

Maple Shade, a Village in Chester Township

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Table of Contents-

The Story-	Page 3
The Toll Road-	Page 6
The Trolley-	Page 31
The Train Station-	Page 35
A House and a Blacksmith Shop-	Page 46
A German Town-	Page 57
Other New Comers-	Page 96
The Two Churches-	Page 142
The Schools-	Page 147
The Two Brickyards-	Page 159
Early Directories-	Page 166
The Two Realtors-	Page 178
Horace Roberts-	Page 189
Police and Fire Departments-	Page 192

I asked Joe Laufer, the Burlington County Historian, in 2013 if he would write a Forward section for the book I was thinking of writing. A book called “Maple Shade Beginnings.” Joe agreed and sent me a letter of a Forward. Joe has died since I finally got to make the book about the beginning of Maple Shade, but I think he’d still want me to add his Forward. Thanks Joel-

Forward-

A reporter once referred to Dennis L. Weaver as “A self-made historian in Burlington County.” This is an accurate assessment, because he never earned a history degree from a college or university, nor has he taught history professionally. But no one questions Dennis' passion for history- especially Maple Shade and Burlington County history. In 2009, the Burlington County Freeholders presented Dennis with one of their annual preservation awards. The award was for “Published History.” Dennis submitted a CD disc version of PDF chapters of a book he had written, entitled “Moorestown- out in the Country; The 1940s & 1950s Airport Road Area.” It was a fourteen- chapter, fifty- page illustrated booklet based on independent research and interviews with local residents. The award was also for the creation of a DVD containing an illustrated lecture prepared for an event at the Maple Shade Historical Society celebrating the history of the historic Collins Lane house once the home of Samuel Burrough of Evesham.

I first became aware of Dennis' passion for history when I was conducting research for an article I was writing for a local newspaper about his hometown of Maple Shade. I called a friend at the Maple Shade Library and she suggested that I go to Dennis' website, “Densdoor.” That was back in 2005- and what a discovery that was! It was a folksy, pre- blog era website loaded with anecdotal information about the history of Maple Shade and the surrounding area. I learned things that I could never have

found in any books. There were excerpts from newspaper articles, stories about homes, businesses, neighborhoods, and, most fascinating, about people.

That's why I welcome this book. Dennis Weaver has taken a lot of that information about Maple Shade and weaved it into the narrative we find here. It is a compilation of much of the research Dennis has conducted over the past thirteen or fourteen years since he more or less stumbled into the world of historic research and preservation upon discovering an error in the real estate records pertaining to the history of the home he bought for himself.

All historians are not created equal. Some are professional historians schooled in the principles of research and analysis. Others are trained as teachers of history. Then there are those who develop an interest in history while pursuing another profession. They become amateur historians, sometimes referred to as armchair historians or just plain "history buffs." These amateur historians can be even more passionate about history than their professional counterparts- and usually are-, and many develop into the most effective cheerleaders for local history and historical preservation. Dennis Weaver falls into this latter category, and his work to date stands as testimony to his ability to discover, organize and record the best and most interesting stories, thereby preserving them well into the future.

This publication expands his portfolio and furthers his contribution to the preservation of the history of Maple Shade.

Vincentown, New Jersey
Joseph M. Laufer
Burlington County Historian

Acknowledgements-

I thank the Maple Shade Historical Society for many of the great photos used in this book. And I thank whoever gave the photos to the Maple Shade Historical Society in the first place.

I thank the Mennel family for the great photos they have shared with the Maple Shade Historical Society that I used in this book.

I thank Barbara Stevens for her sharing the information on the Fahr family and her photo of William Myers and his barber shop.

I thank Paul W. Schopp for going to the N.J. State Archives in Trenton and finding various railroad records and telling me where they were. I also thank him for the information on the Moorestown and Camden Turnpike cessation and the trolley line.

I thank the Moorestown Historical Society for the scan, from the William H. Roberts Collection, of "Springwell" the former home of Joseph W. Lippincott.

Introduction-

When you really want to know history, you need to know the facts. When someone tells you “The facts,” you do not know if what they are saying is correct or not unless you yourself do further research.

This book contains a lot of primary source material such as Chain of Title studies. That is great way to learn details but usually lacks the joy of a story narrative. I try to add some write up but must admit I am not turning the book away from what it is- a reference source.

After you read this book about a time period of Maple Shade’s slow country town growth you will understand more how the town began from a small hamlet and a train station.

In the early 1920s there was fast growth and fast growth quickly makes a village a town- one way or another.

This book stops short of when Maple Shade became Chester Township in 1922 and even prior to when Maple Shade had its own newspaper, in November of 1916, calling for needed “Progress.”

That material belongs in another volume. This book is concerned with the time of suburbanization before tract housing and town like improvements came.



This is a photo from about 1900. The man at the right is Harry Gilbert, who worked as an agent from 1893 to 1921. (Photo- Frank Kozempel)

The Story-

The directors of the Pennsylvania railroad company on June 3, 1874 unanimously elected Col. Thomas A. Scott, president in place of J. Edgar Thomson, deceased. Col. Scott had formerly been the vice president. That same month “Stiles Station” was renamed “Maple Shade Station.”

Most of the Stiles farms no longer had Stiles families living at them now. Maybe someone mentioned to them that Benjamin J. Stiles had committed suicide. That would cast a shadow over the place. I also think the railroad co. was getting away from naming the stations after land owners as they in time either move or die.

Louisa Frech, the wife of Christian Frech told a story to the Maple Shade Progress newspaper in 1916 entitled “Forty Six Years Ago- The Hamlet of Stiles Station And What It Became.”

The Frech family bought their house and blacksmith shop in 1870, hence the name of the story “Forty Six Years Ago.” That is when they came to town.

I do not think several of the facts in the story are correct and these things happen by people’s faulty recollections or wrong conclusions as well as newspaper editor’s story add-ons and alterations.

According to the article Mr. Patterson, who bought the farm north of the railroad station, planted maple trees down what is now Mecray Lane and “renamed the place Maple Shade.”

Henry Patterson bought his farm in 1871. How big were the trees in 1874 to persuade the railroad company? Not very big if he was the one who planted them. Even if they were there already and had grown to be large,

planted by someone else before him, Mecray Lane is a little bit far from the train station. Still, is there something to the story?

She does reference the fact the station had been named "Stiles" for the Stiles family brothers although she said there were four instead of three. She also states the Patterson farm is north of the station, so she doesn't say it was moved from Stiles Avenue. That story was concocted and added onto by several Maple Shade residents who had remembered the old Joseph Stiles house at Stiles Avenue and were putting "two and two together."

Some have said the farm was called the "Maple Shade Farm." Is there enough evidence to support that idea?

In his book "Place Names In Burlington County New Jersey," Henry H. Bisbee, Copyright 1955, stated that Maple Shade Township was named for the numerous maple groves in the area and that in 1860 the section was called "Stiles Corners."

Charles F. Shuster began the development of Maple Shade with the "Shuster Tract" subdivision in 1887. Soon to follow were two more subdivisions- the "Zane Tract" and the "Maple Shade Land & Improvement Co." land which was along the north side of the railroad tracks.

The village of Maple Shade had begun. However, growth was slow. A decade later, T. Chalkley Matlack stated "Maple Shade is the present name of the railroad station and locality that twenty years ago was called Stiles', from the number of families of that name who lived there. Now (1897) it is scarcely a village in pretense, but has two churches, two stores, a blacksmith shop and twenty-one scattered residences."

It didn't progress much further than that until the Edward Cutler Real Estate Company took over sales for the Shuster Tract and the Maple Shade Land and Improvement Company in 1905.

A new school was built in 1909 on North Poplar Avenue replacing the one room school built in 1811 on what is now called "West Main Street." Sometime between 1894 and 1900 its name had been changed from the Chesterford School No. 27 to the Maple Shade School No.1, perhaps soon after the "Township School Act" of 1894.

I mention this as one of the improvements which show suburban growth. Another school was built on Chestnut Avenue in 1920 and was first named Maple Shade School No.2, now the Ralph J. Steinhauer School.

In 1912, Thomas J.S. Barlow Sr., the president of the Maple Heights Land Company, formed Barlow & Company. Land was purchased for "One Acre Farms" sub divisions in Maple Shade and Lenola by John F. Harned and Horace Roberts.

The Maple Shade Progress newspaper was started in 1916 and called for "the Progress of Maple Shade." This meant better roads, more street lights and to be hooked up to the Moorestown water works.

Moorestown separated in 1922 and Maple Shade became a Township to itself by default having the name Chester Township.

The real development of Maple Shade began with Barlow & Co. and their Barlow Built Bungalows in the early 1920s.

**The Old Toll Road,
100th Anniversary of the 1844 Meeting-**
From an August 1944 Moorestown Chronicle newspaper-

The Old Toll Road

N.R. Ewan, president of the Burlington County Historical Society, should discover that the one hundredth anniversary of the first toll road between Moorestown and Camden will be celebrated in August of this year of grace, 1944. Mr. Ewan has very kindly given his findings to the Chronicle in the article which follows. Being a historical document, it is printed as it was written.

Public Notice GRAVEL ROAD.

A meeting of the subscribers for gravelling public road from CAMDEN
TO MOORESTOWN

And of all other persons friendly to improving said road, will be held at the House of Benjamin Martin, innkeeper, in Moorestown, on Thursday the 13th day of August, inst., at 2 o'clock in the afternoon of that day.

A very general attendance of all persons interested in the enterprise is desired. It is hoped that the time has now arrived when this highway may be permanently improved to the great advantage of those who travel upon it.- (Advertisement in Camden Mail, Aug. 14th. 1844.)

The following news item appears in the subsequent issue of Aug. 21st.

Road Meeting

A meeting of persons interested in gravelling and otherwise improving the public road between Camden and Moorestown, was held in the afternoon of Thursday the 15th. inst. (1844) at the House of Benj. Martin. After a

promiscuous interchange of sentiment an adjournment was had to the "Town House," and the meeting there organized by electing- Dr. Spencer, Chairman, Geo F. Doughten, Secretary.

About seventy of the most enterprising men of this neighborhood were in attendance- principally farmers. They were alive to the importance of this much travelled, yet much neglected highway. The meeting was addressed by several gentlemen who demonstrated the many advantages which would result to the community by "mending their ways." There was a generous spirit of improvement in the meeting demonstrated by the fact of the many advantages, that sixty four of those present subscribed at once \$1500.00 towards accomplishing the object. Only three or four declined to subscribe. Estimated cost of the work is \$3000.00 at least.

No doubt was entertained that the necessary sum could be raised, as certainly not one-fourth of the people, much interested in the matter were in attendance. It is desirable that much more than \$3000.00 shall be subscribed as it is feared that sum will prove insufficient to make the improvement as permanent as contemplated.

The subscribers agree to pay the sums of money opposite their respective names to be applied to permanently improving the public road between Moorestown and Camden- provided the amount of \$3000. be subscribed, the payments to be made in cash or in labor at the following rates, viz:-

For two horses and man per day (with wagon) \$1.50 per day.

For one horse, cart and man \$1.12 1/2 per day.

For a man only 80 cents per day.

Committee of thirteen, viz- Dr. Spencer, Jos. F. Page, Wm. Collins, George F. Doughten, Joshua Hollingshead, Allen Jones, Edward French, Benj. Stiles, Thos. B. Evans, Jos. A. Burrough, Stacy Kirkbride, Stacy

Champion, and Benj. Martin were appointed to circulate subscription lists for additional subscribers and report at an adjourned meeting.

Richard M. Hugg, Benj. Stiles, Jos. Hollingshead, Benj. Cooper and Wm. Folwell were appointed a Committee to examine the land upon the line of the road, and report at the adjourned meeting, under what circumstances, suitable material for the improvement can be obtained.

The meeting adjourned to meet again at the House of Stacy Kirkbride, innkeeper, in Moorestown at 2 o'clock in the afternoon of Tuesday the 27th. of August, inst. At this time if the necessary amount shall be subscribed, the plan of immediately commencing and prosecuting the work will be devised. A large meeting is therefore desirable; and all who feel an interest (and who are not interested) are respectfully invited to attend.

The general abstract was ordered to be published in the Camden and Mount Holly papers, and notice of the adjourned meeting given in hand bills.

One of the most prominent men in the founding of the turnpike was George F. Doughten, who was elected secretary. Mr. Doughten established the general store (now the William Matlack Co.) at Main street and Chester avenue, and his home was next door- the house now owned by John Fawcett.

We told about the toll house at North Bend (near Dolly's garage), the mile posts in front of the property of the late Dr. Harry Jarrett, Main and Chestnut streets, and the one on West Main street near the Forks of the Road. We were not certain of the location of the two toll houses nearest Moorestown going west, and in that matter William Frech of Maple Shade has helped us out. One house stood where the present Sunoco gas station in Maple Shade is now located and the other at Coles avenue, Maple Shade.

Two were in Maple Shade to prevent residents of that community and other nearby places from by-passing the first toll house by using the various streets to go beyond it, yet not pass through the toll gate.

Speaking of William Frech brings to mind "truck shelvings" and we will conclude our article on that very useful and popular wagon used to cart produce to the Philadelphia and other nearby markets. Mr. Frech states, it was a type of a wagon peculiar to South New Jersey and practically used nowhere else. Mr. Frech was the leading builder of these truck shelvings in the State. While it took about three weeks to build one shelving from start to finish, he constructed them on a production basis and averaged about three a week. The shelvings sold from \$200 to \$225. Other well-known builders were C.T. Woolston, Riverton; Harry DeHart, Thorofare; and I.G. Cox & Bro., Paulsboro. The late Martin Dugan, of Moorestown, and William O'Donnell, also of Moorestown, who is still in business, also built truck shelvings. It was the custom of Cox & Bro. to build all through the winter and then take long lines of carts, wagons, and shelvings to various places and sell them at public sale. In Moorestown these sales were always held in the yard of Coles Hotel. The hotel stood on the site of the present Burlington County Trust Co. building and the yard is about the same as it always was (back and to the side of the building), except the horse sheds and barns are gone.

William Frech invented the "cut- under" truck shelving in 1911 and that put him out in front at once and away head of his competitors. As will be seen by the picture we are printing with this article, the body was made so the front wheels could cut under the frame and this enabled the shelving to be turned in almost the length of its body. Before this invention of Frech's a man needed about an acre lot to make the turn. Despite the patent, his competitors began to infringe upon it and to also build "cut-unders." When Frech consulted a law firm familiar with patents they disclosed while the principle was sound, the patent had been applied for and granted in such form that he could not hope to win a suit- so the matter was dropped.

ESTABLISHED 1847

BOTH PHONES

WILLIAM FRECH

Manufacturer of All Kinds of Wagons



Our Specialty is Low Down, Cut-Under Truck Shelvings
Awarded Diplomas over all others wherever exhibited

MAPLE SHADE, NEW JERSEY

Advertisement from a 1907 Chronicle Directory of
Moorestown and surrounding towns

Builders of truck shelvings exhibited them at the various fairs- Mount Holly, Trenton, etc. and while exhibiting at Trenton a man who had a merry- go- round became greatly interested in Mr. Frech's shelvings and asked him if he could build circus wagons and if so, would be down to see him after the circus season closed. Mr. Frech never expected to see him again, but he did come and from that small beginning there developed a large and successful business in circus wagons as well as truck shelvings.

These circus wagons were extremely heavily constructed, were twenty feet long, eight feet wide, and the tires on the wheels were six inches broad. Two of them could be loaded on a 45- foot flat car. The wagons were only used for transportation of "rides" etc. from the railroad station to the circus grounds. In addition to the immense three ring circuses that show in New York, Philadelphia and other large cities there are numerous smaller ones which use from twenty to thirty railroad cars to transport performers, animals, and the "rides" and other concessions- and it was for this type of circus that Mr. Frech constructed his wagons.

"Rides" is the trade name for merry- go- rounds, Ferris wheels, "Whips," etc. These did not belong to the circus proper but were owned by men who paid the circus management a certain percentage of the receipts for the concession. "Rides", when the circus was moved to another city, were dismantled, put in these Frech wagons, hauled to railroad station and then put on the cars fully loaded. The circus wagon was constructed with a "possum belly" underneath- a compartment that came down within a foot of the ground and a great deal could be stored in them also. With many dirt roads around the country in those days, a wagon would sometimes get mired, and to aid in pulling it out Mr. Frech said they anchored large "bull rings" made of round inch iron with openings four inches across, on each side of the body so that extra horses could be hitched to them to help pull the wagon out of a hole.

In addition to these circus wagons Mr. Frech built "office" wagons for circuses. The wagons were the same size- twenty feet long and eight feet wide, and most of them had three rooms- one a small private office. One was arranged like a paying teller's window in a bank, where money was exchanged for tickets, concessions, payment of all kinds of bills for which a circus contracts- food for the performers, and meat, hay, and grain for the animals. A safe was always a part of the equipment, and the steps that led to the office were always packed, when the wagon moved, in the "possum belly." Mr. Frech in the heyday of the business shipped these wagons as far away as California and Texas.

But a changing world changed everything. With the coming of the automobile the truck shelving and the circus wagon became a thing of the past. The Frech concern seeing the handwriting on the wall went into the building of bodies for trucks and in some instances would allow a substantial value in a trade- in on the shelvings for a truck body. Later the shelvings were valueless except for the iron and they would be burned in lots of ten to fifteen at a time and, when the embers had cooled the iron would be salvaged.

We spoke about a thousand truck shelvings going through Moorestown in a night. It was no exaggeration. Many older residents will remember when the canning factory was at Third and Schooley streets. They will remember a line of truck shelvings, loaded with tomatoes, standing along Schooley street, overflowing to Main street and extending east for some distance awaiting their turn to be unloaded.

At that time the "Hessian House" so called because Hessian officers occupied it overnight when Lord Howe evacuated Philadelphia and one column marched through Moorestown, had a long porch across the front,

also, an addition on the east which extended within a foot or two of the Edgar G. Scott property. In this addition was a harness shop kept by Asa Schooley (it was from him Schooley street derived its name) while above the harness shop were a couple of bedrooms. This addition was torn down many years ago. The house was completely transformed and restored by its present owner, Col. Tom A. Murphy (The rest of sentence didn't copy.)

That was a lengthy excerpt. I guess now you can call this book a compilation. Actually, most of the excerpt was an excerpt. It included a great oral history interview with William Frech of the William Frech Wagon Company. That was not the first meeting for the organization of the Turnpike. (See the book- The History of Camden County, New Jersey by George Reeser Prowell.)

Turnpike Trivia -

A large gate across the road stopped traffic, but when the toll was paid the gate was opened and the horse, wagon or carriage allowed to pass through. Persons going to church or meeting on Sunday went free. Stone posts marked every mile.

The average country road in times past was dusty in summer, deep rutted and bogged down with mud in the spring and winter.

Why are toll roads called "turnpikes?"

Because the "pike" or long rod would be turned upward (or as a gate) to let you pass when the toll was paid.



One of the two stone mile markers of the Moorestown and Camden turnpike located in Maple Shade Twp.

The Moorestown and Camden Turnpike-

The area now Maple Shade was right between Moore's Town (Moorestown) and Cooper's Ferry (Camden).

In 1794 a stage road was laid out between the two, replacing the Old Ferry Road. Today it is Main Street in Maple Shade, Camden Avenue in Moorestown, and Maple Avenue in Cherry Hill and Pennsauken. It is then Federal Street in Camden. In 1850 it became the "Moorestown and Camden Turnpike," owned and operated by local shareholders collecting revenue by several toll gates along it.

The following quote is from the book- History of Merchantville, Camden County, N.J. by Francis F. Eastlack, 1899-

"The Moorestown and Camden Turnpike Company" constructed the present road in 1850. It was opened for use April 1st, 1851.

Edward Harris was its first president. Its original cost was thirty-six thousand dollars. The roadbed was of gravel. A two- horse team drew usually from seven hundred to twelve hundred pounds. Afterwards it was laid in stone at an additional outlay of sixty-five thousand dollars, making for construction alone a total of one hundred thousand dollars. At present a span of horses can draw three to four tons weight to and from Philadelphia or Camden.

Its bonds and stock are held in part by widows and the descendants of its original incorporators. Emmor Roberts, of Moorestown, is now president of the road.





Here is another view of the toll gate house near Fellowship Road.

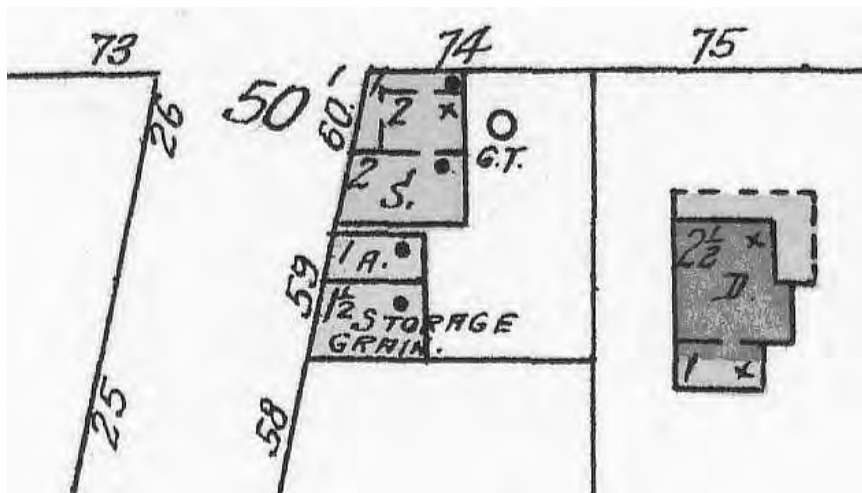
On the previous page are photos of the first two toll gate houses. Note that they are basically identical. The top photo is of the Moorestown Toll Gate, 36th & Federal Street, Camden, N.J. At last check it is still there being used as a Mexican restaurant. The bottom photo is of the toll gate that was near Fellowship Road in Maple Shade, N.J. taken in 1897 by T. Chalkley Matlack.

According to two notices in the New Jersey Mirror newspaper, dated January 4, 1855 and February 22, 1855, concerning turnpiking the Fellowship Road, the toll house on the Moorestown and Camden Turnpike near Fellowship Road is called the "Upper Toll House."

The “Custard Stand lot”-



Toll Gate House, S.E. corner of Main and Coles Ave., built in 1890 by the Moorestown and Camden Turnpike Company. Mr. and Mrs. Charles McElwee and their daughter Rachel. Discontinued in 1907.



It was later used as a store. (1923 Sanborn map)



Chain of Title-

Thomas Murphy and his son John operated a gas station there and changed it into a custard stand in 1953. They lived next door in the old Charles McElwee house.

Thomas Murphy, of Coles Avenue and Main Street, Maple Shade took title on July 13, 1940
under deed book 923, page 440
from the Merchantville Building & Loan Association,
located and doing business in the Borough of Merchantville
for the sum of Four Hundred Dollars

All the following tract or parcel of land and premises herein after particularly described, situate, lying and being in the Borough of Maple Shade, in the County of Burlington and State of N.J.

BEGINNING at a stone corner to land formerly of Levi L. Lippincott, and extending thence (1) South eighty eight degrees and thirty minutes West, 100 feet to a stake corner to same in the middle of the public road, formerly called Mill Road, now called Coles avenue; thence (2) along the middle of the said road, and crossing the Turnpike Road, North twelve degrees East, 152 feet and six inches to a point corner to land formerly of Nathan Perkins; thence by the same (3) South fifty eight degrees and forty minutes East, 75 feet to a corner in the middle of the said Turnpike Road; thence (4) South one degree and thirty minutes East, 107 feet to the place of beginning.

(Note- The toll gate house was razed or moved in 1938 so it was an empty lot he was buying.)

The Merchantville Building & Loan Association
took title on February 4, 1931
under deed book 769, page 267
from Roscoe C. Shinn, Sheriff
for the sum of ONE HUNDRED DOLLARS, being the highest bidder
(Same exact land description as above)

A mortgage was given by
William A. Nilson, and Jessie O. Nilson, his wife
to G. Wilbur Taylor and Estate of George E. Taylor,
trading as Taylor Brothers on January 16, 1926 to October 16, 1930
and not paid so went to Court of Chancery then public auction sale

I missed printing the Willam A. Nilson deed or writing down the book and page number. There was no Deed Recital section but I took the name to get further back from Grantees index.

William L. Shuster and Mary E. Shuster, his wife of Maple Shade
took title on January 5, 1924
under deed book 627, page 143
from William A. Bougher and Ida May Bougher, his wife
for the sum of FOUR THOUSAND DOLLARS

All that certain lot or parcel of land and premises situate on the South side of the Moorestown and Camden Turnpike Road, at Maple Shade, in the Township of Chester, County of Burlington and State of New Jersey, bounded and described as follows-

BEGINNING at a stone corner to land formerly of Levi L. Lippincott, and extending thence (1) South eighty eight degrees and thirty minutes West, 100 feet to a stake corner to same in the middle of the public road, formerly called Mill Road, now called Coles avenue; thence (2) along the middle of the said road, and crossing the Turnpike Road, North twelve degrees East, 152 feet and six inches to a point corner to land formerly of Nathan Perkins; thence by the same (3) South fifty eight degrees and forty minutes East, 75 feet to a corner in the middle of the said Turnpike Road; thence (4) South one degree and thirty minutes East, 107 feet to the place of beginning.

William A. Bougher and Ida May Bougher, his wife
took title on December 15, 1921
under deed book 592, page 263

from Joseph Protosewitz and Maggie Protosewitz, his wife
for the sum of ONE DOLLAR

Containing 24 and one half one hundredths of a acre

(This is on this deed and on back, yet the distances are all the same as the
above which seems smaller. Oh, it means a quarter acre.)

Note- I didn't see Joseph Protosewitz or William A. Bougher on any
Census records which might indicate they did not live there but used the
building for a business.

Joseph Protosewitz and Maggie Protosewitz, his wife of the Township of
Mount Laurel

took title on December 30, 1914

under deed book 512, page 187

from Martha Roberts, Israel Roberts and Horace Roberts, Executors of
Emmor Roberts, and The Moorestown and Camden Turnpike Company
for the sum of SEVEN HUNDRED AND FIFTY DOLLARS

Containing 24 and one half one hundredths of an acre

From Book of Wills 33, page 403-

"Fifth: I hold several lots of land in trust for the Moorestown and
Camden Turnpike Company, to wit, one at the Lower Toll Gate, one of
eight acres near Merchantville adjoining lands of Joseph H. Amon, one
adjoining the residence of Henry B. Coles and one opposite Roman
Catholic Graveyard. I desire the said lots or parcels of land to be
conveyed to whosoever the directors of the Moorestown and Camden
Turnpike Company may direct, and to that end, I do hereby authorize and
empower my executors hereafter named, to make and execute all such
deeds and assurances as may be necessary in the premises"; and did
therein and thereby nominate and appoint his wife, Martha Roberts, and
his sons Israel Roberts and Horace Roberts to be the executors thereof.

Emmor Roberts

took title on March 16, 1892

under deed book 298, page 494

from Levi L. Lippincott

for the sum of TWO HUNDRED AND SEVENTY FIVE DOLLARS

Containing 24 and a half hundredth of an acre

Charles McElwee never owned the "Custard Stand lot." His family lived at the toll gate house when he was a toll gate keeper. He bought the land next to it of 11.25 acres and had a house built next door. Later the land became a subdivision called "The Plan of Lots of Charles McElwee" owned by Horace Roberts.

Rachel McElwee, his daughter, was the mother of Alfred and Frank Brooks

A 1894 Chester Township Directory, including Moorestown, Maple Shade and Lenola, published by Wm. J. Lovell, has Frank H. Slim listed as a tollgate keeper, Camden pike.

In a 1900 Hauck's Excelsior Directory, Charles McElwee is listed as a tollgate keeper, Main Street in Maple Shade.

On a 1910 Census, Franklin Slim is listed living with Charles McElwee's family (at Coles Ave. area) as a father-in-Law.

Nathan Perkins vs. the Moorestown and Camden Turnpike Company-

We know exactly when the toll house and gate was built at Main Street and Coles Avenue because Nathan Perkins took the Turnpike Co. to court over his objection to having them have built it there near his property.

In the Reports of Cases Decided in the Court of Chancery... NJ, 1892, digitalized by Google Books the whole court case is written out. Below are some selected paragraphs to read-

This bill was filed August 27th, 1890, to restrain the erection of a dwelling and a toll-gate, within the lines of the turnpike of the defendant, in front of the lands of the complainant, and from, putting any person in possession or charge of the said dwelling.

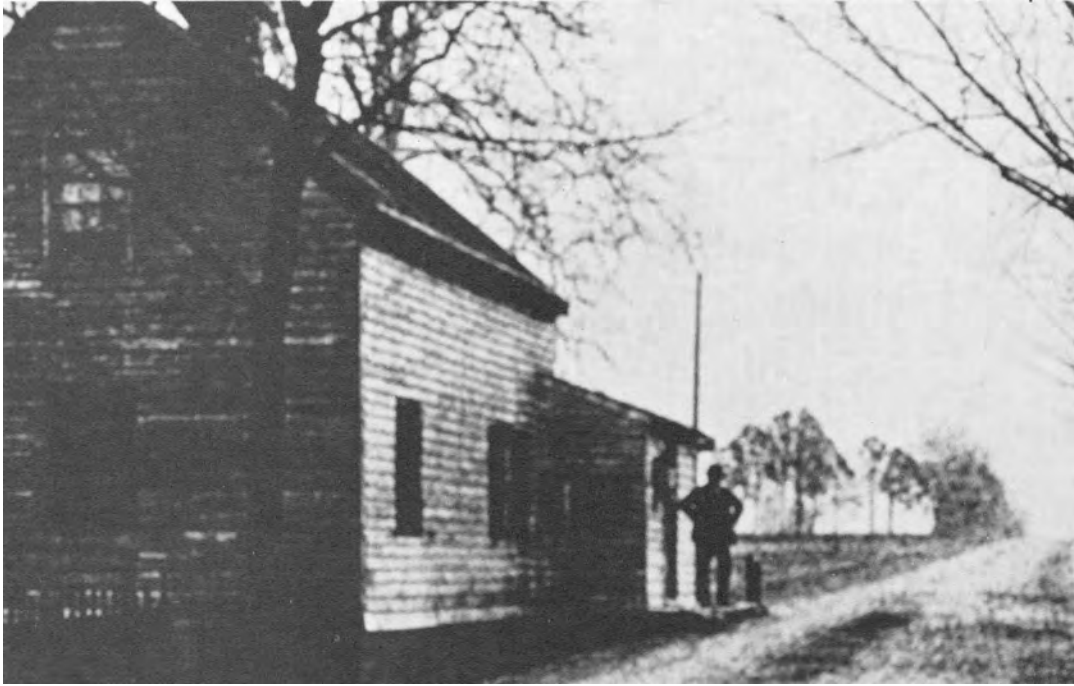
The complainant rests his claim for relief and opposition to the action of the defendant on the grounds—*First*. That the only right which the defendants had over the lands of the complainant, within the lines of the turnpike road, was to construct and maintain their turnpike road, and to keep the same for the use of the public; that the erection of a dwelling-house thereon was imposing upon it a new servitude, which they were not authorized to create.

Second. That the company was only authorized by its charter to erect and maintain the three gates or turnpikes, which it had already established; that its power in that regard was exhausted, and its attempted establishment of the new one in front of his property was ultra-rim. The authorities in this state make it clear that the defendants had no absolute right under their charter to erect or maintain a dwelling-house for a toll-gatherer, or anyone else, upon the lands belonging in fee to the owner of the adjoining property. It is claimed, however, that the complainant is

estopped from now objecting to the erection of this building. The complainant testifies that he was away from home part of the month of July, 1890, and that on his return, on the 17th of July, his tenant told him that the turnpike company was at work on this building; that he went there and found that they had already walled up the cellar; that he saw Mr. Mason, a director of the defendants, asked him why he did not go further down with his building, and told him that he did not want it there;

James Firth testifies that the building was commenced when Mr. Perkins was not at home, and, that the cellar was dug and walled up before he got back. John Mason testifies that they laid out the cellar on July 14th—on Monday; dug the cellar, and the masons came on Wednesday, the 16th, and the well was commenced on the 16th. He says that Mr. Perkins was there on the 16th ; the masons were then about to put up the wall ; that he asked why they had not gone further down, but said he did not know that it made any difference ; he did say he would rather have had it further down, but afterwards that it did not make any difference to him where it was; that he did not object to their going on with the work ; as to the dirt, that he said he (Mason) could have all the dirt he wanted at ten cents a load. Mason said he wanted it for re-grading the road and filling in around the house; that complainant did not at that time speak of prejudicing his case, but he did say so when he (Mason) went to pay for the dirt. This building is a two-story building, with six rooms—a frame house, which can be moved. Mr. Emmor Roberts, president of the defendant, testifies to a conversation with the complainant after the cellar was dug and walled up, and that the well was dug and walled up, on July 19th. He says that the complainant did not express a dissent—only that he would rather have had it further down—and that the first positive objection that he got was a letter from Mr. French on August 15th.

The objection which he urged seems to have been directed to the location of the building rather than to the fact that they had, without authority, attempted to put up a building on his land. Online you can read the full case.



Toll gate house that was located in what is now the Lenola section of Moorestown across from the Mount Carmel Cemetery

The photo is in the book "Tricentennial Reflections on Moorestown 1880- 1912" (I do not know if it is correct.)

According to the Courier Post newspaper, November 5, 1914, a toll house and lot was being sold by the Moorestown and Camden Turnpike-

PUBLIC SALE
of
REAL ESTATE
THE UNDERSIGNED WILL SELL
at public sale, at the house formerly
occupied as a toll house at the north-
east corner of the Moorestown and
Camden Turnpike Road, and the road
leading from Sorrel Horse to Haddon-
field, above Merchantville, in the town-
ship of Pensauken, county of Camden
and State of New Jersey, being on the
second tract hereinafter described, on
FRIDAY, NOVEMBER 6TH, 1914,

Here are some great sources for information about the Moorestown and Camden Turnpike. The first three are digitalized and online to read and download.

The History of Camden County, New Jersey by George Reeser Prowell

History of Merchantville, Camden County, N.J. by Francis F. Eastlack

Acts of the Legislature of the State of New Jersey, 1849

Nathan Perkins vs. the Turnpike Company

Reports of Cases Decided in the Court of Chancery of the State of New Jersey, Volume 48, 1892

Article- The Old Toll Road, 100th Anniversary of the 1844 Meeting

From an August 1944 Moorestown Chronicle newspaper

Article- Connected Moorestown, Camden: Old Turnpike Remembered

The News Chronicle of February 23, 1967 (Moorestown paper)

The Moorestown and Camden Turnpike 1851- 1897 Shareholder's Book, Camden County Historical Society (MSS 986, kept in the basement).

The End of the Turnpike Road-

Below is information from the 1849 and 1853 Pamphlet Laws (P.L.), the first having the incorporation act, and the other a supplement, as well as cession information from other sources, which is noted below each.

The Moorestown & Camden Turnpike

Charter, P.L. 1849, p. 145

Amendment, P.L. 1853, p. 114

Amendment, P.L. 1855, p. 62

Deed of Cession, Nov. 2, 1907

Deed of Cession, Nov. 2, 1907

Note- The incorporation book did not make a mistake in listing two cession deeds of the same date. The turnpike company recorded one cession deed in Burlington County and one in Camden County. Because of their incorporation in New Jersey, the turnpike company filed copies of both deeds with the Secretary of State, hence two Cession listings in the incorporation book.

Source:

New Jersey Secretary of State

1914 *Corporations of New Jersey: List of Certificates to December 21, 1911.*

MacCrellish & Quigley, State Printers, Trenton, New Jersey, p. 439.

Burlington County

Moorestown and Camden Turnpike, 3.11 Miles Long

This turnpike begins at the westerly end of the village of Moorestown, near the Haddonfield road (now Kings Highway), and extends to the bridge over the west branch of the Pensauken Creek, the Camden county line.

The purchase price was \$22,304.41.

Source: Hutchinson, E.C.

1908 *Fourteenth Annual Report of the Commissioner of Public Roads For the Year ending October 31, 1907*. The John L. Murphy Company, Printers, Trenton, New Jersey, p. 22.

Camden County

Moorestown and Camden Turnpike

This is the last remaining portion of the old turnpike into Camden. The section purchased begins at the Camden county line, up to which point the turnpike had already been purchased by Burlington county and thrown open to public use, and extends thence westerly to Cooper river in Camden. The turnpike was purchased subject to the easement of the trolley over it.

The old pavement consisted of rubble, was very rough and unpleasant for travel, and the demands of the traveling public had become so great and insistent that the county could no longer resist the importunities and therefore asked the State to enter with them in the purchase of the turnpike and in taking down the toll gates. This is now accomplished and a free road into Camden from Moorestown is an accomplished fact.

It is the intention of the county during the coming year to improve this turnpike with a modern form of pavement.

Detailed statement of the cost of the Moorestown and Camden Turnpike road, townships of Delaware, Pensauken, and borough of Merchantville, county of Camden.

Total length, 25,689.4 feet, or 4.865 miles.

Kind of pavement, rubble.

Width of paved way, $18\pm$ feet.

Length of paved way, 25,689.4 feet.

Depth, $6\pm$ inches.

Width between slopes or curbs, 38 and 40 feet.

Total cost of road, purchased from Turnpike Co. for \$22,500.00

Amount allowed by State- \$22,500.00

One-third of above, State's share- \$7,500.00

We hereby certify that the above road is finished in all respects in strict compliance with the plans and specifications.

J.J. Albertson, Engineer.

Source:

Stevens, E.A.

1914 *Twenty-First Annual Report of the Commissioner of Public Roads For the Year ending October 31, 1914*. State Gazette Publishing Company, Trenton, New Jersey, pp. 26-27.

Those two “Annual Report of the Commissioner of Public Roads” books have been digitalized and are online for viewing and downloading.

The Trolley-

Upon looking at a whole series of articles in a Mount Holly newspaper microfilm about Moorestown debating in 1918 over putting in a second trolley track due to it disrupting traffic etc..., I talked to Paul Schopp and he gave me this information-

The Camden & Suburban Railway extended its streetcar (trolley) rails between Merchantville and Moorestown in 1901. It laid two sets of tracks, one on each outside edge of the turnpike. This provided the company with the opportunity to operate their cars at speed unimpeded by farm wagons and other traffic on the toll road.

The double track ended when construction crews reached the intersection of Camden Avenue and Main Street in the village of Moorestown, where local officials forced the trolley company to construct just a single track down the middle of the street instead of two along the side. At Chester Avenue it resumed two tracks.

Their line went to Borton Landing Road, Moorestown. The right-of-way remained as built for the line's entire existence with trolley service ending in 1928.

The Burlington County Traction Co.'s trolley line went from Borton Landing Road in Moorestown to Mount Holly. Its formal opening was on May 5, 1904.

The Camden & Suburban Railway and Burlington County Traction Co. "merged" when bought by the Public Service Co. The trolleys were discontinued with the use of buses.

(I am adding this-)

The Federal Street Line, then operating during rush hours from Camden Ferry to Merchantville was replaced by buses on March 17, 1932. (Saint Patrick's Day)



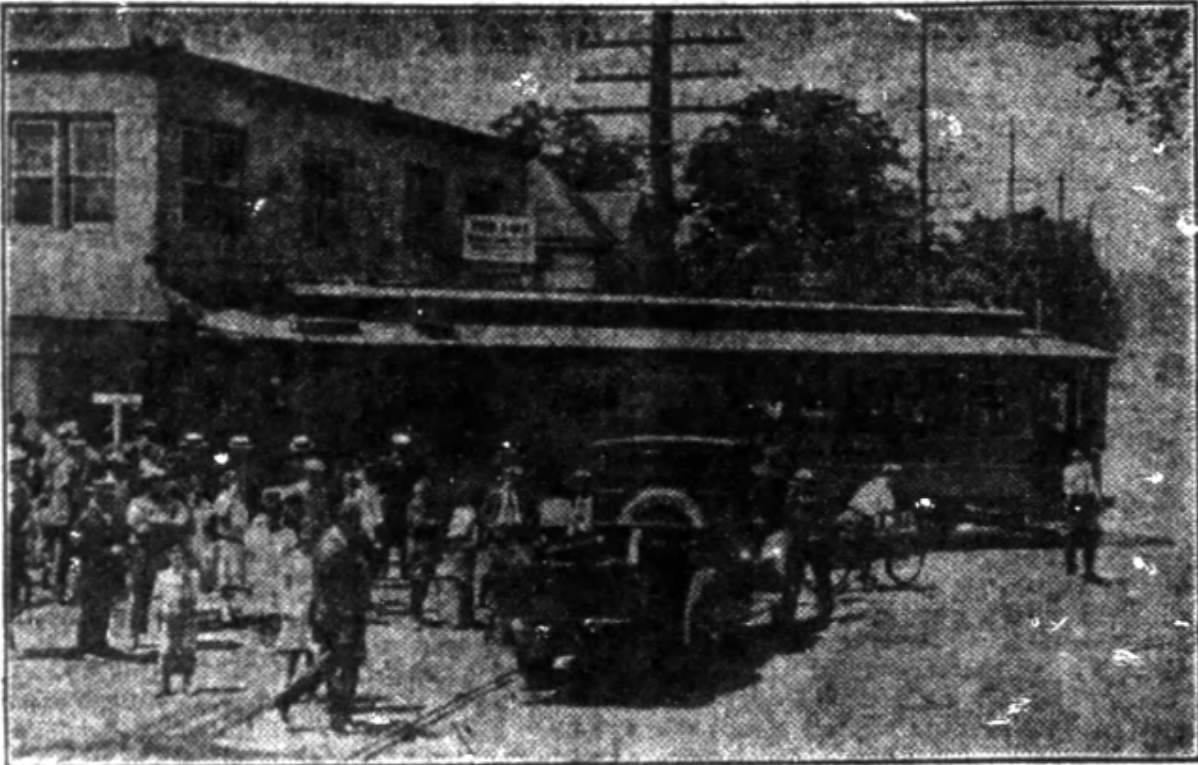
Here we see the trolley is still on one of the double lines but the tracks at Main Street in Moorestown turned into a single track.



Along the Trolley, Maple Shade, N. J.

Trolley in front of the Mennel house and store
This would be taken after 1909.

Trolley Wrecks Maple Shade Store



MAPLE SHADE, June 13.—An east-bound Maple Shade trolley, operated by S. W. Barrett, of 516 Newton avenue, left the rails shortly before noon yesterday and crashed into the front door of the delicatessen store owned by Frank Lindstrom, at Main street and Clinton avenue.

The entrance to the store is directly on the corner of the building and the car struck the entrance a terrific impact, breaking off two concrete pillars supporting the second floor over the doorway and wedging the front end of the car so tightly under the ceiling that it resisted the best efforts of the wrecking crew until late in the afternoon, before the car could be pulled from the building. Several heavy chain cables and pulleys were broken in the attempt.

Mrs. Lindstrom, the wife of the pro-

—Post-Telegram Photo
prietor, has been under the care of a physician for some time and was just able to attend to her home duties, and the sight of a trolley car careening dizzily in the front doort of the store so completely unnerved the woman that she suffered a relapse and required medical treatment. Operator Barrett is one of the veteran railroaders on the Moorestown line and is known as a most careful operator. It is the first time in his many years of service that he has had such an accident. It was but last Monday that another car left the rails at the same place, but not with such disastrous results.

The cause of the accident was due to the flanges on the front wheels being broken, which, along with the bad condition of the roadbed through this town, twisted the front trucks completely crosswise of the car and turned the trolley almost completely around.

A trolley crashed into what is today Sea- Lect Seafood in 1925.

The Maple Shade Train Station-



Most of the following information is from the book “Moorestown Old & New: A Local Sketch” by James C. Purdy, written in 1886-

In 1836 a charter was granted to the Mount Holly and Camden Railroad Company for a proposed railroad from Mount Holly to Camden passing through Moorestown. Not enough stock was sold for the project to be approved. There was a re-charter in 1848.

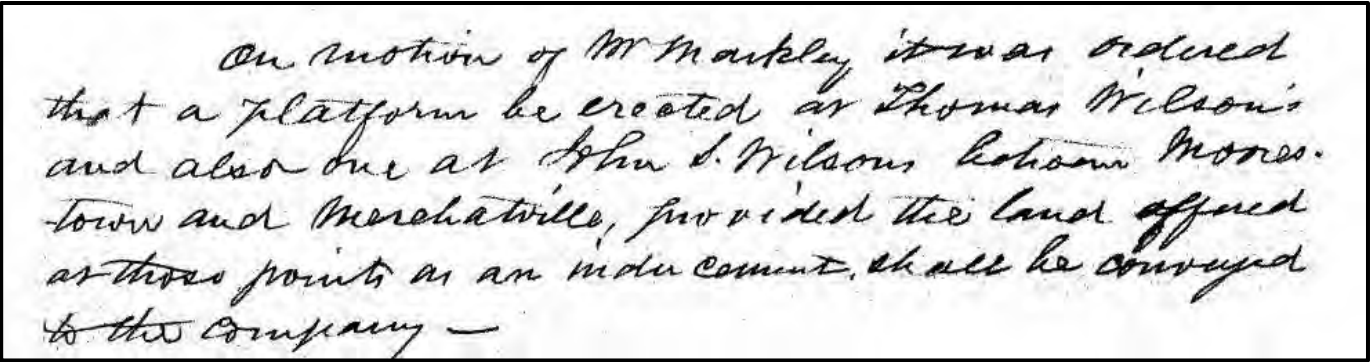
In 1859 the Camden, Moorestown, Hainesport, and Mount Holly Horse-Car Railroad was incorporated and planned to run the route using horse power rather than steam power.

At that time, in 1859, there was considerable excitement in and around Mount Holly, NJ over the coming of a Horse Car Railroad. Obviously, what they had in mind was a single car such as a trolley being pulled, not a train of rail cars. An 1859 Mt. Holly newspaper article stated the plan was to have two horses pulling instead of just one.

The horse-car railroad was not put through but they used the 1848 charter and were consolidated to form the Camden and Burlington County Railroad Company in 1866.

The Camden and Burlington County Railroad Company ran its first train in October of 1867 to the Mount Holly Fair.

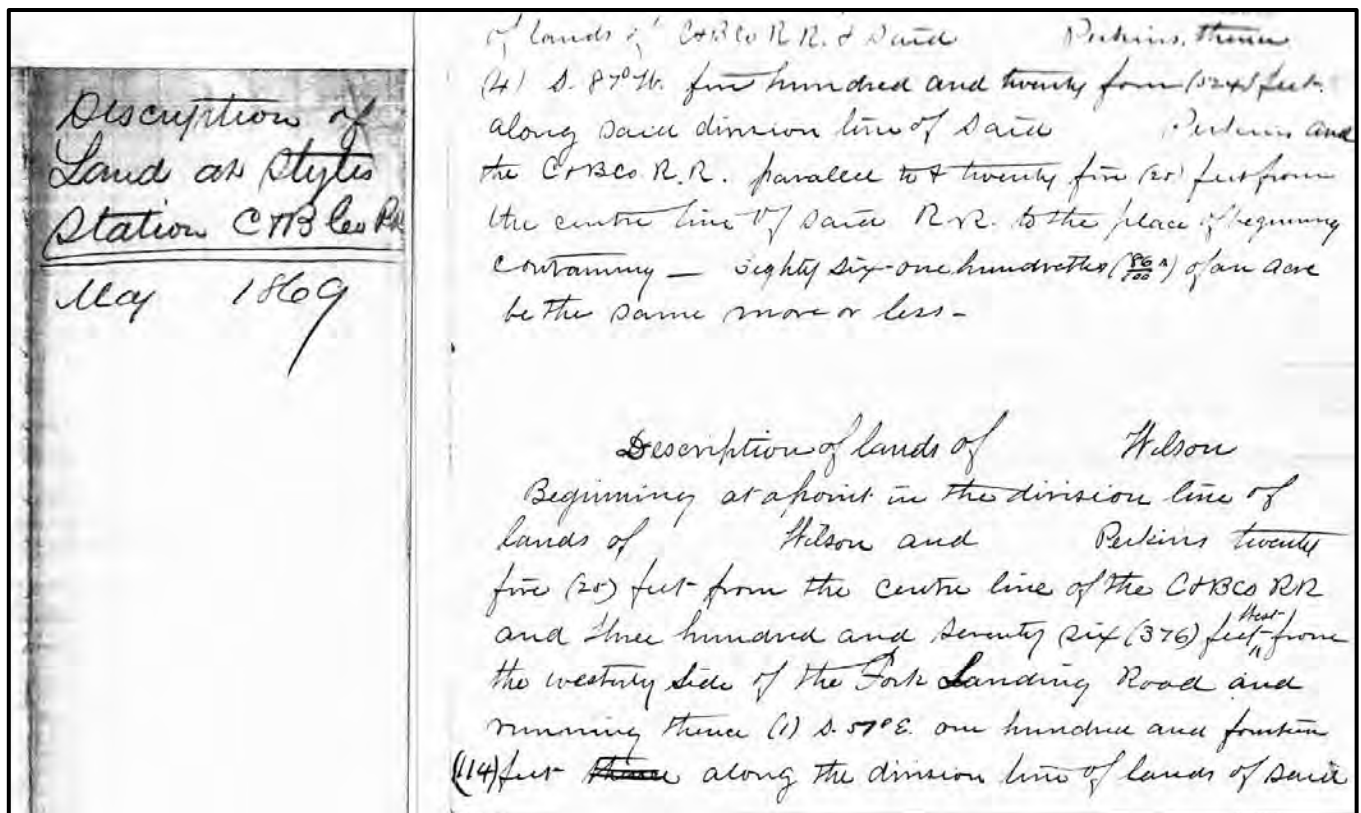
On November 1, 1867, there was a meeting of the Camden and Burlington County R.R. The main discussion was the placement of the Moorestown Station. They wanted to put it at Mill Street. People from the township (or village) had formed two "groups" and made petitions for having it at the eastern and western locations. (Church Street and Chester Avenue- See also Purdy's book) The R.R. decided that eventually in the long run they would have two stations there so went with putting one at Chester Avenue at this point in time. Then it was brought up that there should be two platforms between Moorestown and Merchantville, One at John Wilson's farm (Lenola Road), and one at Thomas Wilson's farm (Forklanding Road). Below is an excerpt from the minutes of that meeting-



On motion of Mr Markley it was ordered that a platform be created at Thomas Wilson's and also one at John S. Wilson's between Moorestown and Merchantville, provided the land offered at those points as an inducement, shall be conveyed to the company -

On motion of M. Markley, it was ordered that a platform be erected at Thomas Wilson's and also one at John S. Wilson's between Moorestown and Merchantville, provided the land offered at these points as an inducement shall be conveyed to the company.

(From the New Jersey State Archives, Trenton, NJ, "Penn Central Collection," Box 11, Camden & Burlington County R.R. Board Minutes 2 May 1866- 11 April 1881)



Above is a segment of another paper from the Archives Penn Central Collection concerning our R.R. station describing the land in May 1869 as land at Forklanding Road of Nathan Perkins and Thomas Wilson.

(From the New Jersey State Archives, Trenton, NJ, "Penn Central Collection," Box 65, United N.J. Railroad & Canal Company Board Papers Jan. 1830- Dec. 1880, paper called "Description of Land at Styles Station C&B Co. R.R., May 1869.")

From the Burlington County Clerk's Office, here is when the land for Stiles Station platform at Forklanding Road was acquired-

June 2, 1869

Deed book C-8 page 285, Thomas Wilson to Railroad

June 2, 1869

Deed book C-8 page 286, Nathan Perkins to Railroad

Some people have said that the Maple Shade train station was built in 1874. Usually, these same people also said that the station was once at Stiles Avenue.

The land for Stiles Station was purchased in 1869 at Forklanding Road. Was there a station depot built there at that time or a year or two later? Two people, Chalkley Matlack and Louisa Frech, have stated that there was a depot called Stiles Station.



First station names of the Camden and Burlington County R.R.



Detail from- Map of The Vicinity Of Philadelphia, 1860,
From actual Surveys by D.J. Lake and S.N. Beers.

The Time and the Station Changed-

Since at least 1860 there was a hamlet about the corner of the "Moorestown and Camden Turnpike" and the Fellowship Road or turnpike, called "Stiles Corners" after the several Stiles family farms in the area. With a railroad station in 1869 it became the hamlet of "Stiles' Station."

Thomas Wilson, who owned the Mecray Lane farmhouse, was the father-in-law of Benjamin J. Stiles, who lived across from the toll gate where OLP Church now is. John Needles Jr. (He married Sarah Morgan Stiles.) was another relative who lived in the Levi Lippincott farmhouse. Thomas Wilson and John Needles Jr. both sold their farms in March of 1871.

A young Benjamin J. Stiles died by suicide in May of 1873. His family moved to live with his in-laws. Thomas Wilson, Guardian of Benjamin J. Stiles' son, sold the Benjamin J. Stiles farm in November of 1873. This combined with the two 1871 moves mentioned previously meant that the whole "middle of town" changed hands!

Also, Isaac Stiles had recently died (Collins Lane house). Only Joseph Stiles was left. So, by 1874 it wasn't much of a Stiles Corners here.

The directors of the Pennsylvania railroad company on June 3, 1874 unanimously elected Col. Thomas A. Scott, president in place of J. Edgar Thomson, deceased. Col. Scott had formerly been the vice president. That same month "Stiles Station" was renamed "Maple Shade Station."

“Thomas Wilson Farm”-

Henry C. Patterson

took title on March 18, 1871

under deed book H 8 page 206

sold by Thomas Wilson of the township of Chester for the sum of 20,894 dollars

“John Needles Jr. Farm”-

Levi L. Lippincott of the township of Chester, and Lydia B. Lippincott his wife

took title on March 25, 1871

under deed book J 8 page 267

Sold by John Needles Jr. of Moorestown, and Sarah his wife

For the sum of five thousand and three hundred dollars.

Containing one hundred and nine acres and forty hundredths of an acre of land.

“Benjamin J. Stiles Farm”-

John S. Hoffman of the City of Philadelphia

took title on November 10, 1873

under deed book U-8 page 571

sold by Thomas Wilson, Guardian of Thomas Stiles, infant son of Benjamin J. Stiles, late.

Land on south side and north side of Moorestown Camden Turnpike willed to Benjamin J. Stiles from his father Benjamin Stiles.

The land contained 97 1/100 acres.

John S. Hoffman bought the land at public auction for 10,428 dollars and 57 cents. Another place it says \$7,428 dollars and 50 cents.



This is a train station photograph taken in 1905. Pictured is station agent Harry E. Gilbert. The train's engineer was Robert Stuart from Camden. The former station agent was William J. Broadwater. (Frank Kozempel)

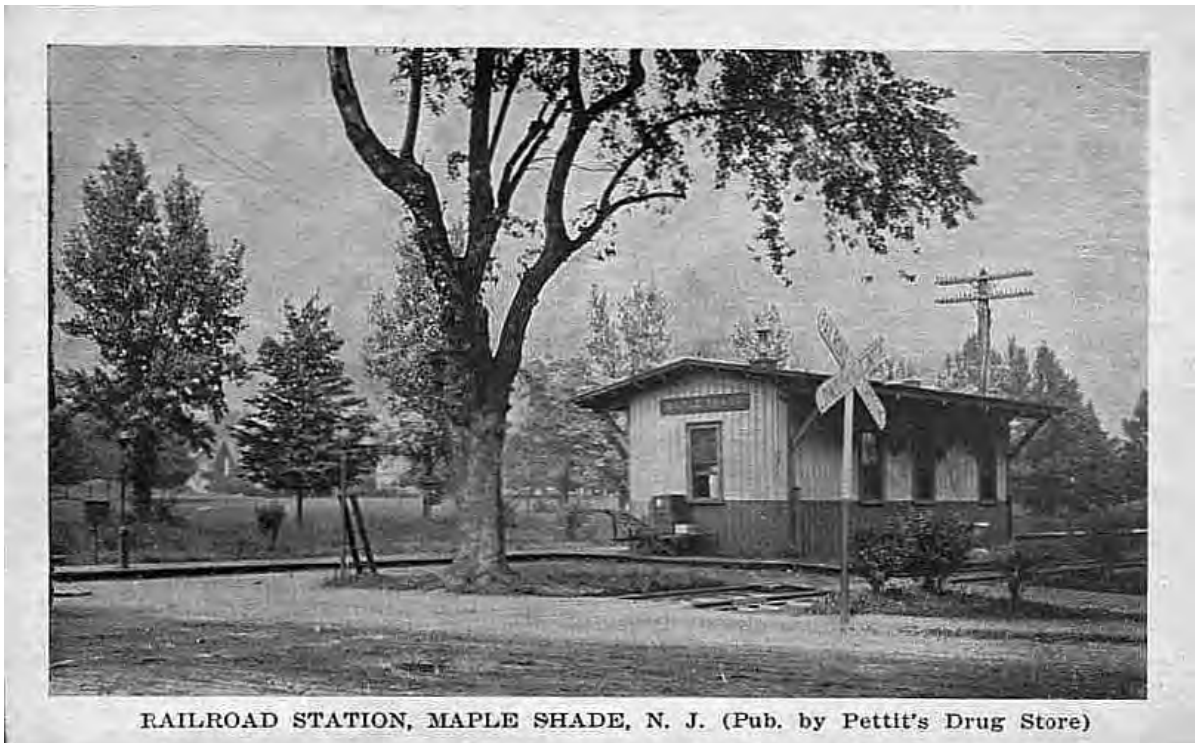
From the New Jersey Mirror newspaper- February 1, 1893, page 3

Railroad Notes-

Maple Shade, herefore a flag station, has been changed to a first class agency, with telegraph instrument and semaphone signal. H.E. Gilbert has been appointed agent.



Taken by T. Chalkley Matlack in 1897



Lenola-



Lenola is now a section of Moorestown Township. Prior to 1922 it was a village in Chester Township as Moorestown was a mile away with farmland in between the two.

Lenola, like Maple Shade, was started by the railroad coming through and placing a station at a road. Lenola station was first called Wilson's station and Maple Shade's Stiles' station.

Lenola had some late 1800s subdivisions, but like Maple Shade it took off with developments for Barlow & Company realtors and developers, the land owned by Horace Roberts. The houses would be predominately bungalows.



This house faces North Maple Avenue and the open lawn triangle between East Park Avenue and Mecray Lane, but its street address is 103 East Park Ave. The house was built about 1908 for Daniel and Rose W. Nead. Daniel was a doctor for the Pennsylvania Railroad. The Neads had the house painted boxcar red and trimmed in Pullman car green, but he was transferred by the railroad and was never able to live in the house. The house was later owned by Frank Gerken, former owner and editor of the Maple Shade Progress.

A House and a Blacksmith Shop-

The William Frech Wagon Company was there on Spruce Avenue until the fire of June 1940. The wagon company was somewhat started by his father Christian Frech who owned the blacksmith shop. The ads usually stated the company was "Est. 1847."

Advertisement from the New Jersey Mirror newspaper- January 18, 1855,
Page 2, Column 6

Two story house and Blacksmith Shop to let

Two story house and Blacksmith shop to let. They are situated on the South Side of the Turnpike Road between Moorestown and Camden, about 3 miles below Moorestown and 6 miles from Camden. Possession given on March 26, 1855. Benjamin Stiles.

Census 1850-

Joseph H. Morgan 29 M Blacksmith (Not taxed)

Benjamin Hinchman 17 M Blacksmith (Not taxed)

William Leconey 36 M Carpenter (Not taxed)

Andrew Connely 11.5 M Laborer (Not taxed)

Benjamin Stiles 58 M Farmer (Taxed).

Joseph B. Stiles 23 M Farmer (Not taxed)

Census 1860-

Robert Moffett 25 M Brickmaker (Not taxed)

Henry Stiles 25 M Farm Laborer (Not taxed)

Benjamin G. (J) Stiles 23 M Farmer (Taxed)

Benjamin Welcher 44 M Toll gate tender (Taxed)

Christian Freck 24 M Blacksmith (Not taxed)

Catherine Freck 24 F

Charles Freck 3 M

Josiah Pancoast 26 M Farmer (Not taxed)

Census 1870-

John Needles Jr. 74 M W Retired Farmer (Taxed)

Sarah M. Needles 42 F W Keeping House

Ephraim Rockhill 24 M W Farmer (Not taxed)

John Winter 55 M W Wheelwright (Taxed)

Edward Vandegrift 52 M W Blacksmith (Taxed)

Benjamin Welsher 53 M W Toll-gate-keeper (Taxed)

(Note- Some names of less importance to this study omitted above.)

Christian Frech at Fellowship-

Christian Frech just missed being named on the census-

Joshua Roberts

took title on March 26, 1870

under deed book D-8 page 354

sold by Christian Freck of the County of Camden and Luise his wife
for the sum of Two thousand, seven hundred dollars.

"certain dwelling shop and lot of land in the Village of Fellowship in the
Township of Evesham."

to nearby lots of Joseph R. Fish, Estate of James Levery, dec'd, another
property of Joseph R. Fish, and Agnes H. Roberts.

Christian Freck

took title on March 23, 1863

under deed book D-8 page 351

sold by Emmor Roberts of Evesham

Executor of the Estate of Stephen Pharo, dec'd late of the Township of
Evesham..... on the one part

and Christian Freck of aforesaid on the other part.

Whereas the Orphan's Court of the County of Burlington on the
eighteenth day of December A.D. 1862 did order and degree that the said
Executor as aforesaid should make sale of a certain house and lot of land
and Blacksmith Shop situate in the village of Fellowship in the Township
of Evesham.....

Christian Freck being the highest bidder for the sum of Twelve hundred
and fifty dollars.

The House and Blacksmith Shop-

Christian Frick of Camden

took title on September 13, 1870

under deed book A-11, page 214

sold by Edward Vandegrift and Hannah, his wife, of Chester.

Land to the corner of the lot of John Winter.

Edward Vandegrift

took title on March 8, 1867

under deed book O-7, page 452

sold by Samuel B. Mitten and Eliza, his wife

for the sum of 1100 dollars

Bounded by lands recently sold by Deacon Brock to John Needles.

Containing One acre of land, being the same land and premises which Benjamin Stiles and Martha Stiles, his wife, by deed bargain and sale on March 25, 1862 and recorded in book of deeds U-6, page 339 sold to Samuel B. Mitten.

Samuel B. Mitten of Philadelphia

took title on March 25, 1862

under deed book U-6, page 339

sold by Benjamin Stiles and Martha Stiles, his wife

for the sum of One thousand and one hundred dollars.

Containing One acre of land,

to land recently sold by Deacon Brock to John Needles. Being a part of the land Benjamin Stiles inherited from Isaac Stiles.

John Winter Land-

William Frech

took title on June 5, 1902

under deed book 364 page 474

from the Estate of Christian Frech

Sold by William Myers executor under the last will and testament of Christian Frech, deceased.

Land to stake Spruce Avenue to Fahr's lot, Merchantville Building and Loan Association, corner William Frech's lot.

Christian Frick

took title on February 23, 1877

under deed book K-9 page 539

sold by Benjamin F. Lee Sheriff Christian Frick being the highest bidder.

Benjamin F. Lee Sheriff

took title on March 11, 1876

from Albert Hewlings

trading under the name of I.W. Hewlings & Sons.

Recovered against John Winter as Builder and John Winter as owner of a certain building and a lot of buildings herein after described.

John Winter owed 85 dollars and 35 cents and could not be found.

lands, tenements, two certain lots of ground and the buildings thereon. (a date 1875?)

Additional Land-

Christian Freck

took title on August 26, 1871

under deed book Q-8 page 49

sold by Levi L. Lippincott

Being part of the land Levi Lippincott bought from John Needles Jr.

under deed book J-8 page 267.

Also- John Winter

took title on August 26, 1871

under deed book Q-8 page 51

sold by Levi L. Lippincott

Being part of the land Levi Lippincott bought from John Needles Jr.

under deed book J-8 page 267

Levi L. Lippincott of the twp. of Chester, and Lydia B. Lippincott his wife

took title on March 25, 1871

under deed book J 8 page 267

Sold by John Needles Jr. of Moorestown, and Sarah his wife

The reason Levi Lippincott sold them the land was they were there when he got there. I guess they needed more on the back of their lots.

John Needles Jr. was married to Sarah Morgan Stiles. They moved out the same month that Thomas Wilson, the Guardian for Benjamin J. Stiles' son, moved.

From The Maple Shade Progress, No. 8, Friday, December 22, 1916-

FORTY SIX YEARS AGO

The Hamlet of Stiles Station And What It Became

Two houses beside a road with a toll gate a short distance eastward, a blacksmith shop and a wheelwright shop, constituted the hamlet of Stiles Station. The road was the main artery between a large inland city and the country adjacent to and eastward of Stiles Station.

During the spring and summer months the farmer's wagons often stuck in the mud to the hubs, in rainy weather. They often stopped at the smithy and wheelwright shops for there were none others for miles around.

All about the hamlet were farms and woods. A space had been cleared in the woods sufficient for the houses and shops, and there they stood with the virgin forest at their back fences. Christmas Day at Stiles Station was a lonely one in the year of our Lord 1870. The families could only exchange the compliments of the season and then, perhaps watch through the windows the passing by of the farmer lads and lassies in their "one horse open sleigh." Then, too, they could look across the white fields to the railroad and see the two daily trains pass by. They could also see the little box known as Stiles Station.

The hamlet derived its name from the fact that four brothers, named Stiles, owned considerable land in the vicinity. But along came a Mr. Patterson who bought a property to the north of the station. He planted trees on both sides of a lane that paralleled the railroad, a short distance away. The trees were maples, and after a while, Mr. Patterson, not being much for styles, named the place Maple Shade.

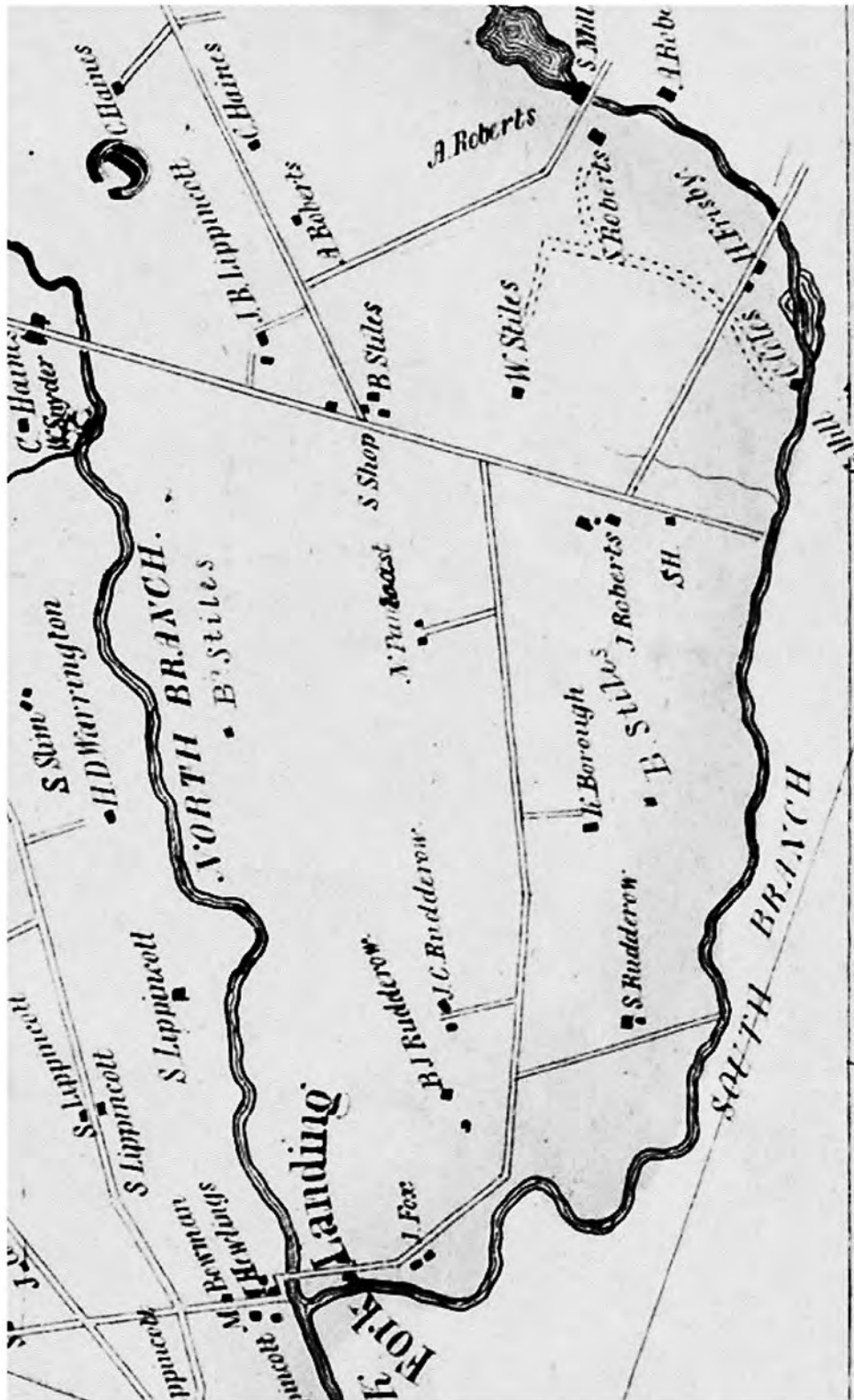
Yes, that is a more or less exact account of our town's modest beginning. In the four roomed house adjoining the smithy lived Christian Frech and his family. John Winter was the wheelwright. The smithy stood where the Post Office is now. The toll gate was about where Fellowship Road joins the Main Street.

Great changes have come to Maple Shade during the passing years. Each Christmas saw the hamlet grow a little larger, until now, in the year of our Lord 1916, we number about 1200 to 1300 souls. The Main Street is not the mud- hole that it once was. The lane along which the maples were planted is now Mecray's Lane.

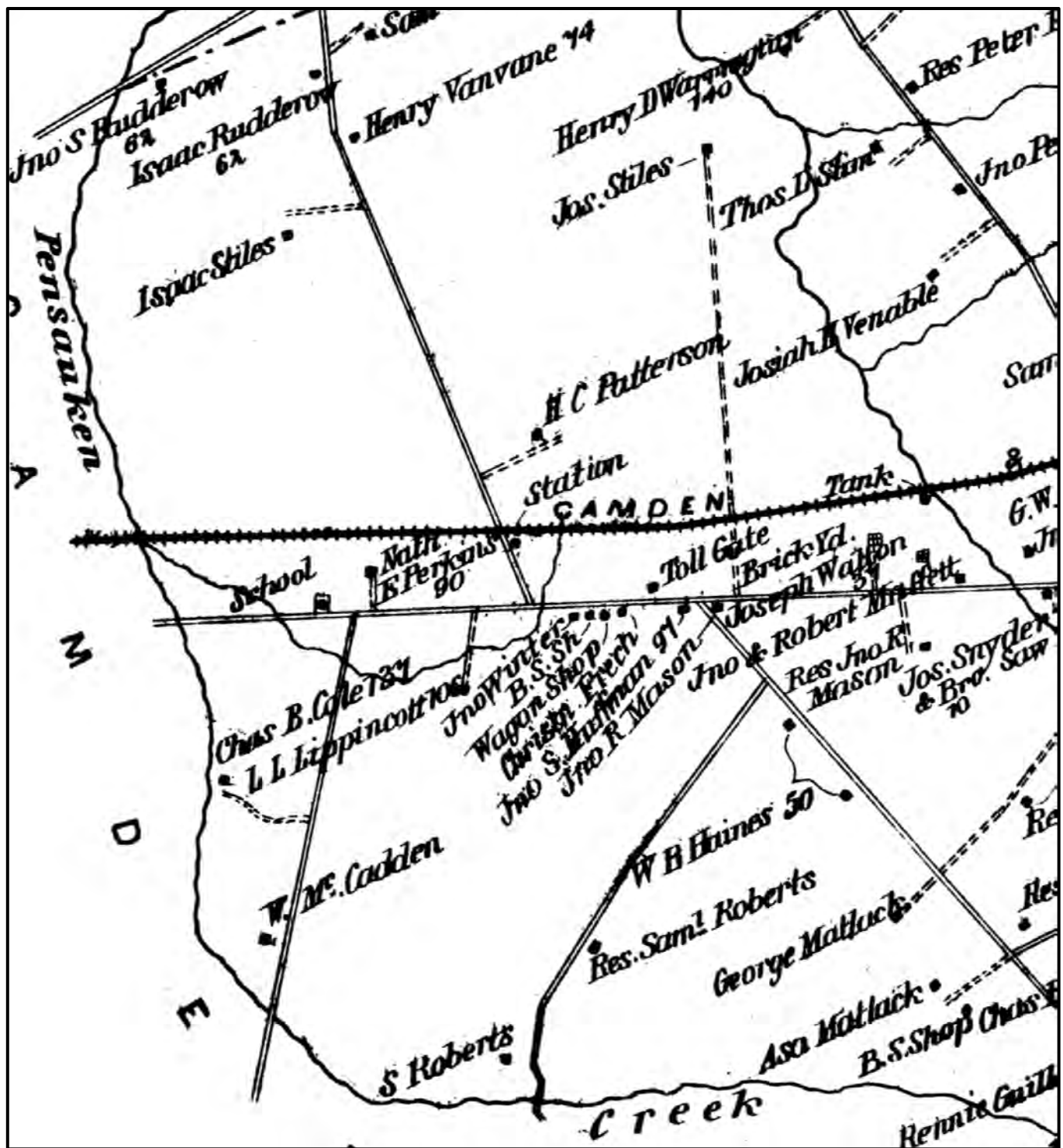
Maple Shade is moving onward and we must all pull together to attain our goal, a bigger and better Maple Shade!

To the kindness of Mrs. Louisa Frech we are indebted for the facts in this little tale of our town in the making; we supplied the fancy. Mrs. Frech lived in the house beside the smithy and often saw the teams in the mud. She has watched the town grow and believes that it is destined to keep on growing.

Notes- 1870 was when Christian and Louisa Frech came to own and live at their house in what would soon become Maple Shade. The article was printed in a 1916 Progress newspaper so that is why it is called "Forty Six Years Ago." The Maple Shade Historical Society has published a book called "The Progress of Maple Shade" which contains most of the first year's Maple Shade Progress newspapers scanned actual size.



Detail from- Map of Burlington County, 1849,
 Surveys by J.W. Otley and R. Whiteford,
 Published by Smith & Wistar



Detail from- J.D. Scott's 1876 Illustrated
Historical Atlas of Burlington County, N.J.
Portion of the Chester Township map



Detail from the 1907 G.M. Hopkins Atlas of the Vicinity of Camden, N.J., Maple Shade map showing the Shuster Tract which was the land of the Benjamin J. Stiles farm.

Maple Shade, a German Town-

If you were to visit the village of Maple Shade in the late 1800s into the early 1900s you would meet business owners who were for the most part German immigrants. Most of these were related to the Fahr family, through Christian Frech's wife Louisa.

How the idea about the village of Maple Shade being a "German Town" came about was because of two things- the predominately German business owners forming a business district of houses, stores and a wagon works between Maple and Spruce Avenues, and a street in town named "Germantown Avenue."

Horace Roberts, a successful orchard grower who owned over 20 farms, was born in Fellowship and later moved to Moorestown in 1916. He got involved in real estate development with Barlow & Company. He bought many farms in Maple Shade and Lenola.

On his subdivision plan of the Henry Van Vane farm on North Forklanding Road called "Maple Croft," submitted to the County Clerk's Office in 1914, he named a street "Germantown Avenue."

One can imagine his familiarity with Maple Shade over the years coming through here and hearing the German merchants either speaking in German or in English with a German accent.

Germans of the “Main Street Area”-

John Winter, wheel wright - born in Germany

Christian Frech, blacksmith and wagon builder, and his wife Louisa (Fahr)— both born in Germany

William Frech, manufacturer of wagons, both parents born in Germany

Henry Fahr, grocer and at one time postmaster, and his wife Caroline (Klinger)- both born in Germany

Adolf Klinger, shoe maker, and his wife Mary- both born in Germany

William Myers, barber, and his wife Mary (Fahr)- both born in Germany

Charles Shuster, blacksmith and real estate, and his wife Elizabeth- both born in Germany

Edward Shuster, retired, born in Germany

Charles Zane, one parent from Germany, and his wife Mary- both parents born in Germany

John Mennel, grocer, and wife Laura (Frech) Post Mistress, He was born in Germany. Both her parents were born in Germany.

The Beginning-

John Winter-

John Winter bought his land in 1867 and 1871. He was a wheelwright and perhaps a house builder. John Winter left without telling I.W. Heulings and Sons Lumber and Planing Mill at Forklanding, Cinnaminson where he was going, and he owed them money! John Winter's land was divided up for auction sales.

Christian and Louisa Frech-

Christian Frech was a blacksmith. In 1870 Christian Freck, then of the city of Camden, bought a two-story house and blacksmith shop, situated on the south side of the Moorestown and Camden Turnpike. It was just below the toll gate near the Fellowship Turnpike and the old Benjamin J. Stiles farmhouse, and next to John Winter, a wheel wright, who had been there for several years working beside Edward Vandegrift, a blacksmith.

Christian Freck moved in with his wife Louisa and his children. He had formerly lived there at the time of the 1860 census with his first wife. From 1862 to 1870 the blacksmith shop and two- story house beside it was owned by other blacksmiths. In 1863 Christian Freck bought a blacksmith shop in Fellowship and ran it.

Fellowship was a larger village than Stiles Corners (later Maple Shade) but not in the best location. You didn't get to Philadelphia by the Fellowship Turnpike directly but by the Moorestown and Camden Turnpike. Also, at "Stiles Corners" the train was now there and the station at Forklanding Road called "Stiles Station" (Soon "Maple Shade Station"). This was an ideal spot to be and to stay!

Christian or (Chris as he was called) changed the spelling of his last name from Freck to Frech to sound more American. When John Winter's land was divided up for auction sales, Christian Frech bought some of the land which was adjacent to his own.

Census-

1850 Census-

Christian Freck was not living anywhere in New Jersey. Why the "Established in 1847" on Frech Wagon advertisements? Perhaps the blacksmith shop, then owned by Benjamin J. Stiles was started there in 1847 with the onset of the Turnpike. Yes, that's it. According to William Frech, in a 1940 newspaper article, the William Frech Company grew from an old blacksmith shop built in 1847.

1860 Census-

Christian Freck, age 24, Blacksmith

Catherine Freck, age 24

Charles Freck, age 3

(Note- Catherine Freck was probably his first wife and she died elsewhere then Burlington County as she isn't listed at the Burlington County Surrogate's Office.)

1870 Census-

(Maple Shade area)

Edward Vandegrift, 52, Blacksmith (Taxed)

John Winter, 55, Wheelwright (Taxed)

1870 Census-

(Camden)

Christian Freck, 35, Blacksmith

Louisa Freck, 20, Keeping house

Charles Freck, 14

Harry Freck (or Henry), 9

Laura Freck, 4

(No William yet)

1880 Census-

Christian Frech, 44, Blacksmith

Louisa Frech, 28, wife, keeping house

Henry Frech, 19, son, laborer

Laura Frech, 13, daughter

William Frech, 4, son

Mary Fahr, 25 (sister-in-law)

(Note some of the older children might have kept the last name spelled as "Freck.")

First Lands to Christian Frech and John Winter-

Christian Frick of Camden

took title on September 13, 1870

under deed book A-11, page 214

sold by Edward Vandegrift and Hannah, his wife, of Chester.

land to the corner of the lot of John Winter.

John Winter

took title on October 31, 1867

under deed book U 7, page 1867

From Edward Vandegrift
Containing 13/100s of an acre of land
For the sum of 1050 dollars

Edward Vandegrift of Evesham
took title on March 8, 1867
under deed book O-7, page 452
sold by Samuel B. Mitten and Eliza, his wife
for the sum of 1100 dollars
Bounded by lands recently sold by Deacon Brock to John Needles.
Containing one acre of land, being the same land and premises which
Benjamin Stiles and Martha Stiles, his wife, by deed bargain and sale on
March 25, 1862 and recorded in book of deeds U-6, page 339 sold to
Samuel B. Mitten.

Samuel B. Mitten of Philadelphia
took title on March 25, 1862
under deed book U-6, page 339
sold by Benjamin Stiles and Martha Stiles, his wife
for the sum of One thousand and one hundred dollars.
Containing one acre of land, to land recently sold by Deacon Brock to
John Needles. Being a part of the land Benjamin Stiles inherited from
Isaac Stiles.

Advertisement from the New Jersey Mirror newspaper, January 18, 1855-
Two story house and Blacksmith Shop to let
Two story house and Blacksmith shop to let. They are situated on the
South Side of the Turnpike Road between Moorestown and Camden,
about 3 miles below Moorestown and 6 miles from Camden.
Possession given on March 26, 1855. Benjamin Stiles.

Second Lands to Christian Frech and John Winter-

Christian Freck

took title on August 26, 1871

under deed book Q-8 page 49

sold by Levi L. Lippincott

John Winter

took title on August 26, 1871

under deed book Q-8 page 51

sold by Levi L. Lippincott

Levi L. Lippincott of the twp. of Chester, and Lydia B. Lippincott his wife

took title on March 25, 1871

under deed book J 8 page 267

Sold by John Needles Jr. of Moorestown, and Sarah his wife

John Robinson-

He purchased the western side of the old John Winter land. He wasn't of German descent. His house would later become William and Mary Myer's home and barber shop at Main Street and Maple Avenue. (102 East Main Street)

John Robinson

took title on February 12, 1880

under deed book A 10, page 420

from Albert Heulings

for the sum of 1250 dollars

all that certain frame dwelling and lot of land having a front on the Moorestown and Camden Turnpike of 62 7/10 feet, and extending 400

feet bounded on the north by the said Turnpike, on the east and the south by other land of said John Winter Jr., and on the west by land of Levi L. Lippincott.

Being the same lot of land and premises that Benjamin Lee Sheriff on March 11, 1876, under deed book H 9, page 336...

John Winter builder as said building and the lot whereon is erected. Building is a frame dwelling house thirty two feet in front by sixteen feet in width two stories high with an attic, with a two story kitchen in the rear sixteen feet by twenty two feet (maybe said thirty two), and a shed enclosed sixteen feet by ten feet, a portico in front recently eight feet long by seven feet, eight inches wide.

William J. Broadwater-

William J. Broadwater was the railroad station agent. He was Maple Shade's first Post Master from April 28, 1887 to December 1, 1895, the mail being delivered to the station. He lived at what is now 106 East Main Street. Saint John's Episcopal Church began by meeting at his house.

William J. Broadwater of the Township of Stockton

took title on November 2, 1881

under deed book L 10, page 446

from Christian Frech

for the sum of 1000 dollars

containing 84/100 of an acre of land

being part of the same parcel of land which Benjamin F. Lee Sheriff on February 23, 1877, under deed book K 9, page 539 conveyed to Christian Frech. Land seized from John Winter for money owed. 85 dollars and 14 cents to William, Albert, and Isaac Heulings trading as "I.W. Heulings Sons."

Henry F. and Caroline Fahr-

Henry F. Fahr and his wife Caroline moved to town in 1884 and opened the first store, a general store in their home at 108 East Main Street. Henry F. Fahr was Mrs. Louisa Frech's brother.

In 1887 Charles Shuster bought the "Benjamin J. Stiles farm" and made Maple Shade's first subdivision. The Fahrs bought several lots across the street and built a larger home at "Main Street" and North Poplar Avenue and moved there. They also sold part of this land to Caroline's parents, the Klingers. Their store was moved to their new home and Henry F. Fahr became Post Master from December 1, 1895 to October 31, 1904, with the Post Office being located at the Fahr's store.

The quote below is from Arthur N. Cutler's book draft about Maple Shade. Arthur N. Cutler married Mary L. Fahr, Henry and Caroline's daughter.-

Naturally, there are still a few people who remember the Blizzard of 1888. It was during this blizzard that Henry Fahr, who lived at 108 East Main Street, moved to his new home and store at the northwest corner of Main Street and Poplar Avenue. The family operated the general store until 1925 when it was purchased by Leonard Greenblatt, who, after a few years, tore it down and built the present two stores and three apartments at 121 and 123 East Main Street.

The Fahr's children were Charles A., Mary L.F. Cutler, William M, and Margaret A. It is interesting to see the Fahr children as well as Nathan Perkins' children, etc... in some old photos of the Chesterford one room school house, probably then named the "Maple Shade School."

Charles F. Shuster-

The Benjamin J. Stiles farm passed through several owners until Hannah B. Gibson sold it to Charles F. Shuster in August of 1887.

Charles F. Shuster began the development of Maple Shade with the "Shuster Tract." It is mostly the farmland of Benjamin J. Stiles. A portion from Spruce Avenue to South Forklanding Road, excluding Christian Frech's land, was bought from Levi Lippincott.

Here is Arthur N. Cutler's account from his book draft on Maple Shade-

"Charles F. Shuster purchased most of the land running from the southerly side of the railroad to a little south of Center Avenue and from Forklanding Road to Fellowship Road. He laid it out in building lots, and erected two single houses and three double houses. The double house that was on South Poplar Avenue and single house that was at 35 North Poplar Avenue were destroyed by fire, but the rest are still standing."

C.F. Shuster

Map 706

Filed on Sept.13, 1887

Advantages of living at "Maple Shade"

Fourteen Trains each way daily.

High and Rolling Ground.

No Malaria.

Pure water at 16 feet.

Economy in Living.

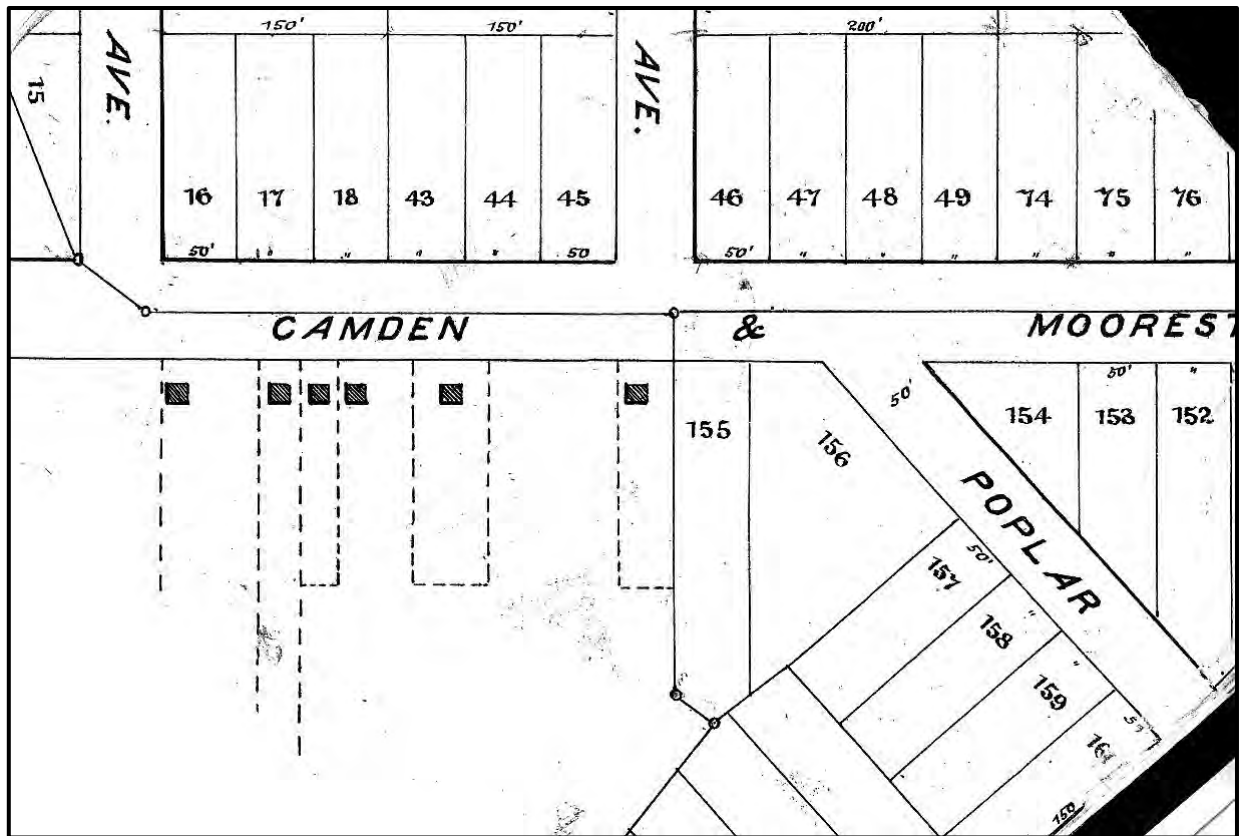
Pleasant Walks.

Fine Drives.

The Properties are absolutely sure of increase in value.

Sold for Cash or on Installments.

No rent Days. Landlords unknown.



Charles F. Shuster's 1887 "Shuster Tract" didn't have Spruce Avenue going up to Main Street. That was Christian Frech's land not Charles Shuster's. A 1889 revised plan does.

Note that the house where a bank now is was there at this time. It was razed by the Township in the late 60s after being vacant.

The map detail only shows houses not barns etc., so the blacksmith shop isn't showing.

Sometime after Christian Frech's death in 1897, the blacksmith shop was moved from Main Street to Spruce Avenue and the Wagon Works buildings were all built and located on Spruce Avenue.

Below is the revised plan submitted to the County Clerk's Office in 1889 with Spruce Avenue going up to Main Street. Charles Shuster had to buy the land for the street from Christian Frech.

Shuster Tract

Filed on January 10, 1889

Map 701

Property of Charles F. Shuster

at Maple Shade, Burlington County N.J. August 25, 1887

Land from Benjamin J. Stiles Farm-

Maria Louisa Taylor

took title on November 6, 1889

under deed book 281 page 263

sold by Charles F. Shuster of Maple Shade, and Mary S., his wife. Being Lot No. 182 on the Plan of Charles F. Shuster.

This is the Benjamin J. Stiles house, altered in appearance, moved to South Poplar Avenue from where OLPH Church and School are now. Also, about this time Charles Shuster would have also taken the large barn to make it into the large double house that was on South Poplar. The reason the OLPH Catholic Church land is a large lot on the Shuster Tract plan was because for a few years, from 1887 to 1889 it was left as a "farm lot" containing Benjamin J. Stiles' house and large barn on it.

Charles F. Shuster

took title on October 22, 1889

under deed book 282 page 550

sold by Harry P. Cooper and wife.

Being Part of the same premises which Hannah Gibson on August 24, 1887, under deed book Q-11 page 281 granted and conveyed to said party.

Charles F. Shuster
took title on August 24, 1887
under deed book Q-11 page 281
sold by Hannah Gibson
for the sum of 12,500 dollars
Containing 78 23/100 acres of land.
(Another deed is Q-11 page 285)

Land from Levi Lippincott Farm-

Charles F. Shuster of the City of Camden
took title on December 13, 1887
under deed book T-11 page 471
sold by Levi Lippincott
Land to the center of Fork Landing Road.

Note- The rest of Levi Lippincott's farm, later Henry T. Bleam's land, from South Forklanding Road to portions of South Coles Avenue, would be sold to John F. Harned for a Barlow & Co. One Acre Farm lot development called "The Orchards."



A Charles F. Shuster built house on South Fellowship Road There is another similar house built on Spruce Avenue.

Before you go thinking of Charles F. Shuster as a big-time suburban developer, it might have just been one of his business ventures, and you would have found him working for Christian Frech as a blacksmith.

Adolf and Mary Klinger-

Shortly after Henry and Caroline Fahr moved into their new house at Main Street and North Poplar Avenue, during the blizzard of 1888, they sold part of their land next door to Caroline's parents, the Klingers.

Adolf Klinger was a cobbler and had a shoe store in his brick home which stood where two brick apartment buildings are now, the one being Dr. Stephen Paul's office. In March of 1924 their land was sold to the Maple

Shade National Bank under deed book 631, page 330. The two-story brick house was razed but the bank was never built due to the Depression.

Adolf Klinger of Philadelphia

took title on January 31, 1889

under deed book 271, page 25

From Henry F. Fahr of Maple Shade in the Township of Chester

For the sum of 300 dollars

Being part of the land Henry F. Fahr bought from Charles F. Shuster

Henry F. Fahr of the Twp. of Chester

took title on September 17, 1887

under deed book Q 11, page 571

From Charles F. Shuster of Camden For the sum of 500 dollars

Charles E. Zane-

Charles Zane's farm was on the northeastern corner of Main Street and North Fellowship Road. Levi French submitted a subdivision plan for this farm, maybe for Charles Zane, or perhaps because Levi French was thinking of buying the farm if the subdivision was approved. On the 1907 Camden and the Environs Atlas map it is called the "Plan of Charles E. Zane."

A barn from the Zane farm was moved and converted into a house at what is today 22 Stiles Avenue. Saint John's Episcopal Church was once located on the Zane property but was destroyed by a fire. Alexander Mecray then donated land for it to be built on Linwood Avenue.

Charles Zane didn't do well in his finances and all the farm's unsold lots were sold to Edward Shuster. Charles E. Zane and his family still lived at a house there, as can be seen on the 1910 census, etc...

Edward Shuster Sr.

took title on January 9, 1897

under deed book 326, page 204

Sold by Joseph S. Fleetwood, Sheriff of the County of Burlington

Ordered to be sold mortgaged premises

sold for One Thousand Dollars to Edward Shuster Sr., being the highest bidder

First Tract-

Charles Zane

took title on January 1, 1891

under deed book 289, page 89

from by Joseph B. Stiles and Hannah B. Stiles, his wife

Second Tract-

From the Fellowship Branch of the Moorestown and Camden Turnpike to Stiles Lane, exempting out various lots, as marked on the Plan of the property of Charles Zane

Charles Zane owed Ten Thousand Eight Hundred and Eleven Dollars, Sixty Six Cents to Jacob H. Loerverstine.

Maple Shade

Map 705

Filed on October 18, 1888

Plan of lots at Maple Shade Levi French

Maple Shade, 6 miles from Camden

On the line of the Camden and Burlington County Railroad, and Moorestown Turnpike.

Lots for sale.

These sites are situated on the highest ground at Maple Shade, the finest views of any point within 15 miles of Camden.

Fine water at 18 feet. No Malaria.

14 trains each way daily;

also Post Office and Adams Express Office at Station.

Lots sold for cash or on installments.

(Note- Located from Fellowship to Stiles, and from the Camden Moorestown Turnpike (Main St.) to the Camden & Burlington County Rail Road. It was later called the Plan of Charles E. Zane.)

A study of the Plan of Charles Zane and a 1923 Sanborn map shows that 22 Stiles Avenue was once a barn on the Zane farm and was moved forward to Stiles Avenue and converted into a house.

William Frech-

William Frech was the son of Christian and Louisa Frech. William was only about 21 years old when his father Christian Frech died in June of 1897, William inherited his father's house and business. Various properties were sold to William or others (I didn't check them all out) by the Executive of Christian Frech's Will, his brother-in-law William Myers in 1902.

The business would then go under the name of the William Frech Wagon Company, and William moved all the wagon works to along Spruce Avenue. In 1915 he became business partners with John Parker.

William inherited the house Christian Frech had built for himself, which was vacant in 1966 and the Township of Maple Shade tore it down. Now a bank stands on the spot. This house was in the family for a while but William moved to a mansion on Mecray Lane as the Frech wagon business prospered.

William was married to Margaret (second wife) and their children were William C., Margaret, and Cornelius.



William Frech Wagon Co. on Spruce Ave. They made truck shelvings, circus wagons, and later truck bodies.



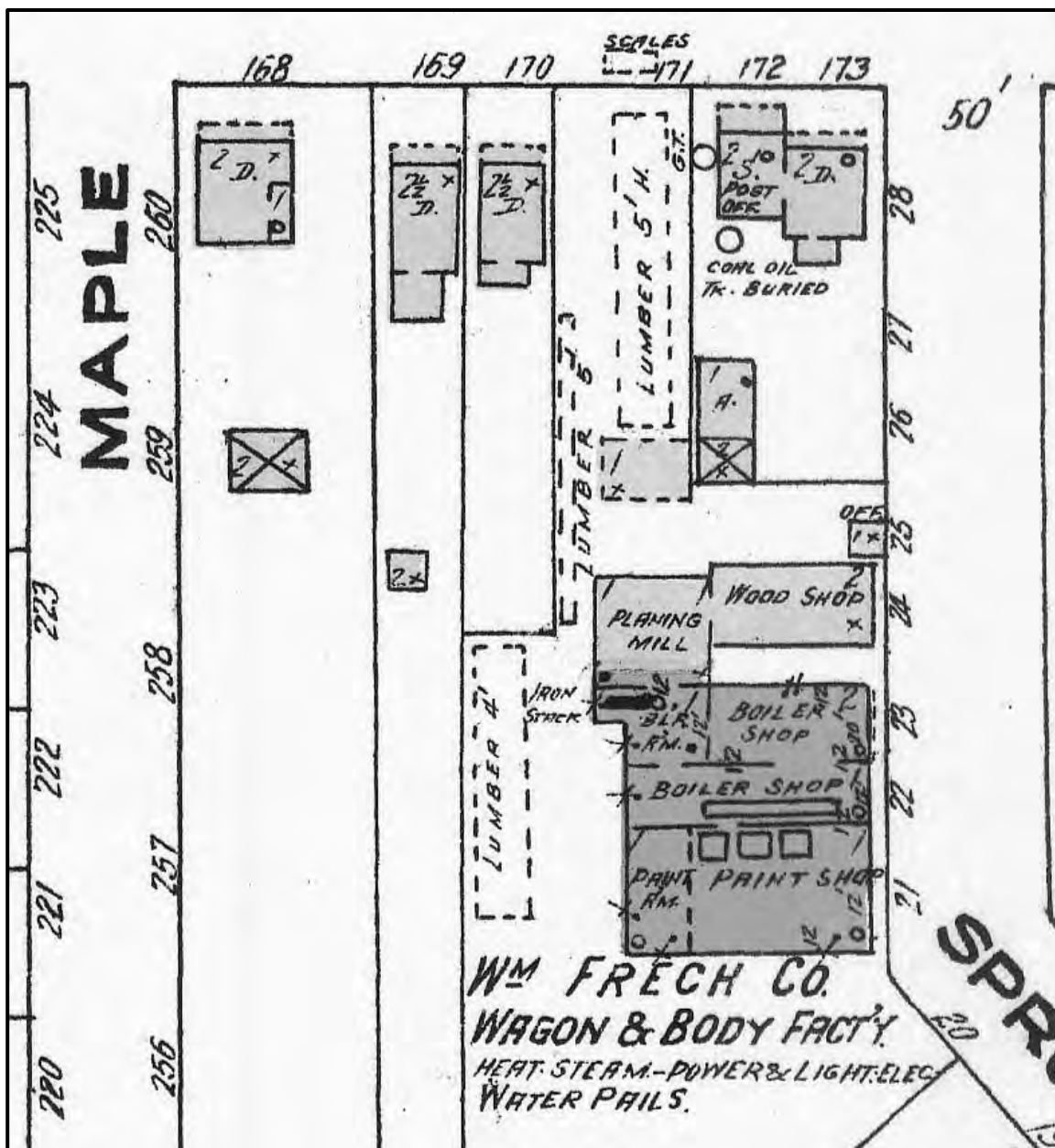
View towards Main Street from the north in 1897- the "Chris Frech Builder" building was on Main Street. In front we see the backs of the Fahr and Klinger houses. Photo- Chalkley Matlack



The rear "paint shop" building still remains after the 1940 fire and is an auto body shop.



Towne Auto Body in 2003



Detail from 1923 Sanborn map

From The Morning Post newspaper, June 24, 1940-

Frech Plant Fire Recalls Days of Gay Circus Wagon Many Vehicles Built in Maple Shade for Road Shows Recent Trade Done in Trucks

Maple Shade, June 24.—When the circus came to town in the old days it rolled up in wagons built by William Frech and Company in a body plant that grew from an old blacksmith shop built in 1847. Last week the plant was gutted by fire and only blackened brick walls stand as a monument to a thriving business of yesteryear.

Circus wagons. Fancy scrolls and gaudy stripes. They often stood a half dozen in a row outside the shop awaiting transportation. The sight was a never-ending thrill to wide-eyed youngsters, and grown-ups too. They were packed on freight cars to be off to Texas or Ohio or maybe California. They were shipped all over the country.

That was in the heyday of the circus and the wagon industry. Frech had, what was for the little town, a huge plant. There were three buildings with 25 employees. They were, he recalled today, seven painters, seven woodworkers, and 11 blacksmiths.

"We built the wagon from the ground up and it was a finished product when it went out of the door," he said. "We had our own wheelwrights and stripers and special painters to do the fancy work. The wagons were generally about 20 feet long, eight feet wide, and the bodies had a six-foot clearance inside. Some were made for hauling and others we fitted up for offices and living quarters. We devoted Winter and Spring to the circus or carnival wagons and spent the rest of the year on farm and carriage work. We never had a dull season. Small circuses and carnivals were our main customers."

Frech's father, Christian, started the original wagon works 50 years ago with another son and it was known then as the C. Frech and Son Co. Ten years later Frech took over the company and put it in his own name. He installed machinery then for large scale operation. It was another 10 years before he developed the flourishing circus wagon business. The wagon industry continued until after the World War when trucks gained a foothold and crowded the wagons off the road.

The wagon company then turned to truck body building since the truck companies turned out machines without a cab or body. Gradually, however, they assumed the manufacture of their own requirements and inaugurated pressed steel bodies.

Frech's business went into decline and one by one he let his employees go until he was down to only two, the same number with which he started.

One "line" that started inadvertently in the Frech plant and is still growing, is the Maple Shade Independent Fire Co. No. 1. Employees organized the company in opposition to a movement started by "white collar workers" they thought would not be able to give sufficient protection because they worked out of town during the day. Charles Spencer was chief the first year and then Frech served for 20 years.

A pioneer in the town, he also served five years on the township committee when Moorestown seceded from Chester township and Maple Shade was forced to assume governmental duties.

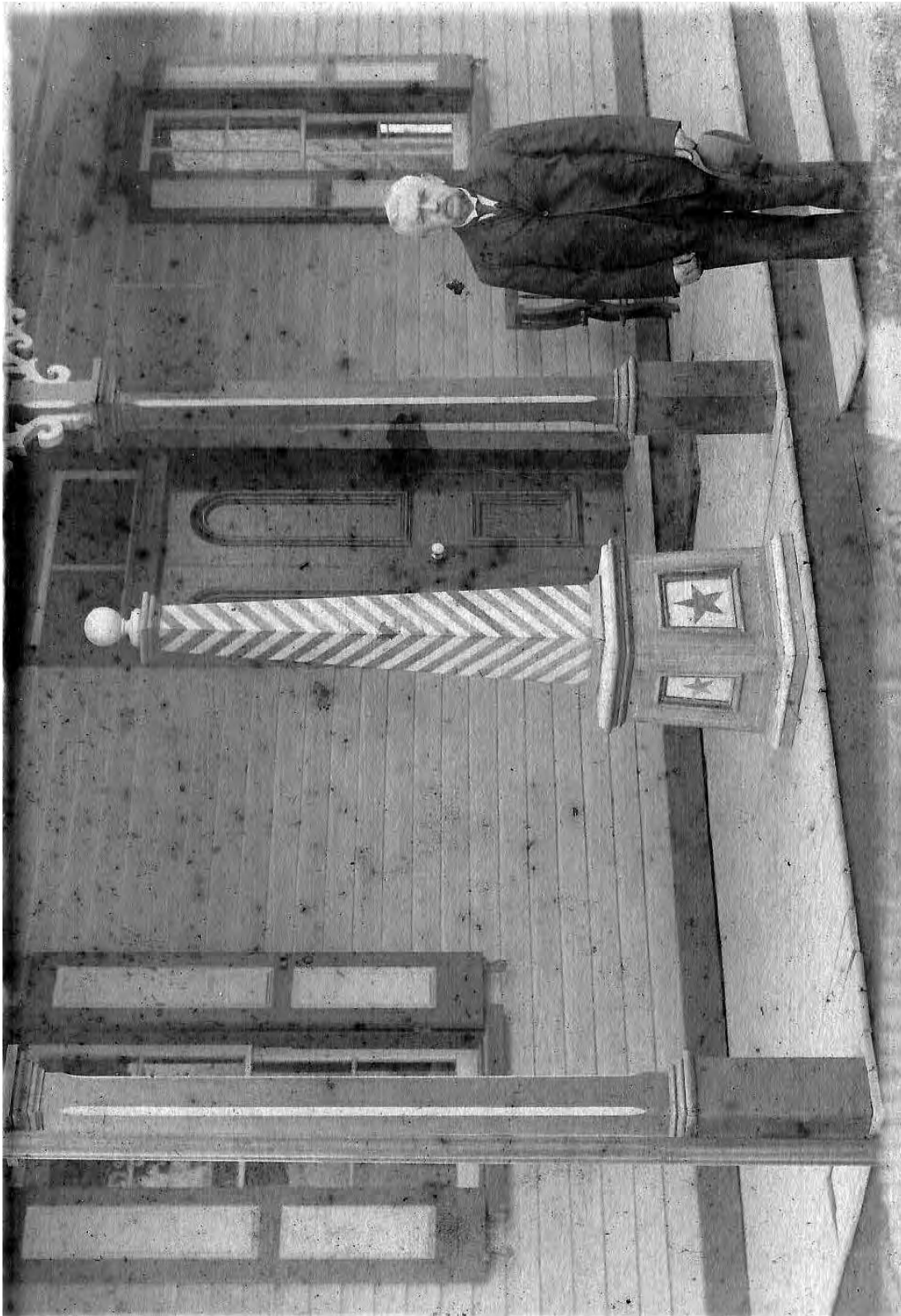
William and Mary Myers-

Mary Myers was the sister of Christian Frech's wife Louisa and of Henry F. Fahr. She married William Myers. William Myers moved to town in the spring of 1900, according to Arthur N. Cutler.



Police Chief Clarence Ward in 1937, the year he retired. He is standing in front of the old Municipal Building which contained the police and fire departments.

In the background is the old John Winter/ William Myers house without its later "Ferro Building" brick store fronts. I am jumping ahead in history but I am putting this photo here to show a clear view of the Myers house.



William Myers is standing in front of his barber shop at Main Street and South Maple Avenue. Notice the striped barber pole. This is an old photo in postcard format.

Barbara Stevens on the Fahr Family-

William M. Myers owned a barber shop in Maple Shade many years ago. My name is Barbara Stevens and I am his great- granddaughter. I live in Indiana. My mother was Mary Helen Myers, his granddaughter. He died before she was born and her parents died when she was very young. My mother grew up at the Masonic Home in Burlington. My mother did know her grandmother, Mary Elizabeth Fahr Myers.

My mother was 9 years old in 1930 when her grandmother, who was blind, died in a kitchen fire while trying to make dinner. As I mentioned, I have a very poor copy of a newspaper clipping regarding the death of Mary Elizabeth Fahr Myers in the fire but the date and byline are not legible and I do not know the name of the newspaper. In the article, the family name is misspelled as Meyers.

My mother's parents, William M. and Helen Myers, and her grandparents, William M. and Mary Fahr Myers, are buried in a family plot at Colestown Cemetery.

Just to help clear up some of the confusion about all the people in this family named William and Mary and Charles, my Mary Elizabeth Fahr Myers (Mrs. William M. Myers Sr.) was Henry F.'s sister. His other sister was Louisa Fahr Frech (Mrs. Christian Frech). When these sisters were widowed, they lived together in the Myers house until 1930 when Mary Elizabeth died in the kitchen fire.

Is there any information around town about the parents of Henry F., Mary Elizabeth and Louisa? (There were also a couple of other brothers who moved to Pa.) I believe the parents were Matthew and Rose Fahr and they came from around Ulm, Germany.

From The Moorestown News, March 26, 1930, page 3-

Mrs. Mary Meyers Burns to Death Preparing Lunch in Kitchen

Trapped by fire in the kitchen of her home as she prepared the noon-day meal for herself and two other aged women with whom she made her home, Mrs. Mary Meyers, 77, was burned to death at Maple Shade Wednesday of last week.

Summoned to the scene of the blaze located on the southeast corner of Maple avenue and Main street, Fire Chief William Frech found the victim was his aunt.

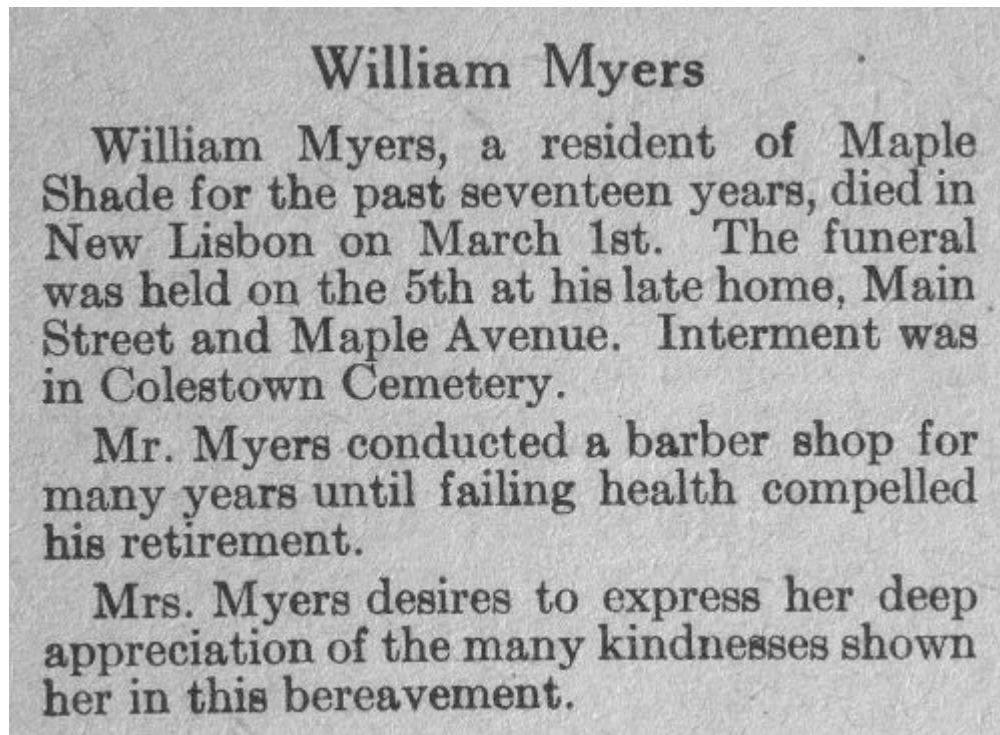
Just how the fire started is a mystery. It is believed Mrs. Meyers was making coffee and that her dress was ignited by the flame of the gas stove. Mrs. Meyers, it was said, was almost blind.

Two other women who lived on the premises, Mrs. Louisa Meyers, 80 a sister of the dead woman, and Mrs. Caroline Bosin narrowly escaped when hearing Mrs. Mary Meyers' screams. They sought to extinguish her flaming dress.

Firemen extinguished the blaze in the kitchen with slight loss. Mrs. Meyers was unconscious when carried from the house. Two doctors, who were passing, stopped their cars to see if they could be of assistance. They were Drs. Theodore Gallop and Sidney Corpening. Dr. Corpening pronounced Mrs. Meyers dead and a coroner was called.

The dead woman was the widow of William Meyers. Mrs. Louisa Meyers is the mother of Chief Frech and the widow of Herman Meyers, whom she married following the death of her first husband. William and Herman Meyers were brothers.

There is another newspaper article about the fire in the Courier Post newspaper, March 19, 1930, page 1. Blind Woman Dies in Fire...



William Myers' obituary from the Maple Shade Progress, March 16, 1917

The Store-

A brick store front addition was added to the "Myer's house" by builder Fred Fister for Amos Ferro, of Anna Avenue, who purchased the property. It was called the "Ferro Building" and had a small sign over a door which said it. Over the years it housed the Burlington County Trust Company bank, the Arthur Cutler Real Estate office, Radford Jewelers, the real estate appraisal office of Harry Renwick, and currently it is used as an addition to Maritsa's restaurant.

Recent to that time that the Ferro Building store front addition was added a large old barn said to predate the John Winters/ William Myers house was razed. It was put together with wooden pins and the old type of flat nails.



The Myers barber's shop and house today at Main Street and South Maple Avenue, having the "Ferro Building" store front addition on it.

John and Laura Mennel-

Laura Mennel was the daughter of Christian and Louisa Frech. Below is a summary of her marriage announcement to John Mennel from the New Jersey Mirror, March 2, page 2, column 8- In Camden, March 2, 1896, by Rev. Clarence A. Adams, John Mennel, of Merchantville, and Laura Frech, of Burlington County were married.

John and Laura Mennel lived in the hamlet of Sorrel Horse, across the street from the Sorrel Horse Hotel. Sorrel Horse was located where Haddonfield Road and Route 130 meet.

John and Laura Mennel and family moved to the village of Maple Shade about 1904 and first lived in the northern half of the large double house

on South Poplar Avenue. In 1905 due to her efforts and the community's, Maple Shade again had a post office which was at the Mennel's store.

In 1909 William Frech bought back from the Larzelere family the old blacksmith house, his father and mother once lived in, for his sister Laura Mennel. The Mennels then moved their store to there, "Mennel's Dry Goods store and Maple Shade Post Office." Within a few years a right side addition was put on it.

The Maple Shade Post Office would be at their store until 1926 when it was moved to 16 South Forkland Road. John and Laura Mennel had a son Harry B. (Sr.), and a daughter Louisa. Harry later changed the store to a bar called Mennel's Inn. Later it was bought and made the Red Carpet Lounge, and today it is a Charlie Brown's Restaurant.

The Maple Shade Post Office-

From April 28, 1887 to December 1, 1895-

William Broadwater was postmaster, (r.r. station)

From December 1, 1895 to October 31, 1904-

Henry Fahr had the Post Office at his general store

From October 31, 1904 to March 17, 1905-

There was no Maple Shade Post Office.

From March 17, 1905-

Mrs. Laura Mennel was postmistress followed by her daughter Louisa.

Mennel's Dry Goods Store and Post Office-

Mennel's Dry Goods Store and P.O. was at first on South Poplar Avenue in half of the "Joseph B. Stiles double house," then it was at Main Street and Spruce Avenue.

From a 1907 Chronicle Directory- Mennell, John, storekeeper, Poplar Ave. Mennell, Harry, wheelwright, Poplar Ave. Mennell, Laura, postmistress, Poplar Ave. Mennell, Louisa, Poplar Ave.

Mennel's Chain of Title-

Laura Mennel

took title on April 20, 1909

sold by William Frech

house and land southwest of the Moorestown and Camden Turnpike and Spruce Ave. 63 feet in front of said turnpike rd, and a distance of 128 feet in depth on said Spruce Ave. for the sum of 2000 dollars.

Being a part of the same land and premises which Sarah Larzelere, Feb. 5, 1909, and intended to be recorded in the office of the Clerk in the county of Burlington..., conveyed unto the said William Frech in fee.

William Frech

took title on February 5, 1909

under deed book 446 page 254

sold by Sarah Ida Larzelere

for the sum of 3000 dollars

No. 1- Beginning at a point in the middle of the Camden and Moorestown Turnpike Road on the westerly side of Spruce Avenue and running along the line of Spruce Ave. 302 84/100 feet to a point in Spruce Ave.

Bounded by the lands of William Frech, lands formerly of William J. Broadwater, Fahr's land.

(William J Broadwater bought two lots from Christian Frech and lost them later on to the sheriff selling them to the Merchantville Building and Loan. The lots are measured inward for coordinates from Maple Ave.)

Samuel Larzelere

took title on August 31, 1904

under deed book 387 page 495

sold by William Frech

Beginning at a point in the middle of the Camden and Moorestown Turnpike Road on the westerly side of Spruce Avenue and running along the line of Spruce Ave. 302 84/100 feet to a point in Spruce Ave.

Bounded by the lands of William Frech, and lot formerly of William J. Broadwater, to Henry Fahr's land, and the Merchantville Building and Loan.

Houses, dating them-



Houses on the south side of Main Street between Spruce Ave. and South Maple Ave.

The house at Main and Spruce, later Mennel's Inn, the Red Carpet Lounge, Charlie Browns was probably built before 1849 (map) and definitely before 1855 (first sale from Benjamin Stiles) Christian Frech bought it in 1870.

The house first owned by John Winter was built pre 1867 as the price he paid to blacksmith Edward Vandegrift (owned first mentioned house then) of 1050 dollars for 13/100s of an acre of land indicates a house was there. (Now Maritsa's)

The house that was at Main Street and Spruce, where a bank now is, was built between 1870 and 1887 (on Shuster plan map), and was Christian Frech's house. He then moved out of the house first mentioned. (I think.)

In 1897 this house was willed to his son William. William sold the first mentioned house to Samuel Larzelere in 1904 and then bought it back for his sister Laura Mennel in 1909.

In 1897 there was a "Chris Frech Builder" building to the right of the first mentioned house. (Chalkley Matlack photo) It was moved to Spruce Avenue prior to the Mennel house getting a right side store addition.

In the early 1900s William Frech moved to his new large house now 33 Mecray Lane.

(William J Broadwater bought two lots from Christian Frech and lost them later on to the sheriff selling them to the Merchantville Building and Loan. The lots are measured inward for coordinates from Maple Ave.) This is probably the other two houses to the left of what is now Maritsa's restaurant.





Daughter Laura and mother Louisa Frech

This house is the blacksmith house Benjamin Stiles was renting in 1855. It went through several owners and then Christian Frech bought it in 1870. The year he and his family moved in, according to the census, his daughter Laura was four years old. Son William was not born yet. Here Laura looks to be six to eight years old I would guess. So, it's around 1874 when the train station was renamed "Maple Shade."

It is very interesting that in 1909 Laura would again live at this house with her husband John Mennel. Soon after a right side store addition was added onto the house which also had the Post Office.



The John Mennel Dry Good Store and Post Office, located at 116 East Main Street. Pictured from left to right are Laura Mennel, an unidentified person and John Mennel. John and Laura owned Mennel's Dry Goods Store, which was the location of the Maple Shade Post Office from about 1909 to 1926.

On the opposite page, top photo, is the John Mennel Dry Good Store and Post Office with a horse and wagon. Richard Harbough, Louisa Mennel, and a dog are on the porch.

The bottom photo shows Mennel's Inn (bar) in 1938.





Pictured left to right are Nellie Farrow, Harry Mennel Sr., Elsie Saal, Jack Saal, and Louisa Mennel with Irene Saal in front.

The house behind this group of the Frech family at Main Street and Spruce Avenue was built sometime between 1870 and 1887. I believe Christian Frech built it and moved there. It appears on the Shuster Tract plan. It has a one-story alcove on the right side.

This house can also be seen on the “Along the Trolley, Maple Shade, N.J.” post card. So can the Mennel’s Dry Good Store.

The house was razed by the Township in the late 1960s and a bank was built there.



That house was there on the Shuster Tract in 1887. You can see it is a larger and more elaborate house than the house the Mennels would later move into that Christian Frech bought in 1870.

Christian Frech's Will-

Christian Freck

Died June 6, 1897, Will Book- Y 545, Inventory- T 511

Joseph B. Stiles, Henry Vanvane appraisers of Inventory- \$1,731.37

Will-

Wife Louisa- have use of all my property.

To my son William I give, devise, bequeath the frame Dwelling house in which I now reside and which was my home for ever.

(To me the last part sounds like he was saying he was the only one who ever lived there.)



John and Laura Mennel in 1920



Louisa Mennel, Laura Mennel's daughter in 1910.

Louisa took over as postmistress after her mother passed away



Blown up views show “the house near the blacksmith shop” that Christian Frech bought in 1870 was later the Mennel’s home.

The Maple Shade Land and Improvement Company-

In 1891 a group of Philadelphia businessmen formed the Maple Shade land and Improvement Company. Land was purchased from Dr. Alexander Mecray and Nathan E. Perkins. The tract was surveyed and laid out in building lots extending north from the railroad to Park Avenue and west from Fellowship Road to Coles Avenue.

The following information is from Book of Deeds 410, page 428 etc.-

The Maple Shade Land and Improvement Company, a corporation

John C. McAllister, Clarence D. Antrim, Theodore A. Kellner, Edgar S. Vanderslice, James White, all of Philadelphia, PA and Charles P Little (or Tuttle) of Camden, NJ
Directors & Trustees

Incorporated December 10, 1891
Filed for dissolution March 3, 1897

Board of Directors consisted of-
President- John C. McAllister
Vice President- Clarence D. Antrim
Secretary- Theodore R. Kellner
Edgar Vanderslice
James White
Charles P. Trittle
Alexander Mecray (died)

For Gilt Edge Investments buy **"Outside Philadelphia" Property**

Land Purchases—The Best Money Multiplier.

MAPLE SHADE

A Veritable Garden Spot.
(The Bryn Mawr of New Jersey.)

The most beautiful and health-
ful suburban village within easy
access of Philadelphia.

On the PENNSYLVANIA RAILROAD.
(Mount Holly Division.)

6¼ miles from
13 minutes' ride from **MARKET ST.**
7 cents commutation fare from **FERRY.**

34 Trains Daily.
Post Office on the grounds

Bond Investments, Mort-
gages and Building Associations
are all good, but money invested
at once in

BUILDING SITES

AT

MAPLE SHADE

will yield 200 per cent. profit in
much shorter time.

SIZE OF LOTS, 50 X 150.

Pennsylvania Railroad Depot on
the Grounds.

45 Magnificent Home Sites fronting on the Rail-
road, with a 100 feet Boulevard. No Lot in the plant
more than 2 blocks from the Railroad Depot. Avenues
60 feet wide. Magnificent Shade Trees of Maple.
MAPLE SHADE already an established fact. Popula-
tion about 200.

A limited number of these beautiful Home Sites
For Sale. Terms to suit purchasers.

For Illustrated Map, Descriptive Circulars and full particulars, apply to

The Maple Shade Land and Improvement Co.

NO. 11 SOUTH NINTH STREET, PHILADELPHIA. (2D FLOOR, FRONT ROOM.)

CLARENCE D. ANTRIM, VICE-PRESIDENT.

Ad from the Philadelphia Lyceum Bureau Programme
Season of 1890- 91, Published by Clarence D. Antrim



Detail from the 1907 G.M. Hopkins Atlas of the Vicinity of Camden, N.J., Maple Shade map showing the Maple Shade Land and Improvement tract, formerly the lands of Dr. Alexander Mecray and Nathan Perkins.



The Maple Shade Land and Improvement Company's tract had available water. An Artesian well owned by Dr. Alexander Mecray was located on West Park Avenue. It was built in 1893 by contractor Uriah White for Mecray. Its depth was 375 feet with boulder gravel at its base and an elevation of 55 feet.

The well information is from the Annual Report of the State Geologist of New Jersey for the year 1893, Published 1894 By Geological Survey of New Jersey, page 409

Later on, as seen in 1917 Maple Shade Progress newspapers, the Edward Cutler Co. advertised building lots on the subdivision as "On the only tract with city water."

Dr. Alexander M. Mecray-

He lived at what is now 55 Mecray Lane. He was a doctor in Camden, NJ. His son James was a veterinarian. In that time a veterinarian around here was concerned more with treating horses and livestock animals.

Alexander Mecray subdivided the remaining portion of his land as the "Maple Shade Extension." It was called the "Alexander M. Mecray Extension" on the 1907 G.M. Hopkins Atlas of the Vicinity of Camden, N.J., Maple Shade map.

Not many lots sold. Horace Roberts bought the unsold lots and they became the "Plan of Maple Shade Farms"- One Acre farm Lots sold through Barlow & Co.



Alexander Mecray House, Chain of Title-



1918-April 21, Page 60 - Philadelphia Inquirer

Horace Roberts

took title on December 15, 1913

under deed book 501 page 7

sold by Lydia B.M. Sickler and Doctor William B. Sickler her husband of Maple Shade

for the sum of 17,540.77 dollars.

to land formerly of Benjamin Stiles, now Horace Roberts, to middle of Park Ave., to land of Lester Collins and W.H. Van Vane, exempting lots of the plan of the Maple Shade Extension made by Earl Thomson, December 29, 1895.

After deducting the area of those lots (I counted 30 lots) the land is 72.959 acres.

Lydia B. Mecray
took title on September 6, 1902
under deed book 366 page 425
sold by James M. Mecray and Hannah his wife, Eugene H. Hill and Julia E. his wife, and Nancy L. Mecray (a single woman), all of Maple Shade. The said Doctor Alexander M. Mecray last will and testament December 18, 1900. His children being Julia E. Hill, Nancy L. Mecray, and James M. Mecray.

Alexander M. Mecray
took title on February 27, 1886
under deed book H 11 page 388
sold by Henry C. Patterson of the city and county of Philadelphia and Elizabeth J. his wife.
Containing 40 acres, to lands of Nathan E. Perkins, Joseph B. Stiles, Jerusha M. Way.

Henry C. Patterson
took title on March 18, 1871
under deed book H 8 page 206
sold by Thomas Wilson of the town of Chester for the sum of 20,894 dollars
to lands of Jerusha M. Way, Isaac Stiles, Nathan E. Perkins, the R.R., and Joseph B. Stiles.

Thomas Wilson

took title January 1866

under deed book L 7 page 142

sold by Joseph R. Evans of the town of Chester and Maria L. his wife
for the sum of 5,504 dollars

to lands of the late William Rudderow, Enoch Roberts, Benjamin Stiles,
the Moorestown Camden Turnpike, Nathan D. Perkins, and William
Stiles.

Joseph R. Evans

took title on March 28, 1865

under deed book F 7 page 16

sold by Nathan D. Pancoast and Sarah his wife
for the sum of 15,570 dollars

Nathan D. Pancoast

took title on March 15, 1837

under deed book Q 3 page 235

sold by Hannah Stiles and others

(Hannah Stiles, Samuel Stiles, Benjamin H. Lippincott) all of Chester
Township heirs of John Stiles.

John Stiles died and Public sale was held on November 11, 1836 to pay
off his debt. Nathan Pancoast had the highest bid at 8,400 dollars.

Containing 140 acres

to lands of Samuel Burrough, Enoch Roberts deceased, William Stiles,
and the late William Rudderow.

John Stiles inherited the plantation house and land from his father Isaac
Stiles. In his father's Will the land was divided between his and Benjamin
Stiles.

Nathan E. Perkins-

Nathan Perkins was the son of John Perkins of the “Perkins Memorial area” in Moorestown. His father was in the nursery business. Nathan Perkins and his sons planted a grove of Norway fir and silver pine trees on his farm in Maple Shade. The farm was called “Evergreen Terrace.”

Nathan Perkins' house is still there, now situated at 31 N. Coles Ave. There were two houses once there which can be seen on Smith and Wistar's 1849 map of Burlington County and a G.M. Hopkins 1877 map from the Philadelphia and the Environs Atlas.

Nathan Perkins' father bought him the house and he paid his father back and then owned it himself. I find it was common especially in colonial times for a father to help his first son to get established. Usually, the youngest son would inherit the last house that the father lived at.

Below is a quote from his book "Events and Travels of Nathan E. Perkins" in which he describes this. He had just gotten married.

“Thus we spent the first year, and really it was one of the happiest of my life, as we occupied our little home at the junction of the Camden and Haddonfield roads, at the lower end of Moorestown. It was our first home and very comfortable. Mrs. Perkins was more contented than I. I was anxious to be doing something more than days' work. At length I prevailed on father to buy a farm on the Philadelphia road, about three miles below Moorestown. I was pleased, but the prospect did not look very bright, as the land was only partly cleared and poor, the house not finished, and the farm bought at a high price, and I was given to understand that I was expected to pay the interest on the cost, but I resolved to make the effort. About this time our first baby was born—November 27th, 1848.”

Nathan improved the farm and had a nursery and orchards on it. He planted an orchard of about five hundred peach trees. He also had a cherry tree orchard and strawberries.

Around the time he was finally paying off his home he became a business partner of Thornton Conrow in the real estate business and traveled throughout the United States buying and selling properties. This business kept him away from home a lot. He was also a medical aid to Civil War soldiers.

Below is a quote from his book "Events and Travels of Nathan E. Perkins" in which he describes this.

“I had formed extensive business relations with Thornton Conrow, and we had many transactions together in real estate— always more or less to our advantage. But it divided my interest from home, and it was a question whether it was as profitable as it seemed for I naturally to some degree was compelled to place my affairs at home in the hands of others. I have always found through life that to have business affairs attended to properly it was necessary that I should give them my personal attention and handle my own money. I always made it a rule, as far as possible, to superintend all my own operations. I had succeeded in paying for my farm.”

Toward the end of the book Nathan was traveling to warm climates for vacations due to health reasons. Chapter 21 begins with-

“As winter approached, my cough again troubled me; the chilly winds seemed to affect me more than when I was younger. As I still had my faithful Jacob, Mrs. Perkins advised me to seek a more balmy clime.”

Nathan Perkins' book "Events and Travels of Nathan E. Perkins" has been digitalized by Google Books and can be read and downloaded online.

Today we also know a little about the Perkins family of Maple Shade through old photographs of the children attending school at the one room Chesterford Schoolhouse.

Note- In the subdivision of “Evergreen Terrace” North Clinton Ave. was previously named Evergreen Ave. North Terrace Ave. is still named Terrace but now lacks “the other part of the story.”



Deed History Starting 1910- 1912-

1912 the Plan of Evergreen Terrace

Horace Roberts of the Twp. of Mount Laurel
took title on July 14, 1910
under deed book 455 page 267
sold by Charles W. Perkins, heir of Nathan E. Perkins
70 53/100 acres
for the sum of 9,800 dollars.

"Nathan E. Perkins took title Aug 2, 1852 under deed book Q 5 page 483
sold by John Perkins and wife. Two tracts- one 14 84/100 acres, one 47
1/100 acres from William R. Kaighn on Jan. 25, 1859 book S 9 page 463,
and a tract of land containing 1 45/100 acre from Thomas Wilson June 2,
1869, book D 8 page 40"

Nathan E. Perkins
took title on January 5, 1859
under deed book S 9 page 463
sold by William R. Kaighn and Rachel his wife and Charles B. Coles of
the City and County of Camden in the State of New Jersey on the one
part, and Nathan E. Perkins of the township of Chester, Burlington
County on the other
for the sum of 1,425 dollars.
tract situated in the townships of Chester and Delaware, counties of
Burlington and Camden
14 acres and 84/100 of an acre, one and 47/100 acre.

Nathan E. Perkins
took title on August 2, 1852
under deed book Q 5 page 483
sold by John Perkins and Ann his wife
for the sum of 6,347.70 dollars containing 70 53/100 acres of land

John Perkins
took title on December 29, 1848
under deed book V 4 page 55
sold by Johnathan Roberts and Abigail his wife
for the sum of 6,347 70/100 dollars

Johnathan Roberts
took title on May 13, 1844
under deed book H 4 page 285
sold by William Stiles and Elizabeth his wife
for the sum of 722 dollars and 50 cents
"As bounded as follows- viz. Beginning at a stone at the junction and
middle of the Poplar landing road with the public (stage) road leading
from Moorestown to Camden thence along the middle of the stage road
south eighty six links to a stone now corner to said Roberts other lands,
thence along the line of the same north twenty eight degrees and 10 ..."
containing 14 acres 45/100 acres

Note- North Forklanding Road was originally called Poplar Landing
Road.

The Roberts- Lippincott- Mason Farmhouse

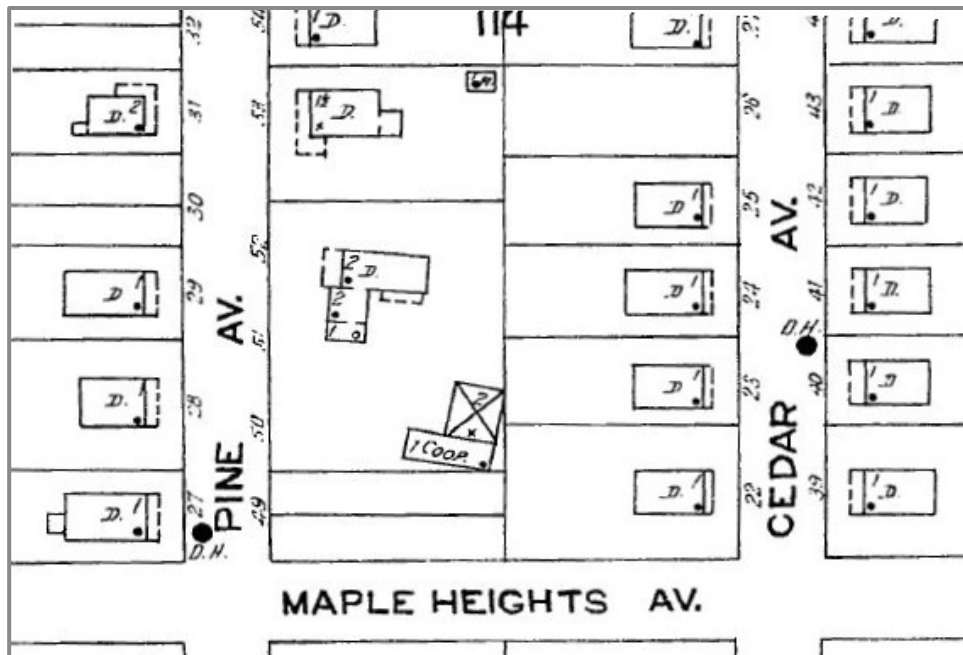
John and Sarah Roberts, soon after their arrival in this country, it appears, first took up land on or near the mouth of Rancocas creek; but, being apparently dissatisfied with their location, afterwards secured a tract of two hundred and sixty-seven acres in extent, on the Pensauken creek, of which this spot is a part. As has been stated, they first lived in a cave on yonder knoll, which we are told they occupied until they were able to build a log house close by, afterwards building a more commodious dwelling, where the present house of John R. Mason now stands, a portion of which is still in existence.

-Excerpt from the ROBERTS MONUMENT BOOK printed in CAMDEN, N.J. by S. CHEW & SONS, PRINTERS, FRONT AND MARKET STREETS in 1899



Where three Jack Jordon Cape Cod houses sit amongst Maple Heights Barlow bungalows was where the Roberts/ Lippincott/ Mason farmhouse once stood. Part of it was from the 1700s.

When you are on East Main Street, you realize that the peak of the hill is Pine Avenue, but actually the top of the hill is down South Pine Avenue where this house once stood.



1923 Sanborn map showing farmhouse. The 1929 Sanborn also shows it. The 1944 Sanborn shows it gone and the lot vacant.

Maltese Property Condemned

The old Maltese property on South Pine avenue near Maple Heights avenue is being torn down again after work had been stopped on it several weeks ago. The entire building will be demolished according to the township officials. It is one of the oldest buildings in Maple Shade and was condemned as a fire hazard.

From the Maple Shade Progress newspaper, July 25, 1935



Photo courtesy of the Setley family.

39 South Pine Avenue after some tree damage from Hurricane Hazel. These "Jack Jordon Cape Cods" filled many a lot in town about 1947, the land primarily bought from the Township.

Chain of Title-

Harold W. Setley and Kathryn C. Setley, his wife of Pine Avenue
took title on January 8, 1948
under deed book 1040 page 283
sold by Leon Santore and Rose Santore of 124 Stiles Avenue
39 South Pine Avenue

Leon Santore
took title on October 27, 1947
under deed book 1034 page 466
sold by John W. Jordon and Verna F. Jordon

Note- I didn't get the lot number(s)

John W. Jordon
took title on April 8, 1947
under deed book 1026 page 278
sold by William J. Kenny and Catherine Kenny, his wife.
Lot 19, 18, and part of 17
Building to cost no less than \$5,000.

I have to get name(s) here. A few of these have no deed recitals and I got some but didn't get this yet.

Mary Way
took title on February 21, 1930 (date perhaps wrong?)
under deed book 751 page 449
sold by the Camden Mortgage Guaranty & Title Co. Dissolved Directors.

Camden Mortge Guar. & Title Co.
took title on May 16, 1930

under deed book 753 page 295
sold by Michael James Maltese and Marianna

Michael James Maltese
took title on August 29, 1925
under deed book 655 page 190
sold by Luigi Maltese

Luigi Maltese
took title on August 1, 1918
under deed book 546 page 210
sold by Thomas B. Harvey

Thomas B. Harvey
took title on October 26, 1917
under deed book 540 page 91
sold by Margaret W. Mason, widow, of Maple Shade.

Beginning at the northeast corner of Pine and Maple Heights avenues....
Being Lots Nos. 24, 23, 22, 21, 20, 19, 18, and the southerly one half of
lot 17, in section No. 6 on the Plan of the Maple Heights Land Company
filed in 1907.

Being the same land and premises which the Maple Heights Land
Company by deed dated March 26, 1908 in Book 431 of Deeds, page 242
&c., granted and conveyed unto John R. Mason in fee.

Note- A 1913 Burlington County Farm directory lists the Masons as living on Pine Avenue in Maple Shade.

John R. Mason

took title on March 26, 1908

under deed book 431 page 242

sold by the Maple Heights Land Co.

(Note- The Masons were sold back their farmhouse on a few lots.)

Maple Heights Land Co.

took title on March 25, 1908

under deed book 430 page 266

sold by John R. Mason

Maple Heights was laid out originally for twin or row homes. The land to the east was sold by John R. Mason to the Roberts family for the Roberts Monument and to Augustus Reeve for brickyard clay pits.

Maple Heights

Map 714

Filed on June 1, 1907

Plan of the Maple Heights Land Company of New Jersey

Located from Fellowship Road to a dividing line a block east of Boulevard Avenue, and from the Moorestown & Camden Turnpike (Main Street) to about where Route 73 is today.

Note that Boulevard Ave. wraps around from (Main) to Fellowship Rd. The Southernmost part of Pine Ave. is named Barlow Ave.

The John and Margaret Mason farm previously was Joseph W. Lippincott's farm. He was a descendant of the Roberts family.

From the Roberts Monument Book, we read the earlier owners of the tract. (Note- the southern branch of the Pennsauken Creek area of Mill Road etc... was occupied by another branch of the Roberts family then the later names listed here.)-

The title deed recites further, that the one-eighth of an acre is a part of a tract of land that John Roberts took up from the Proprietors in 1682. He died in 1695, leaving his widow Sarah, and a son, John second, to whom at her death the property descended, and from John second to his son Joshua, and from him to his son William; from William to his son John G. Roberts. The property was sold to Joseph B. and Hephzibah Roberts Lippincott, (a daughter of William, and a sister of John G. Roberts) at whose death it descended to Joseph W. Lippincott, who by deed dated the 25th day of March, A.D. 1867, conveyed it to John R. Mason, in fee, which deed is recorded in Book P7 of Deeds, page 368, &c., in the clerk's office, at Mount Holly, N.J.

From the Country Gentleman, Volume 26, 1865-

The ad was in the Oct. 5, 1865 issue, page 232 and the Oct. 12, 1865 issue, page 247.

FARMS FOR SALE.

BURLINGTON COUNTY, N. J.

Farm for Sale,

containing 92½ acres of land, situated on the turnpike from Moorestown to Camden, (opposite Philadelphia,) 2 miles from the former and 7 miles from the latter place, and a few rods from the Camden and Mt. Holly railroad, now being built. The improvements are commodious two-story frame dwelling, divided into 11 rooms, with carriage-house, ice-house, 2 barns, hay-house, and a double cottage for workmen.

The land is beautifully rolling, has a fine front on two turnpike roads, and is in one of the highest situations in the county. The soil is a heavy loam, in a high state of cultivation, a large milk dairy having been kept thereon for some years past. A never-failing stream of water passes through the place.

There is a good stock of

APPLE, PEACH,

and other **FRUIT TREES**, also

STRAWBERRIES, BLACKBERRIES

&c. Price, \$15,000, a large proportion of which may remain on mortgage. Apply to **JOSEPH W. LIPPINCOTT,**

No. 415 Walnut-St., Philadelphia, or to
JONATHAN G. WILLIAMS, near Moorestown. Oct. 5—w2t.



Photo from the William H. Roberts Collection. The label on the glass plate negative says: "Springwell" former home of Joseph W. Lippincott.

Arthur Cutler wrote in his book draft- The house stood at what now would be 39 South Pine Avenue. It was an exceptionally well landscaped home, with several large trees and boxwoods, with a brick walk up to the front and around to the back stoop.

Roberts Monument-

Here is quoted an old newspaper clip from Rebecca Matlack's 1909 Scrapbook, which is at the Moorestown Historical Society which reads-

Roberts Memorial Shaft Unveiled [Special to the Public Ledger]

Moorestown, Nov. 15, - A monument to the memory of John and Sarah Roberts was unveiled yesterday on the Mason farm in Chester township, on the Camden and Moorestown turnpike, in the presence of about 100 descendants. The monument is a granite shaft 10 by 15 inches and 10 feet in height, and bears the following inscription: "John Roberts and Sarah, his wife, from Northamptonshire, England, 1677; settled here 1682; erected by descendants 1898."

Elisha Roberts, 86 years of age, the oldest living descendant, was made Chairman, and Samuel Roberts, who bears the distinction of having been born and bred on the original tract, was made Secretary of the ceremony. The Misses Margaret F. Roberts and Anna Passmore Sumner, each lineal descendants, about 10 years of age, pulled the cords unveiling the monument. Addresses were made by Elisha Roberts, Asa Matlack Stackhouse, David Roberts and Joseph W. Lippincott.

(Handwriting on the newspaper clip says "1898.")

Elam Brubaker



Elam Brubaker moved to Maple Shade in 1883 and had this house built for him. It was one of the first homes on the north side of the Moorestown and Camden Turnpike. His house was located at the end of a lane between what is now North Lippincott Avenue and North Forklanding Road. It was moved by John E. Otto, a builder, to face North Lippincott Avenue. Later Acme bought it and razed it for their parking lot.

Elam's uniform factory in Philadelphia would move here in the 1917 and be carried on by his son and grandsons.

Elam Brubaker
took title on April 1, 1885
under deed book R-11 page 128
sold by Carolina G. Hunsworth

Carolina G. Hunsworth
took title on Sept 13, 1880
sold by W. Hamphill Ingram
Containing 10 acres
Being land sold to George DeMuth on May 1, 1877, under deed book N-0 page 610 from Nathan Perkins, and another deed from 1878 is mentioned.

The 1883 date of when the Brubaker family moved to Maple Shade can be seen in an obituary story write up in the Maple Shade Progress newspaper, February 11, 1954 for Jesse Brubaker. They might be wrong as they even tell the story of “the train station once being at Stiles Avenue and was moved.”

E. Brubaker and Sons uniforms (overalls)

When did they move the uniforms factory from Philadelphia to Maple Shade? 1917.

Your homework assignment if you bought a "Progress of Maple Shade" book from the Maple Shade Historical Society is to look up the following newspapers for Brubaker info.-

Number 20, March 30, 1917

Number 26, May 11, 1917

Number 63, February 4, 1918

Number 66, February 22, 1918



This was Jesse Brubaker's house. It is now a funeral home at the corner of North Forklanding Road and Brubaker Avenue.

Jesse was the son of Elam Brubaker. The Brubakers lived in town from the 1880s and had a uniform factory at the time in Philadelphia. During his teens, Jesse moved back to Philadelphia and there met his wife, Edna. She had applied at the factory and they were married two years later. They lived in Philadelphia a few years then returned to New Jersey to stay with Elam until their home was built here. They moved in to their new home on North Forklanding Road in 1911.

Jesse was a member of seven different organizations. He and his sons, Jesse Jr. and Norman, continued Elam's Uniform factory, under the name of J. Brubaker & Sons.

Henry B. Coles-



Henry B. Coles' mansion was at the southwest corner of Main Street and Coles Avenue, previously called Cooperstown Road, originally Cooper Landing Road.

His father Charles B. Coles owned the C.B. Coles and Sons Lumber Company in Camden, and owned the "Alden Park" area land. He moved to Moorestown to reside and Henry lived here.

The house was later owned by the Sharpless family and known as the "Hillcrest farm." The house was later in a run-down condition and razed. Ezra Olt then had a farm there and lived in a large brick house on the property. That house is still there today, behind what was a gas station.

The following quotes are from T. Chalkley Matlack's "Book of Thorns"-

Henry Benjamin Coles, youngest son of Charles B. and Mary M. Coles, was born in Camden, New Jersey, March 4th, 1872. His education was obtained in the Friends Schools at Fifteenth and Race Streets, Philadelphia, and at Swarthmore College, from which he left in his sophomore year of 1839. During his childhood his Parents moved from Camden to Merchantville, New Jersey, where they lived five years, again removing to Moorestown. Henry was married October 18th, 1894, to Deborah Albertson Walton, only daughter of Levi and Elizabeth (Warwick) Walton of Moorestown, the wedding being conducted under the auspices of Chester Monthly Meeting of Friends held at Moorestown, Henry and Deborah at first lived in Moorestown at the corner of Central and Chester Avenues, where their first child was born, then on Central Avenue at Mill Street. About 1898 Henry built a house for himself and family at Maple Shade, New Jersey, where they were living when their second child was born in 1899. Henry B. Coles is secretary of the firm of C. B. Coles & Sons Co., dealers in lumber, millwork, boxes, etc., situated at Kaighn's Point Ferry, Camden, New Jersey. He is an energetic, sturdy, upright, and thorough business man. In 1904 he and Deborah have two children.

Henry B. Coles died in a tragic automobile accident in 1933 in which his car hit a pole which was lying in the road.

Charles B. Coles' "Coles Mill Farm"-

Given the facts that Samuel Cole bought in the late 1600s over 1000 acres of land, the south branch of the Pennsauken Creek was once called the Coles branch, and that the Coles family, west of Coles Avenue owned the Alden Park area for generations prior to it being the Tiver farm, one would easily assume it was originally land owned by Samuel Cole. But in fact, it was probably originally first settled by John Walker and sold to Samuel Burrough in 1712. How did Charles B. Coles come to own the land? Well, he is a Burrough descendant.

From "The History of Camden County, NJ" by George Reeser Prowell-

Joseph Coles, the grandfather of Charles B. Coles, was married to Sarah Heulings. Their son Charles was born July 7, 1807, and died February 25, 1837; married Rachel Burrough, daughter of Joseph and Martha (Davis) Burrough, and had two children, Joseph, who died in childhood, and Charles B. Coles, who was born on August 7, 1836, at the homestead now owned by himself, and known as the Coles Mill Farm, in Chester township, Burlington County, near the Camden line, to which place his father moved upon his marriage with Rachel Burrough, whose ancestors for six generations had owned the same property. His mother died in the Eleventh Month 29, 1869, aged sixty-five years.

Charles B. Coles' father died when he was less than a year and a half old. When eight years of age he went to reside with an uncle on a farm, and in early life followed the occupation of farming. In 1864 he engaged in the active business of life and has since followed it with unabated prosperity. C.B. Coles' Planing Mill, corner of Front and Liberty Streets, is owned by Charles B. Coles, who, in 1864, in connection with William S. Doughten, started the business on Front Street and Chestnut, the firm-name being Doughten & Coles. They continued in partnership until 1870, when they dissolved, and Charles B. Coles built his own mill at the present location.

Charles B. Coles' obituary from the New Jersey Mirror newspaper-

Headline: Death of C. B. Coles

Date: October 13, 1915

Summary: Charles B. Coles, President of C. B. Coles & Sons Co., of Camden, died at his residence, 331 Chester Avenue, Moorestown, Saturday, October 9, 1915, aged 79 years. He was a lifelong member of the Society of Friends. Charles B. Coles, son of Charles and Rachel Burroughs Coles, was born on the Coles Mill Farm, near Colestown, Burlington County, August 7, 1836. His father Charles Coles, died from lockjaw when he was about 2 and 1/2 years old. As a boy and young man much of his time was spent on the farms of his uncles in Camden and Burlington Counties. In 1855 he moved to Camden and from 1864 to 1870 was a partner of the firm of Doughten & Coles, lumber dealers and manufacturers of packing boxes near Kaighn's avenue ferry. In 1870 he started in business for himself, Front Street below Kaighn's Avenue, this location being a portion of the property now occupied by C. B. Coles & Sons Company. Reared an abolitionist, Mr. Coles, at the birth of the Republican Party became one of its warmest supporters and he was elected to the Camden City Council, the youngest member of his party. He also served as a member of the Board of Freeholders of Camden County and in 1886 Supreme Court Justice, Joel Parker, appointed him a commissioner to adjust the back taxes of the city of Camden. Mr. Coles was also one of the incorporators of the Camden National Bank. A pioneer in the temperance cause, he has always been a faithful worker for the abolition of the liquor traffic. He was married June 8, 1865, to Mary M. Colson, daughter of Jonathan and Hannah P. Colson of Mullica Hill, Gloucester County. The early part of their married life was spent in Camden, and in 1886 they moved to Moorestown where they have since made their home. They have two children, William C. Coles and Henry B. Coles, both of Moorestown. They have been associated with him in the C. B. Coles & Sons Company since its incorporation in 1894.

The following quotes are from T. Chalkley Matlack's "Book of Thorns"-

Charles Coles, the first husband of Rachel Burrough, was the son of Joseph and Sarah (Heulings) Coles, (or "Cole" as the name was formerly spelled), was born July 7th, 1807, and. died February 25th, 1839, when in the thirty-second year of his age.

Charles Benjamin Davis Coles, son of Charles and Rachel (Burrough) Coles, was born August 10th, 1836, six months after the death of his father. He was married to Mary H. Colson, daughter of Jonathan and Hannah (Pancoast) Colson, who was born January 10th, 1843.

They had three children: William Colson, Joseph Heulings, Henry Benjamin.

Charles B. D. Coles, (He dropped the use of the name "Davis" or its initial), was born on his father's farm at Colestown, near the locality called Maple Shade in later years. There his earlier school-days were passed. He became a very successful and prominent man in after years, and an active and earnest advocate for the Prohibition cause in the welfare of is fellow man. He established a lumber depot in Camden, New Jersey, in 1864. In 1904 it is one of the most extensive business places of its kind in the city. Charles and his family belong to the Society of Friends, and have lived at Camden, Merchantville, and Moorestown, New Jersey, residing in the last named place at the present time, 1904.

Note- Charles B. Coles owned the land which is now Alden Park until he lost it in the Depression. It is unknown whether he rented out the farm land or used it somehow.

MR. WAGON USER

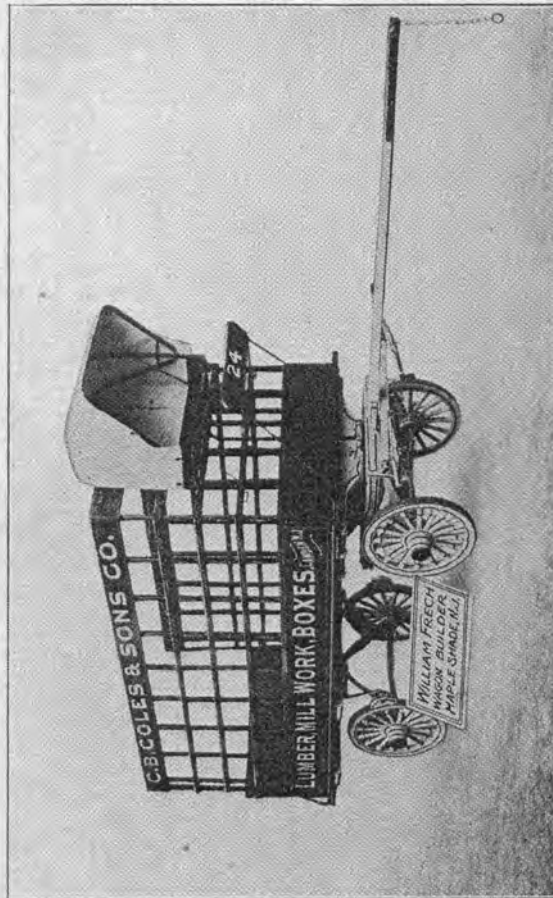
Don't think that because my plant is located just a few miles out in the country that I only know how to build farmers' wagons; I build a great many of the best wagons used in Camden. My inexpensive location and a factory equipped with the most modern machinery, operated by skilled mechanics, enables me to give you a very superior quality at a very moderate price.

It will pay you to investigate.

Let me figure on your next wagon that needs repairing.

WILLIAM FRECH

Maple Shade, N. J. Both Phones
Wagon Manufacturer



William Frech Wagon ad which shows a wagon built for C.B. Coles and Sons Lumber Company.

From the Courier Post newspaper, December 14, 1940-

OLD COLES MANSION, ONCE A SHOWPLACE, SOON WILL BE RAZED

Elaborate House at Maple Shade Is Condemned as Eyesore

Maple Shade, Dec. 14.- At one time it was the showplace of the town. Now it has been condemned as an "eyesore that does not add to the attractiveness of the town's Main street."

And so the old Coles mansion totters on the brink of the oblivion which overtook the old toll road and the later trolleys.

It stands at 408 West Main street, on the corner of Coles avenue, shorn of its proud beauty and landscaped grounds, a thing of desolation.

It was more than just a house when it was built by the wealthy Henry B. Coles about 45 years ago. The wood that went into its construction was hand-picked from the lumber yard of his father, C. B. Coles, in Camden.

Trees and shrubbery around the acres of ground were kept in such a fine fashion that it resembled a park. Now it is ill kept and neglected, in only one respect has it kept a glimmer of its past glory. That is its popularity to sledders.

Shortly after Coles built the huge 11-room house, on the corner of his father's farmland, the trolley line was run through Maple Shade. Coles constructed a skating pond in his meadowland and this proved such an attraction that Public Service illuminated it for night skating and ran special trolleys to the site to handle the crowds who throngs from near and far.

Today, Coles hill, somewhat altered and obstructed, is still a favorite spot of local sledders, although the pond is gone.

Coles lived in the house for about 15 years and then moved to Moorestown. Eli Sharpless, bought the place and after a series of misfortunes the township acquired it and the old house began a checkered career.

It passed from a residence into a boarding house and during prohibition it was the notorious "Palm Camden Inn." Big time racketeers frequented the place and it was not uncommon for them to shoot it- and the town-up.

Lately it was used as a club-house for the old Maple Shade Athletic Association and as a meeting house for various organizations. Its latest occupant is the Italian Social Club, of Maple Shade.

Mrs. Alfred C. Brooks, of 103 South Coles avenue, wife of the fire chief, has always lived in the vicinity of the old house. As a child she recalls marveling at its beautiful carved woodwork and the immense rooms.

"At that time," she asserted, "there were only a dozen houses in the town and the Coles had the only telephone that I know of besides old Dr. James Mecray. There was Frech's old wagon shop and Fahr's general store stood where the Leonard store is now near Main street and Forklanding road. They sold everything and it was also the post office."

"Mr. Coles kept his property in excellent condition. There was a staff that took care of the house and grounds in addition to those who did the farmwork. Coles was a gentleman farmer and also had a dairy. The Coles entertained frequently and in the Summer there were many gay lawn parties."

When the house was built Mrs. Brooks was living with her father, who was gatekeeper in the old toll house that stood on the southeast corner of Coles avenue and Main street.

Coles avenue, before that, she says was the Cooperstown road, but "when Mr. Coles moved there he just took down the sign and put up the 'Coles avenue' sign."

Mrs. Brooks' father was Charles H. McElwee. He kept his position at the toll gate until the road of the Moorestown and Camden Turn-pike Company was sold about 30 years ago.

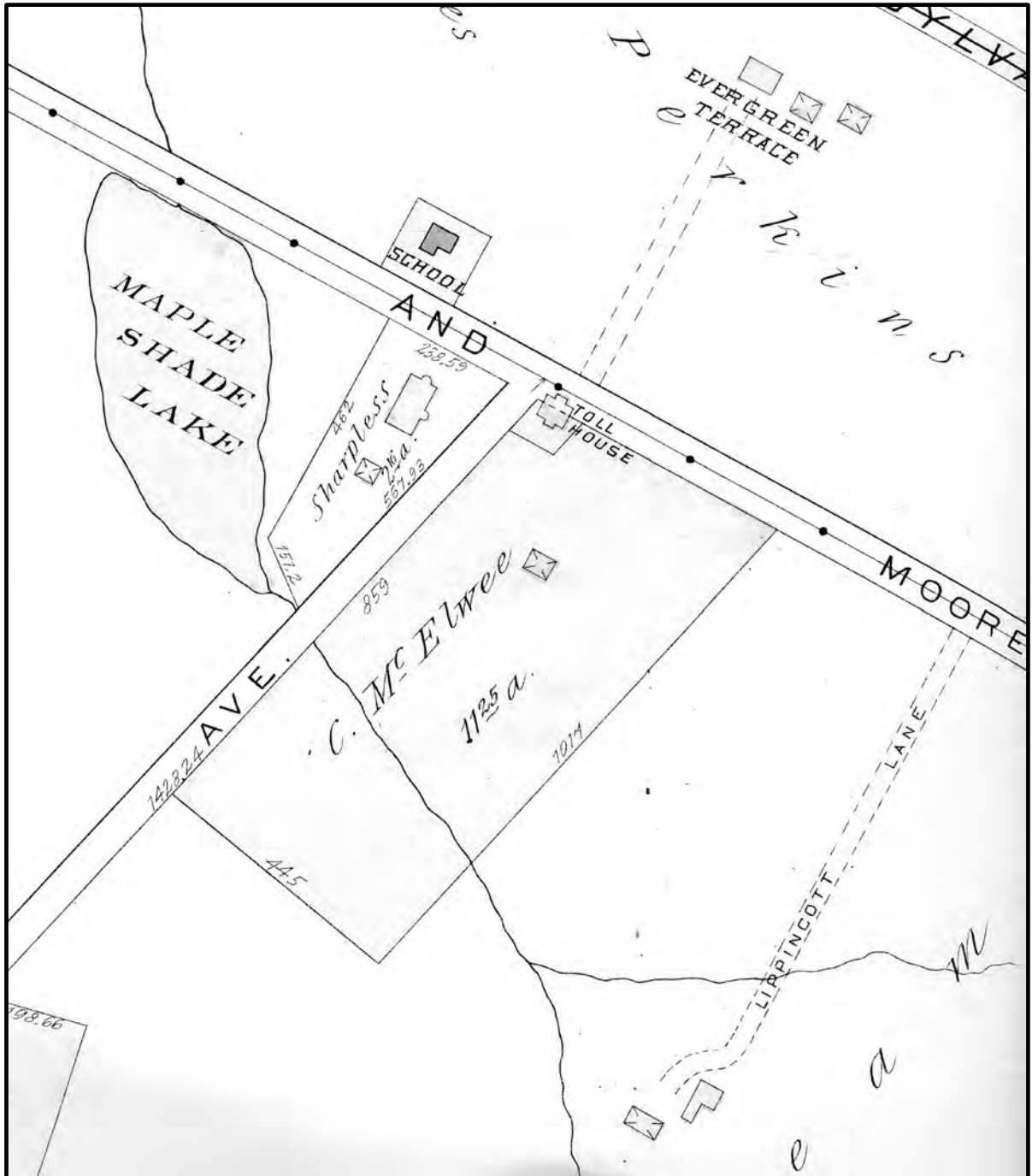
Before her father took the post, the little toll gate was operated by her grandfather, Franklin H. Slimm, who was transferred to the next gate at Thirty-sixth and Federal streets, Camden. The next gate to the east was nearby at Fellowship road.

The old turnpike, Mrs. Brooks declared, was of big rough cobbles. The toll was a cent-and-a-half per mile for a horse and three cents per mile for a team.

Farmers going to market were the principal users. The toll keeper `had to be on duty 24 hours per day and frequently farmers would try to "crash the gate."

"Their favorite trick was to pretend that they were asleep and then ride their team right past the gate. The gate was a big hand-hewn log that extended across the road swinging, on a pivot. It was such a bother to close, however, that this was done only at night when it was locked."

"We had a box on the end of a broom handle which we used to collect the toll, especially when the farmer was on top of a load of hay. When they feigned sleep we would hit them in the face with the box or use it to make the team shy."



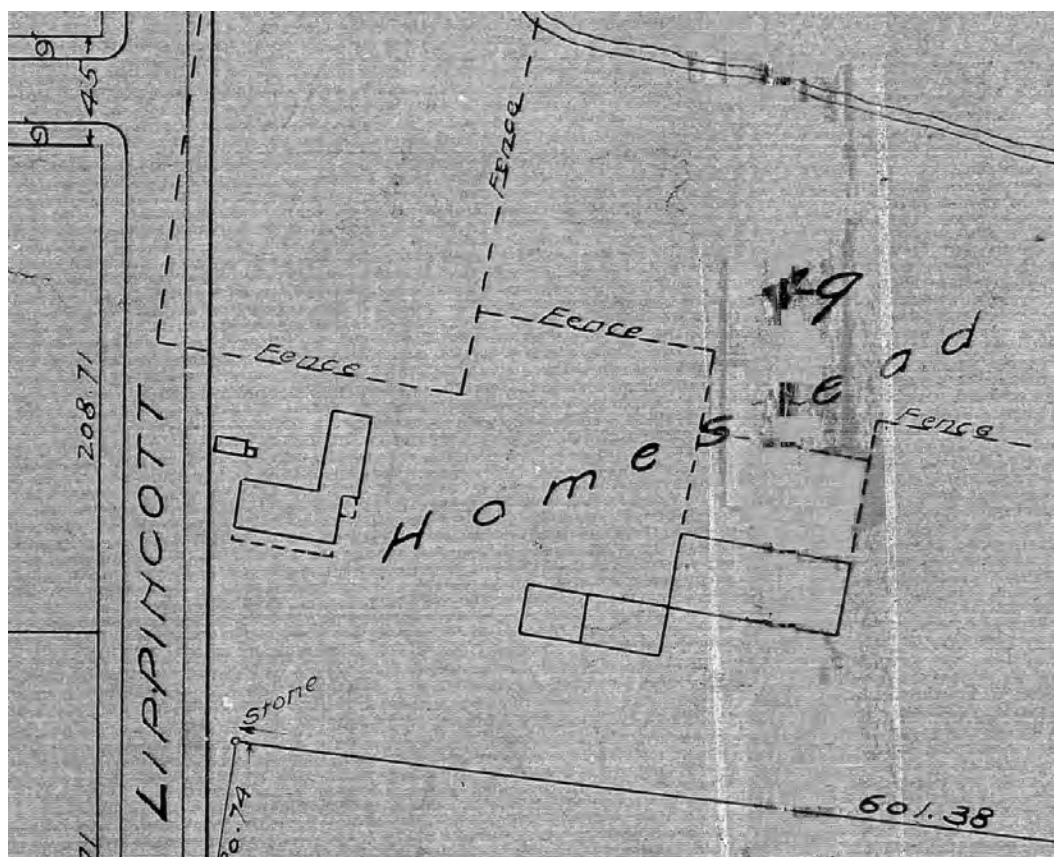
Detail from the 1907 G.M. Hopkins Atlas of the Vicinity of Camden, N.J., Maple Shade map showing Maple Shade Lake

Levi Lippincott/ Henry T. Blead/ The Orchards

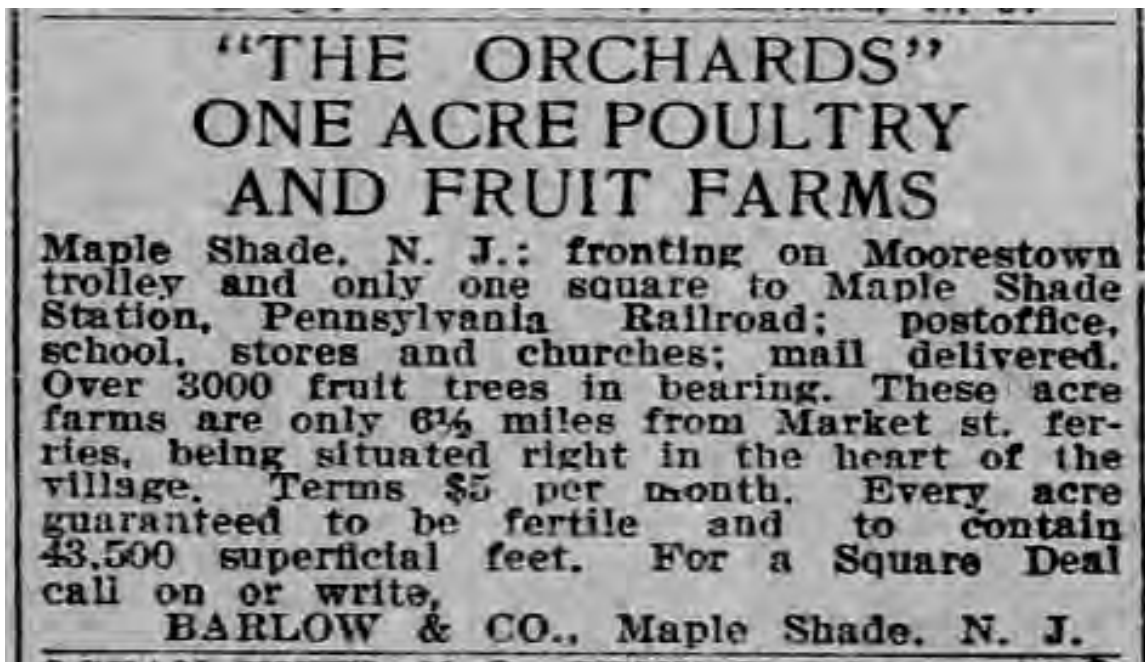


The Levi Lippincott farmhouse is still there today. Part of it was moved and rotated by Fred Fister to form the current home of 122 South Lippincott Avenue. Levi Lippincott bought the land and farmhouse in 1871 from John Needles Jr. The house most likely dates back to William Stiles owning it. Levi Lippincott shortly after buying the farm sold land to Christian Frech and John Winter.

South Lippincott Avenue was once a lane which led to the house which had a large barn to the west of it. A small creek once branched to the front and back of the house and the hill between was an ideal spot for an early plantation home. (The photo was taken by Henry Blead's daughter Bertha Edgar. Henry Blead and his wife moved to Woodbury, N.J.)



This detail is from the "Plan of the Orchards" map number 703 at the County Clerk's office. In 1912 Camden attorney John F. Harned bought the Levi Lippincott farm then owned by Henry T. and Emma E. Bleam. In 1914 the Plan for "The Orchards" was submitted with "One Acre Farm" lots for Barlow and Co. The farmhouse was kept on a larger lot and called "The Homestead" on the plan. With the name "Orchards" given, one can imagine what Henry T. Bleam had here on his farm. A few old timers remembered that in front of that house up to Main Street there were pear trees. One said when he was a kid the kids called the street "Pear Street."



Ad from an April 1912 Philadelphia Inquirer newspaper

Ideas of "The Orchards" Street Names-

South Lippincott Avenue was named for Levi Lippincott.

Helen Avenue was named for John F. Harned's wife Helen.

Anna Avenue was named for 'Thomas Barlow' Sr.'s first wife Annie T. Barlow, or possibly Annetta Drummer who was a law office stenographer who worked with James S. Gradwell.

Gradwell Avenue was named for Attorney James S. Gradwell who practiced law with Attorney John F. Harned at 424 Market Street, Camden, N.J.

Thomas Avenue was named for son Thomas Barlow Jr, or Thomas Barlow Sr. and Jr.

Frederick Avenue was named for son Frederick Barlow.

Stinson Avenue was a road taken out with the building of the High School. Robert G. Stinson was the Secretary of the Maple Heights Land Co., with Thomas Barlow Sr. President.

J. S. GRADWELL DIES AT WHEEL OF AUTO

Camden Attorney Seized With Heart Attack, Girl Companion Stops Car

James S. Gradwell, 45, Camden attorney, died yesterday following a heart attack suffered while he was driving his automobile on Admiral Wilson boulevard.

Miss Annette Drummer, a passenger in the automobile, saw Gradwell slump over the wheel and turned off the ignition, stopping the car.

The attorney was dead on arrival at Cooper Hospital. Coroner Benjamin R. Denny attributed death to heart failure.

Gradwell lived with his parents at 32 E. Bettewood avenue, Oaklyn. Miss Drummer also boards there. He maintained offices at 728 Cooper street.

Gradwell was graduated from Camden High School in 1904, and from the University of Pennsylvania Law School in 1908. He was a member of the Camden County Bar Association and practiced law in Camden since 1909.

Funeral arrangements have not been completed.

James S. Gradwell's obituary from The Morning Post, August 14, 1933

In the James S. Gradwell obituary it states that at that time "he maintained offices at 728 Cooper Street, Camden, NJ."
That was John F. Harned's house.

John F. Harned was one the most prominent lawyers in the history of Camden, N.J. He had a write up in about 4 Biographies books. (Much was recopied from the others.)

On the Orchards plan map it says "owned by Harned and Barlow" so I imagine Thomas Barlow put up some money. Another subdivision tract owned by John F. Harned for Barlow & Company's "One Acre Farms" was "Maple Heights Farms" on Mill Road. Thomas J.S. Barlow Jr. built his mansion house on four lots there.

Back to Anna Avenue. I would go with it was named for Annie T. Barlow.

From the Courier Post newspaper, July 12, 1926-

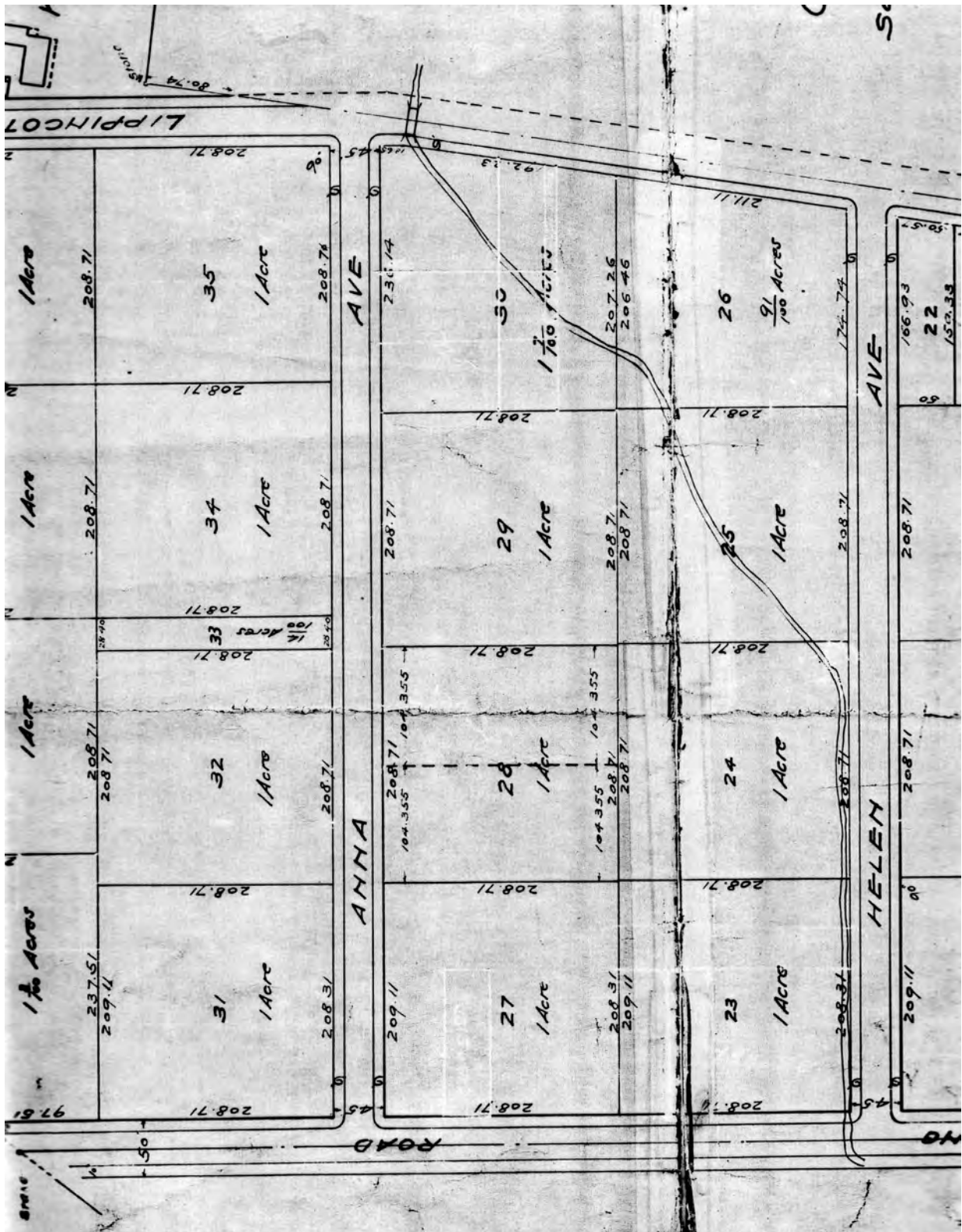
Maple Shade, July 12.- Work was started Saturday afternoon on laying Maple Shade's first sewer system, which is to cost \$400,000. The first spadeful of earth was lifted by Thomas J. S. Barlow, Sr., founder of the town. The ceremony was held at Anna and Lippincott avenues.

Other Streets-

Originally there was no Margaret Avenue. That street was added in later on.

While not in the Orchards development it is in a later plan of the Lippincott farmhouse (Plan of Lots of Ignac Allekna) –

Nagle Avenue is named after Frank O. Nagle who owned that area known as Block 120 Lots 3 and 4 of on the township tax map. I don't know if he owned more lots or not.



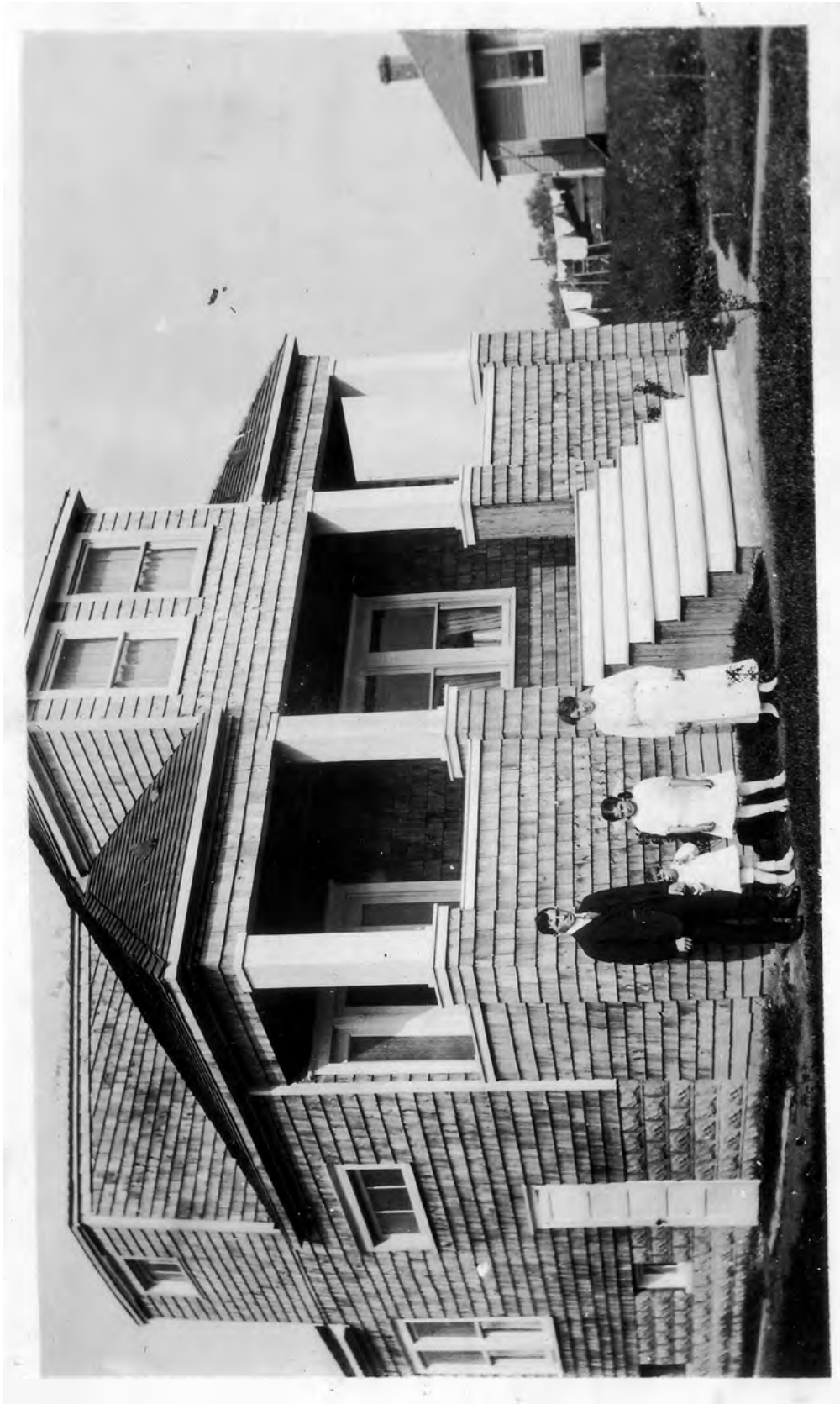
Very interesting how a one acre lot on Anna Avenue is already subdivided on the 1914 subdivision plan map.



On the back of this photo it says- Addison House, Anna Avenue, Maple Shade, N.J. Built by Peter G. Addison & occupied 1917 thru 1919 (Jan.)



45 Anna Avenue is in the background. And so are orchard trees.



Peter Addison family outside their home which is now 35 Anna Avenue



The first house, now 19 East Linwood Avenue, was built in 1906 and was Edward H. Cutler's home. The second house back was built in 1914 for John H. Parker. The Cutler agency took over the Maple Shade Land & Improvement Company and Charles F. Shuster plan sales of lots.



This bungalow home at 62 East Park Avenue was built in 1910 by and for Arthur N. Cutler and Mary L. Cutler, (nee Fahr), who were married August 18, 1910 and moved in August 25, as bride and groom. Later Arthur N. Cutler lived at 11 South Lippincott Avenue.

St. John's Episcopal Church-



ORIGINAL CHURCH DESTROYED BY FIRE JUNE 21, 1895
(Northeast Corner of Main Street and Fellowship Road)

From the "Christian Work, Illustrated Family Newspaper, Volume 58,"
June 27, 1895-

St. John's Episcopal Church, at Maple Shade, N. J., was burned on the morning of the 21st inst. A tollgate keeper, who lives a short distance away, discovered the flames, and a bucket brigade was formed to fight the fire. Their efforts were without avail, and the building was quickly destroyed. The loss will amount to about \$1800. The fire is believed to have been started by incendiaries.

From a St. John's Episcopal Church 50th Anniversary paper-

April 13, 1888, several communicants of Grace Church, Merchantville, residents of Maple Shade, consulted with the Rev. Richard G. Moses, then Rector of Grace Church, with reference to holding services in Maple Shade. This resulted in the first service being held on the third Sunday after Easter, April 22, 1888, in the home of Mr. William J. Broadwater on Main Street. Twenty-four persons were present. From that date services were regularly held on Sunday afternoons, and on February 3, 1889, a Sunday School was organized. It was in that year, also, that the name "St. John's" was adopted for the little mission. In July, 1889, Mr. and Mrs. Charles E. Zane offered to lease a piece of land to the congregation for a term of ten years, the consideration of said lease being one dollar. This offer was accepted and a frame Chapel was erected thereon at a cost of about \$800. The new Chapel was dedicated by the Rt. Rev. John Scarborough, Bishop of the Diocese, on July 15, 1890.

On July 18, 1895, a meeting of the congregation was held in the home of Dr. Alexander M. Mecray, at which time it was decided to accept a lot kindly donated by Dr. and Mrs. Mecray. Plans were drawn for a brick Church, and an appeal issued for donations towards the building of the new Church, to cost about \$4,000. A few months later Dr. Mecray's grandson, Alexander M. Mecray, 2nd, broke ground for the new edifice, the architect of which was Arnold H. Moses, son of the first rector. During the summer of 1895 services were held in the district public school, through the kindness of the Trustees, and after the school vacation ceased and until the new Church was completed the services were held in the home of Dr. Mecray. At this time, Mr. Arnold H. Moses, of Merchantville, was appointed Lay Reader in charge of the Mission and for twenty-five years continued to give his services. His work as Lay Reader and Superintendent of the Sunday School, ending November 22, 1919, is a record of faithful and devoted leadership which is lovingly

remembered by this Parish and which, with his honored father's splendid work, laid the foundation of Church Life deep and lasting in this community.



The cornerstone of the new church was laid December 12, 1895.

Methodist Church-

From the "Minutes of the Sixtieth Session of the New Jersey Annual Conference of the Methodist Episcopal Church," 1896-

At Moorestown the mortgage on parsonage was reduced by payment of \$300. Thirty-five united on probation. The pastor organized a new society at Maple Shade, where a neat little church has been built at a cost of \$1500. The lot on which this church was erected was donated by Elam Brubaker, who has been deeply interested in securing this place of worship.

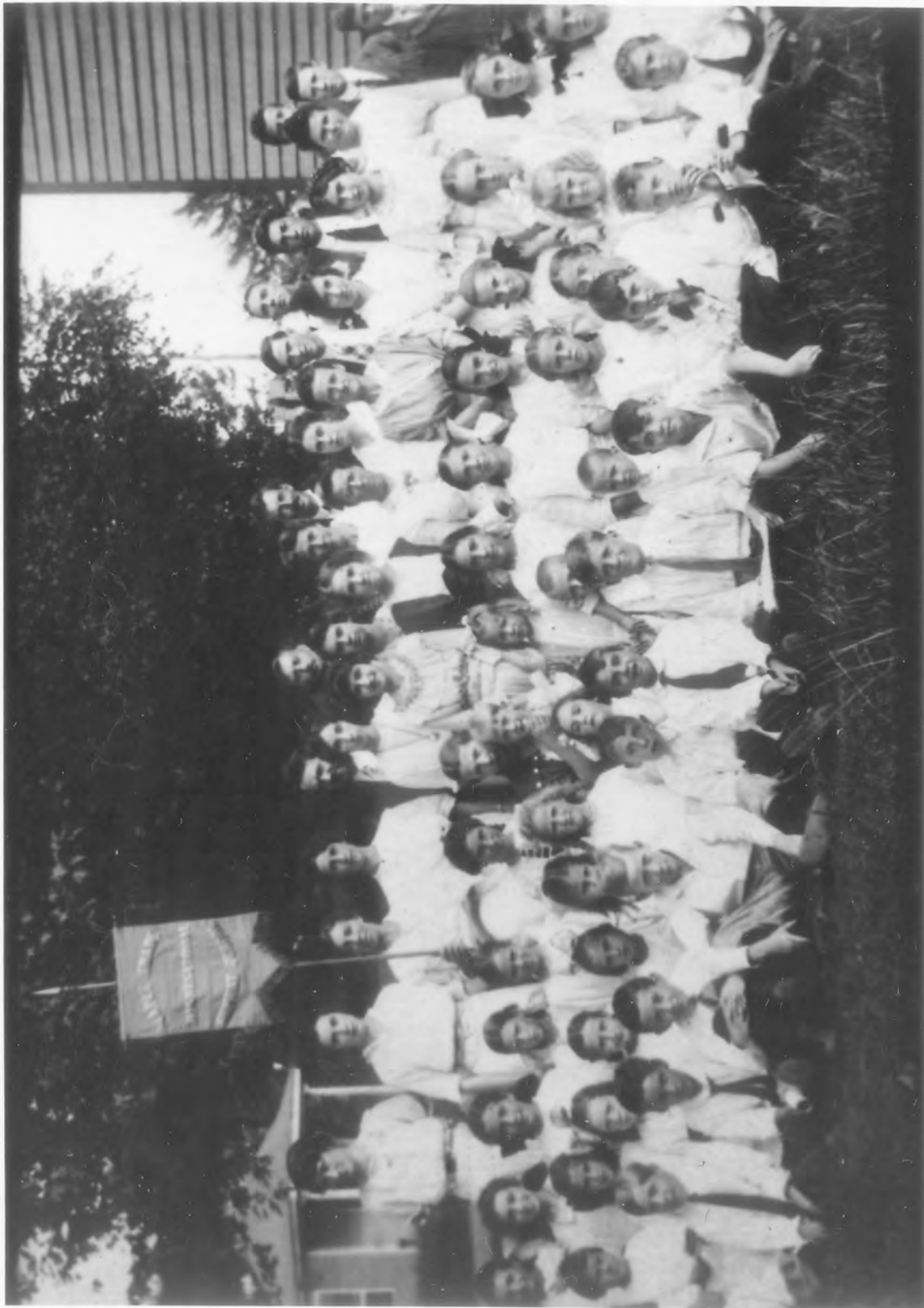


Photo taken by T. Chalkley Matlack in 1897

From the book “Maple Shade A Story of 300 Years” by the Cutler family-

Mr. Brubaker donated a parcel of his land at the northwest corner of Main Street and Forklanding Road as a site for a Methodist Church. A small chapel was built in 1891, but services were held for only a short time.

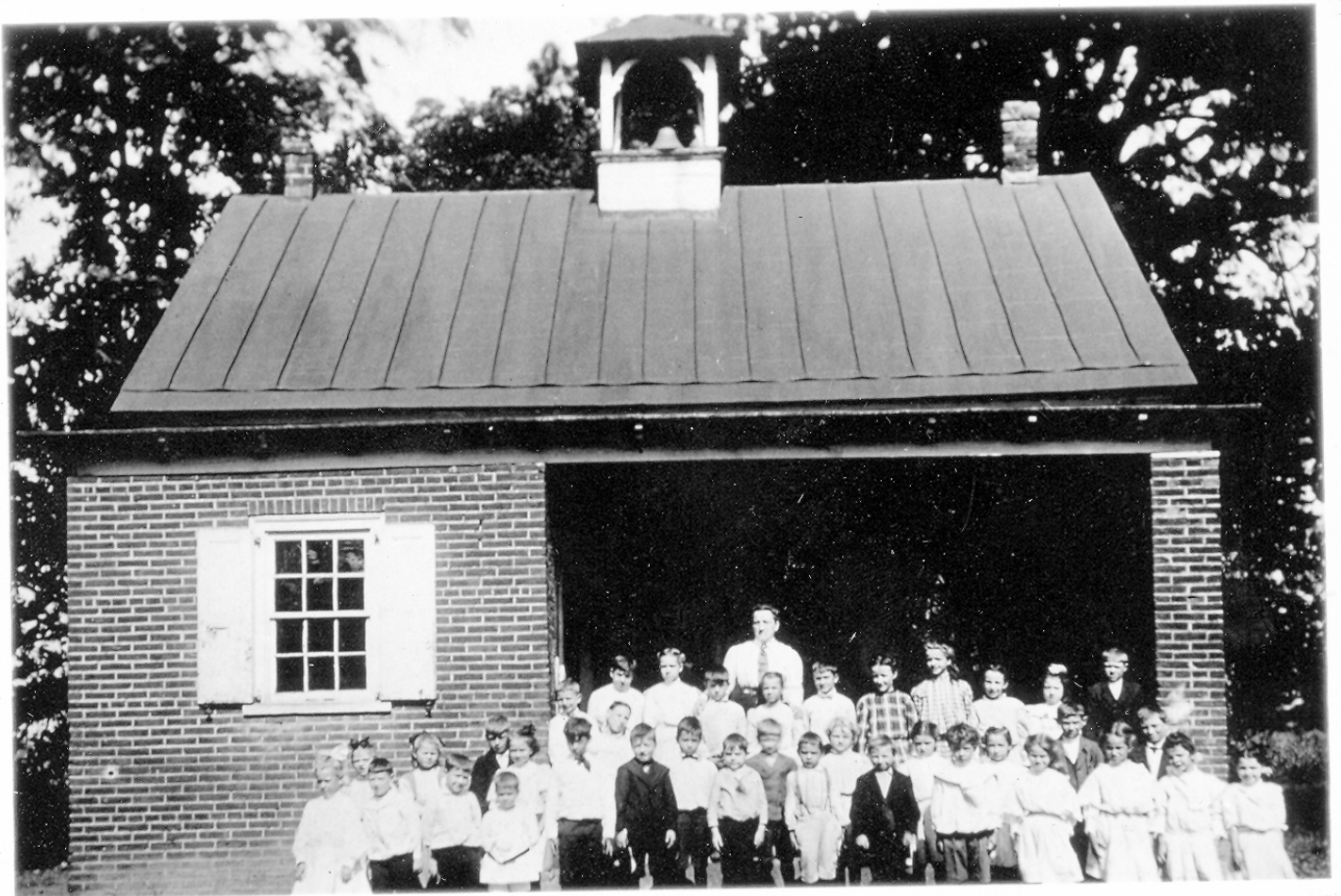
During the spring of 1906 several meetings were held in private homes to plan for a church service for people of all denominations who had no other church home. A Union Sunday School was formed and met in the old Methodist Church Sunday afternoons. Church services were held Wednesday evenings with ministers of different faiths from surrounding towns occupying the pulpit. The Rev. Daniel McAllister, a Congregational minister, was called as pastor in 1908, and in February 1909 the church was accepted into the General Council of the Congregational Christian Churches of America. The little church then became a Congregational Church and services were held there until 1919 when a new church was built at the corner of N. Forklanding Road and Theodore Avenue.



Congregational Church Sunday School behind the old Methodist Church showing the Cutler Real Estate field office in the background.

After the new Congregational Church was built, Elam Brubaker moved the old Methodist Church further back on the lot and used the building for a short while for his overalls factory until he built a larger building on North Forklanding Road, later Edsam Screw Machine Products.

Schools-



Maple Shade School No. 1-

The Chesterford Schoolhouse, built as a neighborhood school in 1811, once served people on both sides of the south branch of the Pennsauken Creek. In time it became a county district school.

Sometime between the 1894 Township Act and 1900 it was renamed the Maple Shade School. It closed in 1909 when it was replaced by a school built on Poplar Avenue.

Neighborhood School-

Samuel Rudderow and Others

took title on December 16, 1811

under deed book X page 303

sold by Joseph Burrough of the Township of Waterford in the County of Gloucester,

and bought by Samuel Rudderow, Thomas Rudderow, William Rudderow, Joseph Burrough Jr., Isaac Stiles, William Stiles, and Emmanuel Beaggary of the County of Burlington, and John Osler, Joseph Plum, Samuel Burrough, and Reuben Burrough of the County of Gloucester

for the sum of One Dollar

"for the natural love and regard which Joseph Burrough hath for literature and divers other causes."

Bounded by edge of the Mount Holly stage road, Samuel Roberts line, etc...

"all that lot or piece of land & premises lying being and situate in the Township of Chester in the County of Burlington whereon is erected a new school house"

County District School (Free School)-

From the Chester Township 1873 Tax Assessor's Book- Names of Persons in School District No. 27

John S. Ruderrow
Isaac F. Ruderrow
Samuel Slim
Matilda Weldon
Isaac Stiles Est.
Joseph B. Stiles
Elisha Shinn
Nathan E. Perkins
John Winter
Christian Frech
Benjamin Wiltshire
Benjamin Stiles Est.
Samuel Wilson Jr.
Robert and John Moffett
Charles McCholister
Charles B. Coles
John R. Mason
John Robinson
Thomas Wilson
Daniel Wilsen
Bridget Smith's Estate
Mary Slim
Levi L. Lippincott

Tax rate 21 cents per 100 dollars.

And from the "Colored Persons Names" page-
Ishmael Handy at Levi L. Lippincott's
Benjamin Brown at Jos. Stiles's

Township District School (after 1894)- School Numbers Circ. 1900-

The schools of Chester Township (Board of Education) were numbered from West to East. Maple Shade continued using the system after Moorestown separated. Maple Shade now has schools numbered 1-4, and the High school.

From the "1900 Hauck's Excelsior Directory"-

Chester Township Board of Education. Township Schools.

No. 1- Maple Shade. Located on Camden Pike, in Maple Shade.
Anna M. Grady, teacher. Pupils enrolled, 25.

No. 2- Chester Brick.

No. 3- Moorestown.

No. 4- Stanwick.

No. 5- Lenola.

No. 6- Poplar Grove.

No. 7- West Moorestown (colored school).

No. 8- Moorestown High School.



Laura
Wintermeier
and
Charles
Fahr.
are
married
Mary
Fahr is
Mrs. Cutler
The Fahr
and Cutler
live in
Maple Shade

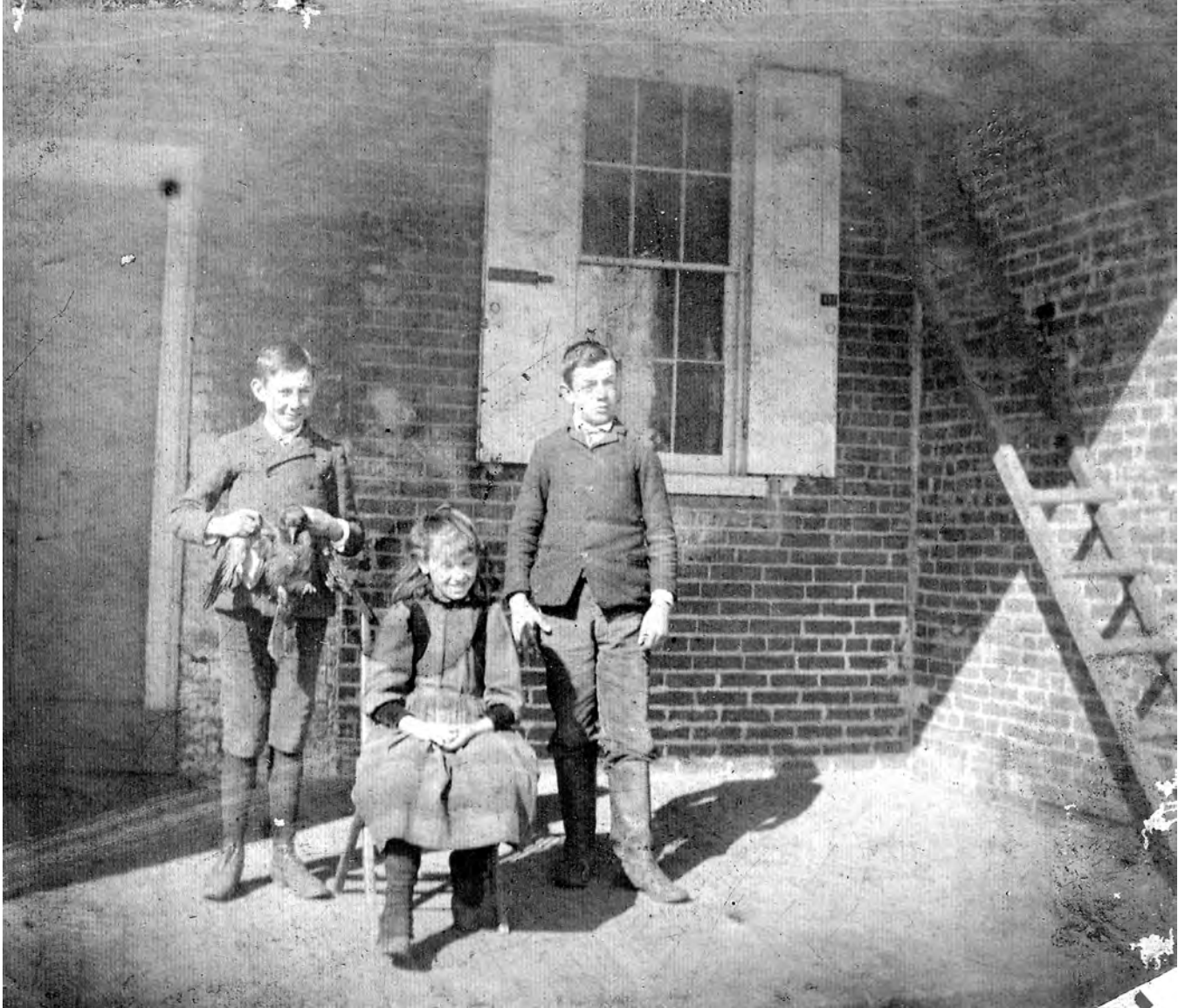
Pupils in Maple Shade - one room school.
This picture taken before I went to school.
Those numbered were my pupils, the following
year.



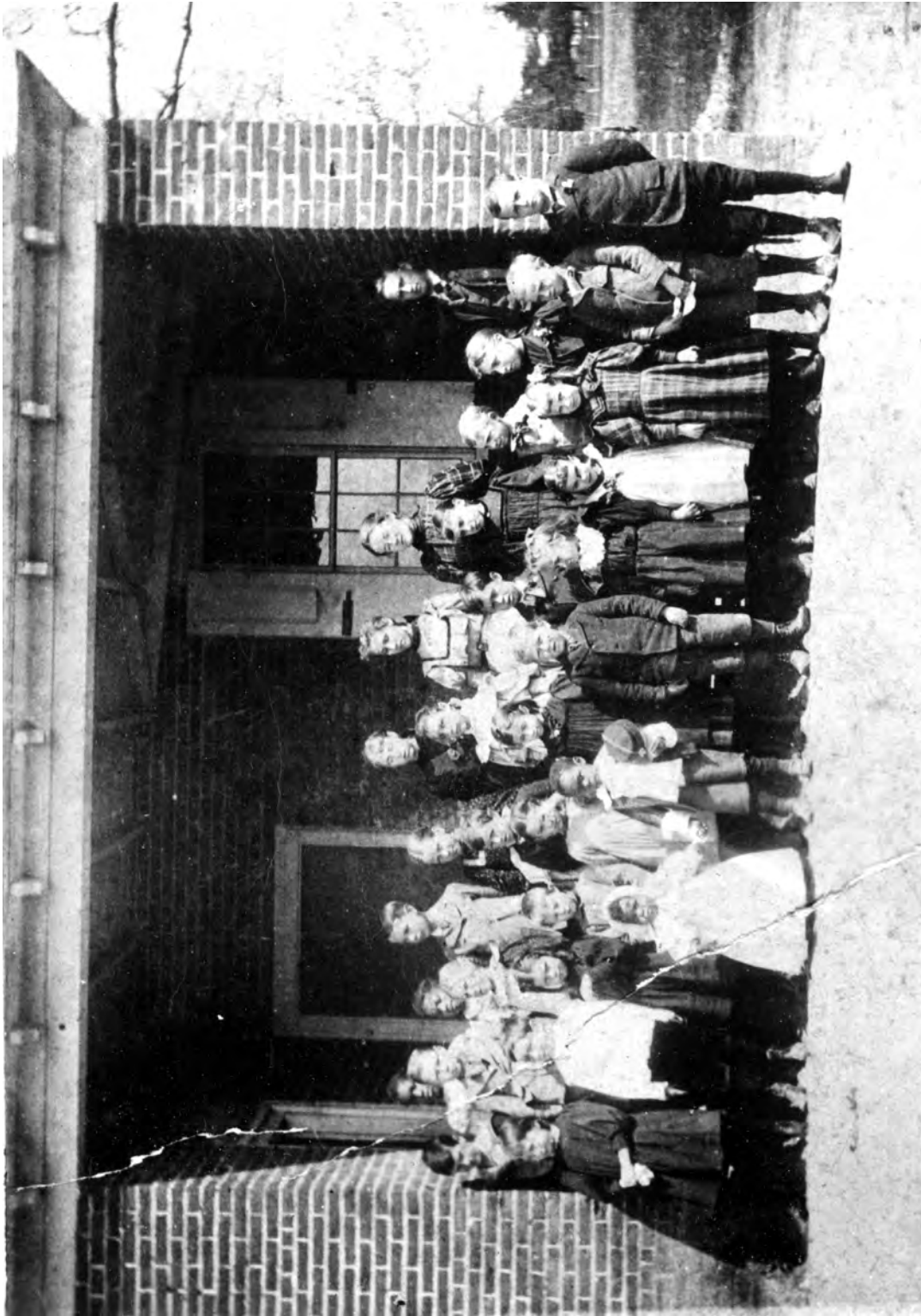
Laura Wintermeier (1) Isaac Perkins (2) Mary Buelaker (3) Edick Buelaker (4) Howard Perkins (5)
 Charles Fahr (10) Harry King (11) Alice Perkins (16) Mary Fahr (12) Cassie Wintermeier (13) Mary Fahr (14) Maud Ellis (15) Howard Ellis (17)

This was a one room school. Many of the one-room schools have been taken down, but this school house has been restored and is to be kept as a historic site.

Harry King (No. 11) worked on a farm and had to get up very early to milk the cows, so by the time he got to school, he was sleepy and I was a nap.

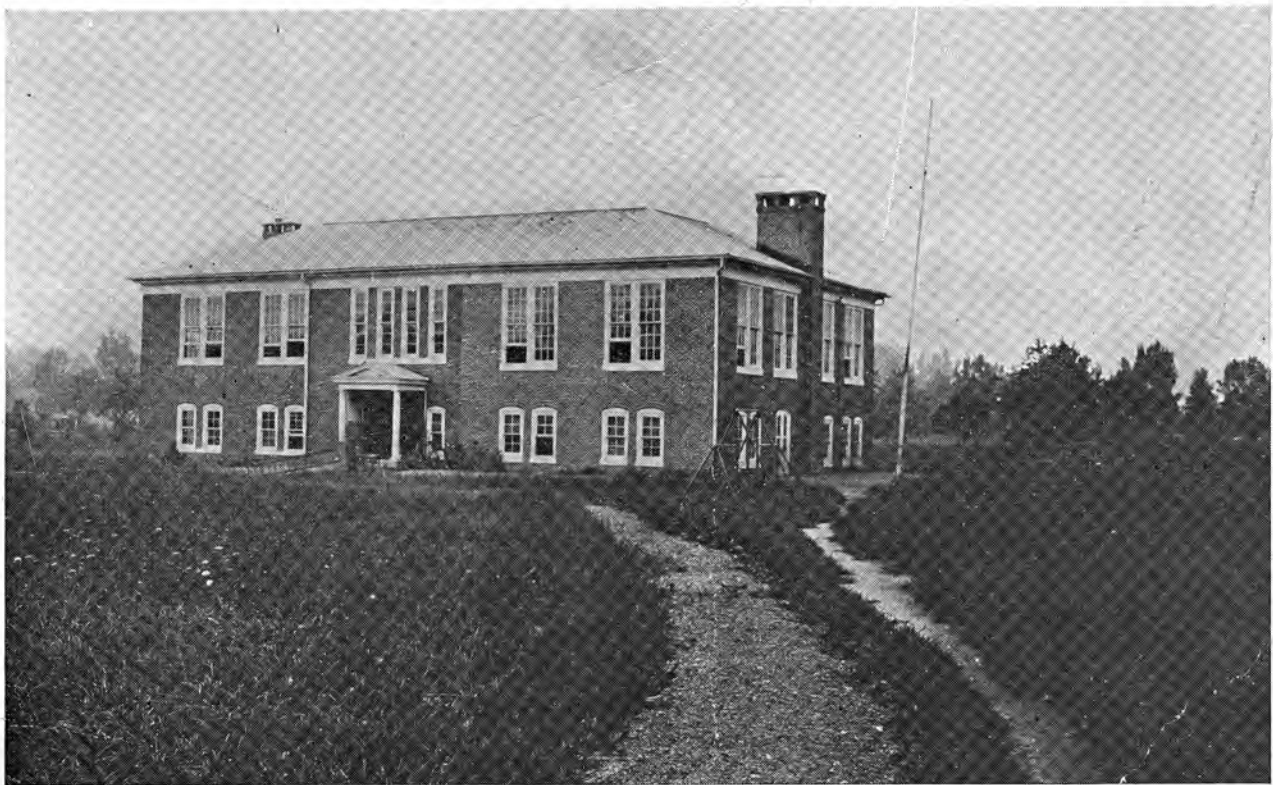


This is a c. 1900 photograph of Horace, Alice and Isaac Perkins at the school house. Horace is proudly displaying his catch.



Class of 1897

Included in the photograph are teacher Martha Lippincott, Charles Fahr, Mary Fahr, Gertrude Brubaker, Mary Hintermeier, Elva Haines, Carrie Haines, and Tessie, Benjamin and Ralph Davis.



PUBLIC SCHOOL, MAPLE SHADE, N. J. (Pub. by Pettit's Drug Store)

The new Maple Shade School No. 1, built in 1909, on North Poplar Ave.



The Maple Shade Improvement Association-

This is copied from hand written notes of Percy Lovell, Editor of the Moorestown Chronicle newspaper-

page 1-

From P.B. Lovell
Moorestown, NJ

Maple Shade, NJ- Dec 5- Under the auspices of the Maple Shade Improvement Association this community has been practically transformed during the past two years. "I did not know the place" said an old resident upon returning east after an absence of over a year, as he looked out the car window at the many new cozy homes that have been erected during this past summer.

There seems to be a lure about Maple Shade as a place of residence, especially for newly married couples and almost every house that is erected is built for a bride.

(The following has cross out lines through it)

For years Maple Shade had jogged on in the same old rut and Maple Shade stands upon a (inserted -beautiful) high ridge and from north and east broad valley lie.

(End of crossed out section)

To the north from McCray Lane one looks over pines and oaks to the beautiful orchards and farms near the Delaware; to the south lies the older portion of the village, east are some of the richest and

page 2-

and most fertile farms in Burlington County with fine old trees and mansions almost a century old, in the foreground flows the Pennsauken creek, winding in and out and finally loring itself in the bend behind the high bluff nearby which is the picturesque old brick yard with its kilns, its curious wooden chimney like towers and unpainted sheds.

The work of the Improvement Association has been for the betterment of Maple Shade from the beginning and its efforts have borne much fruit. There has been a wave of ??? and general uplift since its organization. Streets have been improved, vacant lots made more rightly and each home given more attention. The Association deals with all problems for the general benefit of Maple Shade.

Some time ago there was talk from Washington that the Maple Shade post office would be abolished and it be made part of the Moorestown office. Residents immediately

page 3-

got active and in a few days the proposed order was rescinded and Mrs. Laura Mennell continued as post mistress. Mrs. Mennell not only does all that the government requires but more, as she delivers mail daily for many of the patrons of the office.

Some time ago, feeling the need of better protection in case of a conflagration the Maple Shade Fire Company was organized. The growth of the community necessitated a new school this fall, the century old building was abandoned for the fine new brick structure completed a few weeks ago. In addition to this school those living at Maple Shade have the privilege of Moorestown's High School, the Board of Education furnishing free transportation to such scholars as are entitled to it.

Brickyards-

In the early 1900s there were two brickyards in Maple Shade. They were Augustus Reeve's and Theodore Sauselein's brickyards.

The below photo and quoted information are from the book-
The Clays and Clay Industry of New Jersey
by Heinrich Ries and Henry B. Kummel, 1904

PLATE XLI.



Fig. 1.

Reeve's clay pit, Maple Shade. Clay Marl I and II.

(Note the horse or mule pulling the clay cart on small gauge r.r. tracks)

Maple Shade- The same Clay Marl formation is worked by T. Sauselein, at Maple Shade (Loc. 150), on the north side of the railroad tracks. Here the beds are mostly weathered, but burn to a hard, red brick, and make a good product on stiff-mud machines.

On the south side of the railroad, and just south of the trolley road from Merchantville to Moorestown is A. Reeve's brick-clay pit (Loc. 149 Pl. XLI, Fig.1), but here the clay dug is at the line of contact between Clay Marl 1, and Clay Marl 2, both being used.

Augustus Reeve Brickyard (Maple Shade Brickworks)-

Located where Camden and Burlington railroad crosses the Pensauken Creek, between Maple Shade and Lenola. The clay deposit is here found to be twenty-five to thirty feet deep. The capacity of the yard is 4,000,000 per year. Plant consists of one 30-horsepower engine; one 75-horse-power boiler; one pug mill and crusher; one Chambers machine of a capacity of 25,000 per day; two Dutch kilns, having a capacity of 185,000 each. From eighteen to twenty men are employed and the yard is ran six months in the year, but it will now run all the year, a steam dryer has just been added to the plant.

-From the Final 1898 NJ Geological Survey

Augustus Reeve expanded his brickyard in March of 1900 to land on the south side of Main Street which he bought from John R. Mason, excluding the Roberts Monument lot.

Augustus Reeve also owned another brickyard called the “Pea Shore Brick and Terra-Cotta Works” located in what is now Pennsauken Twp.

Sauselein Brickyard-

Theodore Sauselein Sr. Established a second brickyard north of the railroad tracks.

From the book "Maple Shade A Story of Three Hundred Years" written by the Cutler family-

In 1897 Theodore Sr. established a second brickyard north of the railroad. Clay was dug by hand and loaded on carts, later on a line of carts hauled by a small engine on a narrow gauge railway, and taken to the forming shed. From there the raw bricks were taken to the huge dome-shaped kilns, baked for several days at high temperatures, and in a week were ready to be stored in the supply yard.

The second yard in the early 1900's was operated by Middlemiss. Both yards were supplied with clay dug from deep pits. When the pits were no longer used, they filled with water making excellent swimming holes in summer and skating ponds in winter.

I am not sure about all of the things stated above such as the date. Arthur Cutler might have talked to the Sauselein family.

Theodore Sauselein Sr. bought the land in 1881. The brickyard was then owned by his son George Sauselein in 1915. It was sold in 1924.



His sons, Theodore Cash Sauselein and George Sauselein, built themselves brick homes at 31 and 39 North Pine Ave. (Then Sauselein Lane).

People Employed by the 2 Brickyards in Maple Shade-

(Note- John Pardee Yard unlisted for these particular years)

Pre-Depression Years-

1901 Industrial Directory of New Jersey- Brick, Augustus Reeve- employed 25 men
Brick, Theo. Sauselein- 10 men

1907 Industrial Directory of New Jersey- Brick, Augustus Reeve- 25 m
Brick, Theo. Sauselein- 10 m

1915 Industrial Directory of New Jersey- Reeve, common and fire brick- 45 persons
Sauselein, common brick- 12 persons

1918 Industrial Directory of New Jersey- Reeve, common and fire brick- 45 persons
Sauselein, common brick- 5 persons

1927 Industrial Directory of New Jersey-
Church Brick Co., Plant No. 3, bricks, employs 30 males

Post-Depression Years-

1934 Industrial Directory of New Jersey-
Graham, William, Brick Mfg. Co., common and face brick, 25 persons,
(The detail lists 35 persons not 25 and William Graham is Pres.,
L.J. Appleton is sec-treas.)

1940-41 Industrial Directory of New Jersey-
Graham, William, Brick Mfg. Co., common and face brick, 40 persons,

1943-44 Industrial Directory of New Jersey-
Graham, William, Brick Mfg. Co., common and face brick, 40 persons,

1946-47 Industrial Directory of New Jersey-
Graham, William, Brick Mfg. Co., face brick (colonial and textured), and
common bricks, 35 persons

1949-50 Industrial Directory of New Jersey-
Graham, William, Brick Mfg. Co., face brick (colonial and textured), and
common bricks, 35 persons

1956-57 Industrial Directory of New Jersey-
Brick, Wm. Graham, Pine Ave. & R.R., brick and hollow tile, m- 28

The Beginning Years-

Maps dating as early as 1859 and 1860 show a brick and tile yard.
Robert Moffet was living in the area at the time of the 1860 Census.



The John and Robert Muffett Brick and Tile Yard house
Now 919 East Main Street, converted into a single house
(Photo courtesy of Mrs. Senior. Photo taken by Paul D. George in 2000.)

John Muffett purchased the brickyard land in 1863, and the house was probably built soon after. The land was sold by Joseph Walton of the city and county of Philadelphia, cabinet maker and Lydia L. his wife.

Lydia was the sister of Thomas Lippincott, brickmaker, of Philadelphia and Joseph W. Lippincott who inherited his father's farm house and land south of Main Street.





NJML N.J. 974.9 Hau c.2
1900.

Hauck's excelsior directory of

HAUCK'S
EXCELSIOR DIRECTORY
... OF ...
MOORESTOWN,
BURLINGTON COUNTY, N. J.,
AND VICINITY,

Including Stanwick, Hartford, Masonville, Hainesport, Lenola, Maple Shade,
Mt. Laurel, Fellowship, Chesterville, Cinnaminson,
Fairview and Bridgeboro,
for the year

... 1900 ...

Also, a Hand-Book of Reference,

Giving Names and Officers of Local Organizations, Corporations, Secret
Societies, etc.; Officers of Township, County, State, and
National Governments; together with useful
information upon a variety of
subjects of general
interest.

Compiled and Published by

A. J. HAUCK.

CAMDEN, N. J.:
ROBERT H. FREEMAN,
PRINTER AND BINDER.

MAPLE SHADE.

Station on Amboy division of Penna. R. R., 7.1 miles east of Camden, and about 3 miles west of Moorestown. Adams Express. Western Union Telegraph. Postmaster, Henry Fahr. Population, about 200.

App, Harvey, toll-gate keeper, Main st.
App, Jacob, laborer, Main st.
Ash, Charles, blacksmith's apprentice, Main st.
Bauer, Frederick, farmer, Fork Landing rd.
Bennett, Barney, farmer, Fork Landing rd.
Boswell, Leon P., farmer, Fellowship rd.
Broadwater, A. Robert, blacksmith's helper, Main st.
Broadwater, Charles H., blacksmith's helper, Station ave.
Broadwater, Edward A., carpenter, Main st.
Broadwater, Wm. J., Sr., mechanic, Main st.
Brubaker, Elam, manufacturer, Main st.
Burns, Wm. P., salesman, Central ave.
Coles, Henry C. (C. B. Coles Sons' Co., Camden), Camden pike.
Crosby, James, farm laborer, Main st.
Fahr, Henry, grocer and postmaster, Main st.
Fisher, John, wheelwright's apprentice, Main st.
Frech, William, coal dealer, Main st.
Gilbert, Henry A., salesman, Park ave.
Gilbert, Henry E., station agent, Park ave.
Greenewald, August, wheelwright, Main st.
Haines, Charles C., farmer, Fellowship rd.

Haines, Elmer, farm laborer, Poplar ave.
Hill, Henry, carpet designer, Park ave.
Hinchman, Charles, farm laborer, Fellowship rd.
Hintermeyer, Frederic, farmer, Fork Landing rd.
Hintermeyer, George, farmer, Fork Landing rd.
Klingler, Andrew, shoe dealer, Main st.
Lambert Edward, retired, Poplar avenue.
Lippincott, Clement, clerk, Main st.
Lippincott, Levi L., farmer, Main st.
Marker, Washington D., salesman, Spruce ave.
Mason, John R., farmer, Camden pike.
Matlack, Asa, farmer, Fellowship rd.
Matlack, Chalkley, teacher, Fellowship rd.
Matlack, John, farmer, Mill rd.
McDonough, Michael, farm laborer, Fellowship rd.
McElwee, Charles, toll-gate keeper, Main st.
Mecray, A. M., retired physician, Park ave.
Mecray, James M., veterinarian, Park ave.
Middlemiss, Thomas, foreman, Camden pike.
Moffett, Robert, laborer, Camden pike.
Neubert, Carl, farm laborer, Schoolhouse lane.
Nutt, Isaac, laborer, Spruce ave.
Nutt, Thomas, laborer, Spruce ave.
Perkins, Nathan, real estate broker, Main st.
Pestredge, Wooster, farm laborer, Poplar ave.
Pidgeon, John, farmer, Coopertown rd.
Pidgeon, William, farmer, Coopertown rd.
Place, George, painter, Spruce ave.
Quigley, Thomas, retired, Camden pike.
Roberts, Howard, farmer, Mill rd.
Rudderow, Alfred, farmer, Fork Landing rd.
Rudderow, Mary, wid John, Jordantown rd.
Sauselein, George, farmer, Camden pike.
Sauselein, Theodore, farmer, Camden pike.
Sheldon, Mark, iron worker, Poplar ave.
Smith, William, farmer, Fellowship rd.
Spencer, Charles, blacksmith, Main st.
Spencer, John, blacksmith's apprentice, Main st.
Stiles, Benjamin, farmer, nr Station ave.
Stiles, Joseph B., retired, Poplar ave.
Turner, Joseph, farm laborer, Schoolhouse lane.

Vanvane, Wm. H., farmer, Fork Landing rd.
Weigand, Lewis, hostler, Park ave.
Witherow, Joseph, farmer, Camden pike.
Witherow, Samuel, farmer, Camden pike.
Zulker, Samuel, engineer, Camden pike.

CHURCHES.

St. John's Episcopal. Located north of R. R. station. Rev. R. G. Moses, of Merchantville, rector in charge. Services every Sunday, at 11.00 A. M., except on first Sunday of each month, at 3.00 P. M. Sunday-school at 10.00 A. M.

Methodist Episcopal. Located on Main street. Rev. Smith, of Pavonia, pastor in charge. Services every Sunday, at 10.00 A. M. and 7.45 P. M. Sunday-school at 2.00 P. M.

MAPLE SHADE FIRE CO.

Organized Dec. 11, 1899. Meets on first Friday evening of each month, in Frech building.

Officers for 1900: President, James M. Mecray; Vice President, William P. Burns; Secretary, William Frech; Treasurer, Henry B. Coles; Trustees, Washington D. Marker, Henry E. Gilbert. Negotiations are now in progress toward the purchase of suitable apparatus for the use of the company.



Boyd's 1901

GEORGE D. WORRELL | RANGES, STOVES and TINWARE
 Mill and Pine Streets, Mt. Holly, N. J.

412 MAPLE SHADE. COUNTY DIRECTORY. MARLTON.

MAPLE SHADE,

In Chester Township, on the Pennsylvania RR., 12 miles from Mt. Holly and 30 miles from Trenton. Banking town, Moorestown. Express, Adams. Telegraph, W. U. Population, 125. Postmaster, Henry Fahr.

ALEXANDER McDONALD COMPANY, marble and granite works, slate grave vaults, cemetery supplies, 862 Centre (Riverview Cemetery Gate), Trenton, N J

BENNETT VOLNEY G LUMBER CO, 2d and Cherry, Camden, N J

COLES C B & SONS CO, lumber, doors, sash and boxes, Camden, N J

FAHR H, general store, grocer and postmaster

Frech William, blacksmith, coal and wood

Klinger Adolf, shoe store

KOCH CHRISTOPH, dealer in empty barrels, half barrels, kegs, flour, sugar, oyster, truck, apple and fish barrels; office and works, Swanson and McKean, Phila Telephone connection

Mecrag James M, veterinary surgeon

Reeves Augustus, brick and terra cotta mnfr

Sauselein Theo, brick mnfr

SEVERNS' J T SONS & CO, lumber dealers and mnfrs sash, doors, blinds, window frames, mouldings and mill work generally, Burlington, N J

STOLL'S, 30 E State, Trenton, N J, stationers, blank book-makers, and dealers in phonograph, photograph and typewriter supplies, bicycles, sporting goods and games

MARLTON,

In Evesham Township, on the Pennsylvania RR., 12 miles from Mt. Holly and 30 miles from Trenton. Banking town, Medford. Express, West Jersey. Telegraph, W. U. Population, 500. Postmaster, F. P. Endicott.

Albright C E, harnessmaker

Albright John, harnessmaker

Albright William, plasterer

ALEXANDER McDONALD COMPANY, marble and granite works, slate grave vaults, cemetery supplies, 862 Centre (Riverview Cemetery Gate), Trenton, N J

Barefore William W, painter

Girard Fire Insurance Co. | **CHARLES M. SLOAN,**
 MT. HOLLY, N. J.,
 PHILADELPHIA, PA. GENERAL AGENT and RESIDENT DIRECTOR

CHRONICLE DIRECTORY
OF
MOORESTOWN

BURLINGTON COUNTY, NEW JERSEY

AND THE
SIX RURAL FREE DELIVERY ROUTES

Emanating from that Post Office, embracing in all about
150 miles of road thereon, and villages of

MAPLE SHADE, HARTFORD, EVESBORO,
FELLOWSHIP, MT. LAUREL,
LENOLA

NOTE—All the names in this Directory have been secured by a
personal house to house canvas by the CHRONICLE'S repre-
sentatives, thus insuring reliability and accuracy

PRICE, ONE DOLLAR

EDITION OF 1907

(Issued September 1, 1907)

LOVELL PTG. CO., MOORESTOWN

J. S. ROGERS CO. Stanwick, N. J.

Both Phones **CONTACTORS AND BUILDERS**

MOORESTOWN DIRECTORY.

93

Zelley, Emma A., Hartford Road.
Zelley, Harry S., clothing cutter, 68 E. Third St.
Zelley, Matilda, 68 E. Third St.
Zelley, Mary, Brookley Farm, Stanwick Road.
Zelley, Pearl, farmer, Brookley Farm, Stanwick Road.
Zelley, Samuel J., liveryman, 251 E. Third St.
Zelley, William F., liveryman, 68 E. Third St.
Zulker, Alfred, laborer, Lenola.
Zulker, Harry, laborer, Lenola.
Zulker, Samuel, engineer, Lenola.

MAPLE SHADE

Austin, Edith L., Camden Ave.
Austin, Sarah E., Camden Ave.
Benson, Anna, Spruce St.
Benson, Oscar, bridge builder, Spruce St.
Bartlett, Herbert W., lawyer, McCray Lane.
Bartlett, Nancy L., McCray Lane.
Borton, Martha L., widow, McCray Lane.
Broadwater, A. Robert, florist, Camden Ave.
Broadwater, Sarah P., Camden Ave.
Broun, Elizabeth, widow J. C., Camden Ave.
Brubaker, Elam, shirt manufacturer, Camden Ave.,
P. O. Moorestown.
Brubaker, Martha, Camden Ave., P. O. Moorestown.
Burg, Charles, painter, Poplar Ave.
Burg, Rose, Poplar Ave.
Burns, Irene N., Central Ave.
Burns, William P., salesman, Central Ave.
Butler, Frances T., Central Ave.
Butler, Thomas S., metal worker, Central Ave.
Copeland, Beatrice D., Camden Ave.
Copeland, John W., blacksmith, Camden Ave.
Cutler, Caroline H., Linwood Ave.
Cutler, Edward H., real estate, Linwood Ave.

HIGH GRADE MILLWORK and Builders' Supplies

Both Phones **J. S. ROGERS CO., Stanwick, N. J.**

A. W. DRESSER, Burlington, N. J. Makes a Specialty of **New Jersey FARMS**

J. S. ROGERS CO. Stanwick, N. J.

Both Phones **CONTACTORS AND BUILDERS**

94

MOORESTOWN DIRECTORY.

Derbyshire, Frank, laborer, Poplar Ave.
 Derbyshire, Louise, Poplar Ave.
 Dugan, Anna T., Railroad Ave.
 Dugan, Thomas J., silversmith, Railroad Ave.
 Fahr, Caroline, Camden Ave.
 Fahr, Charles, wheelwright, Spruce St.
 Fahr, Henry, general store, Camden Ave.
 Fahr, Laura, Spruce St.
 Fahr, Mary, Camden Ave.
 Frech, William, wagon manufacturer and proprietor
 Frech Wagon Works, Camden Ave.
 Gilbert, Harry E., P. R. R. agent, West Park Ave.
 Gilbert, Lucy M., West Park Ave.
 Harbaugh, Francis, furniture finisher, Camden Ave.
 Harbaugh, Francis, Jr., candymaker, Camden Ave.
 Harbaugh, Laura E., Camden Ave.
 Hartshorne, Anna, Fork Landing Road.
 Hartshorne, James, farmer, Fork Landing Road.
 Hill, Eugene H., textile designer, Township Com-
 mitteeman Chester Township, McCray Lane.
 Hill, Julia E., McCray Lane.
 Holden, Christine, Linwood Ave.
 Holden, Louis H., general manager, Linwood Ave.
 Holden, Marion L., Linwood Ave.
 Holden, May E., Linwood Ave.
 Holden, Rubins, college student, Linwood Ave.
 Hugus, Florence B., Park Ave.
 Hugus, William, salesman, Park Ave.
 Lambert, Edward W., Poplar Ave.
 Lambert, Mildred B., Poplar Ave.
 Larzelere, Charles W., bookkeeper, Fellowship Ave.
 Larzelere, Clara A., school teacher, Fellowship Ave.
 Larzelere, Ida S., Fellowship Ave.
 Larzelere, Samuel M., printer (employing), Fellow-
 ship Ave.
 Larzelere, Sarah R., school teacher, Fellowship Ave.
 Larzelere, Susan C., school teacher, Fellowship Ave.
 Linhauer, George, Evergreen Terrace, Camden Ave.,
 P. O. Moorestown.

HIGH GRADE MILLWORK and Builders' Supplies

Both Phones **J. S. ROGERS CO., Stanwick, N. J.**

J. S. ROGERS CO. Stanwick, N. J.

Both Phones **CONTACTORS AND BUILDERS**

MOORESTOWN DIRECTORY

95

Linhauer, Julia, Evergreen Terrace, Camden Ave.,
P. O. Moorestown.
Matlack, Harry H., salesman, Park Ave.
Matlack, Lulu A. E., Park Ave.
McElwee, Anna, Camden Ave., P. O. Moorestown.
McElwee, Charles, farmer, Camden Ave., P. O.
Moorestown.
McElwee, Mary, Camden Ave., P. O. Moorestown.
McCray, Lydia B., widow Dr. Alexander, McCray
Lane.
Megargee, Anna, widow George W., Spruce St.
Mennell, John, storekeeper, Poplar Ave.
Mennell, Harry, wheelwright, Poplar Ave.
Mennell, Laura, postmistress, Poplar Ave.
Mennell, Louisa, Poplar Ave.
Myers, Mary, Camden Ave.
Myers, William, barber, Camden Ave.
Myers, William J., machinist, Camden Ave.
Oldershaw, Luella, West Park Ave.
Oldershaw, Spencer, grocery clerk, West Park Ave.
Parker, Edith, Sauselein Ave., P. O. Maple Shade.
Parker, Eugene (colored), laborer, Sauselein Ave.,
P. O. Maple Shade.
Perkins, Nathan E., Evergreen Terrace, Camden
Ave., P. O. Moorestown.
Plumley, Eva G., Central Ave.
Sauselein, Ann, Sauselein Ave., P. O. Maple Shade.
Sauselein, Anna, Sauselein Ave., P. O. Maple Shade.
Sauselein, Ellena W., Sauselein Ave., P. O. Maple
Shade.
Sauselein, George G., brick manufacturer, Sauselein
Ave., P. O. Maple Shade.
Sauselein, Theodore C., brick manufacturer, Sause-
lein Ave., P. O. Maple Shade.
Sauselein, Theodore, brick manufacturer, Sauselein
Ave., P. O. Maple Shade.
Schuster, Edward, retired, Camden Ave.
Schuster, Elizabeth, Camden Ave.

HIGH GRADE MILLWORK and Builders' Supplies

Both Phones **J. S. ROGERS CO., Stanwick, N. J.**

A. W. DRESSER, Burlington, N. J. Makes a Specialty of **New Jersey FARMS**

J. S. ROGERS CO. Stanwick, N. J.

Both Phones **CONTACTORS AND BUILDERS**

96

MOORESTOWN DIRECTORY.

Sharpless, Edward S., "Hillcrest," Camden Ave., P. O. Moorestown.
 Sharpless, Eli, retired, "Hillcrest," Camden Ave., P. O. Moorestown.
 Sharpless, Esther A., "Hillcrest," Camden Ave., P. O. Moorestown.
 Spencer, Charles, blacksmith, Camden Ave.
 Spencer, Elizabeth, Camden Ave.
 Stevenson, Ezra, Camden Ave.
 Stackhouse, Frances, Evergreen Terrace, Camden Ave., P. O. Moorestown.
 Stackhouse, Frederick, farmer, Evergreen Terrace, Camden Ave., P. O. Moorestown.
 Stiles, Benjamin, farmer, Stiles Ave.
 Stiles, Elizabeth, Stiles Ave.
 Stiles, Joseph, farmer, Stiles Ave.
 Stiles, Mary E., Stiles Ave.
 Truxton, George E., laborer, Camden Ave.
 Truxton, Rose, Camden Ave.
 Van Vane, Mary, Fork Landing Road.
 Van Vane, William H., mover of buildings, Fork Landing Road.
 Wilson, Frank, farmer, Camden Ave.
 Wilson, Mary A., Camden Ave.
 Zane, Mary, Camden Ave.
 Zane, Charles E., traveling salesman, Camden Ave.

MAPLE SHADE IMPROVEMENT ASSOCIATION.

Devoted to improving Maple Shade in every possible way. Edwin H. Cutler, President; William J. Broadwater, Vice President; William Frech, Secretary; Herbert W. Bartlett, Treasurer. Meets first Tuesday in every month.

ST. JOHN'S P. E. CHURCH, MAPLE SHADE.

Services every Sunday morning at 11 o'clock; fourth Sunday of the month at 4 P. M. Sunday

HIGH GRADE MILLWORK and Builders' Supplies

Both Phones **J. S. ROGERS CO., Stanwick, N. J.**

H. B. GALE

Moorestown Steam

Laundry

Washington Street, Moorestown

Ours is one of the largest and most extensive laundry plants in South Jersey, equipped with every modern machine in the business.

Years of experience with Lace Curtains, Draperies, Pillow Shams, Blankets, Etc., enable us to guarantee satisfaction with this work.

Family washing a specialty.

Goods called for and Delivered

ESTABLISHED 1847

BOTH PHONES

WILLIAM FRECH

Manufacturer of All Kinds of Wagons



Our Specialty is Low Down, Cut-Under Truck Shelvings
Awarded Diplomas over all others wherever exhibited

MAPLE SHADE, NEW JERSEY

JOSEPH KAIGHN

ATTORNEY-AT-LAW

210 Central Avenue
MOORESTOWN, N. J.

S. E. Corner Market and Third Sts.
CAMDEN, N. J.

All legal business promptly attended to

AUGUSTUS REEVE RED BRICK

RAIL SHIPMENTS DIRECT FROM FACTORY

Works: Maple Shade, N. J. Office: 31 Market St., Camden, N. J.

FULL LINE OF BUILDERS' SUPPLIES

Sewer Pipe, Flue Linings, Fire Brick, Fire Clay

EASTERN PHONE, 378

BELL PHONE 378 A

Moorestown Water Co.

If you are one of the few not connected with our mains, have you ever considered the time, annoyance, labor and discomfort saved by being attached?

In the line of improvements, we make the following suggestions to those who are not fully availing themselves of our service:

A Bath-Room Connection

Additional Wash Stands

Pavement Taps

Hydrant for the Stable

Fountain or Water Jet

Rates for all classes of service are extremely moderate, and cheap indeed compared with the convenience they give to any household.

Moorestown Water Co.

Cutler Real Estate-



Edward H. Cutler Real Estate Field Office

The Edward H. Cutler Field Office as pictured on the cover of the "Burlington County Realtor Magazine Spring Issue 1955." The magazine had an article about the history of Maple Shade written by Arthur N. Cutler. The field office was located on North Forklanding Road near Main Street, and then later moved to Main Street near North Forklanding Road. It was later used as Maple Shade's first police station.

Edward H. Cutler is standing on the porch and his brother Arthur N. Cutler is in the doorway.

In 1905 Edward H. Cutler, a realtor who had an office at 612-614 Chestnut Street in Philadelphia, became an agent for land of the Maple Shade Land and Improvement Co. tract and the Shuster Tract. He built a house in 1906 at what is now 19 East Linwood Avenue and in 1907 had a field office at the northeast corner of Main Street and Forklanding Road. This small office also became the Police headquarters and was used as such until 1927 when the old Municipal Building at the southwest corner of Main Street and Maple Avenue was built containing both the Maple Shade Police and Fire Departments.

The Edward Cutler Real Estate Company would later close the Philadelphia office, keeping a branch office in Collingswood, (where the Cutlers were originally from), Westmont, and one at Maple Shade at Main Street and Poplar Avenue. After Edward's death in 1924, his son Charles L. Cutler became the President of the company, and his brother Arthur N. Cutler became the Secretary and Treasurer.

Arthur N. Cutler incorporated a new company known as the Cutler Co. which changed to the Cutler Agency in 1939. He then operated the company in the newly built "Ferro Building," a store front addition to the old Myers' home, at the southeast corner of Main Street and Maple Avenue until retirement.

Arthur Cutler later was the first President of the Maple Shade Historical Society.



Arthur N. Cutler



This is the Tennis Club where Arthur Cutler met his wife, Mary Fahr. They were both members. They were married August 18th, 1910.

After having enjoyed a short honeymoon trip through Maryland and Washington, D. C., they moved into a new home which Cutler had built at 62 East Park Avenue, Maple Shade, where they lived for several years.

Following the death of Mary's father, the Cutlers established residence with Mary's mother who was all alone, having sold their own home during World War I.

Note- The Cutler information is from Arthur Cutler's own write ups and a "This Is Your Life" tribute given to Arthur Cutler by the N.J. Real Estate Commission in June of 1955.

I believe the Cutler Co. was first in Maple Shade to offer “One Acre Farm lots.” The lots were on the Plan of George D. Martin, which had a second tract added on the east side of Mill Road.

Arthur Tippet had his “Christ Free Church” and “drunken colonies” near County Avenue.

Nobody really knows what was here in the early days of Maple Shade as some “summer cottages” were only shacks to stay weekends in and get away from the city. Many though were bungalows and cottages. I write that on purpose as Barlow ads mention “cottages” and I wonder what exactly the difference was.

Barlow & Company-



Thomas J.S. Barlow Sr.

Thomas Barlow was a tailor who lived in Philadelphia. He and several other business men formed the Maple Heights Land Company and purchased the John R. Mason farm, south of Main Street and East of Fellowship Road in March of 1908. The farm would become the subdivision of "Maple Heights."

Thomas Barlow Sr. also served as a Bridge Commissioner for the building of the Delaware River Bridge, now called the Ben Franklin Bridge.

On the first of April, 1908, the Maple Heights Land Company opened its beautiful and picturesque piece of land at Maple Shade. The company bought the tract of land known as the John Roberts estate, which has been handed down from one generation to another since 1682, finally passing into the hands of John Mason, who sold it to the Maple Heights Land Company.

Nearly 150 lots have been sold at Maple Heights during the past year, and the seventh cottage is now in course of construction. Contracts for other cottages will be placed in the near future, and all the existing signs point to the rapid growth and development of the community and a steady increase in the value of the property.

Maple Heights is conceded to be the highest spot on the Moorestown Pike, is only a few miles distant from the Market street ferries, has the advantage of a direct route out Market street on the Mt. Holly and Moorestown trolleys, and is readily accessible to the Maple Shade station of the Amboy Division of the Pennsylvania Railroad.

This charming and beautiful section is a "Garden Spot" in every sense of the term, and very gratifying results are rewarding the efforts of the Maple Heights Land Company in its intelligent and up-to-date development of this residential spot, with its wide avenues and trees, and the beautiful terraced lawns and fragrant flowers.

The company has its offices at 820 Real Estate Trust Building, Philadelphia, and the active management of its affairs is under the supervision of an executive and official staff composed of Messrs. Thomas J. S. Barlow, president; Dr. J. W. Thatcher, vice president; Edward E. Salmon, secretary and treasurer.

From the Courier Post newspaper July 31, 1909

New Jersey Property New Jersey Property New Jersey Property

Maple Heights *One of the Prettiest Spots in New Jersey*

*Come Out
Today
Or Any
Day*



*Lots
\$100.00
and
Upwards*

This is your opportunity to secure a home or home site in beautiful Maple Heights, N. J. To the home seeker we have two very pretty cottages left for sale or rent, or can sell you a building lot from \$100 up. If you build at once will give you one lot free and place your mortgage.

To the investor, it will pay you to inspect these lots, as they will double in value in two years.

There will be no taxes or interest for one year from date of purchase. All improvements will be made at company's expense. The Maple Heights tract has the best of water on their ground and good fishing only a 2-minute walk.

Maple Heights is only seven miles from Market street ferries, Camden. Moorestown or Mt. Holly trolley lines, with double track and all-night service; on Pennsylvania Railroad, with twenty-four trains daily, which is only a few minutes' walk to our tract, which is the highest spot between Mt. Holly and Camden.

Decide to come to Maple Heights at once and secure one or more lots while there is a choice selection. Do not let this opportunity pass, as you will not be able to buy lots in this locality at these figures again.

How to get there: Take Moorestown or Mount Holly trolley at Market street ferries, Camden. Get off at Holly avenue or Station 36, Maple Heights, and our representative will meet you, take you over the grounds and give you full particulars.

For further information, call or address our office at Maple Heights, or

Philadelphia Office, 921 Real Estate Trust Building, Broad and Chestnut Streets

Houses for Sale or Rent, With All Improvements. Hardwood Finish.

THOMAS J. S. BARLOW, President **EDWARD E. SALMON, Secretary**

From the Philadelphia Inquirer newspaper, May 1, 1910, Page 47

When it says "Maple Heights has the best of water on its ground" it means wells on the properties. The Maple Heights bungalows didn't go in until 1922 and 1923 after Moorestown separated from Chester Township. Maybe the governing body did not approve of too many homes being built so close together without water & sewer utilities.

Work on the Maple Shade Water Works also began around the same time soon after Moorestown separated and was opened in 1925.



His house was built in 1909 at the southeast corner of Main Street and Holly Avenue. The residence is now used for a funeral home.

In 1912 Thomas J.S. Barlow Sr. formed Barlow & Company with his sons, Thomas J.S. Barlow Jr., Frederick A. Barlow, adopted son Edwin F. D'Ancona as a salesman and son-in-law Charles Frederick Vogdes.

They had a small Barlow real estate office at the corner of Main and Holly in front of their house. Later about 1916 a small wooden frame office was built at the south west corner of Main Street and Forklanding Road.

In 1917 a one-story brick office was built and called "the Barlow Building." This is documented in the Maple Shade Progress newspapers.



When the building was enlarged and the second floor was added-

From the Camden Post Telegram newspaper, May 3, 1923-

Work has begun on an addition to the office of the Barlow & Co., Inc., local real estate developers. The addition will be two stories, 100 X 80. The lower part will be utilized in additional office room while the second floor will be fitted as a modern hall.

The builder for Barlow & Company was Oscar H. Anderson. John F. Harned, a Camden Attorney, bought several farms, and Horace Roberts, an orchard farmer from Moorestown, bought many farms for Barlow & Company to sell lots, mainly "One Acre Farm" lots.

Barlow & Company incorporated in 1921 with Thomas Barlow Sr. retired and his sons running the company. His son Thomas Barlow Jr. opened a branch office in Lenola in that same year.

In the year 1922 we see many newspaper advertisements for “Barlow Built Bungalows.” In 1922 and 1923 hundreds were built.

Thomas J.S. Barlow Sr. would be referred to as the Father or Founder of Maple Shade.

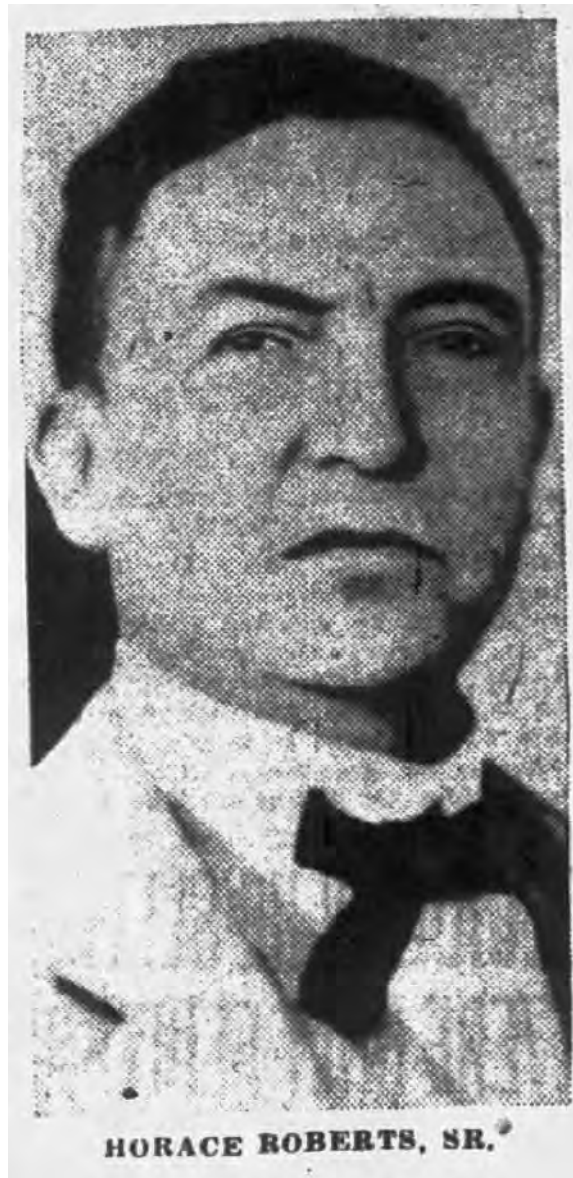
ONE ACRE FARMS
ONLY \$5 A MONTH
NO RESTRICTIONS
BEAUTIFUL
ORCHARD HEIGHTS
MAPLE SHADE, N. J.

One of the highest, healthiest and most beautiful places in South Jersey, just beyond Merchantville. Take the Moorestown trolley from Market Street Ferry, Camden, and get off at Holly Avenue or trolley station No. 36.

BARLOW & CO.
Maple Shade, N. J.

1913- April 13, Page 42 - Philadelphia Inquirer

Horace Roberts-



I do not think Thomas J.S. Barlow Sr. had any better supporter and aide than Horace Roberts.

Much of the land in Maple Shade north of Main Street was once owned by Horace Roberts for Barlow & Co. The old Joseph Stiles brick mansion on Stiles Avenue was sold to Thomas Barlow, who for a time used it as "the Club House." Most of Lenola was also likewise owned by Horace Roberts for Barlow & Co.

Horace Roberts' obituary from the Courier Post newspaper, Nov. 10, 1937-

Horace Roberts, Sr., 70. retired fruit grower and real estate operator and member of one of the oldest colonial families in South Jersey, died of a heart attack yesterday at his home, Hooton Hall, on Church *street*, Moorestown.

Mr. Roberts, who was the father of former State Senator J. Emmor Roberts, was closely identified with the development of communities and the agricultural life of Burlington County.

He suffered a heart attack several weeks ago and apparently had recovered, but he suffered another attack on Monday and took to his bed. The third attack yesterday was fatal. He was attended by Dr. Joseph Stokes and Dr. Howard Curtis.

Mr. Roberts was a graduate of the Moorestown Friends High School and of Swarthmore College, class of 1887.

He immediately took up orcharding and was one of the first men in the state to develop orcharding on an extensive scale, and at one time owned 23 farms, most of them given over to growing of fruit.

His ability as a grower was recognized when he was elected president of the New Jersey Horticultural Society, an office which his son, Emmor, was elected to in later years.

Mr. Roberts also maintained a real estate office for many years and with completion of the Delaware River Bridge sold much land in Maple Shade, with Thomas J. S. Barlow, of Maple Shade, acting as his agent.

Mr. Roberts was an active member of the Religious Society of Friends throughout his life.

He was born on a farm near Moorestown, and after his *second* marriage lived at Hooton Hall, the ancestral home of his wife, Mrs. Elizabeth Page Hooton Roberts. The residence is located at the junction of Church *street* and Route 38.

In addition to his widow, and son, Emmor, Mr. Roberts is survived by three other sons, Preston Thomas, Byron Thomas and Walter Hooton, and two daughters, Mary Hooton Roberts and Martha Roberts.

His daughter, Mary, was to have been married next Saturday to Rev. Wilson Bennett, of Princeton, and 500 invitations had been sent out.

From a booklet called "Memories of the Home Farm" by Mary Roberts Calhoun. Published by the Historical Society of Moorestown in 1985-

There was a time when this house, the "Home farm" as Father called it, was the center of tremendous activity. At one time Father actually owned 20 farms. He managed them all himself, paid the farmer and hired men in cash from a great roll of bills that he carried in his pocket, planned what was grown and how it was marketed. But he did not keep more than a few of these farms for long. He bought farms that were run down. When he had built them up, he sold them at a profit. Later he turned a number of them into building lots, built bungalows on them and sold them, taking a mortgage. He kept a gang of carpenters busy for years, as well as necessary plumbers and painters. But this is the story of my early childhood, and a child does not deal in such factual statements.

My relationship to these farms was merely as a passenger in the back of Father's car as he made his rounds and distributed the pay roll. Mother sat in front.

When I was five years old, I lived at Hooton Hall. My parents rented what my mom called "the servants quarters addition" from the Freynik family.
—Dennis Weaver

Early Police and Fire Departments-



Police Chief Clarence L.E. Ward

On February 1, 1914, Chief Ward was appointed the first patrolman of the township and became chief of the one-man department. As the department was expanded, he remained as chief.

That is what Chief Ward's obituaries say, but it is a little more complicated than that. According to a January 15, 1925 Philadelphia Inquirer article, "Ward served the first two years as a patrolman in Moorestown and has been connected with the local department for the past fifteen years.

Capably filling the position of patrolman up until seven years ago, when he became chief of police, succeeding Robert Broadwater who had previously held that position, resigning to enter other fields of endeavor.”

Arthur Robert Broadwater, the son of William J. Broadwater, became the Moorestown Chief of Police in 1914 succeeding Thomas Murphy. It is not known if he ever served as a patrolman while living at Maple Shade. The 1900 census lists him as a blacksmith. The 1910 census- as an f maker at a Wagon Works.

I think the article misses the fact that when Broadwater served as a police chief it was for all of Chester Twp. I don't think there was a separate district for Lenola or Maple Shade.

So Chief Ward was Maple Shade's first chief. It is interesting that the 1916 and 1917 Maple Shade Progress newspaper never called him chief but referred to him as “Officer Ward.” I think when he took over the old Cutler field office full time when Cutlers built an office at Main and Poplar in 1917 it helped signify a separate district. (Arthur Cutler always said he built a one room brick office at Main Street and Poplar Avenue in 1913 but it doesn't jive with all the other facts, whatever the case.)

That would coincide with the above-mentioned newspaper article from 1925 saying Ward became Chief seven years ago. That would place it just about right.

Officer Ward was missing for several nights this past week, due to illness. Special Officer Broadwater substituted for him.

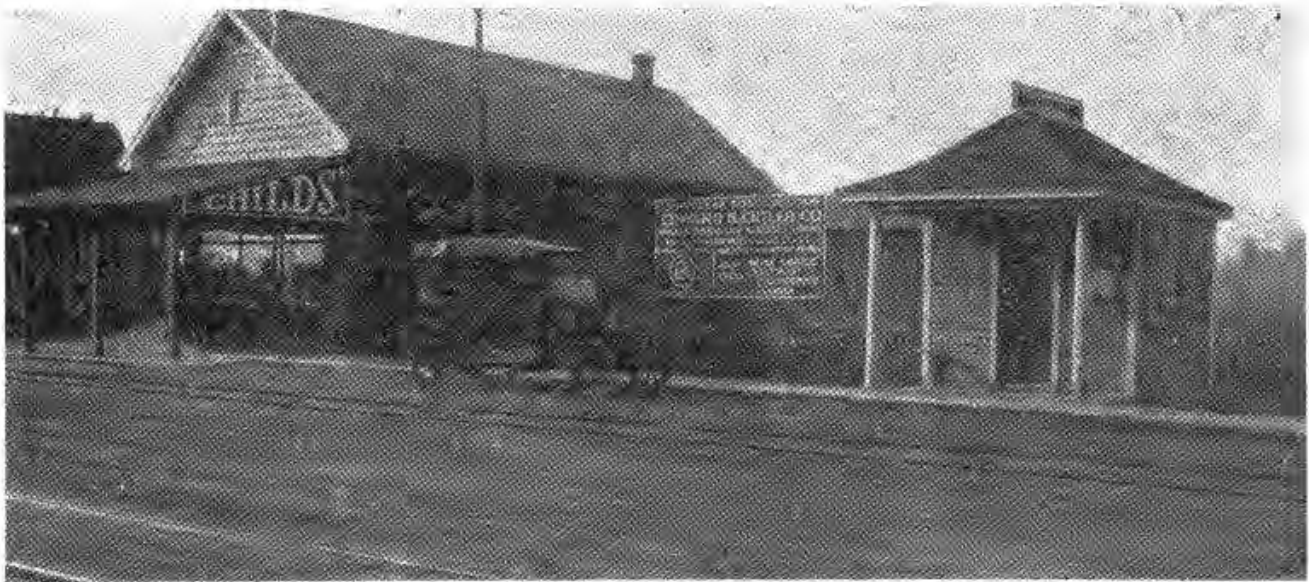
From the July 13, 1917 Maple Shade Progress

From the August 10, 1917 Maple Shade Progress-

POLICE FORCE KEPT BUSY

Showing How Necessary It is to Have Officers

Officer Ward was called to Lenola last Monday night to investigate a bon-fire that had been made in the Cinnaminson road at the bridge. Accompanied by Special Officer Broadwater, Ward found the fire as stated and believes that some one left the vicinity as the officers approached.



Childs Store about 1917 showing Field Office of Cutler Agency.

Also note Mr. Cutler's 1913 Ford.

(Photo courtesy Cutler Agency)

The above Edward Cutler Real Estate office was first on North Forklanding Road near Main Street and then was on Main Street near North Forklanding Road. It was also used by Chief Clarence Ward as a police headquarters.

From the September 7, 1917 Maple Shade Progress-

Edward H. Cutler Company is preparing to build a new office on the corner of Poplar avenue and Main street.

The former office of the E. H. Cutler Company is now police headquarters for Maple Shade, the Township Committee having taken over the same.

From the November 9, 1917 Maple Shade Progress newspaper we see that Chief Ward gained full use of the Cutler field office. It is also interesting that in that issue it states he was elected as constable.

Edward H. Cutler Co. are now occupying their new office at Main street and Poplar avenue.

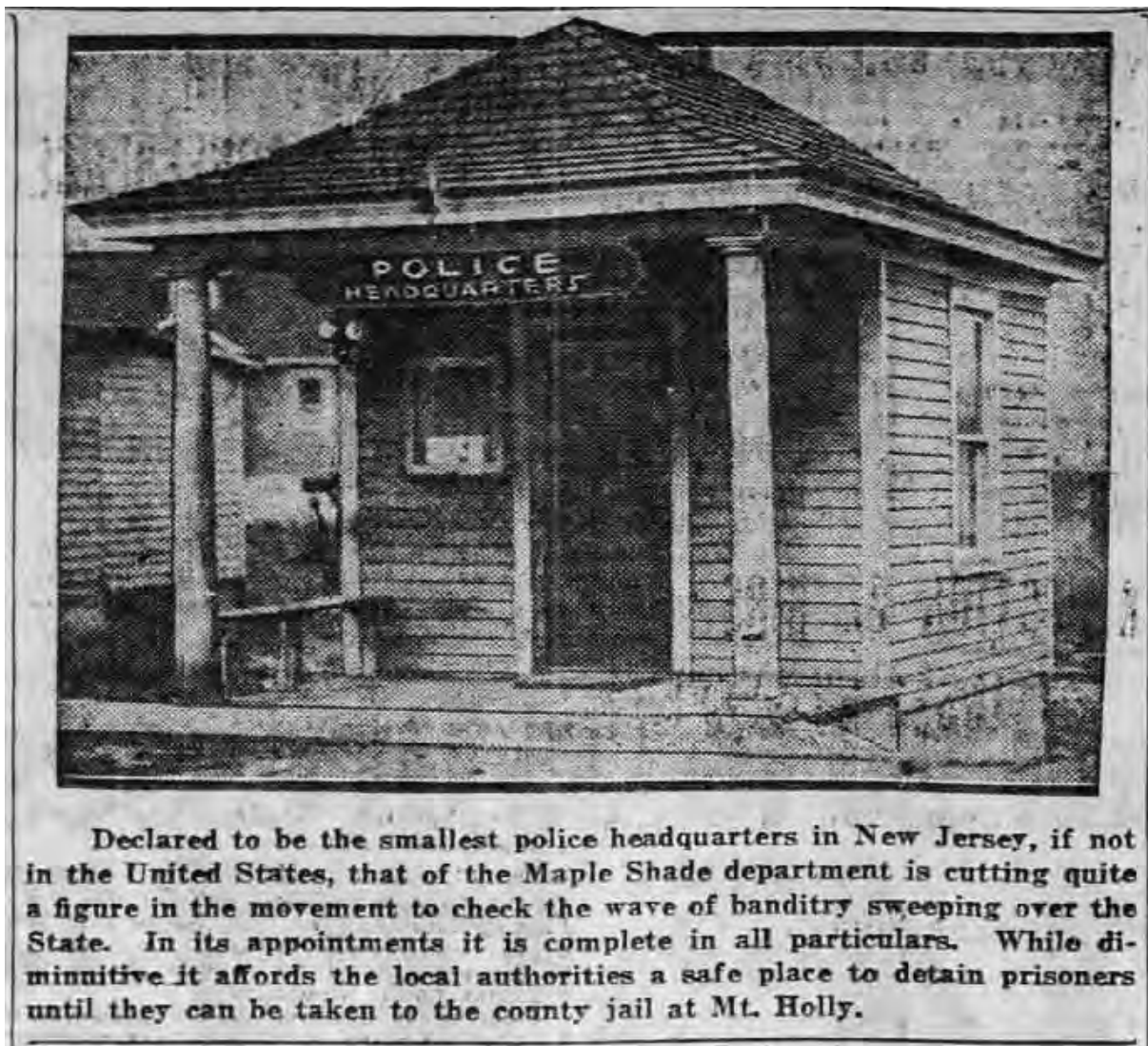
Mr. Ward feels at home since Cutler's office has been removed to Main street and Poplar avenue; things look comfortable, Mr. Ward.

The police headquarters in Maple Shade will be connected with the headquarters in Moorestown by a private telephone wire. An extension will be also made to the home of Officer Ward. The Township Committee ordered this at its meeting last Monday evening.

The officers of police headquarters are wiring their quarters at their own expense. They intend putting a light out on the front, so as to light up the corner.

November 16, 1917
Progress

December 23, 1917
Progress.



Declared to be the smallest police headquarters in New Jersey, if not in the United States, that of the Maple Shade department is cutting quite a figure in the movement to check the wave of banditry sweeping over the State. In its appointments it is complete in all particulars. While diminutive it affords the local authorities a safe place to detain prisoners until they can be taken to the county jail at Mt. Holly.

From the Philadelphia Inquirer, January 16, 1921. The article says that Chief Ward is still a one-man police force. The sign on front of the former Cutler office is black with gold letters and reads "Police Headquarters."



Maple Shade's Firemen and Equipment of By-Gone Years



The following article is from the Maple Shade Progress newspaper, February 24, 1955- (goes past the time period of this book)

Old Firehouse Is Torn Down

Building Had Been Erected In 1914 by Volunteer Firemen

One of the old landmarks of Maple Shade, the first fire-house which in recent years had been used as a township garage, has been torn down.

Located on South Poplar avenue at East Gradwell avenue, the building served as a firehouse from shortly after the Independent Fire Company No. I was incorporated in 1912 until the present structure was erected at Main Street and Maple avenue in the mid '20's.

From records kept by Frederick William Moore, veteran fireman who now is serving the fire company for the 28th year as treasurer and 13th year as assistant chief, some of the highlights of the history of the company have been gleaned.

When the company was incorporated on November 14, 1912, W. Sheppard was elected chief and William Walls assistant chief.

It was during Sheppard's tenure (He held the post only ten months before he resigned to be replaced by Walls.) that the first hand-pulled or horse-drawn fire wagon was bought. It was used until 1921 when it was sold to Oscar Anderson for \$35.

It was housed at Frech's Wagon Works, on Spruce avenue where it stayed until the firehouse was built on ground donated by Dr. E. A. Y. Schellenger, of Camden, on September 8, 1913.

Meantime a fire district was laid out and was named Fire District No. 2, Chester Township. What is now Maple Shade and Moorestown Townships were contained in Chester Township until 1922 when it was divided into two municipalities.

A budget of \$475 was voted to be assessed against properties in the new fire district. Of that sum \$325 was for the building.

The firemen were busy adding to their equipment. A Douglass hand pump with a six-inch bore, 200-foot discharge hose and 25 feet of two - and - one - half suction, nozzles and strainer were purchased, along with six barrels to hold water.

The firehouse was built by volunteer labor during the summer of 1914 and the hand-drawn truck was housed there in October.

It was a cold place that winter and hand fire extinguishers were still kept at the Wagon Works. However, a stove was installed in February 1915, and the firemen had a place to meet their cronies and spend an evening away from home.

Oil lamps were used to light the place and one light was to be left burning through the night. A William Hewitt, who lived next door, was assigned to take care of it.

The first formal meeting in the new building was held on June 14, 1915.

Charles Spencer was then serving as the first Fire Police, having been appointed chief. Alfred M. Addison, former tax collector and police recorder, was elected president.

The financial secretary was Harry E. Gilbert, Sr., former station agent at the railroad station. Charles Webb, the only member of that group still living, was recording secretary.

Webb was a guest of honor at the last annual banquet given by the fire commissioners.

It was in 1918 that the fire company began to get "modernized", voting to purchase a Hahn solid wheel truck and a two-tank chemical wagon, a model T Ford.

Because the town was growing an extra alarm, a railroad tire rim, was placed at Forklanding and Mill roads on April 14, 1919.

It was on March 9, 1922, that the first electric siren was installed. Four years later a larger siren, still in use, replaced it.

In 1925 the building was enlarged in order to house the Seagrave pumper bought for \$11,500 in February of that year. It, too, is still in use.

In 1918 a lot at the corner of Main Street and Maple avenue was purchased from the Congregational Church. The price was \$400.

It is on this lot that the present Municipal Building was erected to house both the fire company apparatus and the municipal offices. The cornerstone was laid on March 14, 1927 and the fire company moved in a month later.

Now those quarters are outgrown and Independent Fire Company No. 1 is erecting a new building, again with volunteer labor, on South Maple avenue.

"As the town grew, so did the fire company," Moore said this week. "And with the help of the townspeople it will continue to grow. We are seeking donations to finish work on the new building and know that it will be a credit to the community when it is completed."

1912

History

1969

MAPLE SHADE'S INDEPENDENT FIRE COMPANY NO. 1

November 14, 1912 . . . Unit was formed at Frech's Wagon Works.

February 10, 1913 . . . First hand pump and hose were housed at Frech's Wagon Works.

March, 1913 . . . First horse-drawn truck was housed.

December 13, 1915 . . . Fire Company joined Burlington County Fire Association.

Also in 1915 . . . First motorized piece of equipment was bought . . . a Buick touring car.

In 1918 . . . A new unit was formed within the fire company, called the Fire Police . . . also a Hahn hose wagon was purchased.

April 4, 1921 . . . Horse-drawn wagon was sold and was later replaced with a motorized Seagrave apparatus in 1925.

In 1924 . . . Another unit was started within the Fire Company which was called the Ladies' Auxiliary.

1926 . . . First ambulance bought by the Fire Company.

September, 1927 . . . Fire Company moved to the new Municipal Building.

September, 1938 . . . Maple Shade First Aid Squad started within the Fire Company.

In 1940 . . . The Township bought the First Aid Squad a Packard ambulance.

1952 . . . Ground was bought for a new station.

May 3, 1956 . . . Fire Company moved into their new station.

August, 1959 . . . An addition of a Hall and First Aid station.

June 8, 1963 . . . Burning of the mortgage for building and addition.

In 1963 . . . Fire Company bought a Chief Car.

1968 . . . New building was started to house the First Aid Squad across the street from the present Fire Station.

1969 . . . Squad opens new station.

Back of the program booklet from the dedication of the new
First Aid Squad building in 1969

The following is a 2022 addition to the book which should have been included in the beginning Introduction. Also, throughout the book there has been a few small corrections and sentence changes.

Chester Township, Burlington County-

On November 6, 1688 the Burlington Court formed Burlington County's first townships and the large area now Maple Shade, Moorestown, Cinnaminson, Palmyra, Riverton, and Delran was called Chester Township. Originally the area of Chester was in the "Second Tenth" or "London Tenth."

In court records, June 5, 1690- February 22, 1699, Chester Township was also called Cropwell, presumably after William Matlack's hometown of Cropwell Bishop, Nottinghamshire, England. It was called Cropwell, Chester, Cropwell alias Chester or Chester alias Cropwell. In early surveys and deeds the south branch of the Pennsauken Creek was also known as Cropwell River. Today a legacy is the Cropwell Meeting House in Evesham which is somewhat near where the south branch of the Pennsauken Creek begins.

On February 21, 1798 Chester Township was incorporated along with New Jersey's other municipalities under the Township Act of 1798.

By an Act of the Legislature of the State of New Jersey, approved March 15, 1860, the Township of Chester was divided into the Township of Chester, and the Township of Cinnaminson.

(Continued on the next page)

"WHEREAS, the inhabitants of the township of Chester, in the county of Burlington, have become so numerous that it is impracticable for them to meet and transact the township business at their annual and other town meetings, with convenience and good order, in one assembly; for remedy whereof- BE IT ENACTED by the Senate and General Assembly of the State of New Jersey, That the township of Chester, in the county of Burlington, shall be and the same is hereby divided into two townships in the following manner..."

Moorestown separated from Chester Township in 1922 taking Lenola with them. They had tried to separate from Maple Shade earlier, in 1917, as "East Chester" but did not get the votes. In the 1922 election they voted alone and Maple Shade did not request the right to vote. Maple Shade was growing fast and was in need of improvements.

On March 11, 1922, the State Legislature approved an Act to incorporate the Township of Moorestown and by special election held on April 25, 1922, the inhabitants of the Township of Moorestown approved the adoption of said Act and the Township of Moorestown became "a body politic and corporate in fact and in law by the name of the township of Moorestown, in the county of Burlington..." The separation went into effect on June 30, 1922.

The Township of Maple Shade was the last remaining part of Chester Township and by default was officially Chester Township although it preferred using the name of Maple Shade, a village named for its railroad station.

On November 6, 1945 the voters of the Township of Chester, by a vote of 1067 to 74 voted to change the name from the Township of Chester to the Township of Maple Shade.



Main Street looking west with two trolley tracks.
John and Laura Mennel's house and store are at left. Adolf Klinger's
brick house is at right. Spruce Avenue would be at left.