

# ATLANTIC HERITAGE

Newsletter of the Atlantic County Historical Society

WINTER 2015

## “IN THE AFTERMATH, WE ARE BECAUSE THEY WERE.”

RJ Heller, *Holding Grace: Prose & Poetry*

It was a dark and stormy afternoon in Egg Harbor Township and the members of the Veterans History Project were fearful that their annual program, Meet 'n Greet, an event to honor those Veterans that had been interviewed during 2015, would be rained out. As the hour for the gathering drew close they anxiously watched the front door of Zion United Methodist Church Hall for arrivals.

Our Veterans showed us that a Nor'easter was not going to deter them. Once the first Vet walked in there was a waiting line to sign in and receive their name tag badge. The room, set for seventy-two people, had people standing in the aisles.

Following a greeting by Helen Walsh, co-chair of the VHP and the Flag Salute led by interviewer, Steve Jasiecki, the opening prayer was offered by Pastor David Schumacher. Area vocalist, Donna Innis, sang a medley of patriotic songs, encouraging our enthusiastic audience to join in.

The President of the Atlantic County Historical Society, Richard Squires, presented each one of the twenty-six Veterans in attendance with a packet containing a CD of their interview with the VHP and a coffee mug filled with sweets. He offered every Veteran the opportunity to speak to their fellow Vets and families.

One WW II Veteran, Leon Goodman, filled a table of ten with relatives including his daughter who flew in from Chicago to witness her father receive the copy of the CD of his interview. He spoke eloquently about his love of our country and his appreciation for the volunteer interviewers of the Veterans History Project. Joseph Zackay, another WW II Vet, was amongst the first wave of the military to help liberate the Prisoners of War in Nuremburg following the end of the war. He showed pictures taken of the prisoners depicting their physical condition. United States Marine, Michael Schenck, recently returned from deployment, was accompanied by his wife, Angel, and young daughter. Mike also professed his love of our country and his pride in serving as a Marine, ending with the well-known Marine Corps greeting, “Semper Fi”.

As this dark and stormy day came to a close there was definitely a warm and safe feeling inside the hearts and souls of all who were fortunate enough to be in the presence of these men and women who served our country so proudly from World War II to the present.



L: U.S. Marine Michael Schenck, with his family, recently returned from deployment.  
R: WWII veteran, Mike Rock, with ACHS President, Dick Squires.

The Atlantic County  
Historical Society  
will be closed:

December 20th  
through January 1<sup>st</sup>  
We will reopen January 2<sup>nd</sup>.



Happy  
Holidays!

# Events and Happenings

## Program Logistics

### RISLEY HOMESTEAD

8 Virginia Avenue  
(near 400 block of Shore Rd)  
Northfield, NJ



Each Saturday 11:00am - 4:00pm  
Each Sunday 1:00pm - 4:00pm  
Free Admission - Donations Appreciated

The Risley Homestead is one of two 18th century houses in Atlantic County individually listed on the National Register of Historic Places and was home to many generations of Risley oystermen. The ACHS received the Homestead and its furnishings by bequest from Virginia Risley Stout in 1989. Open weekends from May through October. The Homestead is open for individual and small group guided tours. **Closed on major holidays.**

## Program Description

### ATLANTIC COUNTY HISTORICAL SOCIETY

907 Shore Road,  
Somers Point, NJ

Monday, December 14<sup>th</sup> 3:00 - 7:00pm

### ANNUAL HOLIDAY SWEETS SALE! The elves are back!!

This year's sale will feature home-baked cookies, candy, fudge, brownies, holiday breads and much more! All items will be sold by the pound, tin or plate @\$8.00/lb. All proceeds benefit the Atlantic County Historical Society. **For Holiday Shopping this year, please see the selection of books for sale in the Library or online at our website under Publications.** For those individuals who are interested in some used book/yearbooks, please stop by and view our selections. We have some unique and varied books for sale.

### ATLANTIC COUNTY HISTORICAL SOCIETY

907 Shore Road,  
Somers Point, NJ

Tuesday, February 16<sup>th</sup> - 7:00pm

### BUFFALO SOLDERS

Buffalo soldiers - black members of the U. S. Army - served at remote outposts on the Western Frontier. John Bettis will discuss the three black American soldiers buried beneath the sandy desert in New Mexico, whose remains were found when government archaeologists were investigating the reports of grave looting.

### ATLANTIC COUNTY HISTORICAL SOCIETY

907 Shore Road,  
Somers Point, NJ

Tuesday, March 15<sup>th</sup> - 7:00pm

### NEW JERSEY WOMEN IN WORLD WAR II

Historian Patricia Chappine explores the roles that New Jersey women played in World War II. From real-life Rosie-the-Riveters to nurses to those who sold war bonds, planted victory gardens and enforced blackout orders, New Jersey women were critical to the war effort.

### More VHP Meet n' Greet Photos



Top Row, L-R: Donna Innis singing a medley of patriotic songs; VHP Co-Chair, Helen Walsh making her presentation; ACHS President, Dick Squires with WWII Vet, Leon Goodman.

Bottom Row, L-R: ACHS President Dick Squires with Viet Nam Veteran, Joseph Neil; Joseph Zacaky, WWII veteran, showing photos of his time in Nuremburg rescuing prisoners of war.

### Thank you!

We're very grateful for your generous support in response to our Annual Appeal, however space constraints made it difficult to include your names in this edition of the Newsletter. We will include everyone, specifically, in the Spring edition.

Newsletter Editor, Layout & Graphics : Ellen Hyatt  
Contributors to this Issue:

Sid & Pat Parker, Helen Walsh, Norman Goos,  
Sheryl Collins, Lee Ireland, & Charlene Canale

*The Atlantic County Historical Society received an operating grant from the Atlantic County Office of Cultural & Heritage Affairs.*

## A TRIBUTE TO "BOO"

Allen M. "Boo" Pergament, age 83, died November 20, 2015. Long-time member, Assistant Museum Curator, Museum Curator, Board Member. He may not have been the longest-tenured in any one of these positions but he was probably the most passionate, and certainly the most well-known locally. He might have been known as "Mr. Atlantic City" but he was really just "Boo" to everyone, even to those who consulted him for books or television productions about Atlantic City.. When asked about the origin of his nickname, however, he would just grin and say: "None of your business."

Around our building, specifically in the museum, his legacy is organization-- neat, contained, precise organization, from carefully labeled and catalogued boxes of artifacts waiting to be displayed, to showcased articles of clothing, to specially-constructed shelves to hold dozens of framed portraits and other items of interest.

The "Fun Boo" was present almost every staff-only "Work Day," or any other time he was in the building, when he would bring in "stuff" from his personal collection - *The Booseum* - for his version of Show 'n Tell. He delighted in stumping the staff or volunteers or merely sharing historical oddities with them.

"Boo" retired from ACHS a couple years ago, but in many ways he is still with us.



"Boo" and his wife Marlene, at the 2009 Annual Luncheon.

### In Memoriam

Donna Corson  
Allen "Boo" Pergament



## Welcome

The Atlantic County Historical Society  
is pleased to welcome our new members:

Fred Mason & Amy Shelton, *Mays Landing, NJ*

Lance Henry Steelman, *Lehigh Acres, FL*

Scott A. Miller, *Tuckaboe, NJ*

Jerry Gordon, *Egg Harbor Township, NJ*

Charles Bernstiel, *Warminster, PA*

Nanette Musarra, *Egg Harbor Township, NJ*

Elise Pearl Dietzman, *Melbourne, FL*

Dawn Tilton & Migeul Cheverez, *Somerdale, NJ*

**New Life Members:** Susan Karibjanian, *Greenville, DE*

Michael Morello, *Longboat Key, FL*

## ACHS ANNUAL INSTALLATION

The 2015 Annual Installation Luncheon was held Saturday, October 17<sup>th</sup>, at the **Harbor Pines Golf Club**. Officers and Trustees were sworn in for 2015-2016 Board terms. The *Bringing History to Life Award* was presented to longtime Trustee Helen Walsh in recognition of her many contributions to the ACHS board and its programs, as well as her work with the Veteran's History Project, and her countless hours of volunteering.



**Officers & Trustees installed:** Richard Squires, *President*, Barbara Perry Silva, *Recording Secretary*, Kevin Little, *Asst. Curator*, Rev. Norman Goos, *Librarian* Pat Parker, *Asst. Treasurer*, Skip Bellino, Sheryl Collins, Frank Ferry, Esq., Freda Heintz, Jim Mason IV, Dr. Don Perry, Daryl Todd, Cindy Mason-Purdie & MaryBeth Ortzman.

### Atlantic County Historical Society Governing Board

President: Richard Squires  
Vice-President: Sid Parker, Jr.  
Recording Secy: Barbara Perry-Silva  
Treasurer: Charlene Canale  
Asst. Treasurer: Pat Parker  
Financial Secretary: Ellen Hyatt

Librarian: Rev. Norman Goos  
Assistant Librarian: Diane Miller  
Curator: Joan Frankel  
Asst. Curator: Kevin Little  
Historian: Diane Bassetti  
Chaplain: Rev. Norman Goos

Trustees:  
Diane Bassetti, Skip Bellino, Ben Brenner, Sheryl Collins, Frank Ferry, Freda Heintz, James Mason, V, Cindy Mason-Purdie, Mary Beth Ortzman, Donald Perry, Ruth Taylor & Darryl Todd.

## THE GOVERNOR AND ACHS THE CONNECTION (Sort of)

By Sid Parker

The Governor was Charles Edison. Yes, Tom's kid. Before Charles was governor, he served as Asst. Secretary of the Navy from 1937 until early 1940 and then as Secretary of the Navy for 6 months. In the latter post, he advocated construction of large Iowa-class battleships and, because the Philadelphia Navy Yard benefitted from this work, thus helping FDR pick up local votes, the President had BB-62 named *USS New Jersey*. Breaking with the family's Republican tradition, Charles ran as a Democrat and served as governor of New Jersey from 1/21/41 - 1/18/44.

Before getting to The Connection, it's necessary - or at least hopefully interesting - to give a little more background on Charles. Although he received an Electrical Engineering degree in 1913 from M.I.T., Charles was drawn to the world of the arts rather than to his father's businesses and laboratories. His father, perhaps with a bad ear for poetry (he *was* mostly deaf), saw little literary ability in his son who published a book of poetry after his father's death. It is more than ironic that a "non-inventive Edison" should pen a poem which describes his father's era and labors and which clearly is even more appropriate in today's world. Charles Edison's poem, *Ad Infinitum* follows:

*Worry, worry, fret and trouble,  
Nothing's right and all is Change.  
Facts are but a phantom bubble:  
Truths today-tomorrow strange.  
Changes bring but other changes;  
Progress runs in Error's ring:  
Plans are made but Change deranges:  
Hail the master: Change is king.*

Charles died in 1969 while living in the Waldorf Astoria in New York City, but he established in 1948 a charitable foundation which was later called the Charles Edison Fund. The photo below shows our small Edison "GEM" phonograph which, in 1983 and thanks to the above Fund, was repaired and had missing parts replaced. And there you have it: **THE CONNECTION.**



Thanks to *WIKIPEDIA* for background and Nelson Johnson's *Battleground New Jersey: Vanderbilt, Hague and Their Fight for Justice*, p.131, for the poem and inspiration for this article.

## VOLUNTEER OF THE QUARTER



The Atlantic County Historical Society is pleased to introduce Carlene Abbott and to honor her as the Volunteer of the Quarter. Carlene epitomizes the dedication and love of history shared by so many ACHS volunteers. She describes her work as a true labor of love.

Although born in Pittsburgh, Carlene considers herself an Atlantic City native since her family relocated to Atlantic City when she was a toddler. She remembers fondly the experiences of growing up in Atlantic City with its beaches, boardwalk and the Garden Pier with its free nightly musical entertainment. "There was always something to do", she remembers.

Among the things Carlene enjoyed most was the focus on local and United States history she learned within her family. She described both her parents as "politically astute" and she was an avid student learning from them and deepening her love of history. The seeds were planted early for her love of historical research and exploration. It was a natural progression that Carlene would, upon graduation from Rutgers, become a teacher herself and spend over three decades in the Galloway School system.

Upon retirement, Carlene gravitated to the ACHS where the tag team of Boo Pergament, former Museum curator, and Dale Lockhart, former Librarian and consummate volunteer, showed her around and signed her up for Membership and for volunteer service. That was over four years ago, and in those years Carlene has mastered the Past Perfect system and become skilled in digitizing records, first in the museum and now in the Library. Carlene describes her work as that of an explorer. "It is never boring, always something new". She is excited about the historical discoveries she unearths, such as the connection of Betsy Ross to Atlantic County (she will be happy to give you the details of this relationship!). She enjoys learning something new every day and her volunteer work provides that for her. In her words "I am thrilled to be here and to be doing what I am doing."

Carlene's volunteer service to other organizations include stints as a merit badge counselor for her son's boy scout troop and working with her daughter on a 4H project raising guide dogs for Seeing Eye.

This proud grandmother of three also finds time to volunteer in the Ranch Hope program for troubled teens.

Thank you, Carlene, for your dedicated service as a committed volunteer.

# Our Pirate Past: LETTERS OF MARQUE & REPRISAL, PAPERS TO DIE FOR!

By Lee Ireland

In 1780, the Continental Congress issued letters of marque that authorized privateers to attack English shipping.<sup>1</sup>



Documented pirate activity in our region includes the exploits of Captains William Kidd, Edward "Blackbeard" Teach, Stede Bonnet, Bartholomew, "Black Bart," Roberts and Paulsgrave Williams.

Their deeds all occurred during what has become known as the "Golden Age of Pirates," which ran from approximately 1690 to 1710. This time period helps to separate pirates from American privateers by at least 70 years. That is very helpful because there exists a lack of understanding among the general public and even those of us who are history minded as to the need to distinguish the two. Why? Because American Privateers are our heroes and pirates were outlaws. Although some today would claim that the only difference between the two groups, was a thin sheet of paper, that does not give credit to those who undertook service to their country at the risk of becoming vulnerable to charges of piracy because of

the vagaries associated with their authorized application. The piece of paper involved was commonly called a Letter of Marque or more fully, "Letters of Marque and Reprisal."

## History of Letters of Marque

Why were letters of marque needed? A simple example would be when a company of one country could not reclaim damages from a company of another country. Keep in mind that the seas were the interstate highways of today, so that when we deal with letters of marque, the sea is usually the environment that will be involved. In the event that international means of redress are exhausted in such a dispute, the aggrieved company would appeal to their own government to issue a letter of marque. If granted, this document would authorize the taking of an equal amount of wealth from any ship of the country whose firm violated the appellant. It was not necessary to wait for a ship from the very same company. Any vessel, equivalent in value or allied with the accused firm's nation, would do. Letters of marque go back, at least to the 13<sup>th</sup> Century when, in 1205, the English would issue letters of marque against the commerce of any of her enemies.

During the American Revolutionary War the letter of marque was used mostly for military purposes. By the use of letters of marque and reprisal, the Continental Congress authorized non-military mariners to attack the shipping of their enemies. This was critical for the fledgling Americans since they had neither ships, men or money to protect themselves at sea. Besides patriotism, the motivation for those mariners who participated in the practice was that they were entitled to a proper share of the value of the ships and cargo captured, once disposed of according to the law. These sailors were loosely called Privateers. This is a word that combines "Private" (non-military) and the suffix, "- teer" as in the word, "Musketeer" (an adventurer). The letter of marque was issued to the ship, not its captain, and often, had time stipulations attached to it.

Perspective is the key to understanding how pirates and privateers are viewed. If your ship is the one being attacked, for whatever reason, it is not comforting to know that those assaulting you, are authorized by their government. At first, the British treated our privateers as criminals and they were tried as such. Later, the British treated them as prisoners of war, but that only just spared their lives, as conditions of imprisonment were so dire. The infamous prison-ship, "Jersey," was a hulk, stripped from the main deck up and a hell-hole from there, below. A marker locates its former anchorage opposite the Brooklyn Navy Yard in New York City. Only a very few ever escaped. One, privateer, William Treen, was from our area and was a genuine Revolutionary War hero. Along with other patriots, he presented over 100 prizes of war for adjudication in Mays Landing. There the vessels were sold, stripped, or re-fitted as directed by the officials who sat there and made such dispositions according to the act.<sup>1</sup>

Note must be taken that when Congress issued the Letter of Marque proclamation authorizing attacks on British shipping on May 6, 1776, that is was well before our declaration of Independence on July 4 of the same year. This was justified by pointing out that the British had been harassing American ships for some time. Actually, at least one American privateer, captured a ship of the King after a peace treaty had been signed. Captain William Treen of Egg Harbor, seized the merchant ship, *Betsy*. Technically, peace was already at hand when this took place. Communications left much to be desired in those days, however, and the good captain and his crew simply were unaware that hostilities had ended. Ironically, Captain Treen had once before captured the *Betsy*. This also happened somewhat prematurely in that it was before July 4, 1776. By the time of the second encounter, *Betsy* had been recaptured by England!

## Captain Kidd & his Famous Case involving the Consequences of Violating Letters of Marque

Captain William Kidd was no stranger to our area. He owned piers, docks, ships and warehouses along the entire Atlantic Coast of New Jersey.

Ultimately Kidd was a victim of the convoluted world of letters of marque, safe passage to allies and obfuscation. He paid with his life. The short of it is, that in his day it was common for ships to fly false flags, carry false papers and engage in almost any kind of behavior they thought would spare them from being robbed and killed by pirates, privateers and others. This happened to Kidd more than once and so he took precautions that included retaining the documents presented to him by captains claiming to have the protection of his employer, the King of England. But when the deck is stacked against you, even the truth is sometimes not convincing. Accused of capturing such a vessel, Kidd presented his papers to the British authorities feeling secure that they would exonerate him upon his arrest. Instead, the documents were promptly, "lost" and would not reappear until centuries later, when they were found in a book in a London library. By then, Kidd's remains had been picked over a thousand times by the Blackbirds along the River Thames, where they laid in a metal cage until nothing remained.



### The Infamous Pirate, "Blackbeard"

An excellent case can be made that Captain Edward Teach, the dreaded pirate, "Blackbeard", is the proto-typical pirate. "A pirate's pirate," if you will. That's because, of all the preposterous deeds that any pirate was ever accused of, it is known that Teach actually practiced them. In fact, he probably was the inventor of some of them and/or one of the first to engage in them. Our area can claim "bragging rights" in the sense that "Blackbeard" was very active here and even had a camp in today's Edwin B. Forsythe National Wildlife Refuge. How does he figure in the realm of letters of marque? He used the letters as an aid to escaping the gallows for his crimes. He did this by either seeking the King's Pardon or by buying a letter of marque from a corrupt colonial governor. The governors of North Carolina and Rhode Island were especially well known for this crime. All the phony paper in the world however, could not save him from the determined Lt. Robert Maynard who, employed by the conscientious Governor of Virginia, travelled with his ships, Ranger and Jane, to the Outer Banks waters of Ocracoke, NC. There, he captured and beheaded the pirate. In the aftermath of battle, "Blackbeard" was found to have died from 25 wounds, five of which were pistol shots.<sup>1</sup>

### 20th Century Activity

One of the most dramatic and unique examples of the use of a letter of marque took place during the early days of World War II in the Pacific Ocean. In December of 1941 and during the first months of 1942, the Goodyear Company released its blimp *Resolute*, to our military to conduct anti-submarine patrols. The vessel was the L class blimp that operated out of Moffett Field in Sunnyvale, California. It is said to be the first instance of the use of a letter of marque since the War of 1812. As far as weaponry goes, it sported a rifle.<sup>1</sup> The use of this long-gun, caused many to claim that the ship was indeed, now a privateer. Therefore, the *Resolute* and her sister commercial blimps, similarly configured and tasked, operated under letter of marque until the Navy took over operation. However, those with a contrary view, state that without further congressional authorization, the Navy would not have been able to legally issue any letters of marque.<sup>1</sup>

### Today

The US Congress re-visited the subject of issuing letters of marque and reprisal during the security analysis following "9-11." If, said Congressman Ron Paul we would declare that the attacks in New York, Pennsylvania and Washington were declared to be "air piracy" Paul's bill, which he had introduced, *The Marque and Reprisal Act of 200*. It contained authority that the President could use, in the form of letters of marque and reprisal, to target specific terrorists, instead of having to declare all-out war against the countries they operated out of. Calling terrorist "pirates" was justified due to the extreme difficulties involved in combating their unconventional strategies and tactics. None of the bills floated before Congress between 2001 and 2009, dealing with letters of marque and reprisal and terrorists - as - pirates, gathered any steam and they failed to be enacted. How about that? Document authorizing hostility that actually could prevent even worse hostilities. Who would have ever thought back in 1780 that the letters of mark and reprisal could have such a long, potential reach centuries later?<sup>1</sup>

i Library of Congress. "In Congress, May 2, 1780: Instructions to the captains and commanders of private armed vessels which shall have commissions or letters of marque and reprisal." <http://www.loc.gov/resource/bdsdcc.06401/> August, 2015.

ii Ibid.

iii Ireland, L. (2015.) *America's Pirates & Their Hidden Treasures, Vol. 1*, NJ, PA, DE, MD. Lee Ireland Publishing, LLC, Egg Harbor Twp., NJ

iv Latin American History <http://latinamericanhistory.about.com/od/Pirates/p/The-Death-Of-Blackbeard.htm> August, 2015.

v Shock, J, and Smith, D. (2002.) *The Goodyear Airships*, Bloomington, Illinois, Airship International Press.

vi Letter of marque [https://en.wikipedia.org/wiki/Letter\\_of\\_marque](https://en.wikipedia.org/wiki/Letter_of_marque) August, 2015.

vii Ibid.

Lee A. Ireland is a local author of books on our region's history and an Atlantic County Historical Society member. He may be reached at [rebeljerseyyankee@comcast.net](mailto:rebeljerseyyankee@comcast.net). Copies of books authored by Lee are for sale at the ACHS Museum and via their on-line store at <http://atlanticcountyhistoricalsocietynj.org/pdf/2014%20Publication%20Order%20Form0001.pdf>

# Library Corner

Norman Goss, Librarian ~ Asst. Librarian, Diane Miller

The four mysteries from our last quarterly newsletter have all been solved thanks to our member-sleuths. You will recall from our last newsletter that I had been studying the 1914 *Atlas of Absecon Island* (2 volumes) and the 1921 *Atlas of Absecon Island* in our vault and asked for our members' input on some curious land improvements.

Mystery #1 was the canal on the maps where the Ventnor Rowing Club is located today; the maps showed it connecting Inside Thorofare to Beach Thorofare in the same manner as Mile Stretch. My younger brother Jim Goos is the housing inspector for the cities of Ventnor and Longport. He advised that the canal was planned but never cut all the way through to Ski Beach. He surmised that the reason might have been that the marsh area between Ventnor Heights and Chelsea Heights was never filled in and developed as first planned. It was originally planned that there would be street after street of houses from the Mile Stretch to the AC Airport on Albany Avenue. It seems the Great Depression got in the way as it did with other developments from Ventnor to Longport.

Now let's move on to Mystery #2, the continuation of Inside Thorofare from south of Mile Stretch to the Ventnor-Margate border. Today this waterway only extends a few blocks to about Buffalo Avenue. Noted local author Lee Ireland supplied the following information: "As it happens, I recently fulfilled a long-held desire to read Sarah Smith's book, *A History of Ventnor City, New Jersey, Ventnor City, N.J.* (ACHS Library, item C-142.1, 76 pp.) Not long after I finished it, along came the ACHS Quarterly Newsletter with the report of your observations on the Ventnor Heights part of town and requests for information. I grew up on North Rosborough Avenue in Ventnor, which you will see is at the heart of the area you asked about. I no longer have Sarah's book, so I can't offer you page numbers, just recollections. The portion of Inside Thorofare bounded by Section 30 on the west and 26 on the east where it meets the Mile Stretch was the northern end of what was commonly called 'The Cove.' Advena's Dock at Portland and Monmouth Avenues was reported to have spanned the entire width of the water there, with a floating gate for boat passage. Smith stated that a developer (she names him) filled the thorofare, starting at Newark Avenue. It went southward for most of Ventnor's remaining streets to Margate." My brother Jim Goos added that there are remnants of bulkheads in the backyards of homes on the Ventnor side of the Ventnor-Margate border where the waterway actually turned eastward and emptied into the ocean as a sometimes "dry inlet." My grandmother (born 1900) told my brother and me that there were two small inlets that had to be bridged for the train from Atlantic City to Longport when she was an elementary school student in AC after 1906 (Smith, p. 1). She remembers crossing them on family outings to Longport. One was at Jackson Ave and the other was at the present Ventnor-Margate border. My Brother Jim affirms that there are also remnants of bulkheads in Ventnor yards on Jackson Ave from the inlet that once divided the island at that point. These two inlets and the filled in lands are the source of some of the riparian rights issues land owners still face.

Now we move to Mysteries #3 and #4, the coves at the beaches in Ventnor where the present tennis courts and library are located. From what we have learned, these were built as protected bathing coves where children would not be at risk from rip currents. We do not know who built them or when. One was also built in Margate. The bulk heading from the two in Ventnor still exists. My brother surmises that these coves were filled back in by storms and simply never re-dredged due to money shortages during the Great Depression. They do not appear in later maps post-World War II. Thank you for your help in solving these puzzles.

Now we move on to a idea that comes from my family. My Leeds grandparents moved to Atlantic County and Atlantic City in the early 1700s (Jeremiah Leeds, et al) and the Reeves side came in the early 1800s (Adonijah Reeves). My grandparents owned Bees Reeves Sporting Goods in AC, as well as a couple of professional basketball teams in the 1930s and '40s (the essay with this story can be found in the Library at D-2655). My family has asked me to research and write a biography of my grandparents that will include a summary of the family before their lifespans and afterward. I've spent the last 3 years researching the ACHS archives as well as the local newspapers housed here. I expect that another year's worth of research will give me what I need for the final draft. Once completed and proof read by ACHS staff, it will be bound and included in our library's collection. I would like to invite all of you to start a similar project to memorialize the history, memories and traditions of your family. Your family will be thrilled once you've completed it (although they might not want to help you ☺ with the hard work). We here at ACHS stand ready, willing and able to help you reach your goals. Give Dianne Miller, Dale Lonkart, Mary Beth Ortzman or me a call nto set up a time to get the your "family History" ball rolling.

Best wishes for a great holiday season,  
**Norm Goos, Librarian**  
normangoos@comcast.net