



3 Mast Schooner, similar to the one captained by John Price

Susie Price (1858-1888) grew up in Bakersville, NJ (now called Northfield). Her father, Captain John Price, was a very successful Schooner Captain sailing along the eastern seaboard. He was known to sail to Georgia with a cargo of Ice, then load lumber and sail to Philadelphia and unload, then load a cargo of Coal and sail to Maine.

In Maine he would unload the coal and take on a load of Ice from the Kennebec River for Phila. He made many voyages similar to this.

In July 1876 Susie would join her father in Philadelphia for her first voyage aboard his Schooner the “M and E Henderson”. They would sail to Boston for the Centennial celebration there, then on to the Kennebec River for a load of Ice. She details each days activities in her diary, reprinted here.

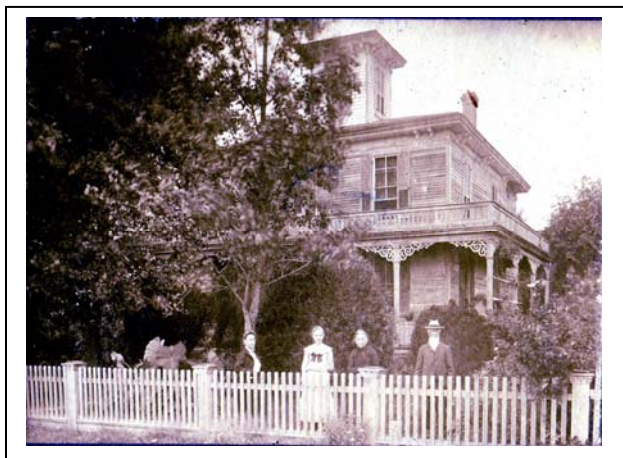


Photo Caption - Left:

Captain Price’s family home in Bakersville. Susie in the white dress and the Captain is on the right.

Note the “Widows Walk,” the Cupola on the roof.

Diary

Susie B. Price
Bakersville,
Atlantic, Co.
N. J.
Presents.
July 1876

An account of my first
Trip on water commencing
Monday July 17th. 76
Left home early this morning
for Philada. Arrived all
right, reached the Schrs
near one P.M. were towed
down the river below Chester
at five P.M. where we came
to anchor wind and tide
being ahead. Saw many
foreign Ships of war on the
passage. Day very warm.

Tuesday July 18th. 76
Got under way this morn-
ing near five A.M. passed
Marcus Hook near six A.M.,
Wilmington at 12.30 P.M.,
New Castle at 1.30 " " " reach-
ed Delaware City, and passed
Fort Delaware, at 7 P.M. came
to anchor above Reedy I. d
Day not as warm as 17th
Wednesday July 19th
Remained at anchor until
10 A.M. Got under way
proceeded slowly down the
Bay. Wind and tide being
ahead came to anchor

Continued, typed, on the following pages...

Susie B Price Schooner Diary-77b
Notes: © Mary Ella Somers family.
Id and Ids = Island & Islands
Schr = Schooner
Edited by John Dilks, Nov 2019
oldradio@comcast.net



Susie B. Price, Bakersville,
Atlantic County N.J.
Presents – July 1876

An account of my first trip on water
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Monday July 17th, 76

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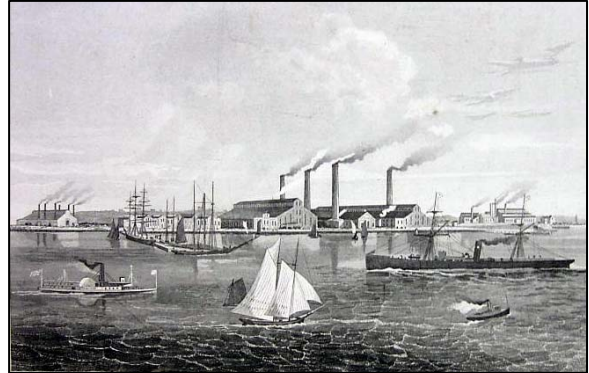
at five PM where we came to anchor
wind and tide being ahead. Saw
many foreign Ships of war



on the passage. Day very warm.

Tuesday July 18th, 76

Got under way this morning near five
AM passed Marcus Hook near six AM
Wilmington at 12.30 PM
New Castle (Iron Works)



at 1.30 PM reached Delaware City,
and passed [Fort Delaware](#) at 4 PM



Came to anchor above Reedy Id. Day
not as warm as 17th.

Wednesday July 19th



Remained at
anchor until 10 AM
Got under way.
Proceeded slowly
down the Bay.
Wind and tide
being ahead came
to anchor about 4
PM opposite
Collins Beach in
company with
many others.
Day very warm.

An account of my first trip on water

by Susie B. Price

1876

Thursday July 20th

At 4 AM got under way and proceeded down the Bay. Passed [Bombay Hook](#) and Cohansy light.



Hereford Light at 8 AM At noon off Townsend's Inlet calm. At 6 PM light air.

At 8 P.M. [Absecon Light](#) bearing N.N.E.

At 8 AM passed Ship John Light



Saturday July 22nd

Begins with light North winds. At 8 AM wind N.E. And in company with Schr's Martha Welsh, Rachel Vaneman and several others. At Noon in company with [E L Cottingham](#). [scroll down]

at noon [Ledge Light](#). Drifted down and at 7 PM passed Brandywine. Went to sea at 11 PM with light winds and weather having a squally appearance.

Friday July 21th

Begins with light winds and rough sea. At 7 AM passed [Cape May](#) nearly eight miles distant.



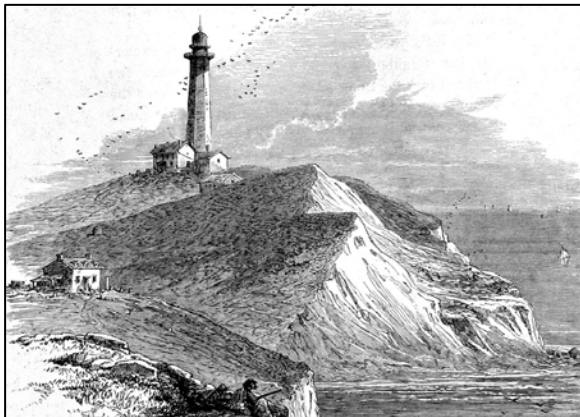
Wind E.S.E. Day ending with fair wind and fine weather.

Sunday July 23rd

Today begins with fair wind and squally weather. At 8 AM take in all light sails having heavy rain squally. At noon fair wind with fine weather. At 1 PM made Shinne Cock Light.



At 8 AM made [Montauk](#).



Day ends with more settled weather.

Monday July 24th

Begins with fair wind. At 8.30 AM passed Tarpaulin Cove.



At 11 AM passed Woods Hole. At Noon [Vineyard Haven](#) and [Oak Grove](#). At 1.30 PM passed [Edgartown](#) and Cape Hoag. Also East & West Chop off Vineyard Haven. Between six and eight PM saw [Cross Rip](#) and [Handkerchief light ship](#). At 8 PM passed Shovel Full and [Monomoy Pt Light](#). At 8.30 PM. Pollock Rip, also Bishop and Clark light. At the south appeared [Great Point](#) and [Samkaty lights](#) situated on Nantucket Id.



to guide the mariner clear of the many shoals in that vicinity. At 9 AM passed several small Ids, some of which are places of summer resort. Day ends with fine weather.

Tuesday July 25th

Fine weather. At 1 AM saw [Nausett light](#). At 7 AM passed Cape Cod Highlands. At this point near the shore the lands are 140 ft above the sea level. At 11 AM passed [Race Point](#). At noon calm. At 1 PM saw far in the distance Plymouth Rock the landing place of our Pilgrim Fathers in 1620.



At 4 PM still calm. At 8 PM saw [Gurnet light](#) at the entrance of Plymouth Harbor.

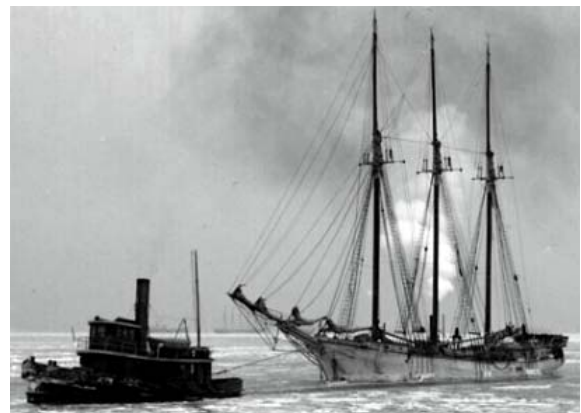


Wednesday July 26th

Begins also with fair weather. At 7 AM passed [Minots Ledge light](#).



At 8 AM passed [Boston Light](#). Took steamtug at this point and on entering the Harbor



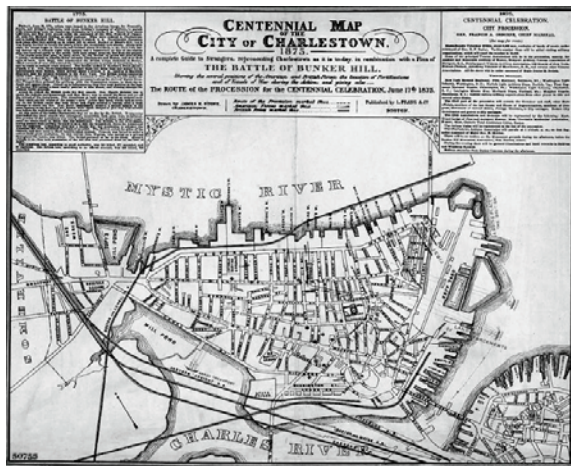
saw great varieties of land. On one hand were solid masses of rock while on the other were green hills sloping to the waters edge. Passing first by [Fort Warren](#),



on farther through the [Narrows](#), we passed [Fort Independence](#) on one hand with [Fort Winthrop](#) on the other. Continuing on the passage between Boston and East Boston arrived at the Mystic wharf



above the [Navy yard](#) and at [Charlestown](#) at 11.30 PM.



At 9.30 AM we first went on shore. Taking [[trolley-horse](#)] car,



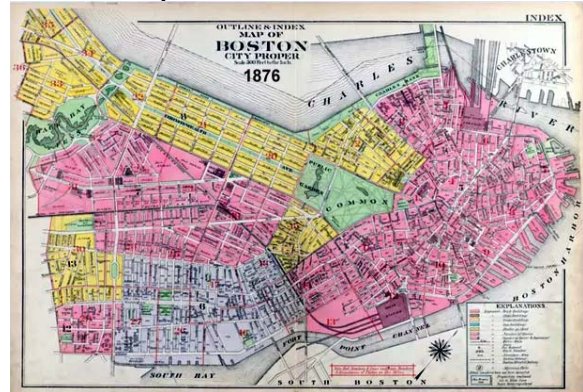
rode to [Boston Commons](#).



Here we saw within an enclosure where the old Elm tree had stood until having recently been blown

down. This tree having stood here for an unknown period.

Boston Map 1876



Next we visited the new [Statehouse of Boston](#)



(which is situated on quite an elevation). In the basement of the building

we saw the status of many renowned persons. Also many flags which were used by regiments of Mass both in the war for Independence and the great Civil War.



After registering our names we proceeded to the cupalo (being 320 ft above the level) where

we had a fine view of the city.

Also visited the [old South Church](#) which is near 200 years old. Wanting rest we then took car, rode to the extremity of South Boston passing on the route many public buildings and fine residences. Returning we reached the schr near 5.30 PM. Thus ending our first day cruise in Boston.

Friday July 28th

Near 1.30 today we started for [Bunker Hill Monument](#).



On reaching it after registering our names and ascending 295 steps we reached the top of this memorial monument. After viewing the City and adjacent Towns we descended to the street. Taking a car, started for [Mount Auburn Cemetery](#)



(which is termed the city of the dead) Being nearly five miles from Boston of

all places around Boston this is most worthy of a visit. Near 6 PM we started for the Schr, not reaching her until quite late.

Saturday July 29th

The third day of our stay we did not visit any place of great interest but spent a short time in purchasing some few things in memory of our first trip to Boston the Centennial

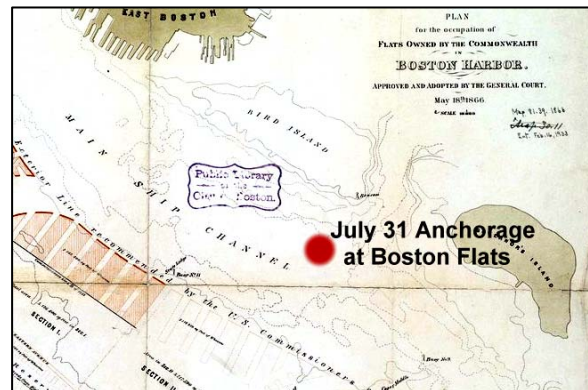
year of Independence. Day ends with fine weather as have all proceeding since we arrived.

Sunday July 30th

Begins with cloudy weather. But no rain until after noon which continues until evening. Did not go ashore at all. Day seemed rather long and tedious lying at wharf.

Monday July 31st

Stormy this morning rain having continued all night and still rains at 12 PM. At this time finished unloading. At 3 PM left the wharf passed down the harbor to Boston Flats (Harbor Map)



where we came to anchor for the night near 4 PM. Still rains and continued until late in the evening.

Tuesday Aug 1st

Clear weather this morning. But wind being ahead did not get under way until 2 PM and proceeded down the bay to north side of Long Id where we are chored to wait for fair wind before proceeding farther on our passage to the [Kennebec river](#) to load ice for Phila.

Wednesday Aug 2nd

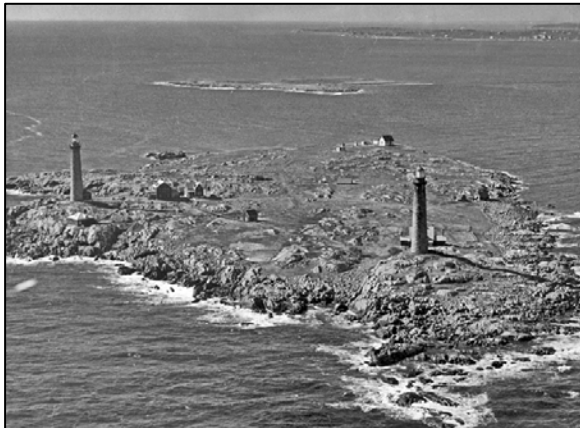
Very fine weather with winds so light as to compel us to remain at anchor it being impossible to start on the passage. We were at anchor in a very pleasant place nearly opposite the hotel on Long Id so near as to hear the music. Also to see steamers many times a day arriving and leaving with passengers, who find much pleasure visiting this Island.

Thursday Aug 3rd

On account of being calm and wind ahead we have been compelled to remain at anchor another day. It being rather tedious lying in one place and making no headway on our passage until 8 PM got under way, proceeded to sea with light southerly winds.

Friday Aug 4th

At 7 AM passed [Cape Ann and Thatcher Id Lights](#).



In sight of [Sequin Light](#) at 8 PM. Bearing NE by N 12 miles distant with fair wind and fine weather.

Saturday Aug 5th

At 4 AM kept off and ran for the Kennebec river. At 5 AM pilots came on board. At 6 AM passed in by [Pond Id light](#) at the mouth of River.



At 7.30 AM steaming Aid came along side to tow us up the river. Passing [Fort Popham](#) at mouth. Then Parkers Head village situated in a valley among solid rock.



Parkers Point Google Map

Next we passed Phillipsburg situated similar to that mentioned before. So on passing great varieties of scenery in places being bare rock others beautiful trees and pants. Proceeding on the passage to [Bath](#) where we

came to anchor near 10 AM and remained there rest of the day.

Sunday Aug 6th .76

Starting on our passage being towed by tug Resolute.



In company with many other schr's Passing Towns, Villages and scattered farms the

entire courses of the river. Having started at 8 AM continuing on until noon where we came to anchor at Smithtown. The scenery was very fine at this point being less bare rock than below. Day ends with fine weather having been very warm through the day.

Monday Aug 7th

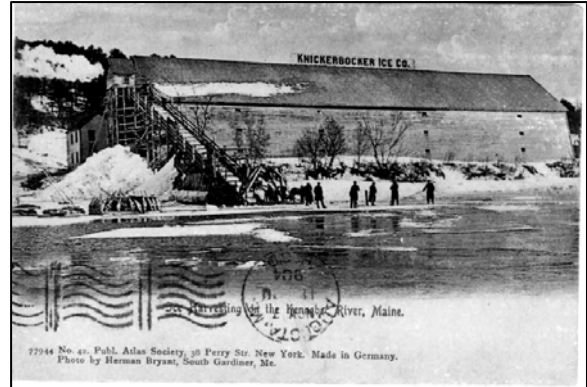
Being other vessels at the wharf where we were to load we were obliged to remain at anchor at Smithtown the whole day. The day was one of the warmest of 22 years.

Tuesday Aug 8th

At 8 Am Steam tug American Union



came to tow the schr to Farmingdale where we are to load ice for the [Knickerbocker ice company](#).



Passed Gardiner (1876 Map)



on the passage and were much pleased with the Town also with Farmingdale. Day has been very pleasant being some what cooler than yesterday.

Wednesday Aug 9th

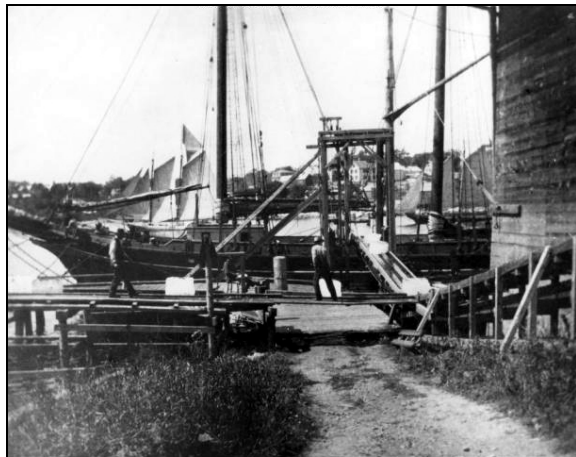
Did not commence loading yesterday and still wait our turn. Day has been very pleasant.

Thursday Aug 10th

Commenced loading near 3 PM.



It was quite amusing to watch the process of loading the ice.



Were invited by ladies to go to the top of a mountain (as twas called) to swing also to view the country which we could see for some distance. Still very pleasant weather.

Friday Aug 11th

At 12.30 PM left the schr crossed the river to Farmingdale where we took the train for Augusta where we first visited the State House



saw quite a number of relics of both the war for Independence and the late Civil War among them were muskets surrendered by [Gen Burgoyne Oct 17th 1777.](#)



With many others to numerous to mention. Among the curiosities was a large collection of Minerals. We ascended to the cupalo and were much pleased with the view of the country around. We also saw the [residence of Speaker Blaine](#). On account of time we were obliged to meet the train (long before we felt so inclined) for Gardiner we were much pleased with the Town as well as Augusta. Much tired we reached the schr near 5.30 PM. Day very pleasant.

Saturday Aug 12th

Finished loading at 10 AM But on account of tide remained at the wharf until 6 PM when tug American Union came to tow the schr down the river below Smithtown where we came to anchor near 7 PM.

Sunday Aug 13th

Near 8 AM Schr John Price ([Capt Nickerson](#)) came down and made fast to our vessel. During the afternoon He with his daughter came on board our schr we were much pleased with her. Also her Mother and little brother Eddie. Day very warm.

Monday Aug 14th

Very warm and still remain at anchor until 5 PM when tow boat Resolute came along side made fast both schr's and were towed down the river below Richmond near 8 PM.

Tuesday Aug 15th

At 8 AM started on our way down the river in tow with schr John Price also Wm. L Abbott. Passing Bath at 11.30AM. Still on where we came to anchor on [Parker's Flats](#) at 1 PM. Near 5 PM Capt Nickerson and family came alongside asked us to accompany them to the shore. We did so also climbed among rocks, found berries, gathered flowers, and evergreens. On account of heavy rain we obliged to start for the schr but before reaching it would have had a complete drenching had we not had our waterproofs with us. Some of the party however fared worse than we not having a dry thread on them.

Wednesday Aug 16th

At 5 AM got under way proceeded down the river and at 7 AM passed to sea [leaving Boston Harbor].



Passed by Fort and Pond Id light in company with many other vessels. With fair wind and fine weather continuing the whol'day.

Thursday Aug 17th

Begins with head winds and cloudy weather. At 4 PM off Thatchers Id light with rain squally and wind changing Shaped our course for Cape Cod. Day ends with storm.

Friday Aug 18th

At 7 AM off the lights on Highlands of Cape Cod. At 8 PM saw Nausett lights. Day warm and calm sailing only about 10 miles the whole day.

Saturday Aug 19, 1876

At 8 AM made Sankaty Head light on the extreme southeast part of Id Nantucket the land at this point being 85 ft above the level. The navigation in this vicinity is considered the most hazardous along this coast on account of the many shoals. At 12 PM passed insight of lightship on new South Shoals with very heavy sea. At this

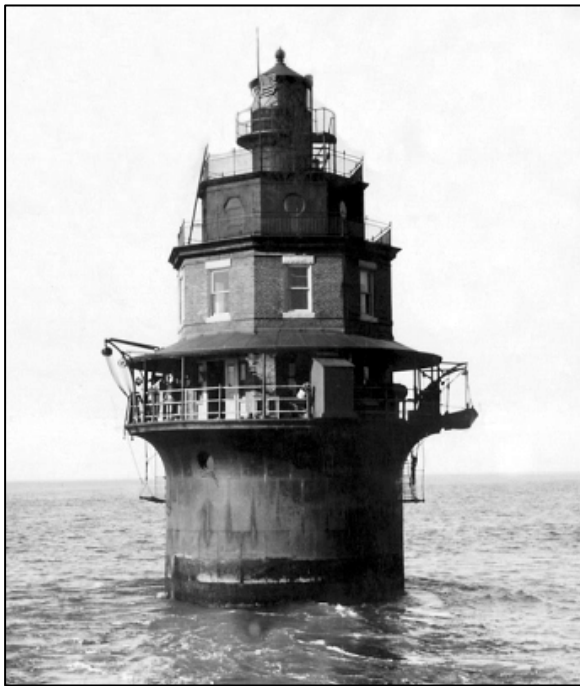
time shaping our course toward the NJ coast with fair wind and pleasant weather.

Sunday Aug 20th '76

At 5 AM Seven European Steamers passed near by bound East. In 24 hours having sailed 112 miles with still fine weather.

Monday Aug 21st

At 8.30 AM passed Nine Fathom light-boat. From 12 PM on Sunday to 12 PM today have sailed 150 miles. At this time off [Cape May](#) with light winds. Proceeding up the Delaware Schr anchored near [Cross Ledge Light](#) at 11 PM.



Tuesday Aug 22nd

Very light winds, but proceeded slowly up the Bay and came to anchor near [Pea Patch Id](#) at 12 PM. Day very pleasant.

Wednesday Aug 23rd

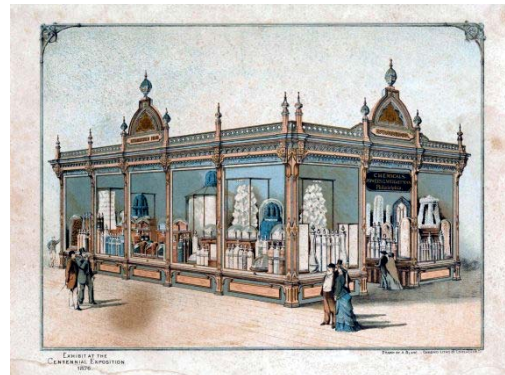
At 8 AM got under way and proceeded up the bay. At 10 AM passed Fort Delaware. At 2 PM Newcastle. Near 3 PM passed Wilmington and Marcus Hook. At 5 PM tug came along side and towed Schr to mouth of Schuylkill River where we came to anchor for the night at 7 PM

Thursday Aug 24th

At 5 AM started on the passage up the River and at 6.30 AM arrived at Pine Street wharf. Did not go ashore and day passed rather tedious. Day not as warm as 23rd.

Friday Aug 25th, 1876

Early this morning left the schr for the great [Centennial Exposition](#). After spending the whole day principally in the Main Building and Machinery Hall.



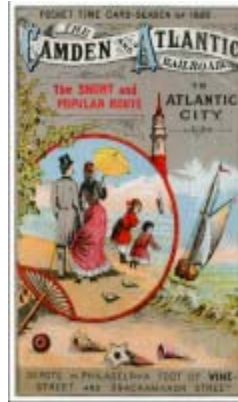
Seeing on every hand interesting objects beyond mention we were very much pleased with the display. We were sorry to have to leave but on account of time we started for the schr but did not reach it until quite late. We were very tired but much pleased. Day quite warm.

Saturday Aug 25, 76

Near 7 AM this morning left the schr again for the Exposition. After cruising about until 2 PM. we left the grounds, and started for Vine Street ferry to take the train for home. After a trip of six weeks we were not anxious to leave for home having enjoyed ourselves very much and will always love to call to mind instances which occurred during the summer of the Centennial year, 1876.

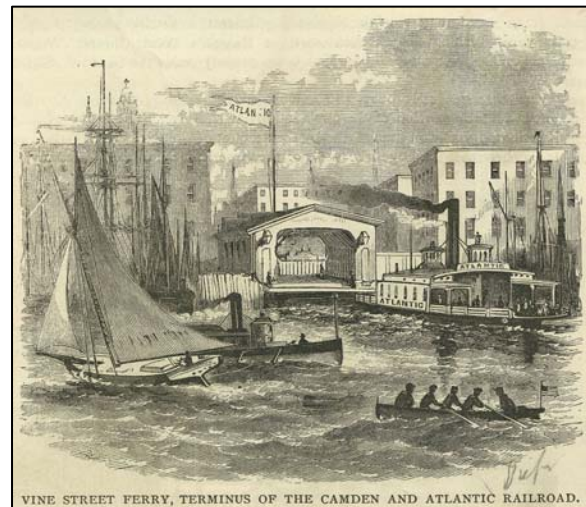
Susie B. Price
Bakersville
Atlantic County
New Jersey

The Pine Street Wharf at Knickerbocker Ice and Coal is where the trip started and ended in Philadelphia.



The Vine Street Ferry connected to the Camden and Atlantic Railroad. The line was built from Camden to Atlantic City via Berlin. In late June 1854, regular passenger service started on July 4.

Vine Street Ferry



VINE STREET FERRY, TERMINUS OF THE CAMDEN AND ATLANTIC RAILROAD.

