRATED.

PHILADELPHIA:
EVERTS & PECK.

1883.

26, 1857, and the old Franklin Engine Company. The first officers of the Young America Hook-and-Ladder Company were Hamilton McDowell, president; George C. Burling, secretary; Joseph Butcher, treasurer. The first officers of the Young America Fire Company were George C. Burling, president; E. F. Perkins, vice-president; William S. Coleman, treasurer; W. H. Antrum, secretary. The hose carriage was bought in 1871 of the Fairmount Fire Company of Philadelphia, at a cost of about \$600; the hook-and-ladder truck Sept. 28, 1872, of C. Shantz, of Philadelphia, for \$1250. The engine-house of this company is a two-story brick building, No. 28 Broad Street. It was built in 1870, and with the other property of the company is valued at \$6000. The officers of the company, which has a membership of eighty-one, are Samuel W. Stockton, president; William E. Prickett, vice-president; Albert H. Silpath, treasurer; Frank B. Stockton, secretary; Decatur Abdell, foreman; Frank G. Holloway, assistant foreman.

The Burlington Fire Department, as it is now constituted, was organized January, 1877. The first and only chief to date is W. M. Jeffries, who has been re-elected since that time, having won the confidence and esteem of the firemen and the citizens generally. Besides the chief, the present (1882) board of engineers consists of Lewis Vanschuyver, first assistant; John K. Vansciver, second assistant; and Frank B. Howell, third assistant. The estimated value of the real estate and apparatus of the department is thirty thousand dollars. The force consists, besides the board of engineers, of two hundred and forty-five men, including officers of the companies. The companies are composed of good, reliable men, many of whom have seen years of service. The oldest fireman in the city is Franklin Woodman, who has been in active service thirty-five years. The apparatus consists of two steam fire-engines, one chemical engine, one hook-and-ladder truck, and four hand hose carriages. There are two thousand six hundred and eighty feet of hose in the service. The engine-houses are all in good condition. The city is well supplied with facilities for the extinguishment of fires, the fire hydrants numbering eighty-eight, and the Delaware, Assiscunck Creek, and other water flowing nearly around the more thickly settled portions. In addition to the pumping capacity of the engine at the water-works of nine hundred gallons a minute, the volume of water elevated to the reservoir can be forced by an ingenious and simple arrangement direct into the street mains and a stream thrown from the hydrants over one hundred feet in height.

The Firemen's Relief Association of Burlington, participating in the benefits of the Firemen's Relief Fund of New Jersey, was originated May 16, 1879, with W. M. Jeffries as president, William A. Stineruck as vice-president, George A. Allinson as secretary, and Franklin Woolman as treasurer. John S. Parker has succeeded William A. Stineruck as vice-

president, otherwise the official list remains (1882) the same.

The Burlington Water-Works.—Early in the present century it became apparent that the high lands immediately south of the city of Burlington possessed springs of water of unusual abundance, and at such an elevation as to make it possible to conduct a supply thereof to the city sufficient for the ordinary domestic needs of its people. Oct. 31, 1804, William Coxe, Thompson Neale, Abraham Stockton, and John Hoskins, Jr., obtained from the State Legislature a charter authorizing them to take measures to effect the purpose mentioned, under the name of the Burlington Aqueduct Company. It is believed that an additional incentive to the undertaking just at that time was found in the fact that the city of Philadelphia, then grown greatly in population, was about to substitute new iron pipes in Market Street for the wooden logs, which for nearly seventy years had conducted water from the works at Centre Square, and offered for sale these logs, which seemed just adapted to the purpose designed by Burlington's pioneers. They were accordingly purchased and laid from the reservoir at the springs (on the lands of John Rogers and George G. Wetherill) to the city, and through High and East Broad Streets. The supply obtained was insufficient for anything beyond the merest domestic service, and such a measure as fire protection therefore would be entirely out of the question, but nevertheless a few fire-hydrants of a rude pattern were placed on these lines.

Baths were a luxury few could enjoy. Those even who had means to pay and leisure to wait for a flow into bath-tubs, must be sufficiently lowly-minded to content themselves with bathing in the lower stories of their houses, while some found it expedient to use their basements for that purpose.

The rules of the Aqueduct Company were necessarily rigid regarding the use and waste of water; and so exclusive were the privileges given, and so stringent their regulations, that great care was required to avoid a violation of them, and once a prominent citizen, an inn-keeper, was fined five dollars for giving drink to a horse from a pail.

In 1843, Thomas Dugdale, then a very enterprising citizen of Burlington, having built a large number of houses, chiefly in the easterly portion of the town where he had his residence, desiring to increase the supply of water to his own home and others, laid small iron pipes along such streets as he was improving and connected them with a pump on the present site of the water-works, which was worked by the steam-engine of his grist- and saw-mills on the site of the terra-cotta works of Henry Apple. This action of Mr. Dugdale met with the disapproval and remonstrance of the Aqueduct Company, who stated their objections so strongly and publicly that the people, who felt glad to see a prospect of a greater abundance of water, petitioned the Common Council

to allow him to lay pipe through other streets for general supply. This permission was granted, one of the conditions being that the city should have the use of twenty-five fire hydrants supplied without cost to the city from the pipes thus laid.

In the winter of 1844 the mill referred to, by which the water had been forced into the mains, was burned, and early in 1845 the easternmost portion of the high building containing the tanks was constructed, and in it were placed the seven iron reservoirs still in use by the city.

In 1848, the demand for water having increased greatly, and the proceeds from the works having become remunerative, Mr. Dugdale made overtures to the Aqueduct Company for the purchase of all their property and franchises, and succeeded in making such terms as led to his sole proprietorship of the same, which in 1860 became the property of the newly-organized Burlington Water Company, by whom the works were controlled until the recent purchase by the city. It was in 1848 that the western portion of the reservoir building was erected and the large main reservoir placed therein, a larger engine being obtained to raise the water thereto.

As the growth of the city demanded a greater supply of water, the inadequacy of that furnished by the old system became more and more apparent and embarrassing. Complaints became common against the company, until, after a succession of losses by fire, due mainly to the want of water with which to extinguish them, culminating in the disastrous conflagration of Dec. 10, 1876, the spirit of the citizens became sufficiently aroused to take such action as led them, after several public meetings, to adopt the provisions of the act which the Legislature had passed, enabling cities to obtain a supply of pure and wholesome water.

Several plans for the accomplishment of this end were devised, but it was finally thought expedient to purchase from the Burlington Water Company all their property and rights, and to improve and extend their works in such a manner as to meet the wants of the town. This was accordingly done, and March 22, 1877, a deed was executed and delivered to the city treasurer, granting all the possessions held by said company under their charter, inclusive of the rights and leases in the lands furnishing the spring water from the hills, for the sum of \$25,000, the issue of bonds to the amount of \$65,000 having been previously authorized for these purposes by a popular vote.

At the meeting of Common Council next succeeding this purchase an ordinance was passed creating a board of water commissioners to manage and control the works, and defining their duties and powers. Alexander Martin, James O'Neil, Henry S. Haines, Richard F. Mott, and Caleb G. Ridgway were appointed.

During the first year of the public administration it became apparent that steps must be taken at once for obtaining a greater flow of water through the

public mains, and after delays and difficulties it was determined to lay new mains through most of the streets, and to purchase a new engine and pump, which was done, and the new engine began its regular duty on the 2d day of March, 1878. - The completion of the new building and the new machinery made possible the demolition of the unsightly structure formerly containing the old boiler, and enabled the commissioners to erect a neat little building about the stack, and to improve that part of the grounds formerly covered by the old building. Notwithstanding this improvement in the appearance of the property, its narrowness on the front next to Pearl Street, and the obliquity of the west line, adjoining the African Methodist Episcopal Church, lessened its beauty and utility to such an extent that it was thought proper to recommend to Council the purchase of a strip of ground from the church. This was done at a cost of three hundred and twenty-five dollars, after which a neat iron fence was built along the entire front. Substantial and sightly fences of wood were built on either side, the lawn was laid in grass, the front was paved, and young shade-trees were planted in front and on the side next to the river. On the river front, the proximity of the cemetery belonging to the church mentioned, and the dilapidation of its inclosures, led the commissioners to erect a substantial stone wall around the north and east sides thereof, and a dock owned by Mr. Joseph Vandegrift in immediate contact with the wharf property belonging to the works was purchased, at a cost of four hundred dollars, and measures were taken to strengthen the reservoir building.

The present works consist of one Worthington compound duplex engine of five hundred thousand gallons capacity, and one eight horse-power high-pressure engine and pump capable of raising two hundred thousand gallons in twenty-four hours, both supplied with steam from a tubular boiler of forty horse-power. The storage capacity is about eighty thousand gallons, and consists of iron reservoirs contained in brick buildings, and resting on foundations of substantial masonry. These, when in service, provide a head of water averaging fifty feet.

The efficiency of the works for fire purposes has been greatly increased by the introduction of Birkenbine's patent fire protector, by means of which water can be thrown directly into the mains at a higher pressure than that due to the height of the reservoirs. The whole cost of the works to the date of the fourth annual report of the board of water commissioners, March 1, 1881, was \$64,600.66.

The Burlington City Gaslight Company.—The Burlington City Gaslight Company was founded in 1852, chiefly through the instrumentality of Franklin Woolman, and manufactures gas of the best quality for about one hundred and fifty street lamps, and for business and domestic use.

The capital of the company is fifty thousand dol-