

Transportation in New Castle

Roads, Stage Coaches, Packet Boats, Steamboats,
Ferries, Wharves, C&D Canal,
NC & FT Turnpike and RR,
Trolley, Paper Streets – What is a Street?,
Travel in an 1802 Expense Report of E. I. du Pont

Quite a range of topics: from a future U. S. president who stops at 30 The Strand, to kids checking out the slot machines on the ferry hoping for some overlooked coins.

How DID people travel?

It of course depended on WHEN and
between what towns, what time of year,
how fast, how much stuff, how many people ...

You may have heard that New Castle was a transportation hub
where travelers switched from boats to land transportation.

True, but it's not so clear when you look at specific examples, like
Caesar Rodney's ride July 2, 1776 or
Thomas Jefferson's trip on Aug 1, 1775



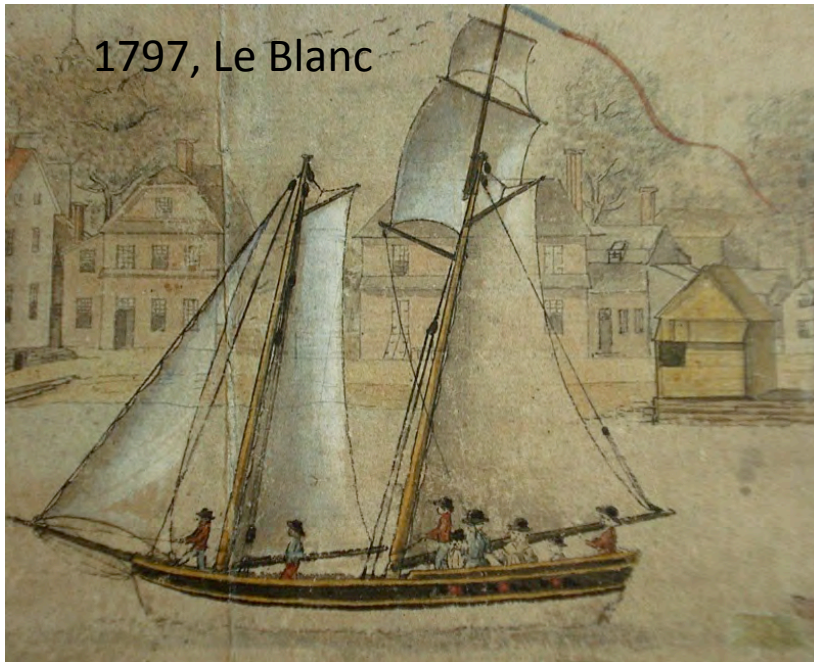
PACKET ALLEY

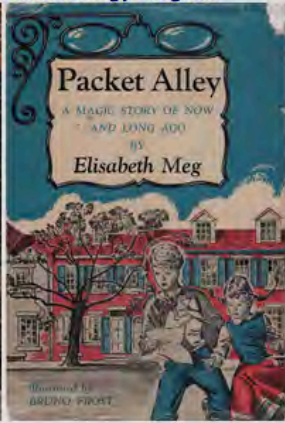
PACKET BOATS FROM PHILADELPHIA MET
STAGE COACHES HERE FOR FRENCHTOWN,
MARYLAND, CHIEF LINE OF COMMUNICA-
TION FROM NORTH TO BALTIMORE AND
SOUTH. ANDREW JACKSON, DAVID CROCKETT,
DANIEL WEBSTER, HENRY CLAY, LORD
ASHBURTON, SAM HOUSTON, LOUIS
NAPOLEON, STONEWALL JACKSON, INDIANS
(LED BY OSCEOLA AND BLACK HAWK) EN
ROUTE TO VISIT "GREAT FATHER" IN
WASHINGTON — ALL PASSED THIS WAY.

HISTORIC MARKERS COMMISSION 1938

Q: What was a packet boat?

A: Not a specific type of boat but anything that went regularly to and from a specific destination.





Click on images to enlarge.

Packet Alley

A Children's Book about New Castle (and history)

Packet Alley is both the name of a children's book once part of the curriculum in Delaware in fourth grade, and of a one block long street between The Strand in New Castle and the Delaware River. When New Castle was a transportation hub up to about 1840, the alley was a thoroughfare for many people seeking to go between Philadelphia, New York and Boston to the north, and Baltimore and Washington to the south.

[PDF of a portion of the book](#)

(Introduction and chapters about the War of 1812 and the fire of 1824.)

The book is copyrighted, but Maximilian Goepf, the owner of the copyright has given permission to nc-chap.org to make it available to school groups visiting New Castle.

As described in [John Reid's web page](#) about the book, it was written in 1951 by Elisabeth Wenning Goepf and Margaret Webb Sanders under the pseudonym Elisabeth Meg.

The book centers around events near Packet Alley and the fictional 12 The Strand where twins Cathie and Ted live. He hates history. They meet a "little Dutchman" who loans them magic glasses which let them see into the past and discover that history can be interesting.



A [taped interview with Mrs. Sanders](#) (mp3, 2.6 mb) tells the story of how the book came to be written, and what it was like to write the book. She says that she was the writer and Mrs. Goepf the researcher. Margaret Sanders' son William kindly provided a picture of his mother, and recollections of the days "when the Goepfs lived on The Strand and how horrified my dad was when they lit real candles on their Christmas tree. He could just imagine the whole block going up in flames ... but that was the German custom."

Actually, the Goepfs (Elisabeth Wenning Goepf and Rudolph Maximilian Goepf, Jr.) bought and lived in 28 The Strand in 1936 shown here as it looked just after they bought it. The character Cathie is modeled after daughter Carla Elisabeth Goepf (b 1939, who grew up to be a physician and dean of students at Thomas Jefferson University in Philadelphia. The other children (Rudolph Maximilian Goepf III, and Hildegard Wenning Goepf Meech) do not appear in the book.



Packet Alley, the book

Once a standard 4th grade book in Delaware, now available only as a Ref. book in public libraries or for ~\$300 on ebay (when available).

Parts are available online at

<http://nc-chap.org/packetalley/>

Shows kids (with the help of a mysterious Dutchman who gives them magic glasses) that learning about people who lived long ago makes history come alive.

If you need to travel fast, get a horse (if there's a road)

In 1776, Caesar Rodney learned at midnight near Dover that his vote was needed in PHL to break a tie between McKean & Read to add Delaware to the otherwise unanimous support for rebellion. He rode through the dark and a thunderstorm to make it in time to vote. 12-15 hr? Change of horses in NC?



Dover's not on the Delaware, and he was in a hurry.
Otherwise he could have used the new New Castle connection.

"On April 12, 1775, Joseph Tatlow and Thomas Henderson announced that they had "established a stage line for the term of seven years to carry on business between Philadelphia and Baltimore, via New Castle and Frenchtown." Tatlow had packet boats from Philadelphia to New Castle, and Henderson ran a similar line from Frenchtown to Baltimore."

The road was probably a cart road – suitable for a cart pulled by two oxen and must have been a VERY rough ride.

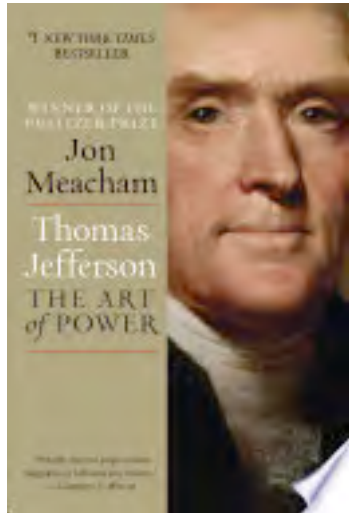


Scharf 1888

Another ride: Thos. Jefferson Stops in New Castleon Trip From PHL to Monticello

After a visit to Robert Bell's shop on Third Street to buy a copy of James Burgh's book *Political Disquisitions*, Jefferson left Philadelphia for Virginia on Tuesday, August 1, 1775. He stopped along the road at Mrs. Clay's inn at **New Castle**, Delaware, then continued onward to Chestertown, Annapolis, and Port Royal en route home to Monticello.

Meacham, "Thomas Jefferson: The Art of Power"



Definitions (maybe)

Inn: eat, drink, sleep

Pub(lic house): eat, drink

Tavern: drink

Philadelphia Gazette Feb. 4, 1746

SLATER CLAY hereby gives Notice, that he has opened a Publick Houfe in New-castle, the Houfe Mr. Curtis formerly lived in; where all Gentlemen, and others, may depend on good Entertainment both for Man and Horse. ⊕

Courtesy Osher student Jim Williams



More unanswered questions about logistics of Jefferson's trip in 1775

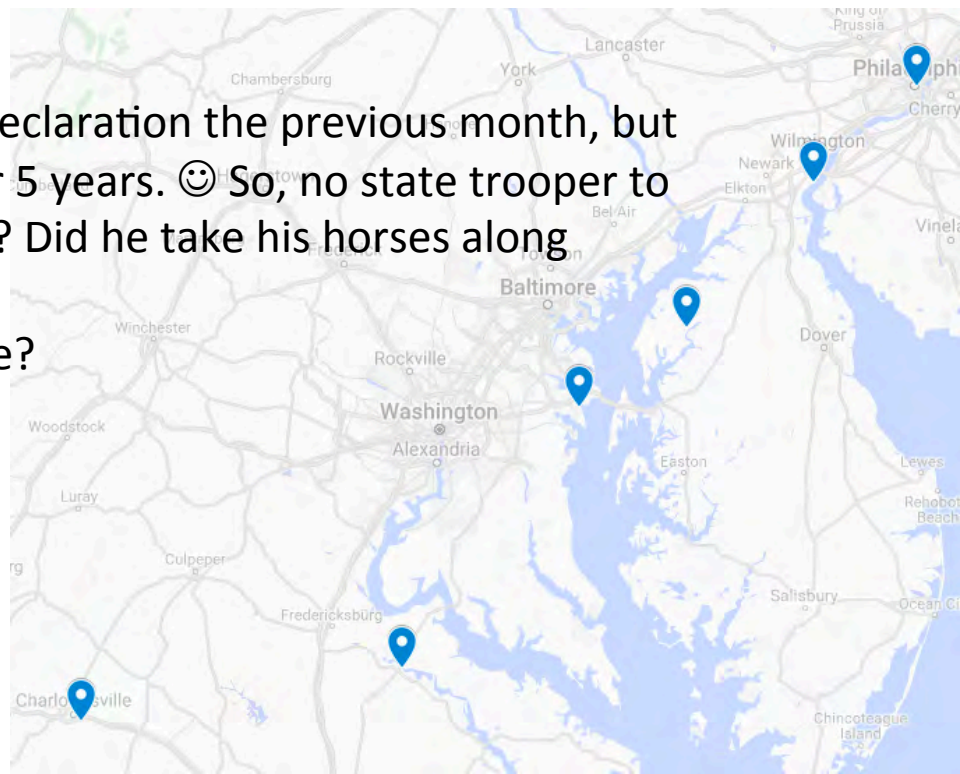
Philadelphia Gazette Feb. 4, 1746

SLATER CLAY hereby gives Notice, that he has opened a Publick House in Newcastle, the House Mr. Curtis formerly lived in; where all Gentlemen, and others, may depend on good Entertainment both for Man and Horse. ⊕

Did he spend the night? Where? Mrs. Clay's was a Public House –food and drink. She inherited the property across the street in 1753. In the 1803 Latrobe survey it was called the “Stage Inn” but it's not clear when it became an inn . The Tile House two doors from the George Read I house WAS an inn in 1744 when Dr. Hamilton stayed there [Griffith's Inn].

Jefferson had written the first draft of the Declaration the previous month, but would not become the Virginia governor for 5 years. 😊 So, no state trooper to drive him. Did he travel alone? Did he ride? Did he take his horses along

Were McKean or Read around in New Castle?
Did they join him at Mrs. Clays?



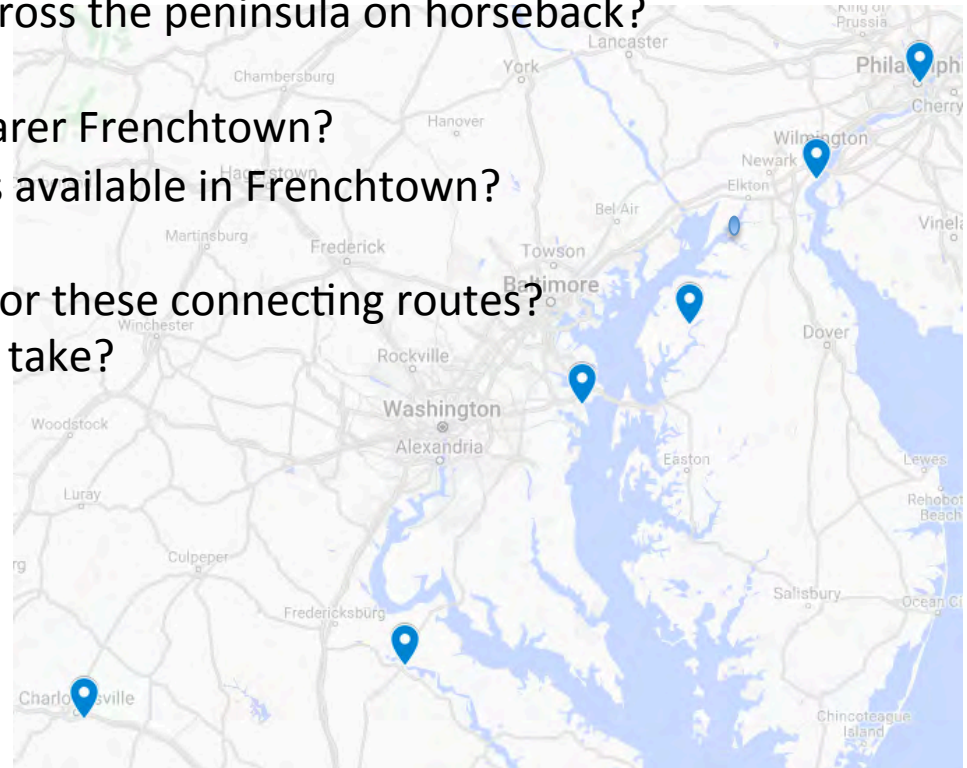
An AFGO (another fun growth opportunity).

Research often raises more questions than it answers.

Why did Jefferson *ride* from PHL to Chestertown, not take a packet boat to New Castle and then cross the peninsula on horseback?

Why Chestertown, not the nearer Frenchtown?
Road not ready? Were o boats available in Frenchtown?

Were boats always available for these connecting routes?
How long did this grueling trip take?



Early roads

“Road-Making is a branch of engineering which has been very little cultivated in America.”

Sketch of the Civil Engineering of North America, David Stevenson, London, 1838

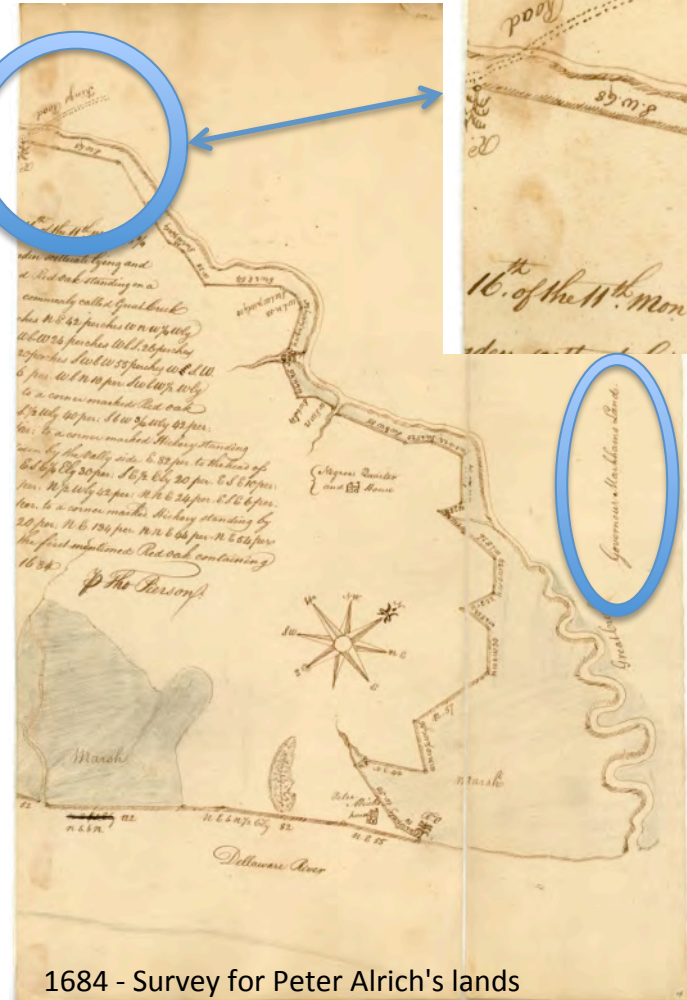
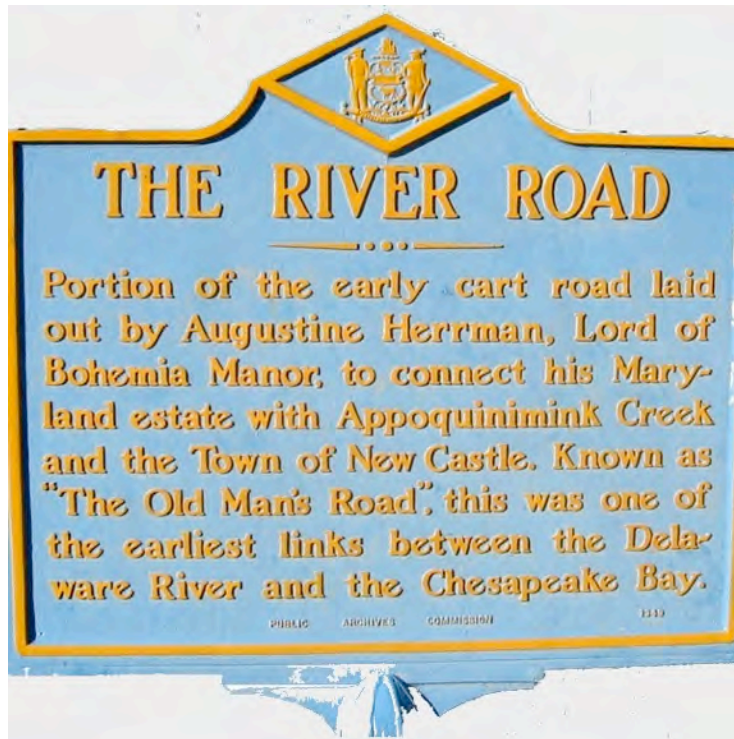
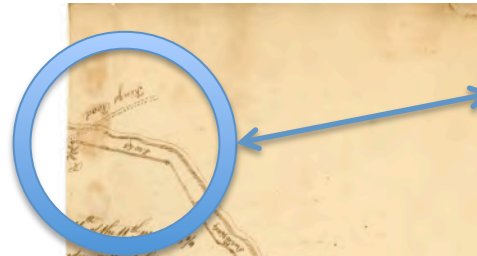
“Early roads replaced Indian trails. Trees were cut down and some stumps were removed, but there was no grading, no drainage, or use of anything but natural earth. They were maintained or not by the local communities. Travel was difficult or impossible after heavy rains or snows.”

Holmes, 1960, http://nc-chap.org/resources/holmes_NC_FT_RR.pdf

Roads before 1700

- < 1664 Dutch Period: dikes, trails along water and into woods
- 1675 Broad dyke was built to facilitate building wagon or cart roads (Dike Uprising)
- 1679 Danckaerts' journal reports many "broad cart roads" and many blazed trails (all confusing)

King's Road south of New Castle, modern Rte 9 near Grantham Lane



1684 - Survey for Peter Alrich's lands
DPA 22555-00

18th Century Roads in Delaware – the 1737 Eastburn map

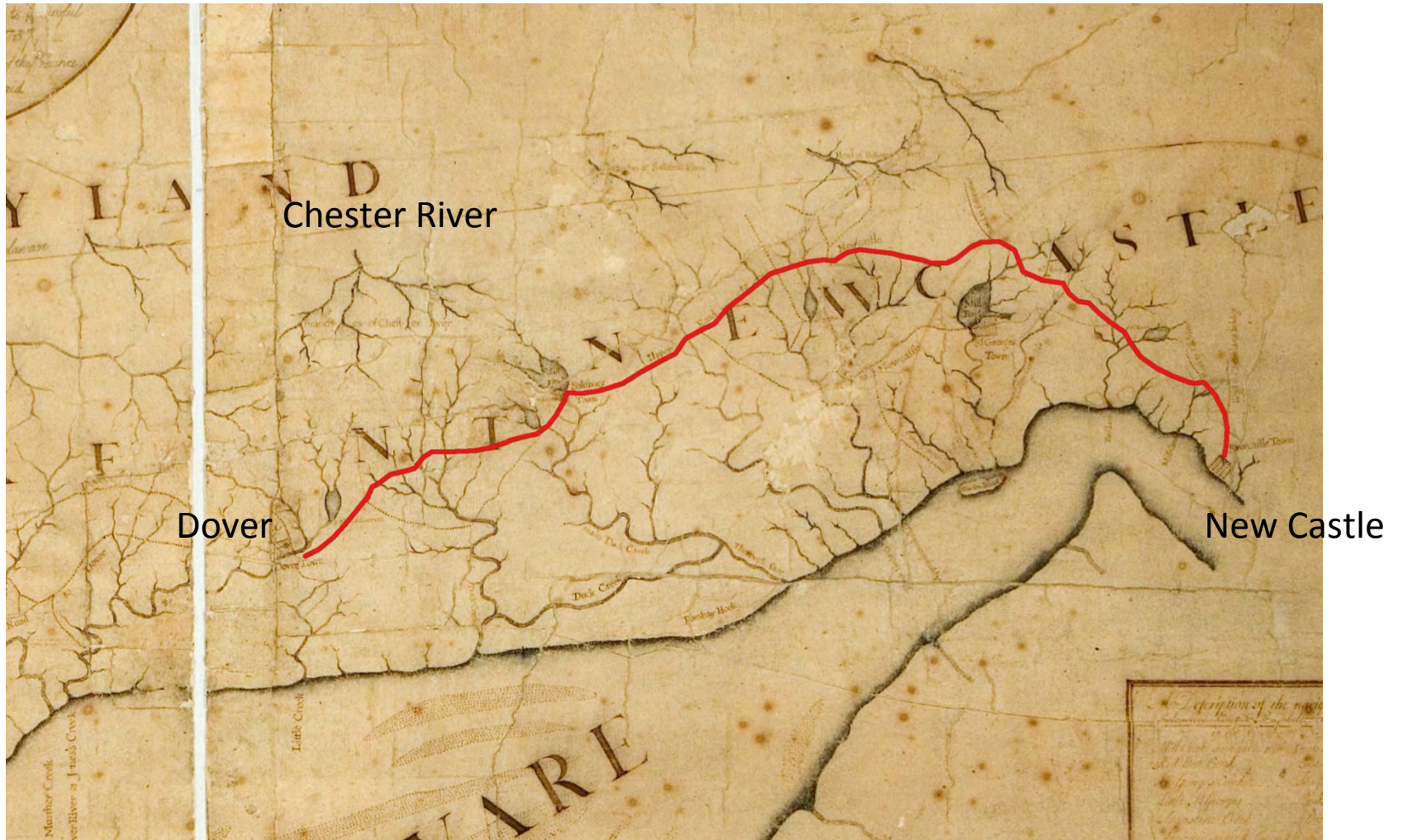


Roads existed from New Castle via Hare's Corner to Christiana, Elkton/ Frenchtown, southern Delaware.

The principal route [in Delaware] was a north-south passage that follows roughly modern day US 13

No road is shown along the river in 1737, but the Kings Road (one of the Kings Roads?) is known to have existed before 1684.

The Eastburn map of 1737 showed that there were roads connecting Dover to New Castle (and PHL) There is nothing shown connecting Dover to Chestertown, Maryland but the head of Chester is shown nearby.



Vessels, Imports And Exports Just Before The Revolution: The American Board Of Customs, An account of the number of Vessels Entered Inwards at the several Ports in North America

From: Great Britain, Ireland, South ... of Europe, Africa, Brit...West Indies, Newfoundland, Quebec, Nova Scotia, New Hampshire, Massachusettes, Connecticut, R. Island

(Tonnage from Brit W. Indies to PHL 11,726; New Castle 795, Chester, 306)

Ports:

Newfoundland, Quebec,
Halifax, Piscataqua, Falmouth,
Salem & Mbleh'd, Boston,
Rhode Island, New Haven,
New London New York, Perth
Amboy, Burlington, Salem &
Cohensy, **Philadelphia, New
Castle**, Lewis, Pocomoke,
Chester, Patuxent, North
Potomack, Accamac, South
Potomack, Rappahannock,
York River, James River, Do.
upper part, Currituck,
Roanoke, Bath Town,
Beaufort, Brunswick, ???,
Charles Town, Port Royal,
Savannah, Sunbury,
St. Augustine, Pensacola,
Mobile, Bahama, Bermuda

An account of the number of Vessels Entered Inwards at the several Ports in North America from the

	Great Britain	Ireland	South of Europe	Africa	West Indies	Newfoundland	Quebec	Nova Scotia	New Hampshire	Massachusetts	Connecticut	R. Island	
	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage	
Newfoundland	69	16,320	11	1,130	2	106							
Quebec	27	4,576	1	237	2	148							
Halifax	14	1,595	3	281	2	230							
Piscataqua	8	915			2	180							
Falmouth	28	1,682	2	240									
Salem & Mbleh'd	6	485			21	2,446							
Boston	73	2,733	1	100	16	1,320							
Rhode Island	4	415			2	310	1	36	57	123	3,558	1	50
New Haven	1	57							15	51	145		
New London	1	100			1	105			26	100	1,733		
New York	71	3,385	18	1,335	27	10,200	1	30	67	110	664	5	1,325
Perth Amboy					1	25							
Burlington													
Salem & Cohensy													
Philadelphia	16	3,021	32	2,495	103	5,985			126	88	11,726	14	2,133
New Castle													
Lewis	1	100			9	100			9	12	705		
Pocomoke	2	265			1	100			5	10	1160		
Chester					3	330			1	6	345		
Patuxent	57	4,998	22	1,818	23	3,275	1	75	16	29	2,453		
North Potomack	27	5,765	1	70	5	720	1	75	4	5	575		
Accamac	1	90			1	40			1	13	730		
South Potomack	13	2,001	1	70	6	634			2	4	340		

BE REPRODUCED PHOTOGRAPHICALLY WITHOUT PERMISSION OF THE PUBLIC RECORD OFFICE, LONDON

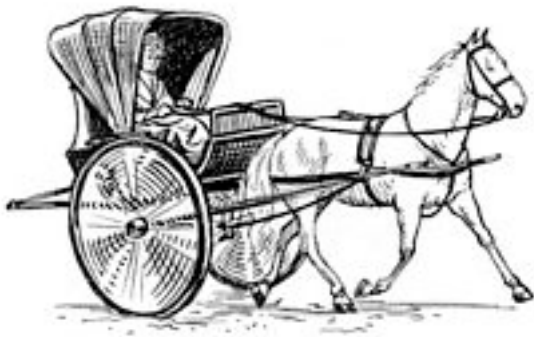
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Early Traveler's reports within Delaware

Jasper Danckaerts, Benjamin Bullivant and Dr. Alexander Hamilton left behind details of their travels through Delaware (1679, 1697, and 1744).

All wrote that they traveled by horseback and boat.

Hamilton did say that a person he had planned to travel with instead “went to Bohemia by water, and then **took chaise** [shay] **over land** to Newcastle and Wilmington, being forbid for certain physical reasons to travel on horseback.”



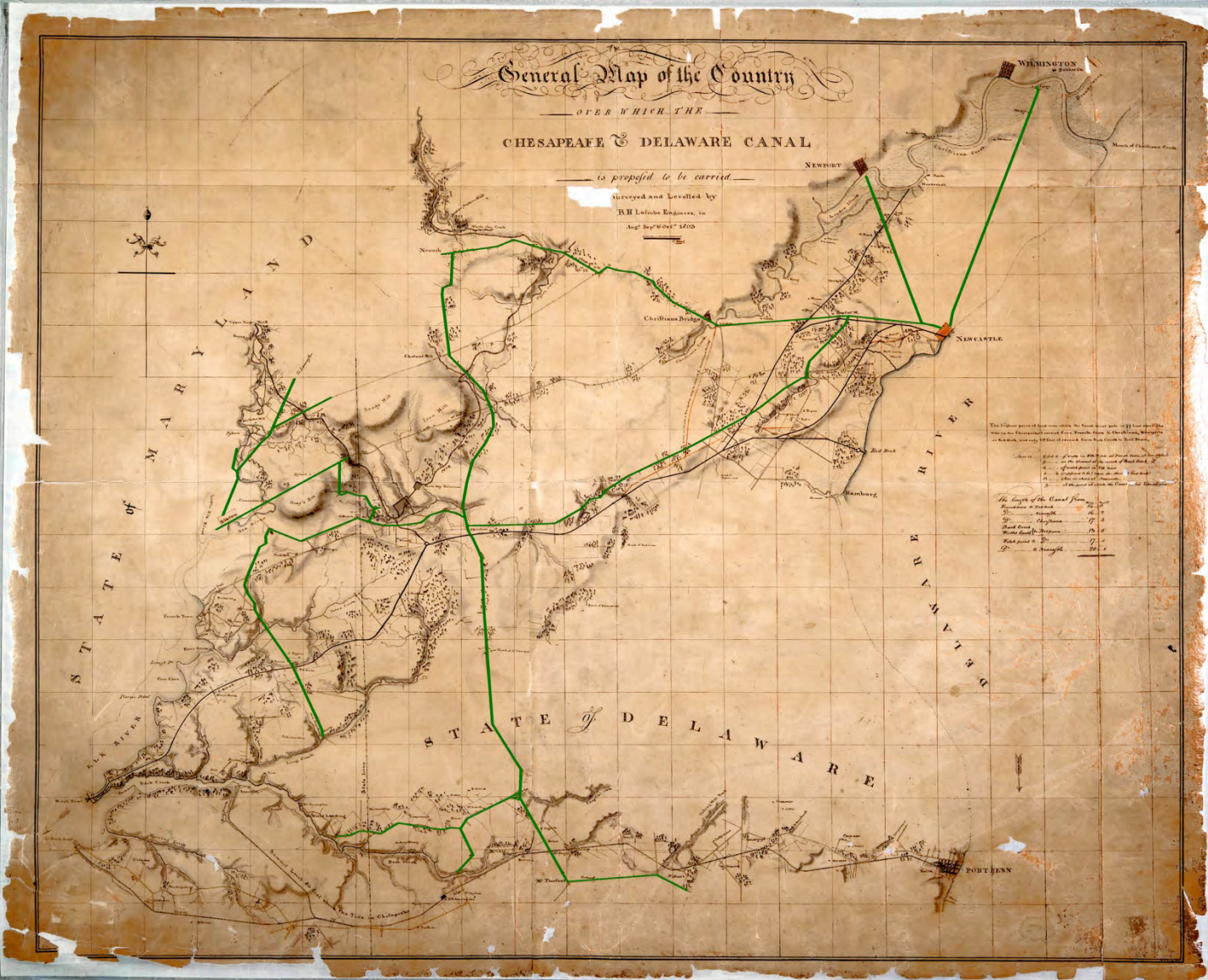
Stagecoaches

Stages ran up through the toll both at Delaware & 4th or 5th, through Hares Corner, Bear, Aikentown (Glasgow) to Frenchtown MD.

The stages were owned by the owners of the companies that ran steam ships or packet boats from PHL to Packet Alley and Frenchtown to Baltimore

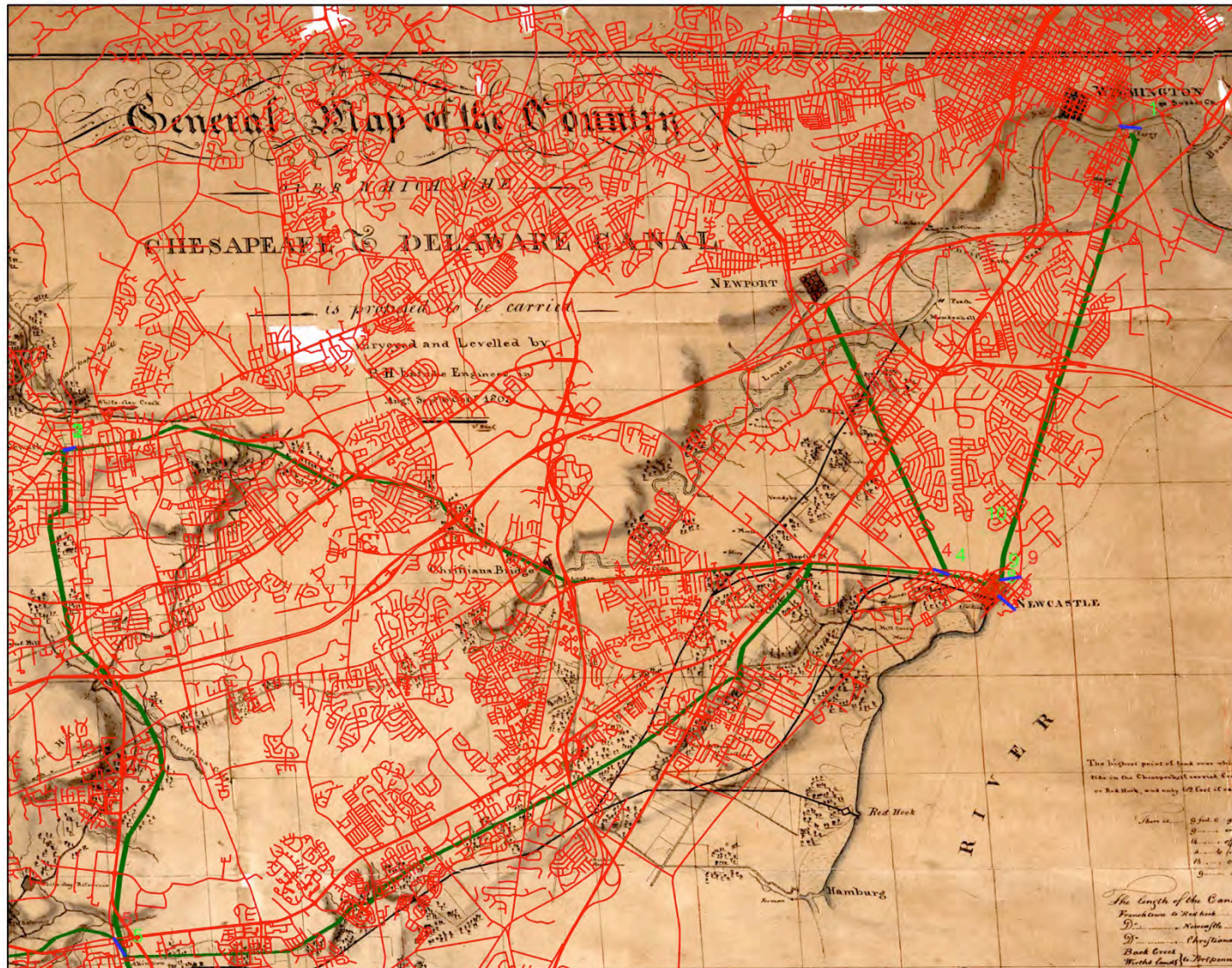
The toll road (NC & FT Turnpike Co.) was slow, difficult to maintain and subject to evasion.

Several roads to New Castle are on the 1803 Latrobe map of proposed canal routes.



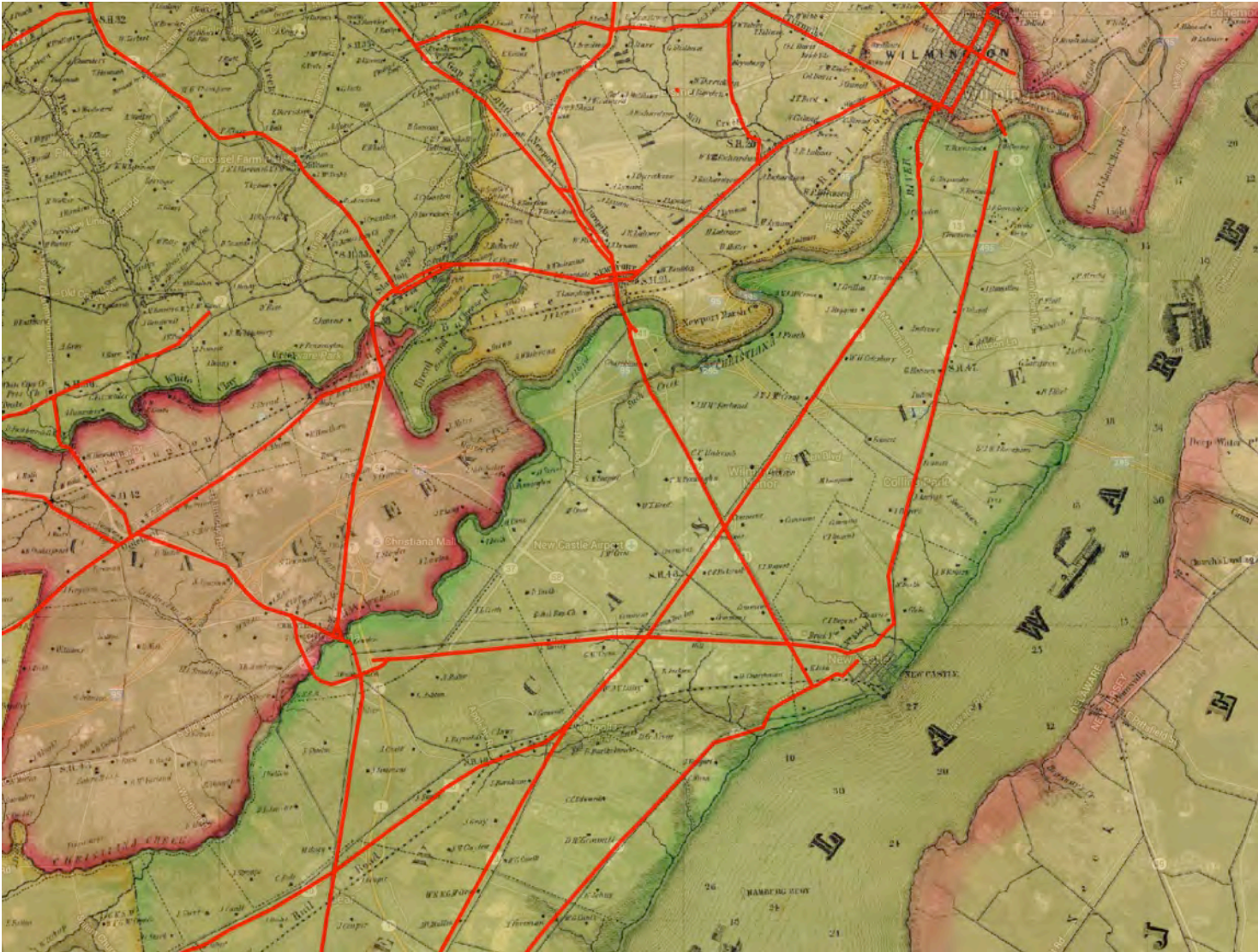
New Castle was connected to: Wilmington, Newport, Newark, and Glasgow (Aikentown) and Frenchtown

Modern roads overlaid on the 1803 map shows that the early roads align more or less with Rtes 896, 273, 13, 141 and 9 north of town. There is nothing that corresponds to Rte 9 south of New Castle along the river.



Note how straight the roads are leading to Wilmington and Newport. Were these accurately surveyed and land acquired by eminent domain? If so, I imagine that is why early roads persist. Unless they were abandoned by the state, nobody else is likely to acquire the land.

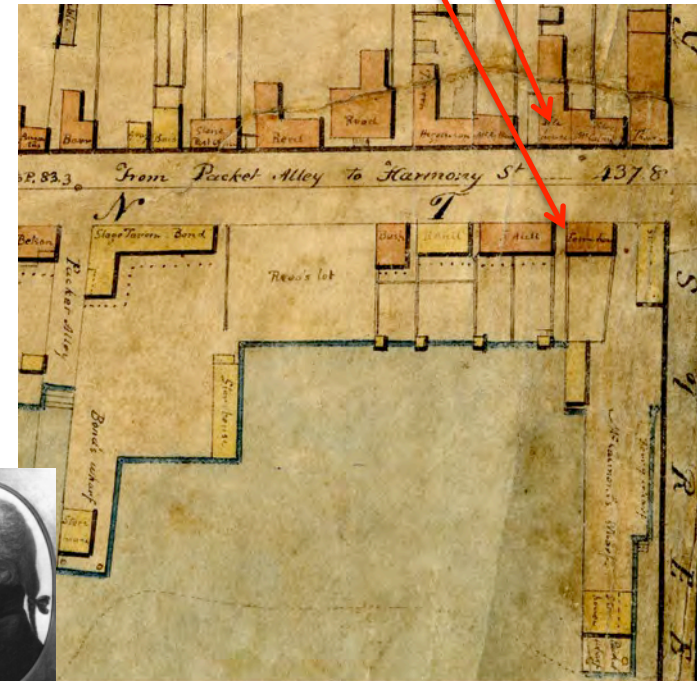
Roads built by 1849 pretty much define the location of modern major roads (in red). Local changes in alignment are relatively minor.



Early Ferries

- Licensed in 1724 between New Castle & Salem by Pa. Governor
- Then to Michael King, ancestor of the family who ran the icehouse at Harmony & the Strand
- Then a monopoly to James McCallmont by act of the legislature in 1801 for 21 years to carry travelers, horses, cattle, carriages and goods across the river. He was a busy guy— naval surgeon, prisoner of war, physician, cofounder of the Med. Soc. Of De., ferry

Ferry House, McCallmont House



Ferry House

McCallmont House

Great (and Brief) New Castle Ferry War

- Sept. 1925 The White Line/Pioneer Line had a grand opening of a terminal at the end of Delaware St.
- June 1926 Wilson Line started operating from Chestnut St. hourly 6 a.m. to midnight
- 1927 The two lines merged and became VERY popular until 1954 when the bridge opened.



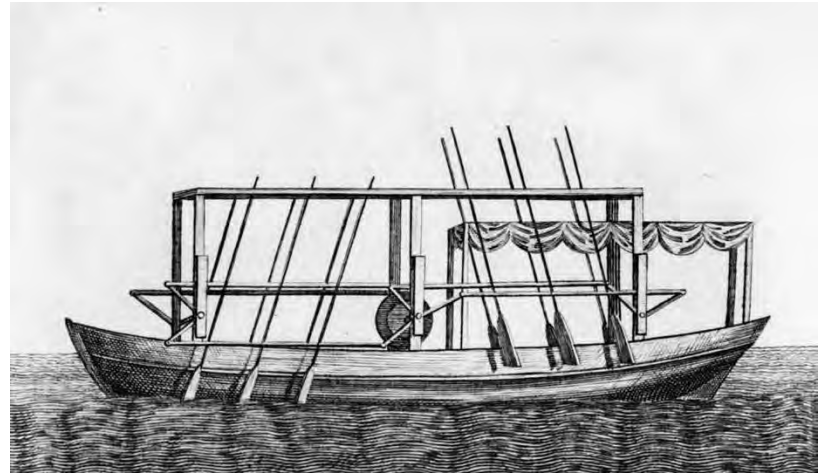
Frances Haut recalled

--
Opening day (1925) of the ferry on Delaware Street. "I was there in a white dress. The boat arrived in the morning, but it became so heavily loaded that it stuck on the bottom, and couldn't continue till later in the day.

Wharves

- Small ones existed from colonial days
- Harmony St. always had public wharves. In 1817 the Trustees made the "Free Wharf" 54 ft wide, 310 ft long
- There was no Delaware St. Wharf until 1832 for the NC&FT RR. In 1837 Elihu Jefferson extended it 600 ft. into the river. It was locally known as "Old Major Wharf" or "Cape May Wharf" for the steamboats that docked there.
- A wharf was off Packet Alley since before 1790 to service the packet boats from PHL and stage coach companies. Later the "Major Reybold" docked there instead of at Delaware Street
- Archibald Alexander and Alexander Harvey had a wharf and business at the end of Alexander Alley
- The 600 ft long "Coal Wharf" or "Long Wharf" was near the flagpole in Battery Park from 1863 (to 1875?)

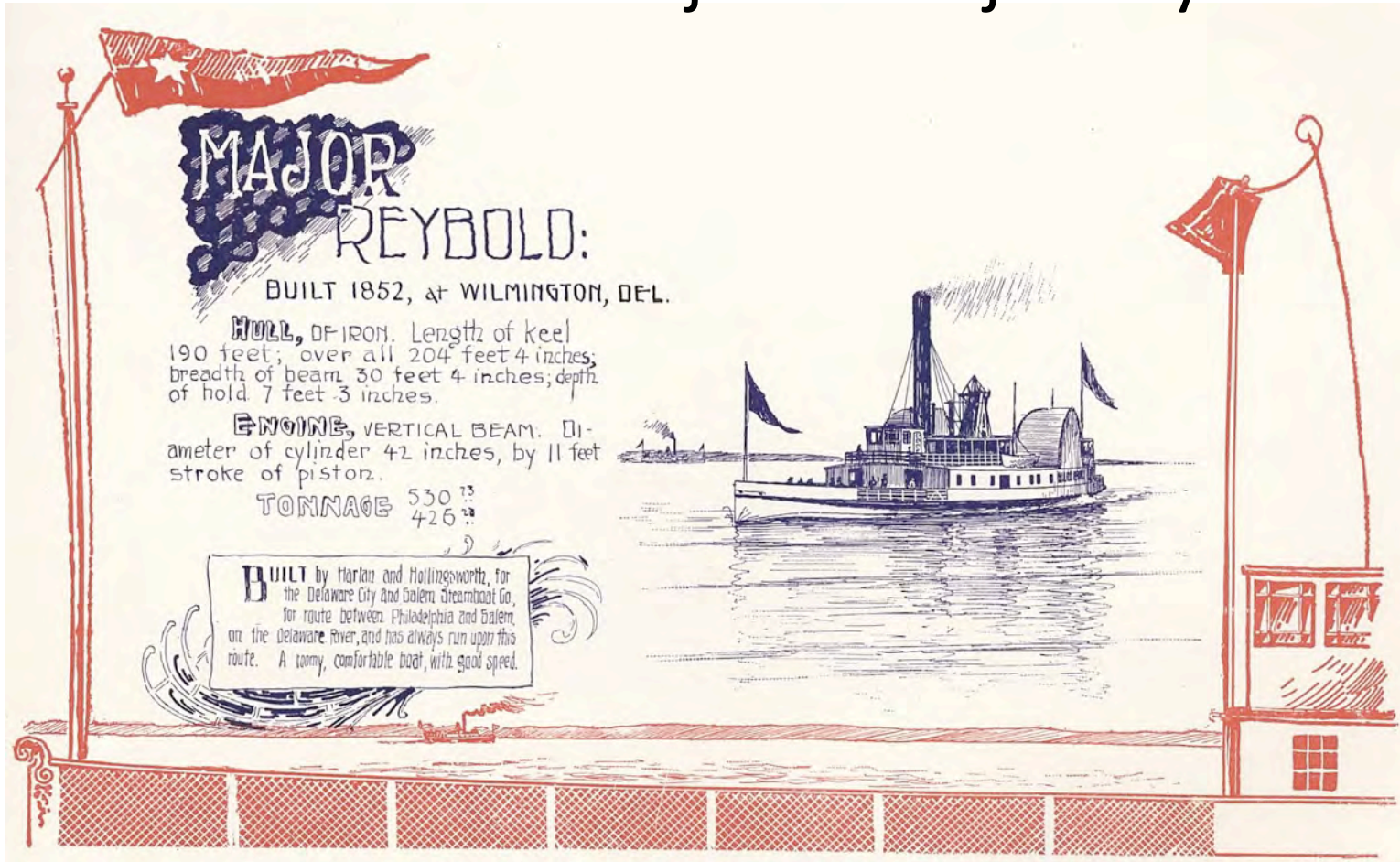
Steamboats



- 1787 John Fitch made first successful steamboat in PHL, witnessed by Constitutional Convention. Ran trips PHL – Burlington; Patented
- 1807 Robert Fulton built Clermont, ran NYC to Albany
- 1816 E. I. du Pont meets, mentions meeting, taking or sending stuff via steamboat 10 times in his correspondence
- 1830 “Robert Morris” started 40 years of travel PHL->New Castle
- 1844 Ericsson Line steamboats went via canal PHL -> Baltimore used screw propeller invented by Ericsson (statue next to Lincoln memorial on Mall in D.C.)



“The Major” – Major Reybold



Ran from PHL to Salem and New Castle. Originally owned by the Delaware City & Salem Steamboat Co. Wm, Reybold head. Ran until 1906 Shipped peaches from his farm in Delaware City, people welcome then and the rest of the year



The sister ship Thomas Clyde, sailed 1878-1929 also went from PHL to NC and Bombay Hook where the owner had farms and a picnic grounds or to Augustine Beach or Riverview Beach (NJ) for pleasure cruises for clubs and Sunday School groups.



Wilmon Whildin
artist John Neagle, c1823

Captain Whildin was one of the most successful steamboat captains on the Delaware.

His ship *Delaware* went between PHL and Cape May, between 1821 and 1827, stopping at New Castle . The all day trip cost \$5.

He opened Cape May Point in 1829 and opened a hotel there, with connection by the steamboat “Emerald”

His ship *W. Whildin* was the first iron steamboat on the river in 1841. It ran between Baltimore and PHL on the canal.



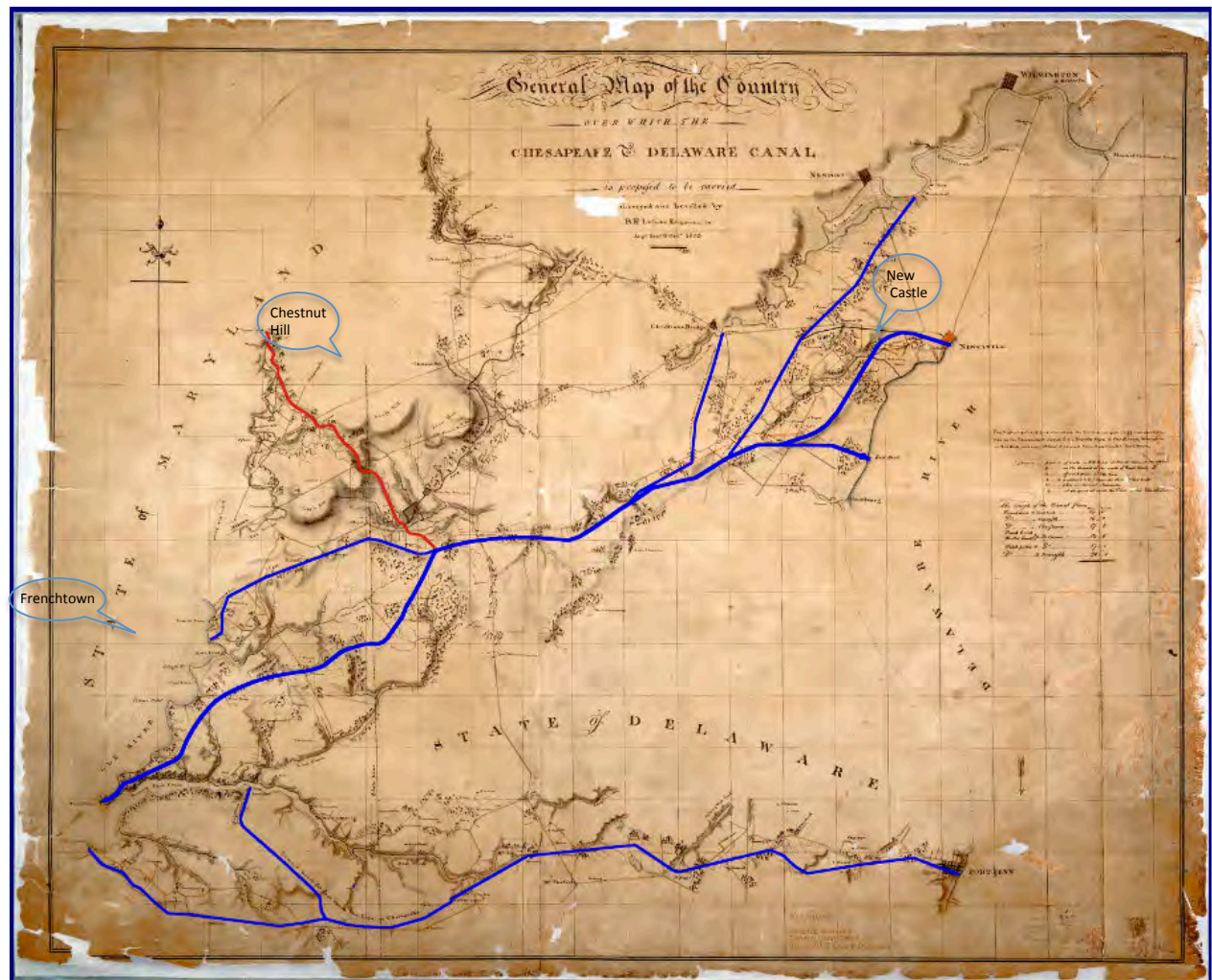
The Queen Anne, c. 1930

1st C & D Canal attempt (1803-5)

Canal Company mainly from PHL, also MD and Delaware. Route with 14 locks but minimal digging proposed by Latrobe. Started 1803, ran out of money 1805.

No federal support.

Possible termini included Frenchtown and Battery Park 😊



General Map of the Country
-- over which the --
CHESAPEAKE & DELAWARE CANAL
---is proposed to be carried---
Surveyed and Levelled by
B. H Latrobe Engineer, in
in Aug^t. Sep^r & Oct^r. 1803

Proposed routes including from Welch Neck/Back Creek or Frenchtown, MD to Port Penn, Christiana, New Castle or Christiana, and the feeder (shown in red) from Elk Forge to near Aikentown (Glasgow). The feeder was nearly completed in 1805 when the company closed due to lack of funds. The proposed feeder from White Clay Creek starting at Newark was never started.

C & D Canal – a slow but efficient competitor for the New Castle & Frenchtown Turnpike & RR Traffic

Canal begun in 1824, finished 1829 – 20 years after the failure of the first company (three years before the opening of the NC&FT RR).

Back Creek MD to Delaware City DE

Investors: PA \$100k, MD \$50k, DE \$25k, US \$450k

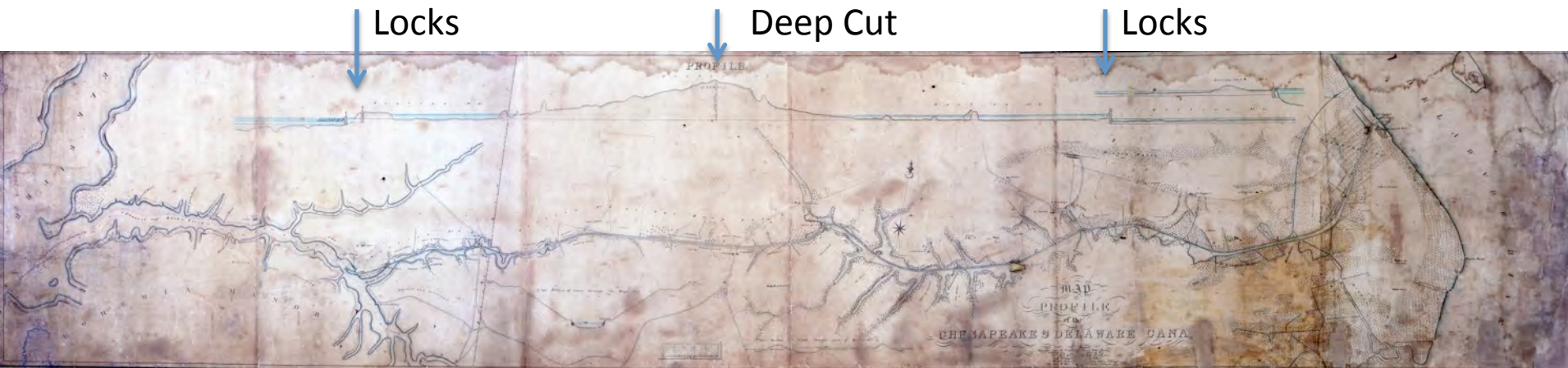
Barges pulled by mules and horses (slow but efficient)

Width: 36 ft originally (450 ft currently)

Water supplied from Lums Pond

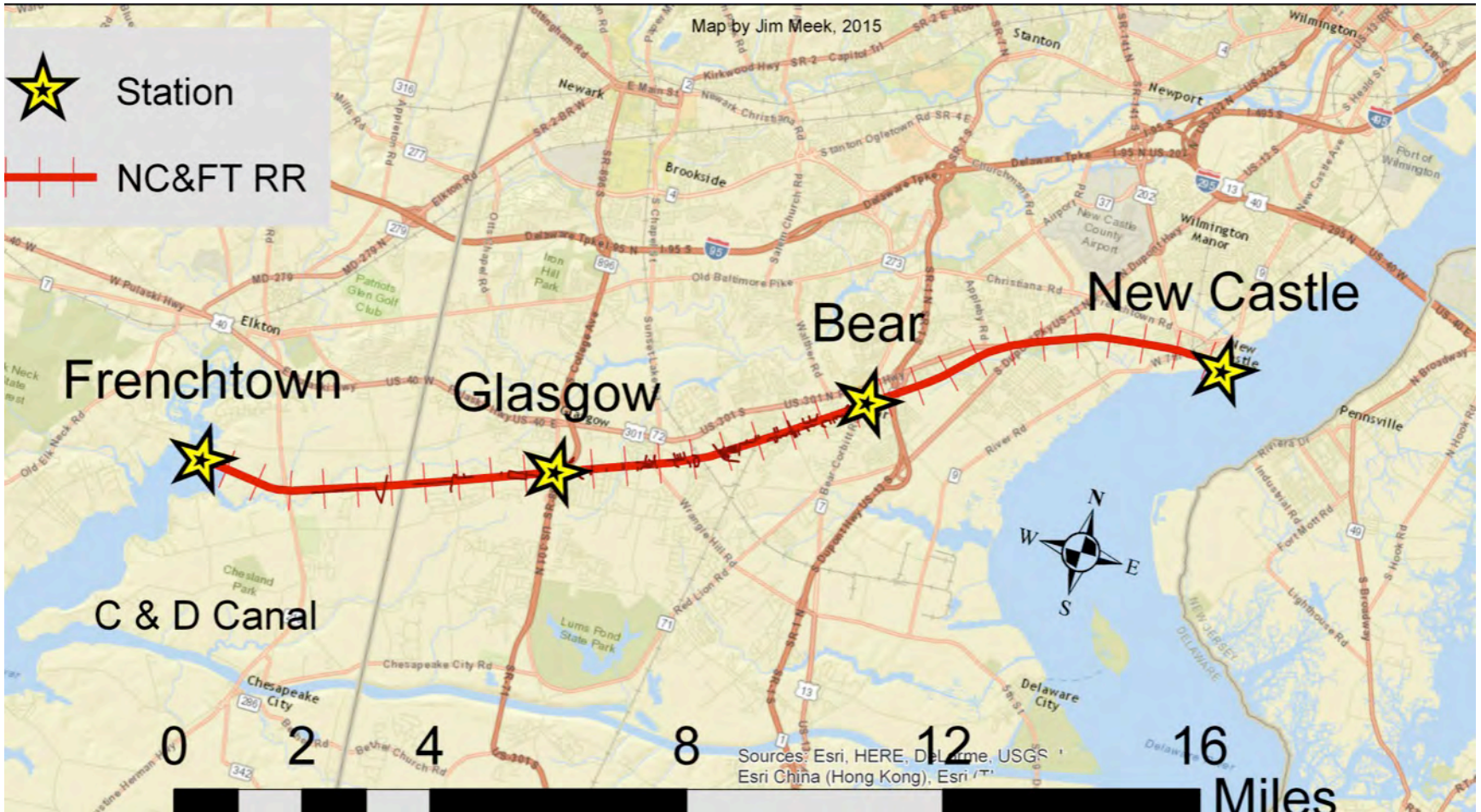
Required a “Deep Cut” at Summit Bridge (90 ft above bottom).

Four locks vs 14 in Latrobe’s 1803 plan (slow compared to the NC & FT RR)



Long map (20ft?) in park office building at 9 & the canal in Delaware City

New Castle & Frenchtown RR



The NC& FT RR was NOT the first US RR by 5 years!

Railroad	State	Year	Miles
Quincy quarries to Neponset River	MA	1827	4
Mauch Chunk to coal mines	PA	1828	5
Mount Carbon	PA	1830	7.5
Schuylkill Valley (Port Carbon to Tuscarora)	PA	1830	30
Little Schuylkill (Port Clinton to Tamaqua)	PA	1831	23
Pontchartrain	LA	1831	5
New Castle & Frenchtown	DE	1832	16
Camden and Amboy	NJ	1832	61
Mohawk & Hudson	NY	1832	16
Saratoga & Schenectady	NY	1832	22
Westchester to Columbia	PA	1832	9
Rochester to Carthage	NY	1833	2
Philadelphia & Trenton	PA	1833	9

[in 1838] Within a very few years, a wonderful change has been effected in land communication throughout Great Britain and America where railways have been more extensively and successfully introduced than in any other parts of the world...The first, the Quincy RR, was intended to convey stone from the quarries to a shipping port.

Sketch of the Civil Engineering of North America, David Stevenson, London, 1838

The number of railroads exploded

By the end of 1832, the year the NC & FT RR was completed, there were about 10 railways.

“...in 1837 there were no fewer than 57 railways in operation.. And 33 railways were then in progress and 150 more railway companies had been incorporated....”

(Stevenson, 1838)

A Short Lived Success

- The railroad was successful. In 1833 the builders (from NC & PHL) imagined extending it to Boston, or even South America!
- Travel was rapid (about an hour) and comfortable.
- The owners had not conceived how rapidly railways would expand and eliminate the need for steamboat connections provided by New Castle.
- By 1839 the Philadelphia Wilmington & Baltimore RR completely bypassed the NC&FT route, and eventually absorbed it.

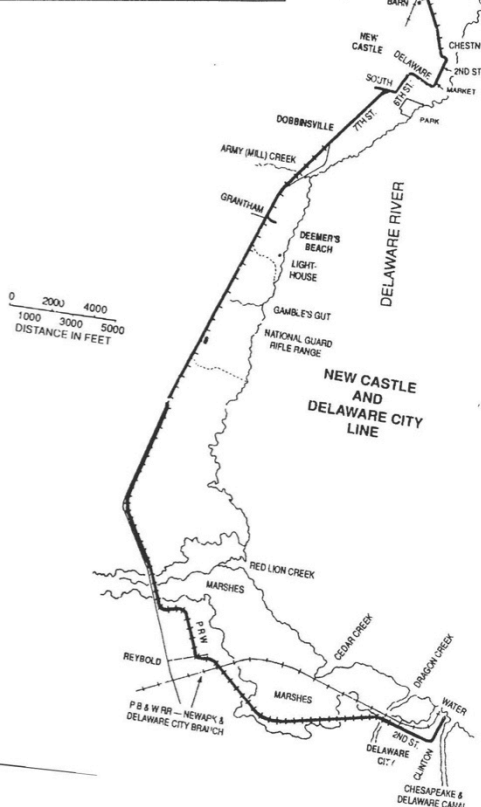
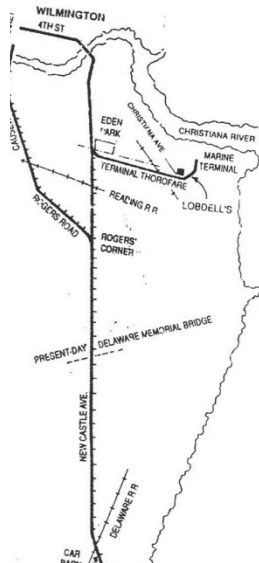
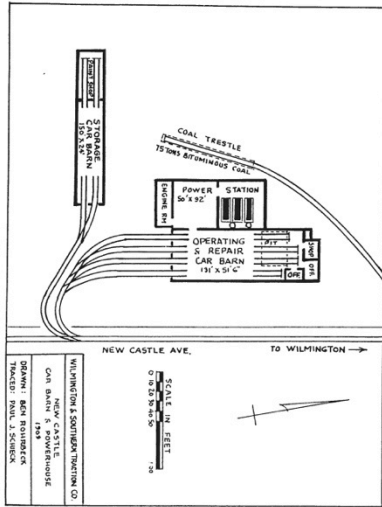
Trolleys

Started c. 1896

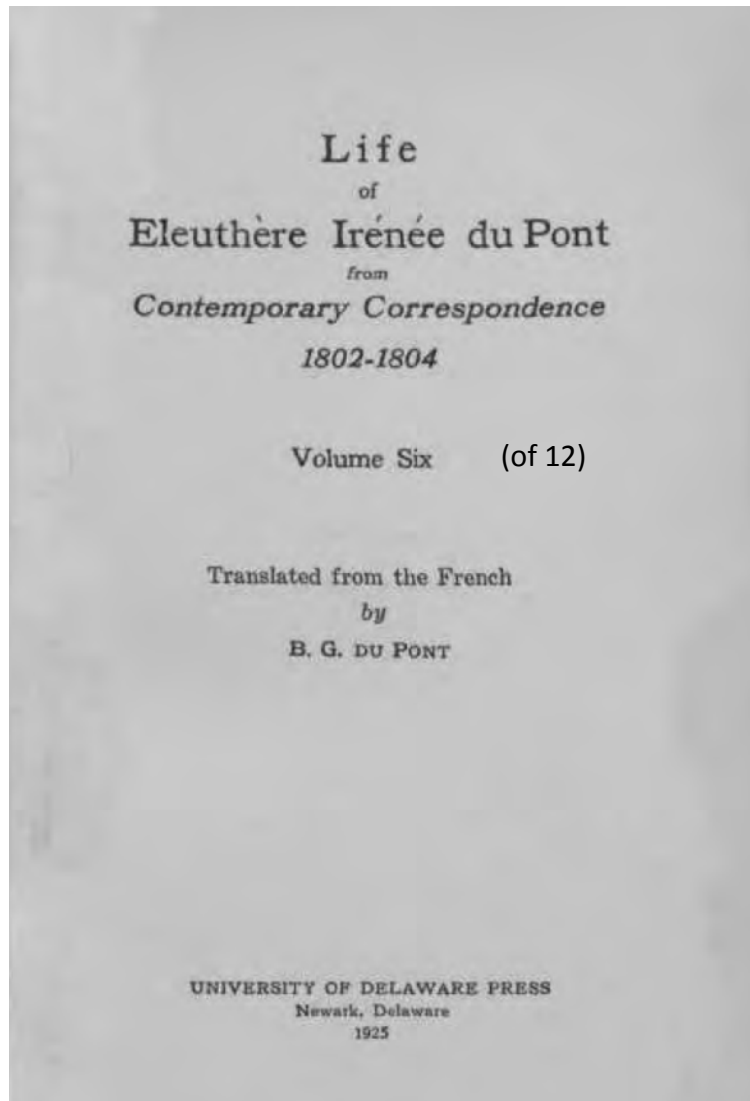
From Wilmington to New Castle

to 2nd St. up Delaware St.

left town on 6th and 7th to Dobbinsville & Delaware city



Transportation and Everyday Life for E. I. du Pont (1802-1818)



Boats leave directly from New Castle to France

E. I. du Pont to Du Pont de Nemours.
Mill near Wilmington, August 15, 1802

The departure of M. de Marbois, who sails from New Castle, gives me an opportunity at last of writing to you, dear Papa; until now I have always had the bad luck not to know of ships for France until too late, but I hope for the future to have better arrangements in Philadelphia and to be informed of the sailings.

Another letter home

E. I. du Pont to Du Pont de Nemours.
July 16, 1803.

New Castle is still the seat of government

Peter Bauduy to E. I. du Pont.
Wilmington, August 20, 1802.

No news from Victor—for either you or Me. Do not forget to come and breakfast with me tomorrow so that we can go to New Castle. I have made an engagement with Rodney to **arrange about your naturalization;** and I shall expect you.

I have just received your letter of May 13, my very dear Papa, and hearing at the same time that a ship for Bordeaux is today at New Castle I am seizing the opportunity to answer you. The news of the cession of Louisiana was published here about ten days ago. It had a great effect on public opinion and gave Jefferson the position that his talents and his patriotism deserve. No one expected this result of the negotiation and much admiration is felt for the President's sagacity in making so important an acquisition. The Federals are ashamed of their blustering of last year and are obliged to admit that Jefferson's methods are better, safer and cheaper than would have been a war with France and Spain, and a forcible invasion of the country by Kentucky Riflemen.

*Du Pont to ship 60 kegs of
gunpowder to New Castle!*

Duplanty to E. I. duPont.
Philadelphia, September 2, 1808.

My dear Mr. Irenee,
I wrote you two letters yesterday ... As I told
you, I have seen Price and another man, **[he]**
agrees to go to New Castle to receive about
60 kegs....tomorrow night I shall be more sure
of the day and will write to you again in order
that **you may have the shipment at New**
Castle at the right time. I hope that tomorrow
I may have your answer to my letter of
yesterday telling me exactly what quantity
and qualities you can let me have. You know
as well as I what is best—TP Cannon Fr; Fz; P.
A. & W. in a smaller quantity.

*New Castle the last stop
before France*

E. I. du Pont to Du Pont de Nemours.
Brandywine, Eleutherian Mills,
October 1, 1808.

My dear Papa, I sent Mr. Michaux a
letter and a drawing for you while he
was in Philadelphia, but **he has come**
to dine with us on his way to New
Castle where he is to join the ship...

*Travel by red-eye is not new
Customs in New Castle a problem*

E.I du Pont to P. Bauduy, 1808

However, all that I have written is the result of stupidity caused by the longing for sleep after my ride on the mail stage; for you have, of course, answered the letter Already. McCall will have written to you that it is too late for the 200 kegs of cannon and musket powder; so please tell Dalmas not to grain any more for cannon. As for what is already done, we can send it to Boston with the P. A. In Philadelphia I spoke to Capt. McCoy of the brig Harmony which sails early in next week; he would be glad to have the powder, but it would have to be delivered to him in the river, for he cannot and will not sail from New Castle because of the Custom House.

*Goodstay
Packet from
New Castle to Bordentown*

New York, August 17, 1802.

my duties as furnisher of supplies will end—and I go to Goodstay to hide myself from the clamoring of the fifteen hundred angry blacks and whites who will probably die of hunger if that happens; and then I should not need him. However, if it suits him and you 1 should like to have him; but as he will need his trunk and the stage is expensive, could he not come almost as quickly and more comfortably by the packet boat from New Castle to Boordentown and from there to Amboy? Do as seems best to you about sending him—the necessity is growing doubtful—and about the route, ...V. d.P.

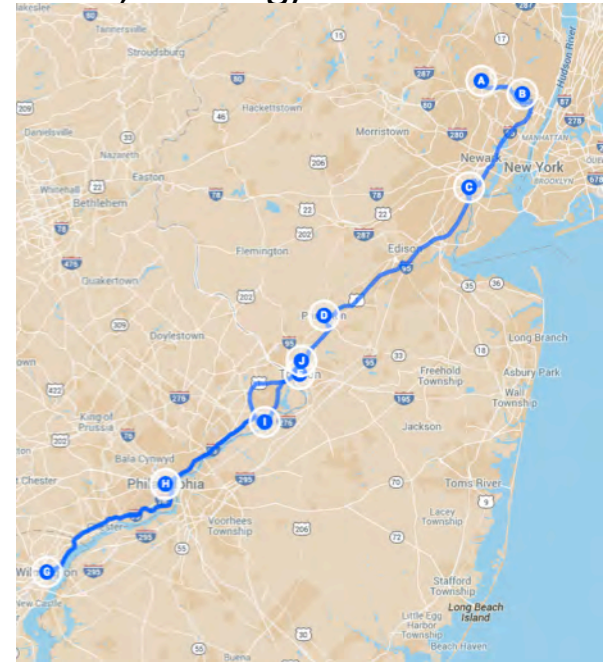
Isaac McKim to E. I. du Pont. In English.
Baltimore, 31st July, 1802.

My dear Sir—

I read this morning your esteemed favor of the 28th Inst and I called immediately at the Collector's office, respecting your three Barrels Machinery which arrived in the Maryland Sloop of War from Havre. the Collector being Convinced that every thing was Strictly True respecting their use &c. has been pleased to give orders that they be delivered up to me, whenever I may call for them, free of duty, there has been some small charge attending the Landing of them, as also the Storage, which I shall pay, and render you an account thereof—it now remains with you to give the necessary instructions respecting their being forwarded to you, and I believe the best way will be to send them by the way of the french town and Newcastle Stage Boats, so that you will have to Send from Wilmington to New Castle for them, if they are forwarded by this route.—I can give directions for them to be left at the Storehouse in Newcastle until you send for them. Be Pleased to inform me if I shall forward them to you by the french Town & Newcastle Stage Boats—or any other way that you may think best, believe me to be with great Regard
Sir, your most obt. Servt. Isaac McKim.

Travel Expense Report of E. I. du Pont.

Date	Description	D	sh,p	(Pounds, shilling)
1802	To Little Fall	D	sh,p	(Pounds, shilling)
March 25	At Aquakimunk		5	
	Lodging —Little Fail	1	7	
26	Breakfast at Patterson	1	2	a
	Bridge at Hackensack		4	b
	Tolls		3	
April 11	Boat to Elisabethtown	1		c
	Carriage		4	
	Supper—Elisabethtown		6	
	Carriage to Princetown	4		d
12	Stage – Princetown	2	4	e
	Breakfast—Trenton		4	
	At Philadelphia, porter for trunk		2	f
16	Inn at Philadelphia	6	6	
	To Wilmington – tolls		2,4	g
19	Gig , 4 days	10		
22	Inn at Wilmington	13	6	
	Stage to Philadelphia	1	6	
...				
29	Francis Hotel at Philadelphia	1	6	
	Mail Stage	8		
	Dinner at Bristol		6	
	Supper at Brunswick		4	
	Gig to Bergen			
....				



how? Toll road
two wheel carriage
not yet home?
not packet boat?

expensive!!

MISS SHERIDAN TO SING SOLO

New Castle's Young Soloist
Will Be at Epworth
Church

HORUS CHOIR
ALSO TO SING



MISS FRANCES SHERIDAN.

Miss Frances Sheridan, of New Castle, the 13-year-old soprano, who was the prize winner at a singing contest over a year ago, will sing at the evening service in Episcopal M.

Frances Sheridan Haut was born in New Castle in 1908 in the (now) green Victorian house at the end of 6th Street. She recalls that New Castle has always been lovely. One thing that has changed is that Green is no longer limited by a high fence to contain cows. Before her time citizens such as her father Phillip Sheridan and Judge Rodney kept cows, and they were allowed to graze them at certain times of the day.

Another daily event was the coming of the boats to the Delaware Street wharf. She recalls that sidewheelers such as that shown here came daily from Philadelphia or Baltimore at 11 a.m. and 7 p.m. and stopped for an hour. Passengers would go to the great ice cream parlor at the Jefferson Hotel. This was in the second floor of the now-removed rear extension.



The ferry to Pennsville and the Riverview (Amusement) Park was a draw for Frances (and for Lena Deemer, Jim Quillen and Dick Appleby). All recall sneaking aboard the ferry and into the park. Frances recalls that on a date, the boy took her to New Jersey in a canoe, hitching a ride all the way on the wake at the boat's stern.

[ideal18990004.JPG \(605402 bytes\)](#)

She married Henry Haut in 1931, and lived for many years at 26 The Strand opposite the end of Packet Alley. She recalls her parents sitting at the upstairs window watching the many foreign ships passing up and down the river. She herself went to Europe about 20 times, mostly by ship.

Reminiscences of
Frances Haut
Died in 2012 at age 104



Frances started singing early in life and performed as a soloist at age 13. Her musical career included teaching piano and voice for 50 years.

Taking the trolley to Wilmington and crossing the terrifying bridge over the railroad tracks near the trolley barn. She recalls that some people refused to go over the bridge and forced the conductor to allow them to walk!.



Beach parties with bonfires from the driftwood (sometimes 4 fires at a time) were not only for dating but for families -- everybody from children to grandparents. Everybody off the beach by 10 pm.

Frances Haut recalls the wharf area.



Video by Harry Keyser in 1984