

"Uncovering and Incorporating
Local History"

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Friday Truehart Consultants

Queen Anne (1665–1714)



Queen Anne

Reigned as Queen of England, Scotland and Ireland from 1702-1707

- Under the reign of Queen Anne, England became the main investor in the slave trade
- The Royal African Company was formed in 1672 and was monopolized by the British in Africa trading in the West Indies and mainland America
- The Royal African Company maintained many of the forts and slave factories where human cargo was held until passage of the 80,000 Africans captured each year, 42,000 were carried away by British slave ships

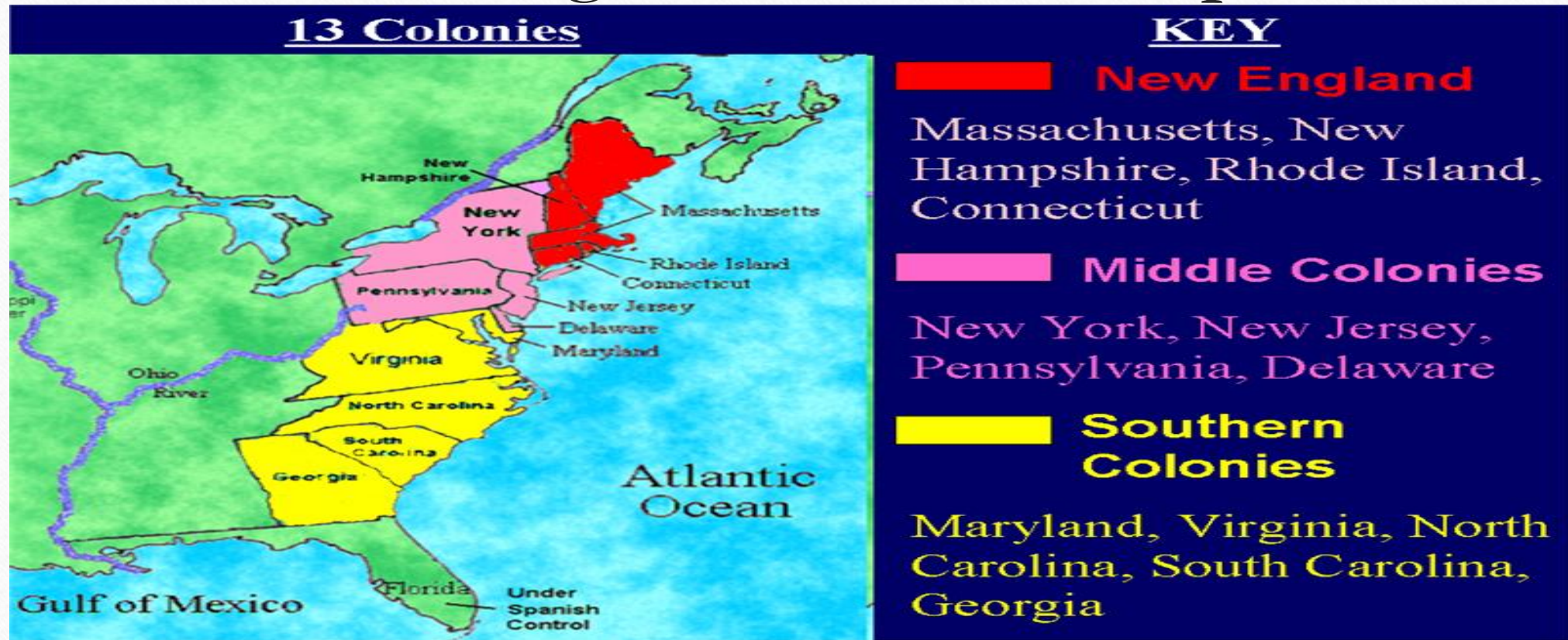
Supporting slavery was a major driver of public policy

- Queen Anne ordered that “a constant and sufficient supply of merchantable negroes” be available at “moderate rates” to New Jersey settlers.
- The crown wanted to ensure that there were no “encroachments” on the slave-trading franchise enjoyed by Royal African Company by any enterprising locals.
- Negro, Indian and Mulatto slaves were used as free labor

Slave Trade from Africa to the Americas



13 Original Colonies Map



NEW JERSEY



New Jersey



Lewis Morris, chief justice of New York and British governor of New Jersey (1738)

- Morris County was originally part of Burlington County which was established in 1694. It then became part of Hunterdon County, which separated from Burlington County in 1714.
- Morris County was created on March 15, 1739, from portions of Hunterdon County. The county was named for Colonel Lewis Morris Governor of the Province of New Jersey.



Earliest known record of slaves in New Jersey (The New Netherlands)

- The 1st Constitution, the Concessions and Agreement of 1654/1665 actually “provided additional acreage” for each slave a prospective settler had.
- NJ State Library’s Unit on African American Slavery in the Colonial Era
- By the end of the 17th Jersey bound settlers were promised between 60 to 75 acres for each slave they had on hand (*some documents indicate as much as a 150 acres incentive per slave*)
- 1680 Colonel Lewis Morris of Shewsbury, Monmouth County owns 60-70 slaves (source – NJ State Library)

PORTS OF ENTRY

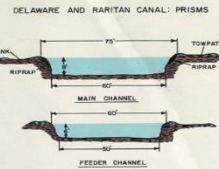




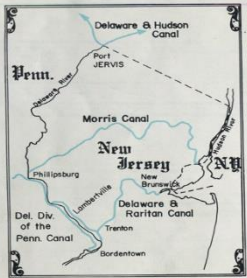
Perth Amboy Raritan Bay
Photo credit – Perth Amboy Website

DELAWARE AND RARITAN CANAL HISTORIC MAP

State Of New Jersey
Department Of Environmental Protection
Brendan Byrne
Governor
David J. Bardin
Commissioner



The Baldwins Delaware Railroad (not shown) runs along the river side of the canal from Bulls Island to Trenton.



- Key**
- roads
 - railroads
 - canals
 - ⊕ historic sites
 - lakes, mill ponds, rivers, and streams
 - locks
 - 40' pool elevations above sea level



Based on the 1866 Geologic map which shows the towns, streets, roads, railroads, canals and drainage at that time.

Obtainable from and prepared by:
Bureau of Geology and Topography
Department of Environmental Protection
Trenton, N.J. 08625
Kemble Widmer - State Geologist
John G. Krempner - Draftsman



Trenton, with water power on the Delaware and Assunpink, developed the Water Power from Scudder's Falls on the Delaware. The industrial development of Trenton, as shown on this 1897 map of center city was greatly stimulated by the D & R canal with its numerous loading basins.

A Short History Of New Jersey's Oldest Major Man Made Water Resource Canal 1834-1932 Water Supply 1934- State Park 1974-

William Penn ordered a survey for inland navigation between the Raritan and the Delaware in 1676. Construction was recommended by Jefferson's Secretary of the Treasury in 1808 and by Governor Mahlon Dickinson to the legislature in 1816. The Camden-Amboy Railroad and Transportation Co. and the Delaware and Raritan Canal Co. were both chartered in 1830. In order to finance and complete both the canal and the railroad, the so-called Marriage Act was passed in 1831 combining all revenues and expenditures. Construction by gangs of Irish laborers, using pick, shovel, and wheelbarrow probably supplemented by some mud-brick scoops, began in 1830. The railroad from Bordentown to South Amboy was in operation by September 1833. While Asiatic cholera slowed canal construction, excavation of the canal was more difficult than preparing a railroad right of way. The workmen had to dig out more than 6,000,000 cu. yds. of dirt and rock. The canal was finally open to traffic in 1834.



Path Walker - Walked out 14 miles, filling muskrat holes and cutting brush. The next day, he walked back on the other side.



Ratters - Paid daily wages to trap muskrat within one mile of his designated section of the canal. He could keep the pelt, worth 18¢ each, and would redeem notes and tails at 1¢ each once a month. Usual catch 10 to 15 per day.



Some Trenton residents secured a free winter supply of coal by presenting the irresistible target of bottles on a fence.

Seven locks, each 24' wide by 110' long, raised boats to the summit level in Trenton, 56' above sea level. From Kingston to New Brunswick seven more locks carried boats down to the Raritan. Only one change of level was required on the feeder between Bulls Island and Trenton. Coal from the Reading, Pa., area delivered by the Schuylkill Navigation Canal, which formerly had to go by sea around N. J. to N. Y., was most of the early traffic. In 1847 a connection was made at Lambertville to permit boats to cross the Delaware River from the Delaware Division of the Pennsylvania Canal which greatly shortened the route to New York City for coal from Mauch Chunk on the Lehigh River.

The peak traffic year for the D. & R. was 1871 with 2,990,095 tons of cargo, of which 2,326,925 was coal, traversed by a total of 15,862 steamboats, sailing vessels, canal boats and rafts. In 1871 the Pennsylvania R.R. gained control of the D. & R. Canal by leasing the Camden-Amboy R.R. With control of both railroad and canal the P. R.R. refused shipments which originated on the Schuylkill from the coal mines controlled by the Reading R.R.

In 1850 the Canal Co. had an English firm build the tugboat, Robert F. Stockton, the first propeller driven ship operated commercially in American waters. This action opened the era of mechanically propelled barges on American canals.

One of the earliest commercial installations of the Morse telegraph was established in Kingston to enable the company to rapidly obtain information as to canal traffic at Trenton, Princeton, Griggstown, and New Brunswick. Not only could they check progress of particular barges, but they could also determine when the steamboats or tugs were exceeding the legal speed limit of four miles per hour. Rough freight (coal, iron, lumber, etc.) was carried at 2¢ per ton mile; grain, flour, manufactured goods were 5¢.

The canal was operated 12 hours a day for about 250 days per year. New Brunswick to Bordentown was 42.89 miles. The Lambertville transfer from the Delaware Canal was 14.5 miles above Trenton, while Bulls Island was 21.6 miles.

A "sheer leg" bridge. The canal was crossed by over 60 bridges. A few were lift bridges, many were off-center swing bridges, and a number were the unusual "A frame" or "sheer leg" bridges.

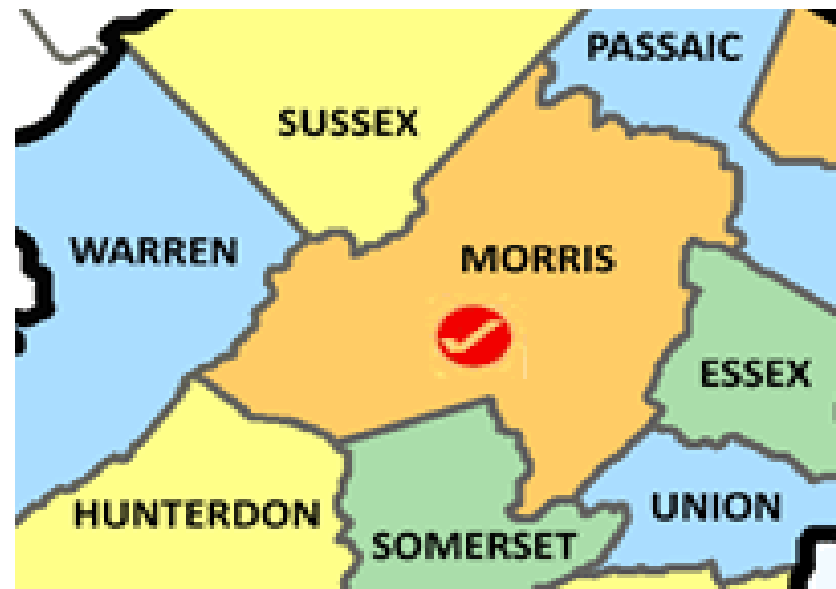
The canal did not open for navigation in 1933 and was taken over by the State in 1934. Since 1934 the main canal from Coalport south to Lock #1 north of the Bordentown tide lock and all of the canal basins in Trenton have been obliterated. The U.S. 1 freeway was excavated from the canal south of Coalport. It runs on a cover over the canal, which is still used for water supply from Coalport eastward to the vicinity of Whitehead Road. The feeder northwards from Coalport to Cadwalader Park has been fenced to prevent swimming, hiking, and canoeing. Locks have been converted to water supply spillways at Lambertville, at Kingston, and eastward.

<http://mapmaker.rutgers.edu> Courtesy of RU Special Collections

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MP/3812/D37/083/1976 AA

Morris County was named after
Col. Lewis Morris
Governor of New Jersey in 1738/9
the year the county was named



Original map copyright 2005 digital-topo-maps.com

Slave Trade on the Delaware

TO BE SOLD,

On board the Schooner Hannah, lying in the River Delaware, very near Mr. Daniel Cooper's Ferry, West New Jersey, opposite the City of Philadelphia, a Cargo of likely Negroes, just imported in said Schooner, directly from the Coast of Guinea. For terms of sale apply to

Thomas Riche,

David Franks,

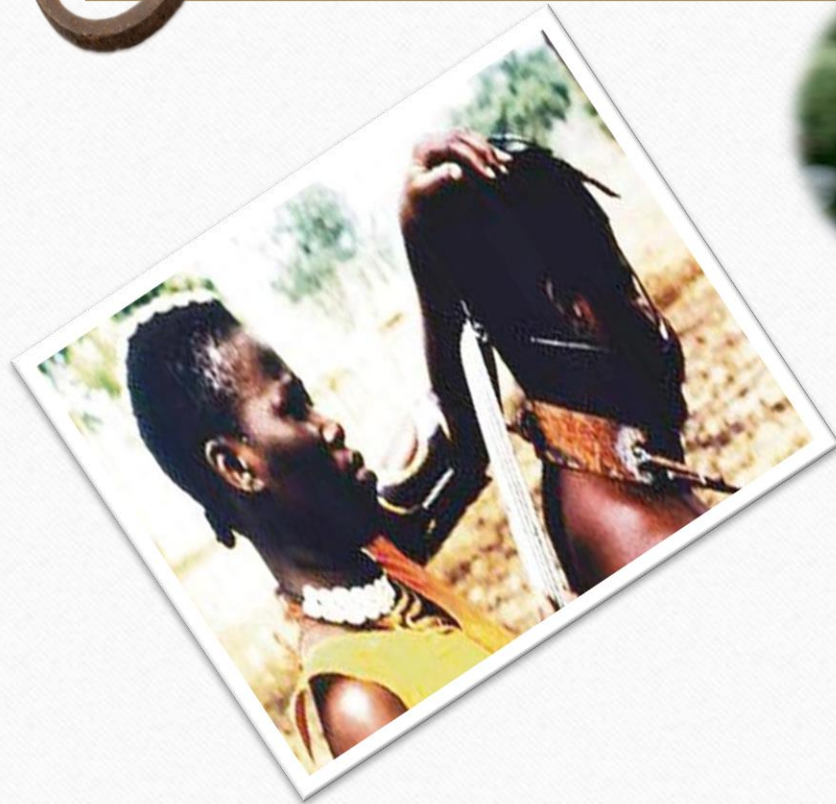
or

Daniel Rundle.

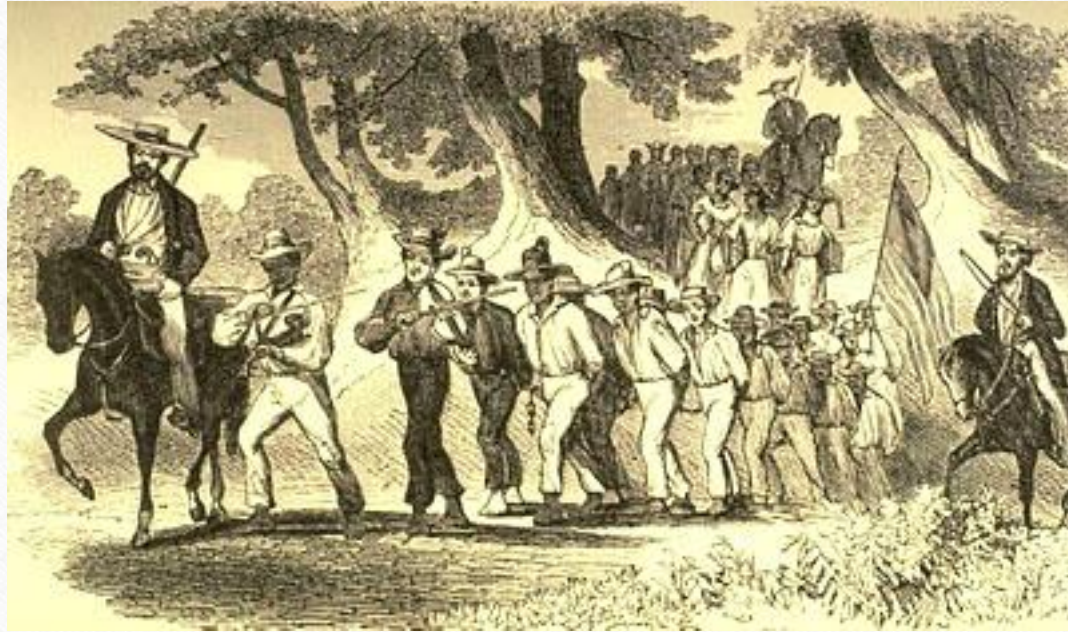
Advertisement from the
Pennsylvania Gazette



Enslaved African Americans



Slave Coffle Lines



BLACK CODES

Black Codes were designed to reimpose the subordination of African- Americans, and Jim Crow laws that instituted a rigid system of state sanctioned segregation in virtually all areas of life and lasted until the passage of the 1964 Civil Rights Act and the 1965 Voting Rights Act.

**An Act for Regulating Negro, Indian and Mallotto Slaves
within this Province of *New-Jersey***

An Act for Regulating of Slaves.

Mar.11, 1713/14, 2 Bush 136-140

An auction of slave women and their babies



1739 SLAVE REVOLT IN ROCKY HILL, NJ



A man on a Rocky Hill farm, in 1739, was said to have taken an ax to the owner's son; There were, not surprisingly, no trials. Once apprehended, the men were tied to a stake and burned alive. (~Professor Graham Hodges)

Other Slave revolts in NJ

Two men in Trenton were accused of poisoning several whites in 1738;

1750, another black man in Amboy was accused of shooting a white woman.

The True  American

TRENTON; MONDAY, APRIL 22, 1805. — Published by JAMES J. WILSON.

g Glasses,
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reasonable

the best
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er.
tf

JOSEPH BROADHURST,
ISRAEL MOORE,

April 18, 1885. 15 3^d

For Sale,

TWO smart healthy Black Girls
one fifteen, the other six years old. Enquire
of the subscriber,

W. WIKOFF.

Monmouth County, March 26, 1805. 18 1^d

Over-
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April

Taken up as a Run Away,

On the 15th December inst.

A NEGRO MAN, who calls himself Henry Heywood, and says is a freeman, and lived with a certain Mr. Reyley, who was with the British army at York in Virginia, was there taken at the surrender of that place; and came away with the Continental troops. He is a black fellow, marked with the small-pox, about five feet nine inches high, had on a blue coat lined with red, linnen drawers, an old felt hat; says he formerly lived in Maryland. He seems to understand house work best, and is very handy at that. The owner, if any he hath, is desired to come, pay charges, and take him away, within the space of six weeks, otherwise he will be discharged according to law; by
JOHN TOTTEN, Constable.

Princeton, New-Jersey,

Dec. 25, 1781.

List of Corporations who benefited from slavery

- **Lehman Brothers**
 - **Aetna, Inc**
 - **JPMorgan Chase** (*Citizens Bank and Canal Bank in Louisiana*)
 - **New York Life** Insurance Company
 - **Wachovia Corporation** (now owned by Wells Fargo)
 - **N M Rothschild & Sons Bank in London**
 - **Norfolk Southern** (*The Mobile & Girard company*) *The Central of Georgia*)
 - **E.W. Scripps and Gannett Broadcasting Co. founded 1878**
 - **Fleet Boston CSX**
 - **The Canadian National Railway Company** (*The Mobile & Ohio*)
- Tiffany and Co.***-Tiffany and Co. was originally financed with profits from a Connecticut cotton mill. The mill operated from cotton picked by slaves.
- **Brown Brothers Harriman**
 - **Brooks Brothers**
 - **Barclays** {*The British multinational banking and financial services company headquartered in London*}
 - **AIG** {*U.S. Life Insurance Company*}